Appendix A

Initial Study and NOP Comment Letters

UNIVERSITY OF CALIFORNIA, LOS ANGELES

UCLA

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CAMPUS CAPITAL PLANNING
1060 VETERAN AVENUE
BOX 951365
LOS ANGELES, CA. 90095-1365

May 27, 2008

State of California
Office of Planning and Research
1400 Tenth Street, Room 222
Sacramento, CA 95814

NOTICE OF PREPARATION

DRAFT ENVIRONMENTAL IMPACT REPORT

Project Title and Number:	Northwest Housing Infill Project (NHIP) and 2002 Long Range Development Plan (LRDP) Amendment, Project No. 948375
Project Location:	University of California, Los Angeles campus
Lead Agency:	University of California
County:	Los Angeles

Project Description:

Located in the community of Westwood in the City of Los Angeles, the UCLA campus is approximately 12 miles northwest of downtown Los Angeles. The main campus is generally bound by Le Conte Avenue to the south, Gayley Avenue and Veteran Avenue to the west, Sunset Boulevard to the north, and Hilgard Avenue to the east. The proposed Project (NHIP) involves development of additional undergraduate student housing in the Northwest zone of the UCLA campus, and an Amendment to the 2002 Long Range Development Plan (LRDP) to accommodate the NHIP.

The NHIP consists of approximately 1,525 dormitory beds, 10 faculty in-residence apartments, dining, assembly and support space totaling approximately 550,000 square feet of new development in four separate buildings on three separate infill sites. The NHIP would result in an increase of roughly 100 new staff on campus; however no new parking would be required. The NHIP is being proposed in response to the continuing unmet demand for on-campus undergraduate student housing and the success of the UCLA housing program in providing a cohesive student learning community that continues the transformation of UCLA from a commuter to a residential campus. Construction is estimated to begin in mid-2009 with completion in 2013.

Because this proposed NHIP was not contemplated under the 2002 LRDP, an LRDP amendment to provide additional square footage necessary to accommodate the NHIP is required. The proposed Amendment would involve an increase of 550,000 square feet of new development entitlement in the Northwest zone. In addition, because the proposed NHIP has an anticipated completion date of 2013, the LRDP Amendment will also adjust projections for total campus population to account for the extended LRDP planning horizon from 2010 to 2013. The Amendment will not involve any modifications to the previously adopted campus wide vehicle trip generation and parking limits.

Environmental Review and Comment:

In compliance with the State and University of California guidelines for implementation of the California Environmental Quality Act, this Notice of Preparation is hereby sent to inform you that the University of California, Los Angeles is preparing a Draft Environmental Impact Report (Draft EIR) on the proposed NHIP and Amendment to the 2002 LRDP. The attached Initial Study identifies the potential environmental issues pertaining to aesthetics, air quality, biological resources, cultural resources, geology/soils, hazards and hazardous materials, hydrology/water quality, land use/planning, noise, population/housing, public services, recreation, transportation/traffic, utilities/service systems that will be addressed in the Draft EIR for both the NHIP and the LRDP Amendment. The Draft EIR will also include analysis of project alternatives and cumulative effects for both the NHIP and the LRDP Amendment.

A **Public Information and EIR Scoping Meeting** will be conducted at the UCLA Faculty Center, Redwood Room, located at 480 Charles E. Young Drive East, on **June 10, 2008 from 7:00 to 9:00 PM**, and will be advertised in local newspapers; and by direct mailing to interested individuals, organizations and associations, and property owners and occupants within a 500-foot radius of the proposed NHIP site. Courtesy parking will be available in Parking Lot A adjacent to the Faculty Center by obtaining a parking pass from the parking kiosk located at the Westholme Avenue entrance to the campus off Hilgard Avenue.

As Lead Agency, we need to know the views of public agencies with respect to the scope and content of the environmental information which is germane to each agency's statutory responsibilities in connection with the proposed Project. Copies of this NOP and the attached Initial Study have been forwarded to the agencies and other groups and individuals listed below, and are also available at www.capital.ucla.edu/ep-curr-proj.html.

Due to the time limits mandated by State law, responses to this NOP must be sent at the earliest possible date, but not later than 30 days after receipt of this Notice. Please designate a contact person in your agency and send responses to the address below.

Sincerely,

Tova Lelah

Tova Lelah
Assistant Director
Campus and Environmental Planning
UCLA Capital Programs
1060 Veteran Avenue
Los Angeles, CA 90095-1365
Fax (310) 206-1510

Attachments: Document Transmittal Form
Regional and Campus Location Maps
NOP Initial Study, May 2008 (15 copies)

cc:

City of Los Angeles, Planning Department
Councilmember, 5th District
County of Los Angeles, Regional Planning, Environmental Section
Los Angeles Department of Transportation
Southern California Association of Governments
South Coast Air Quality Management District

Local Associations, Groups and Individuals

University of California and UCLA Administrators

Property Owners and Residents Within 500-foot Radius of Proposed Project Site

Notice of Completion — Form A

Mail to: State Clearinghouse, 1400 Tenth Street, Sacramento, CA 95814 (916) 445-0613

See Note Below
SCH#

Project Title: **Life Sciences Replacement Building**

Lead Agency: **University of California , Los Angeles**	Contact Person: **Tova Lelah**
Street Address: **1060 Veteran Avenue, CPB 3rd Fl.**	Phone: **(310) 206-5482**
City: **Los Angeles** Zip: **90095**	County: **Los Angeles**

Project Location

County: Los Angeles	City/Nearest Community: West Los Angeles		
Cross Streets: Hilgard Avenue & Manning Drive	Zip Code: 90095	Total Acres: 2.8	
Assessor's Parcel No.		Section/Twp.	Range/Base:
Within 2 Miles:	State Hwy #: I-405	Waterways:	
	Airports:	Railways:	Schools:

Document Type

CEQA:		NEPA:	Other:
☑ NOP	☐ Supplement/Subsequent EIR (Prior SCH No.) ____	☐ NOI	☐ Joint Document
☐ Early Cons		☐ EA	☐ Final Document
☐ Neg Dec	☐ Other____	☐ Draft EIS	☐ Other____
☐ Draft EIR		☐ FONSI	

Local Action Type

☐ General Plan Update	☐ Specific Plan	☐ Rezone	☐ Annexation
☐ General Plan Amendment	☐ Master Plan	☐ Prezone	☐ Redevelopment
☐ General Plan Element	☐ Planned Unit Development	☐ Use Permit	☐ Coastal Permit
☐ Community Plan	☐ Site Plan	☐ Land Division (Subdivision, Parcel & Tract Map, etc.)	☑ Other - Project Approval

Development Type

	☐ Water Facilities: Type____ MGD____
☐ Residential: Units____ Acres____	☐ Transportation: Type____
☐ Office: Sq. ft.____ Acres____ Employees____	☐ Mining: Mineral____
☐ Commercial: Sq. ft.____ Acres____ Employees____	☐ Power: Type____ Watts____
☐ Industrial: Sq. ft.____ Acres____ Employees____	☐ Waste Treatment: Type____
☑ Educational laboratory building	☐ Hazardous Waste: Type____
☐ Recreational:____	☐ Other____

Project Issues Discussed in Document ☑

☑ Aesthetic/Visual	☐ Flood Plain/Flooding	☐ Schools/Universities	☐ Water Quality
☐ Agricultural Land	☐ Forest Land/Fire Hazard	☐ Septic Systems	☐ Water Supply/Groundwater
☑ Air Quality (construction)	☐ Geologic/Seismic	☐ Sewer Capacity	☐ Wetland/Riparian
☑ Archeological/Historical	☐ Minerals	☐ Soil Erosion/Compaction/ Grading	☐ Wildlife
☐ Coastal Zone	☑ Noise (construction)	☐ Solid Waste	☐ Growth Inducing
☐ Drainage/Absorption	☐ Population/Housing Balance	☐ Toxic/Hazardous	☐ Land Use
☐ Economic/Jobs	☐ Public Services/Facilities	☑ Traffic/Circulation (construction)	☑ Cumulative Effects
☐ Fiscal	☐ Recreation/Parks	☐ Vegetation	☐ Other____

Present Land Use/Zoning/General Plan Use Campus

Project Description

The proposed project involves the construction of a replacement laboratory building for the Life Sciences program of the College of Letters and Science on the UCLA campus. Work would involve demolition of the non-historic portion of Hershey Hall to create a site for construction of a five-story (plus basement), replacement laboratory building at the corner of Manning Drive and Charles E. Young Drive East. The building would provide approximately 185,000 square feet of laboratory and office space for the existing program including approximately 25,000 square feet for new life sciences research initiatives. These new research initiatives could involve an addition of approximately 30 individuals to the campus population. Following completion of the Life Sciences Replacement Building, Hershey Hall would be renovated in compliance with the State Guidelines for renovating historic buildings. The project is consistent with the land use and population estimates described in the 2002 Long Range Development Plan (LRDP) and analyzed in the 2002 LRDP EIR certified in 2003. Construction is anticipated to begin in 2006, with completion estimated by 2009.

Note: Clearinghouse will assign identification numbers for all new projects. If a SCH number already exist for a project (e.g. from a Notice of Preparation or previous draft document) Please fill it in.

NORTHWEST HOUSING INFILL PROJECT AND LONG RANGE DEVELOPMENT PLAN AMENDMENT UNIVERSITY OF CALIFORNIA, LOS ANGELES

Project No. 948375.02

Initial Study/Notice of Preparation and Environmental Checklist Form

I. PROJECT INFORMATION

1. PROJECT TITLE

UCLA Northwest Housing Infill Project and Long Range Development Plan Amendment

2. LEAD AGENCY NAME AND ADDRESS

The Regents of the University of California
1111 Franklin Street, 12th Floor
Oakland, California 94607

3. CONTACT PERSON AND CUSTODIAN OF THE ADMINISTRATIVE RECORD FOR THIS PROJECT

Tova Lelah, Assistant Director
University of California, Los Angeles
Capital Programs, Environmental Planning
1060 Veteran Avenue
Los Angeles, CA 90095-1365
(310) 206-5482

4. PROJECT LOCATION

University of California, Los Angeles
Los Angeles, California 90095
(Refer to Exhibits 1 and 2)

5. PROJECT SPONSOR'S NAME AND ADDRESS

University of California, Los Angeles
Capital Programs, Environmental Planning
1060 Veteran Avenue
Los Angeles, California 90095-1365

II. PROJECT DESCRIPTION

1. INTRODUCTION

The University of California is the Lead Agency responsible for preparing an environmental impact report (EIR) for the proposed actions relating to the proposed Northwest Housing Infill Project (NHIP) and a related amendment to the 2002 Long-Range Development Plan (LRDP Amendment). The EIR will be prepared in accordance with the California Environmental Quality Act (CEQA), as amended (*Public Resources Code,* Section 21000-21178), the CEQA Guidelines (*California Code of Regulations,* Title 4, Chapter 14, Sections 15000–15387), and the *University of California Procedures for the Implementation of CEQA.*

This Initial Study (IS) presents a description of the proposed NHIP and proposed amendment to the 2002 LRDP (hereafter referred to as the proposed “LRDP Amendment”), an identification of the actions required for project approval, and a preliminary evaluation of the probable environmental effects anticipated upon project implementation to inform preparation of the Draft EIR. Together with the Notice of Preparation (NOP) and the Environmental Checklist Form, the IS will be distributed to any responsible agencies, trustee agencies, and interested parties, as required by CEQA, to solicit comments on the scope of the environmental analysis.

The Draft EIR will provide a project-level analysis for the proposed NHIP in accordance with Section 15161 of the CEQA Guidelines, as well as a program-level evaluation of the proposed LRDP Amendment (inclusive of the proposed NHIP) in accordance with Section 15168 of the CEQA Guidelines.

2. SURROUNDING LAND USES/ENVIRONMENTAL SETTING

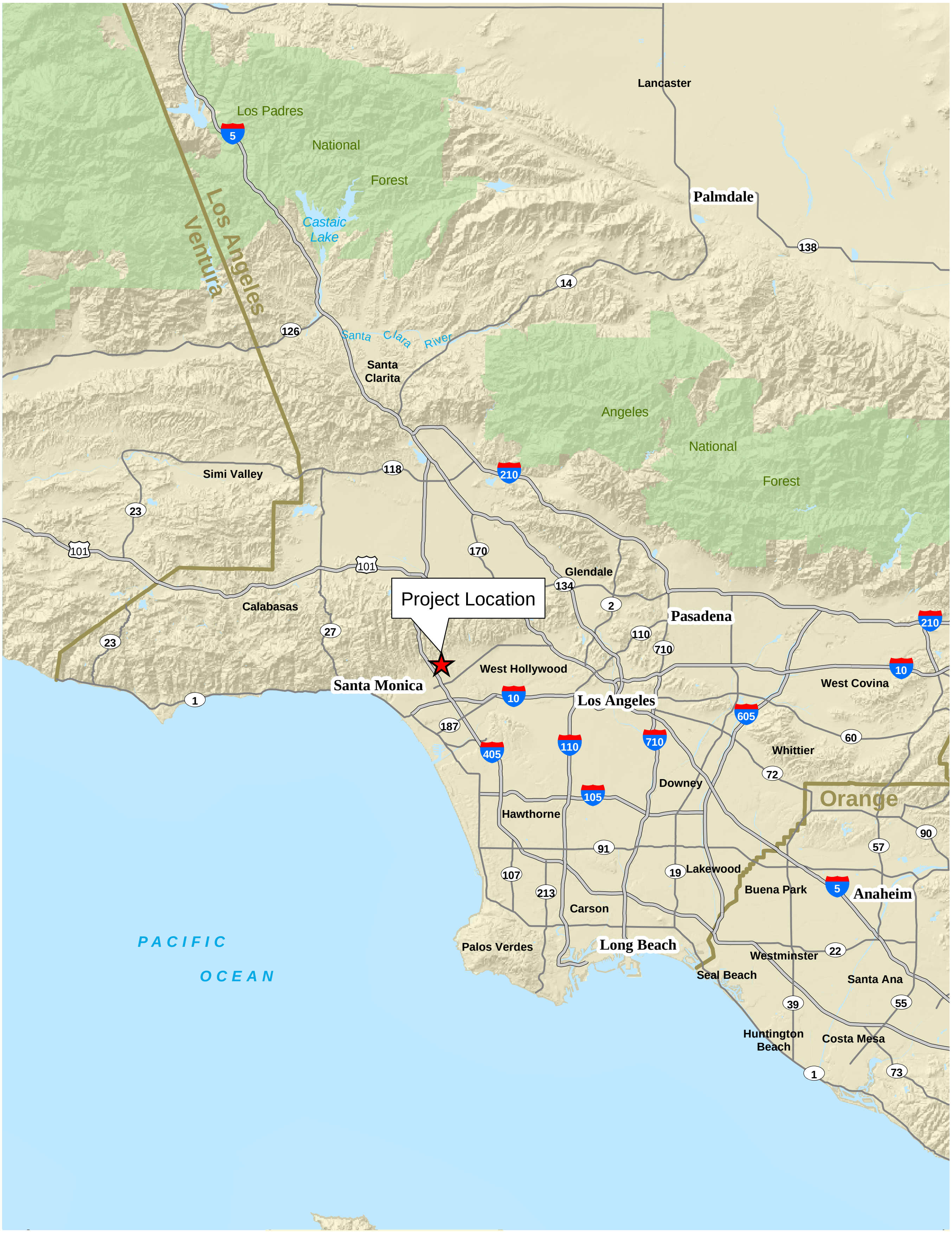
The University of California, Los Angeles (UCLA) campus is located in the community of Westwood in the City of Los Angeles, approximately 12 miles northwest of downtown Los Angeles (refer to Exhibit 1). The UCLA main campus is generally bound by LeConte Avenue to the south, Gayley Avenue and Veteran Avenue to the west, Sunset Boulevard to the north, and Hilgard Avenue to the east (refer to Exhibit 2). An additional area of the campus (known as the Southwest Campus) is located immediately north of Wilshire Boulevard between Gayley Avenue and Veteran Avenue.

Existing development on the 419-acre campus is organized into eight land use zones with a variety of academic and related uses. Facilities include those dedicated to instruction, research, recreation, housing, medical, and support functions. The campus is primarily bordered by residential land uses, with the exception of Marymount High School to the north, the Westwood Village commercial area to the south, and a section of the Veterans Memorial Cemetery to the west. Development on the UCLA campus is guided by the 2002 LRDP and accompanying EIR that adopted new development square footage allocations for each land use zone, and trip generation and parking caps for the campus through a planning horizon of 2010.

Pursuant to Section 15125(a) of the State CEQA Guidelines, the baseline physical conditions for the EIR analysis will be the setting at the time this NOP is released.

3. PROJECT DESCRIPTION

UCLA proposes to develop additional student housing in the Northwest zone of the campus to help fulfill the unmet need for on-campus bed spaces, as identified in the *UCLA Student Housing Master Plan 2007–2017.* Expanding the undergraduate housing program would allow UCLA to continue its transformation from a predominantly commuter campus to a residential



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Regional Location

Exhibit 1

UCLA Northwest Housing Infill Project and LRDP Amendment

10 5 0 10
Miles

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D:/Projects/UCLA/J011/Regional_aerial.mxd

Local Vicinity

Exhibit 2

UCLA Northwest Housing Infill Project and LRDP Amendment

N W E S

1,500 750 0 1,500 Feet

BonTerra CONSULTING

R:/Projects/UCLA/J011/Graphics/ex2_LV_Aerial_051908.pdf campus, and would further the success of the existing on campus housing program in providing a cohesive student learning community.

Because the proposed NHIP was not contemplated under the 2002 Long Range Development Plan (LRDP), an LRDP amendment to provide additional square footage necessary to accommodate the NHIP (550,000 square feet) is required. In addition, because the proposed NHIP has an anticipated completion date of 2013, the LRDP amendment would also adjust projections for total campus population to account for the extended LRDP planning horizon from 2010 to 2013. The proposed NHIP and LRDP Amendment are described further below.

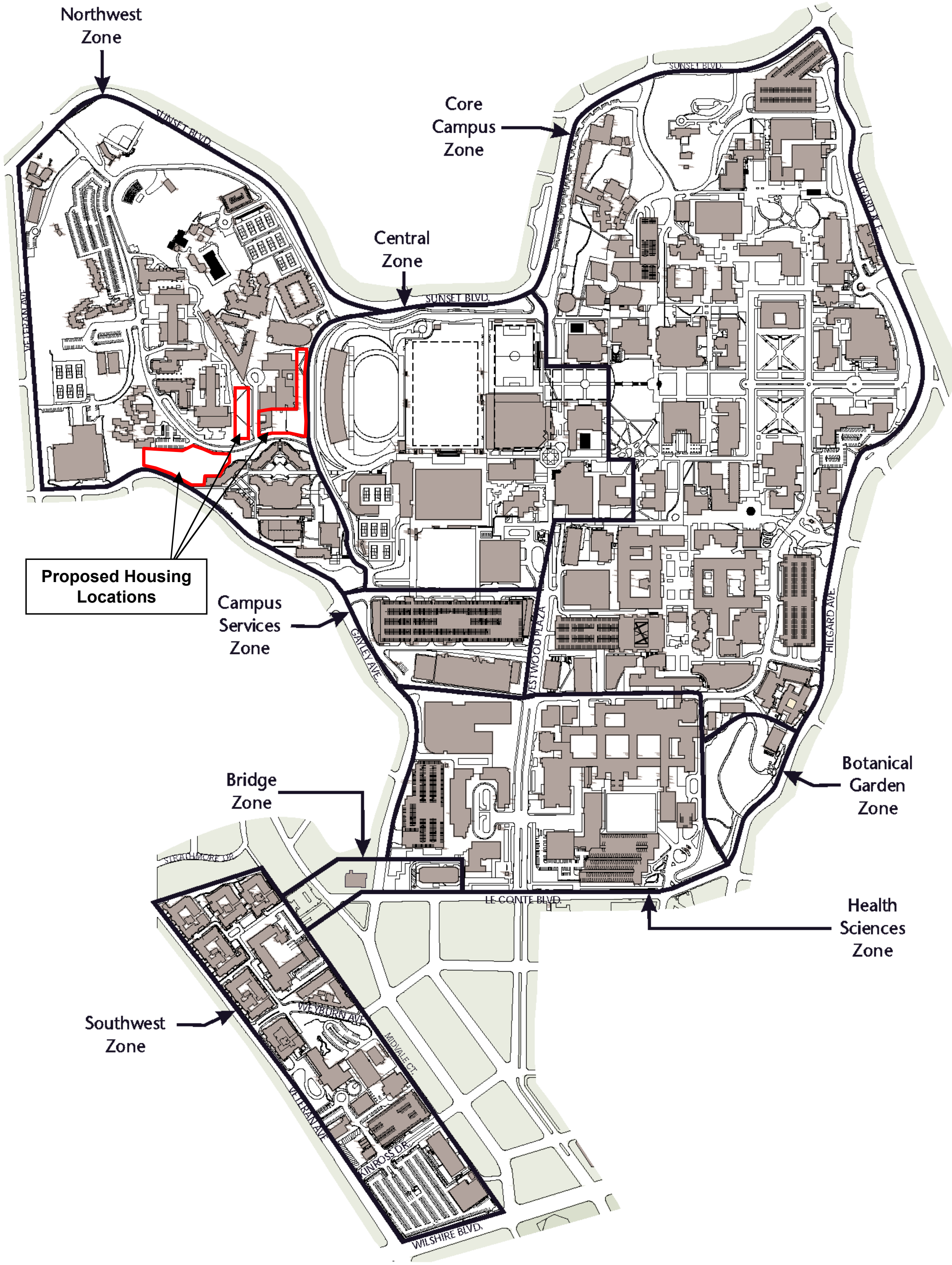
Northwest Housing Infill Project

The proposed NHIP includes the development of four new residence halls and their associated support facilities for undergraduate students on land immediately adjacent to existing residence halls in the Northwest zone of the campus. The NHIP in its entirety would include approximately 550,000 gross square feet (gsf) of new development and would accommodate the following uses: (1) approximately 1,525 student beds (including beds for Resident Assistants); (2) approximately ten apartments for professional staff and faculty-in-residence; (3) an approximate 750-seat dining commons; (4) multipurpose assembly, study, and meeting rooms; (5) a fitness center; and (6) maintenance and support space.

In consideration of existing land constraints in the Northwest zone, the four separate residence buildings would be developed on three infill sites, shown conceptually on the attached campus map (Exhibit 3). Two buildings (referred to as “Upper and Lower De Neve”) would be constructed in an undeveloped hillside area west of the existing De Neve Commons and north of Gayley Avenue and are proposed to be nine and seven levels, respectively. The other two buildings (referred to as “Sproul South” and “Sproul West”) would be constructed adjacent to the existing Sproul Residence Hall. Sproul South would include six levels for residences (housing) and would be constructed on a three-story podium structure (referred to as the Sproul Complex), which would include primary support services identified above. Sproul West would be constructed as a nine-story residence hall, immediately east of Rieber Hall.

As part of the proposed NHIP, the Office of Residential Life Building would be demolished and occupants would be permanently relocated to the Bradley Hall building. In addition, the space that accommodates the Housing Maintenance Division located in the covered parking area south of Sproul Hall would be renovated as part of the proposed project, and those occupants would be temporarily relocated during construction to the Ornamental Horticulture buildings adjacent to Parking Lot 15.

Vehicular circulation improvements for the proposed NHIP would include: (1) a new vehicular entry for Housing Maintenance service vehicles into the Sproul Complex from Charles E. Young Drive and (2) widening of the existing Sproul Hall loading dock off De Neve Drive from two bays to three. For the proposed Upper De Neve building, a vehicular drop-off with a few short-term parking spaces would be provided adjacent to De Neve Drive. Lower De Neve would include two driveways on the northern side of Gayley Avenue for service vehicle access and removal of a few public parking spaces. Proposed modifications to Charles E. Young Drive and Sunset Village Drive (on-campus roadway) would result in changes to short-term parking and loading and drop-off areas. The proposed NHIP does not include the construction of new long-term parking facilities. Existing pedestrian facilities in proximity to the proposed NHIP would be reconfigured and/or replaced, and new facilities would be constructed to ensure safe and efficient movement of residents within the Northwest zone and to other campus areas.



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UCLA NHIP and Campus Boundaries

Exhibit 3

UCLA Northwest Housing Infill Project and LRDP Amendment

N W E S

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The proposed NHIP would include installation of new hardscape and landscape. Additionally, campus utilities (storm drain, water, sewer, electric, natural gas, telecommunication, and cable television) would be extended and/or relocated, as necessary, to serve the new buildings.

During construction, temporary modifications to the existing circulation and parking facilities may be required. This could include, but not be limited to: (1) operation of portions of De Neve Drive and Charles E. Young Drive West as one-way streets; (2) construction staging on existing parking lot(s) in the Northwest zone; and (3) temporary removal of existing on-street parking.

The proposed NHIP would create on-campus housing for the current student population, and no increase in student population would result from the proposed NHIP development. However, an increase in full-time staff to serve the proposed residence halls and support facilities is anticipated. It is estimated that approximately 131 new staff would be employed on campus by 2013 to provide administrative, maintenance, and dining services to the new on-campus residential population.

Phased construction of the proposed NHIP is estimated to begin in mid-2009 with completion in early 2013.

2002 Long-Range Development Plan Amendment

Because the proposed NHIP was not contemplated under the 2002 LRDP, an LRDP Amendment to provide additional square footage necessary to accommodate the NHIP is required. The proposed Amendment would involve an increase of 550,000 square feet of new development entitlement in the Northwest zone. The LRDP Amendment will identify the existing developed campus square footage (approximately 16.8 million square feet of occupied space and 7.6 million square feet of parking structures that provide approximately 24,000 parking spaces) and the remaining development allocation under the 2002 LRDP (1.3 million square feet) available for future campus development. With the exception of the proposed NHIP, specific development projects that may be constructed in the future under the LRDP Amendment are not known, but the total remaining development allocation for each campus zone will be identified. Therefore, the Draft EIR for the LRDP Amendment will serve as a Program EIR for the consideration of subsequent project-specific actions on campus.

In addition, because the proposed NHIP has an anticipated completion date of 2013, the LRDP Amendment will also adjust projections for total campus population to account for the extended LRDP planning horizon from 2010 to 2013. The projected average weekday campus population (students, faculty, staff, and visitors) during the regular session is estimated to increase by approximately 2,780 individuals compared to the 2007–2008 population of approximately 59,700.

The Amendment will not involve any modifications to the previously adopted campus wide vehicle trip generation and parking limits (139,500 average daily trips and 25,169 parking spaces, respectively). Traffic generation from campus uses is estimated based on the total number of parking spaces (not by land use type). The current campus parking inventory consists of approximately 24,072 parking spaces that generate approximately 119,269 average daily vehicle trips, as counted during the fall 2007 cordon count.

4. ANTICIPATED DISCRETIONARY APPROVALS

The Draft EIR will address State, regional, local government, and University approvals needed for construction and/or operation of the proposed NHIP and LRDP Amendment, whether or not such actions are known at this time or are explicitly listed in this Initial Study. The approvals that are anticipated to be considered by the University of California Board of Regents include, but are not necessarily limited to:

- Certification of the EIR
- Approval of the Northwest Housing Infill Project
- Approval of the 2002 LRDP Amendment

Another public agency whose approval may be required is the City of Los Angeles Department of Transportation for NHIP project features along Gayley Avenue.

5. ESTIMATED ENVIRONMENTAL REVIEW SCHEDULE

Pursuant to the CEQA Guidelines, the NOP/IS will be circulated for a 30-day public review. During the NOP/IS public review period, UCLA will conduct a public information and EIR scoping meeting. Following receipt of comments on the NOP/IS, the Draft EIR will be prepared. It is anticipated that the Draft EIR will be available for public review by summer or fall 2008. A 45-day public review period will be provided, after which responses to comments received will be prepared. A public hearing will be held by UCLA during the 45-day review period. The project will subsequently be submitted to the Regents of the University of California for its consideration in early 2009.

III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☒ Aesthetics	☐ Agriculture Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☒ Geology/Soils
☒ Hazards & Hazardous Materials	☒ Hydrology/Water Quality	☒ Land Use/Planning
☐ Mineral Resources	☒ Noise	☒ Population/Housing
☒ Public Services	☒ Recreation	☒ Transportation/Traffic
☒ Utilities/Service Systems	☒ Mandatory Findings of Significance	

1. DETERMINATION: (To be completed by the Lead Agency.)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to be the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because al potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Tova Lelah

Signature

May 28, 2008

Date

2. EVALUATION OF ENVIRONMENTAL IMPACTS:

This Initial Study serves to identify the potential environmental impacts that will be addressed in the EIR for the Proposed NHIP and LRDP Amendment. Appendix G of the CEQA Guidelines provides only a suggested format to use when preparing an Initial Study. The University of California has adopted a slightly different format with respect to the response column headings, while still addressing the Appendix G checklist questions that are relevant to each environmental issue area. The two columns in this Initial Study checklist include:

- ***Impact to be Analyzed in EIR.*** This heading applies to those environmental issues, which may or may not be significant that will be analyzed in the EIR. As appropriate, the analysis will include a program level analysis for the LRDP Amendment, a project-level analysis for the NHIP, and a cumulative-level analysis for potential effects of LRDP implementation (including the NHIP) combined with known and reasonably foreseeable future growth in the surrounding area.

- ***No Additional Analysis Required.*** This heading applies where the proposed LRDP Amendment, including the NHIP, would have no effect on the particular environmental issue, and no additional analysis, beyond that provided in this Initial Study is required.

A list of references used in the preparation of this Initial Study is included in Section IV of this document.

<u>Environmental Checklist and Evaluation</u>

1. *Aesthetics*

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(b)	Would the project have a substantial adverse effect on a scenic vista?	☒	☐	☒	☐

Discussion

Views of scenic vistas are generally described in two ways: “panoramic views” (visual access to a large geographic area, for which a field of view can be wide and extend into the distance) and “focal views” (visual access to a particular object, scene, setting, or feature of interest). Following is discussion of panoramic and focal views as they relate to the proposed NHIP and LRDP Amendment projects.

Panoramic Views

Panoramic views are typically associated with vantage points that provide a sweeping geographic orientation not commonly available. Examples of panoramic views include urban skylines, valleys, mountain ranges, or large bodies of water. Views of the Santa Monica Mountains may be available from some of the taller buildings along Wilshire Boulevard and within the campus itself. However, from many of these vantage points, views are at least partially blocked by surrounding development. In addition, visible portions of the Santa Monica Mountains are developed with residential and commercial land uses. There are no panoramic views of a pristine undeveloped mountain range from the UCLA campus. However, it should be noted that development under the LRDP Amendment could provide additional view opportunities of the Santa Monica Mountains through the provision of additional buildings on campus, including the proposed NHIP. Development under the LRDP Amendment, and the proposed NHIP, would not result in a substantial adverse effect on panoramic views toward the Santa Ana Mountains through continued implementation of campus design policies identified below.

While views of the campus would not typically be considered an urban skyline, the campus is unique when viewed from off-campus locations due to the predominance of landscaping in an otherwise urban area, and the general consistency of the architectural palette. Panoramic views of the campus are held from some of the high-rise buildings along the Wilshire Corridor, from other more distant locations, such as the Getty Museum, as well as from residences at higher elevations to the north of Sunset Boulevard. Any future development on campus associated with the LRDP Amendment, would be subject to existing campus programs, practices, and procedures included below that require new landscaping be provided with future projects (PP 4.1-2[d]) and existing landscaping be maintained to the extent feasible (PPs 4.1-1[b] and 4.1-2[e]). This would ensure that views from these vantage points are not substantially altered. Additionally, PP 4.1-1(a) requires individual projects be reviewed during the design process relative to building mass and form, building proportion, and roof profile to ensure preservation and enhancement of the visual character and quality of the campus and the surrounding area. 2002 LRDP Final EIR PP 4.1-1(c) requires that new building projects be sited to ensure compatibility with existing uses and the height and massing of adjacent facilities. Specific to the proposed NHIP, the line of sight from distant vantage points with proposed NHIP buildings would be similar to existing conditions since the finished elevation of the proposed structures would be similar to existing adjacent structures including the DeNeve Commons, Sproul and Reiber Residence Halls.

There are no panoramic views of large bodies of waters or valleys from any location on campus. Development of additional academic and support uses associated with the proposed NHIP and LRDP Amendment would not alter panoramic views to or from the campus. No impacts would occur to panoramic views and no mitigation is required with implementation of the existing campus programs, practices, and procedures from the 2002 LRDP Final EIR identified below. No further analysis of this issue (panoramic views) is required in the Draft EIR for the proposed NHIP or LRDP Amendment.

PP 4.1-1(a) *The design process shall evaluate and incorporate, where appropriate, factors including, but not necessarily limited to, building mass and form, building proportion, roof profile, architectural detail and fenestration, the texture, color, and quality of building materials, focal views, pedestrian and vehicular circulation and access, and the landscape setting to ensure preservation and enhancement of the visual character and quality of the campus and the surrounding area. Landscaped open space (including plazas, courts, gardens, walkways, and recreational areas) shall be integrated with development to encourage use through placement and design.*

PP 4.1-1(b) *The Mildred E. Mathias Botanical Garden, Franklin D. Murphy Sculpture Garden, Dickson Plaza, Janss Steps, Stone Canyon Creek area, Meyerhoff Park, Wilson Plaza, Bruin Plaza, and the University Residence shall be maintained as open space preserves during the 2002 LRDP planning horizon.*

PP 4.1-1(c) *New building projects shall be sited to ensure compatibility with existing uses and the height and massing of adjacent facilities*.

PP 4.1-2(d) *Projects proposed under 2002 LRDP shall include landscaping*.

PP 4.1-2(e) *The western, northern, and eastern edges of the main campus shall include a landscaped buffer to complement the residential uses of the surrounding community and to provide an attractive perimeter that effectively screens and enhances future development.*

Focal Views

Focal views include views of natural landforms, public art/signs, and visually important structures, such as historic buildings. Focal views on campus would include views of outdoor public art spaces, including the Franklin D. Murphy Sculpture Garden and the Rolfe Sculpture Courtyard, as well as historic buildings, such as Royce Hall, Powell Library, Haines Hall, Kinsey Hall, and other structures located in the campus historic core (in the Core Campus zone), which contains the first major campus buildings. There are no significant natural landforms on campus.

The LRDP is a general land use plan intended to guide the development on campus and with the exception of the proposed NHIP does not articulate specific development projects. Therefore, besides the proposed NHIP there are no specific projects to evaluate for focal views. The Draft EIR for the proposed NHIP and LRDP Amendment will include an evaluation of potential impacts to focal views from neighboring off-campus uses. Specifically, the analysis for the proposed NHIP will address the existing view of the Northwest zone from the top of Janss Steps (the original 87-step entrance to the UCLA campus).

		LRDP Amendment		**NHIP**	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(b)	Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☒	☐	☒

Discussion

The UCLA Campus is located in the City of Los Angeles in an area that is predominantly urban in character. No State-designated scenic highways are located near the UCLA campus (Caltrans 2007).

Although the *Wilshire-Westwood Scenic Corridor Specific Plan* (City of Los Angeles 2005) component of the Los Angeles Citywide General Plan designates a portion of Wilshire Boulevard as a scenic corridor, this designation does not extend to the Wilshire Boulevard frontage of UCLA between Veteran Avenue and Gayley Avenue. The designated corridor terminates just east of Glendon Avenue.

Sunset Boulevard, which extends along the northern boundary of the UCLA campus, is identified as a scenic highway in the Transportation Element of the Los Angeles Citywide General Plan (1997 amendment); however, the City has not adopted a Corridor Plan for Sunset

Boulevard. In the absence of an adopted Corridor Plan, the Transportation Element contains Scenic Highways Guidelines to guide future development that may affect a scenic highway. These guidelines cover specific roadway design, earthwork/grading activities, and planting/landscaping requirements within the public right-of-way; use of signs and outdoor advertising; and the placement of utilities. Development under the proposed LRDP Amendment would not conflict with the Scenic Highways Guidelines for Sunset Boulevard. Additionally, as identified previously, PP 4.1-2(d) from the 2002 LRDP Final EIR requires projects under the 2002 LRDP to include landscaping, and PP 4.1-2(e) requires that the northern edge of the main campus (along Sunset Boulevard) include a landscaped buffer to complement the residential uses of the surrounding community and to provide an attractive perimeter that effectively screens and enhances future development.

At its closest point, Sunset Boulevard is approximately 400 feet north of the proposed NHIP site. Views of the NHIP site from Sunset Boulevard are obstructed by existing mature landscaping along the campus perimeter and De Neve Drive, intervening topography, and existing structures. The landscaping, including mature trees, along Sunset Boulevard would not be removed or otherwise be impacted as a result of the proposed NHIP. Development of the proposed NHIP would not conflict with the Scenic Highways Guidelines for Sunset Boulevard.

The campus does not contain or otherwise have views of rock outcroppings. Potential impacts to trees and historic buildings are evaluated in Biological Resources and Cultural Resources sections (Sections 4 and 5), respectively, of this Initial Study. However, because there are no designated State scenic highways located near UCLA, no impacts to State scenic resources would occur and no mitigation is required. No further analysis of this issue is required in the Draft EIR for the proposed NHIP or LRDP Amendment.

	LRDP Amendment		**NHIP**	
	Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?	☒	☐	☒	☐

Discussion

Development associated with buildout of the LRDP Amendment could occur on previously undeveloped sites, or within areas characterized by lower development density. Therefore, the Draft EIR will evaluate the potential effects of future development on the general character of those settings, as well as the components of visual settings (such as mature landscaping) and the potential for visual incongruity between proposed campus uses and adjacent land uses in the city of Los Angeles. While the Wilshire-Westwood Scenic Corridor does not extend to the Wilshire Boulevard frontage of UCLA (between Veteran Avenue and Gayley Avenue), the campus recognizes that portions of the Southwest zone are visually associated with the Wilshire Corridor. Therefore, the Draft EIR will evaluate visual consistency between neighboring uses and potential campus development along Wilshire Boulevard.

The LRDP Amendment includes an increase in the remaining entitlement of 550,000 gsf in the Northwest zone to accommodate the proposed NHIP. The proposed NHIP would consist of four new residence halls and associated support facilities, and relocation of the Office of Residential Life within the Northwest zone of the campus. The Draft EIR will evaluate the proposed NHIP’s potential impacts to the visual character and quality of the site and its surroundings from on- and off-campus locations. Relevant campus programs, practices, and procedures (PPs) and mitigation measures (MMs) from the 2002 LRDP Final EIR will be identified as appropriate and/or additional PPs and MMs presented, as needed.

	LRDP Amendment		NHIP	
	Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☒	☐	☒	☐

Discussion

New development under the LRDP Amendment may include locations near the perimeter of the campus, as well as areas that are currently undeveloped. This development could create new sources of light from exterior building illumination, lighted recreation/athletic facilities, and parking lots/structures, as well as glare from reflective building surfaces or headlights from additional vehicular traffic. Although it is anticipated that light and glare impacts would be reduced through implementation of standard directional nighttime lighting and non-reflective building materials, this issue will be addressed in the Draft EIR for the LRDP Amendment and the proposed NHIP. Additionally, the Draft EIR will evaluate potential impacts related to the shade and shadow effects that the proposed NHIP could have on surrounding land uses. Relevant PPs and MMs from the 2002 LRDP Final EIR will be identified as appropriate and/or additional PPs and MMs presented, as needed.

2. *Agricultural Resources*

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(a)	Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	☐	☒	☐	☒
(b)	Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☒	☐	☒
(c)	Would the project involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use?	☐	☒	☐	☒

Discussion

The soils on campus do not have the qualities for listing as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance according to the Soil Candidate Listing for Prime Farmland of Statewide Importance, Los Angeles County, which was prepared by the U.S. Department of Agriculture Natural Resources Conservation Service (NRCS) in 1995. It should also be noted that the UCLA campus is within an area, which falls outside of the NRCS soil survey and is not mapped as part of the California Department of Conservation Farmland Mapping and Monitoring Program (CDC LRP 2006).

No farmland or agricultural activity exists on or in the vicinity of campus, and no portion of the campus is zoned for agricultural use or is under a Williamson Act Contract. Therefore, development under the LRDP Amendment, including the proposed NHIP, would not convert or result in the conversion of agricultural uses to nonagricultural uses. The LRDP Amendment, including the NHIP, would have no impact on agricultural resources and no further analysis of this issue is required in the Draft EIR for the proposed NHIP or LRDP Amendment.

3. *Air Quality*

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(a)	Would the project conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☒	☐
(b)	Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☒	☐
(c)	Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	☒	☐	☒	☐
(d)	Would the project expose sensitive receptors to substantial pollutant concentrations (caused by criteria pollutant emissions)?	☒	☐	☒	☐

Discussion

The UCLA campus is located in the South Coast Air Basin (SoCAB). Implementation of the proposed NHIP and LRDP Amendment would result in additional on-campus development, which would generate short-term, construction-related and long-term operational air emissions of criteria pollutants that have the potential to affect local and regional air quality. Further evaluation in the Draft EIR is required to determine whether the proposed NHIP and/or LRDP Amendment will conflict with the adopted South Coast Air Quality Management Plan (AQMP). An air quality analysis will be conducted for the Draft EIR to determine if the mobile and stationary source emissions associated with the Proposed NHIP and/or LRDP Amendment would violate any air quality standard; contribute substantially to an existing or projected air quality violation; or cause a considerable cumulative net increase of any criteria pollutant for which the project region is in non-attainment. The air quality analysis will also determine if the potential mobile and stationary air emissions associated with the Proposed NHIP and/or LRDP Amendment could result in exposure of sensitive receptors (including schools, hospitals, day care centers, and residential use) to significant concentrations of air pollutants. These issues will be addressed in the Draft EIR. Relevant PPs and MMs from the 2002 LRDP Final EIR will be identified as appropriate and/or additional PPs and MMs presented, as needed.

Refer to response to Item 17.b for a discussion of green house gas emissions.

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(e)	Would the project expose sensitive receptors to substantial pollutant concentrations (caused by toxic air emissions)?	☒	☐	☒	☐

Discussion

Mechanical equipment that may be proposed under the LRDP Amendment for new facilities (e.g., boilers, laboratories, internal combustion engines, gasoline dispensers, and cogeneration gas turbines) and equipment for proposed facilities associated with the NHIP (primarily internal combustion engines for emergency diesel generators) could generate toxic air contaminants that could potentially affect sensitive receptors in proximity to existing and proposed uses. The Draft EIR will include a Health Risk Assessment (HRA) that will analyze whether implementation of the projects would generate such contaminants and whether such contaminants could potentially result in a health risk to sensitive receptors. Relevant PPs from the 2002 LRDP Final EIR will be identified as appropriate and/or additional PPs and MMs presented, as needed.

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(f)	Would the project create objectionable odors affecting a substantial number of people?	☐	☒	☐	☒

Discussion

The proposed NHIP and LRDP Amendment are not expected to create unusual or objectionable odors. No industrial facilities are proposed. Construction activities occurring with the LRDP Amendment and the proposed NHIP would generate odors associated with the operation of construction vehicles (i.e., diesel exhaust) and the application of architectural coatings. These odors are typical of urbanized environments and would be subject to construction and air quality regulations, including proper maintenance of machinery to minimize engine emissions. These emissions would occur during daytime hours and would be isolated to the immediate vicinity of construction activities. In addition, these emissions would be temporary, and would quickly disperse into the atmosphere.

Potential airborne odors may result from cooking activities associated with operation of the proposed NHIP and future uses to be developed under the LRDP Amendment. These odors would be similar to existing housing and food service uses on the campus, including those in the Northwest zone, and would be confined to the immediate vicinity of the new buildings. The other potential source of odors would be new trash receptacles associated with development under the LRDP Amendment, including the proposed NHIP. Consistent with current campus operations, all new trash receptacles would have lids and be emptied on a regular basis to prevent potentially objectionable odors from developing. Any future uses on site that may emit steam are required to secure appropriate permits from the South Coast Air Quality

Management District (SCAQMD). Compliance with SCAQMD rules and permit requirements would ensure that no objectionable odors would be created.

The proposed NHIP and LRDP Amendment would not generate objectionable odors affecting a substantial number of people and no mitigation is required. No further analysis of this issue is required in the Draft EIR for the proposed NHIP or LRDP Amendment.

4. *Biological Resources*

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(a)	Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☒	☐	☒	☐

Discussion

The campus is a densely developed site with a high level of human activity. The majority of vegetation on campus consists primarily of ornamental landscaping, including extensive mature trees, shrubs, turf, and groundcover on slopes and in areas between buildings. Based on a site visit conducted by BonTerra Consulting on May 7, 2008, a small, isolated area containing patches of coastal sage scrub and chaparral habitat resources does occur in the northwestern portion of the campus west of Parking Lot 11. This isolated area also contains scattered coast live oak and Mexican elderberry trees with patches of toyon and laurel sumac. While this isolated area would have a very low potential to provide suitable habitat for any sensitive wildlife species, it would have some limited potential to support sensitive plant species. Based on review of the California Department of Fish and Game's (CDFG) California Natural Diversity Database on May 8, 2008, Plummer's mariposa lily (*Calochortus plummerae,* CNPS 1B.2), southern tarplant (*Centromadia parryi*, CNPS 1B.1), and Parish's brittlescale (*Atroplex parishii*, CNPS 1B.1) have potential to occur within this small, isolated area. No plant or wildlife species listed by the CDFG or the United States Fish and Wildlife Service (USFWS) as endangered or threatened were identified and their potential to occur is extremely low.

The LRDP is a general land use plan intended to guide the pattern of development on campus and does not identify specific projects or structures other than those proposed as part of the NHIP. The Draft EIR will include a discussion of the potential for future projects under the LRDP Amendment to impact habitat for sensitive plant species in the area west of Parking Lot 11. Relevant PPs and MMs will be identified, as necessary. It should be noted that the proposed NHIP does not include any development in this area.

The mature trees and shrubs on campus also provide potential suitable nesting and breeding habitat for raptors as well as other resident and migratory bird species. The Draft EIR will include an evaluation of the potential effects of the proposed NHIP and LRDP Amendment on roosting, nesting, and foraging opportunities for protected species (such as raptors and migratory birds), as well as common wildlife species that are associated with highly developed areas.

The vegetation within the proposed NHIP site primarily consists of landscaped areas that are dominated by mature horticultural tree, shrub and ground cover plant species. The mature tree species include pines, eucalyptus, magnolia, palm, bay, and Brazilian pepper. Understory plant species primarily include oleander, cape honeysuckle, ivy, jasmine, and turf grass. An analysis of potential habitat removal, loss, and fragmentation from development of the proposed NHIP (including the removal of mature trees) will be included in the Draft EIR. Relevant PPs from the 2002 LRDP Final EIR will be identified as appropriate and additional PPs and/or MMs presented, as needed.

		LRDP Amendment		**NHIP**	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(b)	Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☒	☐	☐	☒

Discussion

The portion of the campus drainage system that runs south of Corinne A. Seeds University Elementary School, north of the Anderson Graduate School of Management and west of Royce Drive, includes a small segment of Stone Canyon Creek. The creek drains to an underground box culvert in the vicinity of the Collins Center of the Graduate School of Management. This segment of the creek contains native riparian habitat (mature coast live oak and California sycamore) as well as mature non-native riparian species and other tree species.

The LRDP is a general land use plan intended to guide the pattern of development on campus and does not identify specific projects or structures other than those proposed as part of the NHIP. The LRDP Amendment does not propose any long-term or permanent alterations to Stone Canyon Creek; however, the Draft EIR will include an evaluation of potential impacts to riparian habitat that may result from implementation of development under the LRDP Amendment. PPs and MMs will be presented, as needed.

There is no riparian habitat within the proposed NHIP site and no further analysis of this issue is required in the Draft EIR for the proposed NHIP.

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(c)	Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☒

Discussion

As noted above, a small segment of Stone Canyon Creek occurs within the northeastern portion of the campus and contains bed, bank, stream resources, and native riparian trees (i.e., coast live oak and California sycamore). However, no wetland resources were identified during a preliminary evaluation of this area by BonTerra Consulting on May 7, 2008. This assessment was based on the absence of hydrophytic vegetation as defined by the *National List of Vascular Plants that Occur in Wetlands: National Summary* (Reed, 1988), one of the three mandatory wetlands criteria. Since no wetlands are present in Stone Canyon Creek, the LRDP Amendment does not propose development in this area, and there are no wetlands within the proposed NHIP site, no further analysis of this issue is required in the Draft EIR.

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(d)	Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☒	☐	☒	☐

Discussion

The campus is extensively developed and does not include any natural stream courses that would provide suitable habitat for native fish species. As described in Item 4a above, existing landscaping on campus consists primarily of ornamental landscaping, including mature trees, shrubs, turf and groundcover. Existing landscaping on campus provides limited native habitat value due to extensive human activity and alteration. The campus is highly developed and completely surrounded by residential, commercial, and institutional land uses with no connection to any natural areas that would serve as a wildlife corridor/movement area. As such, the campus does not contain suitable habitat that would provide potential for a wildlife corridor and associated movement or regional connectivity to core wildlife movement and use areas. However, the mature trees and shrubs on campus may provide opportunities for breeding and nesting, roosting, and foraging by resident and migratory bird species. The Draft EIR will evaluate the potential effects from additional development associated with the proposed NHIP and LRDP Amendment on nesting, roosting, and foraging opportunities by resident and migratory bird species. Relevant PPs and MMs from the 2002 LRDP Final EIR will be identified as appropriate and/or additional PPs and MMs presented, as needed.

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(e)	Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☒	☐	☒	☐

Discussion

UCLA is a part of the University of California, a constitutionally created unit of the State of California. As a State entity, the University of California is not subject to municipal plans, policies, and regulations, such as the County and City General Plans or local ordinances. However, the Draft EIR will evaluate the consistency of the LRDP Amendment, including the proposed NHIP, with federal and State plans, policies, and regulations, such as the Federal Migratory Bird Treaty Act.

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(f)	Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☒	☐	☒

Discussion

The UCLA campus is not located within an area designated for an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan. No impacts would occur and no further analysis of this issue is required in the Draft EIR for the proposed NHIP or LRDP Amendment.

5. *Cultural Resources*

	LRDP Amendment		NHIP	
	Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?	[x]	[ ]	[ ]	[x]

Discussion

The LRDP Amendment does not specifically propose to demolish or substantially alter campus structures that have been determined to be eligible or potentially eligible for inclusion in the National Register of Historic Places or the California Register of Historic Resources. However, the Draft EIR will evaluate the potential effects to these structures that may occur with implementation of the LRDP Amendment. Relevant PPs from the 2002 LRDP Final EIR will be identified as appropriate and additional PPs and/or MMs presented, as needed.

The proposed NHIP would involve demolition of the Office of Residential Life Building (ORL) and a complete deconstruction/renovation of the space that accommodates the Housing Maintenance Division located in the covered parking area south of Sproul Hall. However, the ORL building was built in 1992 and Sproul Hall was built in 1960, thus, neither is eligible or potentially eligible for inclusion in the National Register of Historic Places or the California Register of Historic Resources. No impacts to historic resources would result with implementation of the proposed NHIP and no mitigation is required. No further analysis of this issue is required in the Draft EIR for the proposed NHIP.

	LRDP Amendment		NHIP	
	Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	[x]	[ ]	[x]	[ ]

Discussion

The 2002 LRDP Final EIR documented that no archaeological resources have been recovered or recorded on the campus to date. However, development under the proposed NHIP and LRDP Amendment would involve excavation activities. Although it is not anticipated, there is a potential to damage previously unidentified archaeological resources. This issue will be evaluated in the Draft EIR. Relevant PPs from the 2002 LRDP Final EIR will be identified as appropriate and additional PPs and/or MMs presented, as needed.

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(c)	Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☒	☐	☒	☐

Discussion

The 2002 LRDP Final EIR documented that no fossils have been documented on the campus. However, nearby rock area units identical to those that underlie the campus have yielded significant paleontological specimens in the past. Therefore, the potential exists for the discovery of paleontological resources during excavation activities for projects associated with the LRDP Amendment, including the proposed NHIP. This issue will be evaluated in the Draft EIR. Relevant PPs and MMs from the 2002 LRDP Final EIR will be identified as appropriate and additional PPs and/or MMs presented, as needed.

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(d)	Would the project disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☒

Discussion

As described in Section 4.4 (Cultural Resources) of the 2002 LRDP Final EIR, no formal cemeteries are known to have occupied the UCLA campus, so any human remains encountered would likely pre-date modern history and represent an archaeological resource. As described above in response 5(b), no archaeological materials, including human burials, have been discovered on the campus. Although the potential still exists for such resources to be present and for excavation during construction activities to disturb these resources, the likelihood of discovery of such resources is extremely low and this impact is, therefore, considered to be less than significant.

Additionally, the *California Health and Safety Code* (Section 7050.5) states that if human remains are discovered on site, no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to the *Public Resources Code* (Section 5097.98). As adherence to State regulations is required for all development, no additional mitigation is required in the unlikely event human remains are discovered on site and potential impacts would be less than significant. As required by law, 2002 LRDP Final EIR PP 4.4-5, which would continue to apply to development under the LRDP Amendment (including the proposed NHIP), reflects provisional measures to enforce in the event that human remains are discovered on campus. This PP would ensure that this impact remains less than significant. No further analysis of this issue is required in the Draft EIR for the proposed NHIP and LRDP Amendment.

PP 4.4-5 *In the event of the discovery of a burial, human bone, or suspected human bone, all excavation or grading in the vicinity of the find shall halt immediately, the area of the find shall be protected, and the University immediately shall notify the Los Angeles County Coroner of the find and comply with the provisions of Public Resources Code Section 5097 with respect to Native American involvement, burial treatment, and re-burial, if necessary.*

6. Geology and Soils

	LRDP Amendment		NHIP	
	Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☒	☐	☒

Discussion

The UCLA campus is not located within an Alquist-Priolo Earthquake Fault Zone as established by the California Department of Conservation, California Geologic Survey, and no known active or potentially active faults traverse the campus (Bryant et al. 2002). Because ground rupture generally only occurs at the location of a fault and because no active or potentially active faults are known on campus, the campus would not be subject to a substantial risk of fault (ground surface) ruptures. The potential for ground fault rupture to occur on campus is remote. As such, this issue will not be addressed further in the Draft EIR for the proposed NHIP and LRDP Amendment.

(ii) Strong seismic ground shaking?	☒	☐	☒	☐
(iii) Seismic-related ground failure, including liquefaction?	☒	☐	☒	☐
(iv) Landslides?	☒	☐	☒	☐

Discussion

The campus lies within a seismically active area that is bound on the north and south by two faults of a fault zone that is expected to produce maximum credible earthquakes of magnitude 6.0 or greater. Although the campus is not located in an Alquist-Priolo Earthquake Fault Zone and would not be subject to ground rupture, implementation of the proposed NHIP and LRDP Amendment has the potential to expose people and structures to seismically induced impacts including groundshaking, liquefaction, and landslides.

Based on review of the *Seismic Hazard Zones Map: Beverly Hills 7.5-Minute Quadrangle* prepared by the California Department of Conservation (DOC DMG 1999) and as illustrated on Figure 4.5-1 of the 2002 LRDP Final EIR, a small area in the Northwest zone has been designated as a potential landslide hazard area, and areas in the Northwest and Southwest zones have been designated as potential liquefaction hazard areas. Potential seismically induced impacts must be evaluated on a site-specific basis. The LRDP is a general land use plan intended to guide the pattern of development on campus, and does not articulate specific developments other than the proposed NHIP. Therefore, the Draft EIR will generally address the potential risks associated with seismic activity for the overall campus and will address site-specific conditions and potential impacts of these conditions with respect to the proposed NHIP. Relevant PPs from the 2002 LRDP Final EIR will be identified as appropriate and additional PPs and/or MMs presented, as needed.

		LRDP Amendment		**NHIP**	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(b)	Would the project result in substantial soil erosion or the loss of topsoil?	☒☐	☐	☒	☐

Discussion

The campus is not currently used, and is not intended to be used, for agricultural or other purposes that require topsoil. Therefore, the proposed NHIP and LRDP Amendment would not result in the loss of topsoil. No impacts would occur and no mitigation is required. The loss of topsoil will not be further addressed in the Draft EIR.

Erosion can occur as a result of, and can be accelerated by, site preparation activities associated with development. Vegetation removal in landscaped (pervious) areas could reduce soil cohesion, as well as the buffer provided by vegetation from wind, water, and surface disturbance. As a result, vegetation removal has the potential to render the exposed soils more susceptible to erosive forces. Additionally, excavation or grading for foundations and below-grade levels may also result in erosion during construction activities as bare soils would be exposed and could be eroded by wind or water. Earth-disturbing activities associated with construction would be temporary and erosion effects would depend largely on the areas excavated, the quantity of excavation, and the length of time soils are subject to conditions that would be affected by erosion processes. Following completion of the development projects there would be minimal exposed soil and the potential for erosion during operation would be remote. The potential for erosion to occur during construction of future projects under the LRDP Amendment, and the proposed NHIP will be addressed in the Draft EIR. Relevant PPs and MMs from the 2002 LRDP Final EIR will be identified as appropriate and additional PPs and/or MMs presented, as needed.

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(c)	Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☒	☐	☒	☐

Discussion

As previously noted, a small area in the Northwest zone has been designated as a potential landslide hazard area, and areas in the Northwest and Southwest zones have been designated as potential liquefaction hazard areas. Soil stability and other properties must be evaluated on a site-specific basis. The LRDP is a general land use plan intended to guide the pattern of development on campus, and does not articulate specific developments other than the proposed NHIP. Therefore, the Draft EIR will generally address the potential risks associated with soil characteristics of the overall campus and will address site-specific soil conditions and potential impacts of these conditions with respect to the proposed NHIP. Relevant PPs from the 2002 LRDP Final EIR will be identified as appropriate and additional PPs and/or MMs presented, as needed.

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(d)	Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☒	☐	☒	☐

Discussion

As illustrated by Figure 4.5-1 in the 2002 LRDP EIR, the UCLA campus contains two major soil series, both of which underlie extensive residential, commercial and industrial development in the Los Angeles basin. Although specific soils characteristics, such as expansiveness, are not known for the entire campus, geotechnical investigations throughout the campus determined that the soils in the areas investigated ranged from very low to moderate expansion potential. Soil expansion potential, therefore, varies across the campus and can affect structures constructed on such soils, as water uptake after rainfall could cause soils to expand and damage building foundations, which may compromise the stability of the structures that underlie the affected foundations. The Draft EIR will address the potential for expansive soils to effect proposed structures to be constructed as part of the proposed NHIP and LRDP Amendment. Relevant PPs from the 2002 LRDP Final EIR will be identified as appropriate and additional PPs and/or MMs presented, as needed.

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(e)	Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☒	☐	☒

Discussion

The City of Los Angeles Bureau of Sanitation provides sewer service to the UCLA campus. Existing infrastructure is located throughout the campus, and any new development would connect to existing wastewater lines. Because no septic tanks or alternative wastewater systems are proposed, no effects associated with soil incapable of adequately supporting these systems would occur with implementation of the proposed NHIP and/or LRDP Amendment. No additional analysis of this issue is required in the Draft EIR.

7. *Hazards and Hazardous Materials*

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(a)	Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☒	☐	☒	☐
(b)	Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☒	☐	☒	☐

Discussion

Implementation of the LRDP Amendment could result in the development of additional laboratories and other research facilities that would use, store, and require the transport and disposal of hazardous materials. Additionally, hazardous materials handled, used, transported, or disposed of in connection with the proposed NHIP and LRDP Amendment would include standard cleaning products and pesticides or herbicides used in association with standard campus landscaping and maintenance practices. The amount of hazardous materials that are handled at any one time for these activities is relatively small, reducing the potential severity of an accident during handling.

The Draft EIR will evaluate potential hazards impacts resulting from activites and uses associated with future development under the proposed NHIP and LRDP Amendment. Relevant PPs from the 2002 LRDP Final EIR will be identified as appropriate and additional PPs and/or MMs presented, as needed.

		LRDP Amendment		**NHIP**	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(c)	Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☒	☐	☒	☐

Discussion

Schools or similar facilities on or adjacent to the campus include the Franz Hall Daycare Facility located in the Core zone along Charles E. Young Drive East; Corinne A. Seeds University Elementary School located in the Core Campus zone along Sunset Boulevard; and Marymount High School located off campus also along Sunset Boulevard (just north of the Core Campus zone). The Krieger Child Care Center is also located on campus in the Northwest zone. The Draft EIR will evaluate whether development under the proposed NHIP and LRDP Amendment would generate hazardous emissions or handle hazardous or acutely hazardous materials within one-quarter mile of an existing school. Relevant PPs from the 2002 LRDP Final EIR will be identified as appropriate and additional PPs and/or MMs presented, as needed.

		LRDP Amendment		**NHIP**	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(d)	Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☒	☐	☐	☒

Discussion

Based on information provided by Environmental Data Resources (EDR) (2008), some campus facilities are included on lists and databases compiled by local, State, and federal agencies pursuant to *Government Code*, Section 65962.5. The majority of these sites appear to be registered underground storage tanks and facilities that generate, transport, store, treat and/or dispose of hazardous waste, rather than contaminated sites. An analysis of the hazards posed by development on a listed site is typically site-specific, and the LRDP is a general land use plan intended to guide the pattern of development on campus. With the exception of the NHIP, the LRDP Amendment does not identify specific developments. Therefore, the analysis in the Draft EIR for the LRDP Amendment will discuss the presence of hazardous materials sites on the campus as a whole, and the potential risks associated with development on or near these sites. Relevant PPs from the 2002 LRDP Final EIR will be identified as appropriate and additional PPs and/or MMs presented, as needed.

Based on the EDR report, there are no hazardous materials sites within the proposed NHIP site. No further analysis of this issue is required in the Draft EIR for the proposed NHIP.

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☒	☐	☒

Discussion

The campus is not located within two miles of a public airport or public use airport and has not been included in an airport land use plan. No impacts associated with implementation of the proposed NHIP or LRDP Amendment would occur with respect to safety hazards associated with any public use airport, and no additional analysis of this issue is required in the Draft EIR.

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☒	☐	☒	☐

Discussion

As described in Section 4.6 (Hazards and Hazardous Materials) of the 2002 LRDP Final EIR, the Medical Center operates a heliport for the emergency transport of critically ill patients. As previously analyzed in the 1998 *Academic Health Center Facilities Reconstruction Plan* (AHCFRP) *Final EIR*, the helipad will be relocated to the new hospital that is now under construction, and is expected to be operational in summer 2008. The Draft EIR will evaluate potential safety hazards of the heliport related to additional developments under the proposed NHIP and LRDP Amendment. Relevant PPs from the 2002 LRDP Final EIR will be identified as appropriate and additional PPs and/or MMs presented, as needed.

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(g)	Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☒	☐	☒	☐

Discussion

UCLA implements a Campus Emergency Response Plan that is disseminated campus-wide and outlines procedures for all campus staff, students, and visitors to follow in case of an emergency. In addition, the campus has a Disaster Response Manual, which provides instructions and procedures for employees of Facilities Management and Environmental Health and Safety (EH&S) to follow in the event of an emergency, such as a hazardous materials release. UCLA has also developed a Disaster Initial Response Plan and a Hazardous Materials Response Plan that cover a broad range of emergency situations related to both human made disasters (such as bomb threats) and natural disasters (such as earthquakes). Multiple evacuation areas for major emergencies or disasters are also provided in each campus zone. In addition, both the City and County of Los Angeles have Emergency Contingency Plans that address emergency situations that could occur on the UCLA campus.

The Draft EIR will evaluate the potential for construction and operation activities associated with the proposed NHIP and LRDP Amendment to affect emergency response or evacuation plans due to temporary construction barricades or other obstructions that could impede emergency access on campus. Relevant PPs from the 2002 LRDP Final EIR will be identified as appropriate and additional PPs and/or MMs presented, as needed.

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(h)	Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☒	☐	☒

Discussion

The UCLA campus is not located adjacent to a wildland area and would not be subject to significant impacts associated with wildland fires. No further analysis of this issue is required in the Draft EIR for the proposed NHIP or the LRDP Amendment.

8. *Hydrology and Water Quality*

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(a)	Would the project violate any water quality standards or waste discharge requirements?	☒	☐	☒	☐
(f)	Would the project otherwise substantially degrade water quality?	☒	☐	☒	☐

Discussion

The UCLA campus is not considered a point source for regulatory purposes and is not subject to waste discharge requirements (WDRs). While the campus has an industrial wastewater permit for wastewater discharge associated with the food service and laboratory uses on campus, no hazardous waste is discharged into the sewer or storm drain system on campus.

The UCLA campus is included in the Water Quality Control Plan for the Los Angeles Basin as administered by the California Regional Water Quality Control Board, Los Angeles Region. Implementation of the proposed NHIP and LRDP Amendment would result in an increase in the amount of impervious surfaces on campus, which would increase the amount of storm water runoff. This runoff would carry typical urban pollutants from the site, and could discharge into the local and regional drainage system. Additionally, short-term construction impacts to surface water quality would result from grading and other construction-related activities (e.g., erosion, spills, and leaks due to construction equipment).

The Draft EIR will describe current water quality conditions and will provide an analysis of potential short-term and long-term water quality impacts associated with the proposed uses under the proposed NHIP and LRDP Amendment. Additionally, the proposed project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) General Construction Activity Storm Water Permit requirements, which includes implementation of a Storm Water Pollution Prevention Plan (SWPPP). The Draft EIR will address compliance with these regulations. Relevant PPs from the 2002 LRDP Final EIR will be identified as appropriate and additional PPs and/or MMs presented, as needed.

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(b)	Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	☒	☐	☒	☐

Discussion

Implementation of the LRDP Amendment, including the proposed NHIP, would reduce the amount of pervious surfaces within the Santa Monica Groundwater Basin (Basin) through the addition of new buildings and paved areas. However, the campus is not designated as a groundwater recharge area, nor does the campus serve as a primary source of groundwater recharge within the Basin. Further, the campus would not extract groundwater for long-term operations.

To the extent that the campus draws water from the Los Angeles Department of Water and Power (LADWP), which relies on groundwater, additional on-campus development under the proposed NHIP and LRDP Amendment could result in additional demand for groundwater supplies. Additionally, construction activities could require temporary dewatering of development sites. Even in this instance, however, such a disturbance would not constitute a substantial interference with groundwater recharge, as the campus does not serve as a primary source of groundwater recharge.

The Draft EIR will evaluate potential short-term construction-related and long-term operational impacts on groundwater supplies. PPs and/or MMs will be identified, as needed.

	LRDP Amendment		NHIP	
	Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on or off site?	☒	☐	☒	☐
(d) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site?	☒	☐	☒	☐

Discussion

Implementation of the proposed NHIP and LRDP Amendment would not result in alterations to a stream or river course. As described above in response to Item 4.b, there are no proposed uses that would result in long-term or permanent alterations to Stone Canyon Creek, the only feature on campus that could potentially be characterized as a stream. However, construction activities associated with implementation of the proposed NHIP and LRDP Amendment could result in alterations to existing drainage patterns that could result in erosion or siltation. Additionally, future development could alter drainage patterns at the site of new buildings, which could result in an increase in runoff and the potential for increased erosion or siltation and flooding. The Draft EIR will address potential alteration to drainage patterns resulting from construction and operation of the proposed NHIP and LRDP Amendment. PPs and/or MMs will be presented, as needed.

	LRDP Amendment		NHIP	
	Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(e) Would the project create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☒	☐	☒	☐

Discussion

Implementation of the LRDP Amendment, including the NHIP, would result in the development of additional academic, research, and housing facilities. This would increase the amount of impervious surface on campus, which would increase runoff. The Draft EIR will evaluate whether the existing or planned drainage system can accommodate the runoff that would be generated as a result of this proposed future development on campus. Relevant PPs from the 2002 LRDP Final EIR will be identified as appropriate and additional PPs and/or MMs presented, as needed.

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(g)	Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☒	☐	☒

Discussion

Based on flood hazard zone mapping information from the Federal Emergency Management Agency (FEMA 1995), the majority of the UCLA campus is within Zone X (an area that is determined to be outside the 100- and 500-year floodplains). A linear area along Sunset Boulevard following Stone Canyon Creek is within Zone A. Zone A represents areas inundated by 100-year flooding, for which no base flood elevations[1] have been determined.

The majority of the housing on campus is located in the Northwest zone of the campus (Zone X), and additional development of residential uses under the LRDP Amendment, including the proposed NHIP, would occur there. Therefore, because no housing would be placed in a 100-year flood zone, no further analysis of this issue is required in the Draft EIR for the proposed NHIP or LRDP Amendment.

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(h)	Would the project place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☒	☐	☒

Discussion

The LRDP is a general land use plan intended to guide the pattern of development on campus and does not identify specific projects or structures other than those proposed as part of the NHIP. As described above, there is a limited area on campus (along Stone Canyon Creek) within a 100-year flood hazard area. Given the relatively small and linear area designated within a 100-year flood hazard area on campus and its location adjacent to Sunset Boulevard and existing development, it is not anticipated that structures would be constructed in the future that would impede or redirect flood flows. Potential impacts resulting from development within a 100-year flood hazard area are addressed on a site-specific basis. No further analysis of this issue is required in the Draft EIR for the LRDP Amendment.

Additionally, as noted above, the proposed NHIP would not be located in a 100-year flood hazard area; therefore, it would not impede or redirect flood flows. No further analysis of this issue is required in the Draft EIR for the proposed NHIP.

1 The base flood elevation (BFE) is the elevation associated with the flood having a one-percent annual chance of being equaled or exceeded in any given year. It is shown on the Flood Insurance Rate Map.

	LRDP Amendment		NHIP	
	Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☒	☐	☒

Discussion

The Stone Canyon Reservoir, located north of the campus across Sunset Boulevard, is operated by the LADWP. A catastrophic failure of this dam could result in flooding on the UCLA campus. The hypothetical inundation area is shown on Figure 4.7-2 of the 2002 LRDP Final EIR. As reported in the 2002 LRDP Final EIR, a study completed in April 2002 by URS evaluated the seismic stability of the Stone Canyon Dam. This study (approved by the State Department of Water Resources, Division of Safety of Dams in 2003) performed a state-of-the-art dynamic analysis that evaluated how the dam would perform in the event of an earthquake and developed a computer model that also evaluated re-occurrence of the 1994 Northridge earthquake. The analysis predicted a higher deformation of the dam than actually occurred in 1994, which demonstrated the conservative nature of the model. Nonetheless, the study concluded that the dam structure of Stone Canyon Reservoir can withstand the maximum credible earthquake (magnitude 6.5) at the Hollywood Fault (the closest known active fault to the campus). It was concluded that a seismic-related or sudden, accidental breach of the dam structure is considered remote and speculative.

The LADWP Reservoir Surveillance Section performs daily surveillance and periodic security inspections of all LADWP reservoirs and dam structures to ensure the safety of the structures and the water they contain. No unauthorized personnel are allowed at the reservoirs, access has been limited, and surveillance includes several helicopter flights per day over the LADWP reservoir structures. According to the LADWP, tampering with the structures and water has not occurred, and such an event is considered remote (Westdal 2008).

While a catastrophic failure of the dam structure of Stone Canyon Reservoir could result in flooding in the central areas of the UCLA campus, which primarily consists of open playing fields, including the Intramural Field, the North Athletic Soccer Field, and Drake Track and Field Stadium, the possibility of failure due to seismic or other factors is considered by LADWP to be extremely remote and speculative (Westdal 2008). This impact would, therefore, be less than significant and will not be addressed further in the Draft EIR. No mitigation is required.

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(j)	Would the project cause inundation by seiche, tsunami, or mudflow?	☐	☒	☐	☒

Discussion

The UCLA campus is located in an inland area and at a sufficient elevation not to be subject to tsunamis. No large, open bodies of water that would represent a substantial seiche risk are located on campus. As previously noted, an area of the UCLA campus in the Northwest zone (southeast of the Sunset Boulevard/Veteran Avenue intersection) is identified as potentially subject to landsliding, and could potentially represent a risk for mudflows during periods of heavy rainfall. However, no mudflows have ever been documented in this area, likely because the majority of the Northwest zone is covered with landscaping, naturalized vegetation, and hardscape, and the natural topography consists of gently sloping hillsides rather than steep, sheer embankments. Therefore, the potential for mudflows to occur would be considered remote, and engineering studies performed for individual campus projects would continue to ensure that slopes remain stable during and after construction of these projects. Further, implementation of the proposed NHIP and LRDP Amendment would not result in the long-term creation of bare, unstable slopes. As such, impacts associated with mudflows would be less than significant, and no mitigation is required. This issue will not be addressed further in the Draft EIR.

9. *Land Use and Planning*

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(a)	Would the project physically divide an established community?	☐	☒	☐	☒

Discussion

The community surrounding the UCLA campus is fully developed and established. The LRDP is the campus land use plan that guides future development within the campus boundaries. Development outside of the campus boundaries would not be governed by the LRDP and would not occur with implementation of future development under the LRDP Amendment, including the NHIP. Therefore, the proposed NHIP and LRDP Amendment would not physically divide an established community. No impacts would occur and no further analysis of this issue is required in the Draft EIR for the proposed NHIP or LRDP Amendment.

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(b)	Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☒	☐

Discussion

UCLA is a part of the University of California, a constitutionally created entity of the State of California. As a constitutional entity, the University of California is not subject to municipal regulations, such as the County of Los Angeles or City of Los Angeles General Plans. Westwood and other surrounding communities are part of the City of Los Angeles, and this jurisdictional separation provides no formal mechanism for joint planning or exchange of ideas. Nevertheless, the campus maintains ongoing communication with the City of Los Angeles and the local communities surrounding the campus to resolve land use issues of mutual concern.

The proposed projects involve an amendment to the 2002 LRDP. The Draft EIR will include an evaluation of the proposed NHIP and LRDP Amendment's consistency with relevant UCLA land use plans, including but not limited to, the 2002 LRDP, the 1978 Benign Use Agreement, and the *UCLA Student Housing Master Plan 2007–2017*. In addition to UCLA planning documents, the applicable planning policies identified in regional planning documents, such as the Southern California Association of Government's *Regional Comprehensive Plan and Guide*, will be addressed in the Draft EIR. Relevant PPs from the 2002 LRDP Final EIR will be identified as appropriate and additional PPs and/or MMs presented, as needed.

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(c)	Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☒	☐	☒

Discussion

As discussed under Item 4.f of this Initial Study, the UCLA campus is not located within an area governed by an adopted habitat conservation plan or natural community conservation plan. No impacts would occur and no further analysis of this issue is required in the Draft EIR for the proposed NHIP or LRDP Amendment.

10. *Mineral Resources*

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(a)	Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☒	☐	☒
(b)	Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☒	☐	☒

Discussion

The 2002 LRDP Final EIR determined that implementation of the 2002 LRDP would not result in the loss of availability of either a known mineral resource of value to the state or region or a locally important mineral resource recovery site because no such sites exist on the campus. Further, the California Geologic Survey, in its *Update of Mineral Land Classification of Portland Cement Concrete Aggregate in Ventura, Los Angeles, and Orange Counties, California: Part II—Los Angeles County* has only identified concrete aggregate as a mineral resource that could potentially be present on the campus. However, no recovery of concrete aggregate occurs or is known to have occurred on campus, and access to such a resource would already have been precluded by existing development. Additionally, the *City of Los Angeles General Plan* does not designate the campus as a mineral resource recovery site (City of Los Angeles 2001).

Therefore, the proposed NHIP and LRDP Amendment would not result in the loss of availability of a locally important mineral resource delineated on a local general plan, specific plan, or other land use plan. Therefore, no impacts would occur no further analysis of this issue is required in the Draft EIR for the proposed NHIP or LRDP Amendment.

11. *Noise*

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(a)	Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☒	☐
(c)	Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☒	☐
(d)	Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☒	☐

Discussion

Increases in traffic, mechanical equipment use, and other operational activities associated with new structures could result in potential long-term increases in noise levels. Additionally, operation of construction equipment could result in substantial short-term noise increases. The Draft EIR will use current noise modeling methods to predict the magnitude of these noise increases, and will evaluate whether the increased noise levels associated with implementation of the proposed NHIP and LRDP Amendment would exceed applicable standards or ordinances. Relevant PPs and MMs from the 2002 LRDP Final EIR will be identified as appropriate and additional PPs and/or MMs presented, as needed.

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(b)	Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☒	☐

Discussion

Construction activities could result in the generation of excessive groundborne vibration or groundborne noise levels. The Draft EIR for the LRDP Amendment will generally evaluate potential impacts of construction activities associated with implementation of the LRDP Amendment, and a site-specific analysis of potential construction impacts resulting from implementation of the proposed NHIP will be provided. Relevant PPs from the 2002 LRDP Final EIR will be identified as appropriate and additional PPs and/or MMs presented, as needed.

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☒	☐	☒

Discussion

The campus is not located within two miles of a public airport or public use airport, and has not been included in an airport land use plan. No impacts would occur and no further analysis of this issue is required in the Draft EIR for the proposed NHIP or LRDP Amendment.

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(f)	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☒	☐	☒	☐

Discussion

The UCLA campus is not located within the vicinity of a private airstrip. However, the Medical Center complex currently operates a heliport for emergency transport of critically ill patients and, as previously analyzed in the 1998 *Academic Health Center Facilities Reconstruction Project Final EIR*, will be relocated to the new medical center that is now under construction. The Draft EIR will identify existing and future helicopter noise levels and determine whether additional people, including students and faculty that would reside in the proposed NHIP, would be subject to excessive noise levels from helicopter operations. PPs and/or MMs will be presented, as needed.

12. *Population and Housing*

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(a)	Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☒	☐	☒	☐

Discussion

With implementation of the LRDP Amendment the projected average weekday population (students, faculty, staff, visitors) during the regular session is estimated to increase by approximately 2,780 individuals compared to the 2007–2008 population. This projection includes the 131 staff positions that would result from implementation of the proposed NHIP. The Draft EIR for the proposed NHIP and LRDP Amendment will evaluate the demand for short-term and long-term housing associated with this increase in population and the potential for this demand to exceed the projected housing supply on campus and within the City of Los Angeles and adjacent areas.

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(b)	Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☒	☐	☒
(c)	Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☒	☐	☒

Discussion

Implementation of the proposed NHIP and LRDP Amendment would not require the demolition of any existing on campus housing, rather it would add housing capacity to the campus. Because there would be no displacement of existing housing facilities, relocation of students currently housed on campus and construction of replacement housing would not be necessary. Therefore, no impacts would occur and no additional analysis of these issues in the Draft EIR is required for the proposed NHIP or LRDP Amendment.

13. *Public Services*

(a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	LRDP Amendment		NHIP	
	Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(i) Fire protection?	[x]	[ ]	[x]	[ ]
(ii) Police protection?	[x]	[ ]	[x]	[ ]

Discussion

Fire protection to the UCLA campus is provided by the City of Los Angeles Fire Department (LAFD), and police protection is provided by the UC Police Department and the City of Los Angeles Police Department (LAPD). The Draft EIR will evaluate whether implementation of the proposed NHIP and LRDP Amendment would increase demand for fire and police protection services and compare the potential increased demand with existing and planned equipment and staffing levels. The Draft EIR will also evaluate the potential physical impacts of new, expanded, or altered facilities, if they are required to meet an increase in demand. Relevant PPs from the 2002 LRDP Final EIR will be identified as appropriate and additional PPs and MMs presented, as needed.

	LRDP Amendment		NHIP	
	Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(iii) Schools?	[x]	[ ]	[x]	[ ]

Discussion

The projected increased campus population (students, faculty, and staff) resulting from the LRDP Amendment, including the proposed NHIP, may increase the number of school-age children that would potentially enroll in local schools. The Draft EIR will evaluate potential effects of increased enrollment on the capacity of local schools, and the potential environmental impacts of new, expanded, or altered facilities, if any are required to meet an increase in demand. PPs and/or MMs will be identified as needed.

	LRDP Amendment		NHIP	
	Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(iii) Parks?	☒	☐	☒	☐

Discussion

Refer to the discussion provided below in Section 14, Recreation.

14. *Recreation*

	LRDP Amendment		NHIP	
	Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☒	☐	☒	☐

Discussion

The LRDP Amendment would not substantially change the campus population anticipated with implementation of the 2002 LRDP Amendment. However, the NHIP would involve the development of additional undergraduate housing and faculty apartments in the Northwest zone, which could increase the demand for on-campus recreational facilities. The Draft EIR will evaluate the potential impacts of new, expanded, or altered recreational facilities, if they are required, to meet an increase in demand. Relevant PPs from the 2002 LRDP Final EIR will be identified as appropriate and additional PPs and/or MMs presented, as needed.

	LRDP Amendment		NHIP	
	Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☒	☐	☒	☐

Discussion

The LRDP is a general land use plan intended to guide the pattern of development on campus and does not articulate specific projects or structures other than those proposed as part of the NHIP. However, additional recreational uses may be developed as part of the implementation of the LRDP Amendment. Additionally, the proposed NHIP includes a fitness center in the Sproul South building. The Draft EIR will evaluate the potential physical environmental impacts resulting from new recreational facilities. Relevant PPs from the 2002 LRDP Final EIR will be identified as appropriate and additional PPs and/or MMs presented, as needed.

15. *Traffic*

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(a)	Would the project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☒	☐	☒	☐
(b)	Would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☒	☐	☒	☐

Discussion

Although potential increases in traffic could result from implementation of the LRDP Amendment, including the proposed NHIP, the 2002 LRDP Amendment would maintain the adopted trip limits adopted in the 2002 LRDP through 2013. The Draft EIR will include an analysis of potential daily and peak hour trip generation associated with implementation of the LRDP Amendment, and the effects on the local and regional traffic system. In addition, the Draft EIR will include an analysis of the campus transportation demand management provisions and the effect on trip reduction strategies. The Draft EIR will also analyze the impact of additional construction-related, project-related, and cumulative traffic on the local street networks, including intersection capacity, as well as the regional highway network and roadways designated in the Los Angeles Congestion Management Program. Relevant PPs and MMs from the 2002 LRDP Final EIR will be identified as appropriate and additional PPs and/or MMs presented, as needed.

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(c)	Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☒	☐	☒

Discussion

Development allowed under the LRDP Amendment and the proposed NHIP would not change air traffic patterns of existing airport facilities. The UCLA campus is currently developed, and future development would not increase air traffic levels or result in a change in the location of air traffic patterns resulting in substantial safety risks. No further analysis of this issue is required in the Draft EIR for the proposed NHIP or LRDP Amendment.

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(d)	Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☒	☐	☒	☐

Discussion

The LRDP is a general land use plan intended to guide the pattern of development on campus and does not articulate specific projects or structures other than those proposed as part of the NHIP. The Draft EIR will evaluate the potential for future changes to the campus circulation system or development of incompatible uses to increase traffic hazards. For the proposed NHIP, the Draft EIR will provide a project-specific evaluation of proposed circulation changes on and off campus (including along Gayley Avenue) to determine whether such changes would substantially increase hazards due to a design feature or the construction of incompatible uses. Relevant PPs and MMs from the 2002 LRDP Final EIR will be identified as appropriate and additional PPs and/or MMs will be presented, as needed.

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(e)	Would the project result in inadequate emergency access?	☒	☐	☒	☐

Discussion

Construction and operational activities associated with development under the LRDP Amendment and the proposed NHIP could potentially interfere with emergency access routes. The Draft EIR will evaluate potential impacts to emergency access during construction and operation. PPs and/or MMs will be presented, as needed.

Please also refer to Item 7.g regarding emergency response and evacuation plans.

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(f)	Would the project result in inadequate parking capacity?	☒	☐	☒	☐

Discussion

With implementation of the proposed NHIP and LRDP Amendment the campus-wide parking cap (25,169 spaces) would remain unchanged. However, the Draft EIR will evaluate the adequacy of parking on campus with development of allowed uses and gsf under the LRDP Amendment. A project-level parking analysis will also be provided for the proposed NHIP, and will evaluate the temporary removal of parking during construction and operation. Relevant PPs and MMs from the 2002 LRDP Final EIR will be identified as appropriate and additional PPs and/or MMs presented, as needed.

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(g)	Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☒	☐	☒	☐

Discussion

As with the 2002 LRDP, the LRDP Amendment includes alternative transportation modes. The Draft EIR will analyze whether implementation of the LRDP Amendment and the proposed NHIP would conflict with the existing LRDP policies supporting alternative transportation. Relevant PPs and MMs from the 2002 LRDP Final EIR will be identified as appropriate and additional PPs and MMs presented, as needed.

16. *Utilities and Service Systems*

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(a)	Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☒	☐	☒

Discussion

Wastewater originating from the allowed uses under the LRDP Amendment, including the proposed NHIP, would be generated by academic, laboratory, and residential uses and would ultimately be treated by the Hyperion Treatment Plant (HTP) owned and operated by the City of Los Angeles, Bureau of Sanitation. The wastewater treatment requirements issued by the Los Angeles Regional Water Quality Control Board (RWQCB) for the treatment plant were developed to ensure that adequate levels of treatment would be provided for the wastewater flows emanating from all land uses within its service area, including the UCLA Campus.

It should also be noted that the UCLA campus is not considered a point source for regulatory purposes and is not subject to waste discharge requirements (WDRs). While the campus has an industrial wastewater permit for wastewater discharge associated with the food service and laboratory uses on campus, no hazardous waste is discharged into the sewer or storm drain system on campus. Further evaluation of this issue in the Draft EIR for the proposed NHIP and LRDP Amendment is not required and no mitigation measures are necessary.

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(b)	Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☒	☐	☒	☐
(c)	Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☒	☐	☒	☐
(e)	Would the project result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☒	☐	☒	☐

Discussion

Anticipated uses under the LRDP Amendment and the proposed NHIP would increase the demand for water provided by the LADWP and wastewater treatment services provided by the City of Los Angeles, Bureau of Sanitation. The existing and post-development demands on existing utilities will be addressed in the Draft EIR to determine what impacts may occur from implementation of the proposed development. As noted under the discussion of Hydrology and Water Quality, runoff from the project site would enter the existing storm drain system. The need for the construction of new and/or upgraded water, wastewater, and storm drain lines (on and off site) will be addressed in the Draft EIR and potential environmental impacts associated with these construction activities will be analyzed. Relevant PPs from the 2002 LRDP Final EIR will be identified as appropriated and additional PPs and MMs presented, as needed.

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(d)	Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☒	☐	☒	☐

Discussion

The LADWP currently provides water service to the UCLA campus. With implementation of the LRDP Amendment, including the proposed NHIP, an increased demand for water would be generated. The Draft EIR will evaluate the current campus water demand and system capacity. Additionally, a Water Supply Assessment (WSA) will be conducted pursuant to California State Senate Bill 610. Results of the WSA will be discussed in the Draft EIR. The Draft EIR will also evaluate the potential impacts of new, expanded, or altered facilities, if they are required to meet an increase in demand. Relevant PPs from the 2002 LRDP Final EIR will be identified as appropriate and additional mitigation measures presented, as needed.

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(f)	Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☒	☐	☒	☐

Discussion

Implementation of the LRDP Amendment, including the proposed NHIP, could result in an increase in campus solid waste generation. The Draft EIR will evaluate whether the existing and planned landfill capacity would be sufficient to accommodate the potential increases in solid waste generation that would result from implementation of the proposed NHIP and LRDP Amendment. Relevant PPs from the 2002 LRDP Final EIR will be identified as appropriate and additional PPs and/or MMs presented, as needed.

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(g)	Would the project comply with federal, state, and local statutes and regulations related to solid waste?	☒	☐	☒	☐

Discussion

As an entity created by the State Constitution, the University of California is exempt from local regulations pertaining to solid waste. However, the California Integrated Waste Management Act of 1989 (AB 939) requires that local jurisdictions divert at least 50 percent of all solid waste generated. This requirement, as well as more stringent diversion goals are adopted in the UC Sustainability Policy and are being implemented by the campus. The Draft EIR will evaluate the compliance of the proposed NHIP and LRDP Amendment with applicable regulations related to solid waste, including AB 939. Relevant PPs from the 2002 LRDP Final EIR will be identified as appropriate and additional PPs and/or MMs presented, as needed.

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(h)	Would the project require or result in the construction of new energy production and/or transmission facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☒	☐	☒	☐
(i)	Would the project encourage the wasteful or inefficient use of energy?	☒	☐	☒	☐

Discussion

The campus Energy Systems (cogeneration) Facility (ESF) serves the majority of the electricity demand generated by on-campus uses and the LADWP serves the remaining demand. The Southern California Gas Company provides natural gas to the campus. Implementation of the LRDP Amendment and the proposed NHIP would increase the demand for electricity and natural gas, although campus energy conservation measures would offset some of this increase in demand. The Draft EIR will quantify the potential increase in campus energy usage and determine whether the implementation of the LRDP Amendment and the proposed NHIP would result in wasteful, inefficient, or unnecessary consumption of energy. The Draft EIR will also evaluate the potential impacts of providing new, expanded, or altered energy-production facilities, if they are required to meet an increase in demand. Compliance with applicable State and University (pursuant to the UC Sustainability Policy) energy standards will also be addressed. Relevant PPs from the 2002 LRDP Final EIR will be identified as appropriate and additional PPs and/or MMs presented, as needed.

17. *Mandatory Findings of Significance*

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to -drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☒	☐

Discussion

As indicated in the preceding discussion, implementation of the LRDP Amendment and the proposed NHIP have the potential to result in significant impacts that could degrade the quality of the environment. Because the campus is fully developed, the potential for the LRDP Amendment and the proposed NHIP to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal is considered low. Nevertheless, the Draft EIR will address this issue. Implementation of the LRDP Amendment and the proposed NHIP could also result in potential damage to or loss of some paleontological or archaeological resources. The LRDP Amendment could result in modification or demolition of structures that are potentially eligible to the National Register of Historic Places or the California Register of Historic Resources. Such effects will be addressed in the Draft EIR.

		LRDP Amendment		NHIP	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☒	☐	☒	☐

Discussion

The Draft EIR will evaluate whether the potential impacts of implementation of the LRDP Amendment and the proposed NHIP combined with other current projects and probable future projects and projected regional growth in the surrounding area, would be cumulatively considerable.

The Draft EIR will also include an evaluation of climate change impacts associated with greenhouse gas emissions projected under future development under the proposed NHIP and LRDP Amendment. The discussion will also generally describe existing campus programs and policies to reduce greenhouse gas emissions and, if required, will also identify feasible mitigation measures.

		LRDP Amendment		**NHIP**	
		Impact to be Analyzed in EIR	No Additional Analysis Required	Impact to be Analyzed in EIR	No Additional Analysis Required
(c)	Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☒	☐

Discussion

As indicated in the preceding discussion, implementation of the proposed NHIP and LRDP Amendment have the potential to result in significant impacts. The Draft EIR will evaluate whether any of those impacts have the potential to result in substantial adverse effects on human beings.

IV. REFERENCES

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NOP Comment Letters

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

Notice of Preparation

May 28, 2008

To: Reviewing Agencies

Re: Northwest Housing Infill Project & 2002 LRDP Amendment
SCH# 2008051121

Attached for your review and comment is the Notice of Preparation (NOP) for the Northwest Housing Infill Project & 2002 LRDP Amendment draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Tova Lelah
University of California, Los Angeles
1060 Verteran Avenue, CPB
Los Angeles, CA 90095

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondenee concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency

Document Details Report
State Clearinghouse Data Base

SCH#	**2008051121**
Project Title	Northwest Housing Infill Project & 2002 LRDP Amendment
Lead Agency	University of California, Los Angeles

Type **NOP** Notice of Preparation

Description UCLA proposes to construct additional undergraduate student housing consisting of 1,525 dormitory beds, dining, and support space totaling 550,000 gross square feet (gsf) in four buildings on three infill sites within the Northwest zone of the campus. The Northwest Housing Infill Project (NHIP) requires an Amendment to the 2002 Long Range Development Plan (LRDP) to provide the additional 550,000 gsf entitlement in the Northwest zone to accommodate the project. Because the NHIP has an estimated completion date of 2013, the LRDP Amendment will also account for an extended LRDP planning horizon from 2010 to 2013, but will not involve any modifications to the previously adopted campus wide trip generation and parking limits.

Lead Agency Contact

Name Tova Lelah
Agency University of California, Los Angeles
Phone 310-206-5482 ***Fax***
email
Address 1060 Verteran Avenue, CPB
City Los Angeles ***State*** CA ***Zip*** 90095

Project Location

County Los Angeles
City
Region
Cross Streets Gayley Avenue and Veteran Avenue
Parcel No.
Township ***Range*** ***Section*** ***Base***

Proximity to:

Highways I-405 & 10
Airports Los Angeles International
Railways
Waterways
Schools Marymount High
Land Use University of California - Los Angeles Campus/Student Housing

---

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Growth Inducing; Landuse; Cumulative Effects

---

Reviewing Agencies Resources Agency; Department of Conservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 5; Native American Heritage Commission; California Highway Patrol; Caltrans, District 7; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 4

Date Received 05/28/2008 ***Start of Review*** 05/28/2008 ***End of Review*** 06/26/2008

Note: Blanks in data fields result from insufficient information provided by lead agency.

NOP Distribution List County: Los Angeles SCH# 2008081121

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Last Updated on 02/21/08

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, REGIONAL PLANNING
IGR/CEQA BRANCH
100 MAIN STREET
LOS ANGELES, CA 90012-3606
PHONE (213) 897-3747
FAX (213) 897-1337

Flex your power!
Be energy efficient!

June 25, 2008

Ms. Tova Lelah - Capital Programs
University of California - Los Angeles
1060 Veteran Avenue
Los Angeles CA 90095-1365

UCLA Long Range Development Plan Amendment
Notice of Preparation of Environmental Impact Report
SCH No. 2008051121 IGR/CEQA No. 080636/EK
Vicinity LOS / 405 / 29 - 35

Dear Ms. Lelah:

We have received the Initial Study (IS) and the Notice of Preparation (NOP) of Environmental Impact Report for the Plan referenced at above right. Development of more undergraduate student housing in the northwest of the campus is proposed. For the California State Department of Transportation (Department), we have the following comments.

We note that effects on the regional traffic system would be analyzed (IS, p. 41). We ask that such analysis include freeway off-ramps queuing and vehicle off-take from off-ramps at local intersections. Queue back up onto freeway travel lanes might have especially severe effects. Should any Plan criterion for implementing mitigation be triggered, please indicate so. Also, please note that we look forward to receiving word on the effects of provisions for campus transportation demand management.

If you have any questions regarding our comments, please refer to our internal IGR/CEQA Record Number 080636/EK. Also please do not hesitate to contact our review coordinator Edwin Kampmann at (213) 897-1346 or to contact me at (213) 897-6696.

Sincerely,

Elmer Alvarez

Elmer Alvarez
IGR/CEQA Program Manager

cc: Scott Morgan, State Clearinghouse

Carole Magnuson
11147 Ophir Drive
Los Angeles, CA 90024

June 25, 2008

Tova Lelah
University of California, Los Angeles
Capital Programs, Environmental Planning
1060 Veteran Ave
Los Angeles, CA 90095-1365

RE: Scope of Environmental Impact Study for NHIP

Dear Ms. Lelah:

Thank you for the opportunity to comment on the scope of the DEIR on the UCLA Northwest Housing Infill Project. I regret that the presentation of the project at the informational meeting didn't include a massing model or a computerized visual depicting the new buildings in the context of the surrounding buildings on the site so that the community could be more fully aware of the project and its physical implications for the surrounding community. Such three-dimensional representations are usually prepared early in the planning phase for any project to test the feasibility of the proposed massing of the project and probably would have been available for this meeting. This would have been helpful since the site proposed for this project is small, hilly and relatively inaccessible giving rise to concerns about how construction activity will be managed and how the buildings will relate in scale to their campus and off-campus neighbors. I hope that construction impacts and project scale in situ will be studied and reported in your DEIR. At a minimum, your DEIR should include graphic depictions in three-dimensions of the De Neve buildings in relationship to Gayley Avenue so that the community and campus decision makers can fully understand their physical impact on the surrounding area.

In addition, the DEIR should consider the following possible impacts of the proposal:
1. Aesthetics:

a. The project will alter existing valued focal and long-range views of the campus and the site from homes at higher elevations in Westwood Hills, and may eliminate existing views of a forested hillside. These impacts should be mitigated by changes to the design or a fully developed landscape plan.

b. The hillside site for the De Neve Buildings is represents a scarce natural area in the otherwise built environment and has special value as visual relief and as habitat for flora and fauna. Loss of this habitat could be mitigated by dedicating an alternative area on the Northwest campus as a nature preserve.

c. Light and glare from the new buildings will change existing nighttime views from homes west of the site. All security lighting should be shielded to reduce spillover and should be mounted close to the ground not at the parapet of the buildings. If roof top lighting is required, it should be kept to a minimum and should be shielded to prevent spillover.

2. Air Quality

Construction of these buildings in close proximity to student living areas could negatively impact the health of students and workers, especially those with asthma and other respiratory issues. The impact of adding construction emissions from the NHIP in close proximity to the Chiller/Cogen Plant on sensitive receptors such as on and off campus student residences and the new hospital should be considered and impacts fully mitigated.

3. Biological Resources

The De Neve building site includes a number of young and mature non-native trees that provide habitat for animals and visual relief for humans. The DEIR should provide a tree census and a plan for replacing or preserving trees with a diameter of eight inches or greater.

4. Land Use and Planning

a. Although UCLA is not bound by local zoning and planning ordinances, the DEIR should consider the fact that the proposed lower De Neve building is within 25 feet of a the North Village where development is restricted by a Specific Plan. The DEIR should report on the compatibility of the proposed lower De Neve building with the massing and scale that the City has determined desirable for that area. If the buildings are found to be incompatible with local development standards, the lower De Neve building should provide a set-back from the street greater than the 25 feet at all points and add a generous parking strip planted with street trees to increase the perception of compatibility with the buildings with adjacent UCLA residence halls to the south and multi-family buildings across the street.

5. Noise

The DEIR should consider the impact of 24-hour student activities on surrounding communities. Building design should incorporate features that will orient student activities toward campus. No rooftop recreation or lounging areas should be provided. Construction noise should be mitigated, and if pilings are required they should be drilled, not pounded into place.

6. Population and Housing

a. The DEIR should consider the impact of the proposed 10 percent increase in 24-hour student on-campus population on public safety, parking and traffic in the North Village area.

b. The DEIR should explain the increase in total campus population projected in the LRDP amendment and provide mitigations that will allow the total campus population to remain at the current level by reducing the daily population of visitors not associated with the educational program or medical enterprise.

7. Traffic

a. The DEIR should analyze and mitigate local impacts resulting from the increase in 24-hour student population.

b. The DEIR should also consider and mitigate the possibility that the reduction in trips that can be expected as a result of moving students onto campus will be negated if the on-campus parking spaces that they are currently using as commuters are filled by other drivers. To mitigate likely impacts on traffic and off-campus parking demand, the campus should offer on-campus parking to residents of the new buildings. (This should not result in a difficulty for the campus, since the student residents are currently commuting to campus and presumably parking on campus.)

8. Construction Impact

The DEIR should analyze and mitigate the very serious impacts on local traffic and circulation that are expected to result from construction on the difficult De Neve site. Among issues to consider: Will construction staging impact traffic on Gayley Avenue, Veteran Avenue and/or Montana Avenue? What plans are in place to redirect peak hour commuter traffic going to and from the campus? What plan is in place to assure that emergency vehicle access to the new hospital is available at all times? What plan is in place to protect pedestrians walking to class via Bruin Walk? What plans are in place to limit truck traffic on Montana and Veteran Avenues? Will construction on Gayley interfere with bus services? What is the haul route specified for removal of soils? Where will concrete trucks stage? What is the plan for construction worker parking? Construction traffic access should be planned to avoid Montana Ave. and other adjacent residential areas.

9. Project Alternatives

The DEIR should analyze and report on a full range of alternatives to the project, including a less dense project on the same site.

Thank you for your consideration.

Very sincerely,

Carole Magnson

Carole Magnuson

From: alvin milder [mailto:alvinm134@yahoo.com]
Sent: Thursday, June 26, 2008 2:50 PM
To: Lelah, Tova
Subject: Scope of Environmental Impact Study for NHIP

ALVIN S. MILDER
134 Greenfield Avenue
Los Angeles, CA 90049
Tel: 310.472.6799, Fax: 310.472.5652

June 26, 2008

Tova Lelah
University of California, Los Angeles
Capital Programs, Environmental Planning
1060 Veteran Ave
Los Angeles, CA 90095-1365

RE: Scope of Environmental Impact Study for NHIP

Dear Ms. Lelah:

UCLA's proposed seven-story building ("lower DeNeve") does not belong on Gayley Ave. UCLA can certainly do better than this too facile plan for an environmentally insensitive, incompatible oversized building, which, to compound the problem, is set much too close to the street. If the University feels that it must construct more buildings on its already overbuilt campus, it can certainly improve on the NHIP plans presented at the scoping meeting.

UCLA should postpone its preparation of the DEIR and any additional documentation for this project until it has had a meaningful and sincere discussion with the community about the NHIP plans. UCLA must fulfill its obligations as set forth in the U.C. CEQA Handbook and in the many UCLA LRDPs; i.e., that the community be kept informed and be consulted regarding new developments. (Such consultations that have been held in the past have generally been beneficial to both sides and resulted in improved projects.) In this case, the community was not consulted about the project and was not advised of the NHIP plans until almost a year after UCLA proposed the project to the Regents. (N.B.: as with so many of UCLA's CEQA required meeting, the students were excluded – in this case by scheduling the scoping meeting during finals week.)

Since, based upon past experience, it is more likely than not that the UCLA's administrators will not consult with the community and will continue to ignore their UC CEQA and LRDP responsibilities, they should at least revise this project:

(i) To reduce the size of the lower DeNeve building,

(ii) To increase the setback from Gayley Ave., and

(iii) To provide for a densely landscaped buffer along Gayley Ave.

In addition, the DEIR must discuss:

- Aesthetics/land use. The DEIR must fully explore all aspects of this project and explain how removing many trees and a great deal of landscaping and putting an oversized building on Gayley Ave. will contribute to the preservation and enhancement of the environment.

- Alternatives. Why can't all or some of this project be moved to Lots 32/36, the Sunset Village area, along Young/Circle Drive south of Sunset Blvd.., or the North Village, etc.?

- Noise. How will the University control all of the noise that will be generated by the thousands of students that will be housed in such close proximity to the adjacent residential community? E.g., the Midnight Yells and other student activity noises.

- Cumulative Impacts. The DEIR must discuss all other projects being studied or proposed for the campus and the nearby area. E.g., for faculty and/or staff housing. The DEIR should also include full information on all property, including, but not limited to, all faculty, staff and student housing, the University owns and/or leases in the Los Angeles area. (Does UCLA still own all of the homes it built for faculty in the Westchester area?)

- Other items that must be discussed in the DEIR include, without limitation:

    - Will the NHIP buildings be "green buildings," i.e., built in conformance with LEED standards?

    - What were: the number of specimen trees on campus at the time of the 1990 LRDP? What are the number of specimen trees on campus now? What are the number of trees to be removed because of the NHIP? What are the plans for the replacement of removed trees?

    - What landscaping is planned for this project -- particularly for the buffer zone along Gayley Ave.?

- What impacts will the serious economic problems in this country have on demand for dorm rooms and for the University’s construction costs for this project?.

- What is the promise vs. performance record of UCLA’s Capital Programs department for campus construction projects since the 1990 LRDP? E.g., the DEIR should set forth the amount of the cost overruns and time delays for the new hospital, the DeNeve dorms, the Weyburn Ave. graduate dorms, etc.

- The rationale for many UCLA projects was based on “Tidal Wave II” predictions. What were the actual figures from “Tidal Wave II?”

Sincerely,

Alvin Milder

CITY OF LOS ANGELES

CALIFORNIA

ANTONIO R. VILLARAIGOSA
MAYOR

WASTEWATER ENGINEERING SERVICES DIV.
2714 MEDIA CENTER DRIVE
LOS ANGELES, CA 90065
FAX: (323) 342-6210 OR 6211

August 25 2008

Tova Lelah
Campus and Environmental Planning
UCLA Capital Programs
1060 Veteran Avenue
Los Angeles, CA 90095

SC.CE.

Dear Ms. Lelah:

UCLA NHIP and 2002 LRDP Amendment Project – Notice of Preparation EIR

This is in response to your May 27, 2008 letter requesting wastewater service information for the proposed project. On August 18, 2008 we received your responses to our Request for Information (RFI). The Bureau of Sanitation, Wastewater Engineering Services Division (WESD), has conducted a preliminary evaluation of the potential impacts to the wastewater system for the proposed project.

Projected Wastewater Discharges for the Proposed Project:

Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
Proposed			
Dormitory	75 GPD/STU	1,525 STU	114,375
Residential (2BR)	160 GPD/DU	8 DU	1,280
Residential (3BR)	200 GPD/DU	2 DU	400
Restaurant	30 GPD/SEAT	750 SEAT	22,500
Multi-Purpose Room	150 GPD/1000 SQ.FT	20,319 SQ.FT	3,048
Gymnasium	250 GPD/1000 SQ.FT	3,686 SQ.FT	922
Housing Maintenance	20 GPD/ 1000SQ.FT	16,211 SQ.FT	325
Total			**142,850**

SEWER AVAILABILITY

The sewer infrastructure in the vicinity of the proposed project includes an existing 8-inch, 12-inch and 18-inch line on Gayle Ave., and then the pipe splits into 18-inch pipe and 10-inch pipe on Gayle Ave. The 18-inch pipe flows to 18-inch pipe on Kelton Ave. and continues to 24-inch line on Ohio Ave. The 10-inch line on Gayle Ave feeds into 24-inch and 30-inch line on Gayle Ave. before discharging 39-inch line on Wilshire Blvd.

The current flow level (d/D) in the 8-inch, 12-inch, 18-inch, 24-inch, and 33-inch lines cannot be determined at this time, as gauging is needed. Based on the available gauging information, the current flow level (d/D) in the 21-inch, 30-inch, and 33-inch line on Rochester Ave., is approximately 32%, 13% and 35% full, respectively. The design capacities at d/D of 50% for the 8-inch line is 743,090 Gallons per Day, for 10-inch line on Gayle Ave. is 415,790 Gallons per Day, for the12-inch line is 1.65 million Gallons per Day, for the 18-inch line on Gayle Ave. is 2.18 million Gallons per Day, for the 18-inch line on Kelton Ave. is 3.15 million Gallons per Day, for the 24-inch line on Ohio Ave. is 4.29 million Gallons per Day, for the 24-inch line on Gayle Ave. is 5.55 million Gallons per Day, for the 30-inch line on Gayle Ave. is 10.29 million Gallons per Day, and for the 39-inch line on Wilshire Blvd. is 15.27 million Gallons per Day.

The estimated flow that would be generated from your proposed project exceeds 20,000 GPD and therefore may have a significant impact on the sewer system capacity. Thus, detailed gauging is necessary to determine whether the sewer system is capable of safely accommodating the total flow for your proposed project. We have initiated a work order to gauge the designated critical locations in the project area. This process usually takes approximately three (3) to four (4) weeks. A detailed evaluation and response will be provided to you within one (1) to two (2) weeks upon receipt of gauging data. If this schedule is not acceptable, please call us to discuss options.

If you have any questions, please call Abdul Danishwar of my staff at (323) 342-6220.

Sincerely,

Brent Lorscheider, Acting Division Manager
Wastewater Engineering Services Division
Bureau of Sanitation

Appendix B

LRDP Amendment Tables

APPENDIX B

2002 LRDP AMENDMENT REVISED TABLES
(Square Footage)

(The following tables have been revised for the LRDP Amendment)

Table 8 (REVISED for 2002 LRDP Amendment)
PROPOSED DEVELOPMENT RE-ALLOCATION BY LRDP ZONE

LRDP Zone	*2002 LRDP Allocation (gsf)*	*2002 LRDP Remaining Allocation (gsf)*	*2008 Amendment to the 2002 LRDP*	*2002 LRDP Proposed Amended Allocation (gsf)*
Botanical Garden	0	0	0	0
Bridge	175,000	175,000	0	175,000
Campus Services	20,000	11,000	0	11,000
Central	5,000	5,000	0	5,000
Core	457,465	305,165	0	305,165
Health Sciences	269,000	274,150[1]	0	274,150
Northwest	570,000	104,000[2]	550,000	654,000
Southwest	210,000	446,300[3]	0	446,3000
Total	***1,706,465***	***1,320,615***	***550,000***	***1,870,615***

[1] 5,150 gsf was deducted from the 1990 LRDP allocation for the MP 200 project, which was never undertaken, thus, this square footage has been added back into the remaining allocation for the Health Sciences Zone.

[2] 15,000 gsf recreation component of 2002 NHIP was deducted from 2002 LRDP allocation but never undertaken and SRLF Phase III (85,000 gsf) analyzed under 1983 LRDP and SRLF Phase II Supplemental EIR (Sept. 1992) was already deducted from 1990 and 2002 LRDP beginning allocation, but this project was deferred and remains in planning. Therefore, the square footage for these two projects (100,000 gsf) has been added back into the remaining allocation for the Northwest Zone.

[3] SWH Phase II (243,500 gsf) analyzed under 1990 LRDP was already deducted from 2002 LRDP beginning allocation, but this project was deferred and remains in planning. Therefore, the square footage for this project has been added back into the remaining allocation for the Southwest Zone.

Table 9 (REVISED for 2002 LRDP Amendment) Botanical Garden Zone	
	gsf
2002 Built Environment	0
Under construction	0
Square Footage Addition Since 2002	19,100
Subtotal	***19,100***
Existing 2008 Built Environment	19,100
Remaining LRDP Development Allocation	0
Total	***19,100***
Source: UCLA Capital Programs, 2008	

Table 10 (REVISED for 2002 LRDP Amendment) Bridge Zone	
	gsf
2002 Built Environment	330,568[1]
Square Footage Addition Since 2002	0
Subtotal	*330,568*
Existing 2008 Built Environment	330,568
Remaining LRDP Development Allocation	175,000
Total	***505,568***
Source: UCLA Capital Programs, 2008	

[1] *The 2002 Built Environment square footage has been revised to reflect an actual number as opposed to a rounded number.*

Table 11 (REVISED for 2002 LRDP Amendment) Campus Services Zone	
	gsf
2002 Built Environment	411,072
Square Footage Addition Since 2002	0
Subtotal	*411,072*
Existing 2008 Built Environment	411,072
Under construction	9,000[1]
Subtotal	***420,072***
Remaining LRDP Development Allocation	11,000
Total	***431,072***
Source: UCLA Capital Programs, 2008	

[1] *Police Replacement Building is currently under construction (Police demo of 11,617 gsf, Replacement Police building of 20,600 gsf, or a net of approximately 9,000 gsf).*

Table 12 (REVISED for 2002 LRDP Amendment) Central Zone	
	gsf
2002 Built Environment	1,007,125
Square Footage Addition Since 2002	69,950[1]
Subtotal	***1,077,075***
Existing 2008 Built Environment	1,077,075
Under construction	0
Subtotal	***1,077,075***
Remaining LRDP Development Allocation	5,000
Total	***1,082,075***
Source: UCLA Capital Programs, 2008	

[1] *Acosta, IM Field Storage, and Wooden West approved under the 1990 LRDP allocation have been constructed since 2002.*

Table 13 (REVISED for 2002 LRDP Amendment) Core Campus Zone		
		gsf
2002 Built Environment		6,135,802[1]
Square Footage Addition Since 2002		818,900[2]
	Subtotal	***6,954,702***
Existing 2008 Built Environment		6,954,702
Under construction		123,000[3]
	Subtotal	***7,077,702***
Remaining LRDP Development Allocation		305,165
	Total	***7,382,867***

Source: UCLA Capital Programs, 2008

[1] *The 2002 Built Environment has been corrected to include the demolition of structures not subtracted from the existing building square footage for Core (South) and to correct for rounding the square footage number from 6,272,400 to the actual 6,272,407. See 2002 Appendix B (Revised) Core (South). These buildings include Engineering Building 1 Unit B (-60,000 gsf), Hershey Hall 1957 Addition (-40,000 gsf), Life Science Auditorium (-11,000 gsf), Plant Greenhouse (-900 gsf), and Plant Physiology (-24,705 gsf). The combined demolished square footage from these five structures is 136,605 gsf, which is the difference shown here between the original 2002 Core Zone Built Environment of 6,272,407 and the revised number of 6,135,802.*

[2] *Broad Art Center, CNSI, Engineering 1 Replacement Building, HSSRB#1, HSSRB#2, Luck, Kaufman Hall, La Kretz Hall, Physics & Astronomy were approved under the 1990 LRDP, yet were not constructed until after 2002, thus, their square footage is included here. CENS Lab and Magnet Lab were approved under the 2002 LRDP and have been constructed since 2002.*

[3] *Life Science Replacement Building (185,000 gsf) is under construction and the demolition of Engineering 1 Unit B (-62,000 gsf) is pending.*

Table 14 (REVISED for 2002 LRDP Amendment) Health Sciences Zone	
	gsf
2002 Built Environment	3,288,000[1] **
Square Footage Addition Since 2002	1,006,503[2]
Subtotal	***4,294,503***
Existing 2008 Built Environment	4,294,503
Under construction	0
Subtotal	***4,294,503***
Remaining LRDP Development Allocation	274,105[3]
Total	***4,568,653***

Source: UCLA Capital Programs, 2008

[1] *Reflects retention of NPI (280,188 gsf), Reed (69,176 gsf), BRI (86,578 gsf), and portions of CHS (1,184,011 gsf) previously assumed to be demolished by 2010 as analyzed in the AHCFRP Final EIR. Due to changed circumstances related to construction delays and increased costs, new seismic ratings, and availability of new construction technologies, these buildings may or may not be demolished in the future in conjunction with continued seismic renovation of the Center for the Health Sciences. Therefore, they remain as part of the existing built environment at this point in time.*

[2] *The Ronald Reagan UCLA Medical Center, approved under the 1990 LRDP, has been constructed since 2002.*

[3] *5,150 gsf for the MP 200 Building project was deducted from the 1990 LRDP allocation. Since that project has been abandoned, its square footage has been added back into the remaining allocation for the Health Science Zone.*

** *The square footage number was rounded up from the actual square footage of 3,287,991 gsf.*

Table 15 (REVISED for 2002 LRDP Amendment) Northwest Zone	
	gsf
2002 Built Environment	2,100,079
Square Footage Addition Since 2002	545,000[1]
Subtotal	***2,645,079***
Existing 2008 Built Environment	2,645,079
Under construction	6,000[2]
Subtotal	***2,651,079***
Remaining LRDP Development Allocation	104,000[3]
Proposed Amendment to 2002 LRDP for NHIP	550,000[4]
Total	***3,305,079***

Source: UCLA Capital Programs, 2008

[1] *Hedrick Summit, Rieber Vista, Rieber Terrace (all part of the 2002 LRDP Northwest Campus Undergraduate Student Housing), and Krieger Childcare have been constructed since 2002.*

[2] *Spieker Aquatic Center is currently under construction.*

[3] *Includes 85,000 gsf for the previously proposed Southern Regional Library, Phase 3, originally proposed under the 1983 LRDP, carried forward as part of the existing baseline for the 1990 and 2002 LRDPs. That project has been deferred and therefore the square footage has been added back into the remaining development allocation.*

[4] *The 2002 LRDP Amendment is proposed to add 550,000 square feet of new development allocation to the Northwest Zone for the construction of the Northwest Housing Infill Project.*

Table 16 (REVISED for 2002 LRDP Amendment) Southwest Zone		
		gsf
2002 Built Environment		472,500
Square Footage Addition Since 2002		645,700[1]
	Subtotal	***1,103,917***
Existing 2008 Built Environment		1,103,917
Under construction		0
	Subtotal	***1,103,917***
Remaining LRDP Development Allocation		446,300
	Total	***1,550,217***

Source: UCLA Capital Programs, 2008

[1] *Southwest Housing Phase I including demolition of Taper Center (638,500 gsf net) and Warren Hall Modular Building (7,200 gsf) were approved under the 1990 LRDP and have been constructed since 2002.*

2002 LRDP APPENDIX B (REVISED for 2002 LRDP Amendment)*

*Note: All buildings underlined and shown in italics in the tables have been approved under either the 1990 or 2002 LRDP and were completed since adoption of the 2002 LRDP.

LIST OF BUILDINGS (REVISED for 2002 LRDP Amendment)

Zone/Building Status	*Building Name*	*Year*		*Basic GSF*
Botanical Garden				
Existing	PPRB	2002	(est)	19,100
	Botanical Garden Zone Total			***19,100***
Under Construction				0
Bridge				
Existing	Faculty Levering Apartments	1983		122,390
	Margan Apartments	1965		44,137
	Ueberroth Building	1982		65,737
	University Extension	1971		98,304
	Bridge Zone Total			***330,568***
Under Construction				0
Campus Services				
Existing	CSB1	1977		56,965
	Facilities Management Bldg	1993		189,197
	Fleet Services Modular	1998		4,999
	K6 Pkg Kiosk - WW Plaza	1988		167
	Parking Structure 8	1967		48,838
	Police Station	1959		11,617
	Strathmore Office Bldg	2000		85,519
	ESF	2002		13,770
	Campus Services Zone Total			***411,072***
Under Construction	Police Station Replacement			20,600
	Police Station Demo			-11,617
Central				
Existing	Ackerman Union	1961		221,761
	Acosta Athletic Trng Ctr	1965		32,526
	Acosta Athletic Trng Ctr (addition)	*2004*		*33,325*
	Ashe Center	1994		32,093
	CRA Ticket Booth	1996		287
	Drake Stadium	1969		12,260
	Equip Storage (Spaulding)	1967		3,916
	IM Field Storage	*2004*		*3,600*
	K4 Pkg Kiosk - WW/Sunset	1988		100
	Kerckhoff Hall	1930		84,372
	L.A. Tennis Center	1984		27,096
	Men's Gym	1932		102,326
	Morgan Center	1965		70,507
	Parking Structure 6	1980		546
	Pauley Pavilion	1965		204,465
	West Center	1976		30,144
	Wooden Ctr / PS 4	1983		184,726
	Wooden West	*2004*		*33,025*
	Central Zone Total			***1,077,075***
Under Construction				0

LIST OF BUILDINGS (REVISED)			
Zone/Building Status	*Building Name*	Year	*Basic GSF*
Core (North)			
Existing	AGSM Collins Exec Edu Ctr	1995	31,311
	AGSM Cornell Hall	1995	54,763
	AGSM Entrepreneurs Hall	1995	72,591
	AGSM Gold Hall	1995	55,344
	AGSM Mullin Commons	1995	33,957
	AGSM Rosenfeld Library	1995	51,046
	Broad Art Center	1965	140,116
	Broad Art Center exp	*2005*	*10,000*
	Bunche Hall	1964	197,945
	Campbell Hall	1954	54,844
	Dodd Hall	1948	78,303
	East Melnitz	1992	25,123
	Fernald Center	1957	9,252
	Fowler Museum	1990	105,854
	GSEIS	1991	29,838
	University Guest House	1984	26,462
	Haines Hall	1929	133,851
	K3 Pkg Kiosk - Wyton	1988	100
	Kaufman Hall	1932	73,553
	Kaufman Hall Theater	*2003*	*11,600*
	Law School	1951	275,439
	LuValle Commons	1985	17,866
	MacGowan Hall	1963	134,109
	MacGowan Hall East	1998	2,417
	Melnitz Hall	1967	61,827
	NC Electrical Distribution	1993	2,900
	North Campus Student Ctr	1976	17,628
	Parking Structure 3	1964	694
	Parking Structure 5	1961	478
	Perloff Hall	1952	65,909
	Public Policy	1958	221,242
	Physics & Astronomy	*2004*	*117,000*
	Rolfe Hall	1956	73,276
	Royce Hall	1929	184,673
	University Elementary Schl 1	1950	47,303
	University Elementary Schl 2	1993	13,051
	University Residence	1930	10,455
	Young Research Library	1964	305,919
	Core (North) Zone Total		***2,748,039***
Under Construction			*0*

LIST OF BUILDINGS (REVISED)			
Zone/Building Status	*Building Status*	*Year*	*Basic GSF*
Core (South)			
Existing	*BH/MS CENS Lab*		*6,000*
	Boelter Hall	1959	373,904
	Bombshelter	1968	2,436
	Botany	1959	37,351
	Boyer Hall	1976	133,042
	Bus Terminal	1937	72
	Campus Corners	1957	827
	CNSI-CoS	*2002*	*188,000*
	Engineering Building 1	1950	118,497
	Unit B Demo		*-60,000*
	Engineering 1 Replacement	*2005*	*100,000*
	Engineering Building 4	1990	294,124
	Faculty Center	1959	30,573
	Franz Hall	1940	238,054
	Geology	1952	172,430
	Gonda Center	1998	125,202
	Hershey Hall	1931	80,699
	Hershey Hall addition demo for LSRB	*2007*	*-40,000*
	HSSRB #1	*2004*	*133,000*
	HSSRB #2	*2005*	*133,000*
	IPAM	1976	16,459
	K2 Pkg Kiosk - Westholme	1988	100
	Kinsey Hall	1929	125,077
	Knudsen Hall	1963	160,811
	Lath House	1952	4,199
	La Kretz	*2004*	*24,000*
	Life Sciences	1954	219,327
	Life Science Auditorium Demo for Luck	*2002*	*-11,000*
	Luck Research Center	*2005*	*95,000*
	MacDonald Lab	1991	144,611
	Math Science	1957	224,078
	Molecular Science	1993	164,702
	Moore Hall	1930	88,505
	MSB Magnet Lab		*1,300*
	Murphy Hall	1937	220,188
	Nuclear Reactor	1960	6,038
	Parking Structure 2	1969	1,052
	Parking Structure 9	1966	5,371
	Plant Greenhouse	1989	990
	Plant Greenhouse demo for SRB2	*2002*	*-900*
	Plant Physiology	1950	24,705
	Plant Physiology demo for SRB2	*2002*	*-24,705*
	Powell Library	1930	166,846
	Schoenberg Hall	1955	122,552
	Slichter Hall	1965	62,557
	Young Hall	1952	297,589
	Core (South) Zone Subtotal		*4,206,663*
	Core (North) Zone Subtotal		*2,748,039*
	Total Core Zone		*6,954,702*
Under Construction	*Life Science Replacement Bldg*		*185,000*
	Demo Engineering 1, Unit A		*-62,000*

LIST OF BUILDINGS (REVISED)			
Zone/Building Status	*Building Name*	*Year*	*Basic GSF*
Health Sciences			
Existing	700 WW Plaza	1979	31,509
	Brain Mapping	1996	13,420
	Brain Research Institute	1961	86,578
	Clinical Research	1954	25,244
	Cyclotron - Add	1990	1,614
	Cyclotron - Biomedical	1971	4,252
	Dentistry	1966	204,369
	Doris Stein Eye Research Inst	1989	65,440
	Factor Health Sciences Bldg	1981	199,857
	Center for Health Sciences	1954	1,265,387
	Jules Stein Institute	1967	87,905
	K1 Pkg Kiosk - Tiverton	1988	100
	K7 Pkg Kiosk - Stein Plaza	1990	100
	M Davies Children's Clinic	1962	70,228
	Med Plaza 100	1990	45,012
	Med Plaza 200	1990	366,834
	Med Plaza 300	1990	101,095
	Neuropsychiatric Institute	1961	280,188
	Parking Structure CHS	1977	97,131
	Parking Structure 1	1989	3,827
	Parking Structure E	1967	1,772
	Public Health	1968	140,563
	Reed Neurological Research	1970	69,176
	Vivarium	1954	126,390
	RR/UCLA MC	*2008*	*1,006,503*
	Subtotal		*4,294,494*
	Health Sciences Zone Total		***4,294,494***
Under Construction			0

LIST OF BUILDINGS (REVISED)			
Zone/Building Status	*Building Name*	*Year*	*Basic GSF*
Northwest			
Existing	Bradley Hall	1997	46,907
	Canyon Point	1991	107,419
	Canyon Recreation Ctr	1965	12,030
	Child Care A	1987	2,160
	Child Care B	1987	3,168
	Child Care C	1987	2,496
	Courtside Pkg	1992	198,250
	Covel Commons	1992	130,095
	CRA Modular Unit	1999	2,272
	De Neve Podium (A & B)	2002	177,785
	De Neve C	2000	42,512
	De Neve D	2000	42,519
	De Neve E	2000	56,693
	De Neve F	2000	43,027
	Delta Terrace	1991	131,118
	Dykstra Hall	1959	163,262
	Easton Field	1997	1,854
	Hedrick Hall	1964	198,485
	Hitch RS-A	1981	21,603
	Hitch RS-B	1981	23,721
	Hitch RS-C	1981	10,282
	Hitch RS-D	1981	15,236
	Housing Administration	1982	16,736
	NW Auditorium	1992	9,584
	Ornamental Horticulture J	1958	4,800
	Ornamental Horticulture M	1975	7,201
	Parking Structure RC	1989	0
	Residential Life Bldg	1992	8,472
	Rieber Hall	1963	199,076
	RS Srv Bldg N	1981	1,194
	RS Srv Bldg S	1981	1,739
	Saxon RS-E	1981	7,586
	Saxon RS-F	1981	18,044
	Saxon RS-G	1981	18,045
	Saxon RS-H	1981	12,818
	Saxon RS-J	1981	12,701
	Saxon RS-K	1981	12,971
	Sproul Hall	1960	174,478
	SRLF	1987	158,717
	Sunset Court	1988	3,023
	2002 (Hedrick, Rieber Vista, Rieber Terrace)	*2003*	*535,000*
	Krieger Childcare	*2004*	*10,000*
	Northwest Zone Total		***2,645,079***
Under Construction	*Spieker Aquatic Center*		*6,000*

LIST OF BUILDINGS (REVISED)			
Zone/Building Status	*Building Name*	*Year*	*Basic GSF*
Southwest			
Existing	Capital Programs	1989	29,564
	K32 Pkg Kiosk - Gayley	1988	100
	K32 Pkg Kiosk - Veteran	1989	100
	Parking Structure 32	1986	96
	Rehab Center	1965	142,566
	STRB	1998	49,512
	Taper Ctr 1	1984	5,020
	Taper Ctr 1 demo for SWH Ph I	*2005*	*-5,020*
	Taper Ctr 2	1984	9,216
	Taper Ctr 2 demo for SWH Ph I	*2005*	*-9,216*
	Warren Hall	1961	102,205
	West Steam Plant	1965	5,925
	West Medical Bldg	1988	27,229
	SW Campus Staging	2001	75,000
	SW Campus Modulars	2002	25,920
	SW Housing Ph I	*2005*	*638,500*
	Warren Hall Modulars	*2005*	*7,200*
	Southwest Zone Total		***1,103,917***
Under Construction			0

.

CAMPUS BUILDINGS TOTAL GSF BY ZONE (REVISED)			
Category	*Zone*	*2002 LRDP GSF*	*2002 LRDP Proposed Amendment GSF*
Square Feet by Zone			
	Botanical Garden	0	*19,100*
	Bridge	330,568	*330,568*
	Campus Services	411,072	*411,072*
	Central	1,007,125	*1,077,072*
	Core	6,272,407	*6,954,702*
	Health Sciences	3,287,991	*4,294,494*
	Northwest	2,100,079	*2,645,079*
	Southwest	472,453	*1,103,917*
	Subtotal	*13,881,695*	*16,836,004*
Under Construction			
	Botanical Garden	19,100	*0*
	Bridge	0	*0*
Police Replacement + demo	Campus Services	0	*9,000*
	Central	69,950	*0*
LSRB	Core	652,880	*185,000*
Demo Engr. 1, Unit A (pending)			*-62,000*
	Health Sciences	-183,595	*0*
Spieker Aquatic Center	Northwest	65,100	*6,000*
	Southwest	882,000	*0*
	Subtotal	*1,505,435*	*138,000*
	Total Buildings	***15,387,130***	***17,036,004***

**Note: Changes between the 2002 LRDP GSF and the 2002 LRDP Proposed Amendment GSF reflect development (i.e. new construction, demolition and retention of buildings previously assumed to be demolished) since approval of the 2002 LRDP as shown in detail under the previous List of Buildings tables for each campus land use zone.*

PARKING STRUCTURE TOTAL GSF BY ZONE (REVISED)			
Category	*Zone*	*2002 LRDP GSF**	*2002 LRDP Proposed Amendment GSF*
Existing Parking Structures			
	Botanical Garden	0	<u>*0*</u>
	Bridge	0	<u>*0*</u>
	Campus Services	941,726	<u>*941,726*</u>
	Central	840,912	<u>*1,358,912*</u>
	Core	2,205,665	<u>*2,205,665*</u>
	Health Sciences	1,665,167	<u>*1,880,167*</u>
	Northwest	243,267	<u>*243,267*</u>
	Southwest	308,314	<u>*1,014,314*</u>
	Subtotal	*6,205,051*	<u>*7,644,051*</u>
Under Construction			
	Botanical Garden	0	<u>*0*</u>
	Bridge	0	<u>*0*</u>
	Campus Services	0	<u>*0*</u>
	Central	518,000	<u>*0*</u>
	Core	0	<u>*0*</u>
	Health Sciences	215,000	<u>*0*</u>
	Northwest	0	<u>*0*</u>
	Southwest	706,000	<u>*0*</u>
	Subtotal	*1,439,000*	<u>*0*</u>
	Total Parking Structures		<u>***7,644,051***</u>

**Note: Changes between the 2002 LRDP GSF and the 2002 LRDP Proposed Amendment GSF reflect the completion of parking structures after approval of the 2002 LRDP. The square footage has been moved from the "Under Construction" heading to the "Existing Parking Structures" heading.*

Appendix C

Air Quality

Appendix C1

Air Quality Calculations

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Urbemis 2007 Version 9.2.4

Detail Report for Summer Area Source Unmitigated Emissions (Pounds/Day)

File Name: C:\Documents and Settings\boparaip\Desktop\Work\UCLA LRDP\Urbemis\UCLA Area Source Existing.urb924

Project Name: UCLA Existing Area Source Emissions

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

AREA SOURCE EMISSION ESTIMATES (Summer Pounds Per Day, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	3.86	53.10	44.61	0.00	0.10	0.09	63,723.58
Hearth - No Summer Emissions							
Landscape	0.14	0.02	1.66	0.00	0.00	0.00	2.75
Consumer Products	0.00						
Architectural Coatings	32.15						
TOTALS (lbs/day, unmitigated)	36.15	53.12	46.27	0.00	0.10	0.09	63,726.33

Area Source Changes to Defaults

Urbemis 2007 Version 9.2.4

Detail Report for Winter Area Source Unmitigated Emissions (Pounds/Day)

File Name: C:\Documents and Settings\boparaip\Desktop\Work\UCLA LRDP\Urbemis\UCLA Area Source Existing.urb924

Project Name: UCLA Existing Area Source Emissions

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

AREA SOURCE EMISSION ESTIMATES (Winter Pounds Per Day, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	3.86	53.10	44.61	0.00	0.10	0.09	63,723.58
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping - No Winter							
Consumer Products	0.00						
Architectural Coatings	32.15						
TOTALS (lbs/day, unmitigated)	36.01	53.10	44.61	0.00	0.10	0.09	63,723.58

Area Source Changes to Defaults

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Urbemis 2007 Version 9.2.4

Summary Report for Summer Emissions (Pounds/Day)

File Name: C:\Documents and Settings\boparaip\Desktop\Work\UCLA LRDP\Urbemis\UCLA Area Source Existing.urb924

Project Name: UCLA Existing Area Source Emissions

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	36.15	53.12	46.27	0.00	0.10	0.09	63,726.33

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	36.15	53.12	46.27	0.00	0.10	0.09	63,726.33

Urbemis 2007 Version 9.2.4

Summary Report for Winter Emissions (Pounds/Day)

File Name: C:\Documents and Settings\boparaip\Desktop\Work\UCLA LRDP\Urbemis\UCLA Area Source Existing.urb924

Project Name: UCLA Existing Area Source Emissions

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	36.01	53.10	44.61	0.00	0.10	0.09	63,723.58

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	36.01	53.10	44.61	0.00	0.10	0.09	63,723.58

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Urbemis 2007 Version 9.2.4

Detail Report for Summer Operational Unmitigated Emissions (Pounds/Day)

File Name: C:\Documents and Settings\boparaip\Desktop\Work\UCLA LRDP\Urbemis\UCLA Mobile Source Existing.urb924

Project Name: UCLA Existing Vehicle Emissions

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

OPERATIONAL EMISSION ESTIMATES (Summer Pounds Per Day, Unmitigated)

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Apartments high rise	1,165.70	1,599.67	15,336.22	12.76	2,082.21	405.50	1,242,160.86
TOTALS (lbs/day, unmitigated)	1,165.70	1,599.67	15,336.22	12.76	2,082.21	405.50	1,242,160.86

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2008 Temperature (F): 80 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Apartments high rise	0.16	11,926.90	dwelling units	10.00	119,269.00	1,204,950.89
					119,269.00	1,204,950.89

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	53.7	1.7	97.9	0.4
Light Truck < 3750 lbs	6.8	4.4	92.7	2.9
Light Truck 3751-5750 lbs	22.9	0.9	99.1	0.0

Med Truck 5751-8500 lbs	10.1	1.0	99.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.4	0.0	85.7	14.3
Lite-Heavy Truck 10,001-14,000 lbs	0.4	0.0	50.0	50.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.4	0.0	0.0	100.0
Other Bus	0.1	0.0	100.0	0.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.3	78.3	21.7	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.8	12.5	75.0	12.5

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	12.7	7.0	9.5	13.3	7.4	8.9
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						

Operational Changes to Defaults

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Urbemis 2007 Version 9.2.4

Detail Report for Winter Operational Unmitigated Emissions (Pounds/Day)

File Name: C:\Documents and Settings\boparaip\Desktop\Work\UCLA LRDP\Urbemis\UCLA Mobile Source Existing.urb924

Project Name: UCLA Existing Vehicle Emissions

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

OPERATIONAL EMISSION ESTIMATES (Winter Pounds Per Day, Unmitigated)

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Apartments high rise	1,334.85	1,939.93	14,772.60	10.62	2,082.21	405.50	1,125,998.11
TOTALS (lbs/day, unmitigated)	1,334.85	1,939.93	14,772.60	10.62	2,082.21	405.50	1,125,998.11

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2008 Temperature (F): 60 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Apartments high rise	0.16	11,926.90	dwelling units	10.00	119,269.00	1,204,950.89
					119,269.00	1,204,950.89

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	53.7	1.7	97.9	0.4
Light Truck < 3750 lbs	6.8	4.4	92.7	2.9

Light Truck 3751-5750 lbs	22.9	0.9	99.1	0.0
Med Truck 5751-8500 lbs	10.1	1.0	99.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.4	0.0	85.7	14.3
Lite-Heavy Truck 10,001-14,000 lbs	0.4	0.0	50.0	50.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.4	0.0	0.0	100.0
Other Bus	0.1	0.0	100.0	0.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.3	78.3	21.7	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.8	12.5	75.0	12.5

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	12.7	7.0	9.5	13.3	7.4	8.9
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						

Operational Changes to Defaults

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Urbemis 2007 Version 9.2.4

Summary Report for Summer Emissions (Pounds/Day)

File Name: C:\Documents and Settings\boparaip\Desktop\Work\UCLA LRDP\Urbemis\UCLA Mobile Source Existing.urb924

Project Name: UCLA Existing Vehicle Emissions

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	1,165.70	1,599.67	15,336.22	12.76	2,082.21	405.50	1,242,160.86

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	1,165.70	1,599.67	15,336.22	12.76	2,082.21	405.50	1,242,160.86

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Urbemis 2007 Version 9.2.4

Summary Report for Winter Emissions (Pounds/Day)

File Name: C:\Documents and Settings\boparaip\Desktop\Work\UCLA LRDP\Urbemis\UCLA Mobile Source Existing.urb924

Project Name: UCLA Existing Vehicle Emissions

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	1,334.85	1,939.93	14,772.60	10.62	2,082.21	405.50	1,125,998.11

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	1,334.85	1,939.93	14,772.60	10.62	2,082.21	405.50	1,125,998.11

Area source calculation for UCLA LRDP, including NHIP

Manual calculation of consumer product VOC emissions
added to area source VOC emissions from Urbemis

Existing	consumer	0.0171	#/day VOC per resident - factor from Urbemis
		11402	residents from Table 3 of traffic report
		194.97	consumer products VOC
		36.15	existing from Urbemis
		231	total area source VOC
2013	consumer	0.0171	#/day VOC per resident
		12927	residents Existing plus 1525
		221.1	consumer products VOC
		38.7	2013 from Urbemis
		260	total area source VOC

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Urbemis 2007 Version 9.2.4

Summary Report for Summer Emissions (Pounds/Day)

File Name: C:\Documents and Settings\boparaip\Desktop\Work\Projects\Bonterra Projects\UCLA LRDP\BonTerra Comments\NHIP Construction Emissions_102208.urb924

Project Name: UCLA NHIP Amended LRDP

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2009 TOTALS (lbs/day unmitigated)	9.84	102.89	46.56	0.09	124.48	5.23	129.71	26.03	4.81	30.85	11,892.80
2009 TOTALS (lbs/day mitigated)	9.84	102.89	46.56	0.09	20.68	5.23	25.92	4.36	4.81	9.17	11,892.80
2010 TOTALS (lbs/day unmitigated)	27.86	163.46	205.11	0.16	119.97	9.34	123.28	25.09	8.57	28.14	29,921.66
2010 TOTALS (lbs/day mitigated)	27.86	163.46	205.11	0.16	16.18	9.34	19.49	3.41	8.57	8.82	29,921.66
2011 TOTALS (lbs/day unmitigated)	25.64	152.77	194.47	0.16	0.70	8.91	9.61	0.25	8.17	8.42	29,919.06
2011 TOTALS (lbs/day mitigated)	25.64	152.77	194.47	0.16	0.70	8.91	9.61	0.25	8.17	8.42	29,919.06
2012 TOTALS (lbs/day unmitigated)	23.66	142.64	184.50	0.16	0.70	8.06	8.76	0.25	7.39	7.64	29,916.88
2012 TOTALS (lbs/day mitigated)	23.66	142.64	184.50	0.16	0.70	8.06	8.76	0.25	7.39	7.64	29,916.88

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Urbemis 2007 Version 9.2.4

Detail Report for Summer Construction Unmitigated Emissions (Pounds/Day)

File Name: C:\Documents and Settings\boparaip\Desktop\Work\Projects\Bonterra Projects\UCLA LRDP\BonTerra Comments\NHIP Construction Emissions_102208.urb924

Project Name: UCLA NHIP Amended LRDP

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

CONSTRUCTION EMISSION ESTIMATES (Summer Pounds Per Day, Unmitigated)

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10 Total	PM2.5 Dust	PM2.5 Exhaust	PM2.5 Total	CO2
Time Slice 5/1/2009-5/29/2009 Active Days: 21	2.66	16.60	10.90	0.00	5.01	1.38	6.39	1.05	1.27	2.32	1,594.28
Mass Grading 05/01/2009-05/31/2009	1.44	9.36	5.87	0.00	5.01	0.73	5.73	1.05	0.67	1.72	913.92
Mass Grading Dust	0.00	0.00	0.00	0.00	5.00	0.00	5.00	1.04	0.00	1.04	0.00
Mass Grading Off Road Diesel	1.40	9.29	4.71	0.00	0.00	0.72	0.72	0.00	0.67	0.67	789.53
Mass Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mass Grading Worker Trips	0.04	0.07	1.16	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.39
Trenching 05/01/2009-09/30/2009	1.22	7.24	5.03	0.00	0.00	0.65	0.66	0.00	0.60	0.60	680.36
Trenching Off Road Diesel	1.19	7.19	4.16	0.00	0.00	0.65	0.65	0.00	0.60	0.60	587.07
Trenching Worker Trips	0.03	0.05	0.87	0.00	0.00	0.00	0.01	0.00	0.00	0.00	93.29
Time Slice 6/1/2009-9/22/2009 Active Days: 82	1.22	7.24	5.03	0.00	0.00	0.65	0.66	0.00	0.60	0.60	680.36
Trenching 05/01/2009-09/30/2009	1.22	7.24	5.03	0.00	0.00	0.65	0.66	0.00	0.60	0.60	680.36
Trenching Off Road Diesel	1.19	7.19	4.16	0.00	0.00	0.65	0.65	0.00	0.60	0.60	587.07
Trenching Worker Trips	0.03	0.05	0.87	0.00	0.00	0.00	0.01	0.00	0.00	0.00	93.29
Time Slice 9/23/2009-9/30/2009 Active Days: 6	1.96	11.53	7.92	0.00	0.01	1.01	1.01	0.00	0.92	0.93	1,081.34
Asphalt 09/23/2009-09/30/2009	0.74	4.29	2.89	0.00	0.00	0.35	0.36	0.00	0.33	0.33	400.98
Paving Off-Gas	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	0.66	4.05	2.23	0.00	0.00	0.34	0.34	0.00	0.32	0.32	313.43
Paving On Road Diesel	0.02	0.21	0.08	0.00	0.00	0.01	0.01	0.00	0.01	0.01	25.36
Paving Worker Trips	0.02	0.04	0.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	62.19
Trenching 05/01/2009-09/30/2009	1.22	7.24	5.03	0.00	0.00	0.65	0.66	0.00	0.60	0.60	680.36
Trenching Off Road Diesel	1.19	7.19	4.16	0.00	0.00	0.65	0.65	0.00	0.60	0.60	587.07
Trenching Worker Trips	0.03	0.05	0.87	0.00	0.00	0.00	0.01	0.00	0.00	0.00	93.29
Time Slice 10/1/2009-11/30/2009 Active Days: 43	2.67	28.88	12.69	0.03	47.24	1.43	48.66	9.88	1.31	11.19	3,381.73
Mass Grading 10/01/2009-02/28/2010	2.67	28.88	12.69	0.03	47.24	1.43	48.66	9.88	1.31	11.19	3,381.73
Mass Grading Dust	0.00	0.00	0.00	0.00	47.14	0.00	47.14	9.84	0.00	9.84	0.00
Mass Grading Off Road Diesel	0.84	5.95	2.86	0.00	0.00	0.43	0.43	0.00	0.40	0.40	529.92
Mass Grading On Road Diesel	1.81	22.90	9.24	0.03	0.09	0.99	1.09	0.03	0.91	0.95	2,789.62
Mass Grading Worker Trips	0.02	0.04	0.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	62.19
Time Slice 12/1/2009-12/31/2009 Active Days: 23	9.84	102.89	46.56	0.09	**124.48**	5.23	**129.71**	**26.03**	4.81	**30.85**	11,892.80
Demolition 12/01/2009-12/31/2009	2.97	25.79	13.38	0.02	4.51	1.54	6.05	0.94	1.42	2.36	2,772.59
Fugitive Dust	0.00	0.00	0.00	0.00	4.45	0.00	4.45	0.93	0.00	0.93	0.00
Demo Off Road Diesel	1.93	12.93	7.34	0.00	0.00	0.98	0.98	0.00	0.90	0.90	1,119.34
Demo On Road Diesel	1.01	12.80	5.17	0.01	0.05	0.56	0.61	0.02	0.51	0.53	1,559.97

Demo Worker Trips	0.03	0.05	0.87	0.00	0.00	0.00	0.01	0.00	0.00	0.00	93.29
Mass Grading 10/01/2009-02/28/2010	2.67	28.88	12.69	0.03	47.24	1.43	48.66	9.88	1.31	11.19	3,381.73
Mass Grading Dust	0.00	0.00	0.00	0.00	47.14	0.00	47.14	9.84	0.00	9.84	0.00
Mass Grading Off Road Diesel	0.84	5.95	2.86	0.00	0.00	0.43	0.43	0.00	0.40	0.40	529.92
Mass Grading On Road Diesel	1.81	22.90	9.24	0.03	0.09	0.99	1.09	0.03	0.91	0.95	2,789.62
Mass Grading Worker Trips	0.02	0.04	0.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	62.19
Mass Grading 12/01/2009-03/31/2010	4.19	48.22	20.49	0.05	72.73	2.27	75.00	15.21	2.09	17.30	5,738.48
Mass Grading Dust	0.00	0.00	0.00	0.00	72.56	0.00	72.56	15.15	0.00	15.15	0.00
Mass Grading Off Road Diesel	0.84	5.95	2.86	0.00	0.00	0.43	0.43	0.00	0.40	0.40	529.92
Mass Grading On Road Diesel	3.34	42.24	17.05	0.05	0.17	1.83	2.01	0.06	1.69	1.74	5,146.37
Mass Grading Worker Trips	0.02	0.04	0.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	62.19
Time Slice 1/1/2010-2/26/2010 Active Days: 41	6.37	70.63	30.70	0.08	119.97	3.31	123.28	25.09	3.05	28.14	9,120.17
Mass Grading 10/01/2009-02/28/2010	2.48	26.49	11.79	0.03	47.24	1.28	48.52	9.88	1.18	11.06	3,381.71
Mass Grading Dust	0.00	0.00	0.00	0.00	47.14	0.00	47.14	9.84	0.00	9.84	0.00
Mass Grading Off Road Diesel	0.78	5.55	2.82	0.00	0.00	0.39	0.39	0.00	0.36	0.36	529.92
Mass Grading On Road Diesel	1.68	20.90	8.43	0.03	0.09	0.89	0.98	0.03	0.82	0.85	2,789.62
Mass Grading Worker Trips	0.02	0.03	0.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	62.17
Mass Grading 12/01/2009-03/31/2010	3.90	44.15	18.91	0.05	72.73	2.03	74.77	15.21	1.87	17.08	5,738.46
Mass Grading Dust	0.00	0.00	0.00	0.00	72.56	0.00	72.56	15.15	0.00	15.15	0.00
Mass Grading Off Road Diesel	0.78	5.55	2.82	0.00	0.00	0.39	0.39	0.00	0.36	0.36	529.92
Mass Grading On Road Diesel	3.11	38.56	15.55	0.05	0.17	1.64	1.81	0.06	1.51	1.56	5,146.37
Mass Grading Worker Trips	0.02	0.03	0.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	62.17
Time Slice 3/1/2010-3/31/2010 Active Days: 23	14.46	108.29	92.24	0.10	72.97	5.69	78.66	15.29	5.23	20.52	16,678.44
Building 03/01/2010-03/31/2012	10.56	64.15	73.33	0.05	0.23	3.66	3.89	0.08	3.36	3.44	10,939.98
Building Off Road Diesel	8.86	56.14	32.23	0.00	0.00	3.30	3.30	0.00	3.03	3.03	5,706.80
Building Vendor Trips	0.53	5.85	4.87	0.01	0.04	0.25	0.29	0.01	0.23	0.24	1,090.42
Building Worker Trips	1.16	2.16	36.23	0.04	0.20	0.11	0.31	0.07	0.10	0.17	4,142.76
Mass Grading 12/01/2009-03/31/2010	3.90	44.15	18.91	0.05	72.73	2.03	74.77	15.21	1.87	17.08	5,738.46
Mass Grading Dust	0.00	0.00	0.00	0.00	72.56	0.00	72.56	15.15	0.00	15.15	0.00
Mass Grading Off Road Diesel	0.78	5.55	2.82	0.00	0.00	0.39	0.39	0.00	0.36	0.36	529.92
Mass Grading On Road Diesel	3.11	38.56	15.55	0.05	0.17	1.64	1.81	0.06	1.51	1.56	5,146.37
Mass Grading Worker Trips	0.02	0.03	0.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	62.17
Time Slice 4/1/2010-12/31/2010 Active Days: 197	27.86	163.46	205.11	**0.16**	0.70	9.34	10.05	0.25	8.57	8.82	29,921.66
Building 03/01/2010-03/31/2012	10.56	64.15	73.33	0.05	0.23	3.66	3.89	0.08	3.36	3.44	10,939.98
Building Off Road Diesel	8.86	56.14	32.23	0.00	0.00	3.30	3.30	0.00	3.03	3.03	5,706.80
Building Vendor Trips	0.53	5.85	4.87	0.01	0.04	0.25	0.29	0.01	0.23	0.24	1,090.42
Building Worker Trips	1.16	2.16	36.23	0.04	0.20	0.11	0.31	0.07	0.10	0.17	4,142.76
Building 04/01/2010-03/31/2012	9.02	52.80	67.76	0.05	0.23	3.01	3.25	0.08	2.76	2.85	9,827.96
Building Off Road Diesel	7.33	44.80	26.66	0.00	0.00	2.65	2.65	0.00	2.44	2.44	4,594.78
Building Vendor Trips	0.53	5.85	4.87	0.01	0.04	0.25	0.29	0.01	0.23	0.24	1,090.42
Building Worker Trips	1.16	2.16	36.23	0.04	0.20	0.11	0.31	0.07	0.10	0.17	4,142.76
Building 04/01/2010-11/30/2012	8.28	46.51	64.03	0.05	0.23	2.67	2.90	0.08	2.45	2.53	9,153.71
Building Off Road Diesel	6.58	38.51	22.93	0.00	0.00	2.31	2.31	0.00	2.12	2.12	3,920.53
Building Vendor Trips	0.53	5.85	4.87	0.01	0.04	0.25	0.29	0.01	0.23	0.24	1,090.42
Building Worker Trips	1.16	2.16	36.23	0.04	0.20	0.11	0.31	0.07	0.10	0.17	4,142.76

10/22/2008 07:41:01 PM

Time Slice 1/3/2011-12/30/2011 Active Days: 260	25.64	152.77	194.47	**0.16**	0.70	8.91	9.61	0.25	8.17	8.42	29,919.06
Building 03/01/2010-03/31/2012	9.71	59.93	69.61	0.05	0.23	3.49	3.73	0.08	3.20	3.29	10,939.12
Building Off Road Diesel	8.15	52.67	31.30	0.00	0.00	3.15	3.15	0.00	2.90	2.90	5,706.80
Building Vendor Trips	0.49	5.29	4.52	0.01	0.04	0.23	0.26	0.01	0.21	0.22	1,090.45
Building Worker Trips	1.06	1.98	33.79	0.04	0.20	0.11	0.31	0.07	0.10	0.17	4,141.87
Building 04/01/2010-03/31/2012	8.31	49.35	64.29	0.05	0.23	2.87	3.11	0.08	2.63	2.72	9,827.10
Building Off Road Diesel	6.76	42.08	25.98	0.00	0.00	2.53	2.53	0.00	2.33	2.33	4,594.78
Building Vendor Trips	0.49	5.29	4.52	0.01	0.04	0.23	0.26	0.01	0.21	0.22	1,090.45
Building Worker Trips	1.06	1.98	33.79	0.04	0.20	0.11	0.31	0.07	0.10	0.17	4,141.87
Building 04/01/2010-11/30/2012	7.62	43.49	60.57	0.05	0.23	2.55	2.78	0.08	2.33	2.42	9,152.85
Building Off Road Diesel	6.07	36.23	22.26	0.00	0.00	2.21	2.21	0.00	2.03	2.03	3,920.53
Building Vendor Trips	0.49	5.29	4.52	0.01	0.04	0.23	0.26	0.01	0.21	0.22	1,090.45
Building Worker Trips	1.06	1.98	33.79	0.04	0.20	0.11	0.31	0.07	0.10	0.17	4,141.87
Time Slice 1/2/2012-3/30/2012 Active Days: 65	23.66	142.64	184.50	**0.16**	0.70	8.06	8.76	0.25	7.39	7.64	29,916.88
Building 03/01/2010-03/31/2012	8.97	55.93	66.14	0.05	0.23	3.15	3.39	0.08	2.89	2.98	10,938.39
Building Off Road Diesel	7.55	49.38	30.46	0.00	0.00	2.84	2.84	0.00	2.61	2.61	5,706.80
Building Vendor Trips	0.45	4.74	4.19	0.01	0.04	0.20	0.24	0.01	0.18	0.20	1,090.45
Building Worker Trips	0.96	1.82	31.49	0.04	0.20	0.11	0.31	0.07	0.10	0.17	4,141.14
Building 04/01/2010-03/31/2012	7.66	46.08	61.05	0.05	0.23	2.60	2.83	0.08	2.38	2.46	9,826.37
Building Off Road Diesel	6.25	39.53	25.36	0.00	0.00	2.28	2.28	0.00	2.10	2.10	4,594.78
Building Vendor Trips	0.45	4.74	4.19	0.01	0.04	0.20	0.24	0.01	0.18	0.20	1,090.45
Building Worker Trips	0.96	1.82	31.49	0.04	0.20	0.11	0.31	0.07	0.10	0.17	4,141.14
Building 04/01/2010-11/30/2012	7.03	40.63	57.32	0.05	0.23	2.31	2.54	0.08	2.12	2.20	9,152.12
Building Off Road Diesel	5.62	34.08	21.64	0.00	0.00	2.00	2.00	0.00	1.84	1.84	3,920.53
Building Vendor Trips	0.45	4.74	4.19	0.01	0.04	0.20	0.24	0.01	0.18	0.20	1,090.45
Building Worker Trips	0.96	1.82	31.49	0.04	0.20	0.11	0.31	0.07	0.10	0.17	4,141.14
Time Slice 4/2/2012-11/30/2012 Active Days: 175	7.03	40.63	57.32	0.05	0.23	2.31	2.54	0.08	2.12	2.20	9,152.12
Building 04/01/2010-11/30/2012	7.03	40.63	57.32	0.05	0.23	2.31	2.54	0.08	2.12	2.20	9,152.12
Building Off Road Diesel	5.62	34.08	21.64	0.00	0.00	2.00	2.00	0.00	1.84	1.84	3,920.53
Building Vendor Trips	0.45	4.74	4.19	0.01	0.04	0.20	0.24	0.01	0.18	0.20	1,090.45
Building Worker Trips	0.96	1.82	31.49	0.04	0.20	0.11	0.31	0.07	0.10	0.17	4,141.14

Phase Assumptions

Phase: Demolition 12/1/2009 - 12/31/2009 - Demolition of Office of Residential Life and Housing Maintenance

Building Volume Total (cubic feet): 220700

Building Volume Daily (cubic feet): 10600

On Road Truck Travel (VMT): 368.06

Off-Road Equipment:

1 Air Compressors (106 hp) operating at a 0.48 load factor for 8 hours per day

1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Mass Grading 5/1/2009 - 5/31/2009 - Garden Walk

10/22/2008 07:41:01 PM

Total Acres Disturbed: 0.5

Maximum Daily Acreage Disturbed: 0.5

Fugitive Dust Level of Detail: Default

10 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Air Compressors (106 hp) operating at a 0.48 load factor for 8 hours per day

1 Plate Compactors (8 hp) operating at a 0.43 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 3 hours per day

Phase: Mass Grading 10/1/2009 - 2/28/2010 - Upper/Lower De Neve Grading

Total Acres Disturbed: 2

Maximum Daily Acreage Disturbed: 2

Fugitive Dust Level of Detail: Low

Onsite Cut/Fill: 230 cubic yards/day; Offsite Cut/Fill: 0 cubic yards/day

On Road Truck Travel (VMT): 658.18

Off-Road Equipment:

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 3 hours per day

Phase: Mass Grading 12/1/2009 - 3/31/2010 - Sproul South and West Grading

Total Acres Disturbed: 2.3

Maximum Daily Acreage Disturbed: 2.3

Fugitive Dust Level of Detail: Low

Onsite Cut/Fill: 420 cubic yards/day; Offsite Cut/Fill: 0 cubic yards/day

On Road Truck Travel (VMT): 1214.22

Off-Road Equipment:

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 3 hours per day

Phase: Trenching 5/1/2009 - 9/30/2009 - Utilities/Infrastructure

Off-Road Equipment:

1 Air Compressors (106 hp) operating at a 0.48 load factor for 8 hours per day

1 Plate Compactors (8 hp) operating at a 0.43 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Paving 9/23/2009 - 9/30/2009 - Repair of Trenching Areas

Acres to be Paved: 0.1

Off-Road Equipment:

1 Plate Compactors (8 hp) operating at a 0.43 load factor for 8 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 8 hours per day

Phase: Building Construction 3/1/2010 - 3/31/2012 - Upper/Lower De Neve Construction
Off-Road Equipment:
3 Cranes (399 hp) operating at a 0.43 load factor for 8 hours per day
2 Forklifts (50 hp) operating at a 0.3 load factor for 8 hours per day
2 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day
3 Other Equipment (175 hp) operating at a 0.62 load factor for 8 hours per day
2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day
2 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day

Phase: Building Construction 4/1/2010 - 11/30/2012 - Sproul South/Complex Construction
Off-Road Equipment:
2 Cranes (399 hp) operating at a 0.43 load factor for 8 hours per day
1 Forklifts (50 hp) operating at a 0.3 load factor for 8 hours per day
2 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day
2 Other Equipment (175 hp) operating at a 0.62 load factor for 8 hours per day
1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day
2 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day

Phase: Building Construction 4/1/2010 - 3/31/2012 - Sproul West Construction
Off-Road Equipment:
2 Cranes (399 hp) operating at a 0.43 load factor for 8 hours per day
1 Forklifts (50 hp) operating at a 0.3 load factor for 8 hours per day
2 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day
3 Other Equipment (175 hp) operating at a 0.62 load factor for 8 hours per day
1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day
2 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day

10/22/2008 07:41:09 PM

Urbemis 2007 Version 9.2.4

Detail Report for Summer Construction Mitigated Emissions (Pounds/Day)

File Name: C:\Documents and Settings\boparaip\Desktop\Work\Projects\Bonterra Projects\UCLA LRDP\BonTerra Comments\NHIP Construction Emissions_102208.urb924

Project Name: UCLA NHIP Amended LRDP

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

CONSTRUCTION EMISSION ESTIMATES (Summer Pounds Per Day, Mitigated)

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10 Total	PM2.5 Dust	PM2.5 Exhaust	PM2.5 Total	CO2
Time Slice 5/1/2009-5/29/2009 Active Days: 21	2.66	16.60	10.90	0.00	0.67	1.38	2.05	0.14	1.27	1.41	1,594.28
Mass Grading 05/01/2009-05/31/2009	1.44	9.36	5.87	0.00	0.67	0.73	1.40	0.14	0.67	0.81	913.92
Mass Grading Dust	0.00	0.00	0.00	0.00	0.66	0.00	0.66	0.14	0.00	0.14	0.00
Mass Grading Off Road Diesel	1.40	9.29	4.71	0.00	0.00	0.72	0.72	0.00	0.67	0.67	789.53
Mass Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mass Grading Worker Trips	0.04	0.07	1.16	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.39
Trenching 05/01/2009-09/30/2009	1.22	7.24	5.03	0.00	0.00	0.65	0.66	0.00	0.60	0.60	680.36
Trenching Off Road Diesel	1.19	7.19	4.16	0.00	0.00	0.65	0.65	0.00	0.60	0.60	587.07
Trenching Worker Trips	0.03	0.05	0.87	0.00	0.00	0.00	0.01	0.00	0.00	0.00	93.29
Time Slice 6/1/2009-9/22/2009 Active Days: 82	1.22	7.24	5.03	0.00	0.00	0.65	0.66	0.00	0.60	0.60	680.36
Trenching 05/01/2009-09/30/2009	1.22	7.24	5.03	0.00	0.00	0.65	0.66	0.00	0.60	0.60	680.36
Trenching Off Road Diesel	1.19	7.19	4.16	0.00	0.00	0.65	0.65	0.00	0.60	0.60	587.07
Trenching Worker Trips	0.03	0.05	0.87	0.00	0.00	0.00	0.01	0.00	0.00	0.00	93.29
Time Slice 9/23/2009-9/30/2009 Active Days: 6	1.96	11.53	7.92	0.00	0.01	1.01	1.01	0.00	0.92	0.93	1,081.34
Asphalt 09/23/2009-09/30/2009	0.74	4.29	2.89	0.00	0.00	0.35	0.36	0.00	0.33	0.33	400.98
Paving Off-Gas	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	0.66	4.05	2.23	0.00	0.00	0.34	0.34	0.00	0.32	0.32	313.43
Paving On Road Diesel	0.02	0.21	0.08	0.00	0.00	0.01	0.01	0.00	0.01	0.01	25.36
Paving Worker Trips	0.02	0.04	0.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	62.19
Trenching 05/01/2009-09/30/2009	1.22	7.24	5.03	0.00	0.00	0.65	0.66	0.00	0.60	0.60	680.36
Trenching Off Road Diesel	1.19	7.19	4.16	0.00	0.00	0.65	0.65	0.00	0.60	0.60	587.07
Trenching Worker Trips	0.03	0.05	0.87	0.00	0.00	0.00	0.01	0.00	0.00	0.00	93.29
Time Slice 10/1/2009-11/30/2009 Active Days: 43	2.67	28.88	12.69	0.03	6.36	1.43	7.79	1.34	1.31	2.65	3,381.73
Mass Grading 10/01/2009-02/28/2010	2.67	28.88	12.69	0.03	6.36	1.43	7.79	1.34	1.31	2.65	3,381.73
Mass Grading Dust	0.00	0.00	0.00	0.00	6.26	0.00	6.26	1.31	0.00	1.31	0.00
Mass Grading Off Road Diesel	0.84	5.95	2.86	0.00	0.00	0.43	0.43	0.00	0.40	0.40	529.92
Mass Grading On Road Diesel	1.81	22.90	9.24	0.03	0.09	0.99	1.09	0.03	0.91	0.95	2,789.62
Mass Grading Worker Trips	0.02	0.04	0.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	62.19
Time Slice 12/1/2009-12/31/2009 Active Days: 23	9.84	102.89	46.56	0.09	20.68	5.23	25.92	4.36	4.81	9.17	11,892.80
Demolition 12/01/2009-12/31/2009	2.97	25.79	13.38	0.02	4.51	1.54	6.05	0.94	1.42	2.36	2,772.59
Fugitive Dust	0.00	0.00	0.00	0.00	4.45	0.00	4.45	0.93	0.00	0.93	0.00
Demo Off Road Diesel	1.93	12.93	7.34	0.00	0.00	0.98	0.98	0.00	0.90	0.90	1,119.34
Demo On Road Diesel	1.01	12.80	5.17	0.01	0.05	0.56	0.61	0.02	0.51	0.53	1,559.97

Demo Worker Trips	0.03	0.05	0.87	0.00	0.00	0.00	0.01	0.00	0.00	0.00	93.29
Mass Grading 10/01/2009-02/28/2010	2.67	28.88	12.69	0.03	6.36	1.43	7.79	1.34	1.31	2.65	3,381.73
Mass Grading Dust	0.00	0.00	0.00	0.00	6.26	0.00	6.26	1.31	0.00	1.31	0.00
Mass Grading Off Road Diesel	0.84	5.95	2.86	0.00	0.00	0.43	0.43	0.00	0.40	0.40	529.92
Mass Grading On Road Diesel	1.81	22.90	9.24	0.03	0.09	0.99	1.09	0.03	0.91	0.95	2,789.62
Mass Grading Worker Trips	0.02	0.04	0.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	62.19
Mass Grading 12/01/2009-03/31/2010	4.19	48.22	20.49	0.05	9.82	2.27	12.08	2.07	2.09	4.16	5,738.48
Mass Grading Dust	0.00	0.00	0.00	0.00	9.64	0.00	9.64	2.01	0.00	2.01	0.00
Mass Grading Off Road Diesel	0.84	5.95	2.86	0.00	0.00	0.43	0.43	0.00	0.40	0.40	529.92
Mass Grading On Road Diesel	3.34	42.24	17.05	0.05	0.17	1.83	2.01	0.06	1.69	1.74	5,146.37
Mass Grading Worker Trips	0.02	0.04	0.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	62.19
Time Slice 1/1/2010-2/26/2010 Active Days: 41	6.37	70.63	30.70	0.08	16.18	3.31	19.49	3.41	3.05	6.46	9,120.17
Mass Grading 10/01/2009-02/28/2010	2.48	26.49	11.79	0.03	6.36	1.28	7.64	1.34	1.18	2.52	3,381.71
Mass Grading Dust	0.00	0.00	0.00	0.00	6.26	0.00	6.26	1.31	0.00	1.31	0.00
Mass Grading Off Road Diesel	0.78	5.55	2.82	0.00	0.00	0.39	0.39	0.00	0.36	0.36	529.92
Mass Grading On Road Diesel	1.68	20.90	8.43	0.03	0.09	0.89	0.98	0.03	0.82	0.85	2,789.62
Mass Grading Worker Trips	0.02	0.03	0.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	62.17
Mass Grading 12/01/2009-03/31/2010	3.90	44.15	18.91	0.05	9.82	2.03	11.85	2.07	1.87	3.94	5,738.46
Mass Grading Dust	0.00	0.00	0.00	0.00	9.64	0.00	9.64	2.01	0.00	2.01	0.00
Mass Grading Off Road Diesel	0.78	5.55	2.82	0.00	0.00	0.39	0.39	0.00	0.36	0.36	529.92
Mass Grading On Road Diesel	3.11	38.56	15.55	0.05	0.17	1.64	1.81	0.06	1.51	1.56	5,146.37
Mass Grading Worker Trips	0.02	0.03	0.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	62.17
Time Slice 3/1/2010-3/31/2010 Active Days: 23	14.46	108.29	92.24	0.10	10.05	5.69	15.74	2.15	5.23	7.38	16,678.44
Building 03/01/2010-03/31/2012	10.56	64.15	73.33	0.05	0.23	3.66	3.89	0.08	3.36	3.44	10,939.98
Building Off Road Diesel	8.86	56.14	32.23	0.00	0.00	3.30	3.30	0.00	3.03	3.03	5,706.80
Building Vendor Trips	0.53	5.85	4.87	0.01	0.04	0.25	0.29	0.01	0.23	0.24	1,090.42
Building Worker Trips	1.16	2.16	36.23	0.04	0.20	0.11	0.31	0.07	0.10	0.17	4,142.76
Mass Grading 12/01/2009-03/31/2010	3.90	44.15	18.91	0.05	9.82	2.03	11.85	2.07	1.87	3.94	5,738.46
Mass Grading Dust	0.00	0.00	0.00	0.00	9.64	0.00	9.64	2.01	0.00	2.01	0.00
Mass Grading Off Road Diesel	0.78	5.55	2.82	0.00	0.00	0.39	0.39	0.00	0.36	0.36	529.92
Mass Grading On Road Diesel	3.11	38.56	15.55	0.05	0.17	1.64	1.81	0.06	1.51	1.56	5,146.37
Mass Grading Worker Trips	0.02	0.03	0.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	62.17
Time Slice 4/1/2010-12/31/2010 Active Days: 197	27.86	163.46	205.11	**0.16**	0.70	9.34	10.05	0.25	8.57	8.82	29,921.66
Building 03/01/2010-03/31/2012	10.56	64.15	73.33	0.05	0.23	3.66	3.89	0.08	3.36	3.44	10,939.98
Building Off Road Diesel	8.86	56.14	32.23	0.00	0.00	3.30	3.30	0.00	3.03	3.03	5,706.80
Building Vendor Trips	0.53	5.85	4.87	0.01	0.04	0.25	0.29	0.01	0.23	0.24	1,090.42
Building Worker Trips	1.16	2.16	36.23	0.04	0.20	0.11	0.31	0.07	0.10	0.17	4,142.76
Building 04/01/2010-03/31/2012	9.02	52.80	67.76	0.05	0.23	3.01	3.25	0.08	2.76	2.85	9,827.96
Building Off Road Diesel	7.33	44.80	26.66	0.00	0.00	2.65	2.65	0.00	2.44	2.44	4,594.78
Building Vendor Trips	0.53	5.85	4.87	0.01	0.04	0.25	0.29	0.01	0.23	0.24	1,090.42
Building Worker Trips	1.16	2.16	36.23	0.04	0.20	0.11	0.31	0.07	0.10	0.17	4,142.76
Building 04/01/2010-11/30/2012	8.28	46.51	64.03	0.05	0.23	2.67	2.90	0.08	2.45	2.53	9,153.71
Building Off Road Diesel	6.58	38.51	22.93	0.00	0.00	2.31	2.31	0.00	2.12	2.12	3,920.53
Building Vendor Trips	0.53	5.85	4.87	0.01	0.04	0.25	0.29	0.01	0.23	0.24	1,090.42
Building Worker Trips	1.16	2.16	36.23	0.04	0.20	0.11	0.31	0.07	0.10	0.17	4,142.76

10/22/2008 07:41:09 PM

Time Slice 1/3/2011-12/30/2011 Active Days: 260	25.64	152.77	194.47	**0.16**	0.70	8.91	9.61	0.25	8.17	8.42	29,919.06
Building 03/01/2010-03/31/2012	9.71	59.93	69.61	0.05	0.23	3.49	3.73	0.08	3.20	3.29	10,939.12
Building Off Road Diesel	8.15	52.67	31.30	0.00	0.00	3.15	3.15	0.00	2.90	2.90	5,706.80
Building Vendor Trips	0.49	5.29	4.52	0.01	0.04	0.23	0.26	0.01	0.21	0.22	1,090.45
Building Worker Trips	1.06	1.98	33.79	0.04	0.20	0.11	0.31	0.07	0.10	0.17	4,141.87
Building 04/01/2010-03/31/2012	8.31	49.35	64.29	0.05	0.23	2.87	3.11	0.08	2.63	2.72	9,827.10
Building Off Road Diesel	6.76	42.08	25.98	0.00	0.00	2.53	2.53	0.00	2.33	2.33	4,594.78
Building Vendor Trips	0.49	5.29	4.52	0.01	0.04	0.23	0.26	0.01	0.21	0.22	1,090.45
Building Worker Trips	1.06	1.98	33.79	0.04	0.20	0.11	0.31	0.07	0.10	0.17	4,141.87
Building 04/01/2010-11/30/2012	7.62	43.49	60.57	0.05	0.23	2.55	2.78	0.08	2.33	2.42	9,152.85
Building Off Road Diesel	6.07	36.23	22.26	0.00	0.00	2.21	2.21	0.00	2.03	2.03	3,920.53
Building Vendor Trips	0.49	5.29	4.52	0.01	0.04	0.23	0.26	0.01	0.21	0.22	1,090.45
Building Worker Trips	1.06	1.98	33.79	0.04	0.20	0.11	0.31	0.07	0.10	0.17	4,141.87
Time Slice 1/2/2012-3/30/2012 Active Days: 65	23.66	142.64	184.50	**0.16**	0.70	8.06	8.76	0.25	7.39	7.64	29,916.88
Building 03/01/2010-03/31/2012	8.97	55.93	66.14	0.05	0.23	3.15	3.39	0.08	2.89	2.98	10,938.39
Building Off Road Diesel	7.55	49.38	30.46	0.00	0.00	2.84	2.84	0.00	2.61	2.61	5,706.80
Building Vendor Trips	0.45	4.74	4.19	0.01	0.04	0.20	0.24	0.01	0.18	0.20	1,090.45
Building Worker Trips	0.96	1.82	31.49	0.04	0.20	0.11	0.31	0.07	0.10	0.17	4,141.14
Building 04/01/2010-03/31/2012	7.66	46.08	61.05	0.05	0.23	2.60	2.83	0.08	2.38	2.46	9,826.37
Building Off Road Diesel	6.25	39.53	25.36	0.00	0.00	2.28	2.28	0.00	2.10	2.10	4,594.78
Building Vendor Trips	0.45	4.74	4.19	0.01	0.04	0.20	0.24	0.01	0.18	0.20	1,090.45
Building Worker Trips	0.96	1.82	31.49	0.04	0.20	0.11	0.31	0.07	0.10	0.17	4,141.14
Building 04/01/2010-11/30/2012	7.03	40.63	57.32	0.05	0.23	2.31	2.54	0.08	2.12	2.20	9,152.12
Building Off Road Diesel	5.62	34.08	21.64	0.00	0.00	2.00	2.00	0.00	1.84	1.84	3,920.53
Building Vendor Trips	0.45	4.74	4.19	0.01	0.04	0.20	0.24	0.01	0.18	0.20	1,090.45
Building Worker Trips	0.96	1.82	31.49	0.04	0.20	0.11	0.31	0.07	0.10	0.17	4,141.14
Time Slice 4/2/2012-11/30/2012 Active Days: 175	7.03	40.63	57.32	0.05	0.23	2.31	2.54	0.08	2.12	2.20	9,152.12
Building 04/01/2010-11/30/2012	7.03	40.63	57.32	0.05	0.23	2.31	2.54	0.08	2.12	2.20	9,152.12
Building Off Road Diesel	5.62	34.08	21.64	0.00	0.00	2.00	2.00	0.00	1.84	1.84	3,920.53
Building Vendor Trips	0.45	4.74	4.19	0.01	0.04	0.20	0.24	0.01	0.18	0.20	1,090.45
Building Worker Trips	0.96	1.82	31.49	0.04	0.20	0.11	0.31	0.07	0.10	0.17	4,141.14

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Mass Grading 5/1/2009 - 5/31/2009 - Garden Walk

For Soil Stablizing Measures, the Apply soil stabilizers to inactive areas mitigation reduces emissions by:

PM10: 84% PM25: 84%

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

For Soil Stablizing Measures, the Equipment loading/unloading mitigation reduces emissions by:

PM10: 69% PM25: 69%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

PM10: 44% PM25: 44%

The following mitigation measures apply to Phase: Mass Grading 10/1/2009 - 2/28/2010 - Upper/Lower De Neve Grading

For Soil Stablizing Measures, the Apply soil stabilizers to inactive areas mitigation reduces emissions by:

PM10: 84% PM25: 84%

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

For Soil Stablizing Measures, the Equipment loading/unloading mitigation reduces emissions by:

PM10: 69% PM25: 69%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

PM10: 44% PM25: 44%

The following mitigation measures apply to Phase: Mass Grading 12/1/2009 - 3/31/2010 - Sproul South and West Grading

For Soil Stablizing Measures, the Apply soil stabilizers to inactive areas mitigation reduces emissions by:

PM10: 84% PM25: 84%

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

For Soil Stablizing Measures, the Equipment loading/unloading mitigation reduces emissions by:

PM10: 69% PM25: 69%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

PM10: 44% PM25: 44%

Phase Assumptions

Phase: Demolition 12/1/2009 - 12/31/2009 - Demolition of Office of Residential Life and Housing Maintenance

Building Volume Total (cubic feet): 220700

Building Volume Daily (cubic feet): 10600

On Road Truck Travel (VMT): 368.06

Off-Road Equipment:

1 Air Compressors (106 hp) operating at a 0.48 load factor for 8 hours per day

1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Mass Grading 5/1/2009 - 5/31/2009 - Garden Walk

Total Acres Disturbed: 0.5

Maximum Daily Acreage Disturbed: 0.5

Fugitive Dust Level of Detail: Default

10 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Air Compressors (106 hp) operating at a 0.48 load factor for 8 hours per day

1 Plate Compactors (8 hp) operating at a 0.43 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 3 hours per day

Phase: Mass Grading 10/1/2009 - 2/28/2010 - Upper/Lower De Neve Grading

Total Acres Disturbed: 2

10/22/2008 07:41:09 PM

Maximum Daily Acreage Disturbed: 2

Fugitive Dust Level of Detail: Low

Onsite Cut/Fill: 230 cubic yards/day; Offsite Cut/Fill: 0 cubic yards/day

On Road Truck Travel (VMT): 658.18

Off-Road Equipment:

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 3 hours per day

Phase: Mass Grading 12/1/2009 - 3/31/2010 - Sproul South and West Grading

Total Acres Disturbed: 2.3

Maximum Daily Acreage Disturbed: 2.3

Fugitive Dust Level of Detail: Low

Onsite Cut/Fill: 420 cubic yards/day; Offsite Cut/Fill: 0 cubic yards/day

On Road Truck Travel (VMT): 1214.22

Off-Road Equipment:

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 3 hours per day

Phase: Trenching 5/1/2009 - 9/30/2009 - Utilities/Infrastructure

Off-Road Equipment:

1 Air Compressors (106 hp) operating at a 0.48 load factor for 8 hours per day

1 Plate Compactors (8 hp) operating at a 0.43 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Paving 9/23/2009 - 9/30/2009 - Repair of Trenching Areas

Acres to be Paved: 0.1

Off-Road Equipment:

1 Plate Compactors (8 hp) operating at a 0.43 load factor for 8 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 8 hours per day

Phase: Building Construction 3/1/2010 - 3/31/2012 - Upper/Lower De Neve Construction

Off-Road Equipment:

3 Cranes (399 hp) operating at a 0.43 load factor for 8 hours per day

2 Forklifts (50 hp) operating at a 0.3 load factor for 8 hours per day

2 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day

3 Other Equipment (175 hp) operating at a 0.62 load factor for 8 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

2 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day

Phase: Building Construction 4/1/2010 - 11/30/2012 - Sproul South/Complex Construction

Off-Road Equipment:

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2 Cranes (399 hp) operating at a 0.43 load factor for 8 hours per day

1 Forklifts (50 hp) operating at a 0.3 load factor for 8 hours per day

2 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day

2 Other Equipment (175 hp) operating at a 0.62 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

2 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day

Phase: Building Construction 4/1/2010 - 3/31/2012 - Sproul West Construction

Off-Road Equipment:

2 Cranes (399 hp) operating at a 0.43 load factor for 8 hours per day

1 Forklifts (50 hp) operating at a 0.3 load factor for 8 hours per day

2 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day

3 Other Equipment (175 hp) operating at a 0.62 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

2 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day

Architectural Coatings calculation for UCLA NHIP construction

RESIDENTIAL SQUARE FEET - Urbemis method					EMISSION FACTOR - per Urbemis			EMISSIONS			RATE
# units	sqft/unit	x 2.7	x 0.75	= Interior	gr/liter	/454*3.785/180	= lb/sq ft	sq ft	x lb/sq ft	'= lb	apply to total below
1565	351.4	2.7	0.75	1113750	50		0.002316	1113750	0.002316	2579	
	see below				Urbemis						
					based on						
# units	sqft/unit	x 2.7	x 0.25	= Exterior	Rule 1113						
1565	351.4	2.7	0.25	371250	100		0.004632	371250	0.004632	1720	

total area	550000	sq ft
units	1565	
area/unit	351.4377	sq ft

lb	/ days	= lb/day
4299	92	**46.7**

92 days is 9 weeks in Spring and 9 at the end

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Urbemis 2007 Version 9.2.4

Summary Report for Summer Emissions (Pounds/Day)

File Name: C:\Documents and Settings\boparaip\Desktop\Work\UCLA LRDP\Urbemis\UCLA Area Source 2013.urb924

Project Name: UCLA 2013 Area Source Emissions

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	37.80	55.59	48.23	0.00	0.11	0.11	66,692.14

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	37.80	55.59	48.23	0.00	0.11	0.11	66,692.14

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Urbemis 2007 Version 9.2.4

Summary Report for Winter Emissions (Pounds/Day)

File Name: C:\Documents and Settings\boparaip\Desktop\Work\UCLA LRDP\Urbemis\UCLA Area Source 2013.urb924

Project Name: UCLA 2013 Area Source Emissions

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	37.68	55.57	46.68	0.00	0.10	0.10	66,689.33

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	37.68	55.57	46.68	0.00	0.10	0.10	66,689.33

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Urbemis 2007 Version 9.2.4

Detail Report for Summer Area Source Unmitigated Emissions (Pounds/Day)

File Name: C:\Documents and Settings\boparaip\Desktop\Work\UCLA LRDP\Urbemis\UCLA Area Source 2013.urb924

Project Name: UCLA 2013 Area Source Emissions

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

AREA SOURCE EMISSION ESTIMATES (Summer Pounds Per Day, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	4.03	55.57	46.68	0.00	0.10	0.10	66,689.33
Hearth - No Summer Emissions							
Landscape	0.12	0.02	1.55	0.00	0.01	0.01	2.81
Consumer Products	0.00						
Architectural Coatings	33.65						
TOTALS (lbs/day, unmitigated)	37.80	55.59	48.23	0.00	0.11	0.11	66,692.14

Area Source Changes to Defaults

9/2/2008 05:38:51 PM

Urbemis 2007 Version 9.2.4

Detail Report for Winter Area Source Unmitigated Emissions (Pounds/Day)

File Name: C:\Documents and Settings\boparaip\Desktop\Work\UCLA LRDP\Urbemis\UCLA Area Source 2013.urb924

Project Name: UCLA 2013 Area Source Emissions

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

AREA SOURCE EMISSION ESTIMATES (Winter Pounds Per Day, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	4.03	55.57	46.68	0.00	0.10	0.10	66,689.33
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping - No Winter							
Consumer Products	0.00						
Architectural Coatings	33.65						
TOTALS (lbs/day, unmitigated)	37.68	55.57	46.68	0.00	0.10	0.10	66,689.33

Area Source Changes to Defaults

Area source calculation for UCLA LRDP, including NHIP

Manual calculation of consumer product VOC emissions
added to area source VOC emissions from Urbemis

Existing	consumer	0.0171	#/day VOC per resident - factor from Urbemis
		11402	residents from Table 3 of traffic report
		194.97	consumer products VOC
		36.15	existing from Urbemis
		231	total area source VOC
2013	consumer	0.0171	#/day VOC per resident
		12927	residents Existing plus 1525
		221.1	consumer products VOC
		38.7	2013 from Urbemis
		260	total area source VOC

9/2/2008 05:41:45 PM

Urbemis 2007 Version 9.2.4

Summary Report for Summer Emissions (Pounds/Day)

File Name: C:\Documents and Settings\boparaip\Desktop\Work\UCLA LRDP\Urbemis\UCLA Mobile Source 2013.urb924

Project Name: UCLA NHIP LRDP Vehicle Emissions

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	38.80	57.62	538.70	0.68	111.62	21.70	66,781.61

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	38.80	57.62	538.70	0.68	111.62	21.70	66,781.61

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Urbemis 2007 Version 9.2.4

Summary Report for Winter Emissions (Pounds/Day)

File Name: C:\Documents and Settings\boparaip\Desktop\Work\UCLA LRDP\Urbemis\UCLA Mobile Source 2013.urb924

Project Name: UCLA NHIP LRDP Vehicle Emissions

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	44.14	69.48	510.20	0.57	111.62	21.70	60,458.21

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	44.14	69.48	510.20	0.57	111.62	21.70	60,458.21

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Urbemis 2007 Version 9.2.4

Detail Report for Summer Operational Unmitigated Emissions (Pounds/Day)

File Name: C:\Documents and Settings\boparaip\Desktop\Work\UCLA LRDP\Urbemis\UCLA Mobile Source 2013.urb924

Project Name: UCLA NHIP LRDP Vehicle Emissions

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

OPERATIONAL EMISSION ESTIMATES (Summer Pounds Per Day, Unmitigated)

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Apartments high rise	38.80	57.62	538.70	0.68	111.62	21.70	66,781.61
TOTALS (lbs/day, unmitigated)	38.80	57.62	538.70	0.68	111.62	21.70	66,781.61

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2013 Temperature (F): 80 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Apartments high rise	0.02	6,397.00	dwelling units	1.00	6,397.00	64,627.61
					6,397.00	64,627.61

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	53.3	0.4	99.4	0.2
Light Truck < 3750 lbs	6.8	1.5	97.0	1.5
Light Truck 3751-5750 lbs	23.0	0.4	99.6	0.0

Med Truck 5751-8500 lbs	10.1	1.0	99.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.5	0.0	86.7	13.3
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.3	56.5	43.5	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.8	0.0	87.5	12.5

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	12.7	7.0	9.5	13.3	7.4	8.9
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						

Operational Changes to Defaults

9/2/2008 05:42:29 PM

Urbemis 2007 Version 9.2.4

Detail Report for Winter Operational Unmitigated Emissions (Pounds/Day)

File Name: C:\Documents and Settings\boparaip\Desktop\Work\UCLA LRDP\Urbemis\UCLA Mobile Source 2013.urb924

Project Name: UCLA NHIP LRDP Vehicle Emissions

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

OPERATIONAL EMISSION ESTIMATES (Winter Pounds Per Day, Unmitigated)

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Apartments high rise	44.14	69.48	510.20	0.57	111.62	21.70	60,458.21
TOTALS (lbs/day, unmitigated)	44.14	69.48	510.20	0.57	111.62	21.70	60,458.21

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2013 Temperature (F): 60 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Apartments high rise	0.02	6,397.00	dwelling units	1.00	6,397.00	64,627.61
					6,397.00	64,627.61

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	53.3	0.4	99.4	0.2
Light Truck < 3750 lbs	6.8	1.5	97.0	1.5

Light Truck 3751-5750 lbs	23.0	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.1	1.0	99.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.5	0.0	86.7	13.3
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.3	56.5	43.5	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.8	0.0	87.5	12.5

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	12.7	7.0	9.5	13.3	7.4	8.9
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						

Operational Changes to Defaults

LST Analysis - Construction

Upper/Lower De Neve

Site Area (acres)	2.9
Receptor Distance from Site Boundary (m)	25
Source Receptor Area	2 - Northwest Coastal Los Angeles County

Pollutant	Threshold (lb/day)
Nitrogen Oxides (NOx)	189
Carbon Monoxide (CO)	1023
Particulate Matter less than 10 microns (PM_{10})	8
Particulate Matter less than 2.5 microns ($PM_{2.5}$)	5

Sproul West

Site Area (acres)	1.7
Receptor Distance from Site Boundary (m)	25
Source Receptor Area	2 - Northwest Coastal Los Angeles County

Pollutant	Threshold (lb/day)
Nitrogen Oxides (NOx)	149
Carbon Monoxide (CO)	737
Particulate Matter less than 10 microns (PM_{10})	5
Particulate Matter less than 2.5 microns ($PM_{2.5}$)	4

Sproul South/Complex

Site Area (acres)	2.1
Receptor Distance from Site Boundary (m)	25
Source Receptor Area	2 - Northwest Coastal Los Angeles County

Pollutant	Threshold (lb/day)
Nitrogen Oxides (NOx)	167
Carbon Monoxide (CO)	838
Particulate Matter less than 10 microns (PM_{10})	6
Particulate Matter less than 2.5 microns ($PM_{2.5}$)	4

LST Analysis - Operations

Site Area (acres)	1.7
Receptor Distance from Site Boundary (m)	25
Source Receptor Area	2 - Northwest Coastal Los Angeles County

Pollutant	Threshold (lb/day)
Nitrogen Oxides (NOx)	149
Carbon Monoxide (CO)	737
Particulate Matter less than 10 microns (PM_{10})	2
Particulate Matter less than 2.5 microns ($PM_{2.5}$)	1

Appendix C2

Health Risk Assessment

HEALTH RISK ASSESSMENT IN SUPPORT OF THE PROPOSED 2002 LONG RANGE DEVELOPMENT PLAN AMENDMENT FOR THE 2013 HORIZON YEAR FOR THE UNIVERSITY OF CALIFORNIA, LOS ANGELES

Prepared for

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July 11, 2008

URS

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TABLE OF CONTENTS

SECTION PAGE

Appendix

List of Figures

LIST OF TABLES

List of Acronyms

AB	Assembly Bill
AER	Annual Emissions Report
APCD	Air Pollution Control District
bhp	brake horsepower
BPIP	Building Profile Input Program
CARB	California Air Resources Board
CNS	Central Nervous System
CSF	Cancer Slope Factor
CV	Cardiovascular System
DEVEL	Developmental System
DPM	diesel particulate matter
ENDO	Endocrine System
EPA	U.S. Environmental Protection Agency
gal/hr	gallons per hour
GILV	Alimentary system
HAP	hazardous air pollutant
HARP	Hotspots Analysis and Reporting Program
HI	hazard index
HQ	hazard quotient
hr/yr	hours per year
HRA	Health Risk Assessment
ICE	internal combustion engine
IMMUN	Immune System
ISCST3	Industrial Source Complex Short Term
KIDN	Kidneys
KW	kilowatt
lbs/hr	pounds per hour
lbs/yr	pounds per year
LMS	linearized multi-stage
LRDP	Long Range Development Plan
$\mu g/m^3$	micrograms per cubic meter
MEI	maximally exposed individual
MESR	maximally exposed sensitive receptor
MSDS	Material Safety Data Sheet
MMBTU/hr	million British thermal units per hour
MMcf	million cubic feet
NESHAP	National Emission Standards for Hazardous Air Pollutants
NHIP	Northwest Housing Infill Project
OEHHA	Office of Environmental Health Hazard Assessment
PAH	polycyclic aromatic hydrocarbon
PM	particulate matter
REL	reference exposure level
REPRO	Reproductive System
RESP	Respiratory System

SCAQMD	South Coast Air Quality Management District
TAC	Toxic Air Contaminant
UCLA	University of California, Los Angeles
URF	unit risk factor
UTM	Universal Transverse Mercator
ZOI	zone of impact

EXECUTIVE SUMMARY

URS Corporation (URS) was contracted by BonTerra Consulting to prepare a Health Risk Assessment (HRA) in support of the preparation of the 2002 Long Range Development Plan (LRDP) Amendment for the University of California, Los Angeles (UCLA). This LRDP Amendment addresses the anticipated growth in student housing and campus development through horizon year 2013. The HRA evaluates the potential health risks posed by current and projected campus-wide operations at off- and on-campus locations. Results are presented for two scenarios:

1. 2007 Baseline Scenario; and
2. LRDP Amendment Scenario.

The results presented for the 2007 Baseline Scenario represent the potential health risks posed by campus-wide operations in academic year 2006-07. The results presented for the proposed LRDP Amendment Scenario represent the potential health risks posed by campus-wide operations under the 2007 Baseline Scenario combined with potential new development considered in the LRDP Amendment.

Description of the UCLA Campus and Operations

The campus is located in Los Angeles, California, north of Westwood Village. The campus provides numerous teaching and research facilities to faculty and students in the University of California system. The campus conducts routine operations that generate toxic air contaminant (TAC) emissions regulated by the State of California. The sources of TAC emissions include cogeneration gas turbines, gasoline dispensing operations, boilers, standby generators driven by internal combustion engines (ICEs), painting operations, and laboratory chemical usage. The HRA evaluated the potential health risks associated with TAC emissions from these sources based on fuel, material, and chemical usage considered representative of the current and campus-wide operations expected through 2013.

HRA Procedures

The HRA was prepared in accordance with the most recent risk assessment guidelines and toxicological values published by the California Environmental Protection Agency, Office of Environmental Health Hazard Assessment (OEHHA) (OEHHA, 2003). Use of the OEHHA guidelines, which have been adopted by the South Coast Air Quality Management District, results in a worst-case analysis of risk. For example, the maximum theoretical incremental cancer risk estimated in this HRA is based on an individual being continuously exposed to emissions from routine campus-wide operations for 24 hours per day, 365 days per year, for 70 years at the same specific location. Actual risks are likely to be substantially lower than those estimated using the OEHHA guidelines.

Summary of HRA Results

The results from the HRA are summarized for the 2007 Baseline Scenario and the LRDP Amendment Scenario. For each scenario, a discussion of the estimated cancer, chronic noncancer, and acute noncancer health effects are presented.

2007 Baseline Scenario

Cancer Health Effects

Results of the cancer health effects assessment for the 2007 Baseline Scenario indicate the cancer risks for receptors both on and off campus are less than 10 in one million (1.0 x 10^{-5}). Cancer risks less than 10 in one million are less than the regulatory threshold of significance and do not require public notification in accordance with state and local guidelines. The theoretical incremental cancer risk as a result of a lifetime exposure to emissions from the routine campus-wide operation of all sources in the 2007 Baseline Scenario was estimated to be 6.3 in one million (6.3 x 10^{-6}) at the off-campus maximally exposed individual (MEI) and 0.90 in one million (0.90 x 10^{-6}) at the on-campus MEI. The off-campus MEI was located on the fence line east of the campus along Hilgard Avenue east of Parking Structure Two. The on-campus MEI was located within the general area of Franz Hall.

Primary Source Contributions

- Off-campus - The primary source type contributors to the estimated cancer risk at the off-campus MEI were the emergency generators containing diesel-fueled ICEs and laboratory chemical usage. Of the sources modeled, the emergency generators contributed 62% of the cancer risk followed by campus laboratory chemical usage with 25% of the cancer risk.
- On campus - The primary source type contributors to the estimated cancer risk at the on-campus MEI were the emergency generators containing diesel-fueled ICEs and laboratory chemical usage. Of the sources modeled, the diesel emergency generators contributed 59% of the cancer risk followed by campus laboratory chemical usage with 27% of the cancer risk.

Primary Chemical Contributions

- Off-campus - The primary chemical contribution to the estimated cancer risk at the off-campus MEI was diesel particulate matter (DPM) with approximately 62% of the risk, followed by formaldehyde with approximately 22% of the risk.
- On-campus - The primary chemical contribution to the estimated cancer risk at the on-campus MEI was DPM with approximately 59% of the risk, followed by formaldehyde with approximately 23% of the risk.

Chronic Noncancer Health Effects

Results of the chronic noncancer health effects assessment indicate that all of the hazard index (HI) values for each organ system are less than 1.0. Chronic HI values less than 1.0 indicate that noncancer effects from chronic exposure to emissions from routine campus-wide operations are unlikely. The maximum chronic HI for an organ system was 0.08 at the off-campus MEI. The off-campus MEI was located on the fence line east of campus on Hilgard Avenue, east of Parking

Structure Two. The maximum chronic HI for an organ system was 0.10 at the on-campus MEI. The on-campus MEI was located within the general area of Franz Hall.

Primary Source Contributions

- Off-campus - The primary source type contributors to the estimated chronic noncancer HI at the off-campus MEI was the laboratory chemical usage and the turbines at the cogeneration plant. Of the sources modeled, the laboratory chemical usage contributed 87% of the chronic noncancer HI followed by turbines at the cogeneration plant with 10% of the chronic noncancer HI.
- On-campus - The primary source type contributors to the estimated chronic noncancer HI at the on-campus MEI was the laboratory chemical usage and the turbines at the cogeneration plant. Of the sources modeled, the laboratory chemical usage contributed 82% of the chronic noncancer HI followed by turbines at the cogeneration plant with 15% of the chronic noncancer HI.

Primary Chemical Contributions

- Off campus - The primary chemical contribution to the estimated chronic noncancer HI at the off-campus MEI was formaldehyde with approximately 91% of the chronic noncancer HI, followed by acrolein with approximately 3% of the chronic noncancer HI.
- On-campus - The primary chemical contribution to the estimated chronic noncancer HI at the on-campus MEI was formaldehyde with approximately 91% of the chronic noncancer HI, followed by acrolein with approximately 4% of the chronic noncancer HI.

Acute Noncancer Health Effects

Results of the acute noncancer health effects assessment indicate that all of the HI values for each organ system are less than 1.0. Acute HI values less than 1.0 indicate that noncancer effects from acute exposure to emissions from routine campus-wide operations are unlikely. The maximum acute HI for an organ system was 0.07 at the off-campus MEI. The off-campus MEI was located on the northwest campus fence line across from Sunset Bouldevard. The maximum acute HI for an organ system was 0.10 at the on-campus MEI. The on-campus MEI was located at the northwest campus housing complex.

Primary Source Contributions

- Off-campus - The primary source type contributors to the estimated acute noncancer HI at the Off-campus MEI were the boilers and the turbines at the cogeneration plant. Of the sources modeled, boilers contributed 40% of the acute noncancer HI followed by the turbines at the cogeneration plant with 38% of the acute noncancer HI.
- On-campus - The primary source type contributors to the estimated acute noncancer HI at the on-campus MEI were the turbines at the cogeneration plant and the boilers. Of the sources modeled, the turbines at the cogeneration plant contributed 49% of the acute noncancer HI followed by the boilers with 31% of the acute noncancer HI.

Primary Chemical Contributions

- Off-campus - The primary chemical contribution to the estimated acute noncancer HI at the off-campus MEI was acrolein with approximately 65% of the acute noncancer HI, followed by formaldehyde with approximately 30% of the acute noncancer HI.

- On-campus - The primary chemical contribution to the estimated chronic noncancer HI at the on-campus MEI was acrolein with approximately 68% of the acute noncancer HI, followed by formaldehyde with approximately 26% of the acute noncancer HI.

The cancer, chronic noncancer, and acute noncancer results for the off- and on-campus MEIs in the 2007 Baseline Scenario are presented in Table ES-1. The locations of the cancer, chronic noncancer, and acute noncancer off- and on-campus MEIs in the 2007 Baseline Scenario are presented on Figure ES-1.

Summary of HRA Results from the LRDP Amendment Scenario

Cancer Health Effects

Results of the cancer health effects assessment for the LRDP Amendment Scenario indicate that all of the cancer risks are less than 10 in one million (1.0×10^{-5}). The theoretical incremental cancer risk as a result of a lifetime exposure to emissions from the routine campus-wide operation of all sources in the LRDP Amendment Scenario was estimated to be 6.4 in one million (6.4×10^{-6}) at the off-campus MEI and 0.9 in one million (0.9×10^{-6}) at the on-campus MEI. The off-campus MEI was located on the fence line east of campus on Hilgard Avenue, east of Parking Structure Two. The on-campus MEI was located at within the general area of Franz Hall.

Primary Source Contributions

- Off campus - The primary source type contributors to the estimated cancer risk at the off-campus MEI were the emergency generators containing diesel-fueled ICEs and laboratory chemical usage. Of the sources modeled, the diesel contributed 62% of the cancer risk followed by campus laboratory chemical usage with 26% of the cancer risk.
- On campus - The primary source type contributors to the estimated cancer risk at the on-campus MEI were the emergency generators containing diesel-fueled ICEs and laboratory chemical usage. Of the sources modeled, the diesel contributed 59 % of the cancer risk followed by campus laboratory chemical usage with 27% of the cancer risk.

Primary Chemical Contribution

- Off campus - The primary chemical contribution to the estimated cancer risk at the off-campus MEI was DPM with approximately 61% of the risk, followed by formaldehyde with approximately 22% of the risk.
- On campus - The primary chemical contribution to the estimated cancer risk at the on-campus MEI was DPM with approximately 59% of the risk, followed by formaldehyde at 23% of the cancer risk.

Chronic Noncancer Health Effects

Results of the chronic noncancer health effects assessment indicate that all of the HI values for each organ system are less than 1.0. Chronic HI values less than 1.0 indicate that noncancer effects from chronic exposure to emissions from routine campus-wide operations are unlikely. The maximum chronic HI for an organ system was 0.09 at the off-campus MEI. The off-campus MEI was located on the fence line east of campus on Hilgard Avenue, east of Parking Structure Two. The maximum chronic HI for an organ system was 0.10 at the on-campus MEI, well below the significance threshold value of 1.0. The on-campus MEI was located within the general area of Franz Hall.

Primary Source Contributions

- Off-campus - The primary source type contributors to the estimated chronic noncancer HI at the off-campus MEI was the laboratory chemical usage and the turbines at the cogeneration plant. Of the sources modeled, the laboratory chemical usage contributed 89% of the chronic noncancer HI followed by turbines at the cogeneration plant with 8% of the chronic noncancer HI.
- On-campus - The primary source type contributors to the estimated chronic noncancer HI at the on-campus MEI was the laboratory chemical usage and the turbines at the cogeneration plant. Of the sources modeled, the laboratory chemical usage contributed 80% of the chronic noncancer HI followed by turbines at the cogeneration plant with 11% of the chronic noncancer HI.

Primary Chemical Contributions

- Off campus - The primary chemical contribution to the estimated chronic noncancer HI at the off-campus MEI was formaldehyde with approximately 93% of the chronic noncancer HI, followed by acrolein with approximately 3% of the chronic noncancer HI.
- On-campus - The primary chemical contribution to the estimated chronic noncancer HI at the on-campus MEI was formaldehyde with approximately 92% of the chronic noncancer HI, followed by acrolein with approximately 4% of the chronic noncancer HI.

Acute Noncancer Health Effects

Results of the acute noncancer health effects assessment indicate that all of the HI values for each organ system are less than 1.0. Acute HI values less than 1.0 indicate that noncancer effects from acute exposure to emissions from routine campus-wide operations are unlikely. The maximum acute HI for an organ system was 0.08 at the off-campus MEI. The off-campus MEI was located on the northwest campus fence line across from Sunset Boulevard. The maximum acute HI for an organ system was 0.11 at the on-campus MEI. The on-campus MEI was located at the northwest campus housing complex.

Primary Source Contributions

- Off-campus - The primary source type contributors to the estimated acute noncancer HI at the off-campus MEI were the boilers and the turbines at the cogeneration plant. Of the sources modeled, the boilers contributed 40% of the acute noncancer HI followed by turbines at the cogeneration plant with 38% of the acute noncancer HI.
- On-campus - The primary source type contributors to the estimated acute noncancer HI at the on-campus MEI were boilers and the turbines at the cogeneration plant. Of the sources modeled, the boilers contributed 53% of the acute noncancer HI followed by turbines at the cogeneration plant with 28% of the acute noncancer HI.

Primary Chemical Contributions

- Off-campus - The primary chemical contribution to the estimated acute noncancer HI at the off-campus MEI was acrolein with approximately 65% of the acute noncancer HI, followed by formaldehyde with approximately 29% of the acute noncancer HI.

- On-campus - The primary chemical contribution to the estimated chronic noncancer HI at the on-campus MEI was acrolein with approximately 70% of the acute noncancer HI, followed by formaldehyde with approximately 24% of the acute noncancer HI.

The cancer, chronic noncancer, and acute noncancer results for the off- and on-campus MEIs in the LRDP Amendment Scenario are presented in Table ES-2. The locations of the cancer, chronic noncancer, and acute noncancer off- and on-campus MEIs in the LRDP Amendment Scenario are presented on Figure ES-2.

Table ES-1. Summary of HRA Results for the Off- and On-campus MEIs in the 2007 Baseline Scenario

	Result	Significance Threshold[1]	Receptor Location		Receptor Description
			East (m)	North (m)	
Off-campus MEI					
Cancer Risk	6.3×10^{-6}	10×10^{-6}	367196	3770768	Fence line east of campus on Hilgard Avenue east of Parking Structure Two
Chronic HI	0.08	1.0	367196	3770768	Fence line east of campus on Hilgard Avenue east of Parking Structure Two
Acute HI	0.07	1.0	366114	3771509	Fence line northwest campus across from Sunset Boulevard
On-campus MEI[2]					
Cancer Risk	0.9×10^{-6}	10×10^{-6}	367000	3770800	General area of Franz Hall,
Chronic HI	0.10	1.0	367000	3770800	General area of Franz Hall
Acute HI	0.10	1.0	366069	3771124	Northwest campus housing complex

[1] Significance threshold provided in SCAQMD Supplemental Guidelines for Preparing Risk Assessments (SCAQMD, 2005)

[2] Cancer risk adjusted for 9-year exposure period based on Air Toxic Hot Spots Program Risk Assessment Guidelines (OEHHA 2003)

Table ES-2. Summary of HRA Results for the Off- and On-campus MEIs in the LRDP Amendment Scenario

	Result	Significance Threshold[1]	Receptor Location		Receptor Description
			East (m)	North (m)	
Off-campus MEI					
Cancer Risk	6.4×10^{-6}	10×10^{-6}	367196	3770768	Fence line east of campus on Hilgard Avenue east of Parking Structure Two
Chronic HI	0.09	1.0	367186	3770669	Fence line east of campus on Hilgard Avenue east of Parking Structure Two
Acute HI	0.08	1.0	366114	3771509	Fence line northwest ampus across from Sunset Boulevard
On-campus MEI[2]					
Cancer Risk	0.9×10^{-6}	10×10^{-6}	367000	3770800	General area of Franz Hall
Chronic HI	0.10	1.0	367000	3770800	General area of Franz Hall
Acute HI	0.11	1.0	366069	3771124	Northwest campus housing complex

[1] Significance threshold provided in SCAQMD Supplemental Guidelines for Preparing Risk Assessments (SCAQMD, 2005)

[2] Cancer risk adjusted for 9-year exposure period based on Air Toxic Hot Spots Program Risk Assessment Guidelines (OEHHA 2003)

Legend

- UCLA Boundary
- Baseline Off-campus Cancer MEI and Baseline Off-campus Chronic Noncancer MEI
- Baseline On-campus Cancer MEI and Baseline On-campus Chronic Noncancer MEI
- Baseline On-campus Acute Noncancer MEI
- Baseline Off-campus Acute Noncancer MEI

N

0 750 1,500
Feet

Scale: 1:9,000
Source: AirPhoto USA, 2007

Locations of the Cancer, Chronic Noncancer, and Acute Noncancer Off and On-campus MEIs in the 2007 Baseline Scenario

UCLA HEALTH RISK ASSESSMENT

JUNE 2008

FIGURE ES-1

URS

Legend

- UCLA Boundary
- LRDP On-campus Cancer MEI and LRDP On-campus Chronic Noncancer MEI
- LRDP Off-campus Cancer MEI
- LRDP Off-campus Chronic Noncancer MEI
- LRDP On-campus Acute Noncancer MEI
- LRDP Off-campus Acute Noncancer MEI

N

0 750 1,500

Feet

Scale: 1:9,000

Source: AirPhoto USA, 2007

Locations of the Cancer, Chronic Noncancer, and Acute Noncancer Off and On-campus MEIs in the LRDP Amendment Scenario

UCLA HEALTH RISK ASSESSMENT

JUNE 2008 | **FIGURE ES-2**

URS

1.0 INTRODUCTION

URS Corporation (URS) was contracted by BonTerra Consulting to prepare a Health Risk Assessment (HRA) in support of the preparation of the 2002 Long Range Development Plan (LRDP) Amendment for the University of California, Los Angeles (UCLA). This LRDP Amendment addresses the anticipated growth in student housing and extension of the horizon year through 2013. The HRA evaluates the potential health risks at off- and on-campus locations posed by current and projected campus-wide operations. Results are presented for two scenarios:

1. 2007 Baseline Scenario; and
2. LRDP Amendment Scenario.

The results presented for the 2007 Baseline Scenario represent the potential health risks posed by campus-wide operations in academic year 2006-07. The results presented for the proposed LRDP Amendment Scenario represent the potential health risks posed by campus-wide operations under the 2007 Baseline Scenario combined with potential new development considered in the LRDP Amendment.

UCLA is one of nine campuses that comprise the University of California system. The campus is located on 419 acres in Los Angeles, California, north of Westwood Village. It is bounded by residential communities and Gayle Avenue on the west, Sunset Avenue on the north, Hilgard Avenue on the east, and by the Westwood merchant district on the south by Le Conte Avenue. The campus has approximately 21,000 employees and 30,000 students on an average weekday, and provides notable economic, employment, and cultural benefit to its surrounding community. A site location map is shown on Figure 1-1. A map of the UCLA campus is provided on Figure 1-2.

The campus conducts routine operations that generate toxic air contaminant (TAC) emissions regulated by the State of California. The sources of TAC emissions include cogeneration gas turbines, gasoline dispensing operations, boilers, standby generators driven by internal combustion engines (ICEs), painting operations, and laboratory chemical usage. The HRA evaluated the potential health risks associated with TAC emissions from these sources based on fuel, material, and chemical usage considered representative of the current and subsequent year-to-year routine campus-wide operations through 2013.

The HRA was prepared in accordance with the most recent California Environmental Protection Agency, Office of Environmental Health Hazard Assessment (OEHHA) risk assessment guidelines using the Hotspots Analysis and Reporting Program (HARP) Version 1.4 published by California Environmental Protection Agency Air Resources Board. In addition, the HRA incorporated the most recent toxicological values published by the OEHHA. Use of the OEHHA guidelines, which have been adopted by the South Coast Air Quality Management District (SCAQMD), results in a worst-case analysis of risk. For example, the theoretical maximum incremental cancer risk estimated in this HRA is based on an individual being continuously exposed to emissions from routine campus-wide operations for 24 hours per day, 365 days per year, for 70 years at the same specific location. Actual risks are likely to be substantially lower than those estimated using the OEHHA guidelines.

A standard HRA, such as this, consists of four basic steps to assess potential public health risk from a particular facility:

1. Emissions of toxic air contaminants (TACs) from the facility are quantified and segregated according to source type;
2. Ground-level impacts resulting from the transport and dilution of these emissions through the atmosphere are assessed by air dispersion modeling;
3. Potential public exposure to these compounds resulting from this atmospheric transport are calculated; and
4. Potential cancer and non-cancer health risks resulting from the calculated exposures are estimated using dose-response relationships developed from toxicological data.

In general, there are uncertainties at every step of the process, but the cumulative assumptions of risk assessments that follow standard regulatory practices, as this one does, are more likely to cause an over prediction of health risks rather than an underestimation, probably by a substantial margin. The following factors may contribute to an over prediction of health risks:

1. A regulatory air dispersion model that tends to over predict ground-level chemical concentrations;
2. State-approved toxicity factors developed from human and animal data thought to represent an upper bound of potential cancer potency factors and the most sensitive responses to non-carcinogens;
3. An assumption of continuous 70-year exposure at a single off-campus residential location;
4. An assumption of continuous exposure as a student over an assumed 9-year exposure period at a single on-campus location and day care center locations.
5. An assumption of a continuous 9-year exposure period at day care center locations.

1.1 FACILITY ID

The UCLA SCAQMD Facility ID number is 018452.

1.2 FACILITY INFORMATION

Facility Address: University of California, Los Angeles
405 Hilgard Avenue
Box 951361
Los Angeles, CA 90095-1361

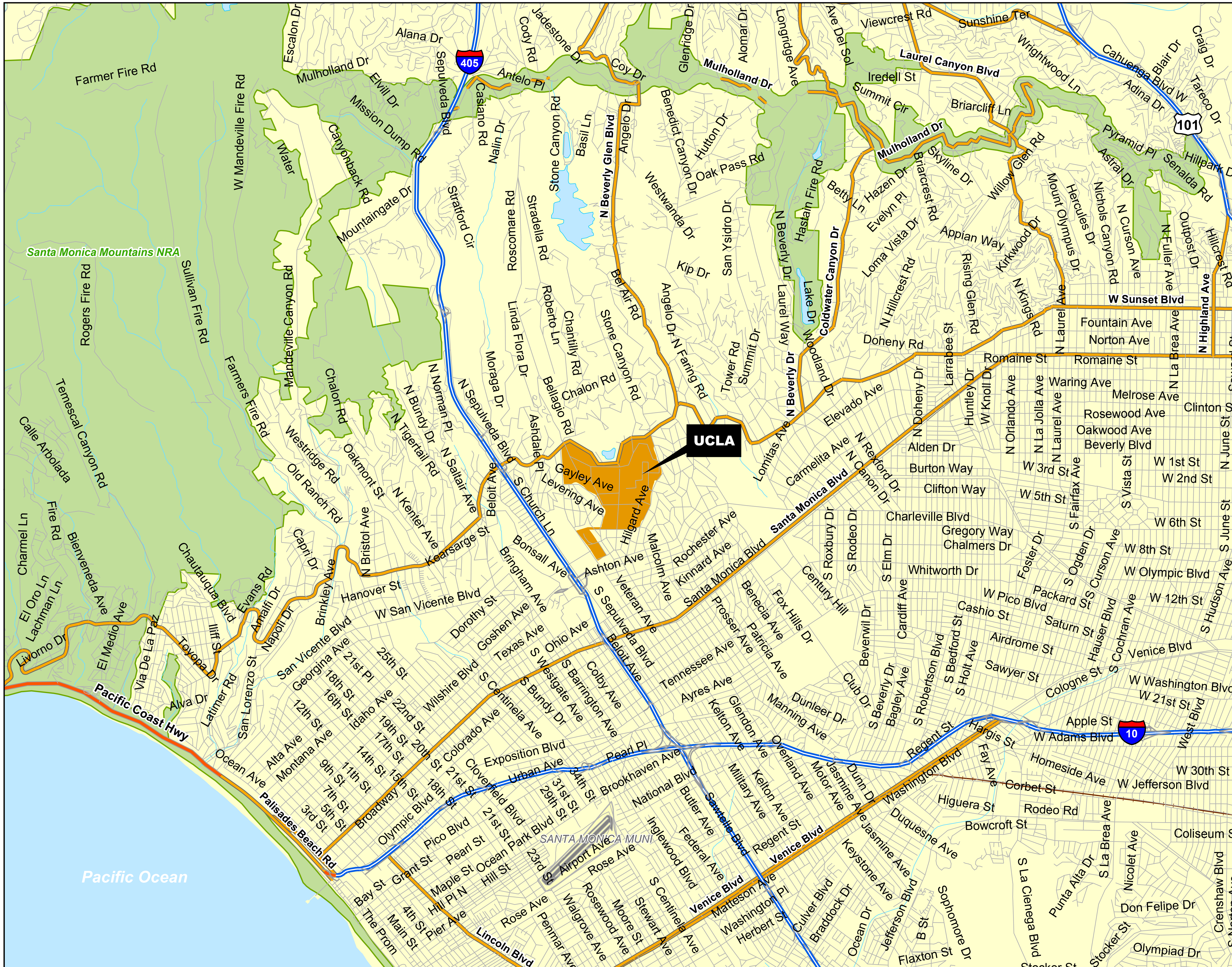
Primary Contact: Ms. Tova Lelah
Campus Capital Planning
1060 Veteran Avenue
Box 951365
Los Angeles, CA 90095-1365

1.3 DOCUMENT ORGANIZATION

The remainder of this document is organized as follows:

- ♦ Section 2.0 – HRA Criteria
- ♦ Section 3.0 – Hazard Identification
- ♦ Section 4.0 – Exposure Assessment
- ♦ Section 5.0 – Dose Response Assessment
- ♦ Section 6.0 – Risk Characterization
- ♦ Section 7.0 – Uncertainties
- ♦ Section 8.0 – References

Technical support documentation is included in Appendix A.



N

0 1 2

Miles

Scale: 1:9,000

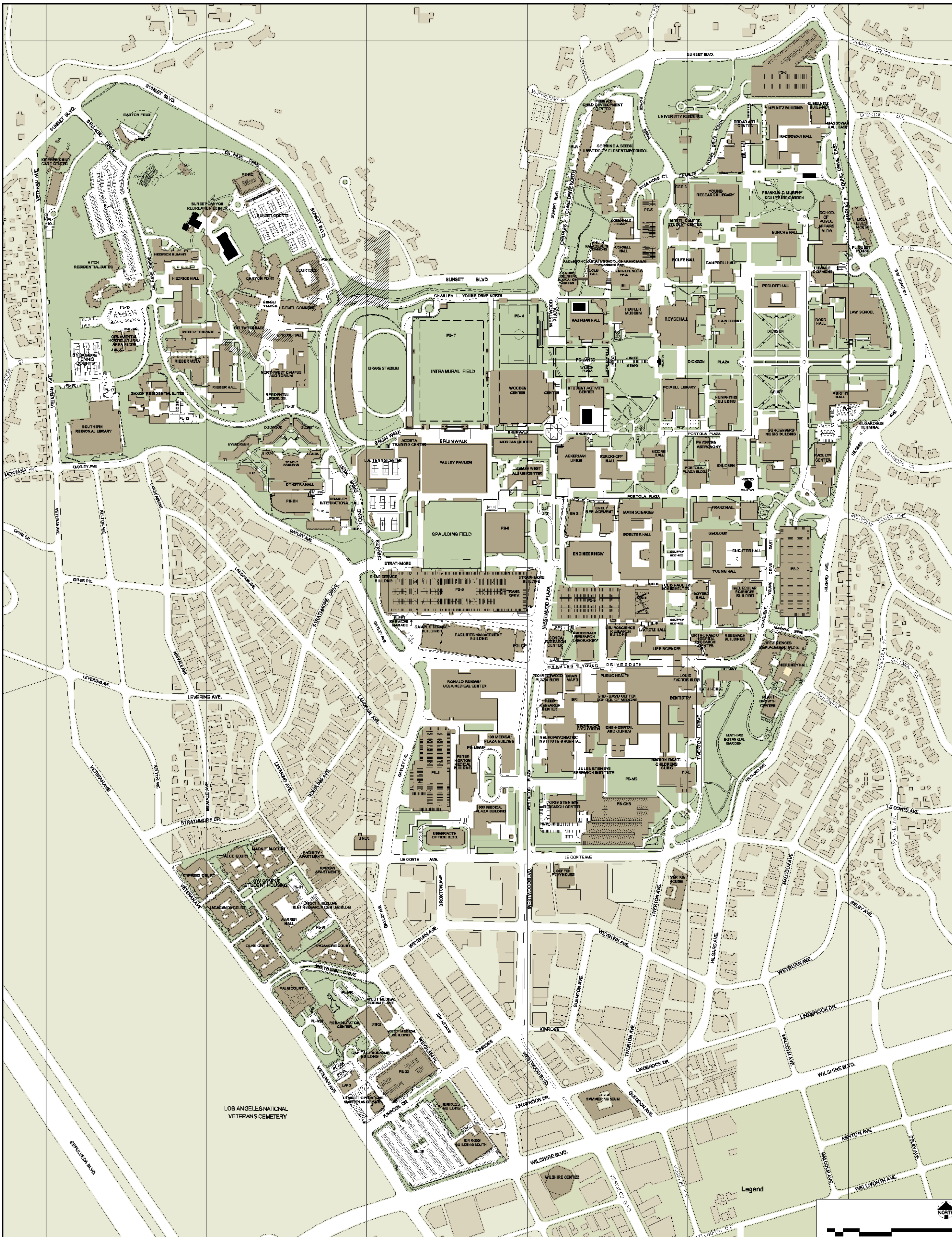
Source: Streetmap USA, 2003

Site Location

UCLA HEALTH RISK ASSESSMENT

JUNE 2008	**FIGURE 1-1**

URS



UCLA Campus Map

UCLA HEALTH RISK ASSESSMENT

JUNE 2008

FIGURE 1-2

URS

2.0 HRA CRITERIA

The air pollutants of concern in this study are all OEHHA defined TACs. These substances are capable of causing short-term (acute noncancer) and/or long-term (chronic noncancer or carcinogenic) adverse human health effects. TACs are subject to a wide variety of federal, state, and regional regulations.

2.1 REGULATORY SETTING

The following present the federal, state, and regional regulations for reporting TAC emissions.

2.1.1 Federal

Hazardous air pollutants (HAPs) have been regulated at the federal level since the Clean Air Act of 1977. Following the passage of this law, regulations for seven hazardous air pollutants (HAPs) were promulgated as National Emission Standards for Hazardous Air Pollutants (NESHAPs) over a 13-year period. The federal Clean Air Act Amendments of 1990 revamped the NESHAPs program to offer a technology-based approach for reducing the emissions of a greater number of hazardous air pollutants. Under the 1990 Clean Air Act Amendments, 189 substances were identified as HAPs and slated for regulation through the Federal Operating Permit Program.

2.1.2 State

California's TAC or air toxics control program began in 1983 with the passage of the Toxic Air Contaminant Identification and Control Act, better known as Assembly Bill (AB) 1807 or the Tanner Bill. The Tanner Bill established a regulatory process for the scientific and public review of individual toxic compounds. When a compound becomes listed as a TAC under the Tanner process, the California Air Resources Board (CARB) normally establishes minimum statewide emission control measures to be adopted by local Air Pollution Control Districts (APCDs).

The second major component of California's air toxics program, supplementing the Tanner process, was provided by the passage of AB 2588, the Air Toxics "Hot Spots" Information and Assessment Act of 1987. AB 2588 currently regulates over 600 compounds, including all of the Tanner-designated TACs. Under AB 2588, specified facilities must quantify emissions of regulated TACs and report them to the local APCD. If the APCD determines that a potentially significant public health risk is posed by a given facility, the facility is required to perform an HRA and notify the public in the affected area if the calculated risks exceed specified criteria.

In addition to the above, Proposition 65 was passed by California voters in 1986. Proposition 65 required that a list of carcinogenic and reproductive toxicants found in the environment be compiled; the discharge of these toxicants into drinking water be prohibited; and warnings of public exposure by air, land, or water be posted if a potential public health risk is posed. The handling, production, or emission of any of these substances by a facility would require a public warning unless health risks could be demonstrated to be insignificant. For carcinogens, Proposition 65 defines the "no significant risk level" as the level of exposure that would result in an increased cancer risk of greater than 10 in one million over a 70-year lifetime. This program is currently administered by OEHHA.

CARB formally identified particulate matter emitted by diesel-fueled engines as a TAC in 1998. This action was taken at the end of a lengthy process that considered dozens of health studies, extensive analysis of health effects and exposure data, and public input collected over many years. The CARB action has lead to additional control of diesel engine emissions in recent years by the CARB. The U.S. Environmental Protection Agency (EPA) has also evaluated both the cancer and noncancer health effects of diesel exhaust, and has issued its final health assessment for diesel engine exhaust (EPA 2002).

In September 2000, the CARB approved the *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles* (Diesel Risk Reduction Plan) (CARB 2000a). The Diesel Risk Reduction Plan outlines a comprehensive and ambitious program that includes the development of numerous new control measures over the next several years aimed at substantially reducing emissions from new and existing on-road vehicles (e.g., heavy-duty trucks and buses), off-road equipment (e.g., graders, tractors, forklifts, sweepers, and boats), portable equipment (e.g., pumps), and stationary engines (e.g., standby power generators). A number of air toxics control measures have been developed and others are in the process of being developed.

Many laboratory fume hoods are operated on the UCLA campus. Title 8 of the California Code of Regulations contains California Occupational Safety and Health Administration requirements for these emission sources. The regulations are associated with worker health and safety requirements for the operation and use of fume hoods. In addition, the code establishes specific requirements for the use and storage of chemicals.

2.1.3 Regional

In compliance with federal law, the SCAQMD implements federal TAC regulatory requirements through the Federal Operating Permit Program. The SCAQMD has also developed various rules for specific TAC source categories. The SCAQMD's permitting program also includes a regulation that requires certain new or modified TAC emission sources to demonstrate that potential health risks are below stated thresholds.

In compliance with state law, the SCAQMD requires facilities that emit greater than district approved thresholds (i.e., four tons per year) of volatile organic compounds (VOCs), oxides of nitrogen (NOx), oxides of sulfur (SOx), and particulate matter (PM), or 100 tons of carbon monoxide (CO), or TACs in excess of annual emission thresholds, to submit an Annual Air Emissions Report (AER) to SCAQMD. Facilities that exceed higher thresholds (i.e., in excess of 10 tons per year of VOC, NOx, SOx, or PM) or in excess of annual AB 2588 TAC thresholds will be entered in the AB 2588 Air Toxics "Hot Spots" Program. AB 2588 facilities must periodically report their TAC emissions and if the SCAQMD determines that the facility poses a potential public health risk, the facility must conduct an HRA. If the estimated health risks exceed threshold levels, the public in the affected area must be notified. The notification threshold is a cancer risk of 10 in one million and a hazard index (HI) of 1.0. In cases where risks exceed specified action levels, steps must be taken to reduce emissions including the preparation of a risk reduction plan. SCAQMD has labeled UCLA as an AB 2588 facility and prepares all necessary reports as required by the district.

2.2 POTENTIAL EFFECTS

The potential effects evaluated by the HRA include cancer risk, and acute and chronic noncancer risk.

2.2.1 Cancer Risk

Cancer risk is defined as the lifetime probability (chance) of developing cancer from exposure to a carcinogen, typically expressed as the increased chances in a million. The cancer risk for an inhaled TAC is estimated by multiplying the inhalation dose (in milligrams per kilogram-day [mg/kg-day]) by its inhalation cancer potency factor which is the inverse dose of a chemical's potency slope $(mg/kg\text{-}day)^{-1}$. The following equation illustrates the formula for calculating cancer risk. Cancer toxicity factors are discussed in more detail in Section 6.1.

$$\text{Inhalation Dose (mg/kg-day)} \times \text{Cancer Potency Factor (mg/kg-day)}^{-1} = \text{Cancer Risk}$$

For particulate-bound pollutants, exposure could also come from indirect environmental pathways, such as deposition on the soil, followed by exposure through soil ingestion or absorption of the pollutant from soil adhered to the skin. Other potential ingestion pathways, such as ingestion of crops grown in soil potentially affected by deposited air pollutants, may be included, if applicable. Non-inhalation cancer risk is calculated from cancer toxicity factors and exposure assumptions, as described further in Sections 5.0 and 6.0.

Cancer risks are calculated for all carcinogenic TACs and the results summed to calculate an overall cancer risk for all chemicals. The calculation procedure assumes that cancer risk is proportional to concentration at any level of exposure; that is, there is no dose that would result in a zero probability of contracting cancer. This is generally considered to be a conservative assumption at low doses, as some theories on carcinogenesis assume that certain chemicals may require a threshold level or interaction with other agents, while others say that cancer can form at any exposure level. The zero-threshold approach is consistent with the current OEHHA regulatory guidance.

2.2.2 Non-Cancer Health Risk

Acute and chronic noncancer health impacts are expressed as a hazard quotient (HQ) for individual TACs and as an HI for the accumulated value for multiple TACs. Hazard quotients are estimated for each target organ system that is impacted and the HI for multiple TACs is determined by summing the HQs for all TACs that affect the same target organ system. The HQ is the ratio of the reported or calculated concentration (or dose for the non-inhalation pathway for chronic exposure) and the corresponding reference exposure level (REL) identified by OEHHA. For chronic exposure, HIs are calculated by summing the HQs for TACs that impact the same target organ system for both inhalation and non-inhalation exposure pathways. For acute exposure, HIs are calculated by summing the HQs for TACs that impact the same target organ system for only the inhalation pathway. This approach is consistent with the current OEHHA regulatory guidance. Noncancer toxicity factors are discussed in Section 5.0.

2.3 SIGNIFICANCE CRITERIA

The significance level used in this study for the maximum lifetime cancer risk associated with total campus emissions (current operations plus proposed future LRDP projects) is 10 in one million. Under various state and local regulations, a cancer risk from an existing facility of 10 in one million or greater is generally considered to be significant enough to warrant public notification. This includes the Air Toxics "Hot Spots" (AB 2588) Program and Proposition 65.

The cumulative exposure to compounds that can cause noncancer health effects must be below applicable RELs, as represented by HIs. The total HI must be below a value of 1.0 for the maximally impacted organ system in order for the cumulative exposure to be considered insignificant. Thus, a total HI of 1.0 is the significance level in this study for chronic or acute noncancer health effects, which is consistent with the SCAQMD's implementation of the State of California AB 2588 Program.

3.0 HAZARD IDENTIFICATION

Hazard identification is the step that identifies whether a substance is a potential human carcinogen or is capable of causing adverse noncancer health effects. Per OEHHA guidelines, all TACs listed in Appendix A-1 of The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments must be included in all HRA analysis. Therefore, applicable campus sources and associated emissions in both the 2007 Baseline and the LRDP Amendment Scenarios were analyzed for TAC emissions. The following presents the TACs emission estimation methodology for the Baseline and LRDP Scenarios.

3.1 EMISSIONS QUANTIFICATION

The analysis evaluated emissions from various existing sources associated with routine, campus-wide operations. In addition, potential new sources were evaluated to account for growth over the next six years. The following emission source types were included in the analysis.

- Cogeneration gas turbines;
- Gasoline dispensing operations;
- Boilers;
- ICEs;
- Painting operations; and
- Laboratory chemical usage.

The 2007 Baseline sources were identified based on the list of SCAQMD air permits, the annual air emission report, and the previous HRA (URS, 2002). The emissions from the source types were estimated based on fuel and material usage reported in the 2006-2007 AER submitted to the SCAQMD. The laboratory chemical usage was estimated based on laboratory purchase records. The fuel, material, and chemical usage used to estimate the emissions for this HRA are considered representative of the campus-wide operations. The potential new sources were identified based on projected new laboratory and building construction provided by UCLA. The emissions from the potential new sources were estimated based on assumptions on fuel and chemical usage representative of similar campus-wide operations.

3.1.1 Cogeneration Gas Turbines

Two permitted gas turbines located at the Cogeneration Plant provide the majority of the electricity for campus-wide operations. Each turbine is permitted to fire on blended natural and landfill gas with each having a rated capacity of 234 million British thermal units (MMBTU/hr). The 2007 Baseline emissions were estimated based on emission factors and the reported natural and landfill gas usage. The emission factors for the combustion of natural and landfill gas were obtained from the SCAQMD Supplemental Reporting Procedures for AB2588 Facilities, Tables B-1 and B-6, respectively. The annual natural and landfill gas usage of 1348.9 and 308.3 million cubic feet (MMcf) was based on usage reported in the 2006-2007 SCAQMD AER. The hourly emissions were estimated based on assuming the turbines operated continuously throughout the year and dividing the annual usage by 8,760. The usage was divided equally between the two turbines.

No increase in fuel usage at the Cogeneration Plant is anticipated for the LRDP Amendment Scenario. Therefore, the fuel usage and associated emissions reported in the 2006-2007 SCAQMD AER will be used for the LRDP Amendment analysis.

3.1.2 Gasoline Dispensing

One permitted unleaded gasoline dispensing facility located near Campus Services Building I supplies fuel to the campus fleet vehicles. The facility contains eight dispensing nozzles equipped with Phase II vapor recovery systems and two 10,000-gallon underground storage tanks. The emissions were estimated based on emission factors and the unleaded gasoline throughput. The emission factors for gasoline loading were obtained from EPA AP-42, Section 5.2. Emission factors for gasoline dispensing were obtained from the SCAQMD General Instruction Book for the 2006-2007 Annual Emissions Reporting Program, Appendix K. The gasoline fuel speciation was obtained from SCAQMD Supplemental Instructions for Liquid Storage Tanks, Appendix 3. The annual emissions were estimated based on the annual unleaded gasoline throughput of 320,000 gallons reported in the 2006-2007 SCAQMD AER. Hourly emissions were estimated based on the number of nozzles and assuming a filling rate of 6 gallons per minute over 40 minutes per hour (8 x 6 x 40 gallons per hour [gal/hr]).

No increase in fuel usage at the gasoline dispensing facility is anticipated for the LRDP Amendment Scenario. Therefore, the fuel usage and associated emissions reported in the 2006-2007 SCAQMD AER were used for the LRDP Amendment analysis.

3.1.3 Boilers

The 2007 Baseline Scenario includes six permitted boilers and 54 boilers not subject to SCAQMD permits located throughout the campus. The emissions were estimated based on emission factors and the reported natural gas usage. The emission factors for natural gas boilers were obtained from SCAQMD Supplemental Reporting Procedures for AB2588 Facilities, Table B-1. The annual emissions were estimated based on the annual natural gas usage of 237, 114.4, and 68.78 MMcf, respectively, reported by Facilities, Energy Services, and North Campus. The natural gas reported by Energy Services was assumed to be burned in the Cogeneration Plant auxiliary boiler. The natural gas reported by Facilities and North Campus are distributed by prorating the reported usage by each boiler’s rated capacity. The hourly emissions were estimated based on a theoretical maximum hourly usage calculated from the size of the boiler divided by the heating value for natural gas.

The LRDP Amendment Scenario includes all usage and emissions from the boilers in the 2007 Baseline Scenario as well as the eight proposed boilers planned to service the new North Campus dormitories of the NHIP. Emissions were estimated based on emission factors and assuming a representative operating schedule. The emissions factors were obtained from SCAQMD Supplemental Reporting Procedures for AB2588 Facilities, Table B-1. The annual usage was based on a proportional increase in North Campus usage related to the firing capacity of the additional boilers. The hourly emissions were estimated based on the theoretical maximum hourly usage calculated from the size of the boiler divided by the heating value for natural gas.

3.1.4 Diesel-fueled Internal Combustion Engines

The 2007 Baseline Scenario includes 81 generators containing ICEs located throughout the campus. The standby generators' ICEs fire on diesel fuel and have rated capacities ranging from 50 to 3,622 brake horsepower (bhp). Per Appendix D of OEHHA guidance, diesel particulate matter (DPM) will represent the sole source of toxicity for diesel emissions from ICEs and should be the only TAC quantified in the HRAs. This approach is also consistent with SCAQMD guidance (SCAQMD 2008). DPM emissions were estimated based on emission factors and the reported diesel fuel usage. When available, the ICE's manufacturer specification sheet was used to provide the DPM emission factor. If the specification sheet was not available, the default SCAQMD DPM emission factor was used.

Annual emissions were estimated based on the annual diesel fuel usage of 8,750 and 2,826 gallons reported by Facilities and North Campus, respectively. The diesel fuel reported by North Campus was divided between the eight standby generators supporting the North Campus dormitories based on the size of the engines. The diesel fuel reported by Facilities was divided between the 73 standby generators maintained by Facilities throughout the campus based on the engine size and load factor for the engines. The load factors were estimated based on discussions with Facilities Management personnel. Most standby generators on campus are routinely tested at idle and, thus, were assumed to operate at a 25% load factor. However, the Cogeneration Plant, UCLA Medical Center, and the Ronald Reagan Medical Center's standby generators undergo more rigorous testing and are routinely operated at approximately 75% load. The hourly emissions were estimated based on an hourly usage calculated from the size of the engine and load factor.

The LRDP Amendment Scenario includes all usage and emissions from the generators in the 2007 Baseline Scenario and eight new standby generators planned to support the projected new construction across the campus. Generator sizes were provided by UCLA staff for the proposed standby generators servicing the dormitories of the NHIP. Sproul South, Sproul West, Upper and Lower DeNeve, and Sproul Complex will likely be supported by a 250, 250, 500, and a 1000 kilowatt (kW) generator, respectively. Specification sheets for Cummins 250, 500, and 1000 kW generators were used to provide the data necessary for the LRDP Amendment analysis. (e.g., fuel consumption, bhp, etc). Four new generators are anticipated to service buildings not yet constructed. At this time, no information is available to determine the size of each generator; therefore, a 500 bhp diesel-fired ICE is assumed to drive each generator. The emissions were estimated based on emission factors and assuming a representative operating schedule.

The particulate matter (PM) emissions were estimated based on the proposed California PM emission standard for new diesel-fired standby generators (i.e., 0.1 grams per bhp). The annual emissions were based on diesel fuel usage associated with 6 hours per year (hr/yr) of operation. Based on discussions with Facilities Management personnel, standby generators on campus are generally tested 15 to 20 minutes per month at 25% load for routine maintenance purposes, which equates to 3 to 4 hours of annual operation.

This analysis conservatively assumes that the standby generators will be tested for 30 minutes per month at 25% load for routine maintenance purposes equating to 6 hr/yr of operation. The hourly emissions are estimated based on an hourly usage calculated from the size of the engine and load factor.

3.1.5 Painting Operations

The 2007 Baseline Scenario includes the permitted painting spray booth located in Campus Services Building I. Emissions were estimated based on material composition obtained from representative Material Safety Data Sheets (MSDSs) and material usage. It was assumed that all of the material usage is evaporated through the exhaust stack. The annual emissions were estimated based on daily usage logs provided by painting operations personnel. The hourly emissions were estimated by analyzing the daily coating logs. The maximum amount of material used in one day is conservatively assumed to be used in a one-hour period. No increase in paint usage is anticipated for the LRDP Amendment Scenario; therefore, the paint usage and associated emissions reported in the 2006-2007 SCAQMD AER were used for the LRDP Amendment scenario.

3.1.6 Laboratory Chemical Usage

The 2007 Baseline Scenario includes all TAC emissions associated with the routine use of laboratory chemicals. Lab purchase records were provided by UCLA staff to quantify the total chemical usage throughout the campus. The Stanford Biology Chemistry Quadrangle Project (Decision Focus Incorporated, 1989) provided solvent and formaldehyde loss factors (i.e., 5 and 10%, respectively) to determine the mass air emissions from routine chemical use. No information was available to determine the exact amount of chemical usage within each lab. The campus mass chemical usage was distributed to each lab based on the ratio of the lab's "wet" floor space (i.e., the area where the chemicals are handled and used) over the total "wet" floor space of the campus. The potential hourly laboratory emissions were determined based on laboratory hours of operation. An operational schedule of 12 hours per day, six days per week, and 50 weeks per year was deemed appropriate by UCLA staff. Therefore, the annual emissions were divided by 3,600 hours to estimate hourly emissions.

The LRDP Amendment Scenario includes all laboratory emissions associated with the 2007 Baseline Scenario plus one additional wet laboratory located in the Life Science Replacement Building. Additional usage and associated emissions from this laboratory was based on the percent increase in campus wet floor space between the 2007 Baseline Scenario and the LRDP Amendment Scenario. The hourly emissions were based on the laboratory operational schedule of 12 hours per day, six days per week, and 50 weeks per year. Therefore, the annual emissions were divided by 3600 hours to estimate hourly emissions.

3.2 HEALTH EFFECTS

Table 3-1 presents the emissions evaluated in the HRA for both the 2007 Baseline and LRDP Amendment Scenarios. Table 3-2 provides the emission rates by source type. Table 3-3 presents the health affects categories for substances evaluated in the HRA for both scenarios.

Table 3-1. Emissions Evaluated in the HRA for the 2007 Baseline and LRDP Amendment Scenarios

CAS Number	Substance	2007 Baseline Scenario		LRDP Amendment Scenario	
		(lbs/yr)	(lbs/hr)	(lbs/yr)	(lbs/hr)
75070	Acetaldehyde	1.11E+02	1.32E-02	1.11E+02	1.33E-02
75058	Acetonitrile	1.12E+02	3.11E-02	1.16E+02	3.23E-02
107028	Acrolein	1.85E+01	2.48E-03	1.85E+01	2.51E-03
7664417	Ammonia	2.59E+04	3.87E+00	2.60E+04	3.90E+00
71432	Benzene	6.87E+01	6.49E-02	6.95E+01	6.51E-02
7726956	Bromine Compounds	1.24E+02	3.45E-02	1.24E+02	3.45E-02
106990	Butadiene, 1,3-	1.18E+00	1.35E-04	1.18E+00	1.35E-04
75650	Butyl Alcohol, Tert-	5.19E-01	1.44E-04	5.39E-01	1.50E-04
56235	Carbon Tetrachloride	7.43E-01	1.34E-04	7.54E-01	1.37E-04
108907	Chlorobenzene	8.53E-01	2.37E-04	8.85E-01	2.46E-04
67663	Chloroform	1.18E+02	3.28E-02	1.23E+02	3.41E-02
106467	Dichlorobenzene, p-	3.42E-01	9.50E-05	3.55E-01	9.85E-05
9901	Diesel Exhaust (particulates)[1]	1.16E+02	1.62E+01	1.17E+02	1.56E+01
68122	Dimethylformamide	1.36E+01	3.78E-03	1.41E+01	3.92E-03
123911	Dioxane, 1,4-	8.53E+00	2.37E-03	8.85E+00	2.46E-03
106898	Epichlorohydrin	5.50E-04	1.53E-07	5.71E-04	1.58E-07
100414	Ethylbenzene	1.03E+02	8.69E-02	1.03E+02	8.70E-02
107062	Ethylene Dichloride	1.38E-02	3.84E-06	1.43E-02	3.98E-06
50000	Formaldehyde	3.31E+03	6.01E-01	3.36E+03	6.15E-01
110543	Hexane	9.71E+02	3.22E-01	1.01E+03	3.32E-01
302012	Hydrazine	1.10E-02	3.06E-06	1.14E-02	3.17E-06
7647010	Hydrogen Chloride	3.22E+01	8.96E-03	3.34E+01	9.29E-03
67630	Isopropyl Alcohol	3.31E+01	9.21E-03	3.44E+01	9.55E-03
67561	Methanol	8.63E+02	2.40E-01	8.95E+02	2.49E-01
107982	1-Methoxy-2-propanol	3.29E+01	6.20E-01	3.29E+01	6.20E-01
75092	Methylene Chloride	6.03E+02	1.67E-01	6.25E+02	1.74E-01
91203	Naphthalene	3.71E+00	5.10E-04	3.71E+00	5.13E-04
1151	PAH (excluding napthalene)	2.52E+00	3.15E-04	2.52E+00	3.16E-04
127184	Perchloroethylene	7.47E-01	1.14E-04	7.53E-01	1.16E-04
75569	Propylene Oxide	7.98E+01	9.10E-03	7.98E+01	9.10E-03
110861	Pyridine	1.83E+00	5.09E-04	1.90E+00	5.28E-04
108883	Toluene	5.12E+02	4.41E-01	5.14E+02	4.42E-01
79016	Trichloroethylene	2.78E+00	1.00E-01	2.78E+00	1.00E-01
121448	Triethylamine	6.20E+00	1.72E-03	6.43E+00	1.79E-03
95636	Trimethylbenzene, 1,2,4-	3.16E+01	2.65E-01	3.16E+01	2.65E-01
75014	Vinyl Chloride	3.94E-01	4.50E-05	3.94E-01	4.50E-05
1330207	Xylenes	3.40E+02	4.26E-01	3.43E+02	4.27E-01

[1] Diesel Exhaust (particulates) are also referred to as diesel particulate matter (DPM)

Table 3-2. Emission Rates By Source Type

Emission Source Description	CAS Number	Substance	Emission Rate			
			2007 Baseline Scenario		LRDP Amendment Scenario	
			(lbs/yr)	(lbs/hr)	(lbs/yr)	(lbs/hr)
Turbines - Cogeneration Plant						
	75070	Acetaldehyde	1.10E+02	1.26E-02	1.10E+02	1.26E-02
	107028	Acrolein	1.76E+01	2.00E-03	1.76E+01	2.00E-03
	7664417	Ammonia	2.46E+04	2.80E+00	2.46E+04	2.80E+00
	71432	Benzene	3.80E+01	5.64E-02	3.80E+01	4.35E-03
	106990	Butadiene, 1,3-	1.18E+00	1.35E-04	1.18E+00	1.35E-04
	56235	Carbon Tetrachloride	4.44E-01	5.06E-05	4.44E-01	5.06E-05
	75092	Chloroform	3.46E-01	3.94E-05	3.46E-01	3.94E-05
	100414	Ethylbenzene	8.78E+01	8.04E-02	8.78E+01	1.00E-02
	50000	Formaldehyde	1.95E+03	1.11E-01	1.95E+03	2.22E-01
	127184	Methylene Chloride	5.68E-01	6.48E-05	5.68E-01	6.48E-05
	91203	Naphthalene	3.58E+00	2.05E-04	3.58E+00	4.10E-04
	1151	PAHs (excluding Naphthalene)	2.48E+00	1.41E-04	2.48E+00	2.82E-04
	79016	Perchloroethylene	6.16E-01	7.04E-05	6.16E-01	7.04E-05
	75569	Propylene Oxide	7.98E+01	4.55E-03	7.98E+01	9.10E-03
	108883	Toluene	3.85E+02	4.01E-01	3.85E+02	4.41E-02
	67663	Trichloroethylene	4.68E-01	2.67E-05	4.68E-01	5.34E-05
	75014	Vinyl Chloride	3.94E-01	2.25E-05	3.94E-01	4.50E-05
	1330207	Xylenes	1.84E+02	3.88E-01	1.84E+02	2.09E-02
Gasoline Loading						
	71432	Benzene	8.98E+00	5.39E-02	8.98E+00	5.39E-02
	100414	Ethylbenzene	1.26E+01	7.54E-02	1.26E+01	7.54E-02
	110543	Hexane	8.98E+00	5.39E-02	8.98E+00	5.39E-02
	108883	Toluene	6.28E+01	3.77E-01	6.28E+01	3.77E-01
	95636	Trimethylbenzene, 1,2,4-	2.24E+01	1.35E-01	2.24E+01	1.35E-01
	1330207	Xylenes	6.28E+01	3.77E-01	6.28E+01	3.77E-01
Boilers (all)						
	75070	Acetaldehyde	1.29E+00	6.60E-04	1.32E+00	6.93E-04
	107028	Acrolein	9.17E-01	4.85E-04	9.48E-01	5.13E-04
	7664417	Ammonia	1.34E+03	1.07E+00	1.38E+03	1.10E+00
	71432	Benzene	2.40E+00	1.23E-03	2.47E+00	1.29E-03
	100414	Ethylbenzene	2.85E+00	1.46E-03	2.93E+00	1.53E-03
	50000	Formaldehyde	5.09E+00	2.62E-03	5.24E+00	2.75E-03
	110543	Hexane	1.89E+00	9.63E-04	1.94E+00	1.01E-03
	91203	Naphthalene	1.26E-01	1.00E-04	1.30E-01	1.03E-04
	1151	PAH (excluding naphthalene)	4.20E-02	3.34E-05	4.31E-02	3.45E-05
	108883	Toluene	1.10E+01	5.65E-03	1.13E+01	5.92E-03
	1330207	Xylenes	8.15E+00	4.19E-03	8.38E+00	4.40E-03
ICEs (all)						
	9901	Diesel Exhaust (particulates)	1.16E+02	1.62E+01	1.17E+02	1.55E+01
Spray Booth						

Table 3-2. Emission Rates By Source Type

Emission Source Description	CAS Number	Substance	Emission Rate			
			2007 Baseline Scenario		LRDP Amendment Scenario	
			(lbs/yr)	(lbs/hr)	(lbs/yr)	(lbs/hr)
	107982	1-Methoxy-2-propanol	2.16E+00	1.00E-01	2.16E+00	1.00E-01
	79016	Trichloroethylene	9.20E+00	1.30E-01	9.20E+00	1.30E-01
	95636	Trimethylbenzene, 1,2,4-	3.29E+01	6.20E-01	3.29E+01	6.20E-01
Laboratories (all)						
	75058	Acetonitrile	1.12E+02	3.11E-02	1.35E+02	3.74E-02
	71432	Benzene	1.94E+01	5.38E-03	2.36E+01	6.54E-03
	7726956	Bromine Compounds	1.24E+02	3.45E-02	1.24E+02	3.45E-02
	75650	Butyl Alcohol, Tert-	5.19E-01	1.44E-04	5.32E-01	1.48E-04
	56235	Carbon Tetrachloride	2.99E-01	8.29E-05	3.25E+01	9.01E-03
	108907	Chlorobenzene	8.53E-01	2.37E-04	3.67E+01	1.02E-02
	67663	Chloroform	1.18E+02	3.28E-02	1.18E+02	3.29E-02
	106467	Dichlorobenzene, p-	3.42E-01	9.50E-05	3.42E-01	9.50E-05
	68122	Dimethylformamide	1.36E+01	3.78E-03	1.43E+01	3.98E-03
	123911	Dioxane, 1,4-	8.53E+00	2.37E-03	8.54E+00	2.37E-03
	106898	Epichlorohydrin	5.50E-04	1.53E-07	1.07E-03	2.96E-07
	107062	Ethylene Dichloride	1.38E-02	3.84E-06	1.99E+00	5.53E-04
	50000	Formaldehyde	1.35E+03	3.76E-01	1.35E+03	3.76E-01
	110543	Hexane	9.60E+02	2.67E-01	9.60E+02	2.67E-01
	302012	Hydrazine	1.10E-02	3.06E-06	3.18E+00	8.83E-04
	7647010	Hydrogen Chloride	3.22E+01	8.96E-03	3.69E+01	1.02E-02
	67630	Isopropyl Alcohol	3.31E+01	9.21E-03	3.75E+01	1.04E-02
	67561	Methanol	8.63E+02	2.40E-01	8.64E+02	2.40E-01
	75092	Methylene Chloride	6.02E+02	1.67E-01	6.02E+02	1.67E-01
	127184	Perchloroethylene	1.79E-01	4.97E-05	1.79E-01	4.98E-05
	110861	Pyridine	1.83E+00	5.09E-04	2.06E+00	5.73E-04
	108883	Toluene	5.30E+01	1.47E-02	5.30E+01	1.47E-02
	121448	Triethylamine	6.20E+00	1.72E-03	6.52E+00	1.81E-03
	1330207	Xylenes	8.50E+01	2.36E-02	8.62E+01	2.39E-02

Table 3-3. Health Effects Categories for Substances Evaluated in the HRA for Both Scenarios

CAS Number	Substance	Cancer	Noncancer	
			Acute	Chronic
9901	DPM	✓		✓
1151	PAHs, total, w/o individual components	✓		
50000	Formaldehyde	✓	✓	✓
71432	Benzene	✓	✓	✓
91203	Naphthalene	✓		✓
106990	1,3-Butadiene	✓		✓
7664417	Ammonia		✓	✓
56235	Carbon tetrachloride	✓	✓	✓
123911	1,4-Dioxane	✓	✓	✓
107062	Ethylene dichloride	✓		✓
79016	Trichloroethylene	✓		✓
75014	Vinyl chloride	✓	✓	
75092	Methylene chloride	✓	✓	✓
108883	Toluene		✓	✓
1330207	Mixed xylenes		✓	✓
67630	Isopropyl alcohol	✓	✓	
100414	Ethyl benzene			✓
67561	Methanol		✓	✓
110543	Hexane			✓
75070	Acetaldehyde	✓		✓
107028	Acrolein		✓	✓
127184	Perchloroethylene	✓	✓	✓
107982	1-Methoxy-2-propanol			✓
75058	Acetonitrile		✓	✓
7726956	Bromine compounds		✓	✓
75650	Butyl Alcohol, Tert-		✓	✓
108907	Chlorobenzene		✓	
67663	Chloroform	✓	✓	✓
106467	Dichlorobenzene, p-	✓	✓	✓
68122	Dimethylformamide		✓	✓
106898	Epichlorohydrin	✓	✓	✓
302012	Hydrazine	✓	✓	✓
7647010	Hydrogen Chloride		✓	✓
75569	Propylene Oxide	✓	✓	✓
110861	Pyridine		✓	✓
121448	Triethylamine		✓	✓

4.0 EXPOSURE ASSESSMENT

The HRA addresses the required exposure pathways for all chemicals included in this study. *SCAQMD's Supplemental Guidelines for Preparing Risk Assessments for the Air Toxics Hot Spots Information and Assessment Act* (SCAQMD 2005) (SCAQMD Supplemental Guidelines) states that, at a minimum, the HRA must include the following pathways: home grown produce, dermal absorption, soil ingestion, and mother's milk. The exposure assessment process uses the emission estimates derived in the initial steps of the risk assessment and predicts the potential dose of each chemical to individuals in the surrounding population. The exposure assessment model, Hotspots Analysis and Reporting Program (HARP), was developed specifically for conducting risk assessments in compliance with AB 2588. The HARP model was used to estimate adverse health effects in this HRA.

4.1 AIR DISPERSION MODELING

Air dispersion modeling was conducted to determine the pollutant ground-level concentrations at off- and on-campus locations. The emissions at UCLA are released into the atmosphere through point, area, and volume sources. The methods used in modeling TACs from these sources are consistent with procedures outlined in the OEHHA guidelines. Additionally, the modeling methodology meets the EPA and CARB requirements for air quality modeling. The dispersion modeling files are provided in electronic format on the enclosed CD.

4.1.1 Model Selection

The CARB-approved HARP model (version 1.4, build May 2008) was used in this HRA. The HARP model incorporates the Industrial Source Complex Short Term (ISCST3) model to compute downwind dispersion and the EPA-approved Building Profile Input Program (BPIP) to evaluate downwash impacts of buildings and structures.

4.1.2 Model Input

The model input includes meteorological data, modeling parameters, modeling receptor grid, and emission source characteristics.

4.1.2.1 Meteorological Data

The SCAQMD has required all facilities to utilize a single year of local meteorological data from the year 1981. It is considered that weather conditions during this time represent worst-case dispersion and, hence, will result in a conservative estimate of impacts.

Data collected at the West Los Angeles monitoring station (surface station I.D. 52158 and upper air station I.D. No. 91919) were selected as the most appropriate data set for the UCLA modeling. West Los Angeles data include measurements of wind speed, wind direction, surface temperature, and stability. Upper air data from near Los Angeles International Airport were used for determining mixing height. The same meteorological data were used in both Scenarios.

4.1.2.2 Model Options and Parameters

Table 4-1 shows the dispersion model input options that were used in the ISCST3 modeling. All options were selected as recommended in the SCAQMD Supplemental Guidelines. The same model options were used in both Scenarios.

4.1.2.3 Modeling Grid

Off- and on-campus receptor locations were used in the modeling. The off-campus receptor locations were identified utilizing grid spacing from the origin of the UCLA campus (i.e., Bruin Plaza). Per the SCAQMD Supplemental Guidelines a grid spacing of 100 meters must be used in order to locate the off-campus maximum impacted receptors. The off- and on-campus discrete receptor locations evaluated were those characterized as sensitive receptors such as hospitals, day care centers, schools, and residential dormitories. The census block receptors were generated from census data contained in the HARP software.

The receptors utilized the UTM coordinate system. The receptor elevations were obtained electronically from the United States Geological Survey 7.5-minute Digital Elevation Model data. The campus boundary receptor locations are presented on Figure 4-1. The off-campus gridded receptor locations are provided on Figure 4-2. The off- and on-campus discrete and sensitive receptor locations are provided on Figure 4-3. Census block locations are shown on Figure 4-4. The same receptors locations were evaluated in both Scenarios.

4.1.2.4 Source Characterization

The emission sources evaluated in the HRA discussed in Section 3.1 were modeled as point, area, and volume sources. The cogeneration gas turbines, boilers, and ICEs were modeled as point sources at their respective locations. The modeled emissions by source and by pollutant for each Scenario are presented in Appendix A. The modeled point source parameters for both Scenarios are presented in Table 4-2. The lab chemical usage was modeled as area sources. The lab chemical usage was modeled from different areas across campus based on the location of the lab. The labs were aggregated, where appropriate, based on their geographic locations. The lab emissions were assumed to be released from the top of the buildings. The modeled area source parameters are presented in Table 4-3. The gasoline dispensing facility was modeled a volume source. The gasoline dispensing facility was modeled at its respective location with a volume representative of where the evaporative emissions would likely originate. The locations of the modeled point, area, and volume sources are presented on Figures 4-5 and 4-6, respectively.

4.1.3 Deposition Methodology

A default procedure recommended by SCAQMD and CARB was used to estimate the deposition flux of particulate-borne pollutants on ground surfaces. Under this procedure, a default settling velocity (in meters per second) is multiplied by the ground-level concentration (in $\mu g/m^3$) to yield a flux term with units of mass per square meter per second. This procedure is a conservative approach which has the primary disadvantage of failing to conserve mass (i.e., pollutant mass assumed to be deposited also stays in the plume), resulting in a double counting of particulate impacts at distant receptors.

The SCAQMD Supplemental Guidelines recommends using a deposition velocity of 0.02 meters per second for all non-inhalation pathways. The 0.02 meters per second value was used in the modeling for this HRA.

4.1.4 Aerodynamic Wake Effects

When sources are located near or on buildings or structures, the dispersion of the plume can be influenced by the buildings or structures. Under certain wind speeds, the wake produced on the lee side of the building, known as building downwash, can cause the plume to be pulled toward the ground near the building resulting in higher concentrations close to the building.

The EPA-approved BPIP that is part of the HARP model was used to provide input for the downwash analysis that is performed by ISCST3. BPIP requires the input of building corner coordinates and heights, and stack coordinates. The building heights were provided by UCLA staff, while ArcGIS Version 9.2 was used to generate UTM coordinates to identify building and source locations. Because of the complexity of the stack/building relationships on the UCLA campus, the analysis included all buildings that could potentially influence each point source.

4.2 MULTIPATHWAY ANALYSIS

In identifying pathways that could potentially lead to exposure, the type of pollutants emitted, land use in the area, and lifestyle (i.e., urban versus rural or agricultural) must be considered. Consistent with the SCAQMD Supplemental Guidelines, the following pathways have been identified as potential exposure routes for the routine campus-wide emissions:

- Inhalation;
- Home grown produce;
- Dermal absorption;
- Soil ingestion; and
- Mother’s milk.

Other pathways listed in the OEHHA guidelines for consideration, such as water ingestion, dairy and beef, and poultry and eggs, were not viable exposure routes for UCLA due to the types of substances emitted and surrounding land use. Table 4-5 presents the substances evaluated in both Scenarios and whether the substances are evaluated for inhalation-only exposure or multipathway exposures.

4.2.1 Inhalation Exposure

Exposure to substances in ambient air occurs through inhalation of both gases and PM. For the purpose of this assessment, particulate emissions are considered to be entirely absorbed in the lungs, yielding a conservative estimate of exposure. In reality, only a fraction of the inhaled particulates would deposit in the lungs and be absorbed. Inhalation exposure for the average adult is determined by multiplying the estimated concentration in air by an average daily inhalation volume specified by the OEHHA guidelines (20 cubic meters of air per day) and dividing that quantity by body weight (assumed to be 70 kilograms).

4.2.2 Soil Ingestion

Pollutants emitted in the particulate phase are subject to deposition onto ground surfaces and mixing in the uppermost layer of soil. Soil concentration calculations assume a constant deposition rate onto soil and an even mixing of emissions into the top one centimeter of soil. Loss mechanisms, primarily degradation over time, are considered in estimating the soil concentration of certain organic emissions over the period of interest.

Exposure from incidental ingestion of soil is estimated by multiplying the soil concentration estimate of each substance by a soil ingestion rate specified by the OEHHA guidelines and dividing by the body weight. The soil ingestion rate is an age-weighted value that reflects higher consumption rates for a child and significantly less consumption for an adult.

4.2.3 Dermal Exposure

Dermal exposure results when soil containing deposited particulate-borne pollutants contacts the skin and these pollutants are absorbed into the body. The daily exposure rate was calculated by multiplying the soil concentration of each pollutant by an estimate of the exposed skin surface area, amount of soil on the skin, and a chemical-specific absorption rate. The OEHHA guidelines provide default estimates of skin area, soil contact rate, and absorption rate.

4.2.4 Plant Ingestion

Locally grown produce presents a secondary route of exposure to emissions. Exposure via plant ingestion from the consumption of home grown garden produce may be a potential exposure route depending on the extent of the zone of impact (ZOI).

Particulate emissions can accumulate in edible garden produce from direct deposition onto plant surfaces and through absorption by the root system. The calculations for determining the deposition component of the concentration in the produce consider the deposition rate, an interception fraction, and removal of particulates from weathering (i.e., wind, rain, irrigation, etc.). The interception fraction corresponds to the amount of particulate depositing on the garden area that actually contacts exposed edible produce. Concentrations in the produce due to root uptake from the garden soil are estimated by multiplying a root uptake factor, which relates the concentration of a substance in plant tissue to that in soil water, by the estimated soil concentration. Under the OEHHA methodology, root uptake contributes to pollutant concentrations in produce grown above, as well as below, ground. The procedure for estimating soil concentrations is the same as for the soil ingestion pathway, but assumes a 15-centimeter mixing depth (versus a one centimeter mixing depth used for soil ingestion and dermal contact exposure pathways). Human exposure is estimated by multiplying plant concentrations by the daily ingestion rate of garden produce. As required by the OEHHA guidelines, the plant ingestion pathway was included in the analysis within the ZOI.

4.2.5 Total Exposure

The total daily exposure for each emitted substance is calculated by summing the individual exposure for each pathway. These total daily exposures are used to assess the potential health risk as presented in Section 5.0. Table 4-5 presents exposure pathways evaluated for each substance in both Scenarios.

4.3 OFF- AND ON-CAMPUS EXPOSURE

The OEHHA guidelines require the evaluation of potential health impacts from a facility at off-site residences and workplaces. Since the UCLA campus has on-site residential and sensitive receptors including, day care centers, hospitals, student housing, and an elementary school, specific receptors were included to assess the exposure at specific on-campus locations. The off-campus exposure was calculated consistent with OEHHA's exposure and risk calculation guidance for a hypothetical residential maximally exposed individual (MEI). The off-campus MEI is assumed to live at the point of highest toxicity-weighted concentration of facility TAC emissions, in a residentially zoned area, for 24 hours per day, 365 days per year, for 70 continuous years. The MEI concept ensures that exposure will not be underestimated because time spent at work, on vacation, commuting locally, or moving from one residence to another would otherwise reduce the actual exposure to emissions from the UCLA campus.

The on-campus exposure was calculated using the same approach as the off-campus exposure calculations, except for adjustments in exposure durations. According to OEHHA guidelines, the HARP results were multiplied by a factor of 9/70 to account for the assumption of a 9-year exposure period at the on-campus locations. An off-campus occupational MEI was not determined since the result is likely to be lower than the residential MEI because exposures occur over a shorter duration and exposure concentrations are lower. An on-campus occupational MEI was not determined since facility worker exposure determination is not required under the OEHHA guidelines and facility worker health and safety is regulated separately.

4.4 ZONE OF IMPACT

Under OEHHA and SCAQMD guidelines, the ZOI for the carcinogenic risk assessment of facility emissions encompasses the area surrounded by a one in a million (1.0×10^{-6}) risk isopleth. In addition, the ZOI for the noncarcinogenic risk assessment encompasses the area surrounded by a 1.0 HI isopleth. In this HRA, some of the receptor locations had cancer risks greater than one in one million and, thus, a carcinogenic ZOI was defined. The carcinogenic ZOI extended off-campus approximately 6,500 feet to the east and about 4,000 feet to the north of campus. However, all of the receptors had noncarcinogenic HIs less than 1.0. Thus, a noncarginogenic ZOI was not defined. The location of the carcinogenic ZOI is presented in Section 5.0.

4.5 SENSITIVE RECEPTORS

Sensitive receptors are locations where exposed individuals may be more sensitive to health effects than the general population. OEHHA guidelines define sensitive receptors as hospitals, primary and secondary schools, day care centers, and nursing homes. In this HRA, sensitive receptors were identified within the carcinogenic ZOI by online search engines and site visits. A nine year exposure duration was assumed for sensitive receptors such as schools, and day cares to accurately assess realistic exposure duration. The results for the sensitive receptors are presented in Section 6.0.

Table 4-1. Dispersion Modeling Options Used for the LRDP Amendment HRA

Option Description	ISCST3 Model Option with HARP
Dispersion Coefficients	Urban
Vertical Potential Temperature Gradient (Kelvin/m)	0.02 for E Stability 0.035 for F Stability
Final Plume Rise	Used
Stack Tip Downwash	Used
Buoyancy – Induced Dispersion	Used
Concentrations During Calms Set	Not Used
Regulatory Default Option	Not Used
Anemometer Height	10.0 meters
Decay Coefficient	0.00
Year of Meteorology Used	1981
SCAQMD MET Designation	West LA

[1] Modeling Options consistent with SCAQMD Supplemental Guidelines requirements

Campus Boundary Receptors

UCLA HEALTH RISK ASSESSMENT

JUNE 2008	FIGURE 4-1

URS

Legend

UCLA Boundary

Off-campus Receptor Grid

N

0 3,000 6,000

Feet

Scale: 1:9,000

Source: AirPhoto USA, 2007

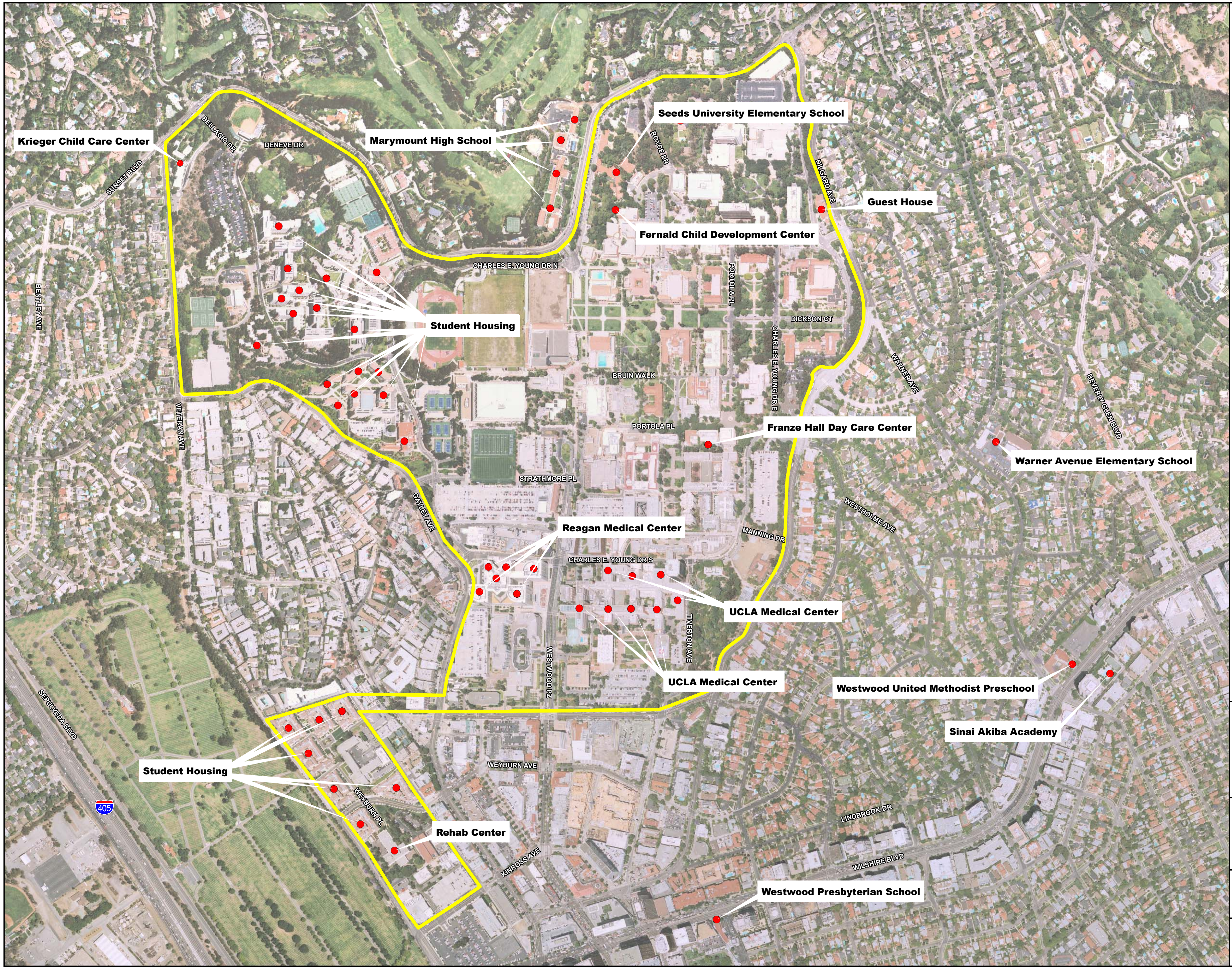
Complete Off-campus Receptor Grid

UCLA HEALTH RISK ASSESSMENT

JUNE 2008

FIGURE 4-2

URS



Legend

UCLA Boundary

On and Off-campus Discrete or Sensitive Receptor

N

0 750 1,500

Feet

Scale: 1:9,000

Source: AirPhoto USA, 2007

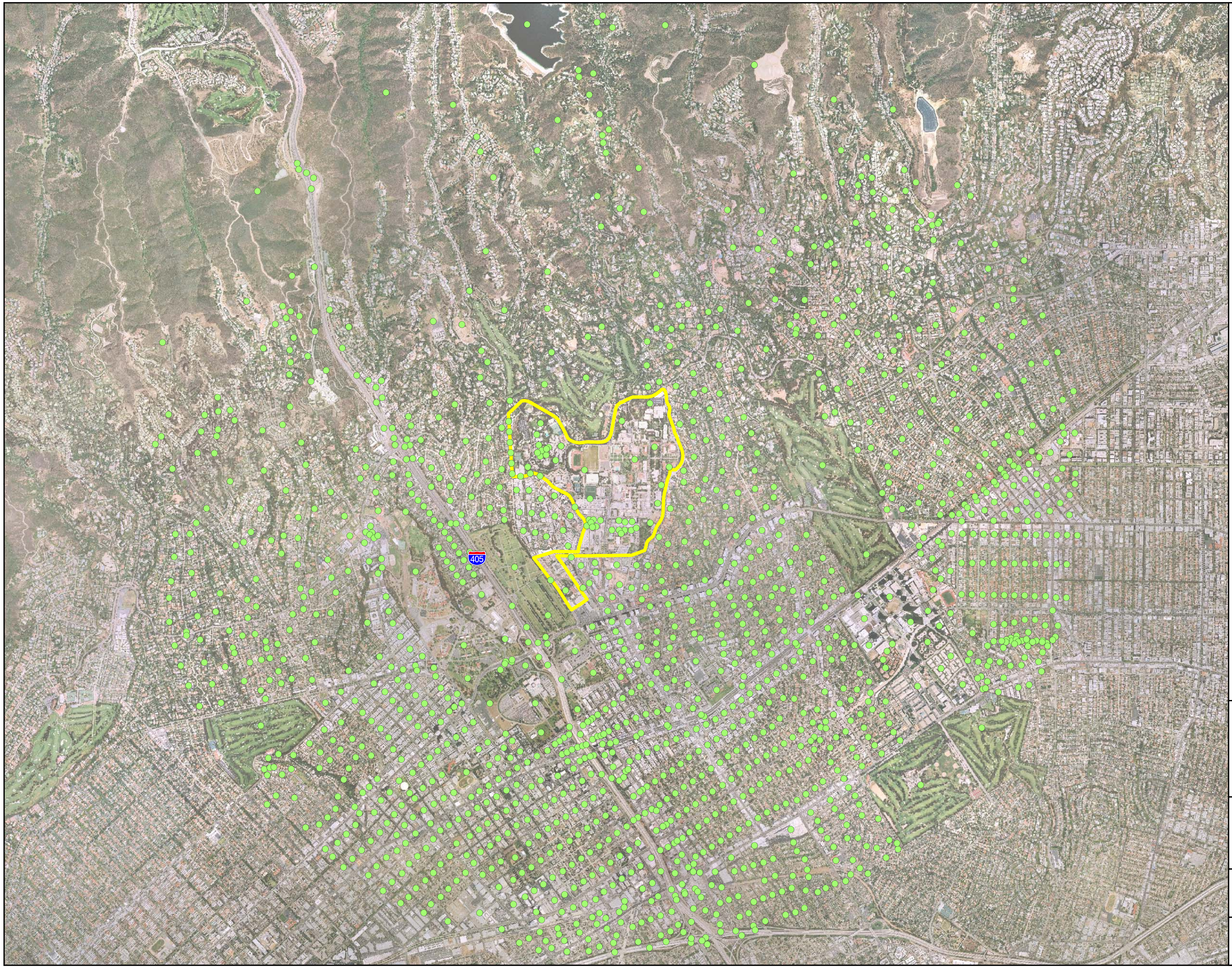
On and Off-campus Discrete and Sensitive Receptor Locations

UCLA HEALTH RISK ASSESSMENT

JUNE 2008

FIGURE 4-3

URS



Legend

UCLA Boundary

Census Block Location

N

0 3,000 6,000

Feet

Scale: 1:9,000

Source: AirPhoto USA, 2007

Census Block Locations

UCLA HEALTH RISK ASSESSMENT

JUNE 2008	**FIGURE 4-4**

URS

Table 4-2. Modeled Point Source Parameters in the LRDP Amendment HRA for Both Scenarios

Source ID	Source Type	Location[1]	UTM Coordinates East (m)	UTM Coordinates North (m)	Elevation (feet)[2]	Stack Height (feet)[1]	Stack Diameter (feet)[1]	Exit Temperature (°F)[3]	Exit Velocity (ft/min)[3]
10001	POINT	Cogeneration Plant Turbine	366551.4111	3770553.818	367.4	124.968	6	230	4060
10002	POINT	Cogeneration Plant Turbine	366562.9438	3770552.029	367.4	124.968	6	230	4060
10004	POINT	Covel Commons Boiler	366201.3119	3771209.783	456.6	52	0.667	350	1376.587
10005	POINT	Covel Commons Boiler	366221.0796	3771207.586	453.9	52	0.667	350	1376.587
10006	POINT	Canyon Point Boiler	366137.4705	3771275.077	458.4	51	0.667	350	1376.587
10007	POINT	Delta Terrace Boiler	366112.2338	3771159.651	482.6	39	0.667	350	1376.587
10008	POINT	Courtside Boiler	366206.9719	3771268.866	455.9	52	0.667	350	1376.587
10009	POINT	Bradley Boiler	366289.3681	3770800.644	409.5	33	0.5	350	1609.375
10010	POINT	Dykstra Hall Boiler	366178.6524	3770881.714	448.1	124	0.5	350	1690.862
10011	POINT	Dykstra Hall Boiler	366239.5991	3770881.261	446.1	124	0.5	350	1690.862
10012	POINT	DeNeve 'C' Bldg Boiler	366216.2291	3770975.658	443.6	72	0.5	350	1690.862
10013	POINT	DeNeve 'C' Bldg Boiler	366221.8004	3770980.672	443.4	72	0.5	350	1690.862
10014	POINT	DeNeve 'D' Bldg Boiler	366172.5869	3770973.429	456.7	72	0.5	350	1690.862
10015	POINT	DeNeve 'D' Bldg Boiler	366165.9012	3770979.744	458.9	72	0.5	350	1690.862
10016	POINT	DeNeve 'E' Bldg Boiler	366103.1307	3770945.201	456.6	72	0.5	350	1690.862
10017	POINT	DeNeve 'E' Bldg Boiler	366096.6308	3770951.33	458.8	72	0.667	350	1359.415
10018	POINT	DeNeve 'F' Bldg Boiler	366117.8019	3770891.902	437.1	72	0.5	350	1690.862
10019	POINT	DeNeve 'F' Bldg Boiler	366122.6304	3770896.731	440.3	72	0.5	350	2052.462
10020	POINT	DeNeve Podium Bldg Boiler	366184.6581	3770919.573	451.9	72	0.5	350	2052.462
10021	POINT	DeNeve Podium Bldg Boiler	366190.2295	3770919.573	450.5	72	0.5	350	2052.462
10022	POINT	DeNeve 'A' Bldg Boiler	366230.7146	3770904.345	447.5	72	0.5	350	1690.862
10023	POINT	DeNeve 'A' Bldg Boiler	366222.1719	3770904.345	449.4	72	0.5	350	1690.862
10024	POINT	DeNeve 'B' Bldg Boiler	366164.0441	3770904.53	450.4	72	0.5	350	1690.862
10025	POINT	DeNeve Kitchen Boiler	366132.1017	3770970.644	462.2	72	0.5	350	1690.862
10026	POINT	DeNeve 'A' Bldg Boiler	366222.729	3770925.516	446.8	72	0.5	350	1690.862
10027	POINT	DeNeve 'B' Bldg Boiler	366166.4584	3770925.702	452.6	72	0.5	350	1690.862
10028	POINT	Sproul Boiler	366209.6611	3771152.023	464.2	118	0.5	350	2052.462
10029	POINT	Hedrick Tower Boiler	365995.1721	3771276.554	531.4	115	0.5	350	1690.862

Table 4-2. Modeled Point Source Parameters in the LRDP Amendment HRA for Both Scenarios

Source ID	Source Type	Location[1]	UTM Coordinates East (m)	UTM Coordinates North (m)	Elevation (feet)[2]	Stack Height (feet)[1]	Stack Diameter (feet)[1]	Exit Temperature (°F)[3]	Exit Velocity (ft/min)[3]
10030	POINT	Hedrick Tower Boiler	366014.6981	3771276.554	529.9	115	0.5	350	1690.862
10031	POINT	Hedrick Tower Boiler	366003.6124	3771237.88	528.3	115	0.667	350	1508.235
10032	POINT	Hedrick Tower Boiler	366003.1085	3771201.221	527.8	115	0.667	350	1508.235
10033	POINT	Hedrick Hall Boiler	365978.2915	3771199.08	524.8	115	0.5	350	1690.862
10034	POINT	Hedrick Hall Boiler	365978.4175	3771217.85	530.0	115	0.5	350	1690.862
10035	POINT	Hedrick Hall Boiler	366018.8553	3771218.606	526.8	115	0.667	350	1359.415
10036	POINT	Hedrick Hall Boiler	365950.7031	3771334.502	529.0	115	0.667	350	1359.415
10037	POINT	Hedrick Hall Boiler	365968.4655	3771326.566	527.6	115	0.667	350	1359.415
10038	POINT	Hedrick Hall Boiler	365968.2136	3771320.393	528.6	115	0.667	350	1359.415
10039	POINT	Hedrick Hall Boiler	366023.0124	3771325.936	513.7	115	0.5	350	1156.101
10040	POINT	Rieber Hall Boiler	366072.3984	3771066.905	508.4	115	1	350	1622.107
10041	POINT	Rieber Hall Boiler	366072.3984	3771098.631	508.4	115	1	350	1622.107
10042	POINT	EH&S Facility Boiler	366358.4468	3770672.12	373.9	36	0.5	350	1420.935
10043	POINT	Rehabilitation #1 Boiler	366237.9074	3769858.574	343.3	52	0.5	350	2016.811
10044	POINT	Rehabilitation #2 Boiler	366248.095	3769824.573	335.4	52	0.5	350	2016.811
10045	POINT	SCRC Pk Pool Shwrs #3 Boiler	366049.8133	3771381.213	500.3	16	0.5	350	1344.541
10046	POINT	SCRC-Family #6 Boiler	366035.0206	3771394.807	511.2	16	0.5	350	1935.324
10047	POINT	SCRC-Family #7 Boiler	366061.8075	3771391.608	499.6	16	0.5	350	1935.324
10048	POINT	SCRC- #1 (Olympic) Boiler	366070.6032	3771324.041	496.7	16	0.667	350	1359.415
10049	POINT	SCRC- #2 (Olympic) Boiler	366008.6334	3771372.417	508.4	16	0.667	350	1359.415
10050	POINT	SRL #BLR-3 Boiler	365791.6995	3770999.332	455.0	26	0.5	350	1690.862
10051	POINT	SRL #BLR-4 Boiler	365841.0048	3771032.073	464.5	26	0.5	350	1690.862
10052	POINT	STRB Boiler	366349.4589	3769825.851	329.3	39	0.5	350	2016.811
10053	POINT	UES BLR#4 Boiler	366754.1864	3771453.218	419.8	13	0.667	350	1359.415
10054	POINT	Unex Boiler	366295.9425	3770189.264	363.2	128	0.667	350	1262.109
10055	POINT	Unex Boiler	366306.8204	3770188.769	363.0	128	0.5	350	2240.902
10056	POINT	UES BLR#3 Boiler	366754.1864	3771453.218	419.8	16	0.33	350	1543.321
10057	POINT	Ueberroth #1 Boiler	366463.0325	3770199.278	344.4	42	0.33	350	1543.321
10058	POINT	Rehab. #5 Boiler	366270.9683	3769838.52	338.7	52	0.5	350	1344.541

Table 4-2. Modeled Point Source Parameters in the LRDP Amendment HRA for Both Scenarios

Source ID	Source Type	Location[1]	UTM Coordinates East (m)	UTM Coordinates North (m)	Elevation (feet)[2]	Stack Height (feet)[1]	Stack Diameter (feet)[1]	Exit Temperature (°F)[3]	Exit Velocity (ft/min)[3]
10059	POINT	Rehab. #6 Boiler	366271.4151	3769811.938	331.3	52	0.5	350	1344.541
10060	POINT	Warren Hall Boiler	366224.8136	3770061.704	383.8	39	1	350	1755.797
10061	POINT	200 Med Plaza Boiler	366495.4207	3770305.977	351.0	108	1.33	350	1552.591
10062	POINT	200 Med Plaza Boiler	366570.8246	3770394.87	357.5	108	1.33	350	1552.591
10063	POINT	Cogeneration Boiler	366551.4111	3770553.818	367.4	125	6	350	4060
20001	POINT	Sproul South Boiler	366223.237	3771128.246	467.3	50	0.5	350	1787.628
20002	POINT	Sproul South Boiler	366222.9183	3771139.847	467.3	50	0.5	350	1787.628
20003	POINT	Sproul West Boiler	366116.8785	3771051.561	481.0	77	0.5	350	1787.628
20004	POINT	Sproul West Boiler	366119.4042	3771051.561	481.0	77	0.5	350	1787.628
20005	POINT	Upper DeNeve Boiler	366082.1378	3770971.075	472.4	74	0.5	350	1787.628
20006	POINT	Upper DeNeve Boiler	366082.0804	3770974.407	472.4	74	0.5	350	1787.628
20007	POINT	Lower DeNeve Boiler	366025.7972	3770945.842	459.0	60	0.5	350	1787.628
20008	POINT	Lower DeNeve Boiler	366024.9977	3770943.359	459.0	60	0.5	350	1787.628
10064	POINT	Covel Generator	366239.2297	3771190.889	451.5	9	0.416	500	4800
10065	POINT	De Neve Generator	366207.0035	3770841.265	435.6	9	0.5	500	4800
10066	POINT	Hedrick Generator	365968.0431	3771246.829	532.5	8	0.5	500	4800
10067	POINT	Sproul Hall Generator	366209.4357	3771120.356	464.3	10	0.667	500	19.68
10068	POINT	Dykstra Generator	366207.0035	3770861.33	445.9	8	0.5	500	4800
10069	POINT	Rieber Hall Generator	366072.9392	3771108.796	508.9	9	0.5	500	4800
10070	POINT	Reiber N Generator	365965.6109	3771167.175	521.5	10	0.416	500	4800
10071	POINT	Reiber W Generator	366000.9439	3771114.837	511.3	10	0.416	500	4800
10072	POINT	Cogeneration Generator	366580.9492	3770560.35	367.4	50	1	500	4800
10073	POINT	Ackerman Generator	366726.8793	3770950.712	397.9	12	0.833	500	4800
10074	POINT	Young Hall E Generator	367028.468	3770720.265	419.8	7	1	500	4800
10075	POINT	MSB Generator	367041.8449	3770622.978	413.4	12	1.33	500	19.68
10076	POINT	STRB Generator	366343.0572	3769828.778	330.4	13	0.833	500	4800
10077	POINT	UCPD NE Generator	366610.0573	3770576.382	368.8	14	0.833	500	4800
10078	POINT	PS 1 Generator	366451.471	3770300.119	351.0	12	0.667	500	4800
10079	POINT	Gonda Generator	366668.1982	3770576.742	371.7	15	1.167	500	4800

Table 4-2. Modeled Point Source Parameters in the LRDP Amendment HRA for Both Scenarios

Source ID	Source Type	Location[1]	UTM Coordinates		Elevation (feet)[2]	Stack Height (feet)[1]	Stack Diameter (feet)[1]	Exit Temperature (°F)[3]	Exit Velocity (ft/min)[3]
			East (m)	North (m)					
10080	POINT	UCLA Med Ctr Generator	366898.5488	3770296.506	387.0	11	1	500	4800
10081	POINT	UCLA Med Ctr Generator	366898.5488	3770296.506	387.0	11	1	500	4800
10082	POINT	UCLA Med Ctr Generator	366898.5488	3770296.506	387.0	11	1	500	4800
10083	POINT	UCLA Med Ctr Generator	366898.5488	3770296.506	387.0	11	1	500	4800
10084	POINT	UCLA Med Ctr Generator	366845.4474	3770515.354	399.1	13	1	500	4800
10085	POINT	Macdonald Lab Generator	366733.1848	3770587.368	379.9	8	1	500	4800
10086	POINT	AGSM South Generator	366838.759	3771248.653	423.9	12	0.833	500	4800
10087	POINT	Seas IV NW Generator	366745.7286	3770750.059	390.5	18	0.833	500	4800
10088	POINT	Campus Wide Generator	366681.6887	3770863.496	395.8	3	0.5	500	4800
10089	POINT	Rehab Cen Generator	366247.5498	3769857.172	342.8	12	0.833	500	4800
10090	POINT	Phys And Astrom Generator	366995.0257	3770930.039	442.8	15	0.667	500	4800
10091	POINT	SRB I (NRB) Generator	366783.4272	3770562.174	387.0	15	0.667	500	4800
10092	POINT	CNSI Generator	366885.5782	3770643.651	423.3	90	2	500	4800
10093	POINT	SRB II Generator	367018.7394	3770547.581	407.9	122	1.833	500	4800
10094	POINT	Rep Hospital 1 Generator	366898.5488	3770296.506	387.0	135	2	500	4800
10095	POINT	Rep Hospital 2 Generator	366898.5488	3770296.506	387.0	135	2	500	4800
10096	POINT	Rep Hospital 3 Generator	366898.5488	3770296.506	387.0	135	2	500	4800
10097	POINT	Rep Hospital 4 Generator	366898.5488	3770296.506	387.0	135	2	500	4800
10098	POINT	Police Station Rep Generator	366610.6278	3770564.482	367.4	75	1.5	500	4800
10099	POINT	Powell / kinsey Generator	366953.6789	3771037.662	449.4	2	0.5	500	4800
10100	POINT	PKS#5,4,7 Generator	366899.5632	3771270.542	442.8	15	1.5	500	19.68
10101	POINT	Eng V Generator	366775.1135	3770809.012	406.8	15	2	500	4800
10102	POINT	Kerckhoff Generator	366785.2513	3770867.411	423.2	9	0.5	500	4800
10103	POINT	Sunset Rec NE Generator	366171.129	3771420.121	486.7	9	0.166	500	19.68
10104	POINT	Boelter III Generator	366833.8946	3770688.646	393.2	2	0.667	500	4800
10105	POINT	Royce NW Generator	366907.1906	3771199.62	440.8	9	0.5	500	4800
10106	POINT	Boelter II 12400 Generator	366849.7037	3770736.682	397.6	40	0.25	500	4800
10107	POINT	Boyer Generator	366949.1955	3770655.808	423.1	10	0.5	500	19.68
10108	POINT	PS 4 Generator	366647.2258	3771156.839	403.4	120	0.667	500	4800

Table 4-2. Modeled Point Source Parameters in the LRDP Amendment HRA for Both Scenarios

Source ID	Source Type	Location[1]	UTM Coordinates		Elevation (feet)[2]	Stack Height (feet)[1]	Stack Diameter (feet)[1]	Exit Temperature (°F)[3]	Exit Velocity (ft/min)[3]
			East (m)	North (m)					
10109	POINT	SRL N Generator	365817.8567	3771010.301	456.7	20	0.667	500	4800
10110	POINT	Life Sciences Generator	366876.4576	3770543.932	403.4	18	0.5	500	4800
10111	POINT	Franz Hall Generator	366991.9855	3770830.928	429.7	10	0.5	500	19.68
10112	POINT	Math Sciences Generator	366818.6936	3770787.757	414.5	20	0.33	500	4800
10113	POINT	SRL Generator	365817.2487	3770995.708	454.3	20	0.5	500	4800
10114	POINT	PS 8 SE Generator	366605.8106	3770671.854	377.2	7	0.33	500	19.68
10115	POINT	Unix Generator	366300.7624	3770189.716	363.3	25	0.5	500	4800
10116	POINT	Bunche Generator	367071.1631	3771362.654	462.5	15	0.667	500	4800
10117	POINT	LATC Generator	366355.9737	3770922.743	393.6	8	0.416	500	19.68
10118	POINT	Pauley Generator	366541.4265	3770898.421	390.3	6	0.33	500	4800
10119	POINT	Law Library Generator	367311.8155	3771168.391	446.1	8	0.5	500	19.68
10120	POINT	200 Med Plaza Generator	366463.8611	3770331.611	351.0	90	0.667	500	4800
10121	POINT	300 Med Plaza Generator	366540.7833	3770257.786	347.7	48	0.667	500	4800
10122	POINT	200 Med Plaza Generator	366464.8936	3770353.294	354.2	90	0.667	500	4800
10123	POINT	Env Service Building Generator	366357.1898	3770649.124	372.5	10	0.5	500	4800
10124	POINT	Parking Structure 7 Generator	366486.1235	3771209.006	402.5	10	0.416	500	4800
10125	POINT	YRL Generator	367021.7796	3771428.025	465.8	6	0.5	500	4800
10126	POINT	Campus Wide Generator	366681.6887	3770863.496	395.8	3	0.5	500	4800
10127	POINT	Campus Wide Generator	366681.6887	3770863.496	395.8	3	0.33	500	4800
10128	POINT	CHS Generator	366707.4219	3770477.656	370.0	10	0.5	500	4800
10129	POINT	Broad Art Center Generator	367032.7243	3771490.654	469.0	15	0.667	500	4800
10130	POINT	Campus Wide Generator	366681.6887	3770863.496	395.8	3	0.5	500	4800
10131	POINT	Public Policy Generator	367205.4082	3771297.904	462.5	2	0.5	500	4800
10132	POINT	Murphy Hall Generator	367269.8606	3771028.542	428.5	15	0.166	500	4800
10133	POINT	Hilbrom Generator	366236.1922	3770054.898	383.5	8	0.667	500	4800
10134	POINT	Hedrick Tower Generator	365925.4801	3771360.533	534.8	12	0.667	500	4800
10135	POINT	MS Generator	366830.8544	3770807.215	425.7	50	0.5	500	4800
10136	POINT	PKS#3 Generator	367150.6844	3771646.92	481.2	2	0.25	500	4800
10137	POINT	CHS Park Str Generator	366858.0555	3770227.834	379.1	3	0.33	500	4800

Table 4-2. Modeled Point Source Parameters in the LRDP Amendment HRA for Both Scenarios

Source ID	Source Type	Location[1]	UTM Coordinates		Elevation (feet)[2]	Stack Height (feet)[1]	Stack Diameter (feet)[1]	Exit Temperature (°F)[3]	Exit Velocity (ft/min)[3]
			East (m)	North (m)					
10138	POINT	Dicksen Art Generator	367043.0154	3771540.239	472.3	3	0.33	500	4800
10139	POINT	East Melnitz Generator	367191.5759	3771571.861	473.4	3	0.33	500	4800
10140	POINT	Grad School Edu Generator	366927.2052	3771431.124	462.5	3	0.33	500	4800
10141	POINT	Melnitz Hall Generator	367164.8867	3771573.656	475.6	3	0.33	500	4800
10142	POINT	Campus Wide Generator	366681.6887	3770863.496	395.8	3	0.33	500	4800
10143	POINT	Campus Wide Generator	366681.6887	3770863.496	395.8	3	0.33	500	4800
10144	POINT	Park Str 8 Generator	366605.8106	3770671.854	377.2	3	0.33	500	4800
20009	POINT	Sproul South Generator	366171.4179	3771045.879	467.3	13	0.667	500	4800
20010	POINT	Sproul West Generator	366122.0432	3771072.078	481.0	13	0.667	500	4800
20011	POINT	Tiverton Medical Edu Generator	366895.9871	3770267.251	385.0	14	0.667	500	4800
20012	POINT	Outpatient Facility Generator	366393.0179	3770202.966	347.0	19	0.667	500	4800
20013	POINT	Wilshire Corridor Generator	366415.9013	3769662.19	319.0	15	0.667	500	4800
20014	POINT	U&L DeNeve Generator	366052.4462	3770954.492	472.4	15	0.667	500	4800
20015	POINT	Sproul Complex Generator	366230.3653	3771169.567	467.3	15	0.667	500	4800
20016	POINT	Life Science Replacement Generator	367103.8652	3770544.54	407	16	0.667	500	4800

[1] Point source locations provided by UCLA staff

[2] Elevation data provided by USGS digital elevation model.

[3] Exit temperature and velocities assumed based on average values obtained from engine manufacture specification sheets.

Table 4-3. Modeled Area Source Parameters in the UCLA HRA for Both Scenarios

Source ID	Source Type	Location[1]	UTM Coordinates		Elevation (feet)[2]	Release Height (feet)[1]	Length (feet)	Width (feet)	Angle (degrees)
			East (m)	North (m)					
10146	AREA	Rehab Center	366249.82	3769785.99	326	48	309.2	199.5	34.5
10147	AREA	300 Med Plaza	366515.3	3770203.79	344.4	105	187.1	225.8	-1.8
10148	AREA	School of Medicine/Health Sciences	366647.97	3770183.83	344.4	70	1107.2	959.2	0.0
10149	AREA	Morten Medical	366484.12	3770267.83	347.7	100	432.0	387.8	0.0
10150	AREA	Gonda/McDonald	366666.63	3770540.04	370.6	104	215.4	289.1	0.0
10151	AREA	Boelter Hall	366801.7	3770686.81	386	121	455.5	271.3	0.1
10152	AREA	Botany/Biomed	366960.56	3770459.8	393.2	49	418.7	333.2	0.0
10153	AREA	Engineering Bldgs	366704.95	3770692.07	380.5	121	477.5	284.8	-0.2
10154	AREA	Geology/Molecular Science	366943.58	3770592.91	416.9	60	784.7	411.7	0.0
10155	AREA	Knudson Hall/Astronomy	366951.3	3770894.82	439.5	102	217.4	264.0	0.0
10156	AREA	Powell Library	366888.47	3770992.23	443.5	125	258.7	230.6	-0.2
10157	AREA	Macgowan/Melnitz	367091.12	3771476.27	469	36	364.3	367.6	0.0
10158	AREA	CNSI - CoS	366800.32	3770606.15	385.5	102	243.8	285.4	0.0
10159	AREA	Neuro Science Research	366771.37	3770539	385.5	102	214.3	216.0	0.0
10160	AREA	Hillblom/Warren	366168	3769984.31	362.3	36	363.8	336.5	34.3
10161	AREA	Life Science	366839.29	3770537.96	396.9	102	113.9	391.2	0.0
20017	AREA	Life Science Replacement	367066.88	3770519.61	407	73	96.1	192.6	63.3

[1] Area source locations and release heights provided by UCLA staff

[2] Elevation data provided by USGS digital elevation model

Table 4-4. Modeled Volume Source Parameters in the LRDP Amendment HRA for Both Scenarios

Source ID	Source Type	Location	UTM Coordinates		Elevation (feet)	Release Height (feet)
			East (m)	North (m)		
10003	VOLUME	Gasoline Dispensing	366409	3770592	367.4	12

Legend

UCLA Buundary

Device Locations

- Boiler
- Gas Dispensing Facility
- Internal Combustion Engine (ICE)
- Laboratory
- Spray Booth
- Turbine

N

0 750 1,500

Feet

Scale: 1:9,000

Source: AirPhoto USA, 2007

Point Source Locations

UCLA HEALTH RISK ASSESSMENT

JUNE 2008

FIGURE 4-5

URS

Legend

- UCLA Buundary
- Area Source (Laboratory)
- Volume Source

N

0 750 1,500
Feet

Scale: 1:9,000
Source: AirPhoto USA, 2007

Area and Volume Source Locations

UCLA HEALTH RISK ASSESSMENT

JUNE 2008 | **FIGURE 4-6**

URS

Table 4-5. Exposure Pathways Evaluated for Each Substance in Both Scenarios

CAS Number	Substance	Inhalation	Multipathway
107982	1-Methoxy-2-propanol	✓	
75070	Acetaldehyde	✓	
75058	Acetonitrile	✓	
107028	Acrolein	✓	
7664417	Ammonia	✓	
71432	Benzene	✓	
7726956	Bromine Compounds	✓	
106990	Butadiene, 1,3-	✓	
75650	Butyl Alcohol, Tert-	✓	
56235	Carbon Tetrachloride	✓	
108907	Chlorobenzene	✓	
67663	Chloroform	✓	
106467	Dichlorobenzene, p-	✓	
9901	Diesel Exhaust (particulates)	✓	
68122	Dimethylformamide	✓	
123911	Dioxane, 1,4-	✓	
106898	Epichlorohydrin	✓	
100414	Ethylbenzene	✓	
107062	Ethylene Dichloride	✓	
50000	Formaldehyde	✓	
110543	Hexane	✓	
302012	Hydrazine	✓	
7647010	Hydrogen Chloride	✓	
67630	Isopropyl Alcohol	✓	
67561	Methanol	✓	
75092	Methylene Chloride	✓	
91203	Naphthalene	✓	
1151	PAH (excluding naphthalene)	✓	✓
127184	Perchloroethylene	✓	
75569	Propylene Oxide	✓	
110861	Pyridine	✓	
108883	Toluene	✓	
79016	Trichloroethylene	✓	
121448	Triethylamine	✓	
75014	Vinyl Chloride	✓	
1330207	Xylenes	✓	

5.0 DOSE-RESPONSE ASSESSMENT

Dose-response assessment has been defined as "an attempt to describe the expected human response to any given level of an exposure" (Hart and Turturro, 1986). Multiple governmental agencies and scientific organizations, such as the EPA, the National Academy of Sciences, the World Health Organization, and OEHHA, have developed dose-response relationships for numerous chemicals. Dose-response assessment can produce three toxicity factors useful in evaluating potential adverse health effects: cancer slope factors (CSFs) and URFs for carcinogens, chronic noncancer RELs (chronic RELs) for substances producing noncarcinogenic toxic effects over a long-term exposure period, and acute noncancer RELs (acute RELs) for acutely toxic compounds. This HRA used current toxicity factors published by OEHHA and incorporated in the HARP model.

5.1 CANCER TOXICITY FACTORS

CSFs represent the potential risk of contracting cancer per dose of carcinogen where dose is in units of milligrams of carcinogen per kilogram of body weight per day. URFs define the theoretical risk of developing cancer as a result of continuous exposure to an airborne concentration of 1 $\mu g/m^3$ of a carcinogen. URFs are derived from CSFs based on inhalation rate, body weight, and exposure time. The cancer risk resulting from low levels of exposure to a carcinogenic substance cannot be measured directly by either animal or human epidemiology studies. Therefore, mathematical models are used to extrapolate health effects observed in high dose animal studies or relatively high dose human epidemiology studies, to the low doses encountered in the environment. Generally, CSFs determined from extrapolating from high to low doses represent upperbound or worst-case estimates and are often calculated from factors estimated at 95% upper confidence limits. The inherent assumption is that there is no threshold concentration below which exposure does not cause a cancer outcome.

The linearized multi-stage (LMS), low-dose extrapolation model is commonly used by the EPA's Carcinogen Assessment Group and OEHHA to extrapolate data from animal studies to environmental exposure conditions in humans (EPA, 1986; DHS [California Department of Health Services], 1985). The LMS model estimates an upperbound estimate of risk that is consistent with health-conservative theories for mechanisms of carcinogenesis (EPA, 1986). When epidemiology data are used as the basis for estimating a CSF, a variety of models are used. In all cases, the CSFs are based on the assumption that any exposure to a carcinogen contributes to an individual's chance of developing cancer within a lifetime. CSFs and URFs are developed for both inhalation and noninhalation exposure routes. The cancer toxicity factors used in this HRA are presented in Table 5-1 and are the most recent values published by OEHHA and used in the HARP model.

5.2 CHRONIC NONCANCER REFERENCE EXPOSURE LEVELS

Chronic RELs define a dose or exposure concentration at which adverse health effects would be likely if an individual were exposed continuously to that dose over a long-term exposure period. Similar to carcinogens, chronic RELs are derived from animal studies or human epidemiological data and focus on the most sensitive animal or human data set and target organ or system (i.e., liver, kidney, central nervous system, etc.). Different laboratory animals may be used to test the toxicity of a particular substance.

Several different target organs are typically examined. The study yielding the lowest effect level would be used as the basis for developing the chronic REL from animal data. Chronic RELs are used to evaluate exposures to noncarcinogens as well as noncarcinogenic effects from carcinogens and are developed for both inhalation and noninhalation exposure routes. The chronic RELs used in this HRA are presented in Table 5-1 and are the most recent values published by OEHHA and used in the HARP model.

5.3 ACUTE NONCANCER REFERENCE EXPOSURE LEVELS

Acute health effects may result from short-term exposures that typically occur on an infrequent basis. Unlike chronic exposures, criteria for measuring acute health effects have not been standardized. Rather, several approaches may be used to establish allowable one-hour concentrations based on short-term toxicity studies in the literature. The acute RELs used in this HRA are presented in Table 5-1 and are the most recent values published by OEHHA and used in the HARP model.

Table 5-1. Cancer Toxicity Factors and Chronic and Acute Noncancer RELs

CAS Number	Substance	Cancer Toxicity Factors: Inhalation URF (µg/m³)⁻¹	Cancer Toxicity Factors: Oral CPF (mg/kg-d)⁻¹	Chronic Noncancer REL: Inhalation (µg/m³)	Chronic Noncancer REL: Oral (mg/kg-d)	Acute Noncancer REL: Inhalation (µg/m³)
107982	1-Methoxy-2-propanol			7.00E+03		
75070	Acetaldehyde	1.00E-02		9.00E+00		
75058	Acetonitrile			2.55E+01		6.70E+03
107028	Acrolein			6.00E-02		1.90E-01
7664417	Ammonia			2.00E+02		3.20E+03
71432	Benzene	2.90E-05		6.00E+01		1.30E+03
7726956	Bromine Compounds			1.70E+00		6.60E+01
106990	Butadiene, 1,3-	1.70E-04		2.00E+01		
75650	Butyl Alcohol, Tert-			7.14E+02		3.00E+04
56235	Carbon Tetrachloride	4.20E-05		4.00E+01		1.90E+03
108907	Chlorobenzene			1.00E+03		
67663	Chloroform	5.30E-06		3.00E+02		1.50E+02
106467	Dichlorobenzene, p-	1.10E-05		8.00E+02		6.00E+03
9901	Diesel Exhaust (particulates)	3.00E-04		5.00E+00		
68122	Dimethylformamide			8.00E+01		3.00E+03
123911	Dioxane, 1,4-	7.70E-06		3.00E+03		3.00E+03
106898	Epichlorohydrin	2.30E-05		3.00E+00		1.30E+03
100414	Ethylbenzene	2.50E-06		2.00E+03		
107062	Ethylene Dichloride	2.10E-05		4.00E+02		
50000	Formaldehyde	6.00E-06		3.00E+00		9.40E+01
110543	Hexane			7.00E+03		1.76E+04
302012	Hydrazine	4.90E-04		2.00E-01		1.30E+00
7647010	Hydrogen Chloride			9.00E+00		2.10E+03
67630	Isopropyl Alcohol			7.00E+03		3.20E+03
67561	Methanol			4.00E+03		2.80E+04
75092	Methylene Chloride	1.00E-06		4.00E+02		1.40E+04
91203	Naphthalene	3.40E-05		9.00E+00		
1151	PAH (excluding naphthalene)	1.10E-03	1.20E+01			
127184	Perchloroethylene	5.90E-06		3.50E+01		2.00E+04
75569	Propylene Oxide	3.70E-06		3.00E+01		3.10E+03
110861	Pyridine			1.50E+00		1.50E+03
108883	Toluene			3.00E+02		3.70E+04
79016	Trichloroethylene	2.00E-06		6.00E+02		
121448	Triethylamine			7.00E+00		2.80E+03
75014	Vinyl Chloride	7.80E-05		2.60E+01		1.80E+05
1330207	Xylenes			7.00E+02		2.20E+04

[1] Toxicological values published by the California Environmental Protection Agency, Office of Environmental Health Hazard Assessment (OEHHA) (OEHHA, 2003).

6.0 RISK CHARACTERIZATION

Risk characterization is the final step in the risk assessment process where the results of the exposure and dose-response assessments are combined to estimate the potential for adverse health effects. Risk analysts describe risks numerically in scientific notation, for example 1 x 10^{-5}, which means that there is one chance in 100,000 of an event occurring. The SCAQMD has established a 10 in a million cancer risk and an HI of 1.0 as the significance criteria for public notification for the AB 2588 program. Cancer risk is defined as the upperbound incremental probability of an individual developing cancer over a lifetime as a result of an exposure to potential carcinogens. The cancer risk level is location-specific and is intended to ensure a sufficient safety margin to prevent a single project or activity from causing a substantial contribution to the overall number of cancer cases in an area.

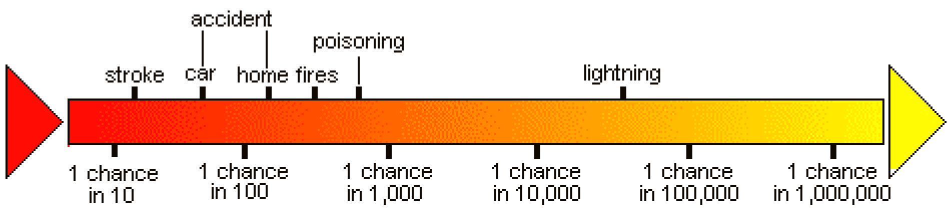
The conclusions of an HRA must be considered in context. As a general matter, the background probability of an individual contracting cancer in one's lifetime is about 40% or 400,000 in one million; that is, 4 in 10 people will contract cancer in their lifetime. This overall probability of contracting cancer can be influenced by diet, smoking, heredity, chemicals in the environment and the workplace, and other factors.

It should be recognized that when small populations are exposed, population risk estimates may be very small. For example, if 100 people are exposed to an individual lifetime cancer risk of 1 x 10^{-5}, the expected number of cases is 0.001.[1] For risk assessment purposes, a lifetime of exposure is considered to be 70 years, 365 days a year, 24 hours per day. It should be further recognized that a risk assessment does not calculate the exact risk for all individuals, but a hypothetical risk assuming that all of a series of "worst-case scenario" exposure assumptions apply. The chance that an individual would be exposed to any of these exposure assumptions is small, and for all assumptions even smaller (e.g., 70 years of continuously breathing air at the location of maximum impact). Thus, an individual's actual risk is likely to be significantly over-estimated by the methodology of an HRA.

It is also important to place health risk and the assessment of probability in the context of daily activity. To provide an idea of the size of risks from environmental hazards, the continuum below provides risk statistics for some familiar events:

[1] "Guidance for Risk Characterization," EPA Science Policy Council, February, 1995.

Putting Risks in Perspective



Source: "Air Pollution and Health Risk," EPA Publication 450/3-90-022 (1991)

Health effect categories evaluated in this HRA include the following for both the 2007 Baseline and LRDP Amendment Scenarios

- Lifetime risk of developing cancer;
- Population-wide potential for developing cancer;
- Potential for chronic or long-term noncancer effects; and
- Potential for acute or short-term noncancer effects.

6.1 CANCER RISK FROM THE 2007 BASELINE SCENARIO

Lifetime cancer risk is defined as the increased chance of contracting cancer over a 70-year period as a result of exposure to a toxic substance or substances. It is the product of the estimated daily exposure of each suspected carcinogen by its respective cancer toxicity factor. The result represents a worst-case or upper bound estimate of cancer risk.

Results of the cancer health effects assessment indicate that all of the cancer risks are less than 10 in one million (1.0×10^{-5}). Cancer risks less than 10 in one million are considered acceptable and do not require public notification in accordance with state and regional guidelines. The lifetime incremental cancer risk as a result of a lifetime exposure to emissions from the routine campus-wide operation of all sources in the 2007 Baseline Scenario was estimated to be 6.3 in one million (6.3×10^{-6}) at the off-campus MEI and 0.90 in one million (0.90×10^{-6}) at the on-campus MEI. The off-campus MEI was located on the fence line east of the campus along Hilgard Avenue east of Parking Structure Two. The on-campus MEI was located in the general area of Franz Hall. A summary of the HRA results for the off- and on-campus MEIs in the 2007 Baseline Scenario is presented in Table 6-1. The locations of the cancer, chronic, and acute noncancer off- and on-campus MEIs in the 2007 Baseline Scenario are presented on Figure 6-1..

The primary source type contributions to the estimated cancer risk at the off-campus MEI were from emergency generators containing diesel-fueled ICEs and laboratory chemical usage. Of the sources modeled, the emergency generators containing diesel-fueled ICEs contributed 62% of the cancer risk followed by campus laboratory chemical usage with 25% of the cancer risk. The source contribution to cancer risk at the off-campus MEI in the 2007 Baseline Scenario is presented in Table 6-2. The primary source type contributions to the estimated cancer risk at the on-campus MEI were from emergency generators containing diesel-fueled ICEs and laboratory chemical usage. Of the sources modeled, the emergency generators containing diesel-fueled ICEs contributed 59% of the cancer risk followed by campus laboratory chemical usage with 27% of the cancer risk. The source contribution to cancer risk at the on-campus MEI in the 2007 Baseline Scenario is presented in Table 6-3. At other off- and on-campus receptor locations, different sources may contribute more significantly as the source-specific contribution is dependent on many variables such as the source to receptor distance, the meteorology, and the release parameters.

The primary chemical contribution to the estimated cancer risk at the off-campus MEI was DPM with approximately 62% of the risk, followed by formaldehyde with approximately 22% of the risk. The chemical contribution to cancer risk at the off-campus MEI in the 2007 Baseline Scenario by substance and by exposure pathway is presented in Table 6-4. The primary chemical contribution to the estimated cancer risk at the on-campus MEI was DPM with approximately 59% of the risk, followed by formaldehyde with approximately 23% of the risk. The chemical contribution to cancer risk at the on-campus MEI in the 2007 Baseline Scenario by substance and by exposure pathway is presented in Table 6-5. At other off- and on-campus receptor locations, different chemicals may contribute more significantly depending on the types of chemicals emitted by the source nearby the receptor. HARP HRA modeling files are provided in electronic format on the enclosed CD due to their volume.

6.2 CANCER BURDEN FROM THE 2007 BASELINE SCENARIO

Population cancer burden is another measure of cancer risk and represents a worst-case estimate of the increased number of cancer cases that might occur in the exposed population as a whole as a result of emissions from routine campus-wide operations. An acceptable burden is 1.0 or less. Burden is estimated by multiplying the cancer risk determined at a specific location by the population residing in that location and summing those results for all populated areas within the carcinogenic ZOI. The extent of the one in a million risk isopleth surrounding the ZOI in the 2007 Baseline Scenario is presented on Figure 6-2. From census data included in the HARP software, the population within the ZOI is 16,936 people. The population was multiplied by the associated risk at each census block to determine the population cancer burden from campus-wide operations. The cancer burden was determined to be 0.04 which suggests that the emissions from routine campus-wide operations in the 2007 Baseline Scenario have a minimal impact on the exposed population.

6.3 NONCANCER HEALTH EFFECTS FROM THE 2007 BASELINE SCENARIO

The potential for TAC emissions from routine campus-wide operations to cause both chronic (long-term) and acute (short-term) noncancer health effects was also assessed in this HRA. Guidance published by OEHHA specifies which substances are to be evaluated in the noncancer effects assessment and which organ systems within the body are affected (e.g., liver, kidney, respiratory system, central nervous system, etc.).

Results of the chronic noncancer health effects assessment indicate that all of the HI values for each organ system are less than 1.0. Chronic HI values less than 1.0 indicate that noncancer effects from chronic exposure to emissions from routine campus-wide operations are unlikely. The maximum chronic HI for an organ system was 0.08 at the off-campus MEI and 0.10 at the on-campus MEI. The off-campus MEI was located on the fence line east of campus on Hilgard Avenue, east of Parking Structure Two. The on-campus MEI was located in the general area of Franz Hall. The chronic HI results for the off- and on-campus MEIs in the 2007 Baseline Scenario are presented in Table 6-6.

The primary source type contributions to the estimated chronic noncancer HI at the off-campus MEI was the laboratory chemical usage and the turbines at the cogeneration plant. Of the sources modeled, the laboratory chemical usage contributed 87% of the chronic noncancer HI followed by turbines at the cogeneration plant with 10% of the chronic noncancer HI. The primary source type contributors to the estimated chronic noncancer HI at the on-campus MEI was the laboratory chemical usage and the turbines at the cogeneration plant. Of the sources modeled, the laboratory chemical usage contributed 82% of the chronic noncancer HI followed by turbines at the cogeneration plant with 15% of the chronic noncancer HI. At other off- and on-campus receptor locations, different sources may contribute more significantly as the source-specific contribution is dependent on many variables such as the source to receptor distance, the meteorology, and the release parameters.

The primary chemical contribution to the estimated chronic noncancer HI at the off-campus MEI was formaldehyde with approximately 91% of the chronic noncancer HI, followed by acrolein with approximately 3% of the chronic noncancer HI. The primary chemical contribution to the estimated chronic noncancer HI at the on-campus MEI was formaldehyde with approximately 91% of the chronic noncancer HI, followed by acrolein with approximately 4% of the chronic noncancer HI. At other off- and on-campus receptor locations, different chemicals may contribute more significantly depending on the types of chemicals emitted by the source nearby the receptor. HARP HRA modeling files are provided in electronic format on the enclosed CD due to their volume.

6.4 ACUTE NONCANCER HEALTH EFFECTS FROM THE 2007 BASELINE SCENARIO

Results of the acute noncancer health effects assessment indicate that all of the HI values for each organ system are less than 1.0. Acute HI values less than 1.0 indicate that noncancer effects from acute exposure to emissions from routine campus-wide operations are unlikely. The maximum acute HI for an organ system in the 2007 Baseline Scenario was 0.07 at the off-campus MEI and 0.10 at the on-campus MEI. The off-campus MEI was located on the northwest campus fence line across from Sunset Boulevard. The on-campus MEI was located at the northwest campus housing complex. The acute HI results for the off- and on-campus MEIs in the 2007 Baseline Scenario are presented in Table 6-7.

The primary source type contributors to the estimated acute noncancer HI at the Off-campus MEI were the boilers and the turbines at the cogeneration plant. Of the sources modeled, boilers contributed 40% of the acute noncancer HI followed by the turbines at the cogeneration plant with 38% of the acute noncancer HI. The primary source type contributors to the estimated acute noncancer HI at the on-campus MEI were the turbines at the cogeneration plant and the boilers. Of the sources modeled, the turbines at the cogeneration plant contributed 49% of the acute noncancer HI followed by the boilers with 31% of the acute noncancer HI. At other off- and on-campus receptor locations, different sources may contribute more significantly as the source-specific contribution is dependent on many variables such as the source to receptor distance, the meteorology, and the release parameters.

The primary chemical contribution to the estimated acute noncancer HI at the off-campus MEI was acrolein with approximately 65% of the acute noncancer HI, followed by formaldehyde with approximately 30% of the acute noncancer HI. The primary chemical contribution to the estimated chronic noncancer HI at the on-campus MEI was acrolein with approximately 68% of the acute noncancer HI, followed by formaldehyde with approximately 26% of the acute noncancer HI. At other off- and on-campus receptor locations, different chemicals may contribute more significantly depending on the types of chemicals emitted by the source nearby the receptor. HARP HRA modeling files are provided in electronic format on the enclosed CD due to their volume.

6.5 SENSITIVE RECEPTOR IMPACTS FROM THE 2007 BASELINE SCENARIO

Seven on- and off-campus sensitive receptors were identified within the carcinogenic ZOI in the 2007 Baseline Scenario. The HRA evaluated the cancer and noncancer health effects at these locations. The results showed that the potential cancer and noncancer health effects at these locations were well below the established health risk thresholds. The results for the sensitive receptors in the 2007 Baseline Scenario are presented in Table 6-16. The locations of the sensitive receptors for the 2007 Baseline Scenario are shown on Figure 4-3.

6.6 SENSITIVE RECEPTOR CANCER RISK FROM THE 2007 BASELINE SCENARIO

Lifetime cancer risk is defined as the increased chance of contracting cancer over a 70-year period as a result of exposure to a toxic substance or substances. It is the product of the estimated daily exposure of each suspected carcinogen by its respective cancer toxicity factor. The result represents a worst-case or upper bound estimate of cancer risk.

Results of the cancer health effects assessment indicate that all of the cancer risks for the sensitive receptor locations are less than 10 in one million (1.0×10^{-5}). Cancer risks less than 10 in one million are considered acceptable and do not require public notification in accordance with state and regional guidelines. The lifetime incremental cancer risk as a result of a lifetime exposure to emissions from the routine campus-wide operation of all sources in the 2007 Baseline Scenario was estimated to be 0.90 in one million (0.9×10^{-6}) at the maximally exposed sensitive receptor (MESR). The MESR was located at the Franz Hall Day Care Center. The cancer risk for the off- and on-campus sensitive receptor locations are presented in Table 6-8.

The primary source type contributions to the estimated cancer risk at the MESR were from emergency generators containing diesel-fueled ICEs and laboratory chemical usage. Of the sources modeled, the emergency generators containing diesel-fueled ICEs contributed 59% of the cancer risk followed by campus laboratory chemical usage with 27% of the cancer risk. At other off- and on-campus sensitive receptor locations, different sources may contribute more significantly as the source-specific contribution is dependent on many variables such as the source to receptor distance, the meteorology, and the release parameters.

The primary chemical contribution to the estimated cancer risk at the MESR was DPM with approximately 59% of the risk, followed by formaldehyde with approximately 23% of the risk. At other off- and on-campus sensitive receptor locations, different chemicals may contribute more significantly depending on the types of chemicals emitted by the source nearby the sensitive receptor. HARP HRA modeling files are provided in electronic format on the enclosed CD due to their volume.

6.7 SENSITIVE RECEPTOR CHRONIC NONCANCER HEALTH EFFECTS FROM THE 2007 BASELINE SCENARIO

The potential for TAC emissions from routine campus-wide operations to cause both chronic (long-term) and acute (short-term) noncancer health effects was also assessed in this HRA. Guidance published by OEHHA specifies which substances are to be evaluated in the noncancer effects assessment and which organ systems within the body are affected (e.g., liver, kidney, respiratory system, central nervous system, etc.).

Results of the chronic noncancer health effects assessment indicate that all of the HI values for the sensitive receptor locations for each organ system are less than 1.0. Chronic HI values less than 1.0 indicate that noncancer effects from chronic exposure to emissions from routine campus-wide operations are unlikely. The maximum chronic HI for an organ system was 0.10 at the MESR. The MESR was located at the Franz Hall Day Care Center. The chronic HI results for the off- and on-campus sensitive receptor locations are presented in Table 6-8.

The primary source type contributions to the estimated chronic noncancer HI at the MESR were from the laboratory chemical usage and the turbines at the cogeneration plant. Of the sources modeled, the laboratory chemical usage contributed 82% of the chronic noncancer HI followed by the turbines at the cogeneration plant with 15% of the chronic noncancer HI. At other off- and on-campus sensitive receptor locations, different sources may contribute more significantly as the source-specific contribution is dependent on many variables such as the source to receptor distance, the meteorology, and the release parameters.

The primary chemical contribution to the estimated chronic noncancer HI at the MESR was formaldehyde with approximately 91% of the chronic noncancer HI followed by acrolein with approximately 4% of the chronic noncancer HI. At other off- and on-campus sensitive receptor locations, different chemicals may contribute more significantly depending on the types of chemicals emitted by the source nearby the sensitive receptor. HARP HRA modeling files are provided in electronic format on the enclosed CD due to their volume.

6.8 SENSITIVE RECEPTOR ACUTE NONCANCER HEALTH EFFECTS FROM THE 2007 BASELINE SCENARIO

Results of the acute noncancer health effects assessment indicate that all of the HI values for each organ system are less than 1.0. Acute HI values less than 1.0 indicate that noncancer effects from acute exposure to emissions from routine campus-wide operations are unlikely. The maximum acute HI for an organ system in the 2007 Baseline Scenario was 0.07 at MESR. The MESR was located at the UCLA Medical Center. The acute HI results for the off- and on-campus sensitive receptor locations in the 2007 Baseline Scenario are presented in Table 6-8.

The primary source type contributions to the estimated acute noncancer HI at the MESR were from the laboratory chemical usage. Of the sources modeled, the laboratory chemical usage contributed 96% of the acute noncancer HI. At other off- and on-campus sensitive receptor locations, different sources may contribute more significantly as the source-specific contribution is dependent on many variables such as the source to receptor distance, the meteorology, and the release parameters.

The primary chemical contribution to the estimated acute noncancer HI at the MESR was formaldehyde with approximately 96% of the acute noncancer HI. At other off- and on-campus sensitive receptor locations, different chemicals may contribute more significantly depending on the types of chemicals emitted by the source nearby the sensitive receptor. HARP HRA modeling files are provided in electronic format on the enclosed CD due to their volume.

6.9 CANCER RISK FROM THE LRDP AMENDMENT SCENARIO

Results of the cancer health effects assessment indicate that all of the cancer risks are less than 10 in one million (1.0×10^{-5}). The lifetime incremental cancer risk as a result of a lifetime exposure to emissions from the routine campus-wide operation of all sources in the LRDP Amendment Scenario was estimated to be 6.4 in one million (6.4×10^{-6}) at the off-campus MEI and 0.90 in one million (0.90×10^{-6}) at the on-campus MEI. The off-campus MEI was located on the fence line east of campus on Hilgard Avenue, east of Parking Structure Two. The on-campus MEI was located in the general area of Franz Hall. A summary of the HRA results for the off- and on-campus MEIs in the LRDP Amendment Scenario is presented in Table 6-9. The locations of the cancer, chronic, and acute noncancer off- and on-campus MEIs in the LRDP Amendment Scenario are presented on Figure 6-3.

The primary source type contributions to the estimated cancer risk at the off-campus MEI were from emergency generators containing diesel-fueled ICEs and laboratory chemical usage. Of the sources modeled, the emergency generators containing diesel-fueled ICEs contributed 62% of the cancer risk followed by campus laboratory chemical usage with 26% of the cancer risk. The source contribution to cancer risk at the off-campus MEI in the LRDP Amendment Scenario is presented in Table 6-10. The primary source type contributions to the estimated cancer risk at the on-campus MEI were from emergency generators containing diesel-fueled ICEs and laboratory chemical usage. Of the sources modeled, the emergency generators containing diesel-fueled ICEs contributed 59% of the cancer risk followed by campus laboratory chemical usage with 27% of the cancer risk. The source contribution to cancer risk at the on-campus MEI in the LRDP Amendment Scenario is presented in Table 6-11. At other off- and on-campus receptor locations, different sources may contribute more significantly as the source-specific contribution is dependent on many variables such as the source to receptor distance, the meteorology, and the release parameters.

The primary chemical contribution to the estimated cancer risk at the off-campus MEI was DPM with approximately 62% of the risk, followed by formaldehyde with approximately 26% of the risk. The chemical contribution to cancer risk at the off-campus MEI in the LRDP Amendment Scenario by substance and by exposure pathway is presented in Table 6-12. The chemical contribution to the estimated cancer risk at the on-campus MEI was DPM with approximately 59% of the risk, followed by formaldehyde at 23% of the cancer risk. The chemical contribution to cancer risk at the on-campus MEI in the LRDP Amendment Scenario by substance and by exposure pathway is presented in Table 6-13. At other off- and on-campus receptor locations, different chemicals may contribute more significantly depending on the types of chemicals emitted by the source nearby the receptor. HARP HRA modeling files are provided in electronic format on the enclosed CD due to their volume.

6.10 CANCER BURDEN FROM THE LRDP AMENDMENT SCENARIO

The one in a million risk isopleth surrounding the ZOI in the LRDP Amendment Scenario is presented on Figure 6-4. From census data in the HARP software, the population within the ZOI is 17,133. The population was multiplied by the associated risk at each census block to determine the population cancer burden from campus-wide operations. The cancer burden was determined to be 0.04 which suggests that the emissions from routine campus-wide operations in the LRDP Amendment Scenario have a minimal impact on the exposed population.

6.11 NONCANCER HEALTH EFFECTS FROM THE LRDP AMENDMENT SCENARIO

The potential for TAC emissions from routine campus-wide operations to cause both chronic (long-term) and acute (short-term) noncancer health effects was also assessed in this HRA. Guidance published by OEHHA specifies which substances are to be evaluated in the noncancer effects assessment and which organ systems within the body are affected (e.g., liver, kidney, respiratory system, central nervous system, etc.).

Results of the chronic noncancer health effects assessment indicate that all of the HI values for each organ system are less than 1.0. Chronic HI values less than 1.0 indicate that noncancer effects from chronic exposure to emissions from routine campus-wide operations are unlikely. The maximum chronic HI for an organ system was 0.09 at the off-campus MEI and 0.10 at the on-campus MEI. The off-campus MEI was located on the fence line east of campus on Hilgard Avenue, east of Parking Structure Two. The on-campus MEI was located in the general area of Franz Hall. The chronic HI results for the off- and on-campus MEIs in the LRDP Amendment Scenario are presented in Table 6-14.

The primary source type contributions to the estimated chronic noncancer HI at the off-campus MEI was the laboratory chemical usage and the turbines at the cogeneration plant. Of the sources modeled, the laboratory chemical usage contributed 89% of the chronic noncancer HI followed by turbines at the cogeneration plant with 8% of the chronic noncancer HI. The primary source type contributors to the estimated chronic noncancer HI at the on-campus MEI was the laboratory chemical usage and the turbines at the cogeneration plant. Of the sources modeled, the laboratory chemical usage contributed 80% of the chronic noncancer HI followed by turbines at the cogeneration plant with 11% of the chronic noncancer HI. At other off- and on-campus receptor locations, different sources may contribute more significantly as the source-specific contribution is dependent on many variables such as the source to receptor distance, the meteorology, and the release parameters.

The primary chemical contribution to the estimated chronic noncancer HI at the off-campus MEI was formaldehyde with approximately 93% of the chronic noncancer HI, followed by acrolein with approximately 3% of the chronic noncancer HI. The primary chemical contribution to the estimated chronic noncancer HI at the on-campus MEI was formaldehyde with approximately 92% of the chronic noncancer HI, followed by acrolein with approximately 4% of the chronic noncancer HI. At other off- and on-campus receptor locations, different chemicals may contribute more significantly depending on the types of chemicals emitted by the source nearby the receptor. HARP HRA modeling files are provided in electronic format on the enclosed CD due to their volume.

6.12 ACUTE NONCANCER HEALTH EFFECTS FROM THE LRDP AMENDMENT SCENARIO

Results of the acute noncancer health effects assessment indicate that all of the HI values for each organ system are less than 1.0. Acute HI values less than 1.0 indicate that noncancer effects from acute exposure to emissions from routine campus-wide operations are unlikely. The maximum acute HI for an organ system in the 2007 Baseline Scenario was 0.08 at the off-campus MEI and 0.11 at the on-campus MEI. The off-campus MEI was located on the northwest campus fence line across from Sunset Boulevard. The on-campus MEI was located at the northwest campus housing complex. The acute HI results for the off- and on-campus MEIs in the LRDP Amendment Scenario are presented in Table 6-15.

The primary source type contributors to the estimated acute noncancer HI at the Off-campus MEI were the boilers and the turbines at the cogeneration plant. Of the sources modeled, boilers contributed 40% of the acute noncancer HI followed by the turbines at the cogeneration plant with 38% of the acute noncancer HI. The primary source type contributors to the estimated acute noncancer HI at the on-campus MEI were the boilers and the turbines at the cogeneration plant. Of the sources modeled, the boilers contributed 53% of the acute noncancer HI followed by the turbines at the cogeneration plant with 28% of the acute noncancer HI. At other off- and on-campus receptor locations, different sources may contribute more significantly as the source-specific contribution is dependent on many variables such as the source to receptor distance, the meteorology, and the release parameters.

The primary chemical contribution to the estimated acute noncancer HI at the off-campus MEI was acrolein with approximately 65% of the acute noncancer HI, followed by formaldehyde with approximately 29% of the acute noncancer HI. The primary chemical contribution to the estimated chronic noncancer HI at the on-campus MEI was acrolein with approximately 70% of the acute noncancer HI, followed by formaldehyde with approximately 24% of the acute noncancer HI. At other off- and on-campus receptor locations, different chemicals may contribute more significantly depending on the types of chemicals emitted by the source nearby the receptor. HARP HRA modeling files are provided in electronic format on the enclosed CD due to their volume.

6.13 SENSITIVE RECEPTOR IMPACTS FROM THE LRDP AMENDMENT SCENARIO

Ten on- and off-campus sensitive receptors were identified within the carcinogenic ZOI in the LRDP Amendment Scenario. The HRA evaluated the cancer and noncancer health effects at these locations. The results showed that the potential cancer and noncancer health effects at these locations were well below the established health risk thresholds. The results for the sensitive receptors in the LRDP Amendment Scenario are presented in Table 6-16. The locations of the sensitive receptors for the LRDP Amendment Scenario are shown on Figure 4-3.

6.14 SENSITIVE RECEPTOR CANCER RISK FROM THE LRDP AMENDMENT SCENARIO

Lifetime cancer risk is defined as the increased chance of contracting cancer over a 70-year period as a result of exposure to a toxic substance or substances. It is the product of the estimated daily exposure of each suspected carcinogen by its respective cancer toxicity factor. The result represents a worst-case or upper bound estimate of cancer risk.

Results of the cancer health effects assessment indicate that all of the cancer risks for the sensitive receptor locations are less than 10 in one million (1.0×10^{-5}). Cancer risks less than 10 in one million are considered acceptable and do not require public notification in accordance with state and regional guidelines. The lifetime incremental cancer risk as a result of a lifetime exposure to emissions from the routine campus-wide operation of all sources in the LRDP Amendment Scenario was estimated to be 0.90 in one million (0.9×10^{-6}) at the MESR. The MESR was located at the Franz Hall Day Care Center. The cancer risk for the off- and on-campus sensitive receptor locations are presented in Table 6-16.

The primary source type contributions to the estimated cancer risk at the MESR were from emergency generators containing diesel-fueled ICEs and laboratory chemical usage. Of the sources modeled, the emergency generators containing diesel-fueled ICEs contributed 59% of the cancer risk followed by campus laboratory chemical usage with 27% of the cancer risk. At other off- and on-campus sensitive receptor locations, different sources may contribute more significantly as the source-specific contribution is dependent on many variables such as the source to receptor distance, the meteorology, and the release parameters.

The primary chemical contribution to the estimated cancer risk at the MESR was DPM with approximately 59% of the risk, followed by formaldehyde with approximately 23% of the risk. At other off- and on-campus sensitive receptor locations, different chemicals may contribute more significantly depending on the types of chemicals emitted by the source nearby the sensitive receptor. HARP HRA modeling files are provided in electronic format on the enclosed CD due to their volume.

6.15 SENSITIVE RECEPTOR CHRONIC NONCANCER HEALTH EFFECTS FROM THE LRDP AMENDMENT SCENARIO

The potential for TAC emissions from routine campus-wide operations to cause both chronic (long-term) and acute (short-term) noncancer health effects was also assessed in this HRA. Guidance published by OEHHA specifies which substances are to be evaluated in the noncancer effects assessment and which organ systems within the body are affected (e.g., liver, kidney, respiratory system, central nervous system, etc.).

Results of the chronic noncancer health effects assessment indicate that all of the HI values for the sensitive receptor locations for each organ system are less than 1.0. Chronic HI values less than 1.0 indicate that noncancer effects from chronic exposure to emissions from routine campus-wide operations are unlikely. The maximum chronic HI for an organ system was 0.10 at the MESR. The MESR was located at the Franz Hall Day Care Center. The chronic HI results for the off- and on-campus sensitive receptor locations are presented in Table 6-16.

The primary source type contributions to the estimated chronic noncancer HI at the MESR were from the laboratory chemical usage and the turbines at the cogeneration plant. Of the sources modeled, the laboratory chemical usage contributed 80% of the chronic noncancer HI followed by the turbines at the cogeneration plant with 11% of the chronic noncancer HI. At other off- and on-campus sensitive receptor locations, different sources may contribute more significantly as the source-specific contribution is dependent on many variables such as the source to receptor distance, the meteorology, and the release parameters.

The primary chemical contribution to the estimated chronic noncancer HI at the MESR was formaldehyde with approximately 92% of the chronic noncancer HI followed by acrolein with approximately 4% of the chronic noncancer HI. At other off- and on-campus sensitive receptor locations, different chemicals may contribute more significantly depending on the types of chemicals emitted by the source nearby the sensitive receptor. HARP HRA modeling files are provided in electronic format on the enclosed CD due to their volume.

6.16 SENSITIVE RECEPTOR ACUTE NONCANCER HEALTH EFFECTS FROM THE LRDP AMENDMENT SCENARIO

Results of the acute noncancer health effects assessment indicate that all of the HI values for each organ system are less than 1.0. Acute HI values less than 1.0 indicate that noncancer effects from acute exposure to emissions from routine campus-wide operations are unlikely. The maximum acute HI for an organ system in the 2007 Baseline Scenario was 0.08 at MESR. The MESR was located at the UCLA Medical Center. The acute HI results for the off- and on-campus sensitive receptor locations in the 2007 Baseline Scenario are presented in Table 6-16.

The primary source type contributions to the estimated acute noncancer HI at the MESR were from the laboratory chemical usage. Of the sources modeled, the laboratory chemical usage contributed 96% of the acute noncancer HI. At other off- and on-campus sensitive receptor locations, different sources may contribute more significantly as the source-specific contribution is dependent on many variables such as the source to receptor distance, the meteorology, and the release parameters.

The primary chemical contribution to the estimated acute noncancer HI at the MESR was formaldehyde with approximately 96% of the acute noncancer HI. At other off- and on-campus sensitive receptor locations, different chemicals may contribute more significantly depending on the types of chemicals emitted by the source nearby the sensitive receptor. HARP HRA modeling files are provided in electronic format on the enclosed CD due to their volume.

Table 6-1. Summary of HRA Results for the Off- and On-campus MEIs in the 2007 Baseline Scenario

	Result	Significance Threshold[1]	Receptor Location		Receptor Description
			East (m)	North (m)	
Off-campus MEI					
Cancer Risk	6.3×10^{-6}	10×10^{-6}	367196	3770768	Fence line east of campus on Hilgard Avenue east of Parking Structure Two
Chronic HI	0.08	1.0	367196	3770768	Fence line east of campus on Hilgard Avenue east of Parking Structure Two
Acute HI	0.07	1.0	366114	3771509	Fence line northwest campus across from Sunset Boulevard
On-campus MEI[1]					
Cancer Risk	8.9×10^{-7}	10×10^{-6}	367000	3770800	General area of Franz Hall
Chronic HI	0.10	1.0	367000	3770800	General area of Franz Hall
Acute HI	0.10	1.0	366069	3771124	Northwest campus housing complex

[1] Significance threshold provided in SCAQMD Supplemental Guidelines for Preparing Risk Assessments (SCAQMD, 2005)

[2] Cancer risk adjusted for 9-year exposure period based on Air Toxic Hot Spots Program Risk Assessment Guidelines (OEHHA 2003)

Table 6-2. Source Contribution to Cancer Risk at the Off-Campus MEI in the 2007 Baseline Scenario

Source I.D.	Source Description	Cancer Risk by Exposure Pathway				TOTAL Cancer Risk	% of TOTAL
		Inhalation	Dermal Absorption	Soil Ingestion	Produce Ingestion		
10084	ICE, 1750 BHP, UCLA Med Ctr	1.0E-06	0.0E+00	0.0E+00	0.0E+00	1.0E-06	16.43%
10075	ICE, 1323 BHP, MSB	8.4E-07	0.0E+00	0.0E+00	0.0E+00	8.4E-07	13.25%
10154	Laboratory Chemical Usage	7.5E-07	0.0E+00	0.0E+00	0.0E+00	7.5E-07	11.80%
10002	Turbine, Cogen	6.2E-08	1.2E-07	1.9E-08	1.6E-07	3.6E-07	5.72%
10001	Turbine, Cogen	6.2E-08	1.2E-07	1.8E-08	1.6E-07	3.6E-07	5.67%
10074	ICE, 1750 BHP, Young Hall E	3.4E-07	0.0E+00	0.0E+00	0.0E+00	3.4E-07	5.31%
10148	Laboratory Chemical Usage	3.0E-07	0.0E+00	0.0E+00	0.0E+00	3.0E-07	4.76%
10088	ICE, 2514 BHP, Campus Wide	2.7E-07	0.0E+00	0.0E+00	0.0E+00	2.7E-07	4.20%
10152	Laboratory Chemical Usage	2.3E-07	0.0E+00	0.0E+00	0.0E+00	2.3E-07	3.60%
10087	ICE, 1095 BHP, Seas IV NW	1.6E-07	0.0E+00	0.0E+00	0.0E+00	1.6E-07	2.50%
10107	ICE, 390 BHP, Boyer	9.3E-08	0.0E+00	0.0E+00	0.0E+00	9.3E-08	1.48%
10110	ICE, 250 BHP, Life Sciences	7.6E-08	0.0E+00	0.0E+00	0.0E+00	7.6E-08	1.20%
10104	ICE, 443 BHP, Boelter III	7.2E-08	0.0E+00	0.0E+00	0.0E+00	7.2E-08	1.14%
10067	ICE, 724 BHP, Sproul Hall	6.8E-08	0.0E+00	0.0E+00	0.0E+00	6.8E-08	1.07%
10153	Laboratory Chemical Usage	6.2E-08	0.0E+00	0.0E+00	0.0E+00	6.2E-08	0.98%
10161	Laboratory Chemical Usage	6.0E-08	0.0E+00	0.0E+00	0.0E+00	6.0E-08	0.94%
10085	ICE, 890 BHP, Macdonald Lab	5.5E-08	0.0E+00	0.0E+00	0.0E+00	5.5E-08	0.87%
10111	ICE, 166 BHP, Franz Hall	5.5E-08	0.0E+00	0.0E+00	0.0E+00	5.5E-08	0.87%
10150	Laboratory Chemical Usage	5.4E-08	0.0E+00	0.0E+00	0.0E+00	5.4E-08	0.85%
10072	ICE, 2220 BHP, Cogen	5.3E-08	0.0E+00	0.0E+00	0.0E+00	5.3E-08	0.83%
10077	ICE, 553 BHP, UCPD NE	5.1E-08	0.0E+00	0.0E+00	0.0E+00	5.1E-08	0.81%
10120	ICE, 1095 BHP, 200 Med Plaza	4.9E-08	0.0E+00	0.0E+00	0.0E+00	4.9E-08	0.77%
10122	ICE, 1095 BHP, 200 Med Plaza	4.8E-08	0.0E+00	0.0E+00	0.0E+00	4.8E-08	0.75%
10086	ICE, 1490 BHP, AGSM South	4.2E-08	0.0E+00	0.0E+00	0.0E+00	4.2E-08	0.67%
10158	Laboratory Chemical Usage	4.2E-08	0.0E+00	0.0E+00	0.0E+00	4.2E-08	0.66%
10106	ICE, 166 BHP, Boelter II 12400	3.7E-08	0.0E+00	0.0E+00	0.0E+00	3.7E-08	0.59%
10155	Laboratory Chemical Usage	3.2E-08	0.0E+00	0.0E+00	0.0E+00	3.2E-08	0.51%
10159	Laboratory Chemical Usage	3.2E-08	0.0E+00	0.0E+00	0.0E+00	3.2E-08	0.50%
10080	ICE, 1260 BHP, UCLA Med Ctr	3.1E-08	0.0E+00	0.0E+00	0.0E+00	3.1E-08	0.49%

Table 6-2. Source Contribution to Cancer Risk at the Off-Campus MEI in the 2007 Baseline Scenario

Source I.D.	Source Description	Cancer Risk by Exposure Pathway				TOTAL Cancer Risk	% of TOTAL
		Inhalation	Dermal Absorption	Soil Ingestion	Produce Ingestion		
10081	ICE, 1260 BHP, UCLA Med Ctr	3.1E-08	0.0E+00	0.0E+00	0.0E+00	3.1E-08	0.49%
10082	ICE, 1310 BHP, UCLA Med Ctr	3.1E-08	0.0E+00	0.0E+00	0.0E+00	3.1E-08	0.49%
10083	ICE, 1310 BHP, UCLA Med Ctr	3.1E-08	0.0E+00	0.0E+00	0.0E+00	3.1E-08	0.49%
10151	Laboratory Chemical Usage	3.1E-08	0.0E+00	0.0E+00	0.0E+00	3.1E-08	0.49%
10068	ICE, 320 BHP, Dykstra	3.1E-08	0.0E+00	0.0E+00	0.0E+00	3.1E-08	0.48%
10091	ICE, 2000 BHP, SRB I (NRB)	3.0E-08	0.0E+00	0.0E+00	0.0E+00	3.0E-08	0.47%
10078	ICE, 750 BHP, PS 1	2.9E-08	0.0E+00	0.0E+00	0.0E+00	2.9E-08	0.46%
10073	ICE, 746 BHP, Ackerman	2.6E-08	0.0E+00	0.0E+00	0.0E+00	2.6E-08	0.41%
10102	ICE, 377 BHP, Kerckhoff	1.9E-08	0.0E+00	0.0E+00	0.0E+00	1.9E-08	0.30%
10076	ICE, 668 BHP, STRB	1.9E-08	0.0E+00	0.0E+00	0.0E+00	1.9E-08	0.30%
10003	Gasoline Dispensing	1.8E-08	0.0E+00	0.0E+00	0.0E+00	1.8E-08	0.29%
10114	ICE, 168 BHP, PS 8 SE	1.7E-08	0.0E+00	0.0E+00	0.0E+00	1.7E-08	0.27%
10101	ICE, 3057 BHP, Eng V	1.7E-08	0.0E+00	0.0E+00	0.0E+00	1.7E-08	0.26%
10130	ICE, 155 BHP, Campus Wide	1.6E-08	0.0E+00	0.0E+00	0.0E+00	1.6E-08	0.26%
10079	ICE, 1850 BHP, Gonda	1.6E-08	0.0E+00	0.0E+00	0.0E+00	1.6E-08	0.25%
10123	ICE, 535 BHP, Env Service Building	1.5E-08	0.0E+00	0.0E+00	0.0E+00	1.5E-08	0.24%
10098	ICE, 1881 BHP, Police Station Rep	1.3E-08	0.0E+00	0.0E+00	0.0E+00	1.3E-08	0.20%
10112	ICE, 60 BHP, Math Sciences	1.1E-08	0.0E+00	0.0E+00	0.0E+00	1.1E-08	0.18%
10160	Laboratory Chemical Usage	1.1E-08	0.0E+00	0.0E+00	0.0E+00	1.1E-08	0.17%
10064	ICE, 335 BHP, Covel	1.1E-08	0.0E+00	0.0E+00	0.0E+00	1.1E-08	0.17%
10094	ICE, 2000 BHP, Rep Hospital 1	1.0E-08	0.0E+00	0.0E+00	0.0E+00	1.0E-08	0.16%
10095	ICE, 2000 BHP, Rep Hospital 2	1.0E-08	0.0E+00	0.0E+00	0.0E+00	1.0E-08	0.16%
10096	ICE, 2000 BHP, Rep Hospital 3	1.0E-08	0.0E+00	0.0E+00	0.0E+00	1.0E-08	0.16%
10097	ICE, 2000 BHP, Rep Hospital 4	1.0E-08	0.0E+00	0.0E+00	0.0E+00	1.0E-08	0.16%
10062	Boiler, 12.5MMBTU, 200 Med Plaza	1.0E-09	3.7E-09	5.5E-10	4.7E-09	1.0E-08	0.16%
10069	ICE, 320 BHP, Rieber Hall	9.9E-09	0.0E+00	0.0E+00	0.0E+00	9.9E-09	0.16%
10066	ICE, 440 BHP, Hedrick	9.8E-09	0.0E+00	0.0E+00	0.0E+00	9.8E-09	0.15%
10118	ICE, 135 BHP, Pauley	9.6E-09	0.0E+00	0.0E+00	0.0E+00	9.6E-09	0.15%
10061	Boiler, 12.5MMBTU, 200 Med Plaza	9.3E-10	3.3E-09	4.9E-10	4.2E-09	8.9E-09	0.14%

Table 6-2. Source Contribution to Cancer Risk at the Off-Campus MEI in the 2007 Baseline Scenario

Source I.D.	Source Description	Cancer Risk by Exposure Pathway				TOTAL Cancer Risk	% of TOTAL
		Inhalation	Dermal Absorption	Soil Ingestion	Produce Ingestion		
10105	ICE, 235 BHP, Royce NW	7.7E-09	0.0E+00	0.0E+00	0.0E+00	7.7E-09	0.12%
10146	Laboratory Chemical Usage	6.6E-09	0.0E+00	0.0E+00	0.0E+00	6.6E-09	0.10%
10128	ICE, 277 BHP, CHS	6.3E-09	0.0E+00	0.0E+00	0.0E+00	6.3E-09	0.10%
10108	ICE, 519 BHP, PS 4	6.2E-09	0.0E+00	0.0E+00	0.0E+00	6.2E-09	0.10%
10132	ICE, 370 BHP, Murphy Hall	6.0E-09	0.0E+00	0.0E+00	0.0E+00	6.0E-09	0.10%
10115	ICE, 107 BHP, Unix	6.0E-09	0.0E+00	0.0E+00	0.0E+00	6.0E-09	0.09%
10144	ICE, 50 BHP, Park Str 8	6.0E-09	0.0E+00	0.0E+00	0.0E+00	6.0E-09	0.09%
10093	ICE, 2000 BHP, SRB II	5.9E-09	0.0E+00	0.0E+00	0.0E+00	5.9E-09	0.09%
10117	ICE, 135 BHP, LATC	5.6E-09	0.0E+00	0.0E+00	0.0E+00	5.6E-09	0.09%
10121	ICE, 335 BHP, 300 Med Plaza	5.5E-09	0.0E+00	0.0E+00	0.0E+00	5.5E-09	0.09%
10142	ICE, 50 BHP, Campus Wide	5.5E-09	0.0E+00	0.0E+00	0.0E+00	5.5E-09	0.09%
10143	ICE, 50 BHP, Campus Wide	5.5E-09	0.0E+00	0.0E+00	0.0E+00	5.5E-09	0.09%
10137	ICE, 50 BHP, CHS Park Str	4.9E-09	0.0E+00	0.0E+00	0.0E+00	4.9E-09	0.08%
10126	ICE, 216 BHP, Campus Wide	4.9E-09	0.0E+00	0.0E+00	0.0E+00	4.9E-09	0.08%
10071	ICE, 635 BHP, Reiber W	4.8E-09	0.0E+00	0.0E+00	0.0E+00	4.8E-09	0.08%
10124	ICE, 317 BHP, Parking Structure 7	4.2E-09	0.0E+00	0.0E+00	0.0E+00	4.2E-09	0.07%
10060	Boiler, 5.23MMBtu, Warren Hall	5.3E-10	1.5E-09	2.2E-10	1.9E-09	4.1E-09	0.06%
10070	ICE, 635 BHP, Reiber N	4.1E-09	0.0E+00	0.0E+00	0.0E+00	4.1E-09	0.06%
10100	ICE, 3622 BHP, PKS#5,4,7	4.1E-09	0.0E+00	0.0E+00	0.0E+00	4.1E-09	0.06%
10133	ICE, 550 BHP, Hilbrom	4.1E-09	0.0E+00	0.0E+00	0.0E+00	4.1E-09	0.06%
10099	ICE, 755 BHP, Powell / kinsey	3.9E-09	0.0E+00	0.0E+00	0.0E+00	3.9E-09	0.06%
10092	ICE, 2000 BHP, CNSI	3.6E-09	0.0E+00	0.0E+00	0.0E+00	3.6E-09	0.06%
10109	ICE, 377 BHP, SRL N	3.5E-09	0.0E+00	0.0E+00	0.0E+00	3.5E-09	0.06%
10089	ICE, 635 BHP, Rehab Cen	3.4E-09	0.0E+00	0.0E+00	0.0E+00	3.4E-09	0.05%
10119	ICE, 370 BHP, Law Library	3.1E-09	0.0E+00	0.0E+00	0.0E+00	3.1E-09	0.05%
10113	ICE, 168 BHP, SRL	2.9E-09	0.0E+00	0.0E+00	0.0E+00	2.9E-09	0.05%
10125	ICE, 260 BHP, YRL	2.9E-09	0.0E+00	0.0E+00	0.0E+00	2.9E-09	0.05%
10135	ICE, 325 BHP, MS	2.8E-09	0.0E+00	0.0E+00	0.0E+00	2.8E-09	0.04%
10065	ICE, 415 BHP, De Neve	2.6E-09	0.0E+00	0.0E+00	0.0E+00	2.6E-09	0.04%

Table 6-2. Source Contribution to Cancer Risk at the Off-Campus MEI in the 2007 Baseline Scenario

Source I.D.	Source Description	Cancer Risk by Exposure Pathway				TOTAL Cancer Risk	% of TOTAL
		Inhalation	Dermal Absorption	Soil Ingestion	Produce Ingestion		
10131	ICE, 201 BHP, Public Policy	2.5E-09	0.0E+00	0.0E+00	0.0E+00	2.5E-09	0.04%
10157	Laboratory Chemical Usage	2.2E-09	0.0E+00	0.0E+00	0.0E+00	2.2E-09	0.03%
10149	Laboratory Chemical Usage	2.0E-09	0.0E+00	0.0E+00	0.0E+00	2.0E-09	0.03%
10063	Boiler, 224MMBTU, Cogen Plant	1.1E-10	7.9E-10	1.2E-10	1.0E-09	2.0E-09	0.03%
10090	ICE, 910 BHP, Phys And Astrom	1.5E-09	0.0E+00	0.0E+00	0.0E+00	1.5E-09	0.02%
10147	Laboratory Chemical Usage	1.5E-09	0.0E+00	0.0E+00	0.0E+00	1.5E-09	0.02%
10042	Boiler, 1.058MMBtu, EH&S Facility	1.6E-10	4.3E-10	6.5E-11	5.5E-10	1.2E-09	0.02%
10127	ICE, 490 BHP, Campus Wide	1.2E-09	0.0E+00	0.0E+00	0.0E+00	1.2E-09	0.02%
10134	ICE, 157 BHP, Hedrick Tower	1.1E-09	0.0E+00	0.0E+00	0.0E+00	1.1E-09	0.02%
10116	ICE, 100 BHP, Bunche	1.1E-09	0.0E+00	0.0E+00	0.0E+00	1.1E-09	0.02%
10043	Boiler, 1.5MMBtu, Rehabilitation #1	1.3E-10	3.6E-10	5.4E-11	4.6E-10	1.0E-09	0.02%
10044	Boiler, 1.5MMBtu, Rehabilitation #2	1.3E-10	3.6E-10	5.4E-11	4.5E-10	9.9E-10	0.02%
10052	Boiler, 1.5MMBtu, STRB	1.2E-10	3.3E-10	4.9E-11	4.1E-10	9.1E-10	0.01%
10103	ICE, 66 BHP, Sunset Rec NE	8.6E-10	0.0E+00	0.0E+00	0.0E+00	8.6E-10	0.01%
10055	Boiler, 1.67MMBtu, Unex	1.1E-10	2.9E-10	4.4E-11	3.7E-10	8.1E-10	0.01%
10054	Boiler, 1.674MMBtu, Unex	1.0E-10	2.9E-10	4.3E-11	3.6E-10	8.0E-10	0.01%
10058	Boiler, 1MMBtu, Rehab. #5	8.8E-11	2.5E-10	3.7E-11	3.1E-10	6.8E-10	0.01%
10140	ICE, 50 BHP, Grad School Edu	6.5E-10	0.0E+00	0.0E+00	0.0E+00	6.5E-10	0.01%
10059	Boiler, 1MMBtu, Rehab. #6	7.5E-11	2.1E-10	3.1E-11	2.7E-10	5.8E-10	0.01%
10053	Boiler, 1.8MMBtu, UES BLR#4	7.2E-11	2.0E-10	3.0E-11	2.5E-10	5.5E-10	0.01%
10057	Boiler, 0.5MMBtu, Ueberroth #1	6.5E-11	1.8E-10	2.7E-11	2.3E-10	5.0E-10	0.01%
10138	ICE, 50 BHP, Dicksen Art	4.6E-10	0.0E+00	0.0E+00	0.0E+00	4.6E-10	0.01%
10141	ICE, 50 BHP, Melnitz Hall	3.9E-10	0.0E+00	0.0E+00	0.0E+00	3.9E-10	0.01%
10139	ICE, 50 BHP, East Melnitz	3.8E-10	0.0E+00	0.0E+00	0.0E+00	3.8E-10	0.01%
10050	Boiler, 1.26MMBtu, SRL #BLR-3	4.7E-11	1.3E-10	2.0E-11	1.7E-10	3.6E-10	0.01%
10051	Boiler, 1.26MMBtu, SRL #BLR-4	4.3E-11	1.2E-10	1.8E-11	1.5E-10	3.3E-10	0.01%
TOTAL FROM LISTED SOURCES[1]		**5.7E-06**	**2.6E-07**	**3.9E-08**	**3.3E-07**	**6.3E-06**	**99.88%**
TOTAL FROM ALL EVALUATED SOURCES		**5.7E-06**	**2.6E-07**	**3.9E-08**	**3.3E-07**	**6.3E-06**	**100.00%**

Table 6-2. Source Contribution to Cancer Risk at the Off-Campus MEI in the 2007 Baseline Scenario

Source I.D.	Source Description	Cancer Risk by Exposure Pathway				TOTAL Cancer Risk	% of TOTAL
		Inhalation	Dermal Absorption	Soil Ingestion	Produce Ingestion		

[1] Only sources contributing 0.01% or more to the risk are listed. Listed sources contribute to 99.88% of the total risk from all evaluated sources.

Table 6-3. Source Contribution to Cancer Risk at the On-Campus MEI in the 2007 Baseline Scenario

Source I.D.	Source Description	Cancer Risk by Exposure Pathway[2]				TOTAL Cancer Risk	% of TOTAL
		Inhalation	Dermal Absorption	Soil Ingestion	Produce Ingestion		
10084	ICE, 1750 BHP, UCLA Med Ctr	1.2E-07	0.0E+00	0.0E+00	0.0E+00	1.2E-07	13.70%
10154	Laboratory Chemical Usage	1.2E-07	0.0E+00	0.0E+00	0.0E+00	1.2E-07	13.53%
10088	ICE, 2514 BHP, Campus Wide	6.8E-08	0.0E+00	0.0E+00	0.0E+00	6.8E-08	7.57%
10002	Turbine, Cogen	1.0E-08	2.0E-08	3.0E-09	2.6E-08	5.9E-08	6.65%
10001	Turbine, Cogen	1.0E-08	2.0E-08	3.0E-09	2.5E-08	5.9E-08	6.55%
10087	ICE, 1095 BHP, Seas IV NW	3.7E-08	0.0E+00	0.0E+00	0.0E+00	3.7E-08	4.16%
10104	ICE, 443 BHP, Boelter III	3.3E-08	0.0E+00	0.0E+00	0.0E+00	3.3E-08	3.67%
10148	Laboratory Chemical Usage	3.1E-08	0.0E+00	0.0E+00	0.0E+00	3.1E-08	3.48%
10075	ICE, 1323 BHP, MSB	2.8E-08	0.0E+00	0.0E+00	0.0E+00	2.8E-08	3.11%
10107	ICE, 390 BHP, Boyer	1.9E-08	0.0E+00	0.0E+00	0.0E+00	1.9E-08	2.07%
10085	ICE, 890 BHP, Macdonald Lab	1.7E-08	0.0E+00	0.0E+00	0.0E+00	1.7E-08	1.96%
10150	Laboratory Chemical Usage	1.6E-08	0.0E+00	0.0E+00	0.0E+00	1.6E-08	1.76%
10111	ICE, 166 BHP, Franz Hall	1.4E-08	0.0E+00	0.0E+00	0.0E+00	1.4E-08	1.60%
10153	Laboratory Chemical Usage	1.4E-08	0.0E+00	0.0E+00	0.0E+00	1.4E-08	1.58%
10158	Laboratory Chemical Usage	1.4E-08	0.0E+00	0.0E+00	0.0E+00	1.4E-08	1.58%
10106	ICE, 166 BHP, Boelter II 12400	1.4E-08	0.0E+00	0.0E+00	0.0E+00	1.4E-08	1.55%
10077	ICE, 553 BHP, UCPD NE	1.3E-08	0.0E+00	0.0E+00	0.0E+00	1.3E-08	1.48%
10074	ICE, 1750 BHP, Young Hall E	1.3E-08	0.0E+00	0.0E+00	0.0E+00	1.3E-08	1.43%
10072	ICE, 2220 BHP, Cogen	1.2E-08	0.0E+00	0.0E+00	0.0E+00	1.2E-08	1.39%
10152	Laboratory Chemical Usage	1.2E-08	0.0E+00	0.0E+00	0.0E+00	1.2E-08	1.37%
10067	ICE, 724 BHP, Sproul Hall	1.2E-08	0.0E+00	0.0E+00	0.0E+00	1.2E-08	1.34%
10122	ICE, 1095 BHP, 200 Med Plaza	1.0E-08	0.0E+00	0.0E+00	0.0E+00	1.0E-08	1.13%
10120	ICE, 1095 BHP, 200 Med Plaza	9.9E-09	0.0E+00	0.0E+00	0.0E+00	9.9E-09	1.10%
10151	Laboratory Chemical Usage	9.1E-09	0.0E+00	0.0E+00	0.0E+00	9.1E-09	1.02%
10110	ICE, 250 BHP, Life Sciences	8.7E-09	0.0E+00	0.0E+00	0.0E+00	8.7E-09	0.97%
10091	ICE, 2000 BHP, SRB I (NRB)	8.3E-09	0.0E+00	0.0E+00	0.0E+00	8.3E-09	0.93%
10159	Laboratory Chemical Usage	8.2E-09	0.0E+00	0.0E+00	0.0E+00	8.2E-09	0.92%
10161	Laboratory Chemical Usage	5.9E-09	0.0E+00	0.0E+00	0.0E+00	5.9E-09	0.66%
10078	ICE, 750 BHP, PS 1	5.9E-09	0.0E+00	0.0E+00	0.0E+00	5.9E-09	0.66%

Table 6-3. Source Contribution to Cancer Risk at the On-Campus MEI in the 2007 Baseline Scenario

Source I.D.	Source Description	Cancer Risk by Exposure Pathway[2]				TOTAL Cancer Risk	% of TOTAL
		Inhalation	Dermal Absorption	Soil Ingestion	Produce Ingestion		
10068	ICE, 320 BHP, Dykstra	5.6E-09	0.0E+00	0.0E+00	0.0E+00	5.6E-09	0.62%
10073	ICE, 746 BHP, Ackerman	5.4E-09	0.0E+00	0.0E+00	0.0E+00	5.4E-09	0.61%
10079	ICE, 1850 BHP, Gonda	4.4E-09	0.0E+00	0.0E+00	0.0E+00	4.4E-09	0.49%
10130	ICE, 155 BHP, Campus Wide	4.2E-09	0.0E+00	0.0E+00	0.0E+00	4.2E-09	0.47%
10114	ICE, 168 BHP, PS 8 SE	4.1E-09	0.0E+00	0.0E+00	0.0E+00	4.1E-09	0.46%
10102	ICE, 377 BHP, Kerckhoff	3.9E-09	0.0E+00	0.0E+00	0.0E+00	3.9E-09	0.43%
10086	ICE, 1490 BHP, AGSM South	3.6E-09	0.0E+00	0.0E+00	0.0E+00	3.6E-09	0.40%
10003	Gasoline Dispensing	3.5E-09	0.0E+00	0.0E+00	0.0E+00	3.5E-09	0.40%
10112	ICE, 60 BHP, Math Sciences	3.5E-09	0.0E+00	0.0E+00	0.0E+00	3.5E-09	0.39%
10123	ICE, 535 BHP, Env Service Building	2.9E-09	0.0E+00	0.0E+00	0.0E+00	2.9E-09	0.32%
10098	ICE, 1881 BHP, Police Station Rep	2.8E-09	0.0E+00	0.0E+00	0.0E+00	2.8E-09	0.32%
10080	ICE, 1260 BHP, UCLA Med Ctr	2.2E-09	0.0E+00	0.0E+00	0.0E+00	2.2E-09	0.25%
10081	ICE, 1260 BHP, UCLA Med Ctr	2.2E-09	0.0E+00	0.0E+00	0.0E+00	2.2E-09	0.25%
10082	ICE, 1310 BHP, UCLA Med Ctr	2.2E-09	0.0E+00	0.0E+00	0.0E+00	2.2E-09	0.25%
10083	ICE, 1310 BHP, UCLA Med Ctr	2.2E-09	0.0E+00	0.0E+00	0.0E+00	2.2E-09	0.25%
10155	Laboratory Chemical Usage	2.1E-09	0.0E+00	0.0E+00	0.0E+00	2.1E-09	0.24%
10118	ICE, 135 BHP, Pauley	2.1E-09	0.0E+00	0.0E+00	0.0E+00	2.1E-09	0.24%
10076	ICE, 668 BHP, STRB	2.1E-09	0.0E+00	0.0E+00	0.0E+00	2.1E-09	0.23%
10062	Boiler, 12.5MMBTU, 200 Med Plaza	2.1E-10	7.5E-10	1.1E-10	9.5E-10	2.0E-09	0.23%
10064	ICE, 335 BHP, Covel	1.9E-09	0.0E+00	0.0E+00	0.0E+00	1.9E-09	0.21%
10101	ICE, 3057 BHP, Eng V	1.7E-09	0.0E+00	0.0E+00	0.0E+00	1.7E-09	0.19%
10160	Laboratory Chemical Usage	1.6E-09	0.0E+00	0.0E+00	0.0E+00	1.6E-09	0.18%
10061	Boiler, 12.5MMBTU, 200 Med Plaza	1.7E-10	6.0E-10	8.9E-11	7.6E-10	1.6E-09	0.18%
10066	ICE, 440 BHP, Hedrick	1.5E-09	0.0E+00	0.0E+00	0.0E+00	1.5E-09	0.17%
10069	ICE, 320 BHP, Rieber Hall	1.5E-09	0.0E+00	0.0E+00	0.0E+00	1.5E-09	0.17%
10128	ICE, 277 BHP, CHS	1.5E-09	0.0E+00	0.0E+00	0.0E+00	1.5E-09	0.16%
10142	ICE, 50 BHP, Campus Wide	1.5E-09	0.0E+00	0.0E+00	0.0E+00	1.5E-09	0.16%
10143	ICE, 50 BHP, Campus Wide	1.5E-09	0.0E+00	0.0E+00	0.0E+00	1.5E-09	0.16%
10144	ICE, 50 BHP, Park Str 8	1.4E-09	0.0E+00	0.0E+00	0.0E+00	1.4E-09	0.15%
10126	ICE, 216 BHP, Campus Wide	1.2E-09	0.0E+00	0.0E+00	0.0E+00	1.2E-09	0.14%

Table 6-3. Source Contribution to Cancer Risk at the On-Campus MEI in the 2007 Baseline Scenario

Source I.D.	Source Description	Cancer Risk by Exposure Pathway[2]				TOTAL Cancer Risk	% of TOTAL
		Inhalation	Dermal Absorption	Soil Ingestion	Produce Ingestion		
10117	ICE, 135 BHP, LATC	1.1E-09	0.0E+00	0.0E+00	0.0E+00	1.1E-09	0.12%
10115	ICE, 107 BHP, Unix	1.1E-09	0.0E+00	0.0E+00	0.0E+00	1.1E-09	0.12%
10132	ICE, 370 BHP, Murphy Hall	1.0E-09	0.0E+00	0.0E+00	0.0E+00	1.0E-09	0.12%
10108	ICE, 519 BHP, PS 4	9.5E-10	0.0E+00	0.0E+00	0.0E+00	9.5E-10	0.11%
10121	ICE, 335 BHP, 300 Med Plaza	8.7E-10	0.0E+00	0.0E+00	0.0E+00	8.7E-10	0.10%
10124	ICE, 317 BHP, Parking Structure 7	8.4E-10	0.0E+00	0.0E+00	0.0E+00	8.4E-10	0.09%
10146	Laboratory Chemical Usage	7.8E-10	0.0E+00	0.0E+00	0.0E+00	7.8E-10	0.09%
10071	ICE, 635 BHP, Reiber W	7.3E-10	0.0E+00	0.0E+00	0.0E+00	7.3E-10	0.08%
10105	ICE, 235 BHP, Royce NW	7.1E-10	0.0E+00	0.0E+00	0.0E+00	7.1E-10	0.08%
10133	ICE, 550 BHP, Hilbrom	6.8E-10	0.0E+00	0.0E+00	0.0E+00	6.8E-10	0.08%
10060	Boiler, 5.23MMBtu, Warren Hall	8.8E-11	2.5E-10	3.7E-11	3.1E-10	6.8E-10	0.08%
10094	ICE, 2000 BHP, Rep Hospital 1	6.3E-10	0.0E+00	0.0E+00	0.0E+00	6.3E-10	0.07%
10095	ICE, 2000 BHP, Rep Hospital 2	6.3E-10	0.0E+00	0.0E+00	0.0E+00	6.3E-10	0.07%
10096	ICE, 2000 BHP, Rep Hospital 3	6.3E-10	0.0E+00	0.0E+00	0.0E+00	6.3E-10	0.07%
10097	ICE, 2000 BHP, Rep Hospital 4	6.3E-10	0.0E+00	0.0E+00	0.0E+00	6.3E-10	0.07%
10070	ICE, 635 BHP, Reiber N	6.2E-10	0.0E+00	0.0E+00	0.0E+00	6.2E-10	0.07%
10109	ICE, 377 BHP, SRL N	5.6E-10	0.0E+00	0.0E+00	0.0E+00	5.6E-10	0.06%
10092	ICE, 2000 BHP, CNSI	5.5E-10	0.0E+00	0.0E+00	0.0E+00	5.5E-10	0.06%
10119	ICE, 370 BHP, Law Library	5.1E-10	0.0E+00	0.0E+00	0.0E+00	5.1E-10	0.06%
10065	ICE, 415 BHP, De Neve	4.8E-10	0.0E+00	0.0E+00	0.0E+00	4.8E-10	0.05%
10113	ICE, 168 BHP, SRL	4.6E-10	0.0E+00	0.0E+00	0.0E+00	4.6E-10	0.05%
10100	ICE, 3622 BHP, PKS#5,4,7	4.5E-10	0.0E+00	0.0E+00	0.0E+00	4.5E-10	0.05%
10089	ICE, 635 BHP, Rehab Cen	4.1E-10	0.0E+00	0.0E+00	0.0E+00	4.1E-10	0.05%
10135	ICE, 325 BHP, MS	4.0E-10	0.0E+00	0.0E+00	0.0E+00	4.0E-10	0.05%
10149	Laboratory Chemical Usage	3.7E-10	0.0E+00	0.0E+00	0.0E+00	3.7E-10	0.04%
10137	ICE, 50 BHP, CHS Park Str	3.6E-10	0.0E+00	0.0E+00	0.0E+00	3.6E-10	0.04%
10125	ICE, 260 BHP, YRL	3.1E-10	0.0E+00	0.0E+00	0.0E+00	3.1E-10	0.03%
10127	ICE, 490 BHP, Campus Wide	3.1E-10	0.0E+00	0.0E+00	0.0E+00	3.1E-10	0.03%
10063	Boiler, 224MMBTU, Cogen Plant	1.6E-11	1.1E-10	1.7E-11	1.4E-10	2.9E-10	0.03%
10099	ICE, 755 BHP, Powell / kinsey	2.6E-10	0.0E+00	0.0E+00	0.0E+00	2.6E-10	0.03%

Table 6-3. Source Contribution to Cancer Risk at the On-Campus MEI in the 2007 Baseline Scenario

Source I.D.	Source Description	Cancer Risk by Exposure Pathway[2]				TOTAL Cancer Risk	% of TOTAL
		Inhalation	Dermal Absorption	Soil Ingestion	Produce Ingestion		
10042	Boiler, 1.058MMBtu, EH&S Facility	2.9E-11	8.1E-11	1.2E-11	1.0E-10	2.3E-10	0.03%
10147	Laboratory Chemical Usage	2.1E-10	0.0E+00	0.0E+00	0.0E+00	2.1E-10	0.02%
10134	ICE, 157 BHP, Hedrick Tower	1.6E-10	0.0E+00	0.0E+00	0.0E+00	1.6E-10	0.02%
10103	ICE, 66 BHP, Sunset Rec NE	1.5E-10	0.0E+00	0.0E+00	0.0E+00	1.5E-10	0.02%
10055	Boiler, 1.67MMBtu, Unex	1.9E-11	5.2E-11	7.7E-12	6.5E-11	1.4E-10	0.02%
10054	Boiler, 1.674MMBtu, Unex	1.8E-11	5.1E-11	7.6E-12	6.5E-11	1.4E-10	0.02%
10157	Laboratory Chemical Usage	1.4E-10	0.0E+00	0.0E+00	0.0E+00	1.4E-10	0.02%
10093	ICE, 2000 BHP, SRB II	1.3E-10	0.0E+00	0.0E+00	0.0E+00	1.3E-10	0.01%
10043	Boiler, 1.5MMBtu, Rehabilitation #1	1.6E-11	4.5E-11	6.7E-12	5.7E-11	1.2E-10	0.01%
10044	Boiler, 1.5MMBtu, Rehabilitation #2	1.5E-11	4.2E-11	6.3E-12	5.3E-11	1.2E-10	0.01%
10052	Boiler, 1.5MMBtu, STRB	1.3E-11	3.5E-11	5.3E-12	4.5E-11	9.8E-11	0.01%
10116	ICE, 100 BHP, Bunche	8.7E-11	0.0E+00	0.0E+00	0.0E+00	8.7E-11	0.01%
10057	Boiler, 0.5MMBtu, Ueberroth #1	1.1E-11	3.0E-11	4.5E-12	3.8E-11	8.4E-11	0.01%
10140	ICE, 50 BHP, Grad School Edu	8.0E-11	0.0E+00	0.0E+00	0.0E+00	8.0E-11	0.01%
10058	Boiler, 1MMBtu, Rehab. #5	1.0E-11	2.8E-11	4.3E-12	3.6E-11	7.9E-11	0.01%
10131	ICE, 201 BHP, Public Policy	7.0E-11	0.0E+00	0.0E+00	0.0E+00	7.0E-11	0.01%
10059	Boiler, 1MMBtu, Rehab. #6	8.5E-12	2.4E-11	3.5E-12	3.0E-11	6.6E-11	0.01%
10090	ICE, 910 BHP, Phys And Astrom	6.2E-11	0.0E+00	0.0E+00	0.0E+00	6.2E-11	0.01%
10050	Boiler, 1.26MMBtu, SRL #BLR-3	7.5E-12	2.1E-11	3.2E-12	2.7E-11	5.8E-11	0.01%
10053	Boiler, 1.8MMBtu, UES BLR#4	7.5E-12	2.1E-11	3.1E-12	2.6E-11	5.8E-11	0.01%
10145	Spray Booth, CSB I	5.4E-11	0.0E+00	0.0E+00	0.0E+00	5.4E-11	0.01%
10051	Boiler, 1.26MMBtu, SRL #BLR-4	6.8E-12	1.9E-11	2.8E-12	2.4E-11	5.3E-11	0.01%
10138	ICE, 50 BHP, Dicksen Art	4.9E-11	0.0E+00	0.0E+00	0.0E+00	4.9E-11	0.01%
10048	Boiler, 1.8MMBtu, SCRC- #1 (Olympic)	6.3E-12	1.8E-11	2.6E-12	2.2E-11	4.9E-11	0.01%
10009	Boiler, 1.2MMBtu, Bradley	6.0E-12	1.7E-11	2.5E-12	2.1E-11	4.7E-11	0.01%
TOTAL FROM LISTED SOURCES[1]		**7.9E-07**	**4.3E-08**	**6.4E-09**	**5.4E-08**	**8.9E-07**	**99.96%**
TOTAL FROM ALL EVALUATED SOURCES		**7.9E-07**	**4.3E-08**	**6.4E-09**	**5.4E-08**	**8.9E-07**	**100.00%**

[1] Only sources contributing 0.01% or more to the risk are listed. Listed sources contribute to 99.96% of the total risk from all evaluated sources.

[2] Cancer risk adjusted for a 9-year exposure period consistent with OEHHA guidelines

Table 6-4. Cancer Risk at the Off-campus MEI by Substance and by Exposure Pathway in the 2007 Baseline Scenario

Substance	CAS	Cancer Risk by Exposure Pathway				TOTAL Cancer Risk	% of TOTAL[1]
		Inhalation	Dermal Absorption	Soil Ingestion	Produce Ingestion		
Diesel Exhaust (particulates)	9901	3.9E-06	0.0E+00	0.0E+00	0.0E+00	3.9E-06	62.26%
Formaldehyde	50000	1.4E-06	0.0E+00	0.0E+00	0.0E+00	1.4E-06	21.96%
PAH (excluding napthalene)	1151	2.0E-08	2.6E-07	3.9E-08	3.3E-07	6.5E-07	10.29%
Benzene	71432	1.2E-07	0.0E+00	0.0E+00	0.0E+00	1.2E-07	1.82%
Chloroform	67663	1.0E-07	0.0E+00	0.0E+00	0.0E+00	1.0E-07	1.63%
Methylene Chloride	75092	9.7E-08	0.0E+00	0.0E+00	0.0E+00	9.7E-08	1.52%
Dioxane, 1,4-	123911	1.1E-08	0.0E+00	0.0E+00	0.0E+00	1.1E-08	0.17%
Hydrazine	302012	8.6E-09	0.0E+00	0.0E+00	0.0E+00	8.6E-09	0.14%
Ethylbenzene	100414	3.8E-09	0.0E+00	0.0E+00	0.0E+00	3.8E-09	0.06%
Acetaldehyde	75070	2.5E-09	0.0E+00	0.0E+00	0.0E+00	2.5E-09	0.04%
Propylene Oxide	75569	2.2E-09	0.0E+00	0.0E+00	0.0E+00	2.2E-09	0.04%
Carbon Tetrachloride	56235	2.2E-09	0.0E+00	0.0E+00	0.0E+00	2.2E-09	0.03%
Butadiene, 1,3-	106990	1.5E-09	0.0E+00	0.0E+00	0.0E+00	1.5E-09	0.02%
Naphthalene	91203	1.0E-09	0.0E+00	0.0E+00	0.0E+00	1.0E-09	0.02%
Dichlorobenzene, p-	106467	6.3E-10	0.0E+00	0.0E+00	0.0E+00	6.3E-10	0.01%
Total Risk from all listed substance		**5.7E-06**	**2.6E-07**	**3.9E-08**	**3.3E-07**	**6.3E-06**	**100.0%**
Total Risk from all evaluated substance		**5.7E-06**	**2.6E-07**	**3.9E-08**	**3.3E-07**	**6.3E-06**	**100.0%**

[1] Substances contributing less than 0.01% to the total risk are not listed.

Table 6-5. Cancer Risk at the On-campus MEI by Substance and by Exposure Pathway in the 2007 Baseline Scenario

Substance	CAS	Cancer Risk by Exposure Pathway[2]				TOTAL Cancer Risk	% of TOTAL
		Inhalation	Dermal Absorption	Soil Ingestion	Produce Ingestion		
Diesel Exhaust (particulates)	9901	5.3E-07	0.0E+00	0.0E+00	0.0E+00	5.3E-07	59.14%
Formaldehyde	50000	2.1E-07	0.0E+00	0.0E+00	0.0E+00	2.1E-07	23.02%
PAH (excluding napthalene)	1151	3.2E-09	4.3E-08	6.4E-09	5.4E-08	1.1E-07	11.94%
Benzene	71432	1.8E-08	0.0E+00	0.0E+00	0.0E+00	1.8E-08	2.00%
Chloroform	67663	1.5E-08	0.0E+00	0.0E+00	0.0E+00	1.5E-08	1.68%
Methylene Chloride	75092	1.4E-08	0.0E+00	0.0E+00	0.0E+00	1.4E-08	1.58%
Dioxane, 1,4-	123911	1.5E-09	0.0E+00	0.0E+00	0.0E+00	1.5E-09	0.17%
Hydrazine	302012	1.3E-09	0.0E+00	0.0E+00	0.0E+00	1.3E-09	0.14%
Ethylbenzene	100414	6.9E-10	0.0E+00	0.0E+00	0.0E+00	6.9E-10	0.08%
Acetaldehyde	75070	4.0E-10	0.0E+00	0.0E+00	0.0E+00	4.0E-10	0.05%
Propylene Oxide	75569	3.6E-10	0.0E+00	0.0E+00	0.0E+00	3.6E-10	0.04%
Carbon Tetrachloride	56235	3.2E-10	0.0E+00	0.0E+00	0.0E+00	3.2E-10	0.04%
Butadiene, 1,3-	106990	2.5E-10	0.0E+00	0.0E+00	0.0E+00	2.5E-10	0.03%
Naphthalene	91203	1.7E-10	0.0E+00	0.0E+00	0.0E+00	1.7E-10	0.02%
Dichlorobenzene, p-	106467	9.2E-11	0.0E+00	0.0E+00	0.0E+00	9.2E-11	0.01%
Trichloroethylene	79016	5.6E-11	0.0E+00	0.0E+00	0.0E+00	5.6E-11	0.01%
Total Risk from all listed sources[1]		**7.9E-07**	**4.3E-08**	**6.4E-09**	**5.4E-08**	**8.9E-07**	**100.0%**
Total Risk from all evaluated sources		**7.9E-07**	**4.3E-08**	**6.4E-09**	**5.4E-08**	**8.9E-07**	**100.0%**

[1] Substances contributing less than 0.01% to the total risk are not listed.

[2] Cancer risk adjusted for a 9-year exposure period consistent with OEHHA guidelines

Table 6-6. Chronic Noncancer Hazard Index at the Off- and On-Campus MEIs in the 2007 Baseline Scenario

Target Organ	Substance	CAS	Chronic Hazard Quotients	
			Off-Campus	On-Campus
CV	Methylene Chloride	75092	2.38E-04	2.72E-04
	Dioxane, 1,4-	123911	4.49E-07	5.13E-07
	Total Chronic HI		**2.38E-04**	**2.73E-04**
CNS	Benzene	71432	6.63E-05	7.99E-05
	Toluene	108883	5.16E-05	6.52E-05
	Xylenes	1330207	2.71E-05	3.33E-05
	Carbon Tetrachloride	56235	1.26E-06	1.45E-06
	Methylene Chloride	75092	2.38E-04	2.72E-04
	Trichloroethylene	79016	2.35E-07	3.56E-07
	Hexane	110543	2.18E-05	2.49E-05
	Dichlorobenzene, p-	106467	6.76E-08	7.71E-08
	Total Chronic HI		**4.06E-04**	**4.77E-04**
DEVEL	Benzene	71432	6.63E-05	7.99E-05
	Toluene	108883	5.16E-05	6.52E-05
	Ethylbenzene	100414	7.61E-07	1.06E-06
	Chloroform	67663	6.21E-05	7.10E-05
	Carbon Tetrachloride	56235	1.26E-06	1.45E-06
	Methanol	67561	3.41E-05	3.89E-05
	Isopropyl Alcohol	67630	7.48E-07	8.54E-07
	Total Chronic HI		**2.17E-04**	**2.58E-04**
ENDO	Ethylbenzene	100414	7.61E-07	1.06E-06
	Hydrazine	302012	8.71E-06	9.94E-06
	Total Chronic HI		**9.47E-06**	**1.10E-05**
EYE	Formaldehyde	50000	7.62E-02	8.77E-02
	Acrolein	107028	2.62E-03	3.36E-03
	Trichloroethylene	79016	2.35E-07	3.56E-07
	Epichlorohydrin	106898	2.90E-08	3.31E-08
	Triethylamine	121448	4.90E-06	5.60E-06
	Total Chronic HI		**7.88E-02**	**9.11E-02**
GILV	Ethylbenzene	100414	7.61E-07	1.06E-06
	Chloroform	67663	6.21E-05	7.10E-05
	Perchloroethylene	127184	9.28E-07	1.07E-06
	Carbon Tetrachloride	56235	1.26E-06	1.45E-06
	1-Methoxy-2-propanol	107982	2.97E-07	4.52E-07
	Hydrazine	302012	8.71E-06	9.94E-06
	Ethylene Dichloride	107062	5.45E-09	6.23E-09
	Dioxane, 1,4-	123911	4.49E-07	5.13E-07
	Dimethylformamide	68122	2.69E-05	3.07E-05
	Dichlorobenzene, p-	106467	6.76E-08	7.71E-08
	Chlorobenzene	108907	1.35E-07	1.54E-07
	TOTAL		**1.02E-04**	**1.16E-04**

Table 6-6. Chronic Noncancer Hazard Index at the Off- and On-Campus MEIs in the 2007 Baseline Scenario

Target Organ	Substance	CAS	Chronic Hazard Quotients	
			Off-Campus	On-Campus
KIDN	Ethylbenzene	100414	7.61E-07	1.06E-06
	Chloroform	67663	6.21E-05	7.10E-05
	Perchloroethylene	127184	9.28E-07	1.07E-06
	Isopropyl Alcohol	67630	7.48E-07	8.54E-07
	Dioxane, 1,4-	123911	4.49E-07	5.13E-07
	Dichlorobenzene, p-	106467	6.76E-08	7.71E-08
	Chlorobenzene	108907	1.35E-07	1.54E-07
	Total Chronic HI		**6.52E-05**	**7.47E-05**
REPRO	Butadiene, 1,3-	106990	4.38E-07	5.57E-07
	Chlorobenzene	108907	1.35E-07	1.54E-07
	Total Chronic HI		**5.73E-07**	**7.11E-07**
RESP	Propylene Oxide	75569	1.97E-05	2.50E-05
	Toluene	108883	5.16E-05	6.52E-05
	Naphthalene	91203	3.29E-06	4.20E-06
	Formaldehyde	50000	7.62E-02	8.77E-02
	Acetaldehyde	75070	9.44E-05	1.20E-04
	Acrolein	107028	2.62E-03	3.36E-03
	Ammonia	7664417	1.08E-03	1.38E-03
	Xylenes	1330207	2.71E-05	3.33E-05
	Diesel Exhaust (particulates)	9901	2.47E-03	2.58E-03
	Hydrogen Chloride	7647010	5.66E-04	6.47E-04
	Epichlorohydrin	106898	2.90E-08	3.31E-08
	Dimethylformamide	68122	2.69E-05	3.07E-05
	Dichlorobenzene, p-	106467	6.76E-08	7.71E-08
	Total Chronic HI		**8.32E-02**	**9.59E-02**
BLOOD	Benzene	71432	6.63E-05	7.99E-05
	Total Chronic HI		**6.63E-05**	**7.99E-05**

CNS – Central Nervous System
CV – Cardiovascular System
DEVEL – Development System
ENDO – Endocrine System
GILV – Alimentary System
IMMUN – Immune System
KIDN – Kidneys
REPRO – Reproductive System
RESP – Respiratory System

Table 6-7. Acute Noncancer Hazard Index at the Off- and On-Campus MEIs in the 2007 Baseline Scenario

Target Organ	Substance	CAS	Acute Hazard Quotients	
			Off-Campus	On-Campus
CNS	Toluene	108883	9.46E-05	1.79E-04
	Vinyl Chloride	75014	5.13E-10	5.55E-10
	Chloroform	67663	3.24E-04	4.60E-04
	Perchloroethylene	127184	1.66E-08	1.95E-08
	Methylene Chloride	75092	4.77E-05	5.92E-05
	Carbon Tetrachloride	56235	8.43E-08	1.13E-07
	Methanol	67561	3.42E-05	4.24E-05
	Triethylamine	121448	2.46E-06	3.05E-06
	Total Acute HI		**5.03E-04**	**7.44E-04**
DEVEL	Benzene	71432	1.16E-04	3.74E-04
	Propylene Oxide	75569	6.02E-06	6.52E-06
	Toluene	108883	9.46E-05	1.79E-04
	Chloroform	67663	3.24E-04	4.60E-04
	Carbon Tetrachloride	56235	8.43E-08	1.13E-07
	Total Acute HI		**5.41E-04**	**1.02E-03**
EYE	Propylene Oxide	75569	6.02E-06	6.52E-06
	Toluene	108883	9.46E-05	1.79E-04
	Formaldehyde	50000	2.11E-02	2.56E-02
	Acrolein	107028	4.62E-02	6.79E-02
	Ammonia	7664417	3.77E-03	5.32E-03
	Xylenes	1330207	1.58E-04	3.00E-04
	Vinyl Chloride	75014	5.13E-10	5.55E-10
	Perchloroethylene	127184	1.66E-08	1.95E-08
	Isopropyl Alcohol	67630	1.15E-05	1.42E-05
	Hydrogen Chloride	7647010	1.70E-05	2.11E-05
	Epichlorohydrin	106898	4.69E-10	5.82E-10
	Triethylamine	121448	2.46E-06	3.05E-06
	Dioxane, 1,4-	123911	3.16E-06	3.91E-06
	Total Acute HI		**7.14E-02**	**9.93E-02**
GILV	Carbon Tetrachloride	56235	8.43E-08	1.13E-07
	Total Acute HI		**8.43E-08**	**1.13E-07**
IMMUN	Benzene	71432	1.16E-04	3.74E-04
	Formaldehyde	50000	2.11E-02	2.56E-02
	Total Acute HI		**2.12E-02**	**2.60E-02**
REPRO	Benzene	71432	1.16E-04	3.74E-04
	Propylene Oxide	75569	6.02E-06	6.52E-06
	Toluene	108883	9.46E-05	1.79E-04
	Chloroform	67663	3.24E-04	4.60E-04
	Carbon Tetrachloride	56235	8.43E-08	1.13E-07
	Total Acute HI		**5.41E-04**	**1.02E-03**
RESP	Propylene Oxide	75569	6.02E-06	6.52E-06

Table 6-7. Acute Noncancer Hazard Index at the Off- and On-Campus MEIs in the 2007 Baseline Scenario

Target Organ	Substance	CAS	Acute Hazard Quotients	
			Off-Campus	On-Campus
	Toluene	108883	9.46E-05	1.79E-04
	Formaldehyde	50000	2.11E-02	2.56E-02
	Acrolein	107028	4.62E-02	6.79E-02
	Ammonia	7664417	3.77E-03	5.32E-03
	Xylenes	1330207	1.58E-04	3.00E-04
	Vinyl Chloride	75014	5.13E-10	5.55E-10
	Perchloroethylene	127184	1.66E-08	1.95E-08
	Isopropyl Alcohol	67630	1.15E-05	1.42E-05
	Hydrogen Chloride	7647010	1.70E-05	2.11E-05
	Epichlorohydrin	106898	4.69E-10	5.82E-10
	Dioxane, 1,4-	123911	3.16E-06	3.91E-06
	Total Acute HI		**7.14E-02**	**9.93E-02**
BLOOD	Benzene	71432	1.16E-04	3.74E-04
	Total Acute HI		**1.16E-04**	**3.74E-04**

CNS – Central Nervous System
CV – Cardiovascular System
DEVEL – Development System
ENDO – Endocrine System
GILV – Alimentary System
IMMUN – Immune System
KIDN – Kidneys
REPRO – Reproductive System
RESP – Respiratory System

Table 6-8. Summary of HRA Results for the Sensitive Receptors within the ZOI in the 2007 Baseline Scenario					
	UTM Coordinates		Health Risks[1]		
Description	East (m)	North (m)	Cancer	Chronic HI	Acute HI
Warner Avenue Elementary School	367684	3770806	2.3E-07	0.02	0.04
Seeds University Elementary School	366782	3771446	2.6E-07	0.01	0.06
Fernald Child Development Center	366780	3771357	2.8E-07	0.01	0.06
Marymount High School	366624	3771361	3.0E-07	0.01	0.05
Medical Center	366887	3770491	3.5E-07	0.06	0.07
Reagan Medical Center	366586	3770505	2.1E-07	0.02	0.06
Franz Hall Day Care Center	367000	3770800	9.0E-07	0.10	0.07

[1] Cancer risk adjusted for 9-year exposure period consistent with OEHHA guidelines

Table 6-9. Summary of HRA Results for the Off- and On-campus MEIs in the LRDP Amendment Scenario

	Result	Significance Threshold[1]	Receptor Location		Receptor Description
			East (m)	North (m)	
Off-campus MEI					
Cancer Risk	6.4×10^{-6}	10×10^{-6}	367196	3770768	Fence line east of campus on Hilgard Avenue east of Parking Structure Two
Chronic HI	0.09	1.0	367186	3770669	Fence line east of campus on Hilgard Avenue east of Parking Structure Two
Acute HI	0.08	1.0	366114	3771509	Fence line northwest campus across from Sunset Boulevard
On-campus MEI[1]					
Cancer Risk	9.0×10^{-7}	10×10^{-6}	367000	3770800	General Area of Franz Hall
Chronic HI	0.10	1.0	367000	3770800	General area of Franz Hall
Acute HI	0.11	1.0	366069	3771124	Northwest campus housing complex

[1] Significance threshold provided in SCAQMD Supplemental Guidelines for Preparing Risk Assessments (SCAQMD, 2005)

[2] Cancer risk adjusted for 9-year exposure period consistent with OEHHA guidelines

Table 6-10. Source Contribution to Cancer Risk at the Off-Campus MEI in the LRDP Amendment Scenario

Source I.D.	Source Description	Cancer Risk by Exposure Pathway[2]				TOTAL Cancer Risk	% of TOTAL
		Inhalation	Dermal Absorption	Soil Ingestion	Produce Ingestion		
10084	ICE, 1750 BHP, UCLA Med Ctr	1.0E-06	0.0E+00	0.0E+00	0.0E+00	1.0E-06	16.22%
10075	ICE, 1323 BHP, MSB	8.4E-07	0.0E+00	0.0E+00	0.0E+00	8.4E-07	13.09%
10154	Laboratory Chemical Usage	7.5E-07	0.0E+00	0.0E+00	0.0E+00	7.5E-07	11.65%
10002	Gas Turbine	6.2E-08	1.2E-07	1.9E-08	1.6E-07	3.6E-07	5.65%
10001	Gas Turbine	6.2E-08	1.2E-07	1.8E-08	1.6E-07	3.6E-07	5.60%
10074	ICE, 1750 BHP, Young Hall E	3.4E-07	0.0E+00	0.0E+00	0.0E+00	3.4E-07	5.24%
10148	Laboratory Chemical Usage	3.0E-07	0.0E+00	0.0E+00	0.0E+00	3.0E-07	4.70%
10088	ICE, 2514 BHP, Campus Wide	2.7E-07	0.0E+00	0.0E+00	0.0E+00	2.7E-07	4.15%
10152	Laboratory Chemical Usage	2.3E-07	0.0E+00	0.0E+00	0.0E+00	2.3E-07	3.56%
10087	ICE, 1095 BHP, Seas IV NW	1.6E-07	0.0E+00	0.0E+00	0.0E+00	1.6E-07	2.46%
10107	ICE, 390 BHP, Boyer	9.3E-08	0.0E+00	0.0E+00	0.0E+00	9.3E-08	1.46%
10110	ICE, 250 BHP, Life Sciences	7.6E-08	0.0E+00	0.0E+00	0.0E+00	7.6E-08	1.18%
10104	ICE, 443 BHP, Boelter III	7.2E-08	0.0E+00	0.0E+00	0.0E+00	7.2E-08	1.12%
10067	ICE, 724 BHP, Sproul Hall	6.8E-08	0.0E+00	0.0E+00	0.0E+00	6.8E-08	1.06%
10153	Laboratory Chemical Usage	6.2E-08	0.0E+00	0.0E+00	0.0E+00	6.2E-08	0.96%
10161	Laboratory Chemical Usage	6.0E-08	0.0E+00	0.0E+00	0.0E+00	6.0E-08	0.93%
10085	ICE, 890 BHP, Macdonald Lab	5.5E-08	0.0E+00	0.0E+00	0.0E+00	5.5E-08	0.86%
10111	ICE, 166 BHP, Franz Hall	5.5E-08	0.0E+00	0.0E+00	0.0E+00	5.5E-08	0.86%
10150	Laboratory Chemical Usage	5.4E-08	0.0E+00	0.0E+00	0.0E+00	5.4E-08	0.84%
10072	ICE, 2220 BHP, Cogen	5.3E-08	0.0E+00	0.0E+00	0.0E+00	5.3E-08	0.82%
10077	ICE, 553 BHP, UCPD NE	5.1E-08	0.0E+00	0.0E+00	0.0E+00	5.1E-08	0.80%
20017	Laboratory Chemical Usage	5.1E-08	0.0E+00	0.0E+00	0.0E+00	5.1E-08	0.79%
10120	ICE, 1095 BHP, 200 Med Plaza	4.9E-08	0.0E+00	0.0E+00	0.0E+00	4.9E-08	0.76%
10122	ICE, 1095 BHP, 200 Med Plaza	4.8E-08	0.0E+00	0.0E+00	0.0E+00	4.8E-08	0.74%
10086	ICE, 1490 BHP, AGSM South	4.2E-08	0.0E+00	0.0E+00	0.0E+00	4.2E-08	0.66%
10158	Laboratory Chemical Usage	4.2E-08	0.0E+00	0.0E+00	0.0E+00	4.2E-08	0.65%
10106	ICE, 166 BHP, Boelter II 12400	3.7E-08	0.0E+00	0.0E+00	0.0E+00	3.7E-08	0.58%
10155	Laboratory Chemical Usage	3.2E-08	0.0E+00	0.0E+00	0.0E+00	3.2E-08	0.50%
10159	Laboratory Chemical Usage	3.2E-08	0.0E+00	0.0E+00	0.0E+00	3.2E-08	0.50%
10080	ICE, 1260 BHP, UCLA Med Ctr	3.1E-08	0.0E+00	0.0E+00	0.0E+00	3.1E-08	0.49%

Table 6-10. Source Contribution to Cancer Risk at the Off-Campus MEI in the LRDP Amendment Scenario							
		Cancer Risk by Exposure Pathway[2]					
Source I.D.	Source Description	Inhalation	Dermal Absorption	Soil Ingestion	Produce Ingestion	TOTAL Cancer Risk	% of TOTAL
10081	ICE, 1260 BHP, UCLA Med Ctr	3.1E-08	0.0E+00	0.0E+00	0.0E+00	3.1E-08	0.49%
10082	ICE, 1310 BHP, UCLA Med Ctr	3.1E-08	0.0E+00	0.0E+00	0.0E+00	3.1E-08	0.49%
10083	ICE, 1310 BHP, UCLA Med Ctr	3.1E-08	0.0E+00	0.0E+00	0.0E+00	3.1E-08	0.49%
10151	Laboratory Chemical Usage	3.1E-08	0.0E+00	0.0E+00	0.0E+00	3.1E-08	0.48%
10068	ICE, 320 BHP, Dykstra	3.1E-08	0.0E+00	0.0E+00	0.0E+00	3.1E-08	0.48%
10091	ICE, 2000 BHP, SRB I (NRB)	3.0E-08	0.0E+00	0.0E+00	0.0E+00	3.0E-08	0.47%
10078	ICE, 750 BHP, PS 1	2.9E-08	0.0E+00	0.0E+00	0.0E+00	2.9E-08	0.46%
10073	ICE, 746 BHP, Ackerman	2.6E-08	0.0E+00	0.0E+00	0.0E+00	2.6E-08	0.41%
10102	ICE, 377 BHP, Kerckhoff	1.9E-08	0.0E+00	0.0E+00	0.0E+00	1.9E-08	0.30%
10076	ICE, 668 BHP, STRB	1.9E-08	0.0E+00	0.0E+00	0.0E+00	1.9E-08	0.29%
10003	Gasoline Dispensing	1.8E-08	0.0E+00	0.0E+00	0.0E+00	1.8E-08	0.29%
10114	ICE, 168 BHP, PS 8 SE	1.7E-08	0.0E+00	0.0E+00	0.0E+00	1.7E-08	0.27%
10101	ICE, 3057 BHP, Eng V	1.7E-08	0.0E+00	0.0E+00	0.0E+00	1.7E-08	0.26%
10130	ICE, 155 BHP, Campus Wide	1.6E-08	0.0E+00	0.0E+00	0.0E+00	1.6E-08	0.26%
10079	ICE, 1850 BHP, Gonda	1.6E-08	0.0E+00	0.0E+00	0.0E+00	1.6E-08	0.24%
10123	ICE, 535 BHP, Env Service Building	1.5E-08	0.0E+00	0.0E+00	0.0E+00	1.5E-08	0.24%
20016	ICE, 500 BHP, LSR	1.3E-08	0.0E+00	0.0E+00	0.0E+00	1.3E-08	0.20%
10098	ICE, 1881 BHP, Police Station Rep.	1.3E-08	0.0E+00	0.0E+00	0.0E+00	1.3E-08	0.20%
10112	ICE, 94 BHP, Math Sciences	1.1E-08	0.0E+00	0.0E+00	0.0E+00	1.1E-08	0.17%
10160	Laboratory Chemical Usage	1.1E-08	0.0E+00	0.0E+00	0.0E+00	1.1E-08	0.17%
10064	ICE, 335 BHP, Covel	1.1E-08	0.0E+00	0.0E+00	0.0E+00	1.1E-08	0.17%
10094	ICE, 2000 BHP, Rep Hospital 1	1.0E-08	0.0E+00	0.0E+00	0.0E+00	1.0E-08	0.16%
10095	ICE, 2000 BHP, Rep Hospital 2	1.0E-08	0.0E+00	0.0E+00	0.0E+00	1.0E-08	0.16%
10096	ICE, 2000 BHP, Rep Hospital 3	1.0E-08	0.0E+00	0.0E+00	0.0E+00	1.0E-08	0.16%
10097	ICE, 2000 BHP, Rep Hospital 4	1.0E-08	0.0E+00	0.0E+00	0.0E+00	1.0E-08	0.16%
10062	Boiler, 12.5MMBTU, 200 Med Plaza	1.0E-09	3.7E-09	5.5E-10	4.7E-09	1.0E-08	0.16%
10069	ICE, 320 BHP, Rieber Hall	9.9E-09	0.0E+00	0.0E+00	0.0E+00	9.9E-09	0.15%
10066	ICE, 440 BHP, Hedrick	9.8E-09	0.0E+00	0.0E+00	0.0E+00	9.8E-09	0.15%
10118	ICE, 135 BHP, Pauley	9.6E-09	0.0E+00	0.0E+00	0.0E+00	9.6E-09	0.15%
10061	Boiler, 12.5MMBTU, 200 Med Plaza	9.3E-10	3.3E-09	4.9E-10	4.2E-09	8.9E-09	0.14%

Table 6-10. Source Contribution to Cancer Risk at the Off-Campus MEI in the LRDP Amendment Scenario							
		Cancer Risk by Exposure Pathway[2]					
Source I.D.	Source Description	Inhalation	Dermal Absorption	Soil Ingestion	Produce Ingestion	TOTAL Cancer Risk	% of TOTAL
10105	ICE, 235 BHP, Royce NW	7.7E-09	0.0E+00	0.0E+00	0.0E+00	7.7E-09	0.12%
10146	Laboratory Chemical Usage	6.6E-09	0.0E+00	0.0E+00	0.0E+00	6.6E-09	0.10%
10128	ICE, 277 BHP, CHS	6.3E-09	0.0E+00	0.0E+00	0.0E+00	6.3E-09	0.10%
10108	ICE, 519 BHP, PS 4	6.2E-09	0.0E+00	0.0E+00	0.0E+00	6.2E-09	0.10%
TOTAL FROM LISTED SOURCES[1]		**5.6E-06**	**2.5E-07**	**3.8E-08**	**3.2E-07**	**6.2E-06**	**97.40%**
TOTAL FROM ALL EVALUATED SOURCES		**5.8E-06**	**2.6E-07**	**3.9E-08**	**3.3E-07**	**6.4E-06**	**100.00%**

[1] Only sources contributing 0.1% or more to the risk are listed. Listed sources contribute to 97.4% of the total risk from all evaluated sources.

Table 6-11. Source Contribution to Cancer Risk at the On-Campus MEI in the LRDP Amendment Scenario

Source I.D.	Source Description	Cancer Risk by Exposure Pathway[1]				TOTAL Cancer Risk	% of TOTAL
		Inhalation	Dermal Absorption	Soil Ingestion	Produce Ingestion		
10084	ICE, 1750 BHP, UCLA Med Ctr	1.2E-07	0.0E+00	0.0E+00	0.0E+00	1.2E-07	13.62%
10154	Laboratory Chemical Usage	1.2E-07	0.0E+00	0.0E+00	0.0E+00	1.2E-07	13.45%
10088	ICE, 2514 BHP, Campus Wide	6.8E-08	0.0E+00	0.0E+00	0.0E+00	6.8E-08	7.53%
10002	Turbine, Cogen	1.0E-08	2.0E-08	3.0E-09	2.6E-08	5.9E-08	6.61%
10001	Turbine, Cogen	1.0E-08	2.0E-08	3.0E-09	2.5E-08	5.9E-08	6.51%
10087	ICE, 1095 BHP, Seas IV NW	3.7E-08	0.0E+00	0.0E+00	0.0E+00	3.7E-08	4.13%
10104	ICE, 443 BHP, Boelter III	3.3E-08	0.0E+00	0.0E+00	0.0E+00	3.3E-08	3.65%
10148	Laboratory Chemical Usage	3.1E-08	0.0E+00	0.0E+00	0.0E+00	3.1E-08	3.46%
10075	ICE, 1323 BHP, MSB	2.8E-08	0.0E+00	0.0E+00	0.0E+00	2.8E-08	3.09%
10107	ICE, 390 BHP, Boyer	1.9E-08	0.0E+00	0.0E+00	0.0E+00	1.9E-08	2.06%
10085	ICE, 890 BHP, Macdonald Lab	1.7E-08	0.0E+00	0.0E+00	0.0E+00	1.7E-08	1.95%
10150	Laboratory Chemical Usage	1.6E-08	0.0E+00	0.0E+00	0.0E+00	1.6E-08	1.75%
10111	ICE, 166 BHP, Franz Hall	1.4E-08	0.0E+00	0.0E+00	0.0E+00	1.4E-08	1.59%
10153	Laboratory Chemical Usage	1.4E-08	0.0E+00	0.0E+00	0.0E+00	1.4E-08	1.57%
10158	Laboratory Chemical Usage	1.4E-08	0.0E+00	0.0E+00	0.0E+00	1.4E-08	1.57%
10106	ICE, 166 BHP, Boelter II 12400	1.4E-08	0.0E+00	0.0E+00	0.0E+00	1.4E-08	1.55%
10077	ICE, 553 BHP, UCPD NE	1.3E-08	0.0E+00	0.0E+00	0.0E+00	1.3E-08	1.47%
10074	ICE, 1750 BHP, Young Hall E	1.3E-08	0.0E+00	0.0E+00	0.0E+00	1.3E-08	1.42%
10072	ICE, 2220 BHP, Cogen	1.2E-08	0.0E+00	0.0E+00	0.0E+00	1.2E-08	1.38%
10152	Laboratory Chemical Usage	1.2E-08	0.0E+00	0.0E+00	0.0E+00	1.2E-08	1.36%
10067	ICE, 724 BHP, Sproul Hall	1.2E-08	0.0E+00	0.0E+00	0.0E+00	1.2E-08	1.33%
10122	ICE, 1095 BHP, 200 Med Plaza	1.0E-08	0.0E+00	0.0E+00	0.0E+00	1.0E-08	1.12%
10120	ICE, 1095 BHP, 200 Med Plaza	9.9E-09	0.0E+00	0.0E+00	0.0E+00	9.9E-09	1.10%
10151	Laboratory Chemical Usage	9.1E-09	0.0E+00	0.0E+00	0.0E+00	9.1E-09	1.01%
10110	ICE, 250 BHP, Life Sciences	8.7E-09	0.0E+00	0.0E+00	0.0E+00	8.7E-09	0.96%
10091	ICE, 2000 BHP, SRB I (NRB)	8.3E-09	0.0E+00	0.0E+00	0.0E+00	8.3E-09	0.92%
10159	Laboratory Chemical Usage	8.2E-09	0.0E+00	0.0E+00	0.0E+00	8.2E-09	0.91%
10161	Laboratory Chemical Usage	5.9E-09	0.0E+00	0.0E+00	0.0E+00	5.9E-09	0.66%
10078	ICE, 750 BHP, PS 1	5.9E-09	0.0E+00	0.0E+00	0.0E+00	5.9E-09	0.66%

Table 6-11. Source Contribution to Cancer Risk at the On-Campus MEI in the LRDP Amendment Scenario

Source I.D.	Source Description	Cancer Risk by Exposure Pathway[1]				TOTAL Cancer Risk	% of TOTAL
		Inhalation	Dermal Absorption	Soil Ingestion	Produce Ingestion		
10068	ICE, 320 BHP, Dykstra	5.6E-09	0.0E+00	0.0E+00	0.0E+00	5.6E-09	0.62%
10073	ICE, 746 BHP, Ackerman	5.4E-09	0.0E+00	0.0E+00	0.0E+00	5.4E-09	0.61%
10079	ICE, 1850 BHP, Gonda	4.4E-09	0.0E+00	0.0E+00	0.0E+00	4.4E-09	0.49%
10130	ICE, 155 BHP, Campus Wide	4.2E-09	0.0E+00	0.0E+00	0.0E+00	4.2E-09	0.46%
10114	ICE, 168 BHP, PS 8 SE	4.1E-09	0.0E+00	0.0E+00	0.0E+00	4.1E-09	0.46%
10102	ICE, 377 BHP, Kerckhoff	3.9E-09	0.0E+00	0.0E+00	0.0E+00	3.9E-09	0.43%
10086	ICE, 1490 BHP, AGSM South	3.6E-09	0.0E+00	0.0E+00	0.0E+00	3.6E-09	0.40%
10003	Gasoline Dispensing	3.5E-09	0.0E+00	0.0E+00	0.0E+00	3.5E-09	0.39%
10112	ICE, 60 BHP, Math Sciences	3.5E-09	0.0E+00	0.0E+00	0.0E+00	3.5E-09	0.39%
10123	ICE, 535 BHP, Env Service Building	2.9E-09	0.0E+00	0.0E+00	0.0E+00	2.9E-09	0.32%
10098	ICE, 1881 BHP, Police Station Rep	2.8E-09	0.0E+00	0.0E+00	0.0E+00	2.8E-09	0.31%
20017	Laboratory Chemical Usage	2.6E-09	0.0E+00	0.0E+00	0.0E+00	2.6E-09	0.29%
10080	ICE, 1260 BHP, UCLA Med Ctr	2.2E-09	0.0E+00	0.0E+00	0.0E+00	2.2E-09	0.25%
10081	ICE, 1260 BHP, UCLA Med Ctr	2.2E-09	0.0E+00	0.0E+00	0.0E+00	2.2E-09	0.25%
10082	ICE, 1310 BHP, UCLA Med Ctr	2.2E-09	0.0E+00	0.0E+00	0.0E+00	2.2E-09	0.25%
10083	ICE, 1310 BHP, UCLA Med Ctr	2.2E-09	0.0E+00	0.0E+00	0.0E+00	2.2E-09	0.25%
10155	Laboratory Chemical Usage	2.1E-09	0.0E+00	0.0E+00	0.0E+00	2.1E-09	0.24%
10118	ICE, 135 BHP, Pauley	2.1E-09	0.0E+00	0.0E+00	0.0E+00	2.1E-09	0.24%
10076	ICE, 668 BHP, STRB	2.1E-09	0.0E+00	0.0E+00	0.0E+00	2.1E-09	0.23%
10062	Boiler, 12.5MMBTU, 200 Med Plaza	2.1E-10	7.5E-10	1.1E-10	9.5E-10	2.0E-09	0.23%
10064	ICE, 335 BHP, Covel	1.9E-09	0.0E+00	0.0E+00	0.0E+00	1.9E-09	0.21%
10101	ICE, 3057 BHP, Eng V	1.7E-09	0.0E+00	0.0E+00	0.0E+00	1.7E-09	0.19%
10160	Laboratory Chemical Usage	1.6E-09	0.0E+00	0.0E+00	0.0E+00	1.6E-09	0.18%
10061	Boiler, 12.5MMBTU, 200 Med Plaza	1.7E-10	6.0E-10	8.9E-11	7.6E-10	1.6E-09	0.18%
10066	ICE, 440 BHP, Hedrick	1.5E-09	0.0E+00	0.0E+00	0.0E+00	1.5E-09	0.17%
10069	ICE, 320 BHP, Rieber Hall	1.5E-09	0.0E+00	0.0E+00	0.0E+00	1.5E-09	0.17%
10128	ICE, 277 BHP, CHS	1.5E-09	0.0E+00	0.0E+00	0.0E+00	1.5E-09	0.16%
10142	ICE, 50 BHP, Campus Wide	1.5E-09	0.0E+00	0.0E+00	0.0E+00	1.5E-09	0.16%
10143	ICE, 50 BHP, Campus Wide	1.5E-09	0.0E+00	0.0E+00	0.0E+00	1.5E-09	0.16%
10144	ICE, 50 BHP, Park Str 8	1.4E-09	0.0E+00	0.0E+00	0.0E+00	1.4E-09	0.15%

Table 6-11. Source Contribution to Cancer Risk at the On-Campus MEI in the LRDP Amendment Scenario

Source I.D.	Source Description	Cancer Risk by Exposure Pathway[1]				TOTAL Cancer Risk	% of TOTAL
		Inhalation	Dermal Absorption	Soil Ingestion	Produce Ingestion		
10126	ICE, 216 BHP, Campus Wide	1.2E-09	0.0E+00	0.0E+00	0.0E+00	1.2E-09	0.14%
10117	ICE, 135 BHP, LATC	1.1E-09	0.0E+00	0.0E+00	0.0E+00	1.1E-09	0.12%
10115	ICE, 107 BHP, Unix	1.1E-09	0.0E+00	0.0E+00	0.0E+00	1.1E-09	0.12%
10132	ICE, 370 BHP, Murphy Hall	1.0E-09	0.0E+00	0.0E+00	0.0E+00	1.0E-09	0.12%
10108	ICE, 519 BHP, PS 4	9.5E-10	0.0E+00	0.0E+00	0.0E+00	9.5E-10	0.11%
10121	ICE, 335 BHP, 300 Med Plaza	8.7E-10	0.0E+00	0.0E+00	0.0E+00	8.7E-10	0.10%
TOTAL FROM LISTED SOURCES[2]		**7.8E-07**	**4.2E-08**	**6.2E-09**	**5.3E-08**	**8.8E-07**	**97.91%**
TOTAL FROM ALL EVALUATED SOURCES		**8.0E-07**	**4.3E-08**	**6.4E-09**	**5.4E-08**	**9.0E-07**	**100.00%**

[1] Cancer risk adjusted for 9-year exposure period consistent with OEHHA guidelines

[2] Only sources contributing 0.1% or more to the risk are listed. Listed sources contribute to 97.91% of the total risk from all evaluated sources.

Table 6-12. Cancer Risk at the Off-campus MEI by Substance and by Exposure Pathway in the LRDP Amendment Scenario

Substance	CAS	Cancer Risk by Exposure Pathway				TOTAL Cancer Risk	% of TOTAL[1]
		Inhalation	Dermal Absorption	Soil Ingestion	Produce Ingestion		
Diesel Exhaust (particulates)	9901	4.0E-06	0.0E+00	0.0E+00	0.0E+00	4.0E-06	61.93%
Formaldehyde	50000	1.4E-06	0.0E+00	0.0E+00	0.0E+00	1.4E-06	22.31%
PAH (excluding naphthalene)	1151	2.0E-08	2.6E-07	3.9E-08	3.3E-07	6.5E-07	10.17%
Benzene	71432	1.2E-07	0.0E+00	0.0E+00	0.0E+00	1.2E-07	1.84%
Chloroform	67663	1.1E-07	0.0E+00	0.0E+00	0.0E+00	1.1E-07	1.65%
Methylene Chloride	75092	1.0E-07	0.0E+00	0.0E+00	0.0E+00	1.0E-07	1.55%
Dioxane, 1,4-	123911	1.1E-08	0.0E+00	0.0E+00	0.0E+00	1.1E-08	0.17%
Hydrazine	302012	8.8E-09	0.0E+00	0.0E+00	0.0E+00	8.8E-09	0.14%
Ethylbenzene	100414	3.8E-09	0.0E+00	0.0E+00	0.0E+00	3.8E-09	0.06%
Acetaldehyde	75070	2.5E-09	0.0E+00	0.0E+00	0.0E+00	2.5E-09	0.04%
Carbon Tetrachloride	56235	2.3E-09	0.0E+00	0.0E+00	0.0E+00	2.3E-09	0.04%
Propylene Oxide	75569	2.2E-09	0.0E+00	0.0E+00	0.0E+00	2.2E-09	0.03%
Butadiene, 1,3-	106990	1.5E-09	0.0E+00	0.0E+00	0.0E+00	1.5E-09	0.02%
Naphthalene	91203	1.0E-09	0.0E+00	0.0E+00	0.0E+00	1.0E-09	0.02%
Dichlorobenzene, p-	106467	6.5E-10	0.0E+00	0.0E+00	0.0E+00	6.5E-10	0.01%
Total risk from all listed sources		**5.8E-06**	**2.6E-07**	**3.9E-08**	**3.3E-07**	**6.4E-06**	**100.00%**
Total risk from all evaluated sources		**5.8E-06**	**2.6E-07**	**3.9E-08**	**3.3E-07**	**6.4E-06**	**100.00%**

[1] Substances contributing less than 0.01% to the total risk are not listed.

Table 6-13. Cancer Risk at the On-campus MEI by Substance and by Exposure Pathway in the LRDP Amendment Scenario

Substance	CAS	Cancer Risk by Exposure Pathway[2]				TOTAL Cancer Risk	% of TOTAL[1]
		Inhalation	Dermal Absorption	Soil Ingestion	Produce Ingestion		
Diesel Exhaust (particulates)	9901	5.31E-07	0.00E+00	0.00E+00	0.00E+00	5.31E-07	59.08%
Formaldehyde	50000	2.08E-07	0.00E+00	0.00E+00	0.00E+00	2.08E-07	23.17%
PAH (excluding napthalene)	1151	3.23E-09	4.28E-08	6.42E-09	5.44E-08	1.07E-07	11.89%
Benzene	71432	1.80E-08	0.00E+00	0.00E+00	0.00E+00	1.80E-08	2.00%
Chloroform	67663	1.52E-08	0.00E+00	0.00E+00	0.00E+00	1.52E-08	1.69%
Methylene Chloride	75092	1.43E-08	0.00E+00	0.00E+00	0.00E+00	1.43E-08	1.59%
Dioxane, 1,4-	123911	1.57E-09	0.00E+00	0.00E+00	0.00E+00	1.57E-09	0.17%
Hydrazine	302012	1.27E-09	0.00E+00	0.00E+00	0.00E+00	1.27E-09	0.14%
Ethylbenzene	100414	6.89E-10	0.00E+00	0.00E+00	0.00E+00	6.89E-10	0.08%
Acetaldehyde	75070	4.04E-10	0.00E+00	0.00E+00	0.00E+00	4.04E-10	0.04%
Carbon Tetrachloride	56235	3.63E-10	0.00E+00	0.00E+00	0.00E+00	3.63E-10	0.04%
Propylene Oxide	75569	3.28E-10	0.00E+00	0.00E+00	0.00E+00	3.28E-10	0.04%
Butadiene, 1,3-	106990	2.48E-10	0.00E+00	0.00E+00	0.00E+00	2.48E-10	0.03%
Naphthalene	91203	1.70E-10	0.00E+00	0.00E+00	0.00E+00	1.70E-10	0.02%
Dichlorobenzene, p-	106467	9.28E-11	0.00E+00	0.00E+00	0.00E+00	9.28E-11	0.01%
Trichloroethylene	79016	5.57E-11	0.00E+00	0.00E+00	0.00E+00	5.57E-11	0.01%
Total Risk from all listed sources		**7.95E-07**	**4.28E-08**	**6.42E-09**	**5.44E-08**	**8.99E-07**	**100.00%**
Total Risk from all evaluated sources		**7.95E-07**	**4.28E-08**	**6.42E-09**	**5.44E-08**	**8.99E-07**	**100.00%**

[1] Substances contributing less than 0.01% to the total risk are not listed.

[2] Cancer risk adjusted for 9-year exposure period consistent with OEHHA guidelines

Table 6-14. Chronic Noncancer Hazard Index at the Off- and On-Campus MEIs in the LRDP Amendment Scenario

Target Organ	Substance	CAS Number	Chronic Hazard Quotients	
			Off-Campus	On-Campus
CV	Methylene Chloride	75092	2.53E-04	2.75E-04
	Dioxane, 1,4-	123911	4.77E-07	5.19E-07
	Total Chronic HI		**2.53E-04**	**2.76E-04**
CNS	Benzene	71432	6.93E-05	8.06E-05
	Toluene	108883	5.27E-05	6.55E-05
	Xylenes	1330207	2.84E-05	3.36E-05
	Carbon Tetrachloride	56235	1.32E-06	1.47E-06
	Methylene Chloride	75092	2.53E-04	2.75E-04
	Trichloroethylene	79016	2.57E-07	3.56E-07
	Hexane	110543	2.31E-05	2.51E-05
	Dichlorobenzene, p-	106467	7.17E-08	7.80E-08
	Total Chronic HI		**4.28E-04**	**4.82E-04**
DEVEL	Benzene	71432	6.93E-05	8.06E-05
	Ethylbenzene	100414	6.93E-05	1.06E-06
	Toluene	108883	5.27E-05	6.55E-05
	Carbon Tetrachloride	56235	1.32E-06	1.47E-06
	Chloroform	67663	6.59E-05	7.17E-05
	Isopropyl Alcohol	67630	7.94E-07	8.63E-07
	Methanol	67561	3.62E-05	3.94E-05
	Total Chronic HI		**2.96E-04**	**2.61E-04**
ENDO	Ethylbenzene	100414	7.35E-07	1.06E-06
	Hydrazine	302012	9.24E-06	1.01E-05
	Total Chronic HI		**9.98E-06**	**1.12E-05**
EYE	Formaldehyde	50000	7.96E-02	8.86E-02
	Acrolein	107028	2.18E-03	3.37E-03
	Trichloroethylene	79016	2.57E-07	3.56E-07
	Triethylamine	121448	5.20E-06	5.66E-06
	Epichlorohydrin	106898	3.07E-08	3.34E-08
	Total Chronic HI		**8.18E-02**	**9.20E-02**
GILV	Ethylbenzene	100414	7.35E-07	1.06E-06
	Carbon Tetrachloride	56235	1.32E-06	1.47E-06
	Perchloroethylene	127184	9.54E-07	1.08E-06
	Chloroform	67663	6.59E-05	7.17E-05
	Hydrazine	302012	9.24E-06	1.01E-05
	Dioxane, 1,4-	123911	4.77E-07	5.19E-07
	Dimethylformamide	68122	2.85E-05	3.10E-05
	Dichlorobenzene, p-	106467	7.17E-08	7.80E-08
	Chlorobenzene	108907	1.43E-07	1.56E-07
	Ethylene Dichloride	107062	5.79E-09	6.30E-09
	1-Methoxy-2-propanol	107982	3.27E-07	4.52E-07
	Total Chronic HI		**1.08E-04**	**1.18E-04**
KIDN	Ethylbenzene	100414	7.35E-07	1.06E-06

Table 6-14. Chronic Noncancer Hazard Index at the Off- and On-Campus MEIs in the LRDP Amendment Scenario

Target Organ	Substance	CAS Number	Chronic Hazard Quotients	
			Off-Campus	On-Campus
	Perchloroethylene	127184	9.54E-07	1.08E-06
	Chloroform	67663	6.59E-05	7.17E-05
	Isopropyl Alcohol	67630	7.94E-07	8.63E-07
	Dioxane, 1,4-	123911	4.77E-07	5.19E-07
	Dichlorobenzene, p-	106467	7.17E-08	7.80E-08
	Chlorobenzene	108907	1.43E-07	1.56E-07
	Total Chronic HI		**6.91E-05**	**7.55E-05**
REPRO	Butadiene, 1,3-	106990	3.54E-07	5.57E-07
	Chlorobenzene	108907	1.43E-07	1.56E-07
	Total Chronic HI		**4.97E-07**	**7.13E-07**
RESP	Diesel Exhaust (particulates)	9901	2.22E-03	2.60E-03
	Ammonia	7664417	8.93E-04	1.38E-03
	Formaldehyde	50000	7.96E-02	8.86E-02
	Naphthalene	91203	2.71E-06	4.21E-06
	Propylene Oxide	75569	1.59E-05	2.50E-05
	Toluene	108883	5.27E-05	6.55E-05
	Acrolein	107028	2.18E-03	3.37E-03
	Acetaldehyde	75070	7.70E-05	1.20E-04
	Xylenes	1330207	2.84E-05	3.36E-05
	Hydrogen Chloride	7647010	6.01E-04	6.54E-04
	Epichlorohydrin	106898	3.07E-08	3.34E-08
	Dimethylformamide	68122	2.85E-05	3.10E-05
	Dichlorobenzene, p-	106467	7.17E-08	7.80E-08
	Total Chronic HI		**8.57E-02**	**9.69E-02**
BLOOD	Benzene	71432	6.93E-05	8.06E-05
	Total Chronic HI		**6.93E-05**	**8.06E-05**

Table 6-15. Acute Noncancer Hazard Index at the Off- and On-Campus MEIs in the LRDP Amendment Scenario

Target Organ	Substance	CAS Number	Acute Hazard Quotients	
			Off-Campus	On-Campus
CNS	Toluene	108883	9.48E-05	1.80E-04
	Carbon Tetrachloride	56235	8.62E-08	1.16E-07
	Methylene Chloride	75092	4.94E-05	6.12E-05
	Perchloroethylene	127184	1.69E-08	1.99E-08
	Chloroform	67663	3.33E-04	4.75E-04
	Vinyl Chloride	75014	5.13E-10	5.55E-10
	Methanol	67561	3.53E-05	4.38E-05
	Triethylamine	121448	2.54E-06	3.15E-06
	Total Acute HI		**5.15E-04**	**7.63E-04**
DEVEL	Benzene	71432	1.17E-04	3.76E-04
	Propylene Oxide	75569	6.02E-06	6.52E-06
	Toluene	108883	9.48E-05	1.80E-04
	Carbon Tetrachloride	56235	8.62E-08	1.16E-07
	Chloroform	67663	3.33E-04	4.75E-04
	Total Acute HI		**5.51E-04**	**1.04E-03**
EYE	Ammonia	7664417	3.96E-03	6.02E-03
	Formaldehyde	50000	2.17E-02	2.64E-02
	Propylene Oxide	75569	6.02E-06	6.52E-06
	Toluene	108883	9.48E-05	1.80E-04
	Acrolein	107028	4.88E-02	7.78E-02
	Xylenes	1330207	1.58E-04	3.01E-04
	Perchloroethylene	127184	1.69E-08	1.99E-08
	Vinyl Chloride	75014	5.13E-10	5.55E-10
	Hydrogen Chloride	7647010	1.76E-05	2.18E-05
	Isopropyl Alcohol	67630	1.19E-05	1.47E-05
	Dioxane, 1,4-	123911	3.26E-06	4.05E-06
	Triethylamine	121448	2.54E-06	3.15E-06
	Epichlorohydrin	106898	4.85E-10	6.02E-10
	Total Acute HI		**7.48E-02**	**1.11E-01**
GILV	Carbon Tetrachloride	56235	8.62E-08	1.16E-07
	Total Acute HI		**8.62E-08**	**1.16E-07**
IMMUN	Benzene	71432	1.17E-04	3.76E-04
	Formaldehyde	50000	2.17E-02	2.64E-02
	Total Acute HI		**2.18E-02**	**2.68E-02**
REPRO	Benzene	71432	1.17E-04	3.76E-04
	Propylene Oxide	75569	6.02E-06	6.52E-06
	Toluene	108883	9.48E-05	1.80E-04
	Carbon Tetrachloride	56235	8.62E-08	1.16E-07
	Chloroform	67663	3.33E-04	4.75E-04
	Total Acute HI		**5.51E-04**	**1.04E-03**
RESP	Ammonia	7664417	3.96E-03	6.02E-03

Table 6-15. Acute Noncancer Hazard Index at the Off- and On-Campus MEIs in the LRDP Amendment Scenario

Target Organ	Substance	CAS Number	Acute Hazard Quotients	
			Off-Campus	On-Campus
	Formaldehyde	50000	2.17E-02	2.64E-02
	Propylene Oxide	75569	6.02E-06	6.52E-06
	Toluene	108883	9.48E-05	1.80E-04
	Acrolein	107028	4.88E-02	7.78E-02
	Xylenes	1330207	1.58E-04	3.01E-04
	Perchloroethylene	127184	1.69E-08	1.99E-08
	Vinyl Chloride	75014	5.13E-10	5.55E-10
	Hydrogen Chloride	7647010	1.76E-05	2.18E-05
	Isopropyl Alcohol	67630	1.19E-05	1.47E-05
	Dioxane, 1,4-	123911	3.26E-06	4.05E-06
	Epichlorohydrin	106898	4.85E-10	6.02E-10
	Total Acute HI		**7.48E-02**	**1.11E-01**
BLOOD	Benzene	71432	1.17E-04	3.76E-04
	Total Acute HI		**1.17E-04**	**3.76E-04**

Table 6-16. Summary of HRA Results for the Sensitive Receptors within the ZOI in the LRDP Amendment Scenario

Description	UTM Coordinates		Health Risks		
	East (m)	North (m)	Cancer	Chronic HI	Acute HI
Warner Avenue Elementary School	367684	3770806	2.4E-07	0.03	0.04
Seeds University Elementary School	366782	3771446	2.6E-07	0.01	0.06
Fernald Child Development Center	366780	3771357	2.8E-07	0.01	0.06
Marymount High School	366624	3771361	3.0E-07	0.01	0.06
Medical Center	366887	3770491	3.6E-07	0.07	0.08
Reagan Medical Center	366586	3770505	2.2E-07	0.02	0.06
Franz Hall Day Care Center	367000	3770800	9.0E-07	0.10	0.07

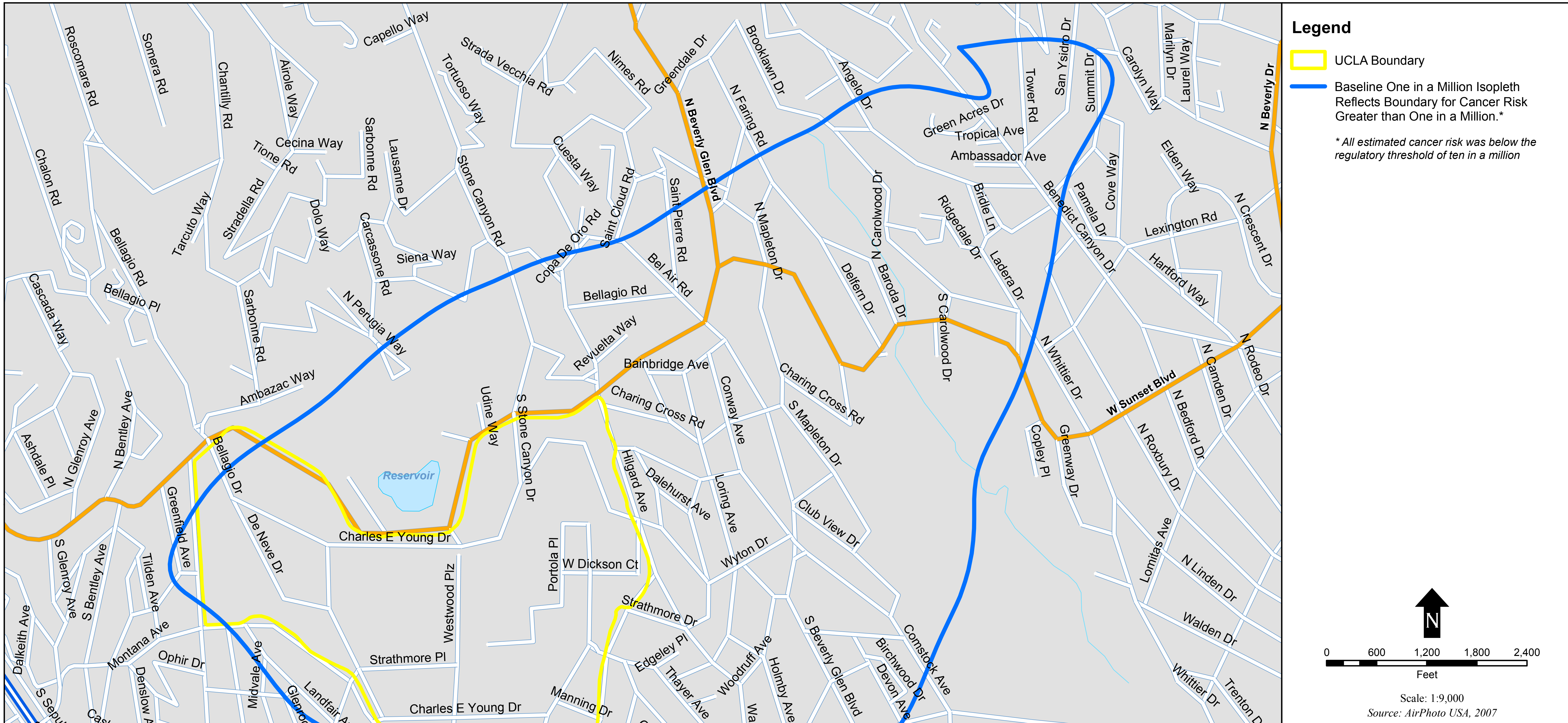
[1] Cancer risk adjusted for 9-year exposure period consistent with OEHHA guidelines

Locations of the Cancer, Chronic Noncancer, and Acute Noncancer Off and On-campus MEIs in the 2007 Baseline Scenario

UCLA HEALTH RISK ASSESSMENT

JUNE 2008

FIGURE 6-1



Location of the Carcinogenic One in a Million Isopleth in the 2007 Baseline Scenario

UCLA HEALTH RISK ASSESSMENT

JUNE 2008

FIGURE 6-2

URS

Legend

- UCLA Boundary
- LRDP On-campus Cancer MEI and LRDP On-campus Chronic Noncancer MEI
- LRDP Off-campus Cancer MEI
- LRDP Off-campus Chronic Noncancer MEI
- LRDP On-campus Acute Noncancer MEI
- LRDP Off-campus Acute Noncancer MEI

N

0 750 1,500

Feet

Scale: 1:9,000

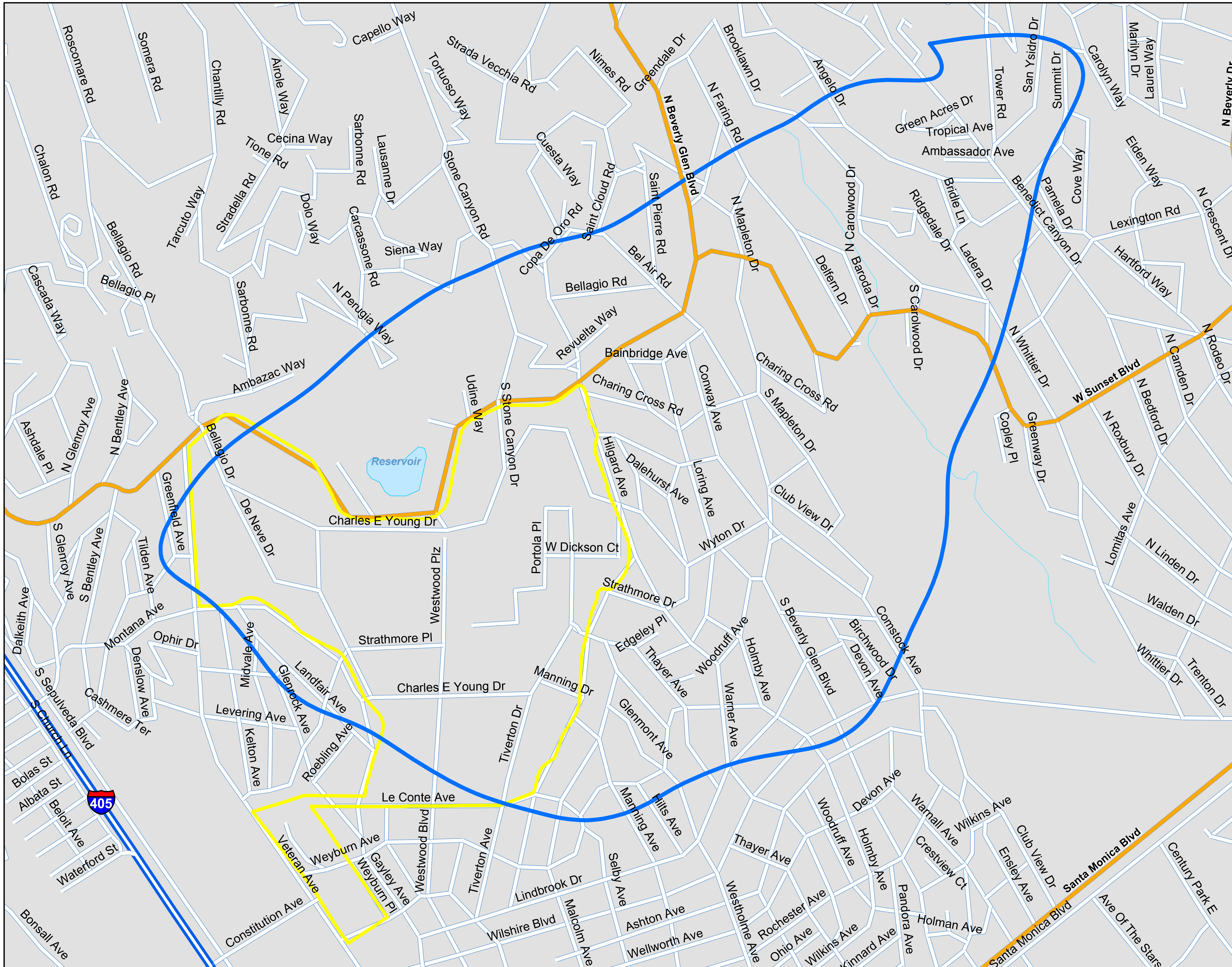
Source: AirPhoto USA, 2007

Locations of the Cancer, Chronic Noncancer, and Acute Noncancer Off and On-campus MEIs in the LRDP Amendment Scenario

UCLA HEALTH RISK ASSESSMENT

JUNE 2008	**FIGURE 6-3**

URS



Legend

- UCLA Boundary
- LRDP Amendment One in a Million Isopleth Reflects Boundary for Cancer Risk Greater than One in a Million.*

** All estimated cancer risk was below the regulatory threshold of ten in a million*

N

0 600 1,200 1,800 2,400

Feet

Scale: 1:9,000

Source: Streetmap USA, 2003

Location of the Carcinogenic One in a Million Isopleth in the LRDP Amendment Scenario

UCLA HEALTH RISK ASSESSMENT

JUNE 2008	**FIGURE 6-4**

URS

7.0 UNCERTAINTIES

Predictions of future health risks related to UCLA activities entails uncertainties because of gaps in scientific knowledge in the practice of exposure and risk assessment, as well as the need to simplify some aspects of the process for a manageable computational effort. In general, there are model and data uncertainties with respect to the assumed emissions, dispersion modeling, characteristics of the potentially exposed populations, and toxicological factors.

Because risk assessments are so often performed to set some regulatory limit on exposure for the protection of public health, the assumptions of risk assessments have tended to overestimate rather than underestimate risk. The methodologies used in this risk assessment followed the "point estimate" approach described in the OEHHA guidelines (OEHHA, 2003). Point estimate risk values are based on a central tendency approach combined with 95% upper confidence limit exposure factors to arrive at single point health risk estimates believed to be conservative upperbound estimates (OEHHA, 2003). Sometimes, risk assessments follow a "stochastic approach," presenting ranges of health risk rather than single numerical values to better convey the actual uncertainties involved. The OEHHA guidance offers alternative stochastic approaches to defining exposure factors that provide for a quantitative or semi-quantitative treatment of the risk estimate variability. For this HRA, the standard "first tier" regulatory approach of employing health-protective "point estimate" assumptions was used to provide a degree of maximum protection on environmental values. The resulting health risk predictions should be viewed as maximum estimates of the actual health risks. Although the assessment process includes assumptions that may individually either overestimate or underestimate impact, as described below, on balance, health risk impacts are probably overestimated by a substantial margin.

7.1 EMISSION ESTIMATES

Emission estimates could be in error due to limits in source specific data. This bias could be toward underestimation or overestimation for any given source. Conservative (i.e., overpredictive) assumptions were applied where possible in the estimation of emissions. However, it is possible that all sources of emissions or emission constituents from routine campus operations were not identified. This could lead to an underestimation of risk. On the other hand, it is believed that all emission sources representing a significant emissions potential have been included in the HRA.

In most health risk assessments, calculated health risks are dominated by only a handful of the evaluated emission constituents. The TACs evaluated in this HRA include common chemicals addressed in most health risk assessments, and are likely representative of the highest emitted TACs at UCLA. Therefore, omission of substances from the HRA is unlikely to lead to a substantial underestimation of health risks.

Finally, the emission estimation methodologies that were used could result in underestimation or overestimation of emissions for any given TAC. For example, the emission estimates for many of the combustion sources are based on actual fuel usage information supplied by UCLA. These data were assumed to be representative of typical annual operations, and could be higher or lower for any operation in any given year. EPA and CARB emission factors used by regulatory agencies, such as the SCAQMD, were applied to the annual fuel use data and rated equipment capacities to arrive at emission estimates. These factors on balance tend to overestimate rather than underestimate potential emissions.

In summary, there are factors in the estimation of emissions that could lead to underestimation or overestimation of health risks. It is believed that the compounds chosen for analysis in this HRA are likely to have characterized the substantial majority of potential health risks, and that the emission calculation procedures used are not likely to have caused a significant underestimation of risk, and may well represent an overestimation.

7.2 AIR DISPERSION MODELING

In general, EPA-approved dispersion models, such as the one used in this risk assessment within the HARP model, tend to overpredict concentrations rather than underpredict them. For example, all chemical emissions are assumed not to be transformed in the atmosphere. For certain pollutants, conversion to less toxic forms may occur sufficiently fast to reduce concentrations from the conservative model predictions. Moreover, these models use assumptions about plume dispersion that tend to overpredict concentrations. In the modeling for this HRA, it was necessary to group multiple sources together (e.g., all laboratory emissions were grouped by buildings and modeled as area sources rather than many stacks), which tends to overestimate risks because emissions are concentrated into a single low-buoyancy plume rather than in several higher-buoyancy plumes. Finally, while particulate matter settling is assumed, this is not factored into downwind concentration calculations. This leads to "double counting" and overprediction of concentrations.

7.3 EXPOSURE ASSESSMENT

The most important uncertainties concern the definitions of exposed populations and their exposure characteristics. The choice of a 70-year exposure period at residential exposure locations for lifetime risk estimates is very conservative in the sense that no person will actually spend 24 hours a day, 365 days a year over a 70-year period at exactly the point of highest toxicity-weighted annual average air concentrations. The average period of U.S. residency at any one location is about 9 years, and the 90th percentile of residency (typically used by the EPA in "reasonable maximum exposure" estimates) is about 30 years.

For short-term exposure, there is also likely overprediction because the analysis assumed that all campus operations involving the use of chemicals of short-term concern will occur at maximum hourly emission rates all at the same time and that the peak impacts of each source are collocated.

7.4 DOSE RESPONSE ASSESSMENT

All estimates of cancer toxicity and non-cancer toxicity for the HRA are consistent with OEHHA guidelines, and are among the most conservative compilations of toxicity information available. Toxicity estimates are derived either from observations in humans or from projection of information derived from experiments with laboratory animals. Human data are obviously more relevant for health risk assessments, but are often uncertain because of the difficulty of estimating exposures associated with the health effect of interest, because of insufficient numbers of people studied, because relatively high occupational exposures must be extrapolated to low environmental exposures, or because the population studied may be more or less susceptible than the population as a whole. Cancer risk coefficients from human data are typically considered best estimates and are applied without safety factors. As discussed previously, cancer risk is typically considered proportional to pollutant concentration at any level of exposure (i.e., a linear, no-threshold model), which is conservative at low environmental doses. For non-cancer effects, the lowest exposure known to cause effects in humans is usually divided by uncertainty or safety factors to account for variations in susceptibility and other factors. When toxicity estimates come from animal data, they usually involve extra safety factors to account for possibly greater sensitivity in humans, and the less-than-human-lifetime observations in animals.

Overall, the toxicity assumptions and criteria used in this risk assessment are biased toward overestimating risk.

8.0 REFERENCES

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Appendix A

Emissions Estimates

2007 Baseline Scenario

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
Gas Turbines, Hr - NG (lb/hr)

				Name:	TURB1	TURB2	
				Number:	10001	10002	
				Equipment:	Gas Turbine	Gas Turbine	
				Location:	Cogen	Cogen	
				Size (mmbtu/hr):	234	234	**Total**
		Emission Factor[a]		**SCAQMD Permit:**	F00255	F00070	**Emissions**
CAS	**Pollutant**	**(lbs/mmcf fuel burned)**		**Hourly Usage[b] (mmcf):**	0.154	0.154	**(lb/hr)**
75070	Acetaldehyde	4.08E-02			6.28E-03	6.28E-03	**1.26E-02**
107028	Acrolein	6.53E-03			1.00E-03	1.00E-03	**2.01E-03**
7664417	Ammonia	9.10E+00			1.40E+00	1.40E+00	**2.80E+00**
71432	Benzene	1.22E-02			1.88E-03	1.88E-03	**3.75E-03**
106990	Butadiene, 1,3-	4.39E-04			6.75E-05	6.75E-05	**1.35E-04**
100414	Ethylbenzene	3.26E-02			5.02E-03	5.02E-03	**1.00E-02**
50000	Formaldehyde	7.24E-01			1.11E-01	1.11E-01	**2.23E-01**
91203	Naphthalene	1.33E-03			2.05E-04	2.05E-04	**4.09E-04**
1151	PAH (excluding Naphthalene)[b]	9.18E-04			1.41E-04	1.41E-04	**2.83E-04**
75569	Propylene Oxide	2.96E-02			4.55E-03	4.55E-03	**9.11E-03**
108883	Toluene	1.33E-01			2.05E-02	2.05E-02	**4.09E-02**
1330207	Xylenes	6.53E-02			1.00E-02	1.00E-02	**2.01E-02**
[a]South Coast Air Quality Management District Supplemental Reporting Procedures for							
AB2588 Facilities Table B-1 Emission Factors for Turbines - Natural Gas Combustion							
[b]PAH (carcinogenic) = Total PAH - Naphthalene							
[c]Based on annual natural gas usage divided by 8760 hr/yr							

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
Gas Turbines, Yr - NG (lb/yr)

				Name:	TURB1	TURB2	
				Number:	10001	10002	
				Equipment:	Gas Turbine	Gas Turbine	
				Location:	Cogen	Cogen	
				Size (mmbtu/hr):	234	234	**Total**
		Emission Factor[a,b]		**SCAQMD Permit:**	F00255	F00070	**Emissions**
CAS	**Pollutant**	**(lbs/mmcf fuel burned)**		**Annual Usage[c] (mmcf):**	1347.9	1347.9	**(lb/yr)**
75070	Acetaldehyde	4.08E-02			5.50E+01	5.50E+01	**1.10E+02**
107028	Acrolein	6.53E-03			8.80E+00	8.80E+00	**1.76E+01**
7664417	Ammonia	9.10E+00			1.23E+04	1.23E+04	**2.45E+04**
71432	Benzene	1.22E-02			1.64E+01	1.64E+01	**3.29E+01**
106990	Butadiene, 1,3-	4.39E-04			5.92E-01	5.92E-01	**1.18E+00**
100414	Ethylbenzene	3.26E-02			4.39E+01	4.39E+01	**8.79E+01**
50000	Formaldehyde	7.24E-01			9.76E+02	9.76E+02	**1.95E+03**
91203	Naphthalene	1.33E-03			1.79E+00	1.79E+00	**3.59E+00**
1151	PAH (excluding Naphthalene)[b]	9.18E-04			1.24E+00	1.24E+00	**2.47E+00**
75569	Propylene Oxide	2.96E-02			3.99E+01	3.99E+01	**7.98E+01**
108883	Toluene	1.33E-01			1.79E+02	1.79E+02	**3.59E+02**
1330207	Xylenes	6.53E-02			8.80E+01	8.80E+01	**1.76E+02**

[a]South Coast Air Quality Management District Supplemental Reporting Procedures for AB2588 Facilities Table B-1 Emission Factors for Turbines - Natural Gas Combustion

[b]PAH (carcinogenic) = Total PAH - Naphthalene

[c]Source: Annual Air Emission Report for 2006/2007 submitted to SCAQMD

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
Gas Turbines, Hr - LFG (lb/hr)

			Name:	TURB1	TURB2	
			Number:	10001	10002	
			Equipment:	Gas Turbine	Gas Turbine	
			Location:	Cogen	Cogen	
			Size (mmbtu/hr):	234	234	**Total**
		Emission Factor[a,b]	SCAQMD Permit:	F00255	F00070	**Emissions**
CAS	**Pollutant**	**(lbs/mmcf fuel burned)**	**Hourly Usage[c] (mmcf):**	0.035	0.035	**(lb/hr)**
71432	Benzene	8.40E-03		2.96E-04	2.96E-04	**5.91E-04**
56235	Carbon Tetrachloride	7.20E-04		2.53E-05	2.53E-05	**5.07E-05**
75092	Chloroform	5.60E-04		1.97E-05	1.97E-05	**3.94E-05**
127184	Methylene Chloride	9.20E-04		3.24E-05	3.24E-05	**6.48E-05**
79016	Perchloroethylene	1.00E-03		3.52E-05	3.52E-05	**7.04E-05**
108883	Toluene	4.40E-02		1.55E-03	1.55E-03	**3.10E-03**
67663	Trichloroethylene	7.60E-04		2.67E-05	2.67E-05	**5.35E-05**
75014	Vinyl Chloride	6.40E-04		2.25E-05	2.25E-05	**4.50E-05**
1330207	Xylenes	1.24E-02		4.36E-04	4.36E-04	**8.73E-04**

[a]South Coast Air Quality Management District Supplemental Reporting Procedures for AB2588 Facilities Table B-6 Emission Factors for Turbines - Landfill Gas Combustion

[b]Based on annual landfill gas usage divided by 8760 hr/yr

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
Gas Turbines, Yr - LFG (lb/yr)

			Name:	TURB1	TURB2	
			Number:	10001	10002	
			Equipment:	Gas Turbine	Gas Turbine	
			Location:	Cogen	Cogen	
			Size (mmbtu/hr):	234	234	**Total**
		Emission Factor[a]	**SCAQMD Permit:**	F00255	F00070	**Emissions**
CAS	**Pollutant**	**(lbs/mmcf fuel burned)**	**Annual Usage[b] (mmcf):**	308.3	308.3	**(lb/yr)**
71432	Benzene	8.40E-03		2.59E+00	2.59E+00	**5.18E+00**
56235	Carbon Tetrachloride	7.20E-04		2.22E-01	2.22E-01	**4.44E-01**
75092	Chloroform	5.60E-04		1.73E-01	1.73E-01	**3.45E-01**
127184	Methylene Chloride	9.20E-04		2.84E-01	2.84E-01	**5.67E-01**
79016	Perchloroethylene	1.00E-03		3.08E-01	3.08E-01	**6.17E-01**
108883	Toluene	4.40E-02		1.36E+01	1.36E+01	**2.71E+01**
67663	Trichloroethylene	7.60E-04		2.34E-01	2.34E-01	**4.69E-01**
75014	Vinyl Chloride	6.40E-04		1.97E-01	1.97E-01	**3.95E-01**
1330207	Xylenes	1.24E-02		3.82E+00	3.82E+00	**7.65E+00**
[a]South Coast Air Quality Management District Supplemental Reporting Procedures for						
AB2588 Facilities Table B-6 Emission Factors for Turbines - Landfill Gas Combustion						
[b]Source: Annual Air Emission Report for 2006/2007 submitted to SCAQMD						

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
Gasoline Loading-Dispensing, Hr (lb/hr)

			Name:	DISP1	
			Number:	10003	
			Equipment:	Gasoline Disp	
			Location:	Fleet Services	
			Tank Size (Mgal):		**Total**
		Emission Factor[a,b,c]	**SCAQMD Permit:**	N8863	**Emissions**
CAS	**Pollutant**	**(lbs/Mgal throughput)**	**Hourly Throughput[d] (Mgal):**	1.9	**(lb/hr)**
71432	Benzene	2.81E-02		5.39E-02	**5.39E-02**
100414	Ethylbenzene	3.93E-02		7.54E-02	**7.54E-02**
110543	Hexane	2.81E-02		5.39E-02	**5.39E-02**
108883	Toluene	1.96E-01		3.77E-01	**3.77E-01**
95636	Trimethylbenzene, 1,2,4-	7.01E-02		1.35E-01	**1.35E-01**
1330207	Xylenes	1.96E-01		3.77E-01	**3.77E-01**
[a]Default SCAQMD Emission Factor for Gasoline Dispensing		=	1.8	lbs/Mgal	
[b]AP-42 Loading Loss Emission Factor (LLEF)= (12.46 * S * P * M * / T)*(1-(eff/100))			1.005	lbs/Mgal	
Where:					
Variable Name	Description of Variable		Gasoline Variable	Units of Variable	
LLEF =	Loading Loss Emission Factor			lbs/1000 gal	
12.46 =	Loading Loss Equation Constant		12.46	dimensionless	
S =	Submerged Loading Constant		1	dimensionless	
P =	True Liquid Vapor Pressure		6.6	psia	
M =	Vapor Molecular Weight		66	lb/lb-mole	
T =	Bulk Liquid Temperature		540	^{o}R (^{o}F+460)	
eff =	Vapor Recovery Control Efficiency		90	percent	
[c]Gasoline speciation based on SCAQMD Supplemental Instructions for liquid storage tanks - Appendix 3					
Benzene	0.01	lbs/lbs			
Hexane	0.01	lbs/lbs			
Toluene	0.07	lbs/lbs			
Ethylbenzene	0.014	lbs/lbs			
m-Xylene	0.07	lbs/lbs			
1,2,4-Trimethylbenzene	0.025	lbs/lbs			
[d]8 nozzles x 6 gal/min x 40 min/hr					

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
Gasoline Loading-Dispensing, Yr (lb/yr)

			Name:	DISP1	
			Number:	10003	
			Equipment:	Gasoline Disp	
			Location:	Fleet Services	
			Tank Size (Mgal):	10	**Total**
		Emission Factor[a,b,c]	**SCAQMD Permit:**	N8863	**Emissions**
CAS	**Pollutant**	**(lbs/Mgal)**	**Annual Throughput[d] (Mgal):**	320.0	**(lb/yr)**
71432	Benzene	2.81E-02		8.98E+00	**8.98E+00**
100414	Ethylbenzene	3.93E-02		1.26E+01	**1.26E+01**
110543	Hexane	2.81E-02		8.98E+00	**8.98E+00**
108883	Toluene	1.96E-01		6.28E+01	**6.28E+01**
95636	Trimethylbenzene, 1,2,4-	7.01E-02		2.24E+01	**2.24E+01**
1330207	Xylenes	1.96E-01		6.28E+01	**6.28E+01**
Default SCAQMD Emission Factor for Gasoline Dispensing[a]		=	1.8	lbs/Mgal	
AP-42 Loading Loss Emission Factor (LLEF)= (12.46 * S * P * M * / T)*(1-(eff/100))[b]			1.005	lbs/Mgal	
Where:					
Variable Name	Description of Variable		Gasoline Variable	Units of Variable	
LLEF =	Loading Loss Emission Factor			lbs/1000 gal	
12.46 =	Loading Loss Equation Constant		12.46	dimensionless	
S =	Submerged Loading Constant		1	dimensionless	
P =	True Liquid Vapor Pressure		6.6	psia	
M =	Vapor Molecular Weight		66	lb/lb-mole	
T =	Bulk Liquid Temperature		540	^{o}R (^{o}F+460)	
eff =	Vapor Recovery Control Efficiency		90	percent	
[c] Gasoline speciation based on SCAQMD Supplemental Instructions for liquid storage tanks - Appendix 3					
Benzene	0.01	lbs/lbs			
Hexane	0.01	lbs/lbs			
Toluene	0.07	lbs/lbs			
Ethylbenzene	0.014	lbs/lbs			
m-Xylene	0.07	lbs/lbs			
1,2,4-Trimethylbenzene	0.025	lbs/lbs			
[d]Source: Annual Air Emission Report for 2006/2007 submitted to SCAQMD					

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
Boilers, Hr - NG North Campus (lb/hr)

			Name:	BOIL1	BOIL2	BOIL3	BOIL4
			Number:	10004	10005	10006	10007
			Equipment:	Boiler	Boiler	Boiler	Boiler
			Location:	Covel Commons	Covel Commons	Canyon Point	Delta Terrace
		Emission Factor[a]	**Size (MMBTU/hr):**	1.8256	1.8256	1.8256	1.8256
		(lbs/mmcf fuel burned)	**SCAQMD Permit:**	EXEMPT	EXEMPT	EXEMPT	EXEMPT
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**Hourly Usage[b] (mmcf):**	0.0018	0.0018	0.0018	0.0018
75070	Acetaldehyde	0.0043		7.70E-06	7.70E-06	7.70E-06	7.70E-06
107028	Acrolein	0.0027		4.83E-06	4.83E-06	4.83E-06	4.83E-06
7664417	Ammonia	3.2		5.73E-03	5.73E-03	5.73E-03	5.73E-03
71432	Benzene	0.008		1.43E-05	1.43E-05	1.43E-05	1.43E-05
100414	Ethylbenzene	0.0095		1.70E-05	1.70E-05	1.70E-05	1.70E-05
50000	Formaldehyde	0.017		3.04E-05	3.04E-05	3.04E-05	3.04E-05
110543	Hexane	0.0063		1.13E-05	1.13E-05	1.13E-05	1.13E-05
91203	Naphthalene	0.0003		5.37E-07	5.37E-07	5.37E-07	5.37E-07
1151	PAH (excluding napthalene)	0.0001		1.79E-07	1.79E-07	1.79E-07	1.79E-07
108883	Toluene	0.0366		6.55E-05	6.55E-05	6.55E-05	6.55E-05
1330207	Xylenes	0.0272		4.87E-05	4.87E-05	4.87E-05	4.87E-05

[a]South Coast Air Quality Management District Supplemental Reporting Procedures for AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion

[b]Based on size of boiler divided by heating value for natural gas, 1020 BTU/scf

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
Boilers, Hr - NG North Campus (lb/hr)

			Name:	BOIL5	BOIL6	BOIL7	BOIL8	BOIL9	BOIL10
			Number:	10008	10009	10010	10011	10012	10013
			Equipment:	Boiler	Boiler	Boiler	Boiler	Boiler	Boiler
			Location:	Courtside	Bradley	Dykstra Hall	Dykstra Hall	DeNeve 'C' Bldg	DeNeve 'C' Bldg
		Emission Factor[a]	**Size (MMBTU/hr):**	1.8256	1.2000	1.2600	1.2600	1.2600	1.2600
		(lbs/mmcf fuel burned)	**SCAQMD Permit:**	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**Hourly Usage[b] (mmcf):**	0.0018	0.0012	0.0012	0.0012	0.0012	0.0012
75070	Acetaldehyde	0.0043		7.70E-06	5.06E-06	5.31E-06	5.31E-06	5.31E-06	5.31E-06
107028	Acrolein	0.0027		4.83E-06	3.18E-06	3.34E-06	3.34E-06	3.34E-06	3.34E-06
7664417	Ammonia	3.2		5.73E-03	3.76E-03	3.95E-03	3.95E-03	3.95E-03	3.95E-03
71432	Benzene	0.008		1.43E-05	9.41E-06	9.88E-06	9.88E-06	9.88E-06	9.88E-06
100414	Ethylbenzene	0.0095		1.70E-05	1.12E-05	1.17E-05	1.17E-05	1.17E-05	1.17E-05
50000	Formaldehyde	0.017		3.04E-05	2.00E-05	2.10E-05	2.10E-05	2.10E-05	2.10E-05
110543	Hexane	0.0063		1.13E-05	7.41E-06	7.78E-06	7.78E-06	7.78E-06	7.78E-06
91203	Naphthalene	0.0003		5.37E-07	3.53E-07	3.71E-07	3.71E-07	3.71E-07	3.71E-07
1151	PAH (excluding napthalene)	0.0001		1.79E-07	1.18E-07	1.24E-07	1.24E-07	1.24E-07	1.24E-07
108883	Toluene	0.0366		6.55E-05	4.31E-05	4.52E-05	4.52E-05	4.52E-05	4.52E-05
1330207	Xylenes	0.0272		4.87E-05	3.20E-05	3.36E-05	3.36E-05	3.36E-05	3.36E-05

[a]South Coast Air Quality Management District Supplemental Reporting Procedures for AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion

[b]Based on size of boiler divided by heating value for natural gas, 1020 BTU/scf

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
Boilers, Hr - NG North Campus (lb/hr)

			Name:	BOIL11	BOIL12	BOIL13	BOIL14
			Number:	10014	10015	10016	10017
			Equipment:	Boiler	Boiler	Boiler	Boiler
			Location:	DeNeve 'D' Bldg	DeNeve 'D' Bldg	DeNeve 'E' Bldg	DeNeve 'E' Bldg
		Emission Factor[a]	**Size (MMBTU/hr):**	1.2600	1.2600	1.2600	1.8000
		(lbs/mmcf fuel burned)	**SCAQMD Permit:**	EXEMPT	EXEMPT	EXEMPT	EXEMPT
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**Hourly Usage[b] (mmcf):**	0.0012	0.0012	0.0012	0.0018
75070	Acetaldehyde	0.0043		5.31E-06	5.31E-06	5.31E-06	7.59E-06
107028	Acrolein	0.0027		3.34E-06	3.34E-06	3.34E-06	4.76E-06
7664417	Ammonia	3.2		3.95E-03	3.95E-03	3.95E-03	5.65E-03
71432	Benzene	0.008		9.88E-06	9.88E-06	9.88E-06	1.41E-05
100414	Ethylbenzene	0.0095		1.17E-05	1.17E-05	1.17E-05	1.68E-05
50000	Formaldehyde	0.017		2.10E-05	2.10E-05	2.10E-05	3.00E-05
110543	Hexane	0.0063		7.78E-06	7.78E-06	7.78E-06	1.11E-05
91203	Naphthalene	0.0003		3.71E-07	3.71E-07	3.71E-07	5.29E-07
1151	PAH (excluding napthalene)	0.0001		1.24E-07	1.24E-07	1.24E-07	1.76E-07
108883	Toluene	0.0366		4.52E-05	4.52E-05	4.52E-05	6.46E-05
1330207	Xylenes	0.0272		3.36E-05	3.36E-05	3.36E-05	4.80E-05

[a]South Coast Air Quality Management District Supplemental Reporting Procedures for AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion

[b]Based on size of boiler divided by heating value for natural gas, 1020 BTU/scf

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
Boilers, Hr - NG North Campus (lb/hr)

			Name:	BOIL15	BOIL16	BOIL17	BOIL18	BOIL19	BOIL20
			Number:	10018	10019	10020	10021	10022	10023
			Equipment:	Boiler	Boiler	Boiler	Boiler	Boiler	Boiler
			Location:	DeNeve 'F' Bldg	DeNeve 'F' Bldg	DeNeve Podium Bldg	DeNeve Podium Bldg	DeNeve 'A' Bldg	DeNeve 'A' Bldg
		Emission Factor[a]	**Size (MMBTU/hr):**	1.2600	1.5300	1.5300	1.5300	1.2600	1.2600
		(lbs/mmcf fuel burned)	**SCAQMD Permit:**	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**Hourly Usage[b] (mmcf):**	0.0012	0.0015	0.0015	0.0015	0.0012	0.0012
75070	Acetaldehyde	0.0043		5.31E-06	6.45E-06	6.45E-06	6.45E-06	5.31E-06	5.31E-06
107028	Acrolein	0.0027		3.34E-06	4.05E-06	4.05E-06	4.05E-06	3.34E-06	3.34E-06
7664417	Ammonia	3.2		3.95E-03	4.80E-03	4.80E-03	4.80E-03	3.95E-03	3.95E-03
71432	Benzene	0.008		9.88E-06	1.20E-05	1.20E-05	1.20E-05	9.88E-06	9.88E-06
100414	Ethylbenzene	0.0095		1.17E-05	1.43E-05	1.43E-05	1.43E-05	1.17E-05	1.17E-05
50000	Formaldehyde	0.017		2.10E-05	2.55E-05	2.55E-05	2.55E-05	2.10E-05	2.10E-05
110543	Hexane	0.0063		7.78E-06	9.45E-06	9.45E-06	9.45E-06	7.78E-06	7.78E-06
91203	Naphthalene	0.0003		3.71E-07	4.50E-07	4.50E-07	4.50E-07	3.71E-07	3.71E-07
1151	PAH (excluding napthalene)	0.0001		1.24E-07	1.50E-07	1.50E-07	1.50E-07	1.24E-07	1.24E-07
108883	Toluene	0.0366		4.52E-05	5.49E-05	5.49E-05	5.49E-05	4.52E-05	4.52E-05
1330207	Xylenes	0.0272		3.36E-05	4.08E-05	4.08E-05	4.08E-05	3.36E-05	3.36E-05

[a]South Coast Air Quality Management District Supplemental Reporting Procedures for AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion

[b]Based on size of boiler divided by heating value for natural gas, 1020 BTU/scf

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
Boilers, Hr - NG North Campus (lb/hr)

			Name:	BOIL21	BOIL22	BOIL23	BOIL24	BOIL25	BOIL26
			Number:	10024	10025	10026	10027	10028	10029
			Equipment:	Boiler	Boiler	Boiler	Boiler	Boiler	Boiler
			Location:	DeNeve 'B' Bldg	DeNeve Kitchen	DeNeve 'A' Bldg	DeNeve 'B' Bldg	Sproul	Hedrick Tower
		Emission Factor[a]	**Size (MMBTU/hr):**	1.2600	1.2600	1.2600	1.2600	1.5300	1.2600
		(lbs/mmcf fuel burned)	**SCAQMD Permit:**	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**Hourly Usage[b] (mmcf):**	0.0012	0.0012	0.0012	0.0012	0.0015	0.0012
75070	Acetaldehyde	0.0043		5.31E-06	5.31E-06	5.31E-06	5.31E-06	6.45E-06	5.31E-06
107028	Acrolein	0.0027		3.34E-06	3.34E-06	3.34E-06	3.34E-06	4.05E-06	3.34E-06
7664417	Ammonia	3.2		3.95E-03	3.95E-03	3.95E-03	3.95E-03	4.80E-03	3.95E-03
71432	Benzene	0.008		9.88E-06	9.88E-06	9.88E-06	9.88E-06	1.20E-05	9.88E-06
100414	Ethylbenzene	0.0095		1.17E-05	1.17E-05	1.17E-05	1.17E-05	1.43E-05	1.17E-05
50000	Formaldehyde	0.017		2.10E-05	2.10E-05	2.10E-05	2.10E-05	2.55E-05	2.10E-05
110543	Hexane	0.0063		7.78E-06	7.78E-06	7.78E-06	7.78E-06	9.45E-06	7.78E-06
91203	Naphthalene	0.0003		3.71E-07	3.71E-07	3.71E-07	3.71E-07	4.50E-07	3.71E-07
1151	PAH (excluding napthalene)	0.0001		1.24E-07	1.24E-07	1.24E-07	1.24E-07	1.50E-07	1.24E-07
108883	Toluene	0.0366		4.52E-05	4.52E-05	4.52E-05	4.52E-05	5.49E-05	4.52E-05
1330207	Xylenes	0.0272		3.36E-05	3.36E-05	3.36E-05	3.36E-05	4.08E-05	3.36E-05

[a]South Coast Air Quality Management District Supplemental Reporting Procedures for AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion

[b]Based on size of boiler divided by heating value for natural gas, 1020 BTU/scf

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
Boilers, Hr - NG North Campus (lb/hr)

			Name:	BOIL27	BOIL28	BOIL29	BOIL30	BOIL31	BOIL32
			Number:	10030	10031	10032	10033	10034	10035
			Equipment:	Boiler	Boiler	Boiler	Boiler	Boiler	Boiler
			Location:	Hedrick Tower	Hedrick Tower	Hedrick Tower	Hedrick Hall	Hedrick Hall	Hedrick Hall
		Emission Factor[a]	**Size (MMBTU/hr):**	1.2600	1.9990	1.9990	1.2600	1.2600	1.8000
		(lbs/mmcf fuel burned)	**SCAQMD Permit:**	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**Hourly Usage[b] (mmcf):**	0.0012	0.0020	0.0020	0.0012	0.0012	0.0018
75070	Acetaldehyde	0.0043		5.31E-06	8.43E-06	8.43E-06	5.31E-06	5.31E-06	7.59E-06
107028	Acrolein	0.0027		3.34E-06	5.29E-06	5.29E-06	3.34E-06	3.34E-06	4.76E-06
7664417	Ammonia	3.2		3.95E-03	6.27E-03	6.27E-03	3.95E-03	3.95E-03	5.65E-03
71432	Benzene	0.008		9.88E-06	1.57E-05	1.57E-05	9.88E-06	9.88E-06	1.41E-05
100414	Ethylbenzene	0.0095		1.17E-05	1.86E-05	1.86E-05	1.17E-05	1.17E-05	1.68E-05
50000	Formaldehyde	0.017		2.10E-05	3.33E-05	3.33E-05	2.10E-05	2.10E-05	3.00E-05
110543	Hexane	0.0063		7.78E-06	1.23E-05	1.23E-05	7.78E-06	7.78E-06	1.11E-05
91203	Naphthalene	0.0003		3.71E-07	5.88E-07	5.88E-07	3.71E-07	3.71E-07	5.29E-07
1151	PAH (excluding napthalene)	0.0001		1.24E-07	1.96E-07	1.96E-07	1.24E-07	1.24E-07	1.76E-07
108883	Toluene	0.0366		4.52E-05	7.17E-05	7.17E-05	4.52E-05	4.52E-05	6.46E-05
1330207	Xylenes	0.0272		3.36E-05	5.33E-05	5.33E-05	3.36E-05	3.36E-05	4.80E-05

[a]South Coast Air Quality Management District Supplemental Reporting Procedures for AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion

[b]Based on size of boiler divided by heating value for natural gas, 1020 BTU/scf

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
Boilers, Hr - NG North Campus (lb/hr)

			Name:	BOIL33	BOIL34	BOIL35	BOIL36	BOIL37	BOIL38		
			Number:	10036	10037	10038	10039	10040	10041		
			Equipment:	Boiler	Boiler	Boiler	Boiler	Boiler	Boiler		
			Location:	Hedrick Hall	Hedrick Hall	Hedrick Hall	Hedrick Hall	Rieber Hall	Rieber Hall		
		Emission Factor[a]	**Size (MMBTU/hr):**	1.8000	1.8000	1.8000	0.8600	4.83	4.83	**Total**	
		(lbs/mmcf fuel burned)	**SCAQMD Permit:**	EXEMPT	EXEMPT	EXEMPT	EXEMPT	D79674	D79675	**Emissions**	
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**Hourly Usage[b] (mmcf):**	0.0018	0.0018	0.0018	0.0008	0.0047	0.0047	**(lb/hr)**	
75070	Acetaldehyde	0.0043		7.59E-06	7.59E-06	7.59E-06	3.63E-06	2.04E-05	2.04E-05	**2.64E-04**	
107028	Acrolein	0.0027		4.76E-06	4.76E-06	4.76E-06	2.28E-06	1.28E-05	1.28E-05	**1.97E-01**	
7664417	Ammonia	3.2		5.65E-03	5.65E-03	5.65E-03	2.70E-03	1.52E-02	1.52E-02	**1.97E-01**	
71432	Benzene	0.008		1.41E-05	1.41E-05	1.41E-05	6.75E-06	3.79E-05	3.79E-05	**4.91E-04**	
100414	Ethylbenzene	0.0095		1.68E-05	1.68E-05	1.68E-05	8.01E-06	4.50E-05	4.50E-05	**5.83E-04**	
50000	Formaldehyde	0.017		3.00E-05	3.00E-05	3.00E-05	1.43E-05	8.05E-05	8.05E-05	**1.04E-03**	
110543	Hexane	0.0063		1.11E-05	1.11E-05	1.11E-05	5.31E-06	2.98E-05	2.98E-05	**3.87E-04**	
91203	Naphthalene	0.0003		5.29E-07	5.29E-07	5.29E-07	2.53E-07	1.42E-06	1.42E-06	**1.84E-05**	
1151	PAH (excluding napthalene)	0.0001		1.76E-07	1.76E-07	1.76E-07	8.43E-08	4.74E-07	4.74E-07	**6.14E-06**	
108883	Toluene	0.0366		6.46E-05	6.46E-05	6.46E-05	3.09E-05	1.73E-04	1.73E-04	**2.25E-03**	
1330207	Xylenes	0.0272		4.80E-05	4.80E-05	4.80E-05	2.29E-05	1.29E-04	1.29E-04	**1.67E-03**	

[a]South Coast Air Quality Management District Supplemental Reporting Procedures for AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion

[b]Based on size of boiler divided by heating value for natural gas, 1020 BTU/scf

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
Boilers, Yr - NG North Campus (lb/yr)

			Name:	BOIL1	BOIL2	BOIL3	BOIL4	BOIL5	BOIL6	BOIL7
			Number:	10004	10005	10006	10007	10008	10009	10010
			Equipment:	Boiler	Boiler	Boiler	Boiler	Boiler	Boiler	Boiler
			Location:	Covel Commons	Covel Commons	Canyon Point	Delta Terrace	Courtside	Bradley	Dykstra Hall
		Emission Factor[a]	**Size (MMBTU/hr):**	1.8256	1.8256	1.8256	1.8256	1.8256	1.2000	1.2600
		(lbs/mmcf fuel burned)	**SCAQMD Permit:**	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**Annual Usage[b,c] (mmcf):**	2.0044	2.0044	2.0044	2.0044	2.0044	1.3175	1.3834
75070	Acetaldehyde	0.0043		8.62E-03	8.62E-03	8.62E-03	8.62E-03	8.62E-03	5.67E-03	5.95E-03
107028	Acrolein	0.0027		5.41E-03	5.41E-03	5.41E-03	5.41E-03	5.41E-03	3.56E-03	3.74E-03
7664417	Ammonia	3.2		6.41E+00	6.41E+00	6.41E+00	6.41E+00	6.41E+00	4.22E+00	4.43E+00
71432	Benzene	0.008		1.60E-02	1.60E-02	1.60E-02	1.60E-02	1.60E-02	1.05E-02	1.11E-02
100414	Ethylbenzene	0.0095		1.90E-02	1.90E-02	1.90E-02	1.90E-02	1.90E-02	1.25E-02	1.31E-02
50000	Formaldehyde	0.017		3.41E-02	3.41E-02	3.41E-02	3.41E-02	3.41E-02	2.24E-02	2.35E-02
110543	Hexane	0.0063		1.26E-02	1.26E-02	1.26E-02	1.26E-02	1.26E-02	8.30E-03	8.72E-03
91203	Naphthalene	0.0003		6.01E-04	6.01E-04	6.01E-04	6.01E-04	6.01E-04	3.95E-04	4.15E-04
1151	PAH (excluding napthalene)	0.0001		2.00E-04	2.00E-04	2.00E-04	2.00E-04	2.00E-04	1.32E-04	1.38E-04
108883	Toluene	0.0366		7.34E-02	7.34E-02	7.34E-02	7.34E-02	7.34E-02	4.82E-02	5.06E-02
1330207	Xylenes	0.0272		5.45E-02	5.45E-02	5.45E-02	5.45E-02	5.45E-02	3.58E-02	3.76E-02
[a]South Coast Air Quality Management District Supplemental Reporting Procedures for										
AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion										
[b]Source: Annual Air Emission Report for 2006/2007 submitted to SCAQMD										
[c]Usage distribution (MMscf) provided by Enviromental Programs Manager David Ott 4/21/2008										
	Distribution (MMscf)	68.78	North Campus							
	Distribution (MMscf)	237	Facilities							
	Distribution (MMscf)	114.4	Cogeneration							
Total MMBTU/hr of boilers at north campus		62.646								
Total MMBTU/hr of boilers at facilities		53.932								
Total MMBTU/hr of boilers at cogeneration plant		224								

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
Boilers, Yr - NG North Campus (lb/yr)

			Name:	BOIL8	BOIL9	BOIL10	BOIL11	BOIL12	BOIL13
			Number:	10011	10012	10013	10014	10015	10016
			Equipment:	Boiler	Boiler	Boiler	Boiler	Boiler	Boiler
			Location:	Dykstra Hall	DeNeve 'C' Bldg	DeNeve 'C' Bldg	DeNeve 'D' Bldg	DeNeve 'D' Bldg	DeNeve 'E' Bldg
		Emission Factor[a]	**Size (MMBTU/hr):**	1.2600	1.2600	1.2600	1.2600	1.2600	1.2600
		(lbs/mmcf fuel burned)	**SCAQMD Permit:**	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**Annual Usage[b,c] (mmcf):**	1.3834	1.3834	1.3834	1.3834	1.3834	1.3834
75070	Acetaldehyde	0.0043		5.95E-03	5.95E-03	5.95E-03	5.95E-03	5.95E-03	5.95E-03
107028	Acrolein	0.0027		3.74E-03	3.74E-03	3.74E-03	3.74E-03	3.74E-03	3.74E-03
7664417	Ammonia	3.2		4.43E+00	4.43E+00	4.43E+00	4.43E+00	4.43E+00	4.43E+00
71432	Benzene	0.008		1.11E-02	1.11E-02	1.11E-02	1.11E-02	1.11E-02	1.11E-02
100414	Ethylbenzene	0.0095		1.31E-02	1.31E-02	1.31E-02	1.31E-02	1.31E-02	1.31E-02
50000	Formaldehyde	0.017		2.35E-02	2.35E-02	2.35E-02	2.35E-02	2.35E-02	2.35E-02
110543	Hexane	0.0063		8.72E-03	8.72E-03	8.72E-03	8.72E-03	8.72E-03	8.72E-03
91203	Naphthalene	0.0003		4.15E-04	4.15E-04	4.15E-04	4.15E-04	4.15E-04	4.15E-04
1151	PAH (excluding napthalene)	0.0001		1.38E-04	1.38E-04	1.38E-04	1.38E-04	1.38E-04	1.38E-04
108883	Toluene	0.0366		5.06E-02	5.06E-02	5.06E-02	5.06E-02	5.06E-02	5.06E-02
1330207	Xylenes	0.0272		3.76E-02	3.76E-02	3.76E-02	3.76E-02	3.76E-02	3.76E-02
[a]South Coast Air Quality Management District Supplemental Reporting Procedures for									
AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion									
[b]Source: Annual Air Emission Report for 2006/2007 submitted to SCAQMD									
[c]Usage distribution (MMscf) provided by Enviromental Programs Manager David Ott 4/21/2008									
	Distribution (MMscf)	68.78	North Campus						
	Distribution (MMscf)	237	Facilities						
	Distribution (MMscf)	114.4	Cogeneration						
Total MMBTU/hr of boilers at north campus		62.646							
Total MMBTU/hr of boilers at facilities		53.932							
Total MMBTU/hr of boilers at cogeneration plant		224							

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
Boilers, Yr - NG North Campus (lb/yr)

			Name:	BOIL14
			Number:	10017
			Equipment:	Boiler
			Location:	DeNeve 'E' Bldg
		Emission Factor[a]	**Size (MMBTU/hr):**	1.8000
		(lbs/mmcf fuel burned)	**SCAQMD Permit:**	EXEMPT
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**Annual Usage[b,c] (mmcf):**	1.9762
75070	Acetaldehyde	0.0043		8.50E-03
107028	Acrolein	0.0027		5.34E-03
7664417	Ammonia	3.2		6.32E+00
71432	Benzene	0.008		1.58E-02
100414	Ethylbenzene	0.0095		1.88E-02
50000	Formaldehyde	0.017		3.36E-02
110543	Hexane	0.0063		1.25E-02
91203	Naphthalene	0.0003		5.93E-04
1151	PAH (excluding napthalene)	0.0001		1.98E-04
108883	Toluene	0.0366		7.23E-02
1330207	Xylenes	0.0272		5.38E-02
[a]South Coast Air Quality Management District Supplemental Reporting Procedures for				
AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion				
[b]Source: Annual Air Emission Report for 2006/2007 submitted to SCAQMD				
[c]Usage distribution (MMscf) provided by Enviromental Programs Manager David Ott 4/21/2008				
	Distribution (MMscf)	68.78	North Campus	
	Distribution (MMscf)	237	Facilities	
	Distribution (MMscf)	114.4	Cogeneration	
Total MMBTU/hr of boilers at north campus		62.646		
Total MMBTU/hr of boilers at facilities		53.932		
Total MMBTU/hr of boilers at cogeneration plant		224		

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
Boilers, Yr - NG North Campus (lb/yr)

			Name:	BOIL15	BOIL16	BOIL17	BOIL18	BOIL19	BOIL20	BOIL21
			Number:	10018	10019	10020	10021	10022	10023	10024
			Equipment:	Boiler	Boiler	Boiler	Boiler	Boiler	Boiler	Boiler
			Location:	DeNeve 'F' Bldg	DeNeve 'F' Bldg	eNeve Podium Bl	eNeve Podium Bl	DeNeve 'A' Bldg	DeNeve 'A' Bldg	DeNeve 'B' Bldg
		Emission Factor[a]	**Size (MMBTU/hr):**	1.2600	1.5300	1.5300	1.5300	1.2600	1.2600	1.2600
		(lbs/mmcf fuel burned)	**SCAQMD Permit:**	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**Annual Usage[b,c] (mmcf):**	1.3834	1.6798	1.6798	1.6798	1.3834	1.3834	1.3834
75070	Acetaldehyde	0.0043		5.95E-03	7.22E-03	7.22E-03	7.22E-03	5.95E-03	5.95E-03	5.95E-03
107028	Acrolein	0.0027		3.74E-03	4.54E-03	4.54E-03	4.54E-03	3.74E-03	3.74E-03	3.74E-03
7664417	Ammonia	3.2		4.43E+00	5.38E+00	5.38E+00	5.38E+00	4.43E+00	4.43E+00	4.43E+00
71432	Benzene	0.008		1.11E-02	1.34E-02	1.34E-02	1.34E-02	1.11E-02	1.11E-02	1.11E-02
100414	Ethylbenzene	0.0095		1.31E-02	1.60E-02	1.60E-02	1.60E-02	1.31E-02	1.31E-02	1.31E-02
50000	Formaldehyde	0.017		2.35E-02	2.86E-02	2.86E-02	2.86E-02	2.35E-02	2.35E-02	2.35E-02
110543	Hexane	0.0063		8.72E-03	1.06E-02	1.06E-02	1.06E-02	8.72E-03	8.72E-03	8.72E-03
91203	Naphthalene	0.0003		4.15E-04	5.04E-04	5.04E-04	5.04E-04	4.15E-04	4.15E-04	4.15E-04
1151	PAH (excluding napthalene)	0.0001		1.38E-04	1.68E-04	1.68E-04	1.68E-04	1.38E-04	1.38E-04	1.38E-04
108883	Toluene	0.0366		5.06E-02	6.15E-02	6.15E-02	6.15E-02	5.06E-02	5.06E-02	5.06E-02
1330207	Xylenes	0.0272		3.76E-02	4.57E-02	4.57E-02	4.57E-02	3.76E-02	3.76E-02	3.76E-02
[a]South Coast Air Quality Management District Supplemental Reporting Procedures for										
AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion										
[b]Source: Annual Air Emission Report for 2006/2007 submitted to SCAQMD										
[c]Usage distribution (MMscf) provided by Enviromental Programs Manager David Ott 4/21/2008										
	Distribution (MMscf)	68.78	North Campus							
	Distribution (MMscf)	237	Facilities							
	Distribution (MMscf)	114.4	Cogeneration							
Total MMBTU/hr of boilers at north campus		62.646								
Total MMBTU/hr of boilers at facilities		53.932								
Total MMBTU/hr of boilers at cogeneration plant		224								

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
Boilers, Yr - NG North Campus (lb/yr)

			Name:	BOIL22	BOIL23	BOIL24	BOIL25	BOIL26	BOIL27	BOIL28
			Number:	10025	10026	10027	10028	10029	10030	10031
			Equipment:	Boiler	Boiler	Boiler	Boiler	Boiler	Boiler	Boiler
			Location:	DeNeve Kitchen	DeNeve 'A' Bldg	DeNeve 'B' Bldg	Sproul	Hedrick Tower	Hedrick Tower	Hedrick Tower
		Emission Factor[a]	**Size (MMBTU/hr):**	1.2600	1.2600	1.2600	1.5300	1.2600	1.2600	1.9990
		(lbs/mmcf fuel burned)	**SCAQMD Permit:**	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**Annual Usage[b,c] (mmcf):**	1.3834	1.3834	1.3834	1.6798	1.3834	1.3834	2.1947
75070	Acetaldehyde	0.0043		5.95E-03	5.95E-03	5.95E-03	7.22E-03	5.95E-03	5.95E-03	9.44E-03
107028	Acrolein	0.0027		3.74E-03	3.74E-03	3.74E-03	4.54E-03	3.74E-03	3.74E-03	5.93E-03
7664417	Ammonia	3.2		4.43E+00	4.43E+00	4.43E+00	5.38E+00	4.43E+00	4.43E+00	7.02E+00
71432	Benzene	0.008		1.11E-02	1.11E-02	1.11E-02	1.34E-02	1.11E-02	1.11E-02	1.76E-02
100414	Ethylbenzene	0.0095		1.31E-02	1.31E-02	1.31E-02	1.60E-02	1.31E-02	1.31E-02	2.08E-02
50000	Formaldehyde	0.017		2.35E-02	2.35E-02	2.35E-02	2.86E-02	2.35E-02	2.35E-02	3.73E-02
110543	Hexane	0.0063		8.72E-03	8.72E-03	8.72E-03	1.06E-02	8.72E-03	8.72E-03	1.38E-02
91203	Naphthalene	0.0003		4.15E-04	4.15E-04	4.15E-04	5.04E-04	4.15E-04	4.15E-04	6.58E-04
1151	PAH (excluding napthalene)	0.0001		1.38E-04	1.38E-04	1.38E-04	1.68E-04	1.38E-04	1.38E-04	2.19E-04
108883	Toluene	0.0366		5.06E-02	5.06E-02	5.06E-02	6.15E-02	5.06E-02	5.06E-02	8.03E-02
1330207	Xylenes	0.0272		3.76E-02	3.76E-02	3.76E-02	4.57E-02	3.76E-02	3.76E-02	5.97E-02
[a]South Coast Air Quality Management District Supplemental Reporting Procedures for										
AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion										
[b]Source: Annual Air Emission Report for 2006/2007 submitted to SCAQMD										
[c]Usage distribution (MMscf) provided by Enviromental Programs Manager David Ott 4/21/2008										
	Distribution (MMscf)	68.78	North Campus							
	Distribution (MMscf)	237	Facilities							
	Distribution (MMscf)	114.4	Cogeneration							
Total MMBTU/hr of boilers at north campus		62.646								
Total MMBTU/hr of boilers at facilities		53.932								
Total MMBTU/hr of boilers at cogeneration plant		224								

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
Boilers, Yr - NG North Campus (lb/yr)

			Name:	BOIL29	BOIL30	BOIL31	BOIL32	BOIL33	BOIL34	BOIL35
			Number:	10032	10033	10034	10035	10036	10037	10038
			Equipment:	Boiler	Boiler	Boiler	Boiler	Boiler	Boiler	Boiler
			Location:	Hedrick Tower	Hedrick Hall	Hedrick Hall	Hedrick Hall	Hedrick Hall	Hedrick Hall	Hedrick Hall
		Emission Factor[a]	**Size (MMBTU/hr):**	1.9990	1.2600	1.2600	1.8000	1.8000	1.8000	1.8000
		(lbs/mmcf fuel burned)	**SCAQMD Permit:**	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**Annual Usage[b,c] (mmcf):**	2.1947	1.3834	1.3834	1.9762	1.9762	1.9762	1.9762
75070	Acetaldehyde	0.0043		9.44E-03	5.95E-03	5.95E-03	8.50E-03	8.50E-03	8.50E-03	8.50E-03
107028	Acrolein	0.0027		5.93E-03	3.74E-03	3.74E-03	5.34E-03	5.34E-03	5.34E-03	5.34E-03
7664417	Ammonia	3.2		7.02E+00	4.43E+00	4.43E+00	6.32E+00	6.32E+00	6.32E+00	6.32E+00
71432	Benzene	0.008		1.76E-02	1.11E-02	1.11E-02	1.58E-02	1.58E-02	1.58E-02	1.58E-02
100414	Ethylbenzene	0.0095		2.08E-02	1.31E-02	1.31E-02	1.88E-02	1.88E-02	1.88E-02	1.88E-02
50000	Formaldehyde	0.017		3.73E-02	2.35E-02	2.35E-02	3.36E-02	3.36E-02	3.36E-02	3.36E-02
110543	Hexane	0.0063		1.38E-02	8.72E-03	8.72E-03	1.25E-02	1.25E-02	1.25E-02	1.25E-02
91203	Naphthalene	0.0003		6.58E-04	4.15E-04	4.15E-04	5.93E-04	5.93E-04	5.93E-04	5.93E-04
1151	PAH (excluding napthalene)	0.0001		2.19E-04	1.38E-04	1.38E-04	1.98E-04	1.98E-04	1.98E-04	1.98E-04
108883	Toluene	0.0366		8.03E-02	5.06E-02	5.06E-02	7.23E-02	7.23E-02	7.23E-02	7.23E-02
1330207	Xylenes	0.0272		5.97E-02	3.76E-02	3.76E-02	5.38E-02	5.38E-02	5.38E-02	5.38E-02
[a]South Coast Air Quality Management District Supplemental Reporting Procedures for										
AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion										
[b]Source: Annual Air Emission Report for 2006/2007 submitted to SCAQMD										
[c]Usage distribution (MMscf) provided by Enviromental Programs Manager David Ott 4/21/2008										
	Distribution (MMscf)	68.78	North Campus							
	Distribution (MMscf)	237	Facilities							
	Distribution (MMscf)	114.4	Cogeneration							
Total MMBTU/hr of boilers at north campus		62.646								
Total MMBTU/hr of boilers at facilities		53.932								
Total MMBTU/hr of boilers at cogeneration plant		224								

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
Boilers, Yr - NG North Campus (lb/yr)

			Name:	BOIL36	BOIL37	BOIL38	
			Number:	10039	10040	10041	
			Equipment:	Boiler	Boiler	Boiler	
			Location:	Hedrick Hall	Rieber Hall	Rieber Hall	
		Emission Factor[a]	**Size (MMBTU/hr):**	0.8600	4.83	4.83	**Total**
		(lbs/mmcf fuel burned)	**SCAQMD Permit:**	EXEMPT	D79674	D79675	**Emissions**
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**Annual Usage[b,c] (mmcf):**	0.9442	5.3029	5.3029	**(lb/hr)**
75070	Acetaldehyde	0.0043		4.06E-03	2.28E-02	2.28E-02	**2.96E-01**
107028	Acrolein	0.0027		2.55E-03	1.43E-02	1.43E-02	**1.86E-01**
7664417	Ammonia	3.2		3.02E+00	1.70E+01	1.70E+01	**2.20E+02**
71432	Benzene	0.008		7.55E-03	4.24E-02	4.24E-02	**5.50E-01**
100414	Ethylbenzene	0.0095		8.97E-03	5.04E-02	5.04E-02	**6.53E-01**
50000	Formaldehyde	0.017		1.61E-02	9.01E-02	9.01E-02	**1.17E+00**
110543	Hexane	0.0063		5.95E-03	3.34E-02	3.34E-02	**4.33E-01**
91203	Naphthalene	0.0003		2.83E-04	1.59E-03	1.59E-03	**2.06E-02**
1151	PAH (excluding napthalene)	0.0001		9.44E-05	5.30E-04	5.30E-04	**6.88E-03**
108883	Toluene	0.0366		3.46E-02	1.94E-01	1.94E-01	**2.52E+00**
1330207	Xylenes	0.0272		2.57E-02	1.44E-01	1.44E-01	**1.87E+00**
[a]South Coast Air Quality Management District Supplemental Reporting Procedures for							
AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion							
[b]Source: Annual Air Emission Report for 2006/2007 submitted to SCAQMD							
[c]Usage distribution (MMscf) provided by Enviromental Programs Manager David Ott 4/21/2008							
	Distribution (MMscf)	68.78	North Campus				
	Distribution (MMscf)	237	Facilities				
	Distribution (MMscf)	114.4	Cogeneration				
Total MMBTU/hr of boilers at north campus		62.646					
Total MMBTU/hr of boilers at facilities		53.932					
Total MMBTU/hr of boilers at cogeneration plant		224					

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
Boilers, Hr - NG Facilites (lb/hr)

				Name:	BOIL39	BOIL40	BOIL41	BOIL42	BOIL43
				Number:	10042	10043	10044	10045	10046
				Equipment:	Boiler	Boiler	Boiler	Boiler	Boiler
				Location:	EH&S Facility	Rehabilitation #1	Rehabilitation #2	SCRC #3	SCRC #6
		Emission Factor[a]	**Emission Factor[a]**	**Size (MMBTU/hr):**	1.058	1.500	1.500	1.000	1.440
		(lbs/mmcf fuel burned)	**(lbs/mmcf fuel burned)**	**SCAQMD Permit:**	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**(Boilers 10 - 100 MMBTU/HR)**	**Hourly Usage[b] (mmcf):**	0.0010	0.0015	0.0015	0.0010	0.0014
75070	Acetaldehyde	0.0043	0.0031		4.46E-06	6.32E-06	6.32E-06	4.22E-06	6.07E-06
107028	Acrolein	0.0027	0.0027		2.80E-06	3.97E-06	3.97E-06	2.65E-06	3.81E-06
7664417	Ammonia	3.2	3.2		3.32E-03	4.71E-03	4.71E-03	3.14E-03	4.52E-03
71432	Benzene	0.008	0.0058		8.30E-06	1.18E-05	1.18E-05	7.84E-06	1.13E-05
100414	Ethylbenzene	0.0095	0.0069		9.85E-06	1.40E-05	1.40E-05	9.31E-06	1.34E-05
50000	Formaldehyde	0.017	0.0123		1.76E-05	2.50E-05	2.50E-05	1.67E-05	2.40E-05
110543	Hexane	0.0063	0.0046		6.53E-06	9.26E-06	9.26E-06	6.18E-06	8.89E-06
91203	Naphthalene	0.0003	0.0003		3.11E-07	4.41E-07	4.41E-07	2.94E-07	4.24E-07
1151	PAH (excluding napthalene)	0.0001	0.0001		1.04E-07	1.47E-07	1.47E-07	9.80E-08	1.41E-07
108883	Toluene	0.0366	0.0265		3.80E-05	5.38E-05	5.38E-05	3.59E-05	5.17E-05
1330207	Xylenes	0.0272	0.0197		2.82E-05	4.00E-05	4.00E-05	2.67E-05	3.84E-05

[a]South Coast Air Quality Management District Supplemental Reporting Procedures for AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion

[b]Based on size of boiler divided by heating value for natural gas, 1020 BTU/scf

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
Boilers, Hr - NG Facilites (lb/hr)

				Name:	BOIL44	BOIL45	BOIL46	BOIL47	BOIL48	BOIL49
				Number:	10047	10048	10049	10050	10051	10052
				Equipment:	Boiler	Boiler	Boiler	Boiler	Boiler	Boiler
				Location:	SCRC #7	SCRC #1	SCRC #2	SRL #BLR-3	SRL #BLR-4	STRB
		Emission Factor[a]	**Emission Factor[a]**	**Size (MMBTU/hr):**	1.440	1.800	1.800	1.260	1.260	1.500
		(lbs/mmcf fuel burned)	**(lbs/mmcf fuel burned)**	**SCAQMD Permit:**	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**(Boilers 10 - 100 MMBTU/HR)**	**Hourly Usage[b] (mmcf):**	0.0014	0.0018	0.0018	0.0012	0.0012	0.0015
75070	Acetaldehyde	0.0043	0.0031		6.07E-06	7.59E-06	7.59E-06	5.31E-06	5.31E-06	6.32E-06
107028	Acrolein	0.0027	0.0027		3.81E-06	4.76E-06	4.76E-06	3.34E-06	3.34E-06	3.97E-06
7664417	Ammonia	3.2	3.2		4.52E-03	5.65E-03	5.65E-03	3.95E-03	3.95E-03	4.71E-03
71432	Benzene	0.008	0.0058		1.13E-05	1.41E-05	1.41E-05	9.88E-06	9.88E-06	1.18E-05
100414	Ethylbenzene	0.0095	0.0069		1.34E-05	1.68E-05	1.68E-05	1.17E-05	1.17E-05	1.40E-05
50000	Formaldehyde	0.017	0.0123		2.40E-05	3.00E-05	3.00E-05	2.10E-05	2.10E-05	2.50E-05
110543	Hexane	0.0063	0.0046		8.89E-06	1.11E-05	1.11E-05	7.78E-06	7.78E-06	9.26E-06
91203	Naphthalene	0.0003	0.0003		4.24E-07	5.29E-07	5.29E-07	3.71E-07	3.71E-07	4.41E-07
1151	PAH (excluding napthalene)	0.0001	0.0001		1.41E-07	1.76E-07	1.76E-07	1.24E-07	1.24E-07	1.47E-07
108883	Toluene	0.0366	0.0265		5.17E-05	6.46E-05	6.46E-05	4.52E-05	4.52E-05	5.38E-05
1330207	Xylenes	0.0272	0.0197		3.84E-05	4.80E-05	4.80E-05	3.36E-05	3.36E-05	4.00E-05

[a]South Coast Air Quality Management District Supplemental Reporting Procedures for
AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion

[b]Based on size of boiler divided by heating value for natural gas, 1020 BTU/scf

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
Boilers, Hr - NG Facilites (lb/hr)

				Name:	BOIL50	BOIL51	BOIL52	BOIL53	BOIL54	BOIL55
				Number:	10053	10054	10055	10056	10057	10058
				Equipment:	Boiler	Boiler	Boiler	Boiler	Boiler	Boiler
				Location:	UES BLR #4	Unex	Unex	UES BLR#3	Ueberroth #1	Rehab. #5
		Emission Factor[a]	**Emission Factor[a]**	**Size (MMBTU/hr):**	1.800	1.674	1.670	0.500	0.500	1.000
		(lbs/mmcf fuel burned)	**(lbs/mmcf fuel burned)**	**SCAQMD Permit:**	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**(Boilers 10 - 100 MMBTU/HR)**	**Hourly Usage[b] (mmcf):**	0.0018	0.0016	0.0016	0.0005	0.0005	0.0010
75070	Acetaldehyde	0.0043	0.0031		7.59E-06	7.06E-06	7.04E-06	2.11E-06	2.11E-06	4.22E-06
107028	Acrolein	0.0027	0.0027		4.76E-06	4.43E-06	4.42E-06	1.32E-06	1.32E-06	2.65E-06
7664417	Ammonia	3.2	3.2		5.65E-03	5.25E-03	5.24E-03	1.57E-03	1.57E-03	3.14E-03
71432	Benzene	0.008	0.0058		1.41E-05	1.31E-05	1.31E-05	3.92E-06	3.92E-06	7.84E-06
100414	Ethylbenzene	0.0095	0.0069		1.68E-05	1.56E-05	1.56E-05	4.66E-06	4.66E-06	9.31E-06
50000	Formaldehyde	0.017	0.0123		3.00E-05	2.79E-05	2.78E-05	8.33E-06	8.33E-06	1.67E-05
110543	Hexane	0.0063	0.0046		1.11E-05	1.03E-05	1.03E-05	3.09E-06	3.09E-06	6.18E-06
91203	Naphthalene	0.0003	0.0003		5.29E-07	4.92E-07	4.91E-07	1.47E-07	1.47E-07	2.94E-07
1151	PAH (excluding napthalene)	0.0001	0.0001		1.76E-07	1.64E-07	1.64E-07	4.90E-08	4.90E-08	9.80E-08
108883	Toluene	0.0366	0.0265		6.46E-05	6.01E-05	5.99E-05	1.79E-05	1.79E-05	3.59E-05
1330207	Xylenes	0.0272	0.0197		4.80E-05	4.46E-05	4.45E-05	1.33E-05	1.33E-05	2.67E-05

[a]South Coast Air Quality Management District Supplemental Reporting Procedures for AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion

[b]Based on size of boiler divided by heating value for natural gas, 1020 BTU/scf

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
Boilers, Hr - NG Facilites (lb/hr)

				Name:	BOIL56	BOIL57	BOIL58	BOIL59	
				Number:	10059	10060	10061	10062	
				Equipment:	Boiler	Boiler	Boiler	Boiler	
				Location:	Rehab. #6	Warren Hall	200 Med Plaza	200 Med Plaza	
		Emission Factor[a]	**Emission Factor[a]**	**Size (MMBTU/hr):**	1.000	5.23	12.5	12.5	**Total**
		(lbs/mmcf fuel burned)	**(lbs/mmcf fuel burned)**	**SCAQMD Permit:**	EXEMPT	D71042	D71162	D71165	**Emissions**
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**(Boilers 10 - 100 MMBTU/HR)**	**Hourly Usage[b] (mmcf):**	0.0010	0.0051	0.0123	0.0123	**(lb/hr)**
75070	Acetaldehyde	0.0043	0.0031		4.22E-06	2.20E-05	3.80E-05	3.80E-05	**1.98E-04**
107028	Acrolein	0.0027	0.0027		2.65E-06	1.38E-05	3.31E-05	3.31E-05	**1.43E-04**
7664417	Ammonia	3.2	3.2		3.14E-03	1.64E-02	3.92E-02	3.92E-02	**1.69E-01**
71432	Benzene	0.008	0.0058		7.84E-06	4.10E-05	7.11E-05	7.11E-05	**3.69E-04**
100414	Ethylbenzene	0.0095	0.0069		9.31E-06	4.87E-05	8.46E-05	8.46E-05	**4.39E-04**
50000	Formaldehyde	0.017	0.0123		1.67E-05	8.72E-05	1.51E-04	1.51E-04	**7.84E-04**
110543	Hexane	0.0063	0.0046		6.18E-06	3.23E-05	5.64E-05	5.64E-05	**2.91E-04**
91203	Naphthalene	0.0003	0.0003		2.94E-07	1.54E-06	3.68E-06	3.68E-06	**1.59E-05**
1151	PAH (excluding napthalene)	0.0001	0.0001		9.80E-08	5.13E-07	1.23E-06	1.23E-06	**5.29E-06**
108883	Toluene	0.0366	0.0265		3.59E-05	1.88E-04	3.25E-04	3.25E-04	**1.69E-03**
1330207	Xylenes	0.0272	0.0197		2.67E-05	1.39E-04	2.41E-04	2.41E-04	**1.25E-03**
[a]South Coast Air Quality Management District Supplemental Reporting Procedures for									
AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion									
[b]Based on size of boiler divided by heating value for natural gas, 1020 BTU/scf									

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
Boilers, Yr - NG Facilites (lb/yr)

				Name:	BOIL39	BOIL40	BOIL41	BOIL42
				Number:	10042	10043	10044	10045
				Equipment:	Boiler	Boiler	Boiler	Boiler
				Location:	EH&S Facility	Rehabilitation #1	Rehabilitation #2	SCRC #3
		Emission Factor[a]	**Emission Factor[a]**	**Size (MMBTU/hr):**	1.058	1.500	1.500	1.000
		(lbs/mmcf fuel burned)	**(lbs/mmcf fuel burned)**	**SCAQMD Permit:**	EXEMPT	EXEMPT	EXEMPT	EXEMPT
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**(Boilers 10 - 100 MMBTU/HR)**	**Annual Usage[b,c] (mmcf):**	4.6	6.6	6.6	4.4
75070	Acetaldehyde	0.0043	0.0031		2.00E-02	2.83E-02	2.83E-02	1.89E-02
107028	Acrolein	0.0027	0.0027		1.26E-02	1.78E-02	1.78E-02	1.19E-02
7664417	Ammonia	3.2	3.2		1.49E+01	2.11E+01	2.11E+01	1.41E+01
71432	Benzene	0.008	0.0058		3.72E-02	5.27E-02	5.27E-02	3.52E-02
100414	Ethylbenzene	0.0095	0.0069		4.42E-02	6.26E-02	6.26E-02	4.17E-02
50000	Formaldehyde	0.017	0.0123		7.90E-02	1.12E-01	1.12E-01	7.47E-02
110543	Hexane	0.0063	0.0046		2.93E-02	4.15E-02	4.15E-02	2.77E-02
91203	Naphthalene	0.0003	0.0003		1.39E-03	1.98E-03	1.98E-03	1.32E-03
1151	PAH (excluding napthalene)	0.0001	0.0001		4.65E-04	6.59E-04	6.59E-04	4.39E-04
108883	Toluene	0.0366	0.0265		1.70E-01	2.41E-01	2.41E-01	1.61E-01
1330207	Xylenes	0.0272	0.0197		1.26E-01	1.79E-01	1.79E-01	1.20E-01
[a]South Coast Air Quality Management District Supplemental Reporting Procedures for								
AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion								
[b]Source: Annual Air Emission Report for 2006/2007 submitted to SCAQMD								
[c]Usage distribution (MMscf) provided by Enviromental Programs Manager David Ott 4/21/2008								
	Distribution (MMscf)	68.78		North Campus				
	Distribution (MMscf)	237		Facilities				
	Distribution (MMscf)	114.4		Cogeneration				
Total MMBTU/hr of boilers at north campus		62.646						
Total MMBTU/hr of boilers at facilities		53.932						
Total MMBTU/hr of boilers at cogeneration plant		224						

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
Boilers, Yr - NG Facilites (lb/yr)

				Name:	BOIL43	BOIL44	BOIL45	BOIL46	BOIL47
				Number:	10046	10047	10048	10049	10050
				Equipment:	Boiler	Boiler	Boiler	Boiler	Boiler
				Location:	SCRC #6	SCRC #7	SCRC #1	SCRC #2	SRL #BLR-3
		Emission Factor[a]	**Emission Factor[a]**	**Size (MMBTU/hr):**	1.440	1.440	1.800	1.800	1.260
		(lbs/mmcf fuel burned)	**(lbs/mmcf fuel burned)**	**SCAQMD Permit:**	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**(Boilers 10 - 100 MMBTU/HR)**	**Annual Usage[b,c] (mmcf):**	6.3	6.3	7.9	7.9	5.5
75070	Acetaldehyde	0.0043	0.0031		2.72E-02	2.72E-02	3.40E-02	3.40E-02	2.38E-02
107028	Acrolein	0.0027	0.0027		1.71E-02	1.71E-02	2.14E-02	2.14E-02	1.49E-02
7664417	Ammonia	3.2	3.2		2.02E+01	2.02E+01	2.53E+01	2.53E+01	1.77E+01
71432	Benzene	0.008	0.0058		5.06E-02	5.06E-02	6.33E-02	6.33E-02	4.43E-02
100414	Ethylbenzene	0.0095	0.0069		6.01E-02	6.01E-02	7.51E-02	7.51E-02	5.26E-02
50000	Formaldehyde	0.017	0.0123		1.08E-01	1.08E-01	1.34E-01	1.34E-01	9.41E-02
110543	Hexane	0.0063	0.0046		3.99E-02	3.99E-02	4.98E-02	4.98E-02	3.49E-02
91203	Naphthalene	0.0003	0.0003		1.90E-03	1.90E-03	2.37E-03	2.37E-03	1.66E-03
1151	PAH (excluding napthalene)	0.0001	0.0001		6.33E-04	6.33E-04	7.91E-04	7.91E-04	5.54E-04
108883	Toluene	0.0366	0.0265		2.32E-01	2.32E-01	2.90E-01	2.90E-01	2.03E-01
1330207	Xylenes	0.0272	0.0197		1.72E-01	1.72E-01	2.15E-01	2.15E-01	1.51E-01
[a]South Coast Air Quality Management District Supplemental Reporting Procedures for									
AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion									
[b]Source: Annual Air Emission Report for 2006/2007 submitted to SCAQMD									
[c]Usage distribution (MMscf) provided by Enviromental Programs Manager David Ott 4/21/2008									
	Distribution (MMscf)	68.78		North Campus					
	Distribution (MMscf)	237		Facilities					
	Distribution (MMscf)	114.4		Cogeneration					
Total MMBTU/hr of boilers at north campus		62.646							
Total MMBTU/hr of boilers at facilities		53.932							
Total MMBTU/hr of boilers at cogeneration plant		224							

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
Boilers, Yr - NG Facilites (lb/yr)

				Name:	BOIL48	BOIL49	BOIL50	BOIL51	BOIL52	BOIL53
				Number:	10051	10052	10053	10054	10055	10056
				Equipment:	Boiler	Boiler	Boiler	Boiler	Boiler	Boiler
				Location:	SRL #BLR-4	STRB	UES BLR#4	Unex	Unex	UES BLR#3
		Emission Factor[a]	**Emission Factor[a]**	**Size (MMBTU/hr):**	1.260	1.500	1.800	1.674	1.670	0.500
		(lbs/mmcf fuel burned)	**(lbs/mmcf fuel burned)**	**SCAQMD Permit:**	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**(Boilers 10 - 100 MMBTU/HR)**	**Annual Usage[b,c] (mmcf):**	5.5	6.6	7.9	7.4	7.3	2.2
75070	Acetaldehyde	0.0043	0.0031		2.38E-02	2.83E-02	3.40E-02	3.16E-02	3.16E-02	9.45E-03
107028	Acrolein	0.0027	0.0027		1.49E-02	1.78E-02	2.14E-02	1.99E-02	1.98E-02	5.93E-03
7664417	Ammonia	3.2	3.2		1.77E+01	2.11E+01	2.53E+01	2.35E+01	2.35E+01	7.03E+00
71432	Benzene	0.008	0.0058		4.43E-02	5.27E-02	6.33E-02	5.89E-02	5.87E-02	1.76E-02
100414	Ethylbenzene	0.0095	0.0069		5.26E-02	6.26E-02	7.51E-02	6.99E-02	6.97E-02	2.09E-02
50000	Formaldehyde	0.017	0.0123		9.41E-02	1.12E-01	1.34E-01	1.25E-01	1.25E-01	3.74E-02
110543	Hexane	0.0063	0.0046		3.49E-02	4.15E-02	4.98E-02	4.63E-02	4.62E-02	1.38E-02
91203	Naphthalene	0.0003	0.0003		1.66E-03	1.98E-03	2.37E-03	2.21E-03	2.20E-03	6.59E-04
1151	PAH (excluding napthalene)	0.0001	0.0001		5.54E-04	6.59E-04	7.91E-04	7.36E-04	7.34E-04	2.20E-04
108883	Toluene	0.0366	0.0265		2.03E-01	2.41E-01	2.90E-01	2.69E-01	2.69E-01	8.04E-02
1330207	Xylenes	0.0272	0.0197		1.51E-01	1.79E-01	2.15E-01	2.00E-01	2.00E-01	5.98E-02
[a]South Coast Air Quality Management District Supplemental Reporting Procedures for AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion										
[b]Source: Annual Air Emission Report for 2006/2007 submitted to SCAQMD										
[c]Usage distribution (MMscf) provided by Enviromental Programs Manager David Ott 4/21/2008										
	Distribution (MMscf)	68.78		North Campus						
	Distribution (MMscf)	237		Facilities						
	Distribution (MMscf)	114.4		Cogeneration						
Total MMBTU/hr of boilers at north campus		62.646								
Total MMBTU/hr of boilers at facilities		53.932								
Total MMBTU/hr of boilers at cogeneration plant		224								

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
Boilers, Yr - NG Facilites (lb/yr)

				Name:	BOIL54	BOIL55	BOIL56	BOIL57	BOIL58
				Number:	10057	10058	10059	10060	10061
				Equipment:	Boiler	Boiler	Boiler	Boiler	Boiler
				Location:	Ueberroth #1	Rehab. #5	Rehab. #6	Warren Hall	200 Med Plaza
		Emission Factor[a]	**Emission Factor[a]**	**Size (MMBTU/hr):**	0.500	1.000	1.000	5.23	12.5
		(lbs/mmcf fuel burned)	**(lbs/mmcf fuel burned)**	**SCAQMD Permit:**	EXEMPT	EXEMPT	EXEMPT	D71042	D71162
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**(Boilers 10 - 100 MMBTU/HR)**	**Annual Usage[b,c] (mmcf):**	2.2	4.4	4.4	23.0	54.9
75070	Acetaldehyde	0.0043	0.0031		9.45E-03	1.89E-02	1.89E-02	9.88E-02	1.70E-01
107028	Acrolein	0.0027	0.0027		5.93E-03	1.19E-02	1.19E-02	6.21E-02	1.48E-01
7664417	Ammonia	3.2	3.2		7.03E+00	1.41E+01	1.41E+01	7.35E+01	1.76E+02
71432	Benzene	0.008	0.0058		1.76E-02	3.52E-02	3.52E-02	1.84E-01	3.19E-01
100414	Ethylbenzene	0.0095	0.0069		2.09E-02	4.17E-02	4.17E-02	2.18E-01	3.79E-01
50000	Formaldehyde	0.017	0.0123		3.74E-02	7.47E-02	7.47E-02	3.91E-01	6.76E-01
110543	Hexane	0.0063	0.0046		1.38E-02	2.77E-02	2.77E-02	1.45E-01	2.53E-01
91203	Naphthalene	0.0003	0.0003		6.59E-04	1.32E-03	1.32E-03	6.89E-03	1.65E-02
1151	PAH (excluding napthalene)	0.0001	0.0001		2.20E-04	4.39E-04	4.39E-04	2.30E-03	5.49E-03
108883	Toluene	0.0366	0.0265		8.04E-02	1.61E-01	1.61E-01	8.41E-01	1.46E+00
1330207	Xylenes	0.0272	0.0197		5.98E-02	1.20E-01	1.20E-01	6.25E-01	1.08E+00
[a]South Coast Air Quality Management District Supplemental Reporting Procedures for									
AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion									
[b]Source: Annual Air Emission Report for 2006/2007 submitted to SCAQMD									
[c]Usage distribution (MMscf) provided by Enviromental Programs Manager David Ott 4/21/2008									
	Distribution (MMscf)	68.78		North Campus					
	Distribution (MMscf)	237		Facilities					
	Distribution (MMscf)	114.4		Cogeneration					
Total MMBTU/hr of boilers at north campus		62.646							
Total MMBTU/hr of boilers at facilities		53.932							
Total MMBTU/hr of boilers at cogeneration plant		224							

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
Boilers, Yr - NG Facilites (lb/yr)

				Name:	BOIL59		
				Number:	10062		
				Equipment:	Boiler		
				Location:	200 Med Plaza		
		Emission Factor[a]	**Emission Factor[a]**	**Size (MMBTU/hr):**	12.5	**Total**	
		(lbs/mmcf fuel burned)	**(lbs/mmcf fuel burned)**	**SCAQMD Permit:**	D71165	**Emissions**	
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**(Boilers 10 - 100 MMBTU/HR)**	**Annual Usage[b,c] (mmcf):**	54.9	**(lb/hr)**	
75070	Acetaldehyde	0.0043	0.0031		1.70E-01	**8.87E-01**	
107028	Acrolein	0.0027	0.0027		1.48E-01	**6.40E-01**	
7664417	Ammonia	3.2	3.2		1.76E+02	**7.58E+02**	
71432	Benzene	0.008	0.0058		3.19E-01	**1.65E+00**	
100414	Ethylbenzene	0.0095	0.0069		3.79E-01	**1.97E+00**	
50000	Formaldehyde	0.017	0.0123		6.76E-01	**3.51E+00**	
110543	Hexane	0.0063	0.0046		2.53E-01	**1.31E+00**	
91203	Naphthalene	0.0003	0.0003		1.65E-02	**7.11E-02**	
1151	PAH (excluding napthalene)	0.0001	0.0001		5.49E-03	**2.37E-02**	
108883	Toluene	0.0366	0.0265		1.46E+00	**7.56E+00**	
1330207	Xylenes	0.0272	0.0197		1.08E+00	**5.62E+00**	
[a]South Coast Air Quality Management District Supplemental Reporting Procedures for							
AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion							
[b]Source: Annual Air Emission Report for 2006/2007 submitted to SCAQMD							
[c]Usage distribution (MMscf) provided by Enviromental Programs Manager David Ott 4/21/2008							
	Distribution (MMscf)	68.78		North Campus			
	Distribution (MMscf)	237		Facilities			
	Distribution (MMscf)	114.4		Cogeneration			
Total MMBTU/hr of boilers at north campus		62.646					
Total MMBTU/hr of boilers at facilities		53.932					
Total MMBTU/hr of boilers at cogeneration plant		224					

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
Boilers, Hr - NG Cogen (lb/hr)

			Name:	BOIL60	
			Number:	10063	
			Equipment:	Boiler	
			Location:	Cogen	
		Emission Factor[a]	**Size (MMBTU/hr):**	224	**Total**
		(lbs/mmcf fuel burned)	**SCAQMD Permit:**	F01220	**Emissions**
CAS	**Pollutant**	**(Boilers > 100 MMBTU/HR)**	**Hourly Usage[c] (mmcf):**	0.2196	**(lb/hr)**
75070	Acetaldehyde	0.0009		1.98E-04	**1.98E-04**
107028	Acrolein	0.0008		1.76E-04	**1.76E-04**
7664417	Ammonia	3.2		7.03E-01	**7.03E-01**
71432	Benzene	0.0017		3.73E-04	**3.73E-04**
100414	Ethylbenzene	0.002		4.39E-04	**4.39E-04**
50000	Formaldehyde	0.0036		7.91E-04	**7.91E-04**
110543	Hexane	0.0013		2.85E-04	**2.85E-04**
91203	Naphthalene	0.0003		6.59E-05	**6.59E-05**
1151	PAH (excluding napthalene)	0.0001		2.20E-05	**2.20E-05**
108883	Toluene	0.0078		1.71E-03	**1.71E-03**
1330207	Xylenes	0.0058		1.27E-03	**1.27E-03**

[a]South Coast Air Quality Management District Supplemental Reporting Procedures for AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion

[b]Based on size of boiler divided by heating value for natural gas, 1020 BTU/scf

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
Boilers, Yr - NG Cogen (lb/yr)

			Name:	BOIL60	
			Number:	10063	
			Equipment:	Boiler	
			Location:	Cogen	
		Emission Factor[a]	**Size (MMBTU/hr):**	224	**Total**
		(lbs/mmcf fuel burned)	**SCAQMD Permit:**	F01220	**Emissions**
CAS	**Pollutant**	**(Boilers > 100 MMBTU/HR)**	**Annual Usage[b,c] (mmcf):**	114.4	**(lb/yr)**
75070	Acetaldehyde	0.0009		1.03E-01	**1.03E-01**
107028	Acrolein	0.0008		9.15E-02	**9.15E-02**
7664417	Ammonia	3.2		3.66E+02	**3.66E+02**
71432	Benzene	0.0017		1.94E-01	**1.94E-01**
100414	Ethylbenzene	0.002		2.29E-01	**2.29E-01**
50000	Formaldehyde	0.0036		4.12E-01	**4.12E-01**
110543	Hexane	0.0013		1.49E-01	**1.49E-01**
91203	Naphthalene	0.0003		3.43E-02	**3.43E-02**
1151	PAH (excluding napthalene)	0.0001		1.14E-02	**1.14E-02**
108883	Toluene	0.0078		8.92E-01	**8.92E-01**
1330207	Xylenes	0.0058		6.64E-01	**6.64E-01**
[a]South Coast Air Quality Management District Supplemental Reporting Procedures for					
AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion					
[b]Source: Annual Air Emission Report for 2006/2007 submitted to SCAQMD					
[c]Usage distribution (MMscf) provided by Enviromental Programs Manager David Ott 4/21/2008					
	Distribution (MMscf)	68.78	North Campus		
	Distribution (MMscf)	237	Facilities		
	Distribution (MMscf)	114.4	Cogeneration		
Total MMBTU/hr of boilers at the north campus		62.646			
Total MMBTU/hr of boilers at facilities		53.932			
Total MMBTU/hr of boilers at cogeneration plant		224			

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
ICE, Hr - Diesel North Campus (lb/hr)

			Name:	ICE1	ICE2	ICE3	ICE4	ICE5	ICE6	ICE7	ICE8	
			Number:	10064	10065	10066	10067	10068	10069	10070	10071	
			Equipment:	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	
			Location:	Covel	De Neve	Hedrick	Sproul Hall	Dykstra	Rieber Hall	Reiber N	Reiber W	
			Size (bhp):	335	415	440	724	320	320	635	635	**Total**
			SCAQMD Permit:	D38196	F36980	F38570	F38571	F38572	F38573	F82410	F82411	**Emissions**
			Hourly Usage[a] (Mgal):	0.0052	0.0064	0.0068	0.0112	0.0050	0.0050	0.0098	0.0098	**(lb/yr)**
CAS	**Pollutant[b]**		**Emission Factor[c] (lbs/Mgal)**	8.9008	0.7121	11.3931	22.7861	11.3931	11.3931	2.8483	2.8483	
9901	Diesel Exhaust (particulates)			4.62E-02	4.57E-03	7.76E-02	2.55E-01	5.64E-02	5.64E-02	2.80E-02	2.80E-02	**4.97E-01**
Est Hourly Fuel Consumption (gal/hr):				5.186	6.424	6.811	11.208	4.954	4.954	9.830	9.830	
Est Load Factor:				0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	
Manufacturer Diesel PM Emission Factor (g/bhp-hr):				0.25	0.02	0.32	0.64	0.32	0.32	0.08	0.08	
Converted Diesel PM Emission Factor (lbs/Mgal):				8.901	0.712	11.393	22.786	11.393	11.393	2.848	2.848	
Default SCAQMD (lbs/Mgal)		33.5	lbs/Mgal									

[a]Hourly usage based on fuel comsumption (gal/hr) of engine

[b]In reference to guidance provided in apprendix D of OHHEA, Tom Chico of SCAQMD said in a phone conversation 20 May 2008 that diesel PM represents the sole toxicity from diesel combustion in ICEs and should be the only chemical quantified for diesel ICEs in SCAQMD HRAs

[c]Diesel PM emission factors obtained from manufactuer specification sheets; when specificion sheets were not available, referred to default SCADMD emission factors

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
ICE, Yr - Diesel North Campus (lb/yr)

			Name:	ICE1	ICE2	ICE3	ICE4	ICE5	ICE6	ICE7	ICE8	
			Number:	10064	10065	10066	10067	10068	10069	10070	10071	
			Equipment:	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	
			Location:	Covel	De Neve	Hedrick	Sproul Hall	Dykstra	Rieber Hall	Reiber N	Reiber W	
			Size (bhp):	335	415	440	724	320	320	635	635	**Total**
			SCAQMD Permit:	D38196	F36980	F38570	F38571	F38572	F38573	F82410	F82411	**Emissions**
			Annual Usage[a,b,c] (Mgal):	0.248	0.307	0.325	0.535	0.236	0.236	0.469	0.469	**(lb/yr)**
CAS	**Pollutant[d]**		**Emission Factor[e] (lbs/Mgal)**	8.901	0.712	11.393	22.786	11.393	11.393	2.848	2.848	
9901	Diesel Exhaust (particulates)			2.20E+00	2.18E-01	3.70E+00	1.22E+01	2.69E+00	2.69E+00	1.34E+00	1.34E+00	**26.4**
Est Annual Fuel Usage (gal/yr):				247.6	306.7	325.2	535.0	236.5	236.5	469.3	469.3	**2,826.0**
Est Hourly Fuel Consumption (gal/hr):				5.2	6.4	6.8	11.2	5.0	5.0	9.8	9.8	**59.2**
Est Annual Hourly Usage (hr/yr):				47.7	47.7	47.7	47.7	47.7	47.7	47.7	47.7	**381.9**
Est Load Factor:				0.250	0.250	0.250	0.250	0.250	0.250	0.25	0.25	
Manufacturer Diesel PM Emission Factor (g/bhp-hr):				0.25	0.02	0.32	0.64	0.32	0.32	0.08	0.08	
Converted Diesel PM Emission Factor (lbs/Mgal):				8.90	0.71	11.39	22.79	11.39	11.39	2.85	2.85	
Default SCAQMD (lbs/Mgal)		33.5	lbs/Mgal									
[a]Annual usage estimated based on engine size and reported diesel usage												
[b]Diesel usage reported on the 2006/2007 SCAQMD Annual Air Emission Report												
[c]Usage distribution (gal) provided by Enviromental Programs Manager David Ott 4/21/2008												
[d]In reference to guidance provided in apprendix D of OHHEA, Tom Chico of SCAQMD												
said in a phone conversation 20 May 2008 that diesel PM represents the sole toxicity												
from diesel combustion in ICEs and should be the only chemical quantified for diesel ICEs												
in SCAQMD HRAs												
[E] Diesel PM emission factors obtained from manufacturer specification sheets;												
when specificion sheets were not available, referred to default SCADMD emission factors												
Distribution (gal):		2,826	North Campus									
Distribution (gal):		8,750	Facilities									
Distribution (gal):		**11,576**	**Total**									
Total bhp of ICE's at the North Campus		3,824										
Total bhp of ICE's at Facilities		56,944										

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
ICE, Hr - Diesel Facilites (lb/hr)

			Name:	ICE9	ICE10	ICE11	ICE12	ICE13	ICE14	ICE15
			Number:	10072	10073	10074	10075	10076	10077	10078
			Equipment:	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen
			Location:	Cogen	Ackerman	Young Hall E	MSB	STRB	UCPD NE	PS 1
			Size (bhp):	2220	746	1750	1323	668	553	750
			SCAQMD Permit:	D75643	D89196	D88255	F00371	F11549	F23691	F2943
			Hourly Usage[a] (Mgal):	0.1031	0.0115	0.0271	0.0205	0.0103	0.0086	0.0116
CAS	**Pollutant[b]**		**Emission Factor[c] (lbs/Mgal)**	3.5603	21.3620	33.5000	18.1577	21.3620	30.9749	17.8017
9901	Diesel Exhaust (particulates)			3.67E-01	2.47E-01	9.08E-01	3.72E-01	2.21E-01	2.65E-01	2.07E-01
Est Hourly Fuel Consumption (gal/hr):				103.100	11.5	27.1	20.5	10.3	8.6	11.6
Est Load Factor:				0.750	0.25	0.25	0.25	0.25	0.25	0.25
Est Load Factor × bhp				1665.0	186.5	437.5	330.75	167	138.25	187.5
Manufacturer Diesel PM Emission Factor (g/bhp-hr)				0.1	0.6	NA	0.51	0.6	0.87	0.5
Converted Diesel PM Emission Factor (lbs/Mgal)				3.560	21.362	NA	18.158	21.362	30.975	17.802
Default SCAQMD (lbs/Mgal)		33.5	lbs/Mgal							
[a]Hourly usage based on fuel comsumption (gal/hr) of engine										
[b]In reference to guidance provided in apprendix D of OHHEA, Tom Chico of SCAQMD										
said in a phone conversation 20 May 2008 that diesel PM represents the sole toxicity										
from diesel combustion in ICEs and should be the only chemical quantified for diesel ICEs										
in SCAQMD HRAs										
[c]Diesel PM emission factors obtained from manufactuer specification sheets;										
when specificion sheets were not available, referred to default SCADMD emission factors										

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
ICE, Hr - Diesel Facilites (lb/hr)

			Name:	ICE16	ICE17	ICE18	ICE19	ICE20	ICE21	ICE22
			Number:	10079	10080	10081	10082	10083	10084	10085
			Equipment:	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen
			Location:	Gonda	UCLA Med Ctr	UCLA Med Ctr	UCLA Med Ctr	UCLA Med Ctr	UCLA Med Ctr	Macdonald Lab
			Size (bhp):	1850	1260	1260	1310	1310	1750	890
			SCAQMD Permit:	F9960	D78147	D78148	D78149	D78150	D79963	D48280
			Hourly Usage[a] (Mgal):	0.0286	0.0585	0.0585	0.0608	0.0608	0.0813	0.0138
CAS	**Pollutant[b]**		**Emission Factor[c] (lbs/Mgal)**	2.8483	2.5634	2.5634	2.4655	2.4655	33.5000	16.0215
9901	Diesel Exhaust (particulates)			8.16E-02	1.50E-01	1.50E-01	1.50E-01	1.50E-01	2.72E+00	2.21E-01
Est Hourly Fuel Consumption (gal/hr):				28.6	58.5	58.5	60.8	60.8	81.3	13.8
Est Load Factor:				0.25	0.75	0.75	0.75	0.75	0.75	0.25
Est Load Factor × bhp				462.5	945	945	982.5	982.5	1312.5	222.5
Manufacturer Diesel PM Emission Factor (g/bhp-hr)				0.08	0.15	0.15	0.15	0.15	NA	0.45
Converted Diesel PM Emission Factor (lbs/Mgal)				2.848	2.563	2.563	2.466	2.466	NA	16.021
Default SCAQMD (lbs/Mgal)		33.5	lbs/Mgal							

[a]Hourly usage based on fuel comsumption (gal/hr) of engine

[b]In reference to guidance provided in apprendix D of OHHEA, Tom Chico of SCAQMD said in a phone conversation 20 May 2008 that diesel PM represents the sole toxicity from diesel combustion in ICEs and should be the only chemical quantified for diesel ICEs in SCAQMD HRAs

[c]Diesel PM emission factors obtained from manufactuer specification sheets; when specificion sheets were not available, referred to default SCADMD emission factors

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
ICE, Hr - Diesel Facilites (lb/hr)

			Name:	ICE23	ICE24	ICE25	ICE26	ICE27	ICE28	ICE29
			Number:	10086	10087	10088	10089	10090	10091	10092
			Equipment:	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen
			Location:	AGSM South	Seas IV NW	Campus Wide	Rehab Cen	Phys And Astrom	SRB I (NRB)	CNSI
			Size (bhp):	1490	1095	2514	635	910	2000	2000
			SCAQMD Permit:	D87699	D99790	F37551	F52213	F58406	F56614	F71101
			Hourly Usage[a] (Mgal):	0.0231	0.0170	0.0389	0.0098	0.0141	0.0310	0.0310
CAS	**Pollutant[b]**		**Emission Factor[c] (lbs/Mgal)**	33.5000	33.5000	33.5000	3.9164	1.0681	2.6702	2.6702
9901	Diesel Exhaust (particulates)			7.73E-01	5.68E-01	1.30E+00	3.85E-02	1.50E-02	8.27E-02	8.27E-02
Est Hourly Fuel Consumption (gal/hr):				23.1	17.0	38.9	9.8	14.1	31.0	31.0
Est Load Factor:				0.25	0.25	0.25	0.25	0.25	0.25	0.25
Est Load Factor × bhp				372.5	273.75	628.5	158.75	227.5	500	500
Manufacturer Diesel PM Emission Factor (g/bhp-hr)				NA	NA	NA	0.11	0.03	0.075	0.075
Converted Diesel PM Emission Factor (lbs/Mgal)				NA	NA	NA	3.916	1.068	2.670	2.670
Default SCAQMD (lbs/Mgal)		33.5	lbs/Mgal							
[a]Hourly usage based on fuel comsumption (gal/hr) of engine										
[b]In reference to guidance provided in apprendix D of OHHEA, Tom Chico of SCAQMD										
said in a phone conversation 20 May 2008 that diesel PM represents the sole toxicity										
from diesel combustion in ICEs and should be the only chemical quantified for diesel ICEs										
in SCAQMD HRAs										
[c]Diesel PM emission factors obtained from manufactuer specification sheets;										
when specificion sheets were not available, referred to default SCADMD emission factors										

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
ICE, Hr - Diesel Facilites (lb/hr)

			Name:	ICE30	ICE31	ICE32	ICE33	ICE34	ICE35	ICE36
			Number:	10093	10094	10095	10096	10097	10098	10099
			Equipment:	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen
			Location:	SRB II	Rep Hospital 1	Rep Hospital 2	Rep Hospital 3	Rep Hospital 4	Police Station Rep	Powell / kinsey
			Size (bhp):	2000	2000	2000	2000	2000	1881	755
			SCAQMD Permit:	F71100	F78903	F78904	F78905	F78906	F90961	F82412
			Hourly Usage[a] (Mgal):	0.0310	0.0929	0.0929	0.0929	0.0929	0.0291	0.0117
CAS	**Pollutant[b]**		**Emission Factor[c] (lbs/Mgal)**	2.6702	2.6702	2.6702	2.6702	2.6702	5.3405	2.6702
9901	Diesel Exhaust (particulates)			8.27E-02	2.48E-01	2.48E-01	2.48E-01	2.48E-01	1.56E-01	3.12E-02
Est Hourly Fuel Consumption (gal/hr):				31.0	92.9	92.9	92.9	92.9	29.1	11.7
Est Load Factor:				0.25	0.75	0.75	0.75	0.75	0.25	0.25
Est Load Factor × bhp				500	1500	1500	1500	1500	470.25	188.75
Manufacturer Diesel PM Emission Factor (g/bhp-hr)				0.075	0.075	0.075	0.075	0.075	0.15	0.075
Converted Diesel PM Emission Factor (lbs/Mgal)				2.670	2.670	2.670	2.670	2.670	5.340	2.670
Default SCAQMD (lbs/Mgal)		33.5	lbs/Mgal							

[a]Hourly usage based on fuel comsumption (gal/hr) of engine

[b]In reference to guidance provided in apprendix D of OHHEA, Tom Chico of SCAQMD said in a phone conversation 20 May 2008 that diesel PM represents the sole toxicity from diesel combustion in ICEs and should be the only chemical quantified for diesel ICEs in SCAQMD HRAs

[c]Diesel PM emission factors obtained from manufactuer specification sheets; when specificion sheets were not available, referred to default SCADMD emission factors

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
ICE, Hr - Diesel Facilites (lb/hr)

			Name:	ICE37	ICE38	ICE39	ICE40	ICE41	ICE42	ICE43	ICE44
			Number:	10100	10101	10102	10103	10104	10105	10106	10107
			Equipment:	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen
			Location:	PKS#5,4,7	Eng V	Kerckhoff	Sunset Rec NE	Boelter III	Royce NW	Boelter II 12400	Boyer
			Size (bhp):	3622	3057	377	66	443	235	166	390
			SCAQMD Permit:	Subitted2	Subitted3	F37887	D88184	D89155	D98768	D98801	F00370
			Hourly Usage[a] (Mgal):	0.0561	0.0473	0.0058	0.0010	0.0069	0.0036	0.0026	0.0060
CAS	**Pollutant[b]**		**Emission Factor[c] (lbs/Mgal)**	1.2817	4.2724	19.5818	33.5000	24.5663	33.5000	33.5000	17.0896
9901	Diesel Exhaust (particulates)			7.19E-02	2.02E-01	1.14E-01	3.42E-02	1.68E-01	1.22E-01	8.61E-02	1.03E-01
Est Hourly Fuel Consumption (gal/hr):				56.1	47.3	5.8	1.0	6.9	3.6	2.6	6.0
Est Load Factor:				0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25
Est Load Factor × bhp				905.5	764.25	94.25	16.5	110.75	58.75	41.5	97.5
Manufacturer Diesel PM Emission Factor (g/bhp-hr)				0.036	0.12	0.55	NA	0.69	NA	NA	0.48
Converted Diesel PM Emission Factor (lbs/Mgal)				1.282	4.272	19.582	NA	24.566	NA	NA	17.090
Default SCAQMD (lbs/Mgal)		33.5	lbs/Mgal								
[a]Hourly usage based on fuel comsumption (gal/hr) of engine											
[b]In reference to guidance provided in apprendix D of OHHEA, Tom Chico of SCAQMD											
said in a phone conversation 20 May 2008 that diesel PM represents the sole toxicity											
from diesel combustion in ICEs and should be the only chemical quantified for diesel ICEs											
in SCAQMD HRAs											
[c]Diesel PM emission factors obtained from manufactuer specification sheets;											
when specificion sheets were not available, referred to default SCADMD emission factors											

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
ICE, Hr - Diesel Facilites (lb/hr)

			Name:	ICE45	ICE46	ICE47	ICE48	ICE49	ICE50	ICE51	ICE52
			Number:	10108	10109	10110	10111	10112	10113	10114	10115
			Equipment:	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen
			Location:	PS 4	SRL N	Life Sciences	Franz Hall	Math Sciences	SRL	PS 8 SE	Unix
			Size (bhp):	519	377	250	166	60	168	168	107
			SCAQMD Permit:	F17312	F2279	F23692	F37922	F39010	F4681	F4806	F4808
			Hourly Usage[a] (Mgal):	0.0080	0.0058	0.0039	0.0026	0.0009	0.0026	0.0026	0.0017
CAS	**Pollutant[b]**		**Emission Factor[c] (lbs/Mgal)**	33.5000	19.9379	33.5000	33.5000	33.5000	33.5000	33.5000	33.5000
9901	Diesel Exhaust (particulates)			2.69E-01	1.16E-01	1.30E-01	8.61E-02	3.11E-02	8.71E-02	8.71E-02	5.55E-02
Est Hourly Fuel Consumption (gal/hr):				8.0	5.8	3.9	2.6	0.9	2.6	2.6	1.7
Est Load Factor:				0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25
Est Load Factor × bhp				129.75	94.25	62.5	41.5	15	42	42	26.75
Manufacturer Diesel PM Emission Factor (g/bhp-hr)				NA	0.56	NA	NA	NA	NA	NA	NA
Converted Diesel PM Emission Factor (lbs/Mgal)				NA	19.938	NA	NA	NA	NA	NA	NA
Default SCAQMD (lbs/Mgal)		33.5	lbs/Mgal								
[a]Hourly usage based on fuel comsumption (gal/hr) of engine											
[b]In reference to guidance provided in apprendix D of OHHEA, Tom Chico of SCAQMD											
said in a phone conversation 20 May 2008 that diesel PM represents the sole toxicity											
from diesel combustion in ICEs and should be the only chemical quantified for diesel ICEs											
in SCAQMD HRAs											
[c]Diesel PM emission factors obtained from manufactuer specification sheets;											
when specificion sheets were not available, referred to default SCADMD emission factors											

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
ICE, Hr - Diesel Facilites (lb/hr)

			Name:	ICE53	ICE54	ICE55	ICE56	ICE57	ICE58	ICE59
			Number:	10116	10117	10118	10119	10120	10121	10122
			Equipment:	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen
			Location:	Bunche	LATC	Pauley	Law Library	200 Med Plaza	300 Med Plaza	200 Med Plaza
			Size (bhp):	100	135	135	370	1095	335	1095
			SCAQMD Permit:	F5266	F5268	F5269	F5492	D77804	D77805	D77806
			Hourly Usage[a] (Mgal):	0.0015	0.0021	0.0021	0.0057	0.0170	0.0052	0.0170
CAS	**Pollutant[b]**		**Emission Factor[c] (lbs/Mgal)**	33.5000	33.5000	33.5000	33.5000	33.5000	6.7646	33.5000
9901	Diesel Exhaust (particulates)			5.19E-02	7.00E-02	7.00E-02	1.92E-01	5.68E-01	3.51E-02	5.68E-01
Est Hourly Fuel Consumption (gal/hr):				1.5	2.1	2.1	5.7	17.0	5.2	17.0
Est Load Factor:				0.25	0.25	0.25	0.25	0.25	0.25	0.25
Est Load Factor × bhp				25	33.75	33.75	92.5	273.75	83.75	273.75
Manufacturer Diesel PM Emission Factor (g/bhp-hr)				NA	NA	NA	NA	NA	0.19	NA
Converted Diesel PM Emission Factor (lbs/Mgal)				NA	NA	NA	NA	NA	6.765	NA
Default SCAQMD (lbs/Mgal)		33.5	lbs/Mgal							

[a]Hourly usage based on fuel comsumption (gal/hr) of engine

[b]In reference to guidance provided in apprendix D of OHHEA, Tom Chico of SCAQMD said in a phone conversation 20 May 2008 that diesel PM represents the sole toxicity from diesel combustion in ICEs and should be the only chemical quantified for diesel ICEs in SCAQMD HRAs

[c]Diesel PM emission factors obtained from manufactuer specification sheets; when specificion sheets were not available, referred to default SCADMD emission factors

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
ICE, Hr - Diesel Facilites (lb/hr)

			Name:	ICE60	ICE61	ICE62	ICE63	ICE64	ICE65	ICE66
			Number:	10123	10124	10125	10126	10127	10128	10129
			Equipment:	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen
			Location:	Env Service Building	Parking Structure 7	YRL	Campus Wide	Campus Wide	CHS	Broad Art Center
			Size (bhp):	535	317	260	216	490	277	490
			SCAQMD Permit:	F49789	F52215	F52214	F37549	F58435	F62618	F58436
			Hourly Usage[a] (Mgal):	0.0083	0.0049	0.0040	0.0033	0.0076	0.0043	0.0076
CAS	**Pollutant[b]**		**Emission Factor[c] (lbs/Mgal)**	14.2413	14.2413	33.5000	7.1207	0.7121	4.9845	0.7121
9901	Diesel Exhaust (particulates)			1.18E-01	6.99E-02	1.35E-01	2.38E-02	5.40E-03	2.14E-02	5.40E-03
Est Hourly Fuel Consumption (gal/hr):				8.3	4.9	4.0	3.3	7.6	4.3	7.6
Est Load Factor:				0.25	0.25	0.25	0.25	0.25	0.25	0.25
Est Load Factor × bhp				133.75	79.25	65	54	122.5	69.25	122.5
Manufacturer Diesel PM Emission Factor (g/bhp-hr)				0.4	0.4	NA	0.2	0.02	0.14	0.02
Converted Diesel PM Emission Factor (lbs/Mgal)				14.241	14.241	NA	7.121	0.712	4.984	0.712
Default SCAQMD (lbs/Mgal)		33.5	lbs/Mgal							

[a]Hourly usage based on fuel comsumption (gal/hr) of engine

[b]In reference to guidance provided in apprendix D of OHHEA, Tom Chico of SCAQMD said in a phone conversation 20 May 2008 that diesel PM represents the sole toxicity from diesel combustion in ICEs and should be the only chemical quantified for diesel ICEs in SCAQMD HRAs

[c]Diesel PM emission factors obtained from manufactuer specification sheets; when specificion sheets were not available, referred to default SCADMD emission factors

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
ICE, Hr - Diesel Facilites (lb/hr)

			Name:	ICE67	ICE68	ICE69	ICE70	ICE71	ICE72	ICE73	ICE74
			Number:	10130	10131	10132	10133	10134	10135	10136	10137
			Equipment:	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen
			Location:	Campus Wide	Public Policy	Murphy Hall	Hilbrom	Hedrick Tower	MS	PKS#3	CHS Park Str
			Size (bhp):	155	201	370	550	157	325	65	50
			SCAQMD Permit:	F37540	F4805	F4983	F73384	F73157	F89260	submitted1	Exempt1
			Hourly Usage[a] (Mgal):	0.0024	0.0031	0.0057	0.0085	0.0024	0.0050	0.0010	0.0008
CAS	**Pollutant[b]**		**Emission Factor[c] (lbs/Mgal)**	33.5000	33.5000	33.5000	4.9845	33.5000	3.5603	4.9845	33.5000
9901	Diesel Exhaust (particulates)			8.04E-02	1.04E-01	1.92E-01	4.24E-02	8.14E-02	1.79E-02	5.02E-03	2.59E-02
Est Hourly Fuel Consumption (gal/hr):				2.4	3.1	5.7	8.5	2.4	5.0	1.0	0.8
Est Load Factor:				0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25
Est Load Factor × bhp				38.75	50.25	92.5	137.5	39.25	81.25	16.25	12.5
Manufacturer Diesel PM Emission Factor (g/bhp-hr)				NA	NA	NA	0.14	NA	0.1	0.14	NA
Converted Diesel PM Emission Factor (lbs/Mgal)				NA	NA	NA	4.984	NA	3.560	4.984	NA
Default SCAQMD (lbs/Mgal)		33.5	lbs/Mgal								

[a]Hourly usage based on fuel comsumption (gal/hr) of engine

[b]In reference to guidance provided in apprendix D of OHHEA, Tom Chico of SCAQMD said in a phone conversation 20 May 2008 that diesel PM represents the sole toxicity from diesel combustion in ICEs and should be the only chemical quantified for diesel ICEs in SCAQMD HRAs

[c]Diesel PM emission factors obtained from manufactuer specification sheets; when specificion sheets were not available, referred to default SCADMD emission factors

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
ICE, Hr - Diesel Facilites (lb/hr)

			Name:	ICE75	ICE76	ICE77	ICE78	ICE79	ICE80	ICE81	
			Number:	10138	10139	10140	10141	10142	10143	10144	
			Equipment:	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	
			Location:	Dicksen Art	East Melnitz	Grad School Edu	Melnitz Hall	Campus Wide	Campus Wide	Park Str 8	
			Size (bhp):	50	50	50	50	50	50	50	**Total**
			SCAQMD Permit:	Exempt2	Exempt3	Exempt4	Exempt5	Exempt6	Exempt7	Exempt8	**Emissions**
			Hourly Usage[a] (Mgal):	0.0008	0.0008	0.0008	0.0008	0.0008	0.0008	0.0008	**(lb/yr)**
CAS	**Pollutant[b]**		**Emission Factor[c] (lbs/Mgal)**	33.5000	33.5000	33.5000	33.5000	33.5000	33.5000	33.5000	
9901	Diesel Exhaust (particulates)			2.59E-02	2.59E-02	2.59E-02	2.59E-02	2.59E-02	2.59E-02	2.59E-02	**1.44E+01**
Est Hourly Fuel Consumption (gal/hr):				0.8	0.8	0.8	0.8	0.8	0.8	0.8	
Est Load Factor:				0.25	0.25	0.25	0.25	0.25	0.25	0.25	
Est Load Factor × bhp				12.5	12.5	12.5	12.5	12.5	12.5	12.5	
Manufacturer Diesel PM Emission Factor (g/bhp-hr)				NA	NA	NA	NA	NA	NA	NA	
Converted Diesel PM Emission Factor (lbs/Mgal)				NA	NA	NA	NA	NA	NA	NA	
Default SCAQMD (lbs/Mgal)		33.5	lbs/Mgal								

[a]Hourly usage based on fuel comsumption (gal/hr) of engine
[b]In reference to guidance provided in apprendix D of OHHEA, Tom Chico of SCAQMD said in a phone conversation 20 May 2008 that diesel PM represents the sole toxicity from diesel combustion in ICEs and should be the only chemical quantified for diesel ICEs in SCAQMD HRAs
[c]Diesel PM emission factors obtained from manufactuer specification sheets; when specificion sheets were not available, referred to default SCADMD emission factors

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
ICE, Yr - Diesel Facilites (lb/yr)

			Name:	ICE9	ICE10	ICE11	ICE12	ICE13	ICE14	ICE15	ICE16
			Number:	10072	10073	10074	10075	10076	10077	10078	10079
			Equipment:	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen
			Location:	Cogen	Ackerman	Young Hall E	MSB	STRB	UCPD NE	PS 1	Gonda
			Size (bhp):	2220	746	1750	1323	668	553	750	1850
			SCAQMD Permit:	D75643	D89196	D88255	F00371	F11549	F23691	F2943	F9960
			Annual Usage[a,b,c] (Mgal):	0.624	0.070	0.164	0.124	0.063	0.052	0.070	0.173
CAS	**Pollutant[d]**		**Emission Factor[e] (lbs/Mgal)**	3.560	21.362	33.500	18.158	21.362	30.975	17.802	2.848
9901	Diesel Exhaust (particulates)			2.22E+00	1.49E+00	5.49E+00	2.25E+00	1.34E+00	1.60E+00	1.25E+00	4.94E-01
Est Annual Fuel Usage (gal/yr):				624.04	69.90	163.97	123.96	62.59	51.82	70.27	173.34
Est Hourly Fuel Consumption (gal/hr):				103.100	11.5	27.1	20.5	10.3	8.6	11.6	28.6
Est Annual Hourly Usage (hr/yr):				6.053	6.05	6.05	6.05	6.05	6.05	6.05	6.05
Est Load Factor:				0.750	0.25	0.25	0.25	0.25	0.25	0.25	0.25
Est Load Factor × bhp				1665	187	438	331	167	138	188	463
Manufacturer Diesel PM Emission Factor (g/bhp-hr)				0.1	0.6	NA	0.51	0.6	0.87	0.5	0.08
Converted Diesel PM Emission Factor (lbs/Mgal)				3.560	21.362	NA	18.158	21.362	30.975	17.802	2.848
Default SCAQMD (lbs/Mgal)		33.5	lbs/Mgal								
[a]Annual usage estimated based on engine size and reported diesel usage											
[b]Diesel usage reported on the 2006/2007 SCAQMD Annual Air Emission Report											
[c]Usage distribution (gal) provided by Enviromental Programs Manager David Ott 4/21/2008											
[d]In reference to guidance provided in apprendix D of OHHEA, Tom Chico of SCAQMD											
said in a phone conversation 20 May 2008 that diesel PM represents the sole toxicity											
from diesel combustion in ICEs and should be the only chemical quantified for diesel ICEs											
in SCAQMD HRAs											
[E] Diesel PM emission factors obtained from manufacturer specification sheets;											
when specificion sheets were not available, referred to default SCADMD emission factors											
Distribution (gal):		2,826	North Campus								
Distribution (gal):		8,750	Facilities								
Distribution (gal):		**11,576**	**Total**								
Total bhp of ICE's at the North Campus		3,824									
Total bhp of ICE's at Facilities		59,164									

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
ICE, Yr - Diesel Facilites (lb/yr)

			Name:	ICE17	ICE18	ICE19	ICE20	ICE21	ICE22	ICE23
			Number:	10080	10081	10082	10083	10084	10085	10086
			Equipment:	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen
			Location:	UCLA Med Ctr	UCLA Med Ctr	UCLA Med Ctr	UCLA Med Ctr	UCLA Med Ctr	Macdonald Lab	AGSM South
			Size (bhp):	1260	1260	1310	1310	1750	890	1490
			SCAQMD Permit:	D78147	D78148	D78149	D78150	D79963	D48280	D87699
			Annual Usage[a,b,c] (Mgal):	0.354	0.354	0.368	0.368	0.492	0.083	0.140
CAS	**Pollutant[d]**		**Emission Factor[e] (lbs/Mgal)**	2.563	2.563	2.466	2.466	33.500	16.021	33.500
9901	Diesel Exhaust (particulates)			9.08E-01	9.08E-01	9.08E-01	9.08E-01	1.65E+01	1.34E+00	4.68E+00
Est Annual Fuel Usage (gal/yr):				354.18	354.18	368.24	368.24	491.92	83.39	139.61
Est Hourly Fuel Consumption (gal/hr):				58.5	58.5	60.8	60.8	81.3	13.8	23.1
Est Annual Hourly Usage (hr/yr):				6.05	6.05	6.05	6.05	6.05	6.05	6.05
Est Load Factor:				0.75	0.75	0.75	0.75	0.75	0.25	0.25
Est Load Factor × bhp				945	945	983	983	1313	223	373
Manufacturer Diesel PM Emission Factor (g/bhp-hr)				0.15	0.15	0.15	0.15	NA	0.45	NA
Converted Diesel PM Emission Factor (lbs/Mgal)				2.563	2.563	2.466	2.466	NA	16.021	NA
Default SCAQMD (lbs/Mgal)		33.5	lbs/Mgal							
[a]Annual usage estimated based on engine size and reported diesel usage										
[b]Diesel usage reported on the 2006/2007 SCAQMD Annual Air Emission Report										
[c]Usage distribution (gal) provided by Enviromental Programs Manager David Ott 4/21/2008										
[d]In reference to guidance provided in apprendix D of OHHEA, Tom Chico of SCAQMD										
said in a phone conversation 20 May 2008 that diesel PM represents the sole toxicity										
from diesel combustion in ICEs and should be the only chemical quantified for diesel ICEs										
in SCAQMD HRAs										
[E] Diesel PM emission factors obtained from manufacturer specification sheets;										
when specificion sheets were not available, referred to default SCADMD emission factors										
Distribution (gal):		2,826	North Campus							
Distribution (gal):		8,750	Facilities							
Distribution (gal):		**11,576**	**Total**							
Total bhp of ICE's at the North Campus		3,824								
Total bhp of ICE's at Facilities		59,164								

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
ICE, Yr - Diesel Facilites (lb/yr)

			Name:	ICE24	ICE25	ICE26	ICE27	ICE28	ICE29	ICE30
			Number:	10087	10088	10089	10090	10091	10092	10093
			Equipment:	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen
			Location:	Seas IV NW	Campus Wide	Rehab Cen	Phys And Astrom	SRB I (NRB)	CNSI	SRB II
			Size (bhp):	1095	2514	635	910	2000	2000	2000
			SCAQMD Permit:	D99790	F37551	F52213	F58406	F56614	F71101	F71100
			Annual Usage[a,b,c] (Mgal):	0.103	0.236	0.059	0.085	0.187	0.187	0.187
CAS	**Pollutant[d]**		**Emission Factor[e] (lbs/Mgal)**	33.500	33.500	3.916	1.068	2.670	2.670	2.670
9901	Diesel Exhaust (particulates)			3.44E+00	7.89E+00	2.33E-01	9.11E-02	5.00E-01	5.00E-01	5.00E-01
Est Annual Fuel Usage (gal/yr):				102.60	235.56	59.50	85.27	187.40	187.40	187.40
Est Hourly Fuel Consumption (gal/hr):				17.0	38.9	9.8	14.1	31.0	31.0	31.0
Est Annual Hourly Usage (hr/yr):				6.05	6.05	6.05	6.05	6.05	6.05	6.05
Est Load Factor:				0.25	0.25	0.25	0.25	0.25	0.25	0.25
Est Load Factor × bhp				274	629	159	228	500	500	500
Manufacturer Diesel PM Emission Factor (g/bhp-hr)				NA	NA	0.11	0.03	0.075	0.075	0.075
Converted Diesel PM Emission Factor (lbs/Mgal)				NA	NA	3.916	1.068	2.670	2.670	2.670
Default SCAQMD (lbs/Mgal)		33.5	lbs/Mgal							
[a]Annual usage estimated based on engine size and reported diesel usage										
[b]Diesel usage reported on the 2006/2007 SCAQMD Annual Air Emission Report										
[c]Usage distribution (gal) provided by Enviromental Programs Manager David Ott 4/21/2008										
[d]In reference to guidance provided in apprendix D of OHHEA, Tom Chico of SCAQMD										
said in a phone conversation 20 May 2008 that diesel PM represents the sole toxicity										
from diesel combustion in ICEs and should be the only chemical quantified for diesel ICEs										
in SCAQMD HRAs										
[E] Diesel PM emission factors obtained from manufacturer specification sheets;										
when specificion sheets were not available, referred to default SCADMD emission factors										
Distribution (gal):		2,826	North Campus							
Distribution (gal):		8,750	Facilities							
Distribution (gal):		**11,576**	**Total**							
Total bhp of ICE's at the North Campus		3,824								
Total bhp of ICE's at Facilities		59,164								

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
ICE, Yr - Diesel Facilites (lb/yr)

			Name:	ICE31	ICE32	ICE33	ICE34	ICE35	ICE36	ICE37
			Number:	10094	10095	10096	10097	10098	10099	10100
			Equipment:	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen
			Location:	Rep Hospital 1	Rep Hospital 2	Rep Hospital 3	Rep Hospital 4	Police Station Rep	Powell / kinsey	PKS#5,4,7
			Size (bhp):	2000	2000	2000	2000	1881	755	3622
			SCAQMD Permit:	F78903	F78904	F78905	F78906	F90961	F82412	Subitted2
			Annual Usage[a,b,c] (Mgal):	0.562	0.562	0.562	0.562	0.176	0.071	0.339
CAS	**Pollutant[d]**		**Emission Factor[e] (lbs/Mgal)**	2.670	2.670	2.670	2.670	5.340	2.670	1.282
9901	Diesel Exhaust (particulates)			1.50E+00	1.50E+00	1.50E+00	1.50E+00	9.41E-01	1.89E-01	4.35E-01
Est Annual Fuel Usage (gal/yr):				562.19	562.19	562.19	562.19	176.25	70.74	339.38
Est Hourly Fuel Consumption (gal/hr):				92.9	92.9	92.9	92.9	29.1	11.7	56.1
Est Annual Hourly Usage (hr/yr):				6.05	6.05	6.05	6.05	6.05	6.05	6.05
Est Load Factor:				0.75	0.75	0.75	0.75	0.25	0.25	0.25
Est Load Factor × bhp				1500	1500	1500	1500	470	189	906
Manufacturer Diesel PM Emission Factor (g/bhp-hr)				0.075	0.075	0.075	0.075	0.15	0.075	0.036
Converted Diesel PM Emission Factor (lbs/Mgal)				2.670	2.670	2.670	2.670	5.340	2.670	1.282
Default SCAQMD (lbs/Mgal)		33.5	lbs/Mgal							
[a]Annual usage estimated based on engine size and reported diesel usage										
[b]Diesel usage reported on the 2006/2007 SCAQMD Annual Air Emission Report										
[c]Usage distribution (gal) provided by Enviromental Programs Manager David Ott 4/21/2008										
[d]In reference to guidance provided in apprendix D of OHHEA, Tom Chico of SCAQMD										
said in a phone conversation 20 May 2008 that diesel PM represents the sole toxicity										
from diesel combustion in ICEs and should be the only chemical quantified for diesel ICEs										
in SCAQMD HRAs										
[E] Diesel PM emission factors obtained from manufacturer specification sheets;										
when specificion sheets were not available, referred to default SCADMD emission factors										
Distribution (gal):		2,826	North Campus							
Distribution (gal):		8,750	Facilities							
Distribution (gal):		**11,576**	**Total**							
Total bhp of ICE's at the North Campus		3,824								
Total bhp of ICE's at Facilities		59,164								

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
ICE, Yr - Diesel Facilites (lb/yr)

			Name:	ICE38	ICE39	ICE40	ICE41	ICE42	ICE43	ICE44
			Number:	10101	10102	10103	10104	10105	10106	10107
			Equipment:	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen
			Location:	Eng V	Kerckhoff	Sunset Rec NE	Boelter III	Royce NW	Boelter II 12400	Boyer
			Size (bhp):	3057	377	66	443	235	166	390
			SCAQMD Permit:	Subitted3	F37887	D88184	D89155	D98768	D98801	F00370
			Annual Usage[a,b,c] (Mgal):	0.286	0.035	0.006	0.042	0.022	0.016	0.037
CAS	**Pollutant[d]**		**Emission Factor[e] (lbs/Mgal)**	4.272	19.582	33.500	24.566	33.500	33.500	17.090
9901	Diesel Exhaust (particulates)			1.22E+00	6.92E-01	2.07E-01	1.02E+00	7.38E-01	5.21E-01	6.24E-01
Est Annual Fuel Usage (gal/yr):				286.44	35.32	6.18	41.51	22.02	15.55	36.54
Est Hourly Fuel Consumption (gal/hr):				47.3	5.8	1.0	6.9	3.6	2.6	6.0
Est Annual Hourly Usage (hr/yr):				6.05	6.05	6.05	6.05	6.05	6.05	6.05
Est Load Factor:				0.25	0.25	0.25	0.25	0.25	0.25	0.25
Est Load Factor × bhp				764	94	17	111	59	42	98
Manufacturer Diesel PM Emission Factor (g/bhp-hr)				0.12	0.55	NA	0.69	NA	NA	0.48
Converted Diesel PM Emission Factor (lbs/Mgal)				4.272	19.582	NA	24.566	NA	NA	17.090
Default SCAQMD (lbs/Mgal)		33.5	lbs/Mgal							
[a]Annual usage estimated based on engine size and reported diesel usage										
[b]Diesel usage reported on the 2006/2007 SCAQMD Annual Air Emission Report										
[c]Usage distribution (gal) provided by Enviromental Programs Manager David Ott 4/21/2008										
[d]In reference to guidance provided in apprendix D of OHHEA, Tom Chico of SCAQMD										
said in a phone conversation 20 May 2008 that diesel PM represents the sole toxicity										
from diesel combustion in ICEs and should be the only chemical quantified for diesel ICEs										
in SCAQMD HRAs										
[E] Diesel PM emission factors obtained from manufacturer specification sheets;										
when specificion sheets were not available, referred to default SCADMD emission factors										
Distribution (gal):		2,826	North Campus							
Distribution (gal):		8,750	Facilities							
Distribution (gal):		**11,576**	**Total**							
Total bhp of ICE's at the North Campus		3,824								
Total bhp of ICE's at Facilities		59,164								

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
ICE, Yr - Diesel Facilites (lb/yr)

			Name:	ICE45	ICE46	ICE47	ICE48	ICE49	ICE50	ICE51
			Number:	10108	10109	10110	10111	10112	10113	10114
			Equipment:	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen
			Location:	PS 4	SRL N	Life Sciences	Franz Hall	Math Sciences	SRL	PS 8 SE
			Size (bhp):	519	377	250	166	60	168	168
			SCAQMD Permit:	F17312	F2279	F23692	F37922	F39010	F4681	F4806
			Annual Usage[a,b,c] (Mgal):	0.049	0.035	0.023	0.016	0.006	0.016	0.016
CAS	**Pollutant[d]**		**Emission Factor[e] (lbs/Mgal)**	33.500	19.938	33.500	33.500	33.500	33.500	33.500
9901	Diesel Exhaust (particulates)			1.63E+00	7.04E-01	7.85E-01	5.21E-01	1.88E-01	5.27E-01	5.27E-01
Est Annual Fuel Usage (gal/yr):				48.63	35.32	23.42	15.55	5.62	15.74	15.74
Est Hourly Fuel Consumption (gal/hr):				8.0	5.8	3.9	2.6	0.9	2.6	2.6
Est Annual Hourly Usage (hr/yr):				6.05	6.05	6.05	6.05	6.05	6.05	6.05
Est Load Factor:				0.25	0.25	0.25	0.25	0.25	0.25	0.25
Est Load Factor × bhp				130	94	63	42	15	42	42
Manufacturer Diesel PM Emission Factor (g/bhp-hr)				NA	0.56	NA	NA	NA	NA	NA
Converted Diesel PM Emission Factor (lbs/Mgal)				NA	19.938	NA	NA	NA	NA	NA
Default SCAQMD (lbs/Mgal)		33.5	lbs/Mgal							
[a]Annual usage estimated based on engine size and reported diesel usage										
[b]Diesel usage reported on the 2006/2007 SCAQMD Annual Air Emission Report										
[c]Usage distribution (gal) provided by Enviromental Programs Manager David Ott 4/21/2008										
[d]In reference to guidance provided in apprendix D of OHHEA, Tom Chico of SCAQMD										
said in a phone conversation 20 May 2008 that diesel PM represents the sole toxicity										
from diesel combustion in ICEs and should be the only chemical quantified for diesel ICEs										
in SCAQMD HRAs										
[E] Diesel PM emission factors obtained from manufacturer specification sheets;										
when specificion sheets were not available, referred to default SCADMD emission factors										
Distribution (gal):		2,826	North Campus							
Distribution (gal):		8,750	Facilities							
Distribution (gal):		**11,576**	**Total**							
Total bhp of ICE's at the North Campus		3,824								
Total bhp of ICE's at Facilities		59,164								

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
ICE, Yr - Diesel Facilites (lb/yr)

			Name:	ICE52	ICE53	ICE54	ICE55	ICE56	ICE57	ICE58
			Number:	10115	10116	10117	10118	10119	10120	10121
			Equipment:	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen
			Location:	Unix	Bunche	LATC	Pauley	Law Library	200 Med Plaza	300 Med Plaza
			Size (bhp):	107	100	135	135	370	1095	335
			SCAQMD Permit:	F4808	F5266	F5268	F5269	F5492	D77804	D77805
			Annual Usage[a,b,c] (Mgal):	0.010	0.009	0.013	0.013	0.035	0.103	0.031
CAS	**Pollutant[d]**		**Emission Factor[e] (lbs/Mgal)**	33.500	33.500	33.500	33.500	33.500	33.500	6.765
9901	Diesel Exhaust (particulates)			3.36E-01	3.14E-01	4.24E-01	4.24E-01	1.16E+00	3.44E+00	2.12E-01
Est Annual Fuel Usage (gal/yr):				10.03	9.37	12.65	12.65	34.67	102.60	31.39
Est Hourly Fuel Consumption (gal/hr):				1.7	1.5	2.1	2.1	5.7	17.0	5.2
Est Annual Hourly Usage (hr/yr):				6.05	6.05	6.05	6.05	6.05	6.05	6.05
Est Load Factor:				0.25	0.25	0.25	0.25	0.25	0.25	0.25
Est Load Factor × bhp				27	25	34	34	93	274	84
Manufacturer Diesel PM Emission Factor (g/bhp-hr)				NA	NA	NA	NA	NA	NA	0.19
Converted Diesel PM Emission Factor (lbs/Mgal)				NA	NA	NA	NA	NA	NA	6.765
Default SCAQMD (lbs/Mgal)		33.5	lbs/Mgal							
[a]Annual usage estimated based on engine size and reported diesel usage										
[b]Diesel usage reported on the 2006/2007 SCAQMD Annual Air Emission Report										
[c]Usage distribution (gal) provided by Enviromental Programs Manager David Ott 4/21/2008										
[d]In reference to guidance provided in apprendix D of OHHEA, Tom Chico of SCAQMD										
said in a phone conversation 20 May 2008 that diesel PM represents the sole toxicity										
from diesel combustion in ICEs and should be the only chemical quantified for diesel ICEs										
in SCAQMD HRAs										
[E] Diesel PM emission factors obtained from manufacturer specification sheets;										
when specificion sheets were not available, referred to default SCADMD emission factors										
Distribution (gal):		2,826	North Campus							
Distribution (gal):		8,750	Facilities							
Distribution (gal):		**11,576**	**Total**							
Total bhp of ICE's at the North Campus		3,824								
Total bhp of ICE's at Facilities		59,164								

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
ICE, Yr - Diesel Facilites (lb/yr)

			Name:	ICE59	ICE60	ICE61	ICE62	ICE63	ICE64	ICE65
			Number:	10122	10123	10124	10125	10126	10127	10128
			Equipment:	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen
			Location:	200 Med Plaza	Env Service Building	Parking Structure 7	YRL	Campus Wide	Campus Wide	CHS
			Size (bhp):	1095	535	317	260	216	490	277
			SCAQMD Permit:	D77806	F49789	F52215	F52214	F37549	F58435	F62618
			Annual Usage[a,b,c] (Mgal):	0.103	0.050	0.030	0.024	0.020	0.046	0.026
CAS	**Pollutant[d]**		**Emission Factor[e] (lbs/Mgal)**	33.500	14.241	14.241	33.500	7.121	0.712	4.984
9901	Diesel Exhaust (particulates)			3.44E+00	7.14E-01	4.23E-01	8.16E-01	1.44E-01	3.27E-02	1.29E-01
Est Annual Fuel Usage (gal/yr):				102.60	50.13	29.70	24.36	20.24	45.91	25.95
Est Hourly Fuel Consumption (gal/hr):				17.0	8.3	4.9	4.0	3.3	7.6	4.3
Est Annual Hourly Usage (hr/yr):				6.05	6.05	6.05	6.05	6.05	6.05	6.05
Est Load Factor:				0.25	0.25	0.25	0.25	0.25	0.25	0.25
Est Load Factor × bhp				274	134	79	65	54	123	69
Manufacturer Diesel PM Emission Factor (g/bhp-hr)				NA	0.4	0.4	NA	0.2	0.02	0.14
Converted Diesel PM Emission Factor (lbs/Mgal)				NA	14.241	14.241	NA	7.121	0.712	4.984
Default SCAQMD (lbs/Mgal)		33.5	lbs/Mgal							
[a]Annual usage estimated based on engine size and reported diesel usage										
[b]Diesel usage reported on the 2006/2007 SCAQMD Annual Air Emission Report										
[c]Usage distribution (gal) provided by Enviromental Programs Manager David Ott 4/21/2008										
[d]In reference to guidance provided in apprendix D of OHHEA, Tom Chico of SCAQMD										
said in a phone conversation 20 May 2008 that diesel PM represents the sole toxicity										
from diesel combustion in ICEs and should be the only chemical quantified for diesel ICEs										
in SCAQMD HRAs										
[E] Diesel PM emission factors obtained from manufacturer specification sheets;										
when specificion sheets were not available, referred to default SCADMD emission factors										
Distribution (gal):		2,826	North Campus							
Distribution (gal):		8,750	Facilities							
Distribution (gal):		**11,576**	**Total**							
Total bhp of ICE's at the North Campus		3,824								
Total bhp of ICE's at Facilities		59,164								

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
ICE, Yr - Diesel Facilites (lb/yr)

			Name:	ICE66	ICE67	ICE68	ICE69	ICE70	ICE71	ICE72	ICE73
			Number:	10129	10130	10131	10132	10133	10134	10135	10136
			Equipment:	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen
			Location:	Broad Art Center	Campus Wide	Public Policy	Murphy Hall	Hilbrom	Hedrick Tower	MS	PKS#3
			Size (bhp):	490	155	201	370	550	157	325	65
			SCAQMD Permit:	F58436	F37540	F4805	F4983	F73384	F73157	F89260	submitted1
			Annual Usage[a,b,c] (Mgal):	0.046	0.015	0.019	0.035	0.052	0.015	0.030	0.006
CAS	**Pollutant[d]**		**Emission Factor[e] (lbs/Mgal)**	0.712	33.500	33.500	33.500	4.984	33.500	3.560	4.984
9901	Diesel Exhaust (particulates)			3.27E-02	4.87E-01	6.31E-01	1.16E+00	2.57E-01	4.93E-01	1.08E-01	3.04E-02
Est Annual Fuel Usage (gal/yr):				45.91	14.52	18.83	34.67	51.53	14.71	30.45	6.09
Est Hourly Fuel Consumption (gal/hr):				7.6	2.4	3.1	5.7	8.5	2.4	5.0	1.0
Est Annual Hourly Usage (hr/yr):				6.05	6.05	6.05	6.05	6.05	6.05	6.05	6.05
Est Load Factor:				0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25
Est Load Factor × bhp				123	39	50	93	138	39	81	16
Manufacturer Diesel PM Emission Factor (g/bhp-hr)				0.02	NA	NA	NA	0.14	NA	0.1	0.14
Converted Diesel PM Emission Factor (lbs/Mgal)				0.712	NA	NA	NA	4.984	NA	3.560	4.984
Default SCAQMD (lbs/Mgal)		33.5	lbs/Mgal								
[a]Annual usage estimated based on engine size and reported diesel usage											
[b]Diesel usage reported on the 2006/2007 SCAQMD Annual Air Emission Report											
[c]Usage distribution (gal) provided by Enviromental Programs Manager David Ott 4/21/2008											
[d]In reference to guidance provided in apprendix D of OHHEA, Tom Chico of SCAQMD											
said in a phone conversation 20 May 2008 that diesel PM represents the sole toxicity											
from diesel combustion in ICEs and should be the only chemical quantified for diesel ICEs											
in SCAQMD HRAs											
[E] Diesel PM emission factors obtained from manufacturer specification sheets;											
when specificion sheets were not available, referred to default SCADMD emission factors											
Distribution (gal):		2,826	North Campus								
Distribution (gal):		8,750	Facilities								
Distribution (gal):		**11,576**	**Total**								
Total bhp of ICE's at the North Campus		3,824									
Total bhp of ICE's at Facilities		59,164									

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
ICE, Yr - Diesel Facilites (lb/yr)

			Name:	ICE74	ICE75	ICE76	ICE77	ICE78	ICE79	ICE80	ICE81
			Number:	10137	10138	10139	10140	10141	10142	10143	10144
			Equipment:	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen
			Location:	CHS Park Str	Dicksen Art	East Melnitz	Grad School Edu	Melnitz Hall	Campus Wide	Campus Wide	Park Str 8
			Size (bhp):	50	50	50	50	50	50	50	50
			SCAQMD Permit:	Exempt1	Exempt2	Exempt3	Exempt4	Exempt5	Exempt6	Exempt7	Exempt8
			Annual Usage[a,b,c] (Mgal):	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005
CAS	**Pollutant[d]**		**Emission Factor[e] (lbs/Mgal)**	33.500	33.500	33.500	33.500	33.500	33.500	33.500	33.500
9901	Diesel Exhaust (particulates)			1.57E-01	1.57E-01	1.57E-01	1.57E-01	1.57E-01	1.57E-01	1.57E-01	1.57E-01
Est Annual Fuel Usage (gal/yr):				4.68	4.68	4.68	4.68	4.68	4.68	4.68	4.68
Est Hourly Fuel Consumption (gal/hr):				0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
Est Annual Hourly Usage (hr/yr):				6.05	6.05	6.05	6.05	6.05	6.05	6.05	6.05
Est Load Factor:				0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25
Est Load Factor × bhp				13	13	13	13	13	13	13	13
Manufacturer Diesel PM Emission Factor (g/bhp-hr)				NA	NA	NA	NA	NA	NA	NA	NA
Converted Diesel PM Emission Factor (lbs/Mgal)				NA	NA	NA	NA	NA	NA	NA	NA
Default SCAQMD (lbs/Mgal)		33.5	lbs/Mgal								
[a]Annual usage estimated based on engine size and reported diesel usage											
[b]Diesel usage reported on the 2006/2007 SCAQMD Annual Air Emission Report											
[c]Usage distribution (gal) provided by Enviromental Programs Manager David Ott 4/21/2008											
[d]In reference to guidance provided in apprendix D of OHHEA, Tom Chico of SCAQMD											
said in a phone conversation 20 May 2008 that diesel PM represents the sole toxicity											
from diesel combustion in ICEs and should be the only chemical quantified for diesel ICEs											
in SCAQMD HRAs											
[E] Diesel PM emission factors obtained from manufacturer specification sheets;											
when specificion sheets were not available, referred to default SCADMD emission factors											
Distribution (gal):		2,826	North Campus								
Distribution (gal):		8,750	Facilities								
Distribution (gal):		**11,576**	**Total**								
Total bhp of ICE's at the North Campus		3,824									
Total bhp of ICE's at Facilities		59,164									

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
ICE, Yr - Diesel Facilites (lb/yr)

			Name:	
			Number:	
			Equipment:	
			Location:	
			Size (bhp):	**Total**
			SCAQMD Permit:	**Emissions**
			Annual Usage[a,b,c] (Mgal):	**(lb/yr)**
CAS	**Pollutant[d]**		**Emission Factor[e] (lbs/Mgal)**	
9901	Diesel Exhaust (particulates)			**87.1**
Est Annual Fuel Usage (gal/yr):				**8,126**
Est Hourly Fuel Consumption (gal/hr):				**1,343**
Est Annual Hourly Usage (hr/yr):				**436**
Est Load Factor:				
Est Load Factor × bhp				
Manufacturer Diesel PM Emission Factor (g/bhp-hr)				
Converted Diesel PM Emission Factor (lbs/Mgal)				
Default SCAQMD (lbs/Mgal)		33.5	lbs/Mgal	
[a]Annual usage estimated based on engine size and reported diesel usage				
[b]Diesel usage reported on the 2006/2007 SCAQMD Annual Air Emission Report				
[c]Usage distribution (gal) provided by Enviromental Programs Manager David Ott 4/21/2008				
[d]In reference to guidance provided in apprendix D of OHHEA, Tom Chico of SCAQMD				
said in a phone conversation 20 May 2008 that diesel PM represents the sole toxicity				
from diesel combustion in ICEs and should be the only chemical quantified for diesel ICEs				
in SCAQMD HRAs				
[E] Diesel PM emission factors obtained from manufacturer specification sheets;				
when specificion sheets were not available, referred to default SCADMD emission factors				
Distribution (gal):		2,826	North Campus	
Distribution (gal):		8,750	Facilities	
Distribution (gal):		**11,576**	**Total**	
Total bhp of ICE's at the North Campus		3,824		
Total bhp of ICE's at Facilities		59,164		

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
Spray Booth, Hr (lb/hr)

		Name:		BOOTH1		BOOTH1		BOOTH1
		Number:		10145		10145		10145
		Equipment:		Spray Booth, CSB I		Spray Booth, CSB I		Spray Booth, CSB I
		SCAQMD Permit:		D44160		D44160		D44160
		Manufacturer		Varathane Elite		Polystar		Ultrastar
		Product[a]:		Finish		Lacquer Primer		Lacquer Sealer
		Density (lb/gal):		8.5902		11.259		8.5068
		Hourly Usage (gal)[b]:		0.75		0.75		0.75
				Emissions		**Emissions**		**Emissions**
CAS	**Pollutant**		**Wt %**	**(lb/yr)**	**Wt %**	**(lbs/yr)**	**Wt %**	**(lbs/yr)**
107982	1-Methoxy-2-propanol		0.00	0.00	2.00	0.17	4.00	0.26
79016	Trichloroethylene		1.50	0.10	0.00	0.00	0.00	0.00
95636	Trimethylbenzene, 1,2,4-		0.00	0.00	0.00	0.00	1.00	0.06
[a]Product data based on MSDS								
[b]Assumed max hourly usage of 3 gallons per hour based on daily material record keeping logs								
[c]Emissions based on a worst case composite material								

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
Spray Booth, Hr (lb/hr)

		Name:		BOOTH1		BOOTH1
		Number:		10145		10145[c]
		Equipment:		Spray Booth, CSB I		Spray Booth, CSB I
		SCAQMD Permit:		D44160		D44160
		Manufacturer		Ultrastar		Worst Case
		Product[a]:		Lacquer Finish		Composite
		Density (lb/gal):		8.5902		8.59
		Hourly Usage (gal)[b]:		0.75		3
				Emissions		**Emissions**
CAS	**Pollutant**		**Wt %**	**(lbs/yr)**	**Wt %**	**(lbs/yr)**
107982	1-Methoxy-2-propanol		3.00	0.19	4.00	1.03
79016	Trichloroethylene		0.00	0.00	1.50	0.39
95636	Trimethylbenzene, 1,2,4-		1.00	0.06	1.00	0.26

[a]Product data based on MSDS

[b]Assumed max hourly usage of 3 gallons per hour based on daily material record keeping logs

[c]Emissions based on a worst case composite material

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
Spray Booth, Yr (lb/hr)

		Name:		BOOTH1		BOOTH1
		Number:		10145		10145
		Equipment:		Spray Booth, CSB I		Spray Booth, CSB I
		SCAQMD Permit:		D44160		D44160
		Manufacturer		Varathane Elite		Polystar
		Product[a]:		Finish		Lacquer Primer
		Density (lb/gal):		8.590		11.259
		Annual Usage (gal):		16.75		6.25
				Emissions		**Emissions**
CAS	**Pollutant**		**Wt %**	**lb/yr**	**Wt %**	**lb/yr**
107982	1-Methoxy-2-propanol		0	0.00	2	1.41
79016	Trichloroethylene		1.5	2.16	0	0.00
95636	Trimethylbenzene, 1,2,4-		0	0.00	0	0.00
[a]Product data based on MSDS						

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
Spray Booth, Yr (lb/hr)

		Name:		BOOTH1		BOOTH1		BOOTH1
		Number:		10145		10145		
		Equipment:		Spray Booth, CSB I		Spray Booth, CSB I		
		SCAQMD Permit:		D44160		D44160		
		Manufacturer		Ultrastar		Ultrastar	**Total**	
		Product[a]:		Lacquer Sealer		Lacquer Finish	**Usage/Emissions**	
		Density (lb/gal):		8.507		8.590	**(gal/yr)**	
		Annual Usage (gal):		45.5		62	**130.5**	1
				Emissions		**Emissions**	**Emissions**	
CAS	**Pollutant**		**Wt %**	**lb/yr**	**Wt %**	**lb/yr**	**lb/yr**	**lb/gal**
107982	1-Methoxy-2-propanol		4	15.48	3.00	15.98	**32.87**	0.25
79016	Trichloroethylene		0	0.00	0.00	0.00	**2.16**	0.02
95636	Trimethylbenzene, 1,2,4-		1	3.87	1.00	5.33	**9.20**	0.07
[a]Product data based on MSDS								

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
Lab Chemical Usage, Hr (lb/hr)

		Name:	LAB1	LAB2	LAB3	LAB3	LAB3	LAB3	LAB3	LAB3	LAB3	LAB3
		Number:	10146	10147	10148	10148	10148	10148	10148	10148	10148	10148
		Building:	REHAB CENTER	MED PLZA 300	CYCLOTRN BIO	DENTISTRY	DORIS STEIN	FACTOR	JULES STEIN	M DAVIES CC	PARKG ST CHS	PUBLIC HLTH
		Wet Floor Space (ft^2):	19720	2929	1050	29702	1580	38753	5575	10018	10568	15610
		Status:	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing
CAS	**Chemical**	**Emissions[a] (lbs)**										
75058	Acetonitrile	111.99	6.18E-04	9.18E-05	3.29E-05	9.31E-04	4.95E-05	1.21E-03	1.75E-04	3.14E-04	3.31E-04	4.89E-04
71432	Benzene	19.38	1.07E-04	1.59E-05	5.70E-06	1.61E-04	8.57E-06	2.10E-04	3.02E-05	5.43E-05	5.73E-05	8.47E-05
7726956	Bromine Compounds	124.16	6.85E-04	1.02E-04	3.65E-05	1.03E-03	5.49E-05	1.35E-03	1.94E-04	3.48E-04	3.67E-04	5.42E-04
75650	Butyl Alcohol, Tert-	0.52	2.87E-06	4.26E-07	1.53E-07	4.32E-06	2.30E-07	5.64E-06	8.11E-07	1.46E-06	1.54E-06	2.27E-06
56235	Carbon Tetrachloride	0.30	1.65E-06	2.45E-07	8.77E-08	2.48E-06	1.32E-07	3.24E-06	4.66E-07	8.37E-07	8.83E-07	1.30E-06
108907	Chlorobenzene	0.85	4.71E-06	7.00E-07	2.51E-07	7.09E-06	3.77E-07	9.26E-06	1.33E-06	2.39E-06	2.52E-06	3.73E-06
67663	Chloroform	117.97	6.51E-04	9.67E-05	3.47E-05	9.81E-04	5.22E-05	1.28E-03	1.84E-04	3.31E-04	3.49E-04	5.15E-04
106467	Dichlorobenzene, p-	0.34	1.89E-06	2.80E-07	1.00E-07	2.84E-06	1.51E-07	3.71E-06	5.34E-07	9.59E-07	1.01E-06	1.49E-06
68122	Dimethylformamide	13.60	7.50E-05	1.11E-05	4.00E-06	1.13E-04	6.01E-06	1.47E-04	2.12E-05	3.81E-05	4.02E-05	5.94E-05
123911	Dioxane, 1,4-	8.53	4.71E-05	7.00E-06	2.51E-06	7.10E-05	3.77E-06	9.26E-05	1.33E-05	2.39E-05	2.52E-05	3.73E-05
106898	Epichlorohydrin	0.00	3.04E-09	4.51E-10	1.62E-10	4.57E-09	2.43E-10	5.97E-09	8.58E-10	1.54E-09	1.63E-09	2.40E-09
107062	Ethylene Dichloride	0.01	7.62E-08	1.13E-08	4.06E-09	1.15E-07	6.10E-09	1.50E-07	2.15E-08	3.87E-08	4.08E-08	6.03E-08
50000	Formaldehyde	1355	7.48E-03	1.11E-03	3.98E-04	1.13E-02	5.99E-04	1.47E-02	2.11E-03	3.80E-03	4.01E-03	5.92E-03
110543	Hexane	960.00	5.30E-03	7.87E-04	2.82E-04	7.98E-03	4.25E-04	1.04E-02	1.50E-03	2.69E-03	2.84E-03	4.19E-03
302012	Hydrazine	0.01	6.08E-08	9.03E-09	3.24E-09	9.16E-08	4.87E-09	1.19E-07	1.72E-08	3.09E-08	3.26E-08	4.81E-08
7647010	Hydrogen Chloride	32.24	1.78E-04	2.64E-05	9.47E-06	2.68E-04	1.43E-05	3.50E-04	5.03E-05	9.04E-05	9.54E-05	1.41E-04
67630	Isopropyl Alcohol	33.15	1.83E-04	2.72E-05	9.74E-06	2.76E-04	1.47E-05	3.60E-04	5.17E-05	9.29E-05	9.80E-05	1.45E-04
67561	Methanol	862.76	4.76E-03	7.07E-04	2.54E-04	7.17E-03	3.82E-04	9.36E-03	1.35E-03	2.42E-03	2.55E-03	3.77E-03
75092	Methylene Chloride	602.52	3.33E-03	4.94E-04	1.77E-04	5.01E-03	2.66E-04	6.54E-03	9.40E-04	1.69E-03	1.78E-03	2.63E-03
127184	Perchloroethylene	0.18	9.87E-07	1.47E-07	5.25E-08	1.49E-06	7.91E-08	1.94E-06	2.79E-07	5.01E-07	5.29E-07	7.81E-07
110861	Pyridine	1.83	1.01E-05	1.50E-06	5.39E-07	1.52E-05	8.11E-07	1.99E-05	2.86E-06	5.14E-06	5.42E-06	8.01E-06
108883	Toluene	52.99	2.92E-04	4.34E-05	1.56E-05	4.41E-04	2.34E-05	5.75E-04	8.27E-05	1.49E-04	1.57E-04	2.32E-04
121448	Triethylamine	6.20	3.42E-05	5.09E-06	1.82E-06	5.16E-05	2.74E-06	6.73E-05	9.68E-06	1.74E-05	1.84E-05	2.71E-05
1330207	Xylenes	84.99	4.69E-04	6.97E-05	2.50E-05	7.07E-04	3.76E-05	9.22E-04	1.33E-04	2.38E-04	2.51E-04	3.71E-04
[a]Source: UCLA Laboratory Purchase Records January to December 2007												

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
Lab Chemical Usage, Hr (lb/hr)

		Name:	LAB3	LAB3	LAB3	LAB3	LAB3	LAB3	LAB3	LAB3	LAB3	LAB4
		Number:	10148	10148	10148	10148	10148	10148	10148	10148	10148	10149
		Building:	CLINICAL RES	VIVARIUM	700 WWPLAZA	BRAIN MAPPNG	BRAIN RSCH	CYCLOTRN ADD	HEALTH SCI	REED RESRCH	SEMEL INST	MORTON MED
		Wet Floor Space (ft^2):	3836	8931	8598	251	28075	744	96291	14503	11131	3863
		Status:	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing
CAS	**Chemical**	**Emissions[a] (lbs)**										
75058	Acetonitrile	111.99	1.20E-04	2.80E-04	2.70E-04	7.87E-06	8.80E-04	2.33E-05	3.02E-03	4.55E-04	3.49E-04	1.21E-04
71432	Benzene	19.38	2.08E-05	4.84E-05	4.66E-05	1.36E-06	1.52E-04	4.04E-06	5.22E-04	7.87E-05	6.04E-05	2.10E-05
7726956	Bromine Compounds	124.16	1.33E-04	3.10E-04	2.99E-04	8.72E-06	9.76E-04	2.59E-05	3.35E-03	5.04E-04	3.87E-04	1.34E-04
75650	Butyl Alcohol, Tert-	0.52	5.58E-07	1.30E-06	1.25E-06	3.65E-08	4.08E-06	1.08E-07	1.40E-05	2.11E-06	1.62E-06	5.62E-07
56235	Carbon Tetrachloride	0.30	3.21E-07	7.46E-07	7.18E-07	2.10E-08	2.35E-06	6.22E-08	8.05E-06	1.21E-06	9.30E-07	3.23E-07
108907	Chlorobenzene	0.85	9.16E-07	2.13E-06	2.05E-06	5.99E-08	6.71E-06	1.78E-07	2.30E-05	3.46E-06	2.66E-06	9.23E-07
67663	Chloroform	117.97	1.27E-04	2.95E-04	2.84E-04	8.29E-06	9.27E-04	2.46E-05	3.18E-03	4.79E-04	3.68E-04	1.28E-04
106467	Dichlorobenzene, p-	0.34	3.67E-07	8.55E-07	8.23E-07	2.40E-08	2.69E-06	7.12E-08	9.22E-06	1.39E-06	1.07E-06	3.70E-07
68122	Dimethylformamide	13.60	1.46E-05	3.40E-05	3.27E-05	9.55E-07	1.07E-04	2.83E-06	3.66E-04	5.52E-05	4.24E-05	1.47E-05
123911	Dioxane, 1,4-	8.53	9.16E-06	2.13E-05	2.05E-05	6.00E-07	6.71E-05	1.78E-06	2.30E-04	3.46E-05	2.66E-05	9.23E-06
106898	Epichlorohydrin	0.00	5.91E-10	1.37E-09	1.32E-09	3.86E-11	4.32E-09	1.15E-10	1.48E-08	2.23E-09	1.71E-09	5.95E-10
107062	Ethylene Dichloride	0.01	1.48E-08	3.45E-08	3.32E-08	9.70E-10	1.08E-07	2.87E-09	3.72E-07	5.60E-08	4.30E-08	1.49E-08
50000	Formaldehyde	1355	1.45E-03	3.39E-03	3.26E-03	9.52E-05	1.06E-02	2.82E-04	3.65E-02	5.50E-03	4.22E-03	1.47E-03
110543	Hexane	960.00	1.03E-03	2.40E-03	2.31E-03	6.74E-05	7.54E-03	2.00E-04	2.59E-02	3.90E-03	2.99E-03	1.04E-03
302012	Hydrazine	0.01	1.18E-08	2.75E-08	2.65E-08	7.74E-10	8.66E-08	2.29E-09	2.97E-07	4.47E-08	3.43E-08	1.19E-08
7647010	Hydrogen Chloride	32.24	3.46E-05	8.06E-05	7.76E-05	2.26E-06	2.53E-04	6.71E-06	8.69E-04	1.31E-04	1.00E-04	3.49E-05
67630	Isopropyl Alcohol	33.15	3.56E-05	8.29E-05	7.98E-05	2.33E-06	2.60E-04	6.90E-06	8.93E-04	1.35E-04	1.03E-04	3.58E-05
67561	Methanol	862.76	9.26E-04	2.16E-03	2.08E-03	6.06E-05	6.78E-03	1.80E-04	2.33E-02	3.50E-03	2.69E-03	9.33E-04
75092	Methylene Chloride	602.52	6.47E-04	1.51E-03	1.45E-03	4.23E-05	4.73E-03	1.25E-04	1.62E-02	2.45E-03	1.88E-03	6.51E-04
127184	Perchloroethylene	0.18	1.92E-07	4.47E-07	4.30E-07	1.26E-08	1.40E-06	3.72E-08	4.82E-06	7.26E-07	5.57E-07	1.93E-07
110861	Pyridine	1.83	1.97E-06	4.58E-06	4.41E-06	1.29E-07	1.44E-05	3.82E-07	4.94E-05	7.44E-06	5.71E-06	1.98E-06
108883	Toluene	52.99	5.69E-05	1.32E-04	1.28E-04	3.72E-06	4.16E-04	1.10E-05	1.43E-03	2.15E-04	1.65E-04	5.73E-05
121448	Triethylamine	6.20	6.66E-06	1.55E-05	1.49E-05	4.36E-07	4.88E-05	1.29E-06	1.67E-04	2.52E-05	1.93E-05	6.71E-06
1330207	Xylenes	84.99	9.12E-05	2.12E-04	2.05E-04	5.97E-06	6.68E-04	1.77E-05	2.29E-03	3.45E-04	2.65E-04	9.19E-05
[a]Source: UCLA Laboratory Purchase Records January to December 2007												

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
Lab Chemical Usage, Hr (lb/hr)

		Name:	LAB5	LAB5	LAB6	LAB7	LAB7	LAB7	LAB7	LAB8	LAB8	LAB8
		Number:	10150	10150	10151	10152	10152	10152	10152	10153	10153	10153
		Building:	GONDA CENTER	MACDONALDLAB	BOELTER HALL	BOTANY	BIOMED SCI	LATH HOUSE	OHRC	ENGR BLDG 4	ENGR BLDG 1	ENGR BLDG 5
		Wet Floor Space (ft^2):	28146	48816	38728	8678	34430	270	26052	49004	15432	33551
		Status:	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing
CAS	**Chemical**	**Emissions[a] (lbs)**										
75058	Acetonitrile	111.99	8.82E-04	1.53E-03	1.21E-03	2.72E-04	1.08E-03	8.46E-06	8.17E-04	1.54E-03	4.84E-04	1.05E-03
71432	Benzene	19.38	1.53E-04	2.65E-04	2.10E-04	4.71E-05	1.87E-04	1.46E-06	1.41E-04	2.66E-04	8.37E-05	1.82E-04
7726956	Bromine Compounds	124.16	9.78E-04	1.70E-03	1.35E-03	3.02E-04	1.20E-03	9.38E-06	9.05E-04	1.70E-03	5.36E-04	1.17E-03
75650	Butyl Alcohol, Tert-	0.52	4.09E-06	7.10E-06	5.63E-06	1.26E-06	5.01E-06	3.93E-08	3.79E-06	7.13E-06	2.24E-06	4.88E-06
56235	Carbon Tetrachloride	0.30	2.35E-06	4.08E-06	3.24E-06	7.25E-07	2.88E-06	2.26E-08	2.18E-06	4.09E-06	1.29E-06	2.80E-06
108907	Chlorobenzene	0.85	6.72E-06	1.17E-05	9.25E-06	2.07E-06	8.22E-06	6.45E-08	6.22E-06	1.17E-05	3.69E-06	8.01E-06
67663	Chloroform	117.97	9.29E-04	1.61E-03	1.28E-03	2.87E-04	1.14E-03	8.91E-06	8.60E-04	1.62E-03	5.10E-04	1.11E-03
106467	Dichlorobenzene, p-	0.34	2.69E-06	4.67E-06	3.71E-06	8.31E-07	3.30E-06	2.58E-08	2.49E-06	4.69E-06	1.48E-06	3.21E-06
68122	Dimethylformamide	13.60	1.07E-04	1.86E-04	1.47E-04	3.30E-05	1.31E-04	1.03E-06	9.91E-05	1.86E-04	5.87E-05	1.28E-04
123911	Dioxane, 1,4-	8.53	6.72E-05	1.17E-04	9.25E-05	2.07E-05	8.22E-05	6.45E-07	6.22E-05	1.17E-04	3.69E-05	8.01E-05
106898	Epichlorohydrin	0.00	4.33E-09	7.51E-09	5.96E-09	1.34E-09	5.30E-09	4.16E-11	4.01E-09	7.54E-09	2.38E-09	5.16E-09
107062	Ethylene Dichloride	0.01	1.09E-07	1.89E-07	1.50E-07	3.35E-08	1.33E-07	1.04E-09	1.01E-07	1.89E-07	5.96E-08	1.30E-07
50000	Formaldehyde	1355	1.07E-02	1.85E-02	1.47E-02	3.29E-03	1.31E-02	1.02E-04	9.88E-03	1.86E-02	5.85E-03	1.27E-02
110543	Hexane	960.00	7.56E-03	1.31E-02	1.04E-02	2.33E-03	9.25E-03	7.25E-05	7.00E-03	1.32E-02	4.15E-03	9.02E-03
302012	Hydrazine	0.01	8.68E-08	1.51E-07	1.19E-07	2.68E-08	1.06E-07	8.32E-10	8.03E-08	1.51E-07	4.76E-08	1.03E-07
7647010	Hydrogen Chloride	32.24	2.54E-04	4.41E-04	3.49E-04	7.83E-05	3.11E-04	2.44E-06	2.35E-04	4.42E-04	1.39E-04	3.03E-04
67630	Isopropyl Alcohol	33.15	2.61E-04	4.53E-04	3.59E-04	8.05E-05	3.19E-04	2.50E-06	2.42E-04	4.55E-04	1.43E-04	3.11E-04
67561	Methanol	862.76	6.80E-03	1.18E-02	9.35E-03	2.10E-03	8.31E-03	6.52E-05	6.29E-03	1.18E-02	3.73E-03	8.10E-03
75092	Methylene Chloride	602.52	4.75E-03	8.23E-03	6.53E-03	1.46E-03	5.81E-03	4.55E-05	4.39E-03	8.26E-03	2.60E-03	5.66E-03
127184	Perchloroethylene	0.18	1.41E-06	2.44E-06	1.94E-06	4.34E-07	1.72E-06	1.35E-08	1.30E-06	2.45E-06	7.72E-07	1.68E-06
110861	Pyridine	1.83	1.44E-05	2.51E-05	1.99E-05	4.45E-06	1.77E-05	1.39E-07	1.34E-05	2.51E-05	7.92E-06	1.72E-05
108883	Toluene	52.99	4.17E-04	7.24E-04	5.74E-04	1.29E-04	5.11E-04	4.00E-06	3.86E-04	7.27E-04	2.29E-04	4.98E-04
121448	Triethylamine	6.20	4.89E-05	8.48E-05	6.73E-05	1.51E-05	5.98E-05	4.69E-07	4.52E-05	8.51E-05	2.68E-05	5.83E-05
1330207	Xylenes	84.99	6.70E-04	1.16E-03	9.21E-04	2.06E-04	8.19E-04	6.42E-06	6.20E-04	1.17E-03	3.67E-04	7.98E-04

[a]Source: UCLA Laboratory Purchase Records January to December 2007

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
Lab Chemical Usage, Hr (lb/hr)

		Name:	LAB9	LAB9	LAB9	LAB9	LAB9	LAB9	LAB10	LAB10	LAB11	LAB12
		Number:	10154	10154	10154	10154	10154	10154	10155	10155	10156	10157
		Building:	FRANZ HALL	GEOLOGY	MOLECULR SCI	SLICHTER	YOUNG HALL	BOYER HALL	KNUDSEN HALL	PHYS ASTRO	POWELL LIB	MACGOWAN
		Wet Floor Space (ft^2):	6355	13075	58079	9518	65939	35377	35088	19329	264	19180
		Status:	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing
CAS	**Chemical**	**Emissions[a] (lbs)**										
75058	Acetonitrile	111.99	1.99E-04	4.10E-04	1.82E-03	2.98E-04	2.07E-03	1.11E-03	1.10E-03	6.06E-04	8.28E-06	6.01E-04
71432	Benzene	19.38	3.45E-05	7.09E-05	3.15E-04	5.16E-05	3.58E-04	1.92E-04	1.90E-04	1.05E-04	1.43E-06	1.04E-04
7726956	Bromine Compounds	124.16	2.21E-04	4.54E-04	2.02E-03	3.31E-04	2.29E-03	1.23E-03	1.22E-03	6.72E-04	9.17E-06	6.67E-04
75650	Butyl Alcohol, Tert-	0.52	9.24E-07	1.90E-06	8.45E-06	1.38E-06	9.59E-06	5.14E-06	5.10E-06	2.81E-06	3.84E-08	2.79E-06
56235	Carbon Tetrachloride	0.30	5.31E-07	1.09E-06	4.85E-06	7.95E-07	5.51E-06	2.96E-06	2.93E-06	1.61E-06	2.21E-08	1.60E-06
108907	Chlorobenzene	0.85	1.52E-06	3.12E-06	1.39E-05	2.27E-06	1.57E-05	8.45E-06	8.38E-06	4.62E-06	6.31E-08	4.58E-06
67663	Chloroform	117.97	2.10E-04	4.32E-04	1.92E-03	3.14E-04	2.18E-03	1.17E-03	1.16E-03	6.38E-04	8.72E-06	6.33E-04
106467	Dichlorobenzene, p-	0.34	6.08E-07	1.25E-06	5.56E-06	9.11E-07	6.31E-06	3.39E-06	3.36E-06	1.85E-06	2.53E-08	1.84E-06
68122	Dimethylformamide	13.60	2.42E-05	4.98E-05	2.21E-04	3.62E-05	2.51E-04	1.35E-04	1.34E-04	7.36E-05	1.00E-06	7.30E-05
123911	Dioxane, 1,4-	8.53	1.52E-05	3.12E-05	1.39E-04	2.27E-05	1.58E-04	8.45E-05	8.38E-05	4.62E-05	6.31E-07	4.58E-05
106898	Epichlorohydrin	0.00	9.78E-10	2.01E-09	8.94E-09	1.47E-09	1.02E-08	5.45E-09	5.40E-09	2.98E-09	4.06E-11	2.95E-09
107062	Ethylene Dichloride	0.01	2.46E-08	5.05E-08	2.24E-07	3.68E-08	2.55E-07	1.37E-07	1.36E-07	7.47E-08	1.02E-09	7.41E-08
50000	Formaldehyde	1355	2.41E-03	4.96E-03	2.20E-02	3.61E-03	2.50E-02	1.34E-02	1.33E-02	7.33E-03	1.00E-04	7.27E-03
110543	Hexane	960.00	1.71E-03	3.51E-03	1.56E-02	2.56E-03	1.77E-02	9.51E-03	9.43E-03	5.19E-03	7.09E-05	5.15E-03
302012	Hydrazine	0.01	1.96E-08	4.03E-08	1.79E-07	2.93E-08	2.03E-07	1.09E-07	1.08E-07	5.96E-08	8.14E-10	5.91E-08
7647010	Hydrogen Chloride	32.24	5.73E-05	1.18E-04	5.24E-04	8.59E-05	5.95E-04	3.19E-04	3.17E-04	1.74E-04	2.38E-06	1.73E-04
67630	Isopropyl Alcohol	33.15	5.90E-05	1.21E-04	5.39E-04	8.83E-05	6.12E-04	3.28E-04	3.26E-04	1.79E-04	2.45E-06	1.78E-04
67561	Methanol	862.76	1.53E-03	3.16E-03	1.40E-02	2.30E-03	1.59E-02	8.54E-03	8.47E-03	4.67E-03	6.38E-05	4.63E-03
75092	Methylene Chloride	602.52	1.07E-03	2.20E-03	9.79E-03	1.61E-03	1.11E-02	5.97E-03	5.92E-03	3.26E-03	4.45E-05	3.23E-03
127184	Perchloroethylene	0.18	3.18E-07	6.54E-07	2.91E-06	4.76E-07	3.30E-06	1.77E-06	1.76E-06	9.67E-07	1.32E-08	9.60E-07
110861	Pyridine	1.83	3.26E-06	6.71E-06	2.98E-05	4.88E-06	3.38E-05	1.82E-05	1.80E-05	9.92E-06	1.35E-07	9.84E-06
108883	Toluene	52.99	9.43E-05	1.94E-04	8.61E-04	1.41E-04	9.78E-04	5.25E-04	5.20E-04	2.87E-04	3.92E-06	2.84E-04
121448	Triethylamine	6.20	1.10E-05	2.27E-05	1.01E-04	1.65E-05	1.15E-04	6.14E-05	6.09E-05	3.36E-05	4.58E-07	3.33E-05
1330207	Xylenes	84.99	1.51E-04	3.11E-04	1.38E-03	2.26E-04	1.57E-03	8.42E-04	8.35E-04	4.60E-04	6.28E-06	4.56E-04
[a]Source: UCLA Laboratory Purchase Records January to December 2007												

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
Lab Chemical Usage, Hr (lb/hr)

		Name:	LAB12	LAB13	LAB14	LAB15	LAB15	LAB16
		Number:	10157	10158	10159	10160	10160	10161
		Building:	MELNITZ HALL	CNSI - CoS	NEUROSCI RCH	HILLBLOM CTR	WARREN HALL	LIFE SCIENCE
		Wet Floor Space (ft^2):	1034	38441	32135	2722	23246	37828
		Status:	Existing	Existing	Existing	Existing	Existing	Existing
CAS	**Chemical**	**Emissions[a] (lbs)**						
75058	Acetonitrile	111.99	3.24E-05	1.20E-03	1.01E-03	8.53E-05	7.29E-04	1.19E-03
71432	Benzene	19.38	5.61E-06	2.09E-04	1.74E-04	1.48E-05	1.26E-04	2.05E-04
7726956	Bromine Compounds	124.16	3.59E-05	1.34E-03	1.12E-03	9.46E-05	8.08E-04	1.31E-03
75650	Butyl Alcohol, Tert-	0.52	1.50E-07	5.59E-06	4.67E-06	3.96E-07	3.38E-06	5.50E-06
56235	Carbon Tetrachloride	0.30	8.64E-08	3.21E-06	2.68E-06	2.27E-07	1.94E-06	3.16E-06
108907	Chlorobenzene	0.85	2.47E-07	9.18E-06	7.68E-06	6.50E-07	5.55E-06	9.03E-06
67663	Chloroform	117.97	3.41E-05	1.27E-03	1.06E-03	8.99E-05	7.68E-04	1.25E-03
106467	Dichlorobenzene, p-	0.34	9.90E-08	3.68E-06	3.08E-06	2.61E-07	2.22E-06	3.62E-06
68122	Dimethylformamide	13.60	3.94E-06	1.46E-04	1.22E-04	1.04E-05	8.85E-05	1.44E-04
123911	Dioxane, 1,4-	8.53	2.47E-06	9.18E-05	7.68E-05	6.50E-06	5.55E-05	9.04E-05
106898	Epichlorohydrin	0.00	1.59E-10	5.92E-09	4.95E-09	4.19E-10	3.58E-09	5.82E-09
107062	Ethylene Dichloride	0.01	3.99E-09	1.49E-07	1.24E-07	1.05E-08	8.98E-08	1.46E-07
50000	Formaldehyde	1355	3.92E-04	1.46E-02	1.22E-02	1.03E-03	8.82E-03	1.43E-02
110543	Hexane	960.00	2.78E-04	1.03E-02	8.63E-03	7.31E-04	6.25E-03	1.02E-02
302012	Hydrazine	0.01	3.19E-09	1.19E-07	9.91E-08	8.39E-09	7.17E-08	1.17E-07
7647010	Hydrogen Chloride	32.24	9.33E-06	3.47E-04	2.90E-04	2.46E-05	2.10E-04	3.41E-04
67630	Isopropyl Alcohol	33.15	9.59E-06	3.57E-04	2.98E-04	2.53E-05	2.16E-04	3.51E-04
67561	Methanol	862.76	2.50E-04	9.28E-03	7.76E-03	6.57E-04	5.61E-03	9.13E-03
75092	Methylene Chloride	602.52	1.74E-04	6.48E-03	5.42E-03	4.59E-04	3.92E-03	6.38E-03
127184	Perchloroethylene	0.18	5.17E-08	1.92E-06	1.61E-06	1.36E-07	1.16E-06	1.89E-06
110861	Pyridine	1.83	5.31E-07	1.97E-05	1.65E-05	1.40E-06	1.19E-05	1.94E-05
108883	Toluene	52.99	1.53E-05	5.70E-04	4.77E-04	4.04E-05	3.45E-04	5.61E-04
121448	Triethylamine	6.20	1.80E-06	6.68E-05	5.58E-05	4.73E-06	4.04E-05	6.57E-05
1330207	Xylenes	84.99	2.46E-05	9.14E-04	7.64E-04	6.47E-05	5.53E-04	9.00E-04
[a]Source: UCLA Laboratory Purchase Records January to December 2007								

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
Lab Chemical Usage, Yr (lb/yr)

		Name:	LAB1	LAB2	LAB3	LAB3	LAB3	LAB3	LAB3	LAB3	LAB3
		Number:	10146	10147	10148	10148	10148	10148	10148	10148	10148
		Building:	REHAB CENTER	MED PLZA 300	CYCLOTRN BIO	DENTISTRY	DORIS STEIN	FACTOR	JULES STEIN	M DAVIES CC	PARKG ST CHS
		Wet Floor Space (ft^2):	19720	2929	1050	29702	1580	38753	5575	10018	10568
		Status:	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing
CAS	**Chemical**	**Emissions[a] (lbs)**									
75058	Acetonitrile	111.99	2.23E+00	3.31E-01	1.18E-01	3.35E+00	1.78E-01	4.37E+00	6.29E-01	1.13E+00	1.19E+00
71432	Benzene	19.38	3.85E-01	5.72E-02	2.05E-02	5.80E-01	3.09E-02	7.57E-01	1.09E-01	1.96E-01	2.06E-01
7726956	Bromine Compounds	124.16	2.47E+00	3.66E-01	1.31E-01	3.72E+00	1.98E-01	4.85E+00	6.97E-01	1.25E+00	1.32E+00
75650	Butyl Alcohol, Tert-	0.52	1.03E-02	1.53E-03	5.50E-04	1.55E-02	8.27E-04	2.03E-02	2.92E-03	5.24E-03	5.53E-03
56235	Carbon Tetrachloride	0.30	5.93E-03	8.81E-04	3.16E-04	8.93E-03	4.75E-04	1.17E-02	1.68E-03	3.01E-03	3.18E-03
108907	Chlorobenzene	0.85	1.70E-02	2.52E-03	9.03E-04	2.55E-02	1.36E-03	3.33E-02	4.79E-03	8.61E-03	9.09E-03
67663	Chloroform	117.97	2.34E+00	3.48E-01	1.25E-01	3.53E+00	1.88E-01	4.61E+00	6.63E-01	1.19E+00	1.26E+00
106467	Dichlorobenzene, p-	0.34	6.79E-03	1.01E-03	3.62E-04	1.02E-02	5.44E-04	1.34E-02	1.92E-03	3.45E-03	3.64E-03
68122	Dimethylformamide	13.60	2.70E-01	4.01E-02	1.44E-02	4.07E-01	2.16E-02	5.31E-01	7.64E-02	1.37E-01	1.45E-01
123911	Dioxane, 1,4-	8.53	1.70E-01	2.52E-02	9.03E-03	2.55E-01	1.36E-02	3.33E-01	4.79E-02	8.62E-02	9.09E-02
106898	Epichlorohydrin	0.00	1.09E-05	1.62E-06	5.82E-07	1.65E-05	8.76E-07	2.15E-05	3.09E-06	5.55E-06	5.86E-06
107062	Ethylene Dichloride	0.01	2.74E-04	4.07E-05	1.46E-05	4.13E-04	2.20E-05	5.39E-04	7.75E-05	1.39E-04	1.47E-04
50000	Formaldehyde	1355.00	2.69E+01	4.00E+00	1.43E+00	4.06E+01	2.16E+00	5.29E+01	7.61E+00	1.37E+01	1.44E+01
110543	Hexane	960.00	1.91E+01	2.83E+00	1.02E+00	2.87E+01	1.53E+00	3.75E+01	5.39E+00	9.69E+00	1.02E+01
302012	Hydrazine	0.01	2.19E-04	3.25E-05	1.17E-05	3.30E-04	1.75E-05	4.30E-04	6.19E-05	1.11E-04	1.17E-04
7647010	Hydrogen Chloride	32.24	6.41E-01	9.51E-02	3.41E-02	9.65E-01	5.13E-02	1.26E+00	1.81E-01	3.25E-01	3.43E-01
67630	Isopropyl Alcohol	33.15	6.59E-01	9.78E-02	3.51E-02	9.92E-01	5.28E-02	1.29E+00	1.86E-01	3.35E-01	3.53E-01
67561	Methanol	862.76	1.71E+01	2.55E+00	9.13E-01	2.58E+01	1.37E+00	3.37E+01	4.85E+00	8.71E+00	9.19E+00
75092	Methylene Chloride	602.52	1.20E+01	1.78E+00	6.37E-01	1.80E+01	9.59E-01	2.35E+01	3.38E+00	6.08E+00	6.42E+00
127184	Perchloroethylene	0.18	3.55E-03	5.28E-04	1.89E-04	5.35E-03	2.85E-04	6.98E-03	1.00E-03	1.80E-03	1.90E-03
110861	Pyridine	1.83	3.64E-02	5.41E-03	1.94E-03	5.49E-02	2.92E-03	7.16E-02	1.03E-02	1.85E-02	1.95E-02
108883	Toluene	52.99	1.05E+00	1.56E-01	5.61E-02	1.59E+00	8.44E-02	2.07E+00	2.98E-01	5.35E-01	5.64E-01
121448	Triethylamine	6.20	1.23E-01	1.83E-02	6.56E-03	1.86E-01	9.88E-03	2.42E-01	3.49E-02	6.26E-02	6.61E-02
1330207	Xylenes	84.99	1.69E+00	2.51E-01	8.99E-02	2.54E+00	1.35E-01	3.32E+00	4.77E-01	8.58E-01	9.05E-01
[a]Source: UCLA Laboratory Purchase Records January to December 2007											

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
Lab Chemical Usage, Yr (lb/yr)

		Name:	LAB3	LAB3	LAB3	LAB3	LAB3	LAB3	LAB3	LAB3	LAB3
		Number:	10148	10148	10148	10148	10148	10148	10148	10148	10148
		Building:	PUBLIC HLTH	CLINICAL RES	VIVARIUM	700 WWPLAZA	BRAIN MAPPNG	BRAIN RSCH	CYCLOTRN ADD	HEALTH SCI	REED RESRCH
		Wet Floor Space (ft^2):	15610	3836	8931	8598	251	28075	744	96291	14503
		Status:	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing
CAS	**Chemical**	**Emissions[a] (lbs)**									
75058	Acetonitrile	111.99	1.76E+00	4.33E-01	1.01E+00	9.70E-01	2.83E-02	3.17E+00	8.40E-02	1.09E+01	1.64E+00
71432	Benzene	19.38	3.05E-01	7.49E-02	1.74E-01	1.68E-01	4.90E-03	5.48E-01	1.45E-02	1.88E+00	2.83E-01
7726956	Bromine Compounds	124.16	1.95E+00	4.80E-01	1.12E+00	1.08E+00	3.14E-02	3.51E+00	9.31E-02	1.20E+01	1.81E+00
75650	Butyl Alcohol, Tert-	0.52	8.17E-03	2.01E-03	4.68E-03	4.50E-03	1.31E-04	1.47E-02	3.89E-04	5.04E-02	7.59E-03
56235	Carbon Tetrachloride	0.30	4.70E-03	1.15E-03	2.69E-03	2.59E-03	7.55E-05	8.44E-03	2.24E-04	2.90E-02	4.36E-03
108907	Chlorobenzene	0.85	1.34E-02	3.30E-03	7.68E-03	7.39E-03	2.16E-04	2.41E-02	6.40E-04	8.28E-02	1.25E-02
67663	Chloroform	117.97	1.86E+00	4.56E-01	1.06E+00	1.02E+00	2.98E-02	3.34E+00	8.84E-02	1.14E+01	1.72E+00
106467	Dichlorobenzene, p-	0.34	5.38E-03	1.32E-03	3.08E-03	2.96E-03	8.65E-05	9.67E-03	2.56E-04	3.32E-02	5.00E-03
68122	Dimethylformamide	13.60	2.14E-01	5.26E-02	1.22E-01	1.18E-01	3.44E-03	3.85E-01	1.02E-02	1.32E+00	1.99E-01
123911	Dioxane, 1,4-	8.53	1.34E-01	3.30E-02	7.68E-02	7.39E-02	2.16E-03	2.41E-01	6.40E-03	8.28E-01	1.25E-01
106898	Epichlorohydrin	0.00	8.65E-06	2.13E-06	4.95E-06	4.76E-06	1.39E-07	1.56E-05	4.12E-07	5.34E-05	8.04E-06
107062	Ethylene Dichloride	0.01	2.17E-04	5.34E-05	1.24E-04	1.20E-04	3.49E-06	3.90E-04	1.03E-05	1.34E-03	2.02E-04
50000	Formaldehyde	1355.00	2.13E+01	5.24E+00	1.22E+01	1.17E+01	3.43E-01	3.83E+01	1.02E+00	1.31E+02	1.98E+01
110543	Hexane	960.00	1.51E+01	3.71E+00	8.64E+00	8.32E+00	2.43E-01	2.72E+01	7.20E-01	9.31E+01	1.40E+01
302012	Hydrazine	0.01	1.73E-04	4.26E-05	9.91E-05	9.54E-05	2.79E-06	3.12E-04	8.26E-06	1.07E-03	1.61E-04
7647010	Hydrogen Chloride	32.24	5.07E-01	1.25E-01	2.90E-01	2.79E-01	8.15E-03	9.12E-01	2.42E-02	3.13E+00	4.71E-01
67630	Isopropyl Alcohol	33.15	5.21E-01	1.28E-01	2.98E-01	2.87E-01	8.38E-03	9.38E-01	2.48E-02	3.22E+00	4.84E-01
67561	Methanol	862.76	1.36E+01	3.33E+00	7.76E+00	7.47E+00	2.18E-01	2.44E+01	6.47E-01	8.37E+01	1.26E+01
75092	Methylene Chloride	602.52	9.48E+00	2.33E+00	5.42E+00	5.22E+00	1.52E-01	1.70E+01	4.52E-01	5.85E+01	8.80E+00
127184	Perchloroethylene	0.18	2.81E-03	6.91E-04	1.61E-03	1.55E-03	4.52E-05	5.06E-03	1.34E-04	1.73E-02	2.61E-03
110861	Pyridine	1.83	2.88E-02	7.09E-03	1.65E-02	1.59E-02	4.64E-04	5.19E-02	1.37E-03	1.78E-01	2.68E-02
108883	Toluene	52.99	8.33E-01	2.05E-01	4.77E-01	4.59E-01	1.34E-02	1.50E+00	3.97E-02	5.14E+00	7.74E-01
121448	Triethylamine	6.20	9.76E-02	2.40E-02	5.58E-02	5.38E-02	1.57E-03	1.76E-01	4.65E-03	6.02E-01	9.07E-02
1330207	Xylenes	84.99	1.34E+00	3.28E-01	7.65E-01	7.36E-01	2.15E-02	2.40E+00	6.37E-02	8.25E+00	1.24E+00
[a]Source: UCLA Laboratory Purchase Records January to December 2007											

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
Lab Chemical Usage, Yr (lb/yr)

		Name:	LAB3	LAB4	LAB5	LAB5	LAB6	LAB7	LAB7	LAB7	LAB7
		Number:	10148	10149	10150	10150	10151	10152	10152	10152	10152
		Building:	SEMEL INST	MORTON MED	GONDA CENTER	MACDONALD LAB	BOELTER HALL	BOTANY	BIOMED SCI	LATH HOUSE	OHRC
		Wet Floor Space (ft^2):	11131	3863	28146	48816	38728	8678	34430	270	26052
		Status:	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing
CAS	**Chemical**	**Emissions[a] (lbs)**									
75058	Acetonitrile	111.99	1.26E+00	4.36E-01	3.18E+00	5.51E+00	4.37E+00	9.79E-01	3.89E+00	3.05E-02	2.94E+00
71432	Benzene	19.38	2.17E-01	7.54E-02	5.50E-01	9.53E-01	7.56E-01	1.69E-01	6.72E-01	5.27E-03	5.09E-01
7726956	Bromine Compounds	124.16	1.39E+00	4.83E-01	3.52E+00	6.11E+00	4.84E+00	1.09E+00	4.31E+00	3.38E-02	3.26E+00
75650	Butyl Alcohol, Tert-	0.52	5.83E-03	2.02E-03	1.47E-02	2.56E-02	2.03E-02	4.54E-03	1.80E-02	1.41E-04	1.36E-02
56235	Carbon Tetrachloride	0.30	3.35E-03	1.16E-03	8.47E-03	1.47E-02	1.16E-02	2.61E-03	1.04E-02	8.12E-05	7.84E-03
108907	Chlorobenzene	0.85	9.57E-03	3.32E-03	2.42E-02	4.20E-02	3.33E-02	7.46E-03	2.96E-02	2.32E-04	2.24E-02
67663	Chloroform	117.97	1.32E+00	4.59E-01	3.35E+00	5.80E+00	4.60E+00	1.03E+00	4.09E+00	3.21E-02	3.10E+00
106467	Dichlorobenzene, p-	0.34	3.84E-03	1.33E-03	9.70E-03	1.68E-02	1.33E-02	2.99E-03	1.19E-02	9.30E-05	8.98E-03
68122	Dimethylformamide	13.60	1.52E-01	5.29E-02	3.86E-01	6.69E-01	5.31E-01	1.19E-01	4.72E-01	3.70E-03	3.57E-01
123911	Dioxane, 1,4-	8.53	9.57E-02	3.32E-02	2.42E-01	4.20E-01	3.33E-01	7.46E-02	2.96E-01	2.32E-03	2.24E-01
106898	Epichlorohydrin	0.00	6.17E-06	2.14E-06	1.56E-05	2.71E-05	2.15E-05	4.81E-06	1.91E-05	1.50E-07	1.44E-05
107062	Ethylene Dichloride	0.01	1.55E-04	5.37E-05	3.91E-04	6.79E-04	5.39E-04	1.21E-04	4.79E-04	3.76E-06	3.62E-04
50000	Formaldehyde	1355.00	1.52E+01	5.27E+00	3.84E+01	6.66E+01	5.29E+01	1.18E+01	4.70E+01	3.69E-01	3.56E+01
110543	Hexane	960.00	1.08E+01	3.74E+00	2.72E+01	4.72E+01	3.75E+01	8.39E+00	3.33E+01	2.61E-01	2.52E+01
302012	Hydrazine	0.01	1.24E-04	4.29E-05	3.12E-04	5.42E-04	4.30E-04	9.63E-05	3.82E-04	3.00E-06	2.89E-04
7647010	Hydrogen Chloride	32.24	3.62E-01	1.25E-01	9.14E-01	1.59E+00	1.26E+00	2.82E-01	1.12E+00	8.77E-03	8.46E-01
67630	Isopropyl Alcohol	33.15	3.72E-01	1.29E-01	9.40E-01	1.63E+00	1.29E+00	2.90E-01	1.15E+00	9.02E-03	8.70E-01
67561	Methanol	862.76	9.68E+00	3.36E+00	2.45E+01	4.24E+01	3.37E+01	7.54E+00	2.99E+01	2.35E-01	2.26E+01
75092	Methylene Chloride	602.52	6.76E+00	2.35E+00	1.71E+01	2.96E+01	2.35E+01	5.27E+00	2.09E+01	1.64E-01	1.58E+01
127184	Perchloroethylene	0.18	2.01E-03	6.96E-04	5.07E-03	8.79E-03	6.98E-03	1.56E-03	6.20E-03	4.86E-05	4.69E-03
110861	Pyridine	1.83	2.06E-02	7.14E-03	5.20E-02	9.02E-02	7.15E-02	1.60E-02	6.36E-02	4.99E-04	4.81E-02
108883	Toluene	52.99	5.94E-01	2.06E-01	1.50E+00	2.61E+00	2.07E+00	4.63E-01	1.84E+00	1.44E-02	1.39E+00
121448	Triethylamine	6.20	6.96E-02	2.42E-02	1.76E-01	3.05E-01	2.42E-01	5.43E-02	2.15E-01	1.69E-03	1.63E-01
1330207	Xylenes	84.99	9.53E-01	3.31E-01	2.41E+00	4.18E+00	3.32E+00	7.43E-01	2.95E+00	2.31E-02	2.23E+00
[a]Source: UCLA Laboratory Purchase Records January to December 2007											

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
Lab Chemical Usage, Yr (lb/yr)

		Name:	LAB8	LAB8	LAB8	LAB9	LAB9	LAB9	LAB9	LAB9	LAB9	LAB10
		Number:	10153	10153	10153	10154	10154	10154	10154	10154	10154	10155
		Building:	ENGR BLDG 4	ENGR BLDG 1	ENGR BLDG 5	FRANZ HALL	GEOLOGY	MOLECULR SCI	SLICHTER	YOUNG HALL	BOYER HALL	KNUDSEN HALL
		Wet Floor Space (ft^2):	49004	15432	33551	6355	13075	58079	9518	65939	35377	35088
		Status:	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing
CAS	**Chemical**	**Emissions[a] (lbs)**										
75058	Acetonitrile	111.99	5.53E+00	1.74E+00	3.79E+00	7.17E-01	1.48E+00	6.55E+00	1.07E+00	7.44E+00	3.99E+00	3.96E+00
71432	Benzene	19.38	9.57E-01	3.01E-01	6.55E-01	1.24E-01	2.55E-01	1.13E+00	1.86E-01	1.29E+00	6.91E-01	6.85E-01
7726956	Bromine Compounds	124.16	6.13E+00	1.93E+00	4.20E+00	7.95E-01	1.64E+00	7.27E+00	1.19E+00	8.25E+00	4.43E+00	4.39E+00
75650	Butyl Alcohol, Tert-	0.52	2.57E-02	8.08E-03	1.76E-02	3.33E-03	6.84E-03	3.04E-02	4.98E-03	3.45E-02	1.85E-02	1.84E-02
56235	Carbon Tetrachloride	0.30	1.47E-02	4.64E-03	1.01E-02	1.91E-03	3.93E-03	1.75E-02	2.86E-03	1.98E-02	1.06E-02	1.06E-02
108907	Chlorobenzene	0.85	4.21E-02	1.33E-02	2.88E-02	5.46E-03	1.12E-02	4.99E-02	8.18E-03	5.67E-02	3.04E-02	3.02E-02
67663	Chloroform	117.97	5.82E+00	1.83E+00	3.99E+00	7.55E-01	1.55E+00	6.90E+00	1.13E+00	7.84E+00	4.21E+00	4.17E+00
106467	Dichlorobenzene, p-	0.34	1.69E-02	5.32E-03	1.16E-02	2.19E-03	4.51E-03	2.00E-02	3.28E-03	2.27E-02	1.22E-02	1.21E-02
68122	Dimethylformamide	13.60	6.71E-01	2.11E-01	4.60E-01	8.71E-02	1.79E-01	7.96E-01	1.30E-01	9.03E-01	4.85E-01	4.81E-01
123911	Dioxane, 1,4-	8.53	4.21E-01	1.33E-01	2.89E-01	5.47E-02	1.12E-01	4.99E-01	8.19E-02	5.67E-01	3.04E-01	3.02E-01
106898	Epichlorohydrin	0.00	2.72E-05	8.55E-06	1.86E-05	3.52E-06	7.25E-06	3.22E-05	5.27E-06	3.65E-05	1.96E-05	1.94E-05
107062	Ethylene Dichloride	0.01	6.82E-04	2.15E-04	4.67E-04	8.84E-05	1.82E-04	8.08E-04	1.32E-04	9.17E-04	4.92E-04	4.88E-04
50000	Formaldehyde	1355.00	6.69E+01	2.11E+01	4.58E+01	8.68E+00	1.79E+01	7.93E+01	1.30E+01	9.00E+01	4.83E+01	4.79E+01
110543	Hexane	960.00	4.74E+01	1.49E+01	3.25E+01	6.15E+00	1.26E+01	5.62E+01	9.21E+00	6.38E+01	3.42E+01	3.39E+01
302012	Hydrazine	0.01	5.44E-04	1.71E-04	3.72E-04	7.05E-05	1.45E-04	6.45E-04	1.06E-04	7.32E-04	3.93E-04	3.89E-04
7647010	Hydrogen Chloride	32.24	1.59E+00	5.01E-01	1.09E+00	2.06E-01	4.25E-01	1.89E+00	3.09E-01	2.14E+00	1.15E+00	1.14E+00
67630	Isopropyl Alcohol	33.15	1.64E+00	5.15E-01	1.12E+00	2.12E-01	4.37E-01	1.94E+00	3.18E-01	2.20E+00	1.18E+00	1.17E+00
67561	Methanol	862.76	4.26E+01	1.34E+01	2.92E+01	5.52E+00	1.14E+01	5.05E+01	8.27E+00	5.73E+01	3.08E+01	3.05E+01
75092	Methylene Chloride	602.52	2.98E+01	9.37E+00	2.04E+01	3.86E+00	7.94E+00	3.53E+01	5.78E+00	4.00E+01	2.15E+01	2.13E+01
127184	Perchloroethylene	0.18	8.83E-03	2.78E-03	6.04E-03	1.14E-03	2.36E-03	1.05E-02	1.71E-03	1.19E-02	6.37E-03	6.32E-03
110861	Pyridine	1.83	9.05E-02	2.85E-02	6.20E-02	1.17E-02	2.42E-02	1.07E-01	1.76E-02	1.22E-01	6.54E-02	6.48E-02
108883	Toluene	52.99	2.62E+00	8.24E-01	1.79E+00	3.39E-01	6.98E-01	3.10E+00	5.08E-01	3.52E+00	1.89E+00	1.87E+00
121448	Triethylamine	6.20	3.06E-01	9.65E-02	2.10E-01	3.97E-02	8.17E-02	3.63E-01	5.95E-02	4.12E-01	2.21E-01	2.19E-01
1330207	Xylenes	84.99	4.20E+00	1.32E+00	2.87E+00	5.44E-01	1.12E+00	4.97E+00	8.15E-01	5.65E+00	3.03E+00	3.00E+00
[a]Source: UCLA Laboratory Purchase Records January to December 2007												

UCLA Toxic Emissions - 2007 Baseline Scenario.xls
Lab Chemical Usage, Yr (lb/yr)

		Name:	LAB10	LAB11	LAB12	LAB12	LAB13	LAB14	LAB15	LAB15	LAB16
		Number:	10155	10156	10157	10157	10158	10159	10160	10160	10161
		Building:	PHYS ASTRO	POWELL LIB	MACGOWAN	MELNITZ HALL	CNSI - CoS	NEUROSCI RCH	HILLBLOM CTR	WARREN HALL	LIFE SCIENCE
		Wet Floor Space (ft^2):	19329	264	19180	1034	38441	32135	2722	23246	37828
		Status:	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing
CAS	**Chemical**	**Emissions[a] (lbs)**									
75058	Acetonitrile	111.99	2.18E+00	2.98E-02	2.16E+00	1.17E-01	4.34E+00	3.63E+00	3.07E-01	2.62E+00	4.27E+00
71432	Benzene	19.38	3.77E-01	5.16E-03	3.75E-01	2.02E-02	7.51E-01	6.28E-01	5.32E-02	4.54E-01	7.39E-01
7726956	Bromine Compounds	124.16	2.42E+00	3.30E-02	2.40E+00	1.29E-01	4.81E+00	4.02E+00	3.41E-01	2.91E+00	4.73E+00
75650	Butyl Alcohol, Tert-	0.52	1.01E-02	1.38E-04	1.00E-02	5.41E-04	2.01E-02	1.68E-02	1.42E-03	1.22E-02	1.98E-02
56235	Carbon Tetrachloride	0.30	5.81E-03	7.94E-05	5.77E-03	3.11E-04	1.16E-02	9.67E-03	8.19E-04	6.99E-03	1.14E-02
108907	Chlorobenzene	0.85	1.66E-02	2.27E-04	1.65E-02	8.89E-04	3.31E-02	2.76E-02	2.34E-03	2.00E-02	3.25E-02
67663	Chloroform	117.97	2.30E+00	3.14E-02	2.28E+00	1.23E-01	4.57E+00	3.82E+00	3.24E-01	2.76E+00	4.50E+00
106467	Dichlorobenzene, p-	0.34	6.66E-03	9.10E-05	6.61E-03	3.56E-04	1.32E-02	1.11E-02	9.38E-04	8.01E-03	1.30E-02
68122	Dimethylformamide	13.60	2.65E-01	3.62E-03	2.63E-01	1.42E-02	5.27E-01	4.40E-01	3.73E-02	3.18E-01	5.18E-01
123911	Dioxane, 1,4-	8.53	1.66E-01	2.27E-03	1.65E-01	8.89E-03	3.31E-01	2.76E-01	2.34E-02	2.00E-01	3.25E-01
106898	Epichlorohydrin	0.00	1.07E-05	1.46E-07	1.06E-05	5.73E-07	2.13E-05	1.78E-05	1.51E-06	1.29E-05	2.10E-05
107062	Ethylene Dichloride	0.01	2.69E-04	3.67E-06	2.67E-04	1.44E-05	5.35E-04	4.47E-04	3.79E-05	3.23E-04	5.26E-04
50000	Formaldehyde	1355.00	2.64E+01	3.60E-01	2.62E+01	1.41E+00	5.25E+01	4.39E+01	3.72E+00	3.17E+01	5.16E+01
110543	Hexane	960.00	1.87E+01	2.55E-01	1.86E+01	1.00E+00	3.72E+01	3.11E+01	2.63E+00	2.25E+01	3.66E+01
302012	Hydrazine	0.01	2.15E-04	2.93E-06	2.13E-04	1.15E-05	4.27E-04	3.57E-04	3.02E-05	2.58E-04	4.20E-04
7647010	Hydrogen Chloride	32.24	6.28E-01	8.58E-03	6.23E-01	3.36E-02	1.25E+00	1.04E+00	8.84E-02	7.55E-01	1.23E+00
67630	Isopropyl Alcohol	33.15	6.46E-01	8.82E-03	6.41E-01	3.45E-02	1.28E+00	1.07E+00	9.09E-02	7.76E-01	1.26E+00
67561	Methanol	862.76	1.68E+01	2.30E-01	1.67E+01	8.99E-01	3.34E+01	2.79E+01	2.37E+00	2.02E+01	3.29E+01
75092	Methylene Chloride	602.52	1.17E+01	1.60E-01	1.16E+01	6.28E-01	2.33E+01	1.95E+01	1.65E+00	1.41E+01	2.30E+01
127184	Perchloroethylene	0.18	3.48E-03	4.76E-05	3.46E-03	1.86E-04	6.93E-03	5.79E-03	4.90E-04	4.19E-03	6.81E-03
110861	Pyridine	1.83	3.57E-02	4.88E-04	3.54E-02	1.91E-03	7.10E-02	5.94E-02	5.03E-03	4.29E-02	6.99E-02
108883	Toluene	52.99	1.03E+00	1.41E-02	1.02E+00	5.52E-02	2.05E+00	1.72E+00	1.45E-01	1.24E+00	2.02E+00
121448	Triethylamine	6.20	1.21E-01	1.65E-03	1.20E-01	6.46E-03	2.40E-01	2.01E-01	1.70E-02	1.45E-01	2.37E-01
1330207	Xylenes	84.99	1.66E+00	2.26E-02	1.64E+00	8.85E-02	3.29E+00	2.75E+00	2.33E-01	1.99E+00	3.24E+00

[a]Source: UCLA Laboratory Purchase Records January to December 2007

LRDP Amendment Scenario

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
Gas Turbines, Hr - NG (lb/hr)

			Name:	TURB1	TURB2	
			Number:	10001	10002	
			Equipment:	Gas Turbine	Gas Turbine	
			Location:	Cogen	Cogen	
			Size (mmbtu/hr):	234	234	**Total**
		Emission Factor[a]	**SCAQMD Permit:**	F00255	F00070	**Emissions**
CAS	**Pollutant**	**(lbs/mmcf fuel burned)**	**Hourly Usage[b] (mmcf):**	0.154	0.154	**(lb/hr)**
75070	Acetaldehyde	4.08E-02		6.28E-03	6.28E-03	**1.26E-02**
107028	Acrolein	6.53E-03		1.00E-03	1.00E-03	**2.01E-03**
7664417	Ammonia	9.10E+00		1.40E+00	1.40E+00	**2.80E+00**
71432	Benzene	1.22E-02		1.88E-03	1.88E-03	**3.75E-03**
106990	Butadiene, 1,3-	4.39E-04		6.75E-05	6.75E-05	**1.35E-04**
100414	Ethylbenzene	3.26E-02		5.02E-03	5.02E-03	**1.00E-02**
50000	Formaldehyde	7.24E-01		1.11E-01	1.11E-01	**2.23E-01**
91203	Naphthalene	1.33E-03		2.05E-04	2.05E-04	**4.09E-04**
1151	PAH (excluding Naphthalene)[b]	9.18E-04		1.41E-04	1.41E-04	**2.83E-04**
75569	Propylene Oxide	2.96E-02		4.55E-03	4.55E-03	**9.11E-03**
108883	Toluene	1.33E-01		2.05E-02	2.05E-02	**4.09E-02**
1330207	Xylenes	6.53E-02		1.00E-02	1.00E-02	**2.01E-02**
[a]South Coast Air Quality Management District Supplemental Reporting Procedures for AB2588 Facilities Table B-1 Emission Factors for Turbines - Natural Gas Combustion						
[b]PAH (carcinogenic) = Total PAH - Naphthalene						
[c]Based on annual natural gas usage divided by 8760 hr/yr						

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
Gas Turbines, Yr - NG (lb/yr)

			Name:	TURB1	TURB2	
			Number:	10001	10002	
			Equipment:	Gas Turbine	Gas Turbine	
			Location:	Cogen	Cogen	
			Size (mmbtu/hr):	234	234	**Total**
		Emission Factor[a,b]	**SCAQMD Permit:**	F00255	F00070	**Emissions**
CAS	**Pollutant**	**(lbs/mmcf fuel burned)**	**Annual Usage[c] (mmcf):**	1347.9	1347.9	**(lb/yr)**
75070	Acetaldehyde	4.08E-02		5.50E+01	5.50E+01	**1.10E+02**
107028	Acrolein	6.53E-03		8.80E+00	8.80E+00	**1.76E+01**
7664417	Ammonia	9.10E+00		1.23E+04	1.23E+04	**2.45E+04**
71432	Benzene	1.22E-02		1.64E+01	1.64E+01	**3.29E+01**
106990	Butadiene, 1,3-	4.39E-04		5.92E-01	5.92E-01	**1.18E+00**
100414	Ethylbenzene	3.26E-02		4.39E+01	4.39E+01	**8.79E+01**
50000	Formaldehyde	7.24E-01		9.76E+02	9.76E+02	**1.95E+03**
91203	Naphthalene	1.33E-03		1.79E+00	1.79E+00	**3.59E+00**
1151	PAH (excluding Naphthalene)[b]	9.18E-04		1.24E+00	1.24E+00	**2.47E+00**
75569	Propylene Oxide	2.96E-02		3.99E+01	3.99E+01	**7.98E+01**
108883	Toluene	1.33E-01		1.79E+02	1.79E+02	**3.59E+02**
1330207	Xylenes	6.53E-02		8.80E+01	8.80E+01	**1.76E+02**

[a]South Coast Air Quality Management District Supplemental Reporting Procedures for AB2588 Facilities Table B-1 Emission Factors for Turbines - Natural Gas Combustion

[b]PAH (carcinogenic) = Total PAH - Naphthalene

[c]Source: Annual Air Emission Report for 2006/2007 submitted to SCAQMD

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
Gas Turbines, Hr - LFG (lb/hr)

			Name:	TURB1	TURB2	
			Number:	10001	10002	
			Equipment:	Gas Turbine	Gas Turbine	
			Location:	Cogen	Cogen	
			Size (mmbtu/hr):	234	234	**Total**
		Emission Factor[a,b]	**SCAQMD Permit:**	F00255	F00070	**Emissions**
CAS	**Pollutant**	**(lbs/mmcf fuel burned)**	**Hourly Usage[c] (mmcf):**	0.035	0.035	**(lb/hr)**
71432	Benzene	8.40E-03		2.96E-04	2.96E-04	**5.91E-04**
56235	Carbon Tetrachloride	7.20E-04		2.53E-05	2.53E-05	**5.07E-05**
75092	Chloroform	5.60E-04		1.97E-05	1.97E-05	**3.94E-05**
127184	Methylene Chloride	9.20E-04		3.24E-05	3.24E-05	**6.48E-05**
79016	Perchloroethylene	1.00E-03		3.52E-05	3.52E-05	**7.04E-05**
108883	Toluene	4.40E-02		1.55E-03	1.55E-03	**3.10E-03**
67663	Trichloroethylene	7.60E-04		2.67E-05	2.67E-05	**5.35E-05**
75014	Vinyl Chloride	6.40E-04		2.25E-05	2.25E-05	**4.50E-05**
1330207	Xylenes	1.24E-02		4.36E-04	4.36E-04	**8.73E-04**

[a]South Coast Air Quality Management District Supplemental Reporting Procedures for AB2588 Facilities Table B-6 Emission Factors for Turbines - Landfill Gas Combustion

[b]Based on annual landfill gas usage divided by 8760 hr/yr

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
Gas Turbines, Yr - LFG (lb/yr)

			Name:	TURB1	TURB2	
			Number:	10001	10002	
			Equipment:	Gas Turbine	Gas Turbine	
			Location:	Cogen	Cogen	
			Size (mmbtu/hr):	234	234	**Total**
		Emission Factor[a]	**SCAQMD Permit:**	F00255	F00070	**Emissions**
CAS	**Pollutant**	**(lbs/mmcf fuel burned)**	**Annual Usage[b] (mmcf):**	308.3	308.3	**(lb/yr)**
71432	Benzene	8.40E-03		2.59E+00	2.59E+00	**5.18E+00**
56235	Carbon Tetrachloride	7.20E-04		2.22E-01	2.22E-01	**4.44E-01**
75092	Chloroform	5.60E-04		1.73E-01	1.73E-01	**3.45E-01**
127184	Methylene Chloride	9.20E-04		2.84E-01	2.84E-01	**5.67E-01**
79016	Perchloroethylene	1.00E-03		3.08E-01	3.08E-01	**6.17E-01**
108883	Toluene	4.40E-02		1.36E+01	1.36E+01	**2.71E+01**
67663	Trichloroethylene	7.60E-04		2.34E-01	2.34E-01	**4.69E-01**
75014	Vinyl Chloride	6.40E-04		1.97E-01	1.97E-01	**3.95E-01**
1330207	Xylenes	1.24E-02		3.82E+00	3.82E+00	**7.65E+00**

[a]South Coast Air Quality Management District Supplemental Reporting Procedures for AB2588 Facilities Table B-6 Emission Factors for Turbines - Landfill Gas Combustion

[b]Source: Annual Air Emission Report for 2006/2007 submitted to SCAQMD

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
Gasoline Loading-Dispensing, Hr (lb/hr)

			Name:	DISP1	
			Number:	10003	
			Equipment:	Gasoline Disp	
			Location:	Fleet Services	
			Tank Size (Mgal):	10,000	**Total**
		Emission Factor[a,b,c]	**SCAQMD Permit:**	N8863	**Emissions**
CAS	**Pollutant**	**(lbs/Mgal throughput)**	**Hourly Throughput[d] (Mgal):**	1.9	**(lb/hr)**
71432	Benzene	2.81E-02		5.39E-02	**5.39E-02**
100414	Ethylbenzene	3.93E-02		7.54E-02	**7.54E-02**
110543	Hexane	2.81E-02		5.39E-02	**5.39E-02**
108883	Toluene	1.96E-01		3.77E-01	**3.77E-01**
95636	Trimethylbenzene, 1,2,4-	7.01E-02		1.35E-01	**1.35E-01**
1330207	Xylenes	1.96E-01		3.77E-01	**3.77E-01**
[a]Default SCAQMD Emission Factor for Gasoline Dispensing		=	1.8	lbs/Mgal	
[b]AP-42 Loading Loss Emission Factor (LLEF)= (12.46 * S * P * M * / T)*(1-(eff/100))			1.005	lbs/Mgal	
Where:					
Variable Name	Description of Variable		Gasoline Variable	Units of Variable	
LLEF =	Loading Loss Emission Factor			lbs/1000 gal	
12.46 =	Loading Loss Equation Constant		12.46	dimensionless	
S =	Submerged Loading Constant		1	dimensionless	
P =	True Liquid Vapor Pressure		6.6	psia	
M =	Vapor Molecular Weight		66	lb/lb-mole	
T =	Bulk Liquid Temperature		540	^{o}R (^{o}F+460)	
eff =	Vapor Recovery Control Efficiency		90	percent	
[c]Gasoline speciation based on SCAQMD Supplemental Instructions for liquid storage tanks - Appendix 3					
Benzene	0.01	lbs/lbs			
Hexane	0.01	lbs/lbs			
Toluene	0.07	lbs/lbs			
Ethylbenzene	0.014	lbs/lbs			
m-Xylene	0.07	lbs/lbs			
1,2,4-Trimethylbenzene	0.025	lbs/lbs			
[d]8 nozzles x 6 gal/min x 40 min/hr					

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
Gasoline Loading-Dispensing, Yr (lb/yr)

			Name:	DISP1	
			Number:	10003	
			Equipment:	Gasoline Disp	
			Location:	Fleet Services	
			Tank Size (Mgal):	10	**Total**
		Emission Factor[a,b,c]	**SCAQMD Permit:**	N8863	**Emissions**
CAS	**Pollutant**	**(lbs/Mgal)**	**Annual Throughput[d] (Mgal):**	320.0	**(lb/yr)**
71432	Benzene	2.81E-02		8.98E+00	**8.98E+00**
100414	Ethylbenzene	3.93E-02		1.26E+01	**1.26E+01**
110543	Hexane	2.81E-02		8.98E+00	**8.98E+00**
108883	Toluene	1.96E-01		6.28E+01	**6.28E+01**
95636	Trimethylbenzene, 1,2,4-	7.01E-02		2.24E+01	**2.24E+01**
1330207	Xylenes	1.96E-01		6.28E+01	**6.28E+01**
Default SCAQMD Emission Factor for Gasoline Dispensing[a]		=	1.8	lbs/Mgal	
AP-42 Loading Loss Emission Factor (LLEF)= (12.46 * S * P * M * / T)*(1-(eff/100))[b]			1.005	lbs/Mgal	
Where:					
Variable Name	Description of Variable		Gasoline Variable	Units of Variable	
LLEF =	Loading Loss Emission Factor			lbs/1000 gal	
12.46 =	Loading Loss Equation Constant		12.46	dimensionless	
S =	Submerged Loading Constant		1	dimensionless	
P =	True Liquid Vapor Pressure		6.6	psia	
M =	Vapor Molecular Weight		66	lb/lb-mole	
T =	Bulk Liquid Temperature		540	^{o}R (^{o}F+460)	
eff =	Vapor Recovery Control Efficiency		90	percent	
[c] Gasoline speciation based on SCAQMD Supplemental Instructions for liquid storage tanks - Appendix 3					
Benzene	0.01	lbs/lbs			
Hexane	0.01	lbs/lbs			
Toluene	0.07	lbs/lbs			
Ethylbenzene	0.014	lbs/lbs			
m-Xylene	0.07	lbs/lbs			
1,2,4-Trimethylbenzene	0.025	lbs/lbs			
[d]Source: Annual Air Emission Report for 2006/2007 submitted to SCAQMD					

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
Boilers, Hr - NG North Campus (lb/hr)

			Name:	BOIL1	BOIL2	BOIL3	BOIL4	BOIL5	BOIL6	BOIL7	BOIL8
			Number:	10004	10005	10006	10007	10008	10009	10010	10011
			Equipment:	Boiler	Boiler	Boiler	Boiler	Boiler	Boiler	Boiler	Boiler
			Location:	Covel Commons	Covel Commons	Canyon Point	Delta Terrace	Courtside	Bradley	Dykstra Hall	Dykstra Hall
		Emission Factor[a]	**Size (MMBTU/hr):**	1.8256	1.8256	1.8256	1.8256	1.8256	1.2000	1.2600	1.2600
		(lbs/mmcf fuel burned)	**SCAQMD Permit:**	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**Hourly Usage**[b] **(mmcf):**	0.0018	0.0018	0.0018	0.0018	0.0018	0.0012	0.0012	0.0012
75070	Acetaldehyde	0.0043		7.70E-06	7.70E-06	7.70E-06	7.70E-06	7.70E-06	5.06E-06	5.31E-06	5.31E-06
107028	Acrolein	0.0027		4.83E-06	4.83E-06	4.83E-06	4.83E-06	4.83E-06	3.18E-06	3.34E-06	3.34E-06
7664417	Ammonia	3.2		5.73E-03	5.73E-03	5.73E-03	5.73E-03	5.73E-03	3.76E-03	3.95E-03	3.95E-03
71432	Benzene	0.008		1.43E-05	1.43E-05	1.43E-05	1.43E-05	1.43E-05	9.41E-06	9.88E-06	9.88E-06
100414	Ethylbenzene	0.0095		1.70E-05	1.70E-05	1.70E-05	1.70E-05	1.70E-05	1.12E-05	1.17E-05	1.17E-05
50000	Formaldehyde	0.017		3.04E-05	3.04E-05	3.04E-05	3.04E-05	3.04E-05	2.00E-05	2.10E-05	2.10E-05
110543	Hexane	0.0063		1.13E-05	1.13E-05	1.13E-05	1.13E-05	1.13E-05	7.41E-06	7.78E-06	7.78E-06
91203	Naphthalene	0.0003		5.37E-07	5.37E-07	5.37E-07	5.37E-07	5.37E-07	3.53E-07	3.71E-07	3.71E-07
1151	PAH (excluding napthalene)	0.0001		1.79E-07	1.79E-07	1.79E-07	1.79E-07	1.79E-07	1.18E-07	1.24E-07	1.24E-07
108883	Toluene	0.0366		6.55E-05	6.55E-05	6.55E-05	6.55E-05	6.55E-05	4.31E-05	4.52E-05	4.52E-05
1330207	Xylenes	0.0272		4.87E-05	4.87E-05	4.87E-05	4.87E-05	4.87E-05	3.20E-05	3.36E-05	3.36E-05

[a]South Coast Air Quality Management District Supplemental Reporting Procedures for AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion

[b]Based on size of boiler divided by heating value for natural gas, 1020 BTU/scf

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
Boilers, Hr - NG North Campus (lb/hr)

			Name:	BOIL9	BOIL10	BOIL11	BOIL12	BOIL13	BOIL14
			Number:	10012	10013	10014	10015	10016	10017
			Equipment:	Boiler	Boiler	Boiler	Boiler	Boiler	Boiler
			Location:	DeNeve 'C' Bldg	DeNeve 'C' Bldg	DeNeve 'D' Bldg	DeNeve 'D' Bldg	DeNeve 'E' Bldg	DeNeve 'E' Bldg
		Emission Factor[a]	**Size (MMBTU/hr):**	1.2600	1.2600	1.2600	1.2600	1.2600	1.8000
		(lbs/mmcf fuel burned)	**SCAQMD Permit:**	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**Hourly Usage**[b] **(mmcf):**	0.0012	0.0012	0.0012	0.0012	0.0012	0.0018
75070	Acetaldehyde	0.0043		5.31E-06	5.31E-06	5.31E-06	5.31E-06	5.31E-06	7.59E-06
107028	Acrolein	0.0027		3.34E-06	3.34E-06	3.34E-06	3.34E-06	3.34E-06	4.76E-06
7664417	Ammonia	3.2		3.95E-03	3.95E-03	3.95E-03	3.95E-03	3.95E-03	5.65E-03
71432	Benzene	0.008		9.88E-06	9.88E-06	9.88E-06	9.88E-06	9.88E-06	1.41E-05
100414	Ethylbenzene	0.0095		1.17E-05	1.17E-05	1.17E-05	1.17E-05	1.17E-05	1.68E-05
50000	Formaldehyde	0.017		2.10E-05	2.10E-05	2.10E-05	2.10E-05	2.10E-05	3.00E-05
110543	Hexane	0.0063		7.78E-06	7.78E-06	7.78E-06	7.78E-06	7.78E-06	1.11E-05
91203	Naphthalene	0.0003		3.71E-07	3.71E-07	3.71E-07	3.71E-07	3.71E-07	5.29E-07
1151	PAH (excluding napthalene)	0.0001		1.24E-07	1.24E-07	1.24E-07	1.24E-07	1.24E-07	1.76E-07
108883	Toluene	0.0366		4.52E-05	4.52E-05	4.52E-05	4.52E-05	4.52E-05	6.46E-05
1330207	Xylenes	0.0272		3.36E-05	3.36E-05	3.36E-05	3.36E-05	3.36E-05	4.80E-05

[a]South Coast Air Quality Management District Supplemental Reporting Procedures for AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion

[b]Based on size of boiler divided by heating value for natural gas, 1020 BTU/scf

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
Boilers, Hr - NG North Campus (lb/hr)

			Name:	BOIL15	BOIL16	BOIL17	BOIL18	BOIL19	BOIL20
			Number:	10018	10019	10020	10021	10022	10023
			Equipment:	Boiler	Boiler	Boiler	Boiler	Boiler	Boiler
			Location:	DeNeve 'F' Bldg	DeNeve 'F' Bldg	DeNeve Podium Bldg	DeNeve Podium Bldg	DeNeve 'A' Bldg	DeNeve 'A' Bldg
		Emission Factor[a]	**Size (MMBTU/hr):**	1.2600	1.5300	1.5300	1.5300	1.2600	1.2600
		(lbs/mmcf fuel burned)	**SCAQMD Permit:**	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**Hourly Usage[b] (mmcf):**	0.0012	0.0015	0.0015	0.0015	0.0012	0.0012
75070	Acetaldehyde	0.0043		5.31E-06	6.45E-06	6.45E-06	6.45E-06	5.31E-06	5.31E-06
107028	Acrolein	0.0027		3.34E-06	4.05E-06	4.05E-06	4.05E-06	3.34E-06	3.34E-06
7664417	Ammonia	3.2		3.95E-03	4.80E-03	4.80E-03	4.80E-03	3.95E-03	3.95E-03
71432	Benzene	0.008		9.88E-06	1.20E-05	1.20E-05	1.20E-05	9.88E-06	9.88E-06
100414	Ethylbenzene	0.0095		1.17E-05	1.43E-05	1.43E-05	1.43E-05	1.17E-05	1.17E-05
50000	Formaldehyde	0.017		2.10E-05	2.55E-05	2.55E-05	2.55E-05	2.10E-05	2.10E-05
110543	Hexane	0.0063		7.78E-06	9.45E-06	9.45E-06	9.45E-06	7.78E-06	7.78E-06
91203	Naphthalene	0.0003		3.71E-07	4.50E-07	4.50E-07	4.50E-07	3.71E-07	3.71E-07
1151	PAH (excluding napthalene)	0.0001		1.24E-07	1.50E-07	1.50E-07	1.50E-07	1.24E-07	1.24E-07
108883	Toluene	0.0366		4.52E-05	5.49E-05	5.49E-05	5.49E-05	4.52E-05	4.52E-05
1330207	Xylenes	0.0272		3.36E-05	4.08E-05	4.08E-05	4.08E-05	3.36E-05	3.36E-05

[a]South Coast Air Quality Management District Supplemental Reporting Procedures for AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion

[b]Based on size of boiler divided by heating value for natural gas, 1020 BTU/scf

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
Boilers, Hr - NG North Campus (lb/hr)

			Name:	BOIL21	BOIL22	BOIL23	BOIL24	BOIL25	BOIL26
			Number:	10024	10025	10026	10027	10028	10029
			Equipment:	Boiler	Boiler	Boiler	Boiler	Boiler	Boiler
			Location:	DeNeve 'B' Bldg	DeNeve Kitchen	DeNeve 'A' Bldg	DeNeve 'B' Bldg	Sproul	Hedrick Tower
		Emission Factor[a]	**Size (MMBTU/hr):**	1.2600	1.2600	1.2600	1.2600	1.5300	1.2600
		(lbs/mmcf fuel burned)	**SCAQMD Permit:**	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**Hourly Usage[b] (mmcf):**	0.0012	0.0012	0.0012	0.0012	0.0015	0.0012
75070	Acetaldehyde	0.0043		5.31E-06	5.31E-06	5.31E-06	5.31E-06	6.45E-06	5.31E-06
107028	Acrolein	0.0027		3.34E-06	3.34E-06	3.34E-06	3.34E-06	4.05E-06	3.34E-06
7664417	Ammonia	3.2		3.95E-03	3.95E-03	3.95E-03	3.95E-03	4.80E-03	3.95E-03
71432	Benzene	0.008		9.88E-06	9.88E-06	9.88E-06	9.88E-06	1.20E-05	9.88E-06
100414	Ethylbenzene	0.0095		1.17E-05	1.17E-05	1.17E-05	1.17E-05	1.43E-05	1.17E-05
50000	Formaldehyde	0.017		2.10E-05	2.10E-05	2.10E-05	2.10E-05	2.55E-05	2.10E-05
110543	Hexane	0.0063		7.78E-06	7.78E-06	7.78E-06	7.78E-06	9.45E-06	7.78E-06
91203	Naphthalene	0.0003		3.71E-07	3.71E-07	3.71E-07	3.71E-07	4.50E-07	3.71E-07
1151	PAH (excluding napthalene)	0.0001		1.24E-07	1.24E-07	1.24E-07	1.24E-07	1.50E-07	1.24E-07
108883	Toluene	0.0366		4.52E-05	4.52E-05	4.52E-05	4.52E-05	5.49E-05	4.52E-05
1330207	Xylenes	0.0272		3.36E-05	3.36E-05	3.36E-05	3.36E-05	4.08E-05	3.36E-05

[a]South Coast Air Quality Management District Supplemental Reporting Procedures for AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion

[b]Based on size of boiler divided by heating value for natural gas, 1020 BTU/scf

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
Boilers, Hr - NG North Campus (lb/hr)

			Name:	BOIL27	BOIL28	BOIL29	BOIL30	BOIL31	BOIL32
			Number:	10030	10031	10032	10033	10034	10035
			Equipment:	Boiler	Boiler	Boiler	Boiler	Boiler	Boiler
			Location:	Hedrick Tower	Hedrick Tower	Hedrick Tower	Hedrick Hall	Hedrick Hall	Hedrick Hall
		Emission Factor[a]	**Size (MMBTU/hr):**	1.2600	1.9990	1.9990	1.2600	1.2600	1.8000
		(lbs/mmcf fuel burned)	**SCAQMD Permit:**	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**Hourly Usage[b] (mmcf):**	0.0012	0.0020	0.0020	0.0012	0.0012	0.0018
75070	Acetaldehyde	0.0043		5.31E-06	8.43E-06	8.43E-06	5.31E-06	5.31E-06	7.59E-06
107028	Acrolein	0.0027		3.34E-06	5.29E-06	5.29E-06	3.34E-06	3.34E-06	4.76E-06
7664417	Ammonia	3.2		3.95E-03	6.27E-03	6.27E-03	3.95E-03	3.95E-03	5.65E-03
71432	Benzene	0.008		9.88E-06	1.57E-05	1.57E-05	9.88E-06	9.88E-06	1.41E-05
100414	Ethylbenzene	0.0095		1.17E-05	1.86E-05	1.86E-05	1.17E-05	1.17E-05	1.68E-05
50000	Formaldehyde	0.017		2.10E-05	3.33E-05	3.33E-05	2.10E-05	2.10E-05	3.00E-05
110543	Hexane	0.0063		7.78E-06	1.23E-05	1.23E-05	7.78E-06	7.78E-06	1.11E-05
91203	Naphthalene	0.0003		3.71E-07	5.88E-07	5.88E-07	3.71E-07	3.71E-07	5.29E-07
1151	PAH (excluding napthalene)	0.0001		1.24E-07	1.96E-07	1.96E-07	1.24E-07	1.24E-07	1.76E-07
108883	Toluene	0.0366		4.52E-05	7.17E-05	7.17E-05	4.52E-05	4.52E-05	6.46E-05
1330207	Xylenes	0.0272		3.36E-05	5.33E-05	5.33E-05	3.36E-05	3.36E-05	4.80E-05

[a]South Coast Air Quality Management District Supplemental Reporting Procedures for AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion

[b]Based on size of boiler divided by heating value for natural gas, 1020 BTU/scf

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
Boilers, Hr - NG North Campus (lb/hr)

			Name:	BOIL33	BOIL34	BOIL35	BOIL36	BOIL37	BOIL38	
			Number:	10036	10037	10038	10039	10040	10041	
			Equipment:	Boiler	Boiler	Boiler	Boiler	Boiler	Boiler	
			Location:	Hedrick Hall	Hedrick Hall	Hedrick Hall	Hedrick Hall	Rieber Hall	Rieber Hall	
		Emission Factor[a]	**Size (MMBTU/hr):**	1.8000	1.8000	1.8000	0.8600	4.83	4.83	**Total**
		(lbs/mmcf fuel burned)	**SCAQMD Permit:**	EXEMPT	EXEMPT	EXEMPT	EXEMPT	D79674	D79675	**Emissions**
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**Hourly Usage[b] (mmcf):**	0.0018	0.0018	0.0018	0.0008	0.0047	0.0047	**(lb/hr)**
75070	Acetaldehyde	0.0043		7.59E-06	7.59E-06	7.59E-06	3.63E-06	2.04E-05	2.04E-05	**2.64E-04**
107028	Acrolein	0.0027		4.76E-06	4.76E-06	4.76E-06	2.28E-06	1.28E-05	1.28E-05	**1.97E-01**
7664417	Ammonia	3.2		5.65E-03	5.65E-03	5.65E-03	2.70E-03	1.52E-02	1.52E-02	**1.97E-01**
71432	Benzene	0.008		1.41E-05	1.41E-05	1.41E-05	6.75E-06	3.79E-05	3.79E-05	**4.91E-04**
100414	Ethylbenzene	0.0095		1.68E-05	1.68E-05	1.68E-05	8.01E-06	4.50E-05	4.50E-05	**5.83E-04**
50000	Formaldehyde	0.017		3.00E-05	3.00E-05	3.00E-05	1.43E-05	8.05E-05	8.05E-05	**1.04E-03**
110543	Hexane	0.0063		1.11E-05	1.11E-05	1.11E-05	5.31E-06	2.98E-05	2.98E-05	**3.87E-04**
91203	Naphthalene	0.0003		5.29E-07	5.29E-07	5.29E-07	2.53E-07	1.42E-06	1.42E-06	**1.84E-05**
1151	PAH (excluding napthalene)	0.0001		1.76E-07	1.76E-07	1.76E-07	8.43E-08	4.74E-07	4.74E-07	**6.14E-06**
108883	Toluene	0.0366		6.46E-05	6.46E-05	6.46E-05	3.09E-05	1.73E-04	1.73E-04	**2.25E-03**
1330207	Xylenes	0.0272		4.80E-05	4.80E-05	4.80E-05	2.29E-05	1.29E-04	1.29E-04	**1.67E-03**

[a]South Coast Air Quality Management District Supplemental Reporting Procedures for AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion

[b]Based on size of boiler divided by heating value for natural gas, 1020 BTU/scf

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
Boilers, Yr - NG North Campus (lb/yr)

			Name:	BOIL1	BOIL2	BOIL3	BOIL4	BOIL5	BOIL6
			Number:	10004	10005	10006	10007	10008	10009
			Equipment:	Boiler	Boiler	Boiler	Boiler	Boiler	Boiler
			Location:	Covel Commons	Covel Commons	Canyon Point	Delta Terrace	Courtside	Bradley
		Emission Factor[a]	**Size (MMBTU/hr):**	1.8256	1.8256	1.8256	1.8256	1.8256	1.2000
		(lbs/mmcf fuel burned)	**SCAQMD Permit:**	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**Annual Usage[b,c] (mmcf):**	2.0044	2.0044	2.0044	2.0044	2.0044	1.3175
75070	Acetaldehyde	0.0043		8.62E-03	8.62E-03	8.62E-03	8.62E-03	8.62E-03	5.67E-03
107028	Acrolein	0.0027		5.41E-03	5.41E-03	5.41E-03	5.41E-03	5.41E-03	3.56E-03
7664417	Ammonia	3.2		6.41E+00	6.41E+00	6.41E+00	6.41E+00	6.41E+00	4.22E+00
71432	Benzene	0.008		1.60E-02	1.60E-02	1.60E-02	1.60E-02	1.60E-02	1.05E-02
100414	Ethylbenzene	0.0095		1.90E-02	1.90E-02	1.90E-02	1.90E-02	1.90E-02	1.25E-02
50000	Formaldehyde	0.017		3.41E-02	3.41E-02	3.41E-02	3.41E-02	3.41E-02	2.24E-02
110543	Hexane	0.0063		1.26E-02	1.26E-02	1.26E-02	1.26E-02	1.26E-02	8.30E-03
91203	Naphthalene	0.0003		6.01E-04	6.01E-04	6.01E-04	6.01E-04	6.01E-04	3.95E-04
1151	PAH (excluding napthalene)	0.0001		2.00E-04	2.00E-04	2.00E-04	2.00E-04	2.00E-04	1.32E-04
108883	Toluene	0.0366		7.34E-02	7.34E-02	7.34E-02	7.34E-02	7.34E-02	4.82E-02
1330207	Xylenes	0.0272		5.45E-02	5.45E-02	5.45E-02	5.45E-02	5.45E-02	3.58E-02
[a]South Coast Air Quality Management District Supplemental Reporting Procedures for									
AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion									
[b]Source: Annual Air Emission Report for 2006/2007 submitted to SCAQMD									
[c]Usage distribution (MMscf) provided by Enviromental Programs Manager David Ott 4/21/2008									
	Distribution (MMscf)	68.78	North Campus						
	Distribution (MMscf)	237	Facilities						
	Distribution (MMscf)	114.4	Cogeneration						
Total MMBTU/hr of boilers at north campus		62.646							
Total MMBTU/hr of boilers at facilities		53.932							
Total MMBTU/hr of boilers at cogeneration plant		224							

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
Boilers, Yr - NG North Campus (lb/yr)

			Name:	BOIL7	BOIL8	BOIL9	BOIL10	BOIL11	BOIL12
			Number:	10010	10011	10012	10013	10014	10015
			Equipment:	Boiler	Boiler	Boiler	Boiler	Boiler	Boiler
			Location:	Dykstra Hall	Dykstra Hall	DeNeve 'C' Bldg	DeNeve 'C' Bldg	DeNeve 'D' Bldg	DeNeve 'D' Bldg
		Emission Factor[a]	**Size (MMBTU/hr):**	1.2600	1.2600	1.2600	1.2600	1.2600	1.2600
		(lbs/mmcf fuel burned)	**SCAQMD Permit:**	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**Annual Usage[b,c] (mmcf):**	1.3834	1.3834	1.3834	1.3834	1.3834	1.3834
75070	Acetaldehyde	0.0043		5.95E-03	5.95E-03	5.95E-03	5.95E-03	5.95E-03	5.95E-03
107028	Acrolein	0.0027		3.74E-03	3.74E-03	3.74E-03	3.74E-03	3.74E-03	3.74E-03
7664417	Ammonia	3.2		4.43E+00	4.43E+00	4.43E+00	4.43E+00	4.43E+00	4.43E+00
71432	Benzene	0.008		1.11E-02	1.11E-02	1.11E-02	1.11E-02	1.11E-02	1.11E-02
100414	Ethylbenzene	0.0095		1.31E-02	1.31E-02	1.31E-02	1.31E-02	1.31E-02	1.31E-02
50000	Formaldehyde	0.017		2.35E-02	2.35E-02	2.35E-02	2.35E-02	2.35E-02	2.35E-02
110543	Hexane	0.0063		8.72E-03	8.72E-03	8.72E-03	8.72E-03	8.72E-03	8.72E-03
91203	Naphthalene	0.0003		4.15E-04	4.15E-04	4.15E-04	4.15E-04	4.15E-04	4.15E-04
1151	PAH (excluding napthalene)	0.0001		1.38E-04	1.38E-04	1.38E-04	1.38E-04	1.38E-04	1.38E-04
108883	Toluene	0.0366		5.06E-02	5.06E-02	5.06E-02	5.06E-02	5.06E-02	5.06E-02
1330207	Xylenes	0.0272		3.76E-02	3.76E-02	3.76E-02	3.76E-02	3.76E-02	3.76E-02
[a]South Coast Air Quality Management District Supplemental Reporting Procedures for									
AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion									
[b]Source: Annual Air Emission Report for 2006/2007 submitted to SCAQMD									
[c]Usage distribution (MMscf) provided by Enviromental Programs Manager David Ott 4/21/2008									
	Distribution (MMscf)	68.78	North Campus						
	Distribution (MMscf)	237	Facilities						
	Distribution (MMscf)	114.4	Cogeneration						
Total MMBTU/hr of boilers at north campus		62.646							
Total MMBTU/hr of boilers at facilities		53.932							
Total MMBTU/hr of boilers at cogeneration plant		224							

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
Boilers, Yr - NG North Campus (lb/yr)

			Name:	BOIL13	BOIL14	BOIL15	BOIL16	BOIL17	BOIL18
			Number:	10016	10017	10018	10019	10020	10021
			Equipment:	Boiler	Boiler	Boiler	Boiler	Boiler	Boiler
			Location:	DeNeve 'E' Bldg	DeNeve 'E' Bldg	DeNeve 'F' Bldg	DeNeve 'F' Bldg	DeNeve Podium Bldg	DeNeve Podium Bldg
		Emission Factor[a]	**Size (MMBTU/hr):**	1.2600	1.8000	1.2600	1.5300	1.5300	1.5300
		(lbs/mmcf fuel burned)	**SCAQMD Permit:**	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**Annual Usage[b,c] (mmcf):**	1.3834	1.9762	1.3834	1.6798	1.6798	1.6798
75070	Acetaldehyde	0.0043		5.95E-03	8.50E-03	5.95E-03	7.22E-03	7.22E-03	7.22E-03
107028	Acrolein	0.0027		3.74E-03	5.34E-03	3.74E-03	4.54E-03	4.54E-03	4.54E-03
7664417	Ammonia	3.2		4.43E+00	6.32E+00	4.43E+00	5.38E+00	5.38E+00	5.38E+00
71432	Benzene	0.008		1.11E-02	1.58E-02	1.11E-02	1.34E-02	1.34E-02	1.34E-02
100414	Ethylbenzene	0.0095		1.31E-02	1.88E-02	1.31E-02	1.60E-02	1.60E-02	1.60E-02
50000	Formaldehyde	0.017		2.35E-02	3.36E-02	2.35E-02	2.86E-02	2.86E-02	2.86E-02
110543	Hexane	0.0063		8.72E-03	1.25E-02	8.72E-03	1.06E-02	1.06E-02	1.06E-02
91203	Naphthalene	0.0003		4.15E-04	5.93E-04	4.15E-04	5.04E-04	5.04E-04	5.04E-04
1151	PAH (excluding napthalene)	0.0001		1.38E-04	1.98E-04	1.38E-04	1.68E-04	1.68E-04	1.68E-04
108883	Toluene	0.0366		5.06E-02	7.23E-02	5.06E-02	6.15E-02	6.15E-02	6.15E-02
1330207	Xylenes	0.0272		3.76E-02	5.38E-02	3.76E-02	4.57E-02	4.57E-02	4.57E-02
[a]South Coast Air Quality Management District Supplemental Reporting Procedures for									
AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion									
[b]Source: Annual Air Emission Report for 2006/2007 submitted to SCAQMD									
[c]Usage distribution (MMscf) provided by Enviromental Programs Manager David Ott 4/21/2008									
	Distribution (MMscf)	68.78	North Campus						
	Distribution (MMscf)	237	Facilities						
	Distribution (MMscf)	114.4	Cogeneration						
Total MMBTU/hr of boilers at north campus		62.646							
Total MMBTU/hr of boilers at facilities		53.932							
Total MMBTU/hr of boilers at cogeneration plant		224							

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
Boilers, Yr - NG North Campus (lb/yr)

			Name:	BOIL19	BOIL20	BOIL21	BOIL22	BOIL23	BOIL24
			Number:	10022	10023	10024	10025	10026	10027
			Equipment:	Boiler	Boiler	Boiler	Boiler	Boiler	Boiler
			Location:	DeNeve 'A' Bldg	DeNeve 'A' Bldg	DeNeve 'B' Bldg	DeNeve Kitchen	DeNeve 'A' Bldg	DeNeve 'B' Bldg
		Emission Factor[a]	**Size (MMBTU/hr):**	1.2600	1.2600	1.2600	1.2600	1.2600	1.2600
		(lbs/mmcf fuel burned)	**SCAQMD Permit:**	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**Annual Usage[b,c] (mmcf):**	1.3834	1.3834	1.3834	1.3834	1.3834	1.3834
75070	Acetaldehyde	0.0043		5.95E-03	5.95E-03	5.95E-03	5.95E-03	5.95E-03	5.95E-03
107028	Acrolein	0.0027		3.74E-03	3.74E-03	3.74E-03	3.74E-03	3.74E-03	3.74E-03
7664417	Ammonia	3.2		4.43E+00	4.43E+00	4.43E+00	4.43E+00	4.43E+00	4.43E+00
71432	Benzene	0.008		1.11E-02	1.11E-02	1.11E-02	1.11E-02	1.11E-02	1.11E-02
100414	Ethylbenzene	0.0095		1.31E-02	1.31E-02	1.31E-02	1.31E-02	1.31E-02	1.31E-02
50000	Formaldehyde	0.017		2.35E-02	2.35E-02	2.35E-02	2.35E-02	2.35E-02	2.35E-02
110543	Hexane	0.0063		8.72E-03	8.72E-03	8.72E-03	8.72E-03	8.72E-03	8.72E-03
91203	Naphthalene	0.0003		4.15E-04	4.15E-04	4.15E-04	4.15E-04	4.15E-04	4.15E-04
1151	PAH (excluding napthalene)	0.0001		1.38E-04	1.38E-04	1.38E-04	1.38E-04	1.38E-04	1.38E-04
108883	Toluene	0.0366		5.06E-02	5.06E-02	5.06E-02	5.06E-02	5.06E-02	5.06E-02
1330207	Xylenes	0.0272		3.76E-02	3.76E-02	3.76E-02	3.76E-02	3.76E-02	3.76E-02
[a]South Coast Air Quality Management District Supplemental Reporting Procedures for									
AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion									
[b]Source: Annual Air Emission Report for 2006/2007 submitted to SCAQMD									
[c]Usage distribution (MMscf) provided by Enviromental Programs Manager David Ott 4/21/2008									
	Distribution (MMscf)	68.78	North Campus						
	Distribution (MMscf)	237	Facilities						
	Distribution (MMscf)	114.4	Cogeneration						
Total MMBTU/hr of boilers at north campus		62.646							
Total MMBTU/hr of boilers at facilities		53.932							
Total MMBTU/hr of boilers at cogeneration plant		224							

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
Boilers, Yr - NG North Campus (lb/yr)

			Name:	BOIL25	BOIL26	BOIL27	BOIL28	BOIL29	BOIL30
			Number:	10028	10029	10030	10031	10032	10033
			Equipment:	Boiler	Boiler	Boiler	Boiler	Boiler	Boiler
			Location:	Sproul	Hedrick Tower	Hedrick Tower	Hedrick Tower	Hedrick Tower	Hedrick Hall
		Emission Factor[a]	**Size (MMBTU/hr):**	1.5300	1.2600	1.2600	1.9990	1.9990	1.2600
		(lbs/mmcf fuel burned)	**SCAQMD Permit:**	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**Annual Usage**[b,c] **(mmcf):**	1.6798	1.3834	1.3834	2.1947	2.1947	1.3834
75070	Acetaldehyde	0.0043		7.22E-03	5.95E-03	5.95E-03	9.44E-03	9.44E-03	5.95E-03
107028	Acrolein	0.0027		4.54E-03	3.74E-03	3.74E-03	5.93E-03	5.93E-03	3.74E-03
7664417	Ammonia	3.2		5.38E+00	4.43E+00	4.43E+00	7.02E+00	7.02E+00	4.43E+00
71432	Benzene	0.008		1.34E-02	1.11E-02	1.11E-02	1.76E-02	1.76E-02	1.11E-02
100414	Ethylbenzene	0.0095		1.60E-02	1.31E-02	1.31E-02	2.08E-02	2.08E-02	1.31E-02
50000	Formaldehyde	0.017		2.86E-02	2.35E-02	2.35E-02	3.73E-02	3.73E-02	2.35E-02
110543	Hexane	0.0063		1.06E-02	8.72E-03	8.72E-03	1.38E-02	1.38E-02	8.72E-03
91203	Naphthalene	0.0003		5.04E-04	4.15E-04	4.15E-04	6.58E-04	6.58E-04	4.15E-04
1151	PAH (excluding napthalene)	0.0001		1.68E-04	1.38E-04	1.38E-04	2.19E-04	2.19E-04	1.38E-04
108883	Toluene	0.0366		6.15E-02	5.06E-02	5.06E-02	8.03E-02	8.03E-02	5.06E-02
1330207	Xylenes	0.0272		4.57E-02	3.76E-02	3.76E-02	5.97E-02	5.97E-02	3.76E-02
[a]South Coast Air Quality Management District Supplemental Reporting Procedures for									
AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion									
[b]Source: Annual Air Emission Report for 2006/2007 submitted to SCAQMD									
[c]Usage distribution (MMscf) provided by Enviromental Programs Manager David Ott 4/21/2008									
	Distribution (MMscf)	68.78	North Campus						
	Distribution (MMscf)	237	Facilities						
	Distribution (MMscf)	114.4	Cogeneration						
Total MMBTU/hr of boilers at north campus		62.646							
Total MMBTU/hr of boilers at facilities		53.932							
Total MMBTU/hr of boilers at cogeneration plant		224							

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
Boilers, Yr - NG North Campus (lb/yr)

			Name:	BOIL31	BOIL32	BOIL33	BOIL34	BOIL35	BOIL36
			Number:	10034	10035	10036	10037	10038	10039
			Equipment:	Boiler	Boiler	Boiler	Boiler	Boiler	Boiler
			Location:	Hedrick Hall	Hedrick Hall	Hedrick Hall	Hedrick Hall	Hedrick Hall	Hedrick Hall
		Emission Factor[a]	**Size (MMBTU/hr):**	1.2600	1.8000	1.8000	1.8000	1.8000	0.8600
		(lbs/mmcf fuel burned)	**SCAQMD Permit:**	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**Annual Usage[b,c] (mmcf):**	1.3834	1.9762	1.9762	1.9762	1.9762	0.9442
75070	Acetaldehyde	0.0043		5.95E-03	8.50E-03	8.50E-03	8.50E-03	8.50E-03	4.06E-03
107028	Acrolein	0.0027		3.74E-03	5.34E-03	5.34E-03	5.34E-03	5.34E-03	2.55E-03
7664417	Ammonia	3.2		4.43E+00	6.32E+00	6.32E+00	6.32E+00	6.32E+00	3.02E+00
71432	Benzene	0.008		1.11E-02	1.58E-02	1.58E-02	1.58E-02	1.58E-02	7.55E-03
100414	Ethylbenzene	0.0095		1.31E-02	1.88E-02	1.88E-02	1.88E-02	1.88E-02	8.97E-03
50000	Formaldehyde	0.017		2.35E-02	3.36E-02	3.36E-02	3.36E-02	3.36E-02	1.61E-02
110543	Hexane	0.0063		8.72E-03	1.25E-02	1.25E-02	1.25E-02	1.25E-02	5.95E-03
91203	Naphthalene	0.0003		4.15E-04	5.93E-04	5.93E-04	5.93E-04	5.93E-04	2.83E-04
1151	PAH (excluding napthalene)	0.0001		1.38E-04	1.98E-04	1.98E-04	1.98E-04	1.98E-04	9.44E-05
108883	Toluene	0.0366		5.06E-02	7.23E-02	7.23E-02	7.23E-02	7.23E-02	3.46E-02
1330207	Xylenes	0.0272		3.76E-02	5.38E-02	5.38E-02	5.38E-02	5.38E-02	2.57E-02
[a]South Coast Air Quality Management District Supplemental Reporting Procedures for									
AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion									
[b]Source: Annual Air Emission Report for 2006/2007 submitted to SCAQMD									
[c]Usage distribution (MMscf) provided by Enviromental Programs Manager David Ott 4/21/2008									
	Distribution (MMscf)	68.78	North Campus						
	Distribution (MMscf)	237	Facilities						
	Distribution (MMscf)	114.4	Cogeneration						
Total MMBTU/hr of boilers at north campus		62.646							
Total MMBTU/hr of boilers at facilities		53.932							
Total MMBTU/hr of boilers at cogeneration plant		224							

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
Boilers, Yr - NG North Campus (lb/yr)

			Name:	BOIL37	BOIL38	
			Number:	10040	10041	
			Equipment:	Boiler	Boiler	
			Location:	Rieber Hall	Rieber Hall	
		Emission Factor[a]	**Size (MMBTU/hr):**	4.83	4.83	**Total**
		(lbs/mmcf fuel burned)	**SCAQMD Permit:**	D79674	D79675	**Emissions**
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**Annual Usage[b,c] (mmcf):**	5.3029	5.3029	**(lb/hr)**
75070	Acetaldehyde	0.0043		2.28E-02	2.28E-02	**2.96E-01**
107028	Acrolein	0.0027		1.43E-02	1.43E-02	**1.86E-01**
7664417	Ammonia	3.2		1.70E+01	1.70E+01	**2.20E+02**
71432	Benzene	0.008		4.24E-02	4.24E-02	**5.50E-01**
100414	Ethylbenzene	0.0095		5.04E-02	5.04E-02	**6.53E-01**
50000	Formaldehyde	0.017		9.01E-02	9.01E-02	**1.17E+00**
110543	Hexane	0.0063		3.34E-02	3.34E-02	**4.33E-01**
91203	Naphthalene	0.0003		1.59E-03	1.59E-03	**2.06E-02**
1151	PAH (excluding napthalene)	0.0001		5.30E-04	5.30E-04	**6.88E-03**
108883	Toluene	0.0366		1.94E-01	1.94E-01	**2.52E+00**
1330207	Xylenes	0.0272		1.44E-01	1.44E-01	**1.87E+00**
[a]South Coast Air Quality Management District Supplemental Reporting Procedures for						
AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion						
[b]Source: Annual Air Emission Report for 2006/2007 submitted to SCAQMD						
[c]Usage distribution (MMscf) provided by Enviromental Programs Manager David Ott 4/21/2008						
	Distribution (MMscf)	68.78	North Campus			
	Distribution (MMscf)	237	Facilities			
	Distribution (MMscf)	114.4	Cogeneration			
Total MMBTU/hr of boilers at north campus		62.646				
Total MMBTU/hr of boilers at facilities		53.932				
Total MMBTU/hr of boilers at cogeneration plant		224				

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
Boilers, Hr - NG Facilites (lb/hr)

				Name:	BOIL39	BOIL40	BOIL41	BOIL42
				Number:	10042	10043	10044	10045
				Equipment:	Boiler	Boiler	Boiler	Boiler
				Location:	EH&S Facility	Rehabilitation #1	Rehabilitation #2	SCRC #3
		Emission Factor[a]	**Emission Factor[a]**	**Size (MMBTU/hr):**	1.058	1.500	1.500	1.000
		(lbs/mmcf fuel burned)	**(lbs/mmcf fuel burned)**	**SCAQMD Permit:**	EXEMPT	EXEMPT	EXEMPT	EXEMPT
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**(Boilers 10 - 100 MMBTU/HR)**	**Hourly Usage[b] (mmcf):**	0.0010	0.0015	0.0015	0.0010
75070	Acetaldehyde	0.0043	0.0031		4.46E-06	6.32E-06	6.32E-06	4.22E-06
107028	Acrolein	0.0027	0.0027		2.80E-06	3.97E-06	3.97E-06	2.65E-06
7664417	Ammonia	3.2	3.2		3.32E-03	4.71E-03	4.71E-03	3.14E-03
71432	Benzene	0.008	0.0058		8.30E-06	1.18E-05	1.18E-05	7.84E-06
100414	Ethylbenzene	0.0095	0.0069		9.85E-06	1.40E-05	1.40E-05	9.31E-06
50000	Formaldehyde	0.017	0.0123		1.76E-05	2.50E-05	2.50E-05	1.67E-05
110543	Hexane	0.0063	0.0046		6.53E-06	9.26E-06	9.26E-06	6.18E-06
91203	Naphthalene	0.0003	0.0003		3.11E-07	4.41E-07	4.41E-07	2.94E-07
1151	PAH (excluding napthalene)	0.0001	0.0001		1.04E-07	1.47E-07	1.47E-07	9.80E-08
108883	Toluene	0.0366	0.0265		3.80E-05	5.38E-05	5.38E-05	3.59E-05
1330207	Xylenes	0.0272	0.0197		2.82E-05	4.00E-05	4.00E-05	2.67E-05

[a]South Coast Air Quality Management District Supplemental Reporting Procedures for AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion

[b]Based on size of boiler divided by heating value for natural gas, 1020 BTU/scf

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
Boilers, Hr - NG Facilites (lb/hr)

				Name:	BOIL43	BOIL44	BOIL45	BOIL46
				Number:	10046	10047	10048	10049
				Equipment:	Boiler	Boiler	Boiler	Boiler
				Location:	SCRC #6	SCRC #7	SCRC- #1	SCRC- #2
		Emission Factor[a]	**Emission Factor[a]**	**Size (MMBTU/hr):**	1.440	1.440	1.800	1.800
		(lbs/mmcf fuel burned)	**(lbs/mmcf fuel burned)**	**SCAQMD Permit:**	EXEMPT	EXEMPT	EXEMPT	EXEMPT
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**(Boilers 10 - 100 MMBTU/HR)**	**Hourly Usage[b] (mmcf):**	0.0014	0.0014	0.0018	0.0018
75070	Acetaldehyde	0.0043	0.0031		6.07E-06	6.07E-06	7.59E-06	7.59E-06
107028	Acrolein	0.0027	0.0027		3.81E-06	3.81E-06	4.76E-06	4.76E-06
7664417	Ammonia	3.2	3.2		4.52E-03	4.52E-03	5.65E-03	5.65E-03
71432	Benzene	0.008	0.0058		1.13E-05	1.13E-05	1.41E-05	1.41E-05
100414	Ethylbenzene	0.0095	0.0069		1.34E-05	1.34E-05	1.68E-05	1.68E-05
50000	Formaldehyde	0.017	0.0123		2.40E-05	2.40E-05	3.00E-05	3.00E-05
110543	Hexane	0.0063	0.0046		8.89E-06	8.89E-06	1.11E-05	1.11E-05
91203	Naphthalene	0.0003	0.0003		4.24E-07	4.24E-07	5.29E-07	5.29E-07
1151	PAH (excluding napthalene)	0.0001	0.0001		1.41E-07	1.41E-07	1.76E-07	1.76E-07
108883	Toluene	0.0366	0.0265		5.17E-05	5.17E-05	6.46E-05	6.46E-05
1330207	Xylenes	0.0272	0.0197		3.84E-05	3.84E-05	4.80E-05	4.80E-05

[a]South Coast Air Quality Management District Supplemental Reporting Procedures for AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion

[b]Based on size of boiler divided by heating value for natural gas, 1020 BTU/scf

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
Boilers, Hr - NG Facilites (lb/hr)

				Name:	BOIL47	BOIL48	BOIL49	BOIL50	BOIL51	BOIL52
				Number:	10050	10051	10052	10053	10054	10055
				Equipment:	Boiler	Boiler	Boiler	Boiler	Boiler	Boiler
				Location:	SRL #BLR-3	SRL #BLR-4	STRB	UES BLR#4	Unex	Unex
		Emission Factor[a]	**Emission Factor[a]**	**Size (MMBTU/hr):**	1.260	1.260	1.500	1.800	1.674	1.670
		(lbs/mmcf fuel burned)	**(lbs/mmcf fuel burned)**	**SCAQMD Permit:**	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**(Boilers 10 - 100 MMBTU/HR)**	**Hourly Usage[b] (mmcf):**	0.0012	0.0012	0.0015	0.0018	0.0016	0.0016
75070	Acetaldehyde	0.0043	0.0031		5.31E-06	5.31E-06	6.32E-06	7.59E-06	7.06E-06	7.04E-06
107028	Acrolein	0.0027	0.0027		3.34E-06	3.34E-06	3.97E-06	4.76E-06	4.43E-06	4.42E-06
7664417	Ammonia	3.2	3.2		3.95E-03	3.95E-03	4.71E-03	5.65E-03	5.25E-03	5.24E-03
71432	Benzene	0.008	0.0058		9.88E-06	9.88E-06	1.18E-05	1.41E-05	1.31E-05	1.31E-05
100414	Ethylbenzene	0.0095	0.0069		1.17E-05	1.17E-05	1.40E-05	1.68E-05	1.56E-05	1.56E-05
50000	Formaldehyde	0.017	0.0123		2.10E-05	2.10E-05	2.50E-05	3.00E-05	2.79E-05	2.78E-05
110543	Hexane	0.0063	0.0046		7.78E-06	7.78E-06	9.26E-06	1.11E-05	1.03E-05	1.03E-05
91203	Naphthalene	0.0003	0.0003		3.71E-07	3.71E-07	4.41E-07	5.29E-07	4.92E-07	4.91E-07
1151	PAH (excluding napthalene)	0.0001	0.0001		1.24E-07	1.24E-07	1.47E-07	1.76E-07	1.64E-07	1.64E-07
108883	Toluene	0.0366	0.0265		4.52E-05	4.52E-05	5.38E-05	6.46E-05	6.01E-05	5.99E-05
1330207	Xylenes	0.0272	0.0197		3.36E-05	3.36E-05	4.00E-05	4.80E-05	4.46E-05	4.45E-05

[a]South Coast Air Quality Management District Supplemental Reporting Procedures for AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion

[b]Based on size of boiler divided by heating value for natural gas, 1020 BTU/scf

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
Boilers, Hr - NG Facilites (lb/hr)

				Name:	BOIL53	BOIL54
				Number:	10056	10057
				Equipment:	Boiler	Boiler
				Location:	UES BLR#3	Ueberroth #1
		Emission Factor[a]	**Emission Factor[a]**	**Size (MMBTU/hr):**	0.500	0.500
		(lbs/mmcf fuel burned)	**(lbs/mmcf fuel burned)**	**SCAQMD Permit:**	EXEMPT	EXEMPT
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**(Boilers 10 - 100 MMBTU/HR)**	**Hourly Usage[b] (mmcf):**	0.0005	0.0005
75070	Acetaldehyde	0.0043	0.0031		2.11E-06	2.11E-06
107028	Acrolein	0.0027	0.0027		1.32E-06	1.32E-06
7664417	Ammonia	3.2	3.2		1.57E-03	1.57E-03
71432	Benzene	0.008	0.0058		3.92E-06	3.92E-06
100414	Ethylbenzene	0.0095	0.0069		4.66E-06	4.66E-06
50000	Formaldehyde	0.017	0.0123		8.33E-06	8.33E-06
110543	Hexane	0.0063	0.0046		3.09E-06	3.09E-06
91203	Naphthalene	0.0003	0.0003		1.47E-07	1.47E-07
1151	PAH (excluding napthalene)	0.0001	0.0001		4.90E-08	4.90E-08
108883	Toluene	0.0366	0.0265		1.79E-05	1.79E-05
1330207	Xylenes	0.0272	0.0197		1.33E-05	1.33E-05

[a]South Coast Air Quality Management District Supplemental Reporting Procedures for AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion

[b]Based on size of boiler divided by heating value for natural gas, 1020 BTU/scf

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
Boilers, Hr - NG Facilites (lb/hr)

				Name:	BOIL55	BOIL56	BOIL57	BOIL58	BOIL59	
				Number:	10058	10059	10060	10061	10062	
				Equipment:	Boiler	Boiler	Boiler	Boiler	Boiler	
				Location:	Rehab. #5	Rehab. #6	Warren Hall	200 Med Plaza	200 Med Plaza	
		Emission Factor[a]	**Emission Factor[a]**	**Size (MMBTU/hr):**	1.000	1.000	5.23	12.5	12.5	**Total**
		(lbs/mmcf fuel burned)	**(lbs/mmcf fuel burned)**	**SCAQMD Permit:**	EXEMPT	EXEMPT	D71042	D71162	D71165	**Emissions**
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**(Boilers 10 - 100 MMBTU/HR)**	**Hourly Usage[b] (mmcf):**	0.0010	0.0010	0.0051	0.0123	0.0123	**(lb/hr)**
75070	Acetaldehyde	0.0043	0.0031		4.22E-06	4.22E-06	2.20E-05	3.80E-05	3.80E-05	**1.98E-04**
107028	Acrolein	0.0027	0.0027		2.65E-06	2.65E-06	1.38E-05	3.31E-05	3.31E-05	**1.43E-04**
7664417	Ammonia	3.2	3.2		3.14E-03	3.14E-03	1.64E-02	3.92E-02	3.92E-02	**1.69E-01**
71432	Benzene	0.008	0.0058		7.84E-06	7.84E-06	4.10E-05	7.11E-05	7.11E-05	**3.69E-04**
100414	Ethylbenzene	0.0095	0.0069		9.31E-06	9.31E-06	4.87E-05	8.46E-05	8.46E-05	**4.39E-04**
50000	Formaldehyde	0.017	0.0123		1.67E-05	1.67E-05	8.72E-05	1.51E-04	1.51E-04	**7.84E-04**
110543	Hexane	0.0063	0.0046		6.18E-06	6.18E-06	3.23E-05	5.64E-05	5.64E-05	**2.91E-04**
91203	Naphthalene	0.0003	0.0003		2.94E-07	2.94E-07	1.54E-06	3.68E-06	3.68E-06	**1.59E-05**
1151	PAH (excluding napthalene)	0.0001	0.0001		9.80E-08	9.80E-08	5.13E-07	1.23E-06	1.23E-06	**5.29E-06**
108883	Toluene	0.0366	0.0265		3.59E-05	3.59E-05	1.88E-04	3.25E-04	3.25E-04	**1.69E-03**
1330207	Xylenes	0.0272	0.0197		2.67E-05	2.67E-05	1.39E-04	2.41E-04	2.41E-04	**1.25E-03**

[a]South Coast Air Quality Management District Supplemental Reporting Procedures for AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion

[b]Based on size of boiler divided by heating value for natural gas, 1020 BTU/scf

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
Boilers, Yr - NG Facilites (lb/yr)

				Name:	BOIL39	BOIL40	BOIL41	BOIL42
				Number:	10042	10043	10044	10045
				Equipment:	Boiler	Boiler	Boiler	Boiler
				Location:	EH&S Facility	Rehabilitation #1	Rehabilitation #2	SCRC #3
		Emission Factor[a]	**Emission Factor[a]**	**Size (MMBTU/hr):**	1.058	1.500	1.500	1.000
		(lbs/mmcf fuel burned)	**(lbs/mmcf fuel burned)**	**SCAQMD Permit:**	EXEMPT	EXEMPT	EXEMPT	EXEMPT
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**(Boilers 10 - 100 MMBTU/HR)**	**Annual Usage[b,c] (mmcf):**	4.6	6.6	6.6	4.4
75070	Acetaldehyde	0.0043	0.0031		2.00E-02	2.83E-02	2.83E-02	1.89E-02
107028	Acrolein	0.0027	0.0027		1.26E-02	1.78E-02	1.78E-02	1.19E-02
7664417	Ammonia	3.2	3.2		1.49E+01	2.11E+01	2.11E+01	1.41E+01
71432	Benzene	0.008	0.0058		3.72E-02	5.27E-02	5.27E-02	3.52E-02
100414	Ethylbenzene	0.0095	0.0069		4.42E-02	6.26E-02	6.26E-02	4.17E-02
50000	Formaldehyde	0.017	0.0123		7.90E-02	1.12E-01	1.12E-01	7.47E-02
110543	Hexane	0.0063	0.0046		2.93E-02	4.15E-02	4.15E-02	2.77E-02
91203	Naphthalene	0.0003	0.0003		1.39E-03	1.98E-03	1.98E-03	1.32E-03
1151	PAH (excluding napthalene)	0.0001	0.0001		4.65E-04	6.59E-04	6.59E-04	4.39E-04
108883	Toluene	0.0366	0.0265		1.70E-01	2.41E-01	2.41E-01	1.61E-01
1330207	Xylenes	0.0272	0.0197		1.26E-01	1.79E-01	1.79E-01	1.20E-01
[a]South Coast Air Quality Management District Supplemental Reporting Procedures for								
AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion								
[b]Source: Annual Air Emission Report for 2006/2007 submitted to SCAQMD								
[c]Usage distribution (MMscf) provided by Enviromental Programs Manager David Ott 4/21/2008								
	Distribution (MMscf)	68.78		North Campus				
	Distribution (MMscf)	237		Facilities				
	Distribution (MMscf)	114.4		Cogeneration				
Total MMBTU/hr of boilers at north campus		62.646						
Total MMBTU/hr of boilers at facilities		53.932						
Total MMBTU/hr of boilers at cogeneration plant		224						

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
Boilers, Yr - NG Facilites (lb/yr)

				Name:	BOIL43	BOIL44	BOIL45	BOIL46
				Number:	10046	10047	10048	10049
				Equipment:	Boiler	Boiler	Boiler	Boiler
				Location:	SCRC #6	SCRC #7	SCRC #1	SCRC #2
		Emission Factor[a]	**Emission Factor[a]**	**Size (MMBTU/hr):**	1.440	1.440	1.800	1.800
		(lbs/mmcf fuel burned)	**(lbs/mmcf fuel burned)**	**SCAQMD Permit:**	EXEMPT	EXEMPT	EXEMPT	EXEMPT
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**(Boilers 10 - 100 MMBTU/HR)**	**Annual Usage[b,c] (mmcf):**	6.3	6.3	7.9	7.9
75070	Acetaldehyde	0.0043	0.0031		2.72E-02	2.72E-02	3.40E-02	3.40E-02
107028	Acrolein	0.0027	0.0027		1.71E-02	1.71E-02	2.14E-02	2.14E-02
7664417	Ammonia	3.2	3.2		2.02E+01	2.02E+01	2.53E+01	2.53E+01
71432	Benzene	0.008	0.0058		5.06E-02	5.06E-02	6.33E-02	6.33E-02
100414	Ethylbenzene	0.0095	0.0069		6.01E-02	6.01E-02	7.51E-02	7.51E-02
50000	Formaldehyde	0.017	0.0123		1.08E-01	1.08E-01	1.34E-01	1.34E-01
110543	Hexane	0.0063	0.0046		3.99E-02	3.99E-02	4.98E-02	4.98E-02
91203	Naphthalene	0.0003	0.0003		1.90E-03	1.90E-03	2.37E-03	2.37E-03
1151	PAH (excluding napthalene)	0.0001	0.0001		6.33E-04	6.33E-04	7.91E-04	7.91E-04
108883	Toluene	0.0366	0.0265		2.32E-01	2.32E-01	2.90E-01	2.90E-01
1330207	Xylenes	0.0272	0.0197		1.72E-01	1.72E-01	2.15E-01	2.15E-01
[a]South Coast Air Quality Management District Supplemental Reporting Procedures for								
AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion								
[b]Source: Annual Air Emission Report for 2006/2007 submitted to SCAQMD								
[c]Usage distribution (MMscf) provided by Enviromental Programs Manager David Ott 4/21/2008								
	Distribution (MMscf)	68.78		North Campus				
	Distribution (MMscf)	237		Facilities				
	Distribution (MMscf)	114.4		Cogeneration				
Total MMBTU/hr of boilers at north campus		62.646						
Total MMBTU/hr of boilers at facilities		53.932						
Total MMBTU/hr of boilers at cogeneration plant		224						

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
Boilers, Yr - NG Facilites (lb/yr)

				Name:	BOIL47	BOIL48	BOIL49	BOIL50	BOIL51	BOIL52
				Number:	10050	10051	10052	10053	10054	10055
				Equipment:	Boiler	Boiler	Boiler	Boiler	Boiler	Boiler
				Location:	SRL #BLR-3	SRL #BLR-4	STRB	UES BLR#4	Unex	Unex
		Emission Factor[a]	**Emission Factor[a]**	**Size (MMBTU/hr):**	1.260	1.260	1.500	1.800	1.674	1.670
		(lbs/mmcf fuel burned)	**(lbs/mmcf fuel burned)**	**SCAQMD Permit:**	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**(Boilers 10 - 100 MMBTU/HR)**	**Annual Usage[b,c] (mmcf):**	5.5	5.5	6.6	7.9	7.4	7.3
75070	Acetaldehyde	0.0043	0.0031		2.38E-02	2.38E-02	2.83E-02	3.40E-02	3.16E-02	3.16E-02
107028	Acrolein	0.0027	0.0027		1.49E-02	1.49E-02	1.78E-02	2.14E-02	1.99E-02	1.98E-02
7664417	Ammonia	3.2	3.2		1.77E+01	1.77E+01	2.11E+01	2.53E+01	2.35E+01	2.35E+01
71432	Benzene	0.008	0.0058		4.43E-02	4.43E-02	5.27E-02	6.33E-02	5.89E-02	5.87E-02
100414	Ethylbenzene	0.0095	0.0069		5.26E-02	5.26E-02	6.26E-02	7.51E-02	6.99E-02	6.97E-02
50000	Formaldehyde	0.017	0.0123		9.41E-02	9.41E-02	1.12E-01	1.34E-01	1.25E-01	1.25E-01
110543	Hexane	0.0063	0.0046		3.49E-02	3.49E-02	4.15E-02	4.98E-02	4.63E-02	4.62E-02
91203	Naphthalene	0.0003	0.0003		1.66E-03	1.66E-03	1.98E-03	2.37E-03	2.21E-03	2.20E-03
1151	PAH (excluding napthalene)	0.0001	0.0001		5.54E-04	5.54E-04	6.59E-04	7.91E-04	7.36E-04	7.34E-04
108883	Toluene	0.0366	0.0265		2.03E-01	2.03E-01	2.41E-01	2.90E-01	2.69E-01	2.69E-01
1330207	Xylenes	0.0272	0.0197		1.51E-01	1.51E-01	1.79E-01	2.15E-01	2.00E-01	2.00E-01
[a]South Coast Air Quality Management District Supplemental Reporting Procedures for										
AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion										
[b]Source: Annual Air Emission Report for 2006/2007 submitted to SCAQMD										
[c]Usage distribution (MMscf) provided by Enviromental Programs Manager David Ott 4/21/2008										
	Distribution (MMscf)	68.78		North Campus						
	Distribution (MMscf)	237		Facilities						
	Distribution (MMscf)	114.4		Cogeneration						
Total MMBTU/hr of boilers at north campus		62.646								
Total MMBTU/hr of boilers at facilities		53.932								
Total MMBTU/hr of boilers at cogeneration plant		224								

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
Boilers, Yr - NG Facilites (lb/yr)

				Name:	BOIL53	BOIL54	BOIL55	BOIL56	BOIL57
				Number:	10056	10057	10058	10059	10060
				Equipment:	Boiler	Boiler	Boiler	Boiler	Boiler
				Location:	UES BLR#3	Ueberroth #1	Rehab. #5	Rehab. #6	Warren Hall
		Emission Factor[a]	**Emission Factor[a]**	**Size (MMBTU/hr):**	0.500	0.500	1.000	1.000	5.23
		(lbs/mmcf fuel burned)	**(lbs/mmcf fuel burned)**	**SCAQMD Permit:**	EXEMPT	EXEMPT	EXEMPT	EXEMPT	D71042
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**(Boilers 10 - 100 MMBTU/HR)**	**Annual Usage[b,c] (mmcf):**	2.2	2.2	4.4	4.4	23.0
75070	Acetaldehyde	0.0043	0.0031		9.45E-03	9.45E-03	1.89E-02	1.89E-02	9.88E-02
107028	Acrolein	0.0027	0.0027		5.93E-03	5.93E-03	1.19E-02	1.19E-02	6.21E-02
7664417	Ammonia	3.2	3.2		7.03E+00	7.03E+00	1.41E+01	1.41E+01	7.35E+01
71432	Benzene	0.008	0.0058		1.76E-02	1.76E-02	3.52E-02	3.52E-02	1.84E-01
100414	Ethylbenzene	0.0095	0.0069		2.09E-02	2.09E-02	4.17E-02	4.17E-02	2.18E-01
50000	Formaldehyde	0.017	0.0123		3.74E-02	3.74E-02	7.47E-02	7.47E-02	3.91E-01
110543	Hexane	0.0063	0.0046		1.38E-02	1.38E-02	2.77E-02	2.77E-02	1.45E-01
91203	Naphthalene	0.0003	0.0003		6.59E-04	6.59E-04	1.32E-03	1.32E-03	6.89E-03
1151	PAH (excluding napthalene)	0.0001	0.0001		2.20E-04	2.20E-04	4.39E-04	4.39E-04	2.30E-03
108883	Toluene	0.0366	0.0265		8.04E-02	8.04E-02	1.61E-01	1.61E-01	8.41E-01
1330207	Xylenes	0.0272	0.0197		5.98E-02	5.98E-02	1.20E-01	1.20E-01	6.25E-01
[a]South Coast Air Quality Management District Supplemental Reporting Procedures for									
AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion									
[b]Source: Annual Air Emission Report for 2006/2007 submitted to SCAQMD									
[c]Usage distribution (MMscf) provided by Enviromental Programs Manager David Ott 4/21/2008									
	Distribution (MMscf)	68.78		North Campus					
	Distribution (MMscf)	237		Facilities					
	Distribution (MMscf)	114.4		Cogeneration					
Total MMBTU/hr of boilers at north campus		62.646							
Total MMBTU/hr of boilers at facilities		53.932							
Total MMBTU/hr of boilers at cogeneration plant		224							

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
Boilers, Yr - NG Facilites (lb/yr)

				Name:	BOIL58	BOIL59	
				Number:	10061	10062	
				Equipment:	Boiler	Boiler	
				Location:	200 Med Plaza	200 Med Plaza	
		Emission Factor[a]	**Emission Factor[a]**	**Size (MMBTU/hr):**	12.5	12.5	**Total**
		(lbs/mmcf fuel burned)	**(lbs/mmcf fuel burned)**	**SCAQMD Permit:**	D71162	D71165	**Emissions**
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**(Boilers 10 - 100 MMBTU/HR)**	**Annual Usage[b,c] (mmcf):**	54.9	54.9	**(lb/hr)**
75070	Acetaldehyde	0.0043	0.0031		1.70E-01	1.70E-01	**8.87E-01**
107028	Acrolein	0.0027	0.0027		1.48E-01	1.48E-01	**6.40E-01**
7664417	Ammonia	3.2	3.2		1.76E+02	1.76E+02	**7.58E+02**
71432	Benzene	0.008	0.0058		3.19E-01	3.19E-01	**1.65E+00**
100414	Ethylbenzene	0.0095	0.0069		3.79E-01	3.79E-01	**1.97E+00**
50000	Formaldehyde	0.017	0.0123		6.76E-01	6.76E-01	**3.51E+00**
110543	Hexane	0.0063	0.0046		2.53E-01	2.53E-01	**1.31E+00**
91203	Naphthalene	0.0003	0.0003		1.65E-02	1.65E-02	**7.11E-02**
1151	PAH (excluding napthalene)	0.0001	0.0001		5.49E-03	5.49E-03	**2.37E-02**
108883	Toluene	0.0366	0.0265		1.46E+00	1.46E+00	**7.56E+00**
1330207	Xylenes	0.0272	0.0197		1.08E+00	1.08E+00	**5.62E+00**
[a]South Coast Air Quality Management District Supplemental Reporting Procedures for AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion							
[b]Source: Annual Air Emission Report for 2006/2007 submitted to SCAQMD							
[c]Usage distribution (MMscf) provided by Enviromental Programs Manager David Ott 4/21/2008							
	Distribution (MMscf)	68.78		North Campus			
	Distribution (MMscf)	237		Facilities			
	Distribution (MMscf)	114.4		Cogeneration			
Total MMBTU/hr of boilers at north campus		62.646					
Total MMBTU/hr of boilers at facilities		53.932					
Total MMBTU/hr of boilers at cogeneration plant		224					

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
Boilers, Hr - NG Cogen (lb/hr)

			Name:	BOIL60	
			Number:	10063	
			Equipment:	Boiler	
			Location:	Cogen	
		Emission Factor[a]	**Size (MMBTU/hr):**	224	**Total**
		(lbs/mmcf fuel burned)	**SCAQMD Permit:**	F01220	**Emissions**
CAS	**Pollutant**	**(Boilers > 100 MMBTU/HR)**	**Hourly Usage[c] (mmcf):**	0.2196	**(lb/hr)**
75070	Acetaldehyde	0.0009		1.98E-04	**1.98E-04**
107028	Acrolein	0.0008		1.76E-04	**1.76E-04**
7664417	Ammonia	3.2		7.03E-01	**7.03E-01**
71432	Benzene	0.0017		3.73E-04	**3.73E-04**
100414	Ethylbenzene	0.002		4.39E-04	**4.39E-04**
50000	Formaldehyde	0.0036		7.91E-04	**7.91E-04**
110543	Hexane	0.0013		2.85E-04	**2.85E-04**
91203	Naphthalene	0.0003		6.59E-05	**6.59E-05**
1151	PAH (excluding napthalene)	0.0001		2.20E-05	**2.20E-05**
108883	Toluene	0.0078		1.71E-03	**1.71E-03**
1330207	Xylenes	0.0058		1.27E-03	**1.27E-03**
[a]South Coast Air Quality Management District Supplemental Reporting Procedures for					
AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion					
[b]Based on size of boiler divided by heating value for natural gas, 1020 BTU/scf					

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
Boilers, Yr - NG Cogen (lb/yr)

			Name:	BOIL60	
			Number:	10063	
			Equipment:	Boiler	
			Location:	Cogen	
		Emission Factor[a]	**Size (MMBTU/hr):**	224	**Total**
		(lbs/mmcf fuel burned)	**SCAQMD Permit:**	F01220	**Emissions**
CAS	**Pollutant**	**(Boilers > 100 MMBTU/HR)**	**Annual Usage[b,c] (mmcf):**	114.4	**(lb/yr)**
75070	Acetaldehyde	0.0009		1.03E-01	**1.03E-01**
107028	Acrolein	0.0008		9.15E-02	**9.15E-02**
7664417	Ammonia	3.2		3.66E+02	**3.66E+02**
71432	Benzene	0.0017		1.94E-01	**1.94E-01**
100414	Ethylbenzene	0.002		2.29E-01	**2.29E-01**
50000	Formaldehyde	0.0036		4.12E-01	**4.12E-01**
110543	Hexane	0.0013		1.49E-01	**1.49E-01**
91203	Naphthalene	0.0003		3.43E-02	**3.43E-02**
1151	PAH (excluding napthalene)	0.0001		1.14E-02	**1.14E-02**
108883	Toluene	0.0078		8.92E-01	**8.92E-01**
1330207	Xylenes	0.0058		6.64E-01	**6.64E-01**
[a]South Coast Air Quality Management District Supplemental Reporting Procedures for					
AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion					
[b]Source: Annual Air Emission Report for 2006/2007 submitted to SCAQMD					
[c]Usage distribution (MMscf) provided by Enviromental Programs Manager David Ott 4/21/2008					
	Distribution (MMscf)	68.78	North Campus		
	Distribution (MMscf)	237	Facilities		
	Distribution (MMscf)	114.4	Cogeneration		
Total MMBTU/hr of boilers at north campus		62.646			
Total MMBTU/hr of boilers at facilities		53.932			
Total MMBTU/hr of boilers at cogeneration plant		224			

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
Boilers, Hr - NG New - LRDP (lb/yr)

			Name:	BOIL61	BOIL62	BOIL63	BOIL64	BOIL65	BOIL66	BOIL67
			Number:	20001	20002	20003	20004	20005	20006	20007
			Equipment:	Boiler	Boiler	Boiler	Boiler	Boiler	Boiler	Boiler
			Location:[b]	Sproul South	Sproul South	Sproul West	Sproul West	Upper DeNeve	Upper DeNeve	Lower DeNeve
		Emission Factor[a]	**Size (MMBTU/hr):**	1.331	1.331	1.331	1.331	1.331	1.331	1.331
		(lbs/mmcf fuel burned)	**SCAQMD Permit:**	NEW	NEW	NEW	NEW	NEW	NEW	NEW
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**Hourly Usage[c] (mmcf):**	1.30E-03	1.30E-03	1.30E-03	1.30E-03	1.30E-03	1.30E-03	1.30E-03
75070	Acetaldehyde	0.0031		4.05E-06	4.05E-06	4.05E-06	4.05E-06	4.05E-06	4.05E-06	4.05E-06
107028	Acrolein	0.0027		3.52E-06	3.52E-06	3.52E-06	3.52E-06	3.52E-06	3.52E-06	3.52E-06
7664417	Ammonia	3.2		4.18E-03	4.18E-03	4.18E-03	4.18E-03	4.18E-03	4.18E-03	4.18E-03
71432	Benzene	0.0058		7.57E-06	7.57E-06	7.57E-06	7.57E-06	7.57E-06	7.57E-06	7.57E-06
100414	Ethylbenzene	0.0069		9.00E-06	9.00E-06	9.00E-06	9.00E-06	9.00E-06	9.00E-06	9.00E-06
50000	Formaldehyde	0.0123		1.61E-05	1.61E-05	1.61E-05	1.61E-05	1.61E-05	1.61E-05	1.61E-05
110543	Hexane	0.0046		6.00E-06	6.00E-06	6.00E-06	6.00E-06	6.00E-06	6.00E-06	6.00E-06
91203	Naphthalene	0.0003		3.91E-07	3.91E-07	3.91E-07	3.91E-07	3.91E-07	3.91E-07	3.91E-07
1151	PAH (excluding napthalene)	0.0001		1.30E-07	1.30E-07	1.30E-07	1.30E-07	1.30E-07	1.30E-07	1.30E-07
108883	Toluene	0.0265		3.46E-05	3.46E-05	3.46E-05	3.46E-05	3.46E-05	3.46E-05	3.46E-05
1330207	Xylenes	0.0197		2.57E-05	2.57E-05	2.57E-05	2.57E-05	2.57E-05	2.57E-05	2.57E-05

[a]South Coast Air Quality Management District Supplemental Reporting Procedures for AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion

[b] Additional boilers will all be located in North Campus Area

[c]Based on size of boiler divided by heating value for natural gas, 1020 BTU/scf

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
Boilers, Hr - NG New - LRDP (lb/yr)

			Name:	BOIL68	
			Number:	20008	
			Equipment:	Boiler	
			Location:[b]	Lower DeNeve	
		Emission Factor[a]	**Size (MMBTU/hr):**	1.331	**Total**
		(lbs/mmcf fuel burned)	**SCAQMD Permit:**	NEW	**Emissions**
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**Hourly Usage**[c] **(mmcf):**	1.30E-03	**(lb/hr)**
75070	Acetaldehyde	0.0031		4.05E-06	**3.24E-05**
107028	Acrolein	0.0027		3.52E-06	**2.82E-05**
7664417	Ammonia	3.2		4.18E-03	**3.34E-02**
71432	Benzene	0.0058		7.57E-06	**6.05E-05**
100414	Ethylbenzene	0.0069		9.00E-06	**7.20E-05**
50000	Formaldehyde	0.0123		1.61E-05	**1.28E-04**
110543	Hexane	0.0046		6.00E-06	**4.80E-05**
91203	Naphthalene	0.0003		3.91E-07	**3.13E-06**
1151	PAH (excluding napthalene)	0.0001		1.30E-07	**1.04E-06**
108883	Toluene	0.0265		3.46E-05	**2.77E-04**
1330207	Xylenes	0.0197		2.57E-05	**2.06E-04**

[a]South Coast Air Quality Management District Supplemental Reporting Procedures for
AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion

[b] Additional boilers will all be located in North Campus Area

[c]Based on size of boiler divided by heating value for natural gas, 1020 BTU/scf

			Name:	BOIL61	BOIL62	BOIL63	BOIL64	BOIL65	BOIL66	BOIL67
			Number:	20001	20002	20003	20004	20005	20006	20007
			Equipment:	Boiler	Boiler	Boiler	Boiler	Boiler	Boiler	Boiler
			Location:[b]	Sproul South	Sproul South	Sproul West	Sproul West	Upper DeNeve	Upper DeNeve	Lower DeNeve
		Emission Factor[a]	**Size (MMBTU/hr):**[c]	1.331	1.331	1.331	1.331	1.331	1.331	1.331
		(lbs/mmcf fuel burned)	**SCAQMD Permit:**	NEW	NEW	NEW	NEW	NEW	NEW	NEW
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**Annual Usage**[c] **(mmcf):**	1.46E+00	1.46E+00	1.46E+00	1.46E+00	1.46E+00	1.46E+00	1.46E+00
75070	Acetaldehyde	0.0031		4.53E-03	4.53E-03	4.53E-03	4.53E-03	4.53E-03	4.53E-03	4.53E-03
107028	Acrolein	0.0027		3.95E-03	3.95E-03	3.95E-03	3.95E-03	3.95E-03	3.95E-03	3.95E-03
7664417	Ammonia	3.2		4.68E+00	4.68E+00	4.68E+00	4.68E+00	4.68E+00	4.68E+00	4.68E+00
71432	Benzene	0.0058		8.48E-03	8.48E-03	8.48E-03	8.48E-03	8.48E-03	8.48E-03	8.48E-03
100414	Ethylbenzene	0.0069		1.01E-02	1.01E-02	1.01E-02	1.01E-02	1.01E-02	1.01E-02	1.01E-02
50000	Formaldehyde	0.0123		1.80E-02	1.80E-02	1.80E-02	1.80E-02	1.80E-02	1.80E-02	1.80E-02
110543	Hexane	0.0046		6.72E-03	6.72E-03	6.72E-03	6.72E-03	6.72E-03	6.72E-03	6.72E-03
91203	Naphthalene	0.0003		4.38E-04	4.38E-04	4.38E-04	4.38E-04	4.38E-04	4.38E-04	4.38E-04
1151	PAH (excluding napthalene)	0.0001		1.46E-04	1.46E-04	1.46E-04	1.46E-04	1.46E-04	1.46E-04	1.46E-04
108883	Toluene	0.0265		3.87E-02	3.87E-02	3.87E-02	3.87E-02	3.87E-02	3.87E-02	3.87E-02
1330207	Xylenes	0.0197		2.88E-02	2.88E-02	2.88E-02	2.88E-02	2.88E-02	2.88E-02	2.88E-02
North Campus Baseline Natural Gas Usage		=	68.8							
Adjusted Natural Gas Usage		=	80.5							

[a]South Coast Air Quality Management District Supplemental Reporting Procedures for
AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion

[b]Additional boilers will all be located in North Campus Area

[c]Additional boilers represent a 17% increase in overall boiler capacity at the North Campus
Therefore, the 2007 baseline natural gas usage at the North Campus was increased 17%.

			Name:	BOIL68	
			Number:	20008	
			Equipment:	Boiler	
			Location:[b]	Lower DeNeve	
		Emission Factor[a]	**Size (MMBTU/hr):**[c]	1.331	**Total**
		(lbs/mmcf fuel burned)	**SCAQMD Permit:**	NEW	**Emissions**
CAS	**Pollutant**	**(Boilers < 10 MMBTU/HR)**	**Annual Usage**[c] **(mmcf):**	1.46E+00	**(lb/hr)**
75070	Acetaldehyde	0.0031		4.53E-03	**3.62E-02**
107028	Acrolein	0.0027		3.95E-03	**3.16E-02**
7664417	Ammonia	3.2		4.68E+00	**3.74E+01**
71432	Benzene	0.0058		8.48E-03	**6.78E-02**
100414	Ethylbenzene	0.0069		1.01E-02	**8.07E-02**
50000	Formaldehyde	0.0123		1.80E-02	**1.44E-01**
110543	Hexane	0.0046		6.72E-03	**5.38E-02**
91203	Naphthalene	0.0003		4.38E-04	**3.51E-03**
1151	PAH (excluding napthalene)	0.0001		1.46E-04	**1.17E-03**
108883	Toluene	0.0265		3.87E-02	**3.10E-01**
1330207	Xylenes	0.0197		2.88E-02	**2.30E-01**
North Campus Baseline Natural Gas Usage		=	68.8		
Adjusted Natural Gas Usage		=	80.5		

[a]South Coast Air Quality Management District Supplemental Reporting Procedures for
AB2588 Facilities Table B-1 Emission Factors for Boilers - Natural Gas Combustion

[b]Additional boilers will all be located in North Campus Area

[c]Additional boilers represent a 17% increase in overall boiler capacity at the North Campus
Therefore, the 2007 baseline natural gas usage at the North Campus was increased 17%.

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
ICE, Hr - Diesel North Campus (lb/hr)

			Name:	ICE1	ICE2	ICE3	ICE4	ICE5	ICE6	ICE7	ICE8	
			Number:	10064	10065	10066	10067	10068	10069	10070	10071	
			Equipment:	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	
			Location:	Covel	De Neve	Hedrick	Sproul Hall	Dykstra	Rieber Hall	Reiber N	Reiber W	
			Size (bhp):	335	415	440	724	320	320	635	635	
			SCAQMD Permit:	D38196	F36980	F38570	F38571	F38572	F38573	F82410	F82411	**Total**
			Hourly Usage[a] (Mgal):	0.0052	0.0064	0.0068	0.0112	0.0050	0.0050	0.0098	0.0098	**Emissions**
CAS	**Pollutant[b]**		**Emission Factor[c] (lbs/Mgal)**	8.9008	0.7121	11.3931	22.7861	11.3931	11.3931	2.8483	2.8483	**(lb/yr)**
9901	Diesel Exhaust (particulates)			4.62E-02	4.57E-03	7.76E-02	2.55E-01	5.64E-02	5.64E-02	2.80E-02	2.80E-02	**4.97E-01**
Est Hourly Fuel Consumption (gal/hr):				5.186	6.424	6.811	11.208	4.954	4.954	9.830	9.830	
Est Load Factor:				0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	
Manufacturer Diesel PM Emission Factor (g/bhp-hr):				0.25	0.02	0.32	0.64	0.32	0.32	0.08	0.08	
Converted Diesel PM Emission Factor (lbs/Mgal):				8.901	0.712	11.393	22.786	11.393	11.393	2.848	2.848	
Default SCAQMD (lbs/Mgal)		33.5	lbs/Mgal									
[a]Hourly usage based on engine fuel comsumption (gal/hr)												
[b]In reference to guidance provided in apprendix D of OHHEA, Tom Chico of SCAQMD												
said in a phone conversation 20 May 2008 that diesel PM represents the sole toxicity												
from diesel combustion in ICEs and should be the only chemical quantified for diesel ICEs												
in SCAQMD HRAs												
[c]Diesel PM emission factors obtained from manufactuer specification sheets;												
when specificion sheets were not available, referred to default SCADMD emission factors												

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
ICE, Yr - Diesel North Campus (lb/yr)

			Name:	ICE1	ICE2	ICE3	ICE4	ICE5	ICE6	ICE7	ICE8	
			Number:	10064	10065	10066	10067	10068	10069	10070	10071	
			Equipment:	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	
			Location:	Covel	De Neve	Hedrick	Sproul Hall	Dykstra	Rieber Hall	Reiber N	Reiber W	
			Size (bhp):	335	415	440	724	320	320	635	635	
			SCAQMD Permit:	D38196	F36980	F38570	F38571	F38572	F38573	F82410	F82411	**Total**
			Annual Usage[a,b,c] (Mgal):	0.248	0.307	0.325	0.535	0.236	0.236	0.469	0.469	**Emissions**
CAS	**Pollutant[d]**		**Emission Factor[e] (lbs/Mgal)**	8.901	0.712	11.393	22.786	11.393	11.393	2.848	2.848	**(lb/yr)**
9901	Diesel Exhaust (particulates)			2.20E+00	2.18E-01	3.70E+00	1.22E+01	2.69E+00	2.69E+00	1.34E+00	1.34E+00	**2.64E+01**
Est Annual Fuel Usage (gal/yr):				247.6	306.7	325.2	535.0	236.5	236.5	469.3	469.3	
Est Hourly Fuel Consumption (gal/hr):				5.2	6.4	6.8	11.2	5.0	5.0	9.8	9.8	
Est Annual Hourly Usage (hr/yr):				47.7	47.7	47.7	47.7	47.7	47.7	47.7	47.7	
Est Load Factor:				0.250	0.250	0.250	0.250	0.250	0.250	0.25	0.25	
Manufacturer Diesel PM Emission Factor (g/bhp-hr):				0.25	0.02	0.32	0.64	0.32	0.32	0.08	0.08	
Converted Diesel PM Emission Factor (lbs/Mgal):				8.901	0.712	11.393	22.786	11.393	11.393	2.848	2.848	
Default SCAQMD (lbs/Mgal)		33.5	lbs/Mgal									
[a]Annual usage estimated based on engine size and reported diesel usage												
[b]Diesel usage reported on the 2006/2007 SCAQMD Annual Air Emission Report												
[c]Usage distribution (gal) provided by Enviromental Programs Manager David Ott 4/21/2008												
[d]In reference to guidance provided in apprendix D of OHHEA, Tom Chico of SCAQMD												
said in a phone conversation 20 May 2008 that diesel PM represents the sole toxicity												
from diesel combustion in ICEs and should be the only chemical quantified for diesel ICEs												
in SCAQMD HRAs												
[E] Diesel PM emission factors obtained from manufacturer specification sheets;												
when specificion sheets were not available, referred to default SCADMD emission factors												
Distribution (gal):		2826	North Campus									
Distribution (gal):		8750	Facilities									
Distribution (gal):		**11576**	**Total**									
Total bhp of ICE's at the North Campus		3824										
Total bhp of ICE's at Facilities		56944										

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
ICE, Hr - Diesel Facilites (lb/hr)

			Name:	ICE9	ICE10	ICE11	ICE12	ICE13	ICE14	ICE15
			Number:	10072	10073	10074	10075	10076	10077	10078
			Equipment:	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen
			Location:	Cogen	Ackerman	Young Hall E	MSB	STRB	UCPD NE	PS 1
			Size (bhp):	2220	746	1750	1323	668	553	750
			SCAQMD Permit:	D75643	D89196	D88255	F00371	F11549	F23691	F2943
			Hourly Usage[a] (Mgal):	0.1031	0.0115	0.0271	0.0205	0.0103	0.0086	0.0116
CAS	**Pollutant[b]**		**Emission Factor[c] (lbs/Mgal)**	3.5603	21.3620	33.5000	18.1577	21.3620	30.9749	17.8017
9901	Diesel Exhaust (particulates)			3.67E-01	2.47E-01	9.08E-01	3.72E-01	2.21E-01	2.65E-01	2.07E-01
Est Hourly Fuel Consumption (gal/hr):				103.100	11.5	27.1	20.5	10.3	8.6	11.6
Est Load Factor:				0.750	0.25	0.25	0.25	0.25	0.25	0.25
Est Load Factor × bhp				1665.0	186.5	437.5	330.75	167	138.25	187.5
Manufacturer Diesel PM Emission Factor (g/bhp-hr)				0.1	0.6	NA	0.51	0.6	0.87	0.5
Converted Diesel PM Emission Factor (lbs/Mgal)				3.560	21.362	NA	18.158	21.362	30.975	17.802
Default SCAQMD (lbs/Mgal)		33.5	lbs/Mgal							
[a]Hourly usage based on engine fuel comsumption (gal/hr)										
[b]In reference to guidance provided in apprendix D of OHHEA, Tom Chico of SCAQMD										
said in a phone conversation 20 May 2008 that diesel PM represents the sole toxicity										
from diesel combustion in ICEs and should be the only chemical quantified for diesel ICEs										
in SCAQMD HRAs										
[c]Diesel PM emission factors obtained from manufactuer specification sheets;										
when specificion sheets were not available, referred to default SCADMD emission factors										

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
ICE, Hr - Diesel Facilites (lb/hr)

			Name:	ICE16	ICE17	ICE18	ICE19	ICE20	ICE21	ICE22
			Number:	10079	10080	10081	10082	10083	10084	10085
			Equipment:	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen
			Location:	Gonda	UCLA Med Ctr	UCLA Med Ctr	UCLA Med Ctr	UCLA Med Ctr	UCLA Med Ctr	Macdonald Lab
			Size (bhp):	1850	1260	1260	1310	1310	1750	890
			SCAQMD Permit:	F9960	D78147	D78148	D78149	D78150	D79963	D48280
			Hourly Usage[a] (Mgal):	0.0286	0.0585	0.0585	0.0608	0.0608	0.0813	0.0138
CAS	**Pollutant[b]**		**Emission Factor[c] (lbs/Mgal)**	2.8483	2.5634	2.5634	2.4655	2.4655	33.5000	16.0215
9901	Diesel Exhaust (particulates)			8.16E-02	1.50E-01	1.50E-01	1.50E-01	1.50E-01	2.72E+00	2.21E-01
Est Hourly Fuel Consumption (gal/hr):				28.6	58.5	58.5	60.8	60.8	81.3	13.8
Est Load Factor:				0.25	0.75	0.75	0.75	0.75	0.75	0.25
Est Load Factor × bhp				462.5	945	945	982.5	982.5	1312.5	222.5
Manufacturer Diesel PM Emission Factor (g/bhp-hr)				0.08	0.15	0.15	0.15	0.15	NA	0.45
Converted Diesel PM Emission Factor (lbs/Mgal)				2.848	2.563	2.563	2.466	2.466	NA	16.021
Default SCAQMD (lbs/Mgal)		33.5	lbs/Mgal							

[a]Hourly usage based on engine fuel comsumption (gal/hr)

[b]In reference to guidance provided in apprendix D of OHHEA, Tom Chico of SCAQMD said in a phone conversation 20 May 2008 that diesel PM represents the sole toxicity from diesel combustion in ICEs and should be the only chemical quantified for diesel ICEs in SCAQMD HRAs

[c]Diesel PM emission factors obtained from manufactuer specification sheets; when specificion sheets were not available, referred to default SCADMD emission factors

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
ICE, Hr - Diesel Facilites (lb/hr)

			Name:	ICE23	ICE24	ICE25	ICE26	ICE27	ICE28	ICE29
			Number:	10086	10087	10088	10089	10090	10091	10092
			Equipment:	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen
			Location:	AGSM South	Seas IV NW	Campus Wide	Rehab Cen	Phys And Astrom	SRB I (NRB)	CNSI
			Size (bhp):	1490	1095	2514	635	910	2000	2000
			SCAQMD Permit:	D87699	D99790	F37551	F52213	F58406	F56614	F71101
			Hourly Usage[a] (Mgal):	0.0231	0.0170	0.0389	0.0098	0.0141	0.0310	0.0310
CAS	**Pollutant[b]**		**Emission Factor[c] (lbs/Mgal)**	33.5000	33.5000	33.5000	3.9164	1.0681	2.6702	2.6702
9901	Diesel Exhaust (particulates)			7.73E-01	5.68E-01	1.30E+00	3.85E-02	1.50E-02	8.27E-02	8.27E-02
Est Hourly Fuel Consumption (gal/hr):				23.1	17.0	38.9	9.8	14.1	31.0	31.0
Est Load Factor:				0.25	0.25	0.25	0.25	0.25	0.25	0.25
Est Load Factor × bhp				372.5	273.75	628.5	158.75	227.5	500	500
Manufacturer Diesel PM Emission Factor (g/bhp-hr)				NA	NA	NA	0.11	0.03	0.075	0.075
Converted Diesel PM Emission Factor (lbs/Mgal)				NA	NA	NA	3.916	1.068	2.670	2.670
Default SCAQMD (lbs/Mgal)		33.5	lbs/Mgal							

[a]Hourly usage based on engine fuel comsumption (gal/hr)

[b]In reference to guidance provided in apprendix D of OHHEA, Tom Chico of SCAQMD said in a phone conversation 20 May 2008 that diesel PM represents the sole toxicity from diesel combustion in ICEs and should be the only chemical quantified for diesel ICEs in SCAQMD HRAs

[c]Diesel PM emission factors obtained from manufactuer specification sheets; when specificion sheets were not available, referred to default SCADMD emission factors

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
ICE, Hr - Diesel Facilites (lb/hr)

			Name:	ICE30	ICE31	ICE32	ICE33	ICE34	ICE35	ICE36
			Number:	10093	10094	10095	10096	10097	10098	10099
			Equipment:	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen
			Location:	SRB II	Rep Hospital 1	Rep Hospital 2	Rep Hospital 3	Rep Hospital 4	Police Station Rep	Powell / kinsey
			Size (bhp):	2000	2000	2000	2000	2000	1881	755
			SCAQMD Permit:	F71100	F78903	F78904	F78905	F78906	F90961	F82412
			Hourly Usage[a] (Mgal):	0.0310	0.0929	0.0929	0.0929	0.0929	0.0291	0.0117
CAS	**Pollutant[b]**		**Emission Factor[c] (lbs/Mgal)**	2.6702	2.6702	2.6702	2.6702	2.6702	5.3405	2.6702
9901	Diesel Exhaust (particulates)			8.27E-02	2.48E-01	2.48E-01	2.48E-01	2.48E-01	1.56E-01	3.12E-02
Est Hourly Fuel Consumption (gal/hr):				31.0	92.9	92.9	92.9	92.9	29.1	11.7
Est Load Factor:				0.25	0.75	0.75	0.75	0.75	0.25	0.25
Est Load Factor × bhp				500	1500	1500	1500	1500	470.25	188.75
Manufacturer Diesel PM Emission Factor (g/bhp-hr)				0.075	0.075	0.075	0.075	0.075	0.15	0.075
Converted Diesel PM Emission Factor (lbs/Mgal)				2.670	2.670	2.670	2.670	2.670	5.340	2.670
Default SCAQMD (lbs/Mgal)		33.5	lbs/Mgal							

[a]Hourly usage based on engine fuel comsumption (gal/hr)

[b]In reference to guidance provided in apprendix D of OHHEA, Tom Chico of SCAQMD said in a phone conversation 20 May 2008 that diesel PM represents the sole toxicity from diesel combustion in ICEs and should be the only chemical quantified for diesel ICEs in SCAQMD HRAs

[c]Diesel PM emission factors obtained from manufactuer specification sheets; when specificion sheets were not available, referred to default SCADMD emission factors

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
ICE, Hr - Diesel Facilites (lb/hr)

			Name:	ICE37	ICE38	ICE39	ICE40	ICE41	ICE42	ICE43	ICE44
			Number:	10100	10101	10102	10103	10104	10105	10106	10107
			Equipment:	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen
			Location:	PKS#5,4,7	Eng V	Kerckhoff	Sunset Rec NE	Boelter III	Royce NW	Boelter II 12400	Boyer
			Size (bhp):	3622	3057	377	66	443	235	166	390
			SCAQMD Permit:	Subitted2	Subitted3	F37887	D88184	D89155	D98768	D98801	F00370
			Hourly Usage[a] (Mgal):	0.0561	0.0473	0.0058	0.0010	0.0069	0.0036	0.0026	0.0060
CAS	**Pollutant[b]**		**Emission Factor[c] (lbs/Mgal)**	1.2817	4.2724	19.5818	33.5000	24.5663	33.5000	33.5000	17.0896
9901	Diesel Exhaust (particulates)			7.19E-02	2.02E-01	1.14E-01	3.42E-02	1.68E-01	1.22E-01	8.61E-02	1.03E-01
Est Hourly Fuel Consumption (gal/hr):				56.1	47.3	5.8	1.0	6.9	3.6	2.6	6.0
Est Load Factor:				0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25
Est Load Factor × bhp				905.5	764.25	94.25	16.5	110.75	58.75	41.5	97.5
Manufacturer Diesel PM Emission Factor (g/bhp-hr)				0.036	0.12	0.55	NA	0.69	NA	NA	0.48
Converted Diesel PM Emission Factor (lbs/Mgal)				1.282	4.272	19.582	NA	24.566	NA	NA	17.090
Default SCAQMD (lbs/Mgal)		33.5	lbs/Mgal								

[a]Hourly usage based on engine fuel comsumption (gal/hr)

[b]In reference to guidance provided in apprendix D of OHHEA, Tom Chico of SCAQMD said in a phone conversation 20 May 2008 that diesel PM represents the sole toxicity from diesel combustion in ICEs and should be the only chemical quantified for diesel ICEs in SCAQMD HRAs

[c]Diesel PM emission factors obtained from manufactuer specification sheets; when specificion sheets were not available, referred to default SCADMD emission factors

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
ICE, Hr - Diesel Facilites (lb/hr)

			Name:	ICE45	ICE46	ICE47	ICE48	ICE49	ICE50	ICE51	ICE52
			Number:	10108	10109	10110	10111	10112	10113	10114	10115
			Equipment:	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen
			Location:	PS 4	SRL N	Life Sciences	Franz Hall	Math Sciences	SRL	PS 8 SE	Unix
			Size (bhp):	519	377	250	166	60	168	168	107
			SCAQMD Permit:	F17312	F2279	F23692	F37922	F39010	F4681	F4806	F4808
			Hourly Usage[a] (Mgal):	0.0080	0.0058	0.0039	0.0026	0.0009	0.0026	0.0026	0.0017
CAS	**Pollutant[b]**		**Emission Factor[c] (lbs/Mgal)**	33.5000	19.9379	33.5000	33.5000	33.5000	33.5000	33.5000	33.5000
9901	Diesel Exhaust (particulates)			2.69E-01	1.16E-01	1.30E-01	8.61E-02	3.11E-02	8.71E-02	8.71E-02	5.55E-02
Est Hourly Fuel Consumption (gal/hr):				8.0	5.8	3.9	2.6	0.9	2.6	2.6	1.7
Est Load Factor:				0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25
Est Load Factor × bhp				129.75	94.25	62.5	41.5	15	42	42	26.75
Manufacturer Diesel PM Emission Factor (g/bhp-hr)				NA	0.56	NA	NA	NA	NA	NA	NA
Converted Diesel PM Emission Factor (lbs/Mgal)				NA	19.938	NA	NA	NA	NA	NA	NA
Default SCAQMD (lbs/Mgal)		33.5	lbs/Mgal								

[a]Hourly usage based on engine fuel comsumption (gal/hr)

[b]In reference to guidance provided in apprendix D of OHHEA, Tom Chico of SCAQMD said in a phone conversation 20 May 2008 that diesel PM represents the sole toxicity from diesel combustion in ICEs and should be the only chemical quantified for diesel ICEs in SCAQMD HRAs

[c]Diesel PM emission factors obtained from manufactuer specification sheets; when specificion sheets were not available, referred to default SCADMD emission factors

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
ICE, Hr - Diesel Facilites (lb/hr)

			Name:	ICE53	ICE54	ICE55	ICE56	ICE57	ICE58	ICE59
			Number:	10116	10117	10118	10119	10120	10121	10122
			Equipment:	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen
			Location:	Bunche	LATC	Pauley	Law Library	200 Med Plaza	300 Med Plaza	200 Med Plaza
			Size (bhp):	100	135	135	370	1095	335	1095
			SCAQMD Permit:	F5266	F5268	F5269	F5492	D77804	D77805	D77806
			Hourly Usage[a] (Mgal):	0.0015	0.0021	0.0021	0.0057	0.0170	0.0052	0.0170
CAS	**Pollutant[b]**		**Emission Factor[c] (lbs/Mgal)**	33.5000	33.5000	33.5000	33.5000	33.5000	6.7646	33.5000
9901	Diesel Exhaust (particulates)			5.19E-02	7.00E-02	7.00E-02	1.92E-01	5.68E-01	3.51E-02	5.68E-01
Est Hourly Fuel Consumption (gal/hr):				1.5	2.1	2.1	5.7	17.0	5.2	17.0
Est Load Factor:				0.25	0.25	0.25	0.25	0.25	0.25	0.25
Est Load Factor × bhp				25	33.75	33.75	92.5	273.75	83.75	273.75
Manufacturer Diesel PM Emission Factor (g/bhp-hr)				NA	NA	NA	NA	NA	0.19	NA
Converted Diesel PM Emission Factor (lbs/Mgal)				NA	NA	NA	NA	NA	6.765	NA
Default SCAQMD (lbs/Mgal)		33.5	lbs/Mgal							

[a]Hourly usage based on engine fuel comsumption (gal/hr)

[b]In reference to guidance provided in apprendix D of OHHEA, Tom Chico of SCAQMD said in a phone conversation 20 May 2008 that diesel PM represents the sole toxicity from diesel combustion in ICEs and should be the only chemical quantified for diesel ICEs in SCAQMD HRAs

[c]Diesel PM emission factors obtained from manufactuer specification sheets; when specificion sheets were not available, referred to default SCADMD emission factors

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
ICE, Hr - Diesel Facilites (lb/hr)

			Name:	ICE60	ICE61	ICE62	ICE63	ICE64	ICE65	ICE66
			Number:	10123	10124	10125	10126	10127	10128	10129
			Equipment:	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen
			Location:	Env Service Building	Parking Structure 7	YRL	Campus Wide	Campus Wide	CHS	Broad Art Center
			Size (bhp):	535	317	260	216	490	277	490
			SCAQMD Permit:	F49789	F52215	F52214	F37549	F58435	F62618	F58436
			Hourly Usage[a] (Mgal):	0.0083	0.0049	0.0040	0.0033	0.0076	0.0043	0.0076
CAS	**Pollutant[b]**		**Emission Factor[c] (lbs/Mgal)**	14.2413	14.2413	33.5000	7.1207	0.7121	4.9845	0.7121
9901	Diesel Exhaust (particulates)			1.18E-01	6.99E-02	1.35E-01	2.38E-02	5.40E-03	2.14E-02	5.40E-03
Est Hourly Fuel Consumption (gal/hr):				8.3	4.9	4.0	3.3	7.6	4.3	7.6
Est Load Factor:				0.25	0.25	0.25	0.25	0.25	0.25	0.25
Est Load Factor × bhp				133.75	79.25	65	54	122.5	69.25	122.5
Manufacturer Diesel PM Emission Factor (g/bhp-hr)				0.4	0.4	NA	0.2	0.02	0.14	0.02
Converted Diesel PM Emission Factor (lbs/Mgal)				14.241	14.241	NA	7.121	0.712	4.984	0.712
Default SCAQMD (lbs/Mgal)		33.5	lbs/Mgal							

[a]Hourly usage based on engine fuel comsumption (gal/hr)

[b]In reference to guidance provided in apprendix D of OHHEA, Tom Chico of SCAQMD said in a phone conversation 20 May 2008 that diesel PM represents the sole toxicity from diesel combustion in ICEs and should be the only chemical quantified for diesel ICEs in SCAQMD HRAs

[c]Diesel PM emission factors obtained from manufactuer specification sheets; when specificion sheets were not available, referred to default SCADMD emission factors

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
ICE, Hr - Diesel Facilites (lb/hr)

			Name:	ICE67	ICE68	ICE69	ICE70	ICE71	ICE72	ICE73	ICE74
			Number:	10130	10131	10132	10133	10134	10135	10136	10137
			Equipment:	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen
			Location:	Campus Wide	Public Policy	Murphy Hall	Hilbrom	Hedrick Tower	MS	PKS#3	CHS Park Str
			Size (bhp):	155	201	370	550	157	325	65	50
			SCAQMD Permit:	F37540	F4805	F4983	F73384	F73157	F89260	submitted1	Exempt1
			Hourly Usage[a] (Mgal):	0.0024	0.0031	0.0057	0.0085	0.0024	0.0050	0.0010	0.0008
CAS	**Pollutant[b]**		**Emission Factor[c] (lbs/Mgal)**	33.5000	33.5000	33.5000	4.9845	33.5000	3.5603	4.9845	33.5000
9901	Diesel Exhaust (particulates)			8.04E-02	1.04E-01	1.92E-01	4.24E-02	8.14E-02	1.79E-02	5.02E-03	2.59E-02
Est Hourly Fuel Consumption (gal/hr):				2.4	3.1	5.7	8.5	2.4	5.0	1.0	0.8
Est Load Factor:				0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25
Est Load Factor × bhp				38.75	50.25	92.5	137.5	39.25	81.25	16.25	12.5
Manufacturer Diesel PM Emission Factor (g/bhp-hr)				NA	NA	NA	0.14	NA	0.1	0.14	NA
Converted Diesel PM Emission Factor (lbs/Mgal)				NA	NA	NA	4.984	NA	3.560	4.984	NA
Default SCAQMD (lbs/Mgal)		33.5	lbs/Mgal								

[a]Hourly usage based on engine fuel comsumption (gal/hr)

[b]In reference to guidance provided in apprendix D of OHHEA, Tom Chico of SCAQMD said in a phone conversation 20 May 2008 that diesel PM represents the sole toxicity from diesel combustion in ICEs and should be the only chemical quantified for diesel ICEs in SCAQMD HRAs

[c]Diesel PM emission factors obtained from manufactuer specification sheets; when specificion sheets were not available, referred to default SCADMD emission factors

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
ICE, Hr - Diesel Facilites (lb/hr)

			Name:	ICE75	ICE76	ICE77	ICE78	ICE79	ICE80	ICE81	
			Number:	10138	10139	10140	10141	10142	10143	10144	
			Equipment:	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	
			Location:	Dicksen Art	East Melnitz	Grad School Edu	Melnitz Hall	Campus Wide	Campus Wide	Park Str 8	
			Size (bhp):	50	50	50	50	50	50	50	
			SCAQMD Permit:	Exempt2	Exempt3	Exempt4	Exempt5	Exempt6	Exempt7	Exempt8	**Total**
			Hourly Usage[a] (Mgal):	0.0008	0.0008	0.0008	0.0008	0.0008	0.0008	0.0008	**Emissions**
CAS	**Pollutant[b]**		**Emission Factor[c] (lbs/Mgal)**	33.5000	33.5000	33.5000	33.5000	33.5000	33.5000	33.5000	**(lb/yr)**
9901	Diesel Exhaust (particulates)			2.59E-02	2.59E-02	2.59E-02	2.59E-02	2.59E-02	2.59E-02	2.59E-02	**1.44E+01**
Est Hourly Fuel Consumption (gal/hr):				0.8	0.8	0.8	0.8	0.8	0.8	0.8	
Est Load Factor:				0.25	0.25	0.25	0.25	0.25	0.25	0.25	
Est Load Factor × bhp				12.5	12.5	12.5	12.5	12.5	12.5	12.5	
Manufacturer Diesel PM Emission Factor (g/bhp-hr)				NA	NA	NA	NA	NA	NA	NA	
Converted Diesel PM Emission Factor (lbs/Mgal)				NA	NA	NA	NA	NA	NA	NA	
Default SCAQMD (lbs/Mgal)		33.5	lbs/Mgal								
[a]Hourly usage based on engine fuel comsumption (gal/hr)											
[b]In reference to guidance provided in apprendix D of OHHEA, Tom Chico of SCAQMD											
said in a phone conversation 20 May 2008 that diesel PM represents the sole toxicity											
from diesel combustion in ICEs and should be the only chemical quantified for diesel ICEs											
in SCAQMD HRAs											
[c]Diesel PM emission factors obtained from manufactuer specification sheets;											
when specificion sheets were not available, referred to default SCADMD emission factors											

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
ICE, Yr - Diesel Facilites (lb/yr)

			Name:	ICE9	ICE10	ICE11	ICE12	ICE13	ICE14	ICE15	ICE16
			Number:	10072	10073	10074	10075	10076	10077	10078	10079
			Equipment:	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen
			Location:	Cogen	Ackerman	Young Hall E	MSB	STRB	UCPD NE	PS 1	Gonda
			Size (bhp):	2220	746	1750	1323	668	553	750	1850
			SCAQMD Permit:	D75643	D89196	D88255	F00371	F11549	F23691	F2943	F9960
			Annual Usage[a,b,c] (Mgal):	0.624	0.070	0.164	0.124	0.063	0.052	0.070	0.173
CAS	**Pollutant[d]**		**Emission Factor[e] (lbs/Mgal)**	3.560	21.362	33.500	18.158	21.362	30.975	17.802	2.848
9901	Diesel Exhaust (particulates)			2.22E+00	1.49E+00	5.49E+00	2.25E+00	1.34E+00	1.60E+00	1.25E+00	4.94E-01
Est Annual Fuel Usage (gal/yr):				624.04	69.90	163.97	123.96	62.59	51.82	70.27	173.34
Est Hourly Fuel Consumption (gal/hr):				103.100	11.5	27.1	20.5	10.3	8.6	11.6	28.6
Est Annual Hourly Usage (hr/yr):				6.053	6.05	6.05	6.05	6.05	6.05	6.05	6.05
Est Load Factor:				0.750	0.25	0.25	0.25	0.25	0.25	0.25	0.25
Est Load Factor × bhp				1665	187	438	331	167	138	188	463
Manufacturer Diesel PM Emission Factor (g/bhp-hr)				0.1	0.6	NA	0.51	0.6	0.87	0.5	0.08
Converted Diesel PM Emission Factor (lbs/Mgal)				3.560	21.362	NA	18.158	21.362	30.975	17.802	2.848
Default SCAQMD (lbs/Mgal)		33.5	lbs/Mgal								
[a]Annual usage estimated based on engine size and reported diesel usage											
[b]Diesel usage reported on the 2006/2007 SCAQMD Annual Air Emission Report											
[c]Usage distribution (gal) provided by Enviromental Programs Manager David Ott 4/21/2008											
[d]In reference to guidance provided in apprendix D of OHHEA, Tom Chico of SCAQMD											
said in a phone conversation 20 May 2008 that diesel PM represents the sole toxicity											
from diesel combustion in ICEs and should be the only chemical quantified for diesel ICEs											
in SCAQMD HRAs											
[e]Diesel PM emission factors obtained from manufacturer specification sheets;											
when specificion sheets were not available, referred to default SCADMD emission factors											
Distribution (gal):		2826	North Campus								
Distribution (gal):		8750	Facilities								
Distribution (gal):		**11576**	**Total**								
Total bhp of ICE's at the North Campus		3824									
Total bhp of ICE's at Facilities		59164									

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
ICE, Yr - Diesel Facilites (lb/yr)

			Name:	ICE17	ICE18	ICE19	ICE20	ICE21	ICE22	ICE23	ICE24
			Number:	10080	10081	10082	10083	10084	10085	10086	10087
			Equipment:	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen
			Location:	UCLA Med Ctr	UCLA Med Ctr	UCLA Med Ctr	UCLA Med Ctr	UCLA Med Ctr	Macdonald Lab	AGSM South	Seas IV NW
			Size (bhp):	1260	1260	1310	1310	1750	890	1490	1095
			SCAQMD Permit:	D78147	D78148	D78149	D78150	D79963	D48280	D87699	D99790
			Annual Usage[a,b,c] (Mgal):	0.354	0.354	0.368	0.368	0.492	0.083	0.140	0.103
CAS	**Pollutant[d]**		**Emission Factor[e] (lbs/Mgal)**	2.563	2.563	2.466	2.466	33.500	16.021	33.500	33.500
9901	Diesel Exhaust (particulates)			9.08E-01	9.08E-01	9.08E-01	9.08E-01	1.65E+01	1.34E+00	4.68E+00	3.44E+00
Est Annual Fuel Usage (gal/yr):				354.18	354.18	368.24	368.24	491.92	83.39	139.61	102.60
Est Hourly Fuel Consumption (gal/hr):				58.5	58.5	60.8	60.8	81.3	13.8	23.1	17.0
Est Annual Hourly Usage (hr/yr):				6.05	6.05	6.05	6.05	6.05	6.05	6.05	6.05
Est Load Factor:				0.75	0.75	0.75	0.75	0.75	0.25	0.25	0.25
Est Load Factor × bhp				945	945	983	983	1313	223	373	274
Manufacturer Diesel PM Emission Factor (g/bhp-hr)				0.15	0.15	0.15	0.15	NA	0.45	NA	NA
Converted Diesel PM Emission Factor (lbs/Mgal)				2.563	2.563	2.466	2.466	NA	16.021	NA	NA
Default SCAQMD (lbs/Mgal)		33.5	lbs/Mgal								
[a]Annual usage estimated based on engine size and reported diesel usage											
[b]Diesel usage reported on the 2006/2007 SCAQMD Annual Air Emission Report											
[c]Usage distribution (gal) provided by Enviromental Programs Manager David Ott 4/21/2(											
[d]In reference to guidance provided in apprendix D of OHHEA, Tom Chico of SCAQMD											
said in a phone conversation 20 May 2008 that diesel PM represents the sole toxicity											
from diesel combustion in ICEs and should be the only chemical quantified for diesel IC											
in SCAQMD HRAs											
[e]Diesel PM emission factors obtained from manufacturer specification sheets;											
when specificion sheets were not available, referred to default SCADMD emission fact											
Distribution (gal):		2826	North Campus								
Distribution (gal):		8750	Facilities								
Distribution (gal):		**11576**	**Total**								
Total bhp of ICE's at the North Campus		3824									
Total bhp of ICE's at Facilities		59164									

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
ICE, Yr - Diesel Facilites (lb/yr)

			Name:	ICE25	ICE26	ICE27	ICE28	ICE29	ICE30	ICE31	ICE32
			Number:	10088	10089	10090	10091	10092	10093	10094	10095
			Equipment:	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen
			Location:	Campus Wide	Rehab Cen	Phys And Astrom	SRB I (NRB)	CNSI	SRB II	Rep Hospital 1	Rep Hospital 2
			Size (bhp):	2514	635	910	2000	2000	2000	2000	2000
			SCAQMD Permit:	F37551	F52213	F58406	F56614	F71101	F71100	F78903	F78904
			Annual Usage[a,b,c] (Mgal):	0.236	0.059	0.085	0.187	0.187	0.187	0.562	0.562
CAS	**Pollutant[d]**		**Emission Factor[e] (lbs/Mgal)**	33.500	3.916	1.068	2.670	2.670	2.670	2.670	2.670
9901	Diesel Exhaust (particulates)			7.89E+00	2.33E-01	9.11E-02	5.00E-01	5.00E-01	5.00E-01	1.50E+00	1.50E+00
Est Annual Fuel Usage (gal/yr):				235.56	59.50	85.27	187.40	187.40	187.40	562.19	562.19
Est Hourly Fuel Consumption (gal/hr):				38.9	9.8	14.1	31.0	31.0	31.0	92.9	92.9
Est Annual Hourly Usage (hr/yr):				6.05	6.05	6.05	6.05	6.05	6.05	6.05	6.05
Est Load Factor:				0.25	0.25	0.25	0.25	0.25	0.25	0.75	0.75
Est Load Factor × bhp				629	159	228	500	500	500	1500	1500
Manufacturer Diesel PM Emission Factor (g/bhp-hr)				NA	0.11	0.03	0.075	0.075	0.075	0.075	0.075
Converted Diesel PM Emission Factor (lbs/Mgal)				NA	3.916	1.068	2.670	2.670	2.670	2.670	2.670
Default SCAQMD (lbs/Mgal)		33.5	lbs/Mgal								
[a]Annual usage estimated based on engine size and reported diesel usage											
[b]Diesel usage reported on the 2006/2007 SCAQMD Annual Air Emission Report											
[c]Usage distribution (gal) provided by Enviromental Programs Manager David Ott 4/21/2(											
[d]In reference to guidance provided in apprendix D of OHHEA, Tom Chico of SCAQMD											
said in a phone conversation 20 May 2008 that diesel PM represents the sole toxicity											
from diesel combustion in ICEs and should be the only chemical quantified for diesel IC											
in SCAQMD HRAs											
[e]Diesel PM emission factors obtained from manufacturer specification sheets;											
when specificion sheets were not available, referred to default SCADMD emission fact(											
Distribution (gal):		2826	North Campus								
Distribution (gal):		8750	Facilities								
Distribution (gal):		**11576**	**Total**								
Total bhp of ICE's at the North Campus		3824									
Total bhp of ICE's at Facilities		59164									

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
ICE, Yr - Diesel Facilites (lb/yr)

			Name:	ICE33	ICE34	ICE35	ICE36	ICE37	ICE38	ICE39	ICE40
			Number:	10096	10097	10098	10099	10100	10101	10102	10103
			Equipment:	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen
			Location:	Rep Hospital 3	Rep Hospital 4	Police Station Rep	Powell / kinsey	PKS#5,4,7	Eng V	Kerckhoff	Sunset Rec NE
			Size (bhp):	2000	2000	1881	755	3622	3057	377	66
			SCAQMD Permit:	F78905	F78906	F90961	F82412	Subitted2	Subitted3	F37887	D88184
			Annual Usage[a,b,c] (Mgal):	0.562	0.562	0.176	0.071	0.339	0.286	0.035	0.006
CAS	**Pollutant[d]**		**Emission Factor[e] (lbs/Mgal)**	2.670	2.670	5.340	2.670	1.282	4.272	19.582	33.500
9901	Diesel Exhaust (particulates)			1.50E+00	1.50E+00	9.41E-01	1.89E-01	4.35E-01	1.22E+00	6.92E-01	2.07E-01
Est Annual Fuel Usage (gal/yr):				562.19	562.19	176.25	70.74	339.38	286.44	35.32	6.18
Est Hourly Fuel Consumption (gal/hr):				92.9	92.9	29.1	11.7	56.1	47.3	5.8	1.0
Est Annual Hourly Usage (hr/yr):				6.05	6.05	6.05	6.05	6.05	6.05	6.05	6.05
Est Load Factor:				0.75	0.75	0.25	0.25	0.25	0.25	0.25	0.25
Est Load Factor × bhp				1500	1500	470	189	906	764	94	17
Manufacturer Diesel PM Emission Factor (g/bhp-hr)				0.075	0.075	0.15	0.075	0.036	0.12	0.55	NA
Converted Diesel PM Emission Factor (lbs/Mgal)				2.670	2.670	5.340	2.670	1.282	4.272	19.582	NA
Default SCAQMD (lbs/Mgal)		33.5	lbs/Mgal								
[a]Annual usage estimated based on engine size and reported diesel usage											
[b]Diesel usage reported on the 2006/2007 SCAQMD Annual Air Emission Report											
[c]Usage distribution (gal) provided by Enviromental Programs Manager David Ott 4/21/2(											
[d]In reference to guidance provided in apprendix D of OHHEA, Tom Chico of SCAQMD											
said in a phone conversation 20 May 2008 that diesel PM represents the sole toxicity											
from diesel combustion in ICEs and should be the only chemical quantified for diesel IC											
in SCAQMD HRAs											
[e]Diesel PM emission factors obtained from manufacturer specification sheets;											
when specificion sheets were not available, referred to default SCADMD emission fact											
Distribution (gal):		2826	North Campus								
Distribution (gal):		8750	Facilities								
Distribution (gal):		**11576**	**Total**								
Total bhp of ICE's at the North Campus		3824									
Total bhp of ICE's at Facilities		59164									

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
ICE, Yr - Diesel Facilites (lb/yr)

			Name:	ICE41	ICE42	ICE43	ICE44	ICE45	ICE46	ICE47	ICE48
			Number:	10104	10105	10106	10107	10108	10109	10110	10111
			Equipment:	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen
			Location:	Boelter III	Royce NW	Boelter II 12400	Boyer	PS 4	SRL N	Life Sciences	Franz Hall
			Size (bhp):	443	235	166	390	519	377	250	166
			SCAQMD Permit:	D89155	D98768	D98801	F00370	F17312	F2279	F23692	F37922
			Annual Usage[a,b,c] (Mgal):	0.042	0.022	0.016	0.037	0.049	0.035	0.023	0.016
CAS	**Pollutant[d]**		**Emission Factor[e] (lbs/Mgal)**	24.566	33.500	33.500	17.090	33.500	19.938	33.500	33.500
9901	Diesel Exhaust (particulates)			1.02E+00	7.38E-01	5.21E-01	6.24E-01	1.63E+00	7.04E-01	7.85E-01	5.21E-01
Est Annual Fuel Usage (gal/yr):				41.51	22.02	15.55	36.54	48.63	35.32	23.42	15.55
Est Hourly Fuel Consumption (gal/hr):				6.9	3.6	2.6	6.0	8.0	5.8	3.9	2.6
Est Annual Hourly Usage (hr/yr):				6.05	6.05	6.05	6.05	6.05	6.05	6.05	6.05
Est Load Factor:				0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25
Est Load Factor × bhp				111	59	42	98	130	94	63	42
Manufacturer Diesel PM Emission Factor (g/bhp-hr)				0.69	NA	NA	0.48	NA	0.56	NA	NA
Converted Diesel PM Emission Factor (lbs/Mgal)				24.566	NA	NA	17.090	NA	19.938	NA	NA
Default SCAQMD (lbs/Mgal)		33.5	lbs/Mgal								
[a]Annual usage estimated based on engine size and reported diesel usage											
[b]Diesel usage reported on the 2006/2007 SCAQMD Annual Air Emission Report											
[c]Usage distribution (gal) provided by Enviromental Programs Manager David Ott 4/21/2(											
[d]In reference to guidance provided in apprendix D of OHHEA, Tom Chico of SCAQMD											
said in a phone conversation 20 May 2008 that diesel PM represents the sole toxicity											
from diesel combustion in ICEs and should be the only chemical quantified for diesel IC											
in SCAQMD HRAs											
[e]Diesel PM emission factors obtained from manufacturer specification sheets;											
when specificion sheets were not available, referred to default SCADMD emission fact											
Distribution (gal):		2826	North Campus								
Distribution (gal):		8750	Facilities								
Distribution (gal):		**11576**	**Total**								
Total bhp of ICE's at the North Campus		3824									
Total bhp of ICE's at Facilities		59164									

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
ICE, Yr - Diesel Facilites (lb/yr)

			Name:	ICE49	ICE50	ICE51	ICE52	ICE53	ICE54	ICE55	ICE56
			Number:	10112	10113	10114	10115	10116	10117	10118	10119
			Equipment:	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen
			Location:	Math Sciences	SRL	PS 8 SE	Unix	Bunche	LATC	Pauley	Law Library
			Size (bhp):	60	168	168	107	100	135	135	370
			SCAQMD Permit:	F39010	F4681	F4806	F4808	F5266	F5268	F5269	F5492
			Annual Usage[a,b,c] (Mgal):	0.006	0.016	0.016	0.010	0.009	0.013	0.013	0.035
CAS	**Pollutant[d]**		**Emission Factor[e] (lbs/Mgal)**	33.500	33.500	33.500	33.500	33.500	33.500	33.500	33.500
9901	Diesel Exhaust (particulates)			1.88E-01	5.27E-01	5.27E-01	3.36E-01	3.14E-01	4.24E-01	4.24E-01	1.16E+00
Est Annual Fuel Usage (gal/yr):				5.62	15.74	15.74	10.03	9.37	12.65	12.65	34.67
Est Hourly Fuel Consumption (gal/hr):				0.9	2.6	2.6	1.7	1.5	2.1	2.1	5.7
Est Annual Hourly Usage (hr/yr):				6.05	6.05	6.05	6.05	6.05	6.05	6.05	6.05
Est Load Factor:				0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25
Est Load Factor × bhp				15	42	42	27	25	34	34	93
Manufacturer Diesel PM Emission Factor (g/bhp-hr)				NA	NA	NA	NA	NA	NA	NA	NA
Converted Diesel PM Emission Factor (lbs/Mgal)				NA	NA	NA	NA	NA	NA	NA	NA
Default SCAQMD (lbs/Mgal)		33.5	lbs/Mgal								
[a]Annual usage estimated based on engine size and reported diesel usage											
[b]Diesel usage reported on the 2006/2007 SCAQMD Annual Air Emission Report											
[c]Usage distribution (gal) provided by Enviromental Programs Manager David Ott 4/21/2(											
[d]In reference to guidance provided in apprendix D of OHHEA, Tom Chico of SCAQMD											
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from diesel combustion in ICEs and should be the only chemical quantified for diesel IC											
in SCAQMD HRAs											
[e]Diesel PM emission factors obtained from manufacturer specification sheets;											
when specificion sheets were not available, referred to default SCADMD emission fact											
Distribution (gal):		2826	North Campus								
Distribution (gal):		8750	Facilities								
Distribution (gal):		**11576**	**Total**								
Total bhp of ICE's at the North Campus		3824									
Total bhp of ICE's at Facilities		59164									

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
ICE, Yr - Diesel Facilites (lb/yr)

			Name:	ICE57	ICE58	ICE59	ICE60	ICE61	ICE62	ICE63	ICE64
			Number:	10120	10121	10122	10123	10124	10125	10126	10127
			Equipment:	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen
			Location:	200 Med Plaza	300 Med Plaza	200 Med Plaza	Env Service Building	Parking Structure 7	YRL	Campus Wide	Campus Wide
			Size (bhp):	1095	335	1095	535	317	260	216	490
			SCAQMD Permit:	D77804	D77805	D77806	F49789	F52215	F52214	F37549	F58435
			Annual Usage[a,b,c] (Mgal):	0.103	0.031	0.103	0.050	0.030	0.024	0.020	0.046
CAS	**Pollutant[d]**		**Emission Factor[e] (lbs/Mgal)**	33.500	6.765	33.500	14.241	14.241	33.500	7.121	0.712
9901	Diesel Exhaust (particulates)			3.44E+00	2.12E-01	3.44E+00	7.14E-01	4.23E-01	8.16E-01	1.44E-01	3.27E-02
Est Annual Fuel Usage (gal/yr):				102.60	31.39	102.60	50.13	29.70	24.36	20.24	45.91
Est Hourly Fuel Consumption (gal/hr):				17.0	5.2	17.0	8.3	4.9	4.0	3.3	7.6
Est Annual Hourly Usage (hr/yr):				6.05	6.05	6.05	6.05	6.05	6.05	6.05	6.05
Est Load Factor:				0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25
Est Load Factor × bhp				274	84	274	134	79	65	54	123
Manufacturer Diesel PM Emission Factor (g/bhp-hr)				NA	0.19	NA	0.4	0.4	NA	0.2	0.02
Converted Diesel PM Emission Factor (lbs/Mgal)				NA	6.765	NA	14.241	14.241	NA	7.121	0.712
Default SCAQMD (lbs/Mgal)		33.5	lbs/Mgal								
[a]Annual usage estimated based on engine size and reported diesel usage											
[b]Diesel usage reported on the 2006/2007 SCAQMD Annual Air Emission Report											
[c]Usage distribution (gal) provided by Enviromental Programs Manager David Ott 4/21/2(											
[d]In reference to guidance provided in apprendix D of OHHEA, Tom Chico of SCAQMD											
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from diesel combustion in ICEs and should be the only chemical quantified for diesel IC											
in SCAQMD HRAs											
[e]Diesel PM emission factors obtained from manufacturer specification sheets;											
when specificion sheets were not available, referred to default SCADMD emission fact											
Distribution (gal):		2826	North Campus								
Distribution (gal):		8750	Facilities								
Distribution (gal):		**11576**	**Total**								
Total bhp of ICE's at the North Campus		3824									
Total bhp of ICE's at Facilities		59164									

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
ICE, Yr - Diesel Facilites (lb/yr)

			Name:	ICE65	ICE66	ICE67	ICE68	ICE69	ICE70	ICE71	ICE72	ICE73
			Number:	10128	10129	10130	10131	10132	10133	10134	10135	10136
			Equipment:	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen
			Location:	CHS	Broad Art Center	Campus Wide	Public Policy	Murphy Hall	Hilbrom	Hedrick Tower	MS	PKS#3
			Size (bhp):	277	490	155	201	370	550	157	325	65
			SCAQMD Permit:	F62618	F58436	F37540	F4805	F4983	F73384	F73157	F89260	submitted1
			Annual Usage[a,b,c] (Mgal):	0.026	0.046	0.015	0.019	0.035	0.052	0.015	0.030	0.006
CAS	**Pollutant[d]**		**Emission Factor[e] (lbs/Mgal)**	4.984	0.712	33.500	33.500	33.500	4.984	33.500	3.560	4.984
9901	Diesel Exhaust (particulates)			1.29E-01	3.27E-02	4.87E-01	6.31E-01	1.16E+00	2.57E-01	4.93E-01	1.08E-01	3.04E-02
Est Annual Fuel Usage (gal/yr):				25.95	45.91	14.52	18.83	34.67	51.53	14.71	30.45	6.09
Est Hourly Fuel Consumption (gal/hr):				4.3	7.6	2.4	3.1	5.7	8.5	2.4	5.0	1.0
Est Annual Hourly Usage (hr/yr):				6.05	6.05	6.05	6.05	6.05	6.05	6.05	6.05	6.05
Est Load Factor:				0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25
Est Load Factor × bhp				69	123	39	50	93	138	39	81	16
Manufacturer Diesel PM Emission Factor (g/bhp-hr)				0.14	0.02	NA	NA	NA	0.14	NA	0.1	0.14
Converted Diesel PM Emission Factor (lbs/Mgal)				4.984	0.712	NA	NA	NA	4.984	NA	3.560	4.984
Default SCAQMD (lbs/Mgal)		33.5	lbs/Mgal									
[a]Annual usage estimated based on engine size and reported diesel usage												
[b]Diesel usage reported on the 2006/2007 SCAQMD Annual Air Emission Report												
[c]Usage distribution (gal) provided by Enviromental Programs Manager David Ott 4/21/2(												
[d]In reference to guidance provided in apprendix D of OHHEA, Tom Chico of SCAQMD												
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from diesel combustion in ICEs and should be the only chemical quantified for diesel IC												
in SCAQMD HRAs												
[e]Diesel PM emission factors obtained from manufacturer specification sheets;												
when specificion sheets were not available, referred to default SCADMD emission fact												
Distribution (gal):		2826	North Campus									
Distribution (gal):		8750	Facilities									
Distribution (gal):		**11576**	**Total**									
Total bhp of ICE's at the North Campus		3824										
Total bhp of ICE's at Facilities		59164										

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
ICE, Yr - Diesel Facilites (lb/yr)

			Name:	ICE74	ICE75	ICE76	ICE77	ICE78	ICE79	ICE80	ICE81	
			Number:	10137	10138	10139	10140	10141	10142	10143	10144	
			Equipment:	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	
			Location:	CHS Park Str	Dicksen Art	East Melnitz	Grad School Edu	Melnitz Hall	Campus Wide	Campus Wide	Park Str 8	
			Size (bhp):	50	50	50	50	50	50	50	50	
			SCAQMD Permit:	Exempt1	Exempt2	Exempt3	Exempt4	Exempt5	Exempt6	Exempt7	Exempt8	**Total**
			Annual Usage[a,b,c] (Mgal):	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	**Emissions**
CAS	**Pollutant[d]**		**Emission Factor[e] (lbs/Mgal)**	33.500	33.500	33.500	33.500	33.500	33.500	33.500	33.500	**(lb/yr)**
9901	Diesel Exhaust (particulates)			1.57E-01	1.57E-01	1.57E-01	1.57E-01	1.57E-01	1.57E-01	1.57E-01	1.57E-01	**8.71E+01**
Est Annual Fuel Usage (gal/yr):				4.68	4.68	4.68	4.68	4.68	4.68	4.68	4.68	
Est Hourly Fuel Consumption (gal/hr):				0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	
Est Annual Hourly Usage (hr/yr):				6.05	6.05	6.05	6.05	6.05	6.05	6.05	6.05	
Est Load Factor:				0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	
Est Load Factor × bhp				13	13	13	13	13	13	13	13	
Manufacturer Diesel PM Emission Factor (g/bhp-hr)				NA	NA	NA	NA	NA	NA	NA	NA	
Converted Diesel PM Emission Factor (lbs/Mgal)				NA	NA	NA	NA	NA	NA	NA	NA	
Default SCAQMD (lbs/Mgal)		33.5	lbs/Mgal									
[a]Annual usage estimated based on engine size and reported diesel usage												
[b]Diesel usage reported on the 2006/2007 SCAQMD Annual Air Emission Report												
[c]Usage distribution (gal) provided by Enviromental Programs Manager David Ott 4/21/2(												
[d]In reference to guidance provided in apprendix D of OHHEA, Tom Chico of SCAQMD												
said in a phone conversation 20 May 2008 that diesel PM represents the sole toxicity												
from diesel combustion in ICEs and should be the only chemical quantified for diesel IC												
in SCAQMD HRAs												
[e]Diesel PM emission factors obtained from manufacturer specification sheets;												
when specificion sheets were not available, referred to default SCADMD emission facto												
Distribution (gal):		2826	North Campus									
Distribution (gal):		8750	Facilities									
Distribution (gal):		**11576**	**Total**									
Total bhp of ICE's at the North Campus		3824										
Total bhp of ICE's at Facilities		59164										

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
ICE, Hr - Diesel NEW - LRDP (lb/yr)

		Name	ICE82	ICE83	ICE84	ICE85
		Number:	20009	20010	20011	20012
		Equipment:	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen
		Location:	Sproul South	Sproul West	Tiverton Medical Edu	Outpatient Facility
		Size (bhp):	335	335	500	500
		SCAQMD Permit:	New	New	New	New
		Hourly Usage[a] (Mgal):	0.005	0.005	0.008	0.008
CAS	**Pollutant**	**Emission Factor[c] (lbs/Mgal)**	3.560	3.560	3.560	3.560
9901	Diesel Exhaust (particulates)[c]		1.85E-02	1.85E-02	2.76E-02	2.76E-02
Est Hourly Fuel Consumption (gal/hr):			5.19	5.19	7.74	7.74
Est Load Factor:			0.25	0.25	0.25	0.25
ATCM Regulated Diesel PM Emission Factor (g/bhp-hr):			0.1	0.1	0.1	0.1
Converted Diesel PM Emission Factor (lbs/Mgal):			3.56	3.56	3.56	3.56
[a]Hourly usage based on engine fuel comsumption (gal/hr)						
[b]In reference to guidance provided in apprendix D of OHHEA, Tom Chico of SCAQMD						
said in a phone conversation 20 May 2008 that diesel PM represents the sole toxicity						
from diesel combustion in ICEs and should be the only chemical quantified for diesel ICEs						
in SCAQMD HRAs						
[c]Diesel PM emission factors assumed to be 0 .1 g/bhp-hr based on new engine ATCM regulations						

		Name	ICE86	ICE87	ICE88	ICE89	
		Number:	20013	20014	20015	20016	
		Equipment:	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	
		Location:	Wilshire Corridor	U&L DeNeve	Sproul Complex	LSR	
		Size (bhp):	500	670	1340	500	
		SCAQMD Permit:	New	New	New	New	**Total**
		Hourly Usage[a] (Mgal):	0.008	0.010	0.021	0.008	**Emissions**
CAS	**Pollutant**	**Emission Factor[c] (lbs/Mgal)**	3.560	3.560	3.560	3.560	**(lb/yr)**
9901	Diesel Exhaust (particulates)[c]		2.76E-02	3.69E-02	7.39E-02	2.76E-02	**2.58E-01**
Est Hourly Fuel Consumption (gal/hr):			7.74	10.37	20.74	7.74	
Est Load Factor:			0.25	0.25	0.25	0.25	
ATCM Regulated Diesel PM Emission Factor (g/bhp-hr):			0.1	0.1	0.1	0.1	
Converted Diesel PM Emission Factor (lbs/Mgal):			3.56	3.56	3.56	3.56	
[a]Hourly usage based on engine fuel comsumption (gal/hr)							
[b]In reference to guidance provided in apprendix D of OHHEA, To							
said in a phone conversation 20 May 2008 that diesel PM repres							
from diesel combustion in ICEs and should be the only chemical							
in SCAQMD HRAs							
[c]Diesel PM emission factors assumed to be 0 .1 g/bhp-hr based c							

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
ICE, Yr - Diesel New - LRDP (lb/hr)

		Name	ICE82	ICE83	ICE84	ICE85	ICE86	ICE87	ICE88	ICE89	
		Number:	20009	20010	20011	20012	20013	20014	20015	20016	
		Equipment:	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	ICE, Em Gen	
		Location:	Sproul South	Sproul West	Tiverton Medical Edu	Outpatient Facility	Wilshire Corridor	U&L DeNeve	Sproul Complex	LSR	
		Size (bhp):	335	335	500	500	500	670	1340	500	
		SCAQMD Permit:	New	New	New	New	New	New	New	New	**Total**
		Annual Usage[a] (Mgal):	0.031	0.031	0.046	0.046	0.046	0.062	0.124	0.046	**Emissions**
CAS	**Pollutant[b]**	**Emission Factor[c] (lbs/Mgal)**	3.560	3.560	3.560	3.560	3.560	3.560	3.560	3.560	**(lb/yr)**
9901	Diesel Exhaust (particulates)[b]		1.11E-01	1.11E-01	1.65E-01	1.65E-01	1.65E-01	2.22E-01	4.43E-01	1.65E-01	**1.55E+00**
Est Annual Fuel Usage (gal/yr):			31.12	31.12	46.44	46.44	46.44	62.23	124.46	46.44	
Est Hourly Fuel Consumption (gal/hr):			5.19	5.19	7.74	7.74	7.74	10.37	20.74	7.74	
Est Annual Hourly Usage (hr/yr):			6	6	6	6	6	6	6	6	
Est Load Factor:			0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	
ATCM Regulated Diesel PM Emission Factor (g/bhp-hr):			0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	
Converted Diesel PM Emission Factor (lbs/Mgal)			3.56	3.56	3.56	3.56	3.56	3.56	3.56	3.56	

[a]Annual usage based on the assumption that the engine will operate 6 hours per year for maintenance

[b]In reference to guidance provided in apprendix D of OHHEA, Tom Chico of SCAQMD said in a phone conversation 20 May 2008 that diesel PM represents the sole toxicity from diesel combustion in ICEs and should be the only chemical quantified for diesel ICEs in SCAQMD HRAs

[c]Diesel PM emission factors assumed to be 0 .1 g/bhp-hr based on new engine ATCM regulations

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
Spray Booth, Hr (lb/hr)

	Name:		BOOTH1		BOOTH1		BOOTH1
	Number:		10145		10145		10145
	Equipment:		Spray Booth, CSB I		Spray Booth, CSB I		Spray Booth, CSB I
	SCAQMD Permit:		D44160		D44160		D44160
	Manufacturer		Varathane Elite		Polystar		Ultrastar
	Product[a]:		Finish		Lacquer Primer		Lacquer Sealer
	Density (lb/gal):		8.5902		11.259		8.5068
	Hourly Usage (gal)[b]:		0.75		0.75		0.75
			Emissions		**Emissions**		**Emissions**
Pollutant		**Wt %**	**(lb/yr)**	**Wt %**	**(lbs/yr)**	**Wt %**	**(lbs/yr)**
1-Methoxy-2-propanol		0.00	0.00	2.00	0.17	4.00	0.26
Trichloroethylene		1.50	0.10	0.00	0.00	0.00	0.00
Trimethylbenzene, 1,2,4-		0.00	0.00	0.00	0.00	1.00	0.06
[a]Product data based on MSDS							
[b]Assumed max hourly usage of 3 gallons per							
hour based on daily material record keeping logs							
[c]Emissions based on a worst case composite material							

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
Spray Booth, Hr (lb/hr)

	Name:			BOOTH1		BOOTH1
	Number:			10145		10145[c]
	Equipment:			Spray Booth, CSB I		Spray Booth, CSB I
	SCAQMD Permit:			D44160		D44160
	Manufacturer			Ultrastar		Worst Case
	Product[a]:			Lacquer Finish		Composite
	Density (lb/gal):			8.5902		8.59
	Hourly Usage (gal)[b]:			0.75		3
				Emissions		**Emissions**
Pollutant		**Wt %**	**Wt %**	**(lbs/yr)**	**Wt %**	**(lbs/yr)**
1-Methoxy-2-propanol		0.00	3.00	0.19	4.00	1.03
Trichloroethylene		1.50	0.00	0.00	1.50	0.39
Trimethylbenzene, 1,2,4-		0.00	1.00	0.06	1.00	0.26
[a]Product data based on MSDS						
[b]Assumed max hourly usage of 3 gallons per						
hour based on daily material record keeping logs						
[c]Emissions based on a worst case composite material						

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
Spray Booth, Yr (lb/hr)

	Name:		BOOTH1		BOOTH1
	Number:		10145		10145
	Equipment:		Spray Booth, CSB I		Spray Booth, CSB I
	SCAQMD Permit:		D44160		D44160
	Manufacturer		Varathane Elite		Polystar
	Product[a]:		Finish		Lacquer Primer
	Density (lb/gal):		8.590		11.259
	Annual Usage (gal):		16.75		6.25
			Emissions		**Emissions**
Pollutant		**Wt %**	**lb/yr**	**Wt %**	**lb/yr**
1-Methoxy-2-propanol		0	0.00	2	1.41
Trichloroethylene		1.5	2.16	0	0.00
Trimethylbenzene, 1,2,4-		0	0.00	0	0.00
[a]Product data based on MSDS					

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
Spray Booth, Yr (lb/hr)

	Name:			BOOTH1		BOOTH1		
	Number:			10145		10145		
	Equipment:			Spray Booth, CSB I		Spray Booth, CSB I		
	SCAQMD Permit:			D44160		D44160		
	Manufacturer			Ultrastar		Ultrastar	**Total**	
	Product[a]:			Lacquer Sealer		Lacquer Finish	**Usage/Emissions**	
	Density (lb/gal):			8.507		8.590	**(gal/yr)**	
	Annual Usage (gal):			45.5		62	**130.5**	
				Emissions		**Emissions**	**Emissions**	
Pollutant		**Wt %**	**Wt %**	**lb/yr**	**Wt %**	**lb/yr**	**lb/yr**	**lb/gal**
1-Methoxy-2-propanol		0	4	15.48	3.00	15.98	**32.87**	0.25
Trichloroethylene		1.5	0	0.00	0.00	0.00	**2.16**	0.02
Trimethylbenzene, 1,2,4-		0	1	3.87	1.00	5.33	**9.20**	0.07
[a]Product data based on MSDS								

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
Lab Chemical Usage, Hr (lb/hr)

		Name:	LAB1	LAB2	LAB3	LAB3	LAB3	LAB3	LAB3	LAB3	LAB3	LAB3
		Number:	10146	10147	10148	10148	10148	10148	10148	10148	10148	10148
		Building:	REHAB CENTER	MED PLZA 300	CYCLOTRN BIO	DENTISTRY	DORIS STEIN	FACTOR	JULES STEIN	M DAVIES CC	PARKG ST CHS	PUBLIC HLTH
		Wet Floor Space (ft^2):	19720	2929	1050	29702	1580	38753	5575	10018	10568	15610
		Status:	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing
CAS	**Pollutant**	**Emissions[a](lbs)**										
75058	Acetonitrile	116.17	6.18E-04	9.18E-05	3.29E-05	9.31E-04	4.95E-05	1.21E-03	1.75E-04	3.14E-04	3.31E-04	4.89E-04
71432	Benzene	20.10	1.07E-04	1.59E-05	5.70E-06	1.61E-04	8.57E-06	2.10E-04	3.02E-05	5.43E-05	5.73E-05	8.47E-05
7726956	Bromine Compounds	128.79	6.85E-04	1.02E-04	3.65E-05	1.03E-03	5.49E-05	1.35E-03	1.94E-04	3.48E-04	3.67E-04	5.42E-04
75650	Butyl Alcohol, Tert-	0.54	2.87E-06	4.26E-07	1.53E-07	4.32E-06	2.30E-07	5.64E-06	8.11E-07	1.46E-06	1.54E-06	2.27E-06
56235	Carbon Tetrachloride	0.31	1.65E-06	2.45E-07	8.77E-08	2.48E-06	1.32E-07	3.24E-06	4.66E-07	8.37E-07	8.83E-07	1.30E-06
108907	Chlorobenzene	0.89	4.71E-06	7.00E-07	2.51E-07	7.09E-06	3.77E-07	9.26E-06	1.33E-06	2.39E-06	2.52E-06	3.73E-06
67663	Chloroform	122.36	6.51E-04	9.67E-05	3.47E-05	9.81E-04	5.22E-05	1.28E-03	1.84E-04	3.31E-04	3.49E-04	5.15E-04
106467	Dichlorobenzene, p-	0.35	1.89E-06	2.80E-07	1.00E-07	2.84E-06	1.51E-07	3.71E-06	5.34E-07	9.59E-07	1.01E-06	1.49E-06
68122	Dimethylformamide	14.10	7.50E-05	1.11E-05	4.00E-06	1.13E-04	6.01E-06	1.47E-04	2.12E-05	3.81E-05	4.02E-05	5.94E-05
123911	Dioxane, 1,4-	8.85	4.71E-05	7.00E-06	2.51E-06	7.10E-05	3.77E-06	9.26E-05	1.33E-05	2.39E-05	2.52E-05	3.73E-05
106898	Epichlorohydrin	0.00	3.04E-09	4.51E-10	1.62E-10	4.57E-09	2.43E-10	5.97E-09	8.58E-10	1.54E-09	1.63E-09	2.40E-09
107062	Ethylene Dichloride	0.01	7.62E-08	1.13E-08	4.06E-09	1.15E-07	6.10E-09	1.50E-07	2.15E-08	3.87E-08	4.08E-08	6.03E-08
50000	Formaldehyde	1405.52	7.48E-03	1.11E-03	3.98E-04	1.13E-02	5.99E-04	1.47E-02	2.11E-03	3.80E-03	4.01E-03	5.92E-03
110543	Hexane	995.79	5.30E-03	7.87E-04	2.82E-04	7.98E-03	4.25E-04	1.04E-02	1.50E-03	2.69E-03	2.84E-03	4.19E-03
302012	Hydrazine	0.01	6.08E-08	9.03E-09	3.24E-09	9.16E-08	4.87E-09	1.19E-07	1.72E-08	3.09E-08	3.26E-08	4.81E-08
7647010	Hydrogen Chloride	33.44	1.78E-04	2.64E-05	9.47E-06	2.68E-04	1.43E-05	3.50E-04	5.03E-05	9.04E-05	9.54E-05	1.41E-04
67630	Isopropyl Alcohol	34.38	1.83E-04	2.72E-05	9.74E-06	2.76E-04	1.47E-05	3.60E-04	5.17E-05	9.29E-05	9.80E-05	1.45E-04
67561	Methanol	894.93	4.76E-03	7.07E-04	2.54E-04	7.17E-03	3.82E-04	9.36E-03	1.35E-03	2.42E-03	2.55E-03	3.77E-03
75092	Methylene Chloride	624.98	3.33E-03	4.94E-04	1.77E-04	5.01E-03	2.66E-04	6.54E-03	9.40E-04	1.69E-03	1.78E-03	2.63E-03
127184	Perchloroethylene	0.19	9.87E-07	1.47E-07	5.25E-08	1.49E-06	7.91E-08	1.94E-06	2.79E-07	5.01E-07	5.29E-07	7.81E-07
110861	Pyridine	1.90	1.01E-05	1.50E-06	5.39E-07	1.52E-05	8.11E-07	1.99E-05	2.86E-06	5.14E-06	5.42E-06	8.01E-06
108883	Toluene	54.97	2.92E-04	4.34E-05	1.56E-05	4.41E-04	2.34E-05	5.75E-04	8.27E-05	1.49E-04	1.57E-04	2.32E-04
121448	Triethylamine	6.44	3.42E-05	5.09E-06	1.82E-06	5.16E-05	2.74E-06	6.73E-05	9.68E-06	1.74E-05	1.84E-05	2.71E-05
1330207	Xylenes	88.16	4.69E-04	6.97E-05	2.50E-05	7.07E-04	3.76E-05	9.22E-04	1.33E-04	2.38E-04	2.51E-04	3.71E-04

[a]Source: UCLA Laboratory Purchase Records January to December 2007

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
Lab Chemical Usage, Hr (lb/hr)

		Name:	LAB3	LAB3	LAB3	LAB3	LAB3	LAB3	LAB3	LAB3	LAB3
		Number:	10148	10148	10148	10148	10148	10148	10148	10148	10148
		Building:	CLINICAL RES	VIVARIUM	700 WWPLAZA	BRAIN MAPPNG	BRAIN RSCH	CYCLOTRN ADD	HEALTH SCI	REED RESRCH	SEMEL INST
		Wet Floor Space (ft^2):	3836	8931	8598	251	28075	744	96291	14503	11131
		Status:	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing
CAS	**Pollutant**	**Emissions[a](lbs)**									
75058	Acetonitrile	116.17	1.20E-04	2.80E-04	2.70E-04	7.87E-06	8.80E-04	2.33E-05	3.02E-03	4.55E-04	3.49E-04
71432	Benzene	20.10	2.08E-05	4.84E-05	4.66E-05	1.36E-06	1.52E-04	4.04E-06	5.22E-04	7.87E-05	6.04E-05
7726956	Bromine Compounds	128.79	1.33E-04	3.10E-04	2.99E-04	8.72E-06	9.76E-04	2.59E-05	3.35E-03	5.04E-04	3.87E-04
75650	Butyl Alcohol, Tert-	0.54	5.58E-07	1.30E-06	1.25E-06	3.65E-08	4.08E-06	1.08E-07	1.40E-05	2.11E-06	1.62E-06
56235	Carbon Tetrachloride	0.31	3.21E-07	7.46E-07	7.18E-07	2.10E-08	2.35E-06	6.22E-08	8.05E-06	1.21E-06	9.30E-07
108907	Chlorobenzene	0.89	9.16E-07	2.13E-06	2.05E-06	5.99E-08	6.71E-06	1.78E-07	2.30E-05	3.46E-06	2.66E-06
67663	Chloroform	122.36	1.27E-04	2.95E-04	2.84E-04	8.29E-06	9.27E-04	2.46E-05	3.18E-03	4.79E-04	3.68E-04
106467	Dichlorobenzene, p-	0.35	3.67E-07	8.55E-07	8.23E-07	2.40E-08	2.69E-06	7.12E-08	9.22E-06	1.39E-06	1.07E-06
68122	Dimethylformamide	14.10	1.46E-05	3.40E-05	3.27E-05	9.55E-07	1.07E-04	2.83E-06	3.66E-04	5.52E-05	4.24E-05
123911	Dioxane, 1,4-	8.85	9.16E-06	2.13E-05	2.05E-05	6.00E-07	6.71E-05	1.78E-06	2.30E-04	3.46E-05	2.66E-05
106898	Epichlorohydrin	0.00	5.91E-10	1.37E-09	1.32E-09	3.86E-11	4.32E-09	1.15E-10	1.48E-08	2.23E-09	1.71E-09
107062	Ethylene Dichloride	0.01	1.48E-08	3.45E-08	3.32E-08	9.70E-10	1.08E-07	2.87E-09	3.72E-07	5.60E-08	4.30E-08
50000	Formaldehyde	1405.52	1.45E-03	3.39E-03	3.26E-03	9.52E-05	1.06E-02	2.82E-04	3.65E-02	5.50E-03	4.22E-03
110543	Hexane	995.79	1.03E-03	2.40E-03	2.31E-03	6.74E-05	7.54E-03	2.00E-04	2.59E-02	3.90E-03	2.99E-03
302012	Hydrazine	0.01	1.18E-08	2.75E-08	2.65E-08	7.74E-10	8.66E-08	2.29E-09	2.97E-07	4.47E-08	3.43E-08
7647010	Hydrogen Chloride	33.44	3.46E-05	8.06E-05	7.76E-05	2.26E-06	2.53E-04	6.71E-06	8.69E-04	1.31E-04	1.00E-04
67630	Isopropyl Alcohol	34.38	3.56E-05	8.29E-05	7.98E-05	2.33E-06	2.60E-04	6.90E-06	8.93E-04	1.35E-04	1.03E-04
67561	Methanol	894.93	9.26E-04	2.16E-03	2.08E-03	6.06E-05	6.78E-03	1.80E-04	2.33E-02	3.50E-03	2.69E-03
75092	Methylene Chloride	624.98	6.47E-04	1.51E-03	1.45E-03	4.23E-05	4.73E-03	1.25E-04	1.62E-02	2.45E-03	1.88E-03
127184	Perchloroethylene	0.19	1.92E-07	4.47E-07	4.30E-07	1.26E-08	1.40E-06	3.72E-08	4.82E-06	7.26E-07	5.57E-07
110861	Pyridine	1.90	1.97E-06	4.58E-06	4.41E-06	1.29E-07	1.44E-05	3.82E-07	4.94E-05	7.44E-06	5.71E-06
108883	Toluene	54.97	5.69E-05	1.32E-04	1.28E-04	3.72E-06	4.16E-04	1.10E-05	1.43E-03	2.15E-04	1.65E-04
121448	Triethylamine	6.44	6.66E-06	1.55E-05	1.49E-05	4.36E-07	4.88E-05	1.29E-06	1.67E-04	2.52E-05	1.93E-05
1330207	Xylenes	88.16	9.12E-05	2.12E-04	2.05E-04	5.97E-06	6.68E-04	1.77E-05	2.29E-03	3.45E-04	2.65E-04
[a]Source: UCLA Laboratory Purchase Records January to December 2											

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
Lab Chemical Usage, Hr (lb/hr)

		Name:	LAB4	LAB5	LAB5	LAB6	LAB7	LAB7	LAB7	LAB7	LAB8	LAB8
		Number:	10149	10150	10150	10151	10152	10152	10152	10152	10153	10153
		Building:	MORTON MED	GONDA CENTER	MACDONALD LAB	BOELTER HALL	BOTANY	BIOMED SCI	LATH HOUSE	OHRC	ENGR BLDG 4	ENGR BLDG 1
		Wet Floor Space (ft^2):	3863	28146	48816	38728	8678	34430	270	26052	49004	15432
		Status:	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing
CAS	**Pollutant**	**Emissions[a](lbs)**										
75058	Acetonitrile	116.17	1.21E-04	8.82E-04	1.53E-03	1.21E-03	2.72E-04	1.08E-03	8.46E-06	8.17E-04	1.54E-03	4.84E-04
71432	Benzene	20.10	2.10E-05	1.53E-04	2.65E-04	2.10E-04	4.71E-05	1.87E-04	1.46E-06	1.41E-04	2.66E-04	8.37E-05
7726956	Bromine Compounds	128.79	1.34E-04	9.78E-04	1.70E-03	1.35E-03	3.02E-04	1.20E-03	9.38E-06	9.05E-04	1.70E-03	5.36E-04
75650	Butyl Alcohol, Tert-	0.54	5.62E-07	4.09E-06	7.10E-06	5.63E-06	1.26E-06	5.01E-06	3.93E-08	3.79E-06	7.13E-06	2.24E-06
56235	Carbon Tetrachloride	0.31	3.23E-07	2.35E-06	4.08E-06	3.24E-06	7.25E-07	2.88E-06	2.26E-08	2.18E-06	4.09E-06	1.29E-06
108907	Chlorobenzene	0.89	9.23E-07	6.72E-06	1.17E-05	9.25E-06	2.07E-06	8.22E-06	6.45E-08	6.22E-06	1.17E-05	3.69E-06
67663	Chloroform	122.36	1.28E-04	9.29E-04	1.61E-03	1.28E-03	2.87E-04	1.14E-03	8.91E-06	8.60E-04	1.62E-03	5.10E-04
106467	Dichlorobenzene, p-	0.35	3.70E-07	2.69E-06	4.67E-06	3.71E-06	8.31E-07	3.30E-06	2.58E-08	2.49E-06	4.69E-06	1.48E-06
68122	Dimethylformamide	14.10	1.47E-05	1.07E-04	1.86E-04	1.47E-04	3.30E-05	1.31E-04	1.03E-06	9.91E-05	1.86E-04	5.87E-05
123911	Dioxane, 1,4-	8.85	9.23E-06	6.72E-05	1.17E-04	9.25E-05	2.07E-05	8.22E-05	6.45E-07	6.22E-05	1.17E-04	3.69E-05
106898	Epichlorohydrin	0.00	5.95E-10	4.33E-09	7.51E-09	5.96E-09	1.34E-09	5.30E-09	4.16E-11	4.01E-09	7.54E-09	2.38E-09
107062	Ethylene Dichloride	0.01	1.49E-08	1.09E-07	1.89E-07	1.50E-07	3.35E-08	1.33E-07	1.04E-09	1.01E-07	1.89E-07	5.96E-08
50000	Formaldehyde	1405.52	1.47E-03	1.07E-02	1.85E-02	1.47E-02	3.29E-03	1.31E-02	1.02E-04	9.88E-03	1.86E-02	5.85E-03
110543	Hexane	995.79	1.04E-03	7.56E-03	1.31E-02	1.04E-02	2.33E-03	9.25E-03	7.25E-05	7.00E-03	1.32E-02	4.15E-03
302012	Hydrazine	0.01	1.19E-08	8.68E-08	1.51E-07	1.19E-07	2.68E-08	1.06E-07	8.32E-10	8.03E-08	1.51E-07	4.76E-08
7647010	Hydrogen Chloride	33.44	3.49E-05	2.54E-04	4.41E-04	3.49E-04	7.83E-05	3.11E-04	2.44E-06	2.35E-04	4.42E-04	1.39E-04
67630	Isopropyl Alcohol	34.38	3.58E-05	2.61E-04	4.53E-04	3.59E-04	8.05E-05	3.19E-04	2.50E-06	2.42E-04	4.55E-04	1.43E-04
67561	Methanol	894.93	9.33E-04	6.80E-03	1.18E-02	9.35E-03	2.10E-03	8.31E-03	6.52E-05	6.29E-03	1.18E-02	3.73E-03
75092	Methylene Chloride	624.98	6.51E-04	4.75E-03	8.23E-03	6.53E-03	1.46E-03	5.81E-03	4.55E-05	4.39E-03	8.26E-03	2.60E-03
127184	Perchloroethylene	0.19	1.93E-07	1.41E-06	2.44E-06	1.94E-06	4.34E-07	1.72E-06	1.35E-08	1.30E-06	2.45E-06	7.72E-07
110861	Pyridine	1.90	1.98E-06	1.44E-05	2.51E-05	1.99E-05	4.45E-06	1.77E-05	1.39E-07	1.34E-05	2.51E-05	7.92E-06
108883	Toluene	54.97	5.73E-05	4.17E-04	7.24E-04	5.74E-04	1.29E-04	5.11E-04	4.00E-06	3.86E-04	7.27E-04	2.29E-04
121448	Triethylamine	6.44	6.71E-06	4.89E-05	8.48E-05	6.73E-05	1.51E-05	5.98E-05	4.69E-07	4.52E-05	8.51E-05	2.68E-05
1330207	Xylenes	88.16	9.19E-05	6.70E-04	1.16E-03	9.21E-04	2.06E-04	8.19E-04	6.42E-06	6.20E-04	1.17E-03	3.67E-04
[a]Source: UCLA Laboratory Purchase Records January to December 2												

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
Lab Chemical Usage, Hr (lb/hr)

		Name:	LAB8	LAB9	LAB9	LAB9	LAB9	LAB9	LAB9	LAB10	LAB10	LAB11
		Number:	10153	10154	10154	10154	10154	10154	10154	10155	10155	10156
		Building:	ENGR BLDG 5	FRANZ HALL	GEOLOGY	MOLECULR SCI	SLICHTER	YOUNG HALL	BOYER HALL	KNUDSEN HALL	PHYS ASTRO	POWELL LIB
		Wet Floor Space (ft^2):	33551	6355	13075	58079	9518	65939	35377	35088	19329	264
		Status:	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing
CAS	**Pollutant**	**Emissions[a](lbs)**										
75058	Acetonitrile	116.17	1.05E-03	1.99E-04	4.10E-04	1.82E-03	2.98E-04	2.07E-03	1.11E-03	1.10E-03	6.06E-04	8.28E-06
71432	Benzene	20.10	1.82E-04	3.45E-05	7.09E-05	3.15E-04	5.16E-05	3.58E-04	1.92E-04	1.90E-04	1.05E-04	1.43E-06
7726956	Bromine Compounds	128.79	1.17E-03	2.21E-04	4.54E-04	2.02E-03	3.31E-04	2.29E-03	1.23E-03	1.22E-03	6.72E-04	9.17E-06
75650	Butyl Alcohol, Tert-	0.54	4.88E-06	9.24E-07	1.90E-06	8.45E-06	1.38E-06	9.59E-06	5.14E-06	5.10E-06	2.81E-06	3.84E-08
56235	Carbon Tetrachloride	0.31	2.80E-06	5.31E-07	1.09E-06	4.85E-06	7.95E-07	5.51E-06	2.96E-06	2.93E-06	1.61E-06	2.21E-08
108907	Chlorobenzene	0.89	8.01E-06	1.52E-06	3.12E-06	1.39E-05	2.27E-06	1.57E-05	8.45E-06	8.38E-06	4.62E-06	6.31E-08
67663	Chloroform	122.36	1.11E-03	2.10E-04	4.32E-04	1.92E-03	3.14E-04	2.18E-03	1.17E-03	1.16E-03	6.38E-04	8.72E-06
106467	Dichlorobenzene, p-	0.35	3.21E-06	6.08E-07	1.25E-06	5.56E-06	9.11E-07	6.31E-06	3.39E-06	3.36E-06	1.85E-06	2.53E-08
68122	Dimethylformamide	14.10	1.28E-04	2.42E-05	4.98E-05	2.21E-04	3.62E-05	2.51E-04	1.35E-04	1.34E-04	7.36E-05	1.00E-06
123911	Dioxane, 1,4-	8.85	8.01E-05	1.52E-05	3.12E-05	1.39E-04	2.27E-05	1.58E-04	8.45E-05	8.38E-05	4.62E-05	6.31E-07
106898	Epichlorohydrin	0.00	5.16E-09	9.78E-10	2.01E-09	8.94E-09	1.47E-09	1.02E-08	5.45E-09	5.40E-09	2.98E-09	4.06E-11
107062	Ethylene Dichloride	0.01	1.30E-07	2.46E-08	5.05E-08	2.24E-07	3.68E-08	2.55E-07	1.37E-07	1.36E-07	7.47E-08	1.02E-09
50000	Formaldehyde	1405.52	1.27E-02	2.41E-03	4.96E-03	2.20E-02	3.61E-03	2.50E-02	1.34E-02	1.33E-02	7.33E-03	1.00E-04
110543	Hexane	995.79	9.02E-03	1.71E-03	3.51E-03	1.56E-02	2.56E-03	1.77E-02	9.51E-03	9.43E-03	5.19E-03	7.09E-05
302012	Hydrazine	0.01	1.03E-07	1.96E-08	4.03E-08	1.79E-07	2.93E-08	2.03E-07	1.09E-07	1.08E-07	5.96E-08	8.14E-10
7647010	Hydrogen Chloride	33.44	3.03E-04	5.73E-05	1.18E-04	5.24E-04	8.59E-05	5.95E-04	3.19E-04	3.17E-04	1.74E-04	2.38E-06
67630	Isopropyl Alcohol	34.38	3.11E-04	5.90E-05	1.21E-04	5.39E-04	8.83E-05	6.12E-04	3.28E-04	3.26E-04	1.79E-04	2.45E-06
67561	Methanol	894.93	8.10E-03	1.53E-03	3.16E-03	1.40E-02	2.30E-03	1.59E-02	8.54E-03	8.47E-03	4.67E-03	6.38E-05
75092	Methylene Chloride	624.98	5.66E-03	1.07E-03	2.20E-03	9.79E-03	1.61E-03	1.11E-02	5.97E-03	5.92E-03	3.26E-03	4.45E-05
127184	Perchloroethylene	0.19	1.68E-06	3.18E-07	6.54E-07	2.91E-06	4.76E-07	3.30E-06	1.77E-06	1.76E-06	9.67E-07	1.32E-08
110861	Pyridine	1.90	1.72E-05	3.26E-06	6.71E-06	2.98E-05	4.88E-06	3.38E-05	1.82E-05	1.80E-05	9.92E-06	1.35E-07
108883	Toluene	54.97	4.98E-04	9.43E-05	1.94E-04	8.61E-04	1.41E-04	9.78E-04	5.25E-04	5.20E-04	2.87E-04	3.92E-06
121448	Triethylamine	6.44	5.83E-05	1.10E-05	2.27E-05	1.01E-04	1.65E-05	1.15E-04	6.14E-05	6.09E-05	3.36E-05	4.58E-07
1330207	Xylenes	88.16	7.98E-04	1.51E-04	3.11E-04	1.38E-03	2.26E-04	1.57E-03	8.42E-04	8.35E-04	4.60E-04	6.28E-06
[a]Source: UCLA Laboratory Purchase Records January to December 2												

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
Lab Chemical Usage, Hr (lb/hr)

		Name:	LAB12	LAB12	LAB13	LAB14	LAB15	LAB15	LAB16	LAB17
		Number:	10157	10157	10158	10159	10160	10160	10161	20017
		Building:	MACGOWAN	MELNITZ HALL	CNSI - CoS	NEUROSCI RCH	HILLBLOM CTR	WARREN HALL	LIFE SCIENCE	LSR
		Wet Floor Space (ft^2):	19180	1034	38441	32135	2722	23246	37828	37000
		Status:	Existing	Existing	Existing	Existing	Existing	Existing	Existing	New
CAS	**Pollutant**	**Emissions[a](lbs)**								
75058	Acetonitrile	116.17	6.01E-04	3.24E-05	1.20E-03	1.01E-03	8.53E-05	7.29E-04	1.19E-03	1.16E-03
71432	Benzene	20.10	1.04E-04	5.61E-06	2.09E-04	1.74E-04	1.48E-05	1.26E-04	2.05E-04	2.01E-04
7726956	Bromine Compounds	128.79	6.67E-04	3.59E-05	1.34E-03	1.12E-03	9.46E-05	8.08E-04	1.31E-03	1.29E-03
75650	Butyl Alcohol, Tert-	0.54	2.79E-06	1.50E-07	5.59E-06	4.67E-06	3.96E-07	3.38E-06	5.50E-06	5.38E-06
56235	Carbon Tetrachloride	0.31	1.60E-06	8.64E-08	3.21E-06	2.68E-06	2.27E-07	1.94E-06	3.16E-06	3.09E-06
108907	Chlorobenzene	0.89	4.58E-06	2.47E-07	9.18E-06	7.68E-06	6.50E-07	5.55E-06	9.03E-06	8.84E-06
67663	Chloroform	122.36	6.33E-04	3.41E-05	1.27E-03	1.06E-03	8.99E-05	7.68E-04	1.25E-03	1.22E-03
106467	Dichlorobenzene, p-	0.35	1.84E-06	9.90E-08	3.68E-06	3.08E-06	2.61E-07	2.22E-06	3.62E-06	3.54E-06
68122	Dimethylformamide	14.10	7.30E-05	3.94E-06	1.46E-04	1.22E-04	1.04E-05	8.85E-05	1.44E-04	1.41E-04
123911	Dioxane, 1,4-	8.85	4.58E-05	2.47E-06	9.18E-05	7.68E-05	6.50E-06	5.55E-05	9.04E-05	8.84E-05
106898	Epichlorohydrin	0.00	2.95E-09	1.59E-10	5.92E-09	4.95E-09	4.19E-10	3.58E-09	5.82E-09	5.70E-09
107062	Ethylene Dichloride	0.01	7.41E-08	3.99E-09	1.49E-07	1.24E-07	1.05E-08	8.98E-08	1.46E-07	1.43E-07
50000	Formaldehyde	1405.52	7.27E-03	3.92E-04	1.46E-02	1.22E-02	1.03E-03	8.82E-03	1.43E-02	1.40E-02
110543	Hexane	995.79	5.15E-03	2.78E-04	1.03E-02	8.63E-03	7.31E-04	6.25E-03	1.02E-02	9.94E-03
302012	Hydrazine	0.01	5.91E-08	3.19E-09	1.19E-07	9.91E-08	8.39E-09	7.17E-08	1.17E-07	1.14E-07
7647010	Hydrogen Chloride	33.44	1.73E-04	9.33E-06	3.47E-04	2.90E-04	2.46E-05	2.10E-04	3.41E-04	3.34E-04
67630	Isopropyl Alcohol	34.38	1.78E-04	9.59E-06	3.57E-04	2.98E-04	2.53E-05	2.16E-04	3.51E-04	3.43E-04
67561	Methanol	894.93	4.63E-03	2.50E-04	9.28E-03	7.76E-03	6.57E-04	5.61E-03	9.13E-03	8.93E-03
75092	Methylene Chloride	624.98	3.23E-03	1.74E-04	6.48E-03	5.42E-03	4.59E-04	3.92E-03	6.38E-03	6.24E-03
127184	Perchloroethylene	0.19	9.60E-07	5.17E-08	1.92E-06	1.61E-06	1.36E-07	1.16E-06	1.89E-06	1.85E-06
110861	Pyridine	1.90	9.84E-06	5.31E-07	1.97E-05	1.65E-05	1.40E-06	1.19E-05	1.94E-05	1.90E-05
108883	Toluene	54.97	2.84E-04	1.53E-05	5.70E-04	4.77E-04	4.04E-05	3.45E-04	5.61E-04	5.49E-04
121448	Triethylamine	6.44	3.33E-05	1.80E-06	6.68E-05	5.58E-05	4.73E-06	4.04E-05	6.57E-05	6.43E-05
1330207	Xylenes	88.16	4.56E-04	2.46E-05	9.14E-04	7.64E-04	6.47E-05	5.53E-04	9.00E-04	8.80E-04
[a]Source: UCLA Laboratory Purchase Records January to December 2										

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
Lab Chemical Usage, Yr (lb/yr)

		Name:	LAB1	LAB2	LAB3	LAB3	LAB3	LAB3	LAB3	LAB3	LAB3
		Number:	10146	10147	10148	10148	10148	10148	10148	10148	10148
		Building:	REHAB CENTER	MED PLZA 300	CYCLOTRN BIO	DENTISTRY	DORIS STEIN	FACTOR	JULES STEIN	M DAVIES CC	PARKG ST CHS
		Wet Floor Space (ft^2):	19720	2929	1050	29702	1580	38753	5575	10018	10568
		Status:	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing
CAS	**Pollutant**	**Emissions[a] (lbs)**									
75058	Acetonitrile	116.17	2.23E+00	3.31E-01	1.18E-01	3.35E+00	1.78E-01	4.37E+00	6.29E-01	1.13E+00	1.19E+00
71432	Benzene	20.10	3.85E-01	5.72E-02	2.05E-02	5.80E-01	3.09E-02	7.57E-01	1.09E-01	1.96E-01	2.06E-01
7726956	Bromine Compounds	128.79	2.47E+00	3.66E-01	1.31E-01	3.72E+00	1.98E-01	4.85E+00	6.97E-01	1.25E+00	1.32E+00
75650	Butyl Alcohol, Tert-	0.54	1.03E-02	1.53E-03	5.50E-04	1.55E-02	8.27E-04	2.03E-02	2.92E-03	5.24E-03	5.53E-03
56235	Carbon Tetrachloride	0.31	5.93E-03	8.81E-04	3.16E-04	8.93E-03	4.75E-04	1.17E-02	1.68E-03	3.01E-03	3.18E-03
108907	Chlorobenzene	0.89	1.70E-02	2.52E-03	9.03E-04	2.55E-02	1.36E-03	3.33E-02	4.79E-03	8.61E-03	9.09E-03
67663	Chloroform	122.36	2.34E+00	3.48E-01	1.25E-01	3.53E+00	1.88E-01	4.61E+00	6.63E-01	1.19E+00	1.26E+00
106467	Dichlorobenzene, p-	0.35	6.79E-03	1.01E-03	3.62E-04	1.02E-02	5.44E-04	1.34E-02	1.92E-03	3.45E-03	3.64E-03
68122	Dimethylformamide	14.10	2.70E-01	4.01E-02	1.44E-02	4.07E-01	2.16E-02	5.31E-01	7.64E-02	1.37E-01	1.45E-01
123911	Dioxane, 1,4-	8.85	1.70E-01	2.52E-02	9.03E-03	2.55E-01	1.36E-02	3.33E-01	4.79E-02	8.62E-02	9.09E-02
106898	Epichlorohydrin	0.00	1.09E-05	1.62E-06	5.82E-07	1.65E-05	8.76E-07	2.15E-05	3.09E-06	5.55E-06	5.86E-06
107062	Ethylene Dichloride	0.01	2.74E-04	4.07E-05	1.46E-05	4.13E-04	2.20E-05	5.39E-04	7.75E-05	1.39E-04	1.47E-04
50000	Formaldehyde	1405.52	2.69E+01	4.00E+00	1.43E+00	4.06E+01	2.16E+00	5.29E+01	7.61E+00	1.37E+01	1.44E+01
110543	Hexane	995.79	1.91E+01	2.83E+00	1.02E+00	2.87E+01	1.53E+00	3.75E+01	5.39E+00	9.69E+00	1.02E+01
302012	Hydrazine	0.01	2.19E-04	3.25E-05	1.17E-05	3.30E-04	1.75E-05	4.30E-04	6.19E-05	1.11E-04	1.17E-04
7647010	Hydrogen Chloride	33.44	6.41E-01	9.51E-02	3.41E-02	9.65E-01	5.13E-02	1.26E+00	1.81E-01	3.25E-01	3.43E-01
67630	Isopropyl Alcohol	34.38	6.59E-01	9.78E-02	3.51E-02	9.92E-01	5.28E-02	1.29E+00	1.86E-01	3.35E-01	3.53E-01
67561	Methanol	894.93	1.71E+01	2.55E+00	9.13E-01	2.58E+01	1.37E+00	3.37E+01	4.85E+00	8.71E+00	9.19E+00
75092	Methylene Chloride	624.98	1.20E+01	1.78E+00	6.37E-01	1.80E+01	9.59E-01	2.35E+01	3.38E+00	6.08E+00	6.42E+00
127184	Perchloroethylene	0.19	3.55E-03	5.28E-04	1.89E-04	5.35E-03	2.85E-04	6.98E-03	1.00E-03	1.80E-03	1.90E-03
110861	Pyridine	1.90	3.64E-02	5.41E-03	1.94E-03	5.49E-02	2.92E-03	7.16E-02	1.03E-02	1.85E-02	1.95E-02
108883	Toluene	54.97	1.05E+00	1.56E-01	5.61E-02	1.59E+00	8.44E-02	2.07E+00	2.98E-01	5.35E-01	5.64E-01
121448	Triethylamine	6.44	1.23E-01	1.83E-02	6.56E-03	1.86E-01	9.88E-03	2.42E-01	3.49E-02	6.26E-02	6.61E-02
1330207	Xylenes	88.16	1.69E+00	2.51E-01	8.99E-02	2.54E+00	1.35E-01	3.32E+00	4.77E-01	8.58E-01	9.05E-01
Total wetlab floor space (2007 Baseline Senario)		992445									
Total wetlab floor space (2013 LRDP Senario)		1029445									
Percent Change		3.73%									
[a]Source: UCLA Laboratory Purchase Records January to December 2007											

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
Lab Chemical Usage, Yr (lb/yr)

		Name:	LAB3	LAB3	LAB3	LAB3	LAB3	LAB3	LAB3	LAB3	LAB3	LAB3
		Number:	10148	10148	10148	10148	10148	10148	10148	10148	10148	10148
		Building:	PUBLIC HLTH	CLINICAL RES	VIVARIUM	700 WWPLAZA	BRAIN MAPPNG	BRAIN RSCH	CYCLOTRN ADD	HEALTH SCI	REED RESRCH	SEMEL INST
		Wet Floor Space (ft^2):	15610	3836	8931	8598	251	28075	744	96291	14503	11131
		Status:	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing
CAS	**Pollutant**	**Emissions[a] (lbs)**										
75058	Acetonitrile	116.17	1.76E+00	4.33E-01	1.01E+00	9.70E-01	2.83E-02	3.17E+00	8.40E-02	1.09E+01	1.64E+00	1.26E+00
71432	Benzene	20.10	3.05E-01	7.49E-02	1.74E-01	1.68E-01	4.90E-03	5.48E-01	1.45E-02	1.88E+00	2.83E-01	2.17E-01
7726956	Bromine Compounds	128.79	1.95E+00	4.80E-01	1.12E+00	1.08E+00	3.14E-02	3.51E+00	9.31E-02	1.20E+01	1.81E+00	1.39E+00
75650	Butyl Alcohol, Tert-	0.54	8.17E-03	2.01E-03	4.68E-03	4.50E-03	1.31E-04	1.47E-02	3.89E-04	5.04E-02	7.59E-03	5.83E-03
56235	Carbon Tetrachloride	0.31	4.70E-03	1.15E-03	2.69E-03	2.59E-03	7.55E-05	8.44E-03	2.24E-04	2.90E-02	4.36E-03	3.35E-03
108907	Chlorobenzene	0.89	1.34E-02	3.30E-03	7.68E-03	7.39E-03	2.16E-04	2.41E-02	6.40E-04	8.28E-02	1.25E-02	9.57E-03
67663	Chloroform	122.36	1.86E+00	4.56E-01	1.06E+00	1.02E+00	2.98E-02	3.34E+00	8.84E-02	1.14E+01	1.72E+00	1.32E+00
106467	Dichlorobenzene, p-	0.35	5.38E-03	1.32E-03	3.08E-03	2.96E-03	8.65E-05	9.67E-03	2.56E-04	3.32E-02	5.00E-03	3.84E-03
68122	Dimethylformamide	14.10	2.14E-01	5.26E-02	1.22E-01	1.18E-01	3.44E-03	3.85E-01	1.02E-02	1.32E+00	1.99E-01	1.52E-01
123911	Dioxane, 1,4-	8.85	1.34E-01	3.30E-02	7.68E-02	7.39E-02	2.16E-03	2.41E-01	6.40E-03	8.28E-01	1.25E-01	9.57E-02
106898	Epichlorohydrin	0.00	8.65E-06	2.13E-06	4.95E-06	4.76E-06	1.39E-07	1.56E-05	4.12E-07	5.34E-05	8.04E-06	6.17E-06
107062	Ethylene Dichloride	0.01	2.17E-04	5.34E-05	1.24E-04	1.20E-04	3.49E-06	3.90E-04	1.03E-05	1.34E-03	2.02E-04	1.55E-04
50000	Formaldehyde	1405.52	2.13E+01	5.24E+00	1.22E+01	1.17E+01	3.43E-01	3.83E+01	1.02E+00	1.31E+02	1.98E+01	1.52E+01
110543	Hexane	995.79	1.51E+01	3.71E+00	8.64E+00	8.32E+00	2.43E-01	2.72E+01	7.20E-01	9.31E+01	1.40E+01	1.08E+01
302012	Hydrazine	0.01	1.73E-04	4.26E-05	9.91E-05	9.54E-05	2.79E-06	3.12E-04	8.26E-06	1.07E-03	1.61E-04	1.24E-04
7647010	Hydrogen Chloride	33.44	5.07E-01	1.25E-01	2.90E-01	2.79E-01	8.15E-03	9.12E-01	2.42E-02	3.13E+00	4.71E-01	3.62E-01
67630	Isopropyl Alcohol	34.38	5.21E-01	1.28E-01	2.98E-01	2.87E-01	8.38E-03	9.38E-01	2.48E-02	3.22E+00	4.84E-01	3.72E-01
67561	Methanol	894.93	1.36E+01	3.33E+00	7.76E+00	7.47E+00	2.18E-01	2.44E+01	6.47E-01	8.37E+01	1.26E+01	9.68E+00
75092	Methylene Chloride	624.98	9.48E+00	2.33E+00	5.42E+00	5.22E+00	1.52E-01	1.70E+01	4.52E-01	5.85E+01	8.80E+00	6.76E+00
127184	Perchloroethylene	0.19	2.81E-03	6.91E-04	1.61E-03	1.55E-03	4.52E-05	5.06E-03	1.34E-04	1.73E-02	2.61E-03	2.01E-03
110861	Pyridine	1.90	2.88E-02	7.09E-03	1.65E-02	1.59E-02	4.64E-04	5.19E-02	1.37E-03	1.78E-01	2.68E-02	2.06E-02
108883	Toluene	54.97	8.33E-01	2.05E-01	4.77E-01	4.59E-01	1.34E-02	1.50E+00	3.97E-02	5.14E+00	7.74E-01	5.94E-01
121448	Triethylamine	6.44	9.76E-02	2.40E-02	5.58E-02	5.38E-02	1.57E-03	1.76E-01	4.65E-03	6.02E-01	9.07E-02	6.96E-02
1330207	Xylenes	88.16	1.34E+00	3.28E-01	7.65E-01	7.36E-01	2.15E-02	2.40E+00	6.37E-02	8.25E+00	1.24E+00	9.53E-01
Total wetlab floor space (2007 Baseline Senario)		992445										
Total wetlab floor space (2013 LRDP Senario)		1029445										
Percent Change		3.73%										

[a]Source: UCLA Laboratory Purchase Records January to December 2007

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
Lab Chemical Usage, Yr (lb/yr)

		Name:	LAB4	LAB5	LAB5	LAB6	LAB7	LAB7	LAB7	LAB7	LAB8	LAB8	LAB8	LAB9
		Number:	10149	10150	10150	10151	10152	10152	10152	10152	10153	10153	10153	10154
		Building:	MORTON MED	GONDA CENTER	MACDONALDLAB	BOELTER HALL	BOTANY	BIOMED SCI	LATH HOUSE	OHRC	ENGR BLDG 4	ENGR BLDG 1	ENGR BLDG 5	FRANZ HALL
		Wet Floor Space (ft^2):	3863	28146	48816	38728	8678	34430	270	26052	49004	15432	33551	6355
		Status:	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing
CAS	**Pollutant**	**Emissions[a] (lbs)**												
75058	Acetonitrile	116.17	4.36E-01	3.18E+00	5.51E+00	4.37E+00	9.79E-01	3.89E+00	3.05E-02	2.94E+00	5.53E+00	1.74E+00	3.79E+00	7.17E-01
71432	Benzene	20.10	7.54E-02	5.50E-01	9.53E-01	7.56E-01	1.69E-01	6.72E-01	5.27E-03	5.09E-01	9.57E-01	3.01E-01	6.55E-01	1.24E-01
7726956	Bromine Compounds	128.79	4.83E-01	3.52E+00	6.11E+00	4.84E+00	1.09E+00	4.31E+00	3.38E-02	3.26E+00	6.13E+00	1.93E+00	4.20E+00	7.95E-01
75650	Butyl Alcohol, Tert-	0.54	2.02E-03	1.47E-02	2.56E-02	2.03E-02	4.54E-03	1.80E-02	1.41E-04	1.36E-02	2.57E-02	8.08E-03	1.76E-02	3.33E-03
56235	Carbon Tetrachloride	0.31	1.16E-03	8.47E-03	1.47E-02	1.16E-02	2.61E-03	1.04E-02	8.12E-05	7.84E-03	1.47E-02	4.64E-03	1.01E-02	1.91E-03
108907	Chlorobenzene	0.89	3.32E-03	2.42E-02	4.20E-02	3.33E-02	7.46E-03	2.96E-02	2.32E-04	2.24E-02	4.21E-02	1.33E-02	2.88E-02	5.46E-03
67663	Chloroform	122.36	4.59E-01	3.35E+00	5.80E+00	4.60E+00	1.03E+00	4.09E+00	3.21E-02	3.10E+00	5.82E+00	1.83E+00	3.99E+00	7.55E-01
106467	Dichlorobenzene, p-	0.35	1.33E-03	9.70E-03	1.68E-02	1.33E-02	2.99E-03	1.19E-02	9.30E-05	8.98E-03	1.69E-02	5.32E-03	1.16E-02	2.19E-03
68122	Dimethylformamide	14.10	5.29E-02	3.86E-01	6.69E-01	5.31E-01	1.19E-01	4.72E-01	3.70E-03	3.57E-01	6.71E-01	2.11E-01	4.60E-01	8.71E-02
123911	Dioxane, 1,4-	8.85	3.32E-02	2.42E-01	4.20E-01	3.33E-01	7.46E-02	2.96E-01	2.32E-03	2.24E-01	4.21E-01	1.33E-01	2.89E-01	5.47E-02
106898	Epichlorohydrin	0.00	2.14E-06	1.56E-05	2.71E-05	2.15E-05	4.81E-06	1.91E-05	1.50E-07	1.44E-05	2.72E-05	8.55E-06	1.86E-05	3.52E-06
107062	Ethylene Dichloride	0.01	5.37E-05	3.91E-04	6.79E-04	5.39E-04	1.21E-04	4.79E-04	3.76E-06	3.62E-04	6.82E-04	2.15E-04	4.67E-04	8.84E-05
50000	Formaldehyde	1405.52	5.27E+00	3.84E+01	6.66E+01	5.29E+01	1.18E+01	4.70E+01	3.69E-01	3.56E+01	6.69E+01	2.11E+01	4.58E+01	8.68E+00
110543	Hexane	995.79	3.74E+00	2.72E+01	4.72E+01	3.75E+01	8.39E+00	3.33E+01	2.61E-01	2.52E+01	4.74E+01	1.49E+01	3.25E+01	6.15E+00
302012	Hydrazine	0.01	4.29E-05	3.12E-04	5.42E-04	4.30E-04	9.63E-05	3.82E-04	3.00E-06	2.89E-04	5.44E-04	1.71E-04	3.72E-04	7.05E-05
7647010	Hydrogen Chloride	33.44	1.25E-01	9.14E-01	1.59E+00	1.26E+00	2.82E-01	1.12E+00	8.77E-03	8.46E-01	1.59E+00	5.01E-01	1.09E+00	2.06E-01
67630	Isopropyl Alcohol	34.38	1.29E-01	9.40E-01	1.63E+00	1.29E+00	2.90E-01	1.15E+00	9.02E-03	8.70E-01	1.64E+00	5.15E-01	1.12E+00	2.12E-01
67561	Methanol	894.93	3.36E+00	2.45E+01	4.24E+01	3.37E+01	7.54E+00	2.99E+01	2.35E-01	2.26E+01	4.26E+01	1.34E+01	2.92E+01	5.52E+00
75092	Methylene Chloride	624.98	2.35E+00	1.71E+01	2.96E+01	2.35E+01	5.27E+00	2.09E+01	1.64E-01	1.58E+01	2.98E+01	9.37E+00	2.04E+01	3.86E+00
127184	Perchloroethylene	0.19	6.96E-04	5.07E-03	8.79E-03	6.98E-03	1.56E-03	6.20E-03	4.86E-05	4.69E-03	8.83E-03	2.78E-03	6.04E-03	1.14E-03
110861	Pyridine	1.90	7.14E-03	5.20E-02	9.02E-02	7.15E-02	1.60E-02	6.36E-02	4.99E-04	4.81E-02	9.05E-02	2.85E-02	6.20E-02	1.17E-02
108883	Toluene	54.97	2.06E-01	1.50E+00	2.61E+00	2.07E+00	4.63E-01	1.84E+00	1.44E-02	1.39E+00	2.62E+00	8.24E-01	1.79E+00	3.39E-01
121448	Triethylamine	6.44	2.42E-02	1.76E-01	3.05E-01	2.42E-01	5.43E-02	2.15E-01	1.69E-03	1.63E-01	3.06E-01	9.65E-02	2.10E-01	3.97E-02
1330207	Xylenes	88.16	3.31E-01	2.41E+00	4.18E+00	3.32E+00	7.43E-01	2.95E+00	2.31E-02	2.23E+00	4.20E+00	1.32E+00	2.87E+00	5.44E-01
Total wetlab floor space (2007 Baseline Senario)		992445												
Total wetlab floor space (2013 LRDP Senario)		1029445												
Percent Change		3.73%												
[a]Source: UCLA Laboratory Purchase Records January to December 2007														

UCLA Toxic Emissions - LRDP Amendment Scenario.xls
Lab Chemical Usage, Yr (lb/yr)

		Name:	LAB9	LAB9	LAB9	LAB9	LAB9	LAB10	LAB10	LAB11	LAB12	LAB12	LAB13	LAB14
		Number:	10154	10154	10154	10154	10154	10155	10155	10156	10157	10157	10158	10159
		Building:	GEOLOGY	MOLECULR SCI	SLICHTER	YOUNG HALL	BOYER HALL	KNUDSEN HALL	PHYS ASTRO	POWELL LIB	MACGOWAN	MELNITZ HALL	CNSI - CoS	NEUROSCI RCH
		Wet Floor Space (ft^2):	13075	58079	9518	65939	35377	35088	19329	264	19180	1034	38441	32135
		Status:	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Existing
CAS	**Pollutant**	**Emissions[a] (lbs)**												
75058	Acetonitrile	116.17	1.48E+00	6.55E+00	1.07E+00	7.44E+00	3.99E+00	3.96E+00	2.18E+00	2.98E-02	2.16E+00	1.17E-01	4.34E+00	3.63E+00
71432	Benzene	20.10	2.55E-01	1.13E+00	1.86E-01	1.29E+00	6.91E-01	6.85E-01	3.77E-01	5.16E-03	3.75E-01	2.02E-02	7.51E-01	6.28E-01
7726956	Bromine Compounds	128.79	1.64E+00	7.27E+00	1.19E+00	8.25E+00	4.43E+00	4.39E+00	2.42E+00	3.30E-02	2.40E+00	1.29E-01	4.81E+00	4.02E+00
75650	Butyl Alcohol, Tert-	0.54	6.84E-03	3.04E-02	4.98E-03	3.45E-02	1.85E-02	1.84E-02	1.01E-02	1.38E-04	1.00E-02	5.41E-04	2.01E-02	1.68E-02
56235	Carbon Tetrachloride	0.31	3.93E-03	1.75E-02	2.86E-03	1.98E-02	1.06E-02	1.06E-02	5.81E-03	7.94E-05	5.77E-03	3.11E-04	1.16E-02	9.67E-03
108907	Chlorobenzene	0.89	1.12E-02	4.99E-02	8.18E-03	5.67E-02	3.04E-02	3.02E-02	1.66E-02	2.27E-04	1.65E-02	8.89E-04	3.31E-02	2.76E-02
67663	Chloroform	122.36	1.55E+00	6.90E+00	1.13E+00	7.84E+00	4.21E+00	4.17E+00	2.30E+00	3.14E-02	2.28E+00	1.23E-01	4.57E+00	3.82E+00
106467	Dichlorobenzene, p-	0.35	4.51E-03	2.00E-02	3.28E-03	2.27E-02	1.22E-02	1.21E-02	6.66E-03	9.10E-05	6.61E-03	3.56E-04	1.32E-02	1.11E-02
68122	Dimethylformamide	14.10	1.79E-01	7.96E-01	1.30E-01	9.03E-01	4.85E-01	4.81E-01	2.65E-01	3.62E-03	2.63E-01	1.42E-02	5.27E-01	4.40E-01
123911	Dioxane, 1,4-	8.85	1.12E-01	4.99E-01	8.19E-02	5.67E-01	3.04E-01	3.02E-01	1.66E-01	2.27E-03	1.65E-01	8.89E-03	3.31E-01	2.76E-01
106898	Epichlorohydrin	0.00	7.25E-06	3.22E-05	5.27E-06	3.65E-05	1.96E-05	1.94E-05	1.07E-05	1.46E-07	1.06E-05	5.73E-07	2.13E-05	1.78E-05
107062	Ethylene Dichloride	0.01	1.82E-04	8.08E-04	1.32E-04	9.17E-04	4.92E-04	4.88E-04	2.69E-04	3.67E-06	2.67E-04	1.44E-05	5.35E-04	4.47E-04
50000	Formaldehyde	1405.52	1.79E+01	7.93E+01	1.30E+01	9.00E+01	4.83E+01	4.79E+01	2.64E+01	3.60E-01	2.62E+01	1.41E+00	5.25E+01	4.39E+01
110543	Hexane	995.79	1.26E+01	5.62E+01	9.21E+00	6.38E+01	3.42E+01	3.39E+01	1.87E+01	2.55E-01	1.86E+01	1.00E+00	3.72E+01	3.11E+01
302012	Hydrazine	0.01	1.45E-04	6.45E-04	1.06E-04	7.32E-04	3.93E-04	3.89E-04	2.15E-04	2.93E-06	2.13E-04	1.15E-05	4.27E-04	3.57E-04
7647010	Hydrogen Chloride	33.44	4.25E-01	1.89E+00	3.09E-01	2.14E+00	1.15E+00	1.14E+00	6.28E-01	8.58E-03	6.23E-01	3.36E-02	1.25E+00	1.04E+00
67630	Isopropyl Alcohol	34.38	4.37E-01	1.94E+00	3.18E-01	2.20E+00	1.18E+00	1.17E+00	6.46E-01	8.82E-03	6.41E-01	3.45E-02	1.28E+00	1.07E+00
67561	Methanol	894.93	1.14E+01	5.05E+01	8.27E+00	5.73E+01	3.08E+01	3.05E+01	1.68E+01	2.30E-01	1.67E+01	8.99E-01	3.34E+01	2.79E+01
75092	Methylene Chloride	624.98	7.94E+00	3.53E+01	5.78E+00	4.00E+01	2.15E+01	2.13E+01	1.17E+01	1.60E-01	1.16E+01	6.28E-01	2.33E+01	1.95E+01
127184	Perchloroethylene	0.19	2.36E-03	1.05E-02	1.71E-03	1.19E-02	6.37E-03	6.32E-03	3.48E-03	4.76E-05	3.46E-03	1.86E-04	6.93E-03	5.79E-03
110861	Pyridine	1.90	2.42E-02	1.07E-01	1.76E-02	1.22E-01	6.54E-02	6.48E-02	3.57E-02	4.88E-04	3.54E-02	1.91E-03	7.10E-02	5.94E-02
108883	Toluene	54.97	6.98E-01	3.10E+00	5.08E-01	3.52E+00	1.89E+00	1.87E+00	1.03E+00	1.41E-02	1.02E+00	5.52E-02	2.05E+00	1.72E+00
121448	Triethylamine	6.44	8.17E-02	3.63E-01	5.95E-02	4.12E-01	2.21E-01	2.19E-01	1.21E-01	1.65E-03	1.20E-01	6.46E-03	2.40E-01	2.01E-01
1330207	Xylenes	88.16	1.12E+00	4.97E+00	8.15E-01	5.65E+00	3.03E+00	3.00E+00	1.66E+00	2.26E-02	1.64E+00	8.85E-02	3.29E+00	2.75E+00
Total wetlab floor space (2007 Baseline Senario)		992445												
Total wetlab floor space (2013 LRDP Senario)		1029445												
Percent Change		3.73%												
[a]Source: UCLA Laboratory Purchase Records January to December 2007														

Appendix D

Biological Resources

Appendix D1

Tree Report

TREE SURVEY

UCLA 2008 NORTHWEST HOUSING INFILL PROJECT

Prepared for

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October 29, 2008

TABLE OF CONTENTS

TABLES

EXHIBITS

APPENDICES

SECTION 1.0 INTRODUCTION

The purpose of this report is to quantify the trees within and adjacent to the planned development area associated with the University of California Los Angeles (UCLA) Northwest Housing Infill project (NHIP) site (hereafter referred to as "the project site") to determine the number and species of trees that would be impacted as a result of this project.

1.1 PROJECT LOCATION

The proposed project site is located in the vicinity of the intersection of Charles E. Young Drive and De Neve Drive in the Northwest zone of the UCLA campus (Exhibit 1). In consideration of existing land constraints in the Northwest zone, the proposed NHIP includes four separate residence buildings which would be developed on three sites. Two buildings referred to as "Upper and Lower De Neve" would be constructed in an undeveloped hillside area west of the existing De Neve Commons and north of Gayley Avenue and are proposed to be nine and seven levels, respectively. The other two buildings referred to as "Sproul South" and "Sproul West" would be constructed adjacent to the existing Sproul Residence Hall. Sproul South would include six levels for residences (housing) and would be constructed on a three-story podium structure (Sproul Complex), which would include primary support services identified above. Sproul West would be constructed as a nine-story residence hall, immediately east of Rieber Hall.

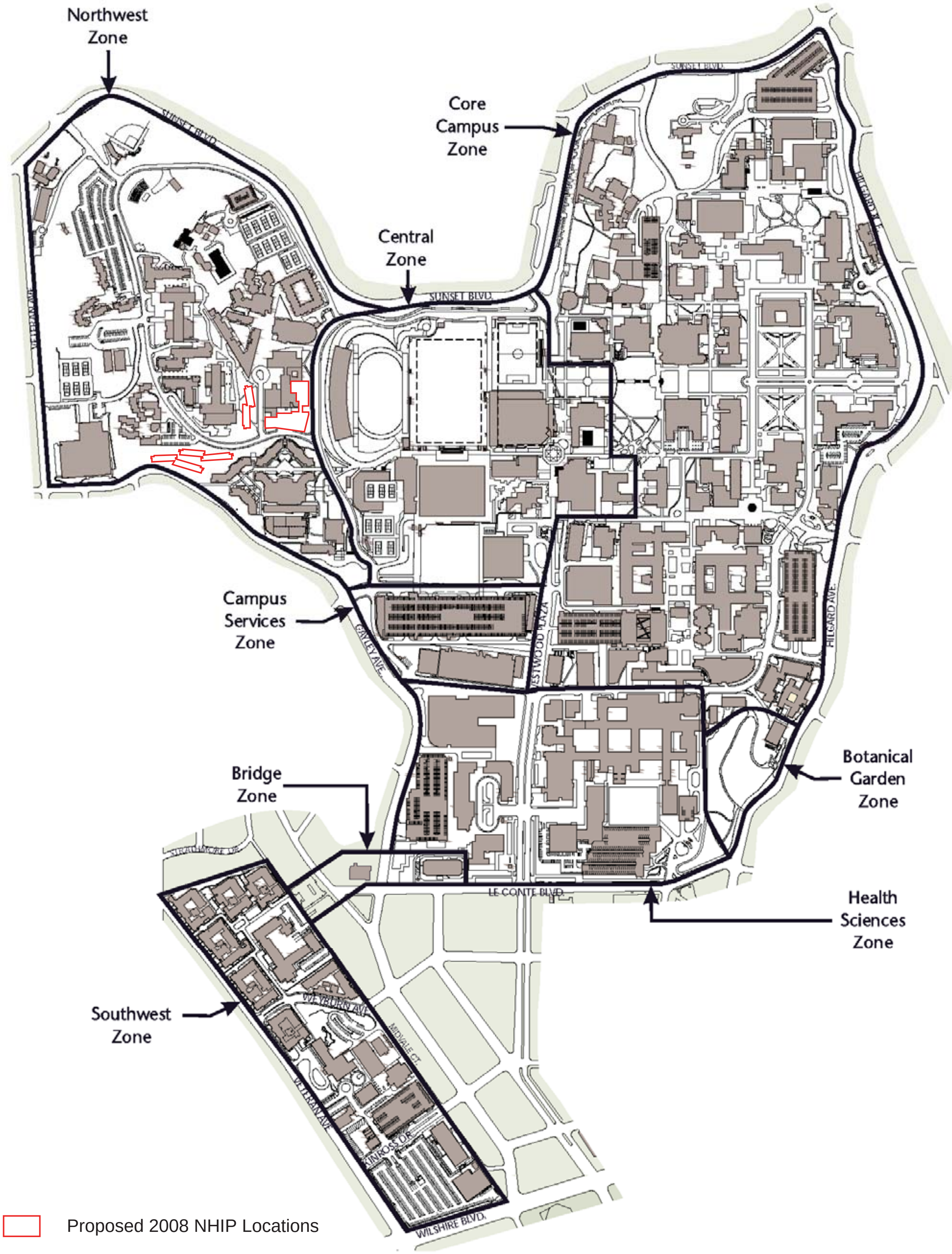
1.2 PROJECT DESCRIPTION

The proposed NHIP includes the development of four new residence halls and associated support facilities for undergraduate students on land immediately adjacent to existing residence halls in the Northwest zone of the campus. The NHIP in its entirety would include approximately 550,000 gross square feet (gsf) of new development and would accommodate the following uses: (1) approximately 1,525 student beds (including beds for Resident Assistants); (2) a limited number of apartments for professional staff and faculty-in-residence; (3) an approximate 750-seat dining commons; (4) multipurpose assembly, study, and meeting rooms; (5) a fitness center; and (6) maintenance and support space.

As part of the proposed NHIP, the Office of Residential Life Building and the space that accommodates the Housing Maintenance Division (located in the covered parking area south of Sproul Hall) would be demolished. The Office of Residential Life would be permanently relocated to Bradley Hall, while Housing Maintenance would be temporarily relocated. The existing Housing Maintenance space, including the covered parking area, would be renovated/expanded and located on the ground floor of the new Sproul Complex.

Vehicular circulation improvements for the proposed NHIP would include: (1) a new vehicular entry for Housing Maintenance service vehicles into the Sproul Complex from Charles E. Young Drive and (2) widening of the existing Sproul Hall loading dock off De Neve Drive from two bays to three. Existing pedestrian facilities in proximity to the proposed NHIP would be reconfigured and/or replaced, and new facilities would be constructed to ensure safe and efficient movement of residents within the Northwest zone and to other campus areas.

The proposed NHIP would include installation of new hardscape and landscape. Additionally, campus utilities (storm drain, water, sewer, electric, natural gas, telecommunication, and cable television) would be extended and/or relocated, as necessary, to serve the new buildings.



(Map Not to Scale)

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Campus Land Use Zones

Exhibit 1

UCLA Northwest Housing Infill Project Tree Survey

BonTerra CONSULTING

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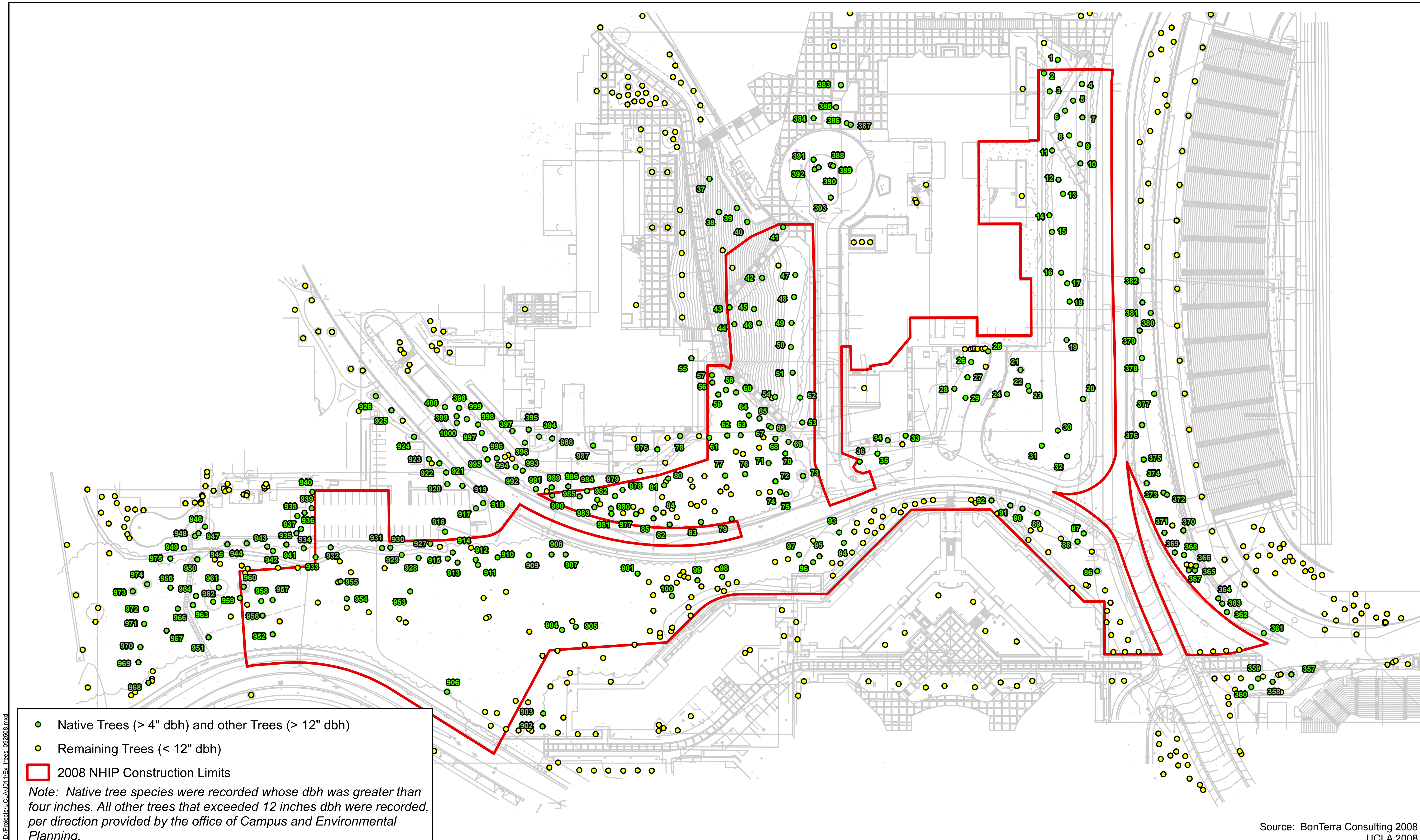
1.3 SURVEY AREA

The survey area for the tree survey was defined as the development area for the project with an additional buffer area of approximately 100 feet in areas that contained trees adjacent to the development area (Exhibit 2). The purpose of the buffer area is to document trees that may be impacted due to future minor changes to the development project or construction activities not currently foreseen.

1.4 EXISTING CONDITIONS

The survey area currently consists of landscaped areas that are dominated by horticultural tree species including deodar cedar (*Cedrus deodara*), coral tree (*Erythrina* sp.), lemon-scented gum (*Eucalyptus citriodora*), unidentified gum (*Eucalyptus* sp.), ficus (*Ficus* spp.), ash (*Fraxinus* sp.), jacaranda (*Jacaranda mimosifolia*), magnolia (*Magnolia* sp.), olive (*Olea europea*), Canary Island pine (*Pinus canariensis*), Monterey pine (*Pinus radiata*), unidentified pines (*Pinus* spp.), Victorian box (*Pittosporum undulatum*), London plane tree (*Platanus acerifolia*), and Brazilian pepper (*Schinus terebinthefolius*). Two species native to southern California are found within the survey area: California sycamore (*Platanus racemosa*) and coast live oak (*Quercus agrifolia*). Understory plant species in the survey area included English ivy (*Hedera helix*), cape honeysuckle (*Tecomaria capensis*), periwinkle (*Vinca major*), and turf grass.



2008 NHIP Tree Locations

Exhibit 2

UCLA Northwest Housing Infill Project Tree Survey

N W E S

Map Not to Scale

BonTerra CONSULTING

R:/Projects/UCLA/J011/Graphics/Tree Survey/ex2_trees_102908.pdf

SECTION 2.0 METHODOLOGY

The project site was surveyed by BonTerra Consulting Certified Arborist David Hughes (International Society of Arboriculture Certificate No. WE-7752A), with the assistance of BonTerra Consulting Environmental Planner Heather Fong, on April 9, 10, and 23, 2008. Tree locations were recorded using a hand-held geographic position system (GPS) device. In areas that did not have sufficient signal strength, tree locations were mapped on a 100-scale (1″=100′) aerial photograph in the field. During the survey, each tree was tagged and the following data were collected: trunk diameter at breast height (dbh), tree height, canopy width, aesthetics, and overall health. A summary of data collection is found in Appendix A.

2.1 TREE TAGS

Each tree that was assessed was individually tagged with a circular aluminum tag (one inch diameter) bearing the tree number. Trees were tagged with the following numbers: 1 through 100, 357 through 400, and 901 through 1,000. Inaccessible trees were given identifying numbers on the tree map but were not tagged. Tags were nailed onto the north side of each tree. Nails were left protruding approximately one-half inch to facilitate their future removal from trees that are not impacted by construction.

2.2 DIAMETER

Using a diameter tape, measurements were taken at four and one-half feet above mean natural grade; multiple trunks were measured separately. For multi-trunk trees, the diameter of each trunk was combined to determine the total diameter of each tree. The diameter was estimated for trees that were not accessible. Native tree species were recorded whose dbh was greater than four inches. All other trees that exceeded 12 inches dbh were recorded, per direction provided by the office of Campus and Environmental Planning.

2.3 HEIGHT AND CANOPY

The height of each tree was estimated from mean natural grade to the highest branch. Also, the diameter of each tree's canopy was estimated at its widest point.

2.4 AESTHETICS

Each tree assessed was inspected and compared to an archetype tree (considered excellent on all points mentioned below) of the same species. Tree aesthetics were evaluated with respect to overall form and symmetry, crown balance, branching pattern, and broken branches.

The trees were rated on a scale of 1 to 5, as follows:

1: Very Poor
2: Poor
3: Fair
4: Good
5: Excellent

2.5 HEALTH

The health of each tree was assessed based on visual evidence of vigor, such as the amount of foliage; leaf color and size; presence of branch or twig dieback; severity of insect infestation; the presence of disease; heart rot; fire damage; mechanical damage; amount of new growth;

appearance of bark; and rate of callous development over wounds. The tree's structural integrity was also evaluated with respect to branch attachment, branch placement, root health, and stability. In addition, the health assessment considered such elements as the presence of decay, weak branch attachments, and the presence of exposed roots due to soil erosion.

The trees were rated on the 1 to 5 scale, noted above.

SECTION 3.0 RESULTS

A total of 244 trees were surveyed within the study area, 132 of which are found within the limits of construction for the project (Exhibit 2). Trees within the construction limits include: 2 deodar cedars, 1 coral tree, 32 lemon-scented gum trees, 7 unidentified gum trees, 1 ash, 2 magnolias, 3 olive trees, 65 Canary Island pines, 2 Monterey pines, 5 unidentified pines, 3 Victorian box trees, 1 coast live oak, 2 Brazilian pepper trees, and 6 unidentified ornamental trees. Tree species quantities and sizes are summarized below in Table 1. A summary of the trunk diameter, tree height, canopy width, and health and aesthetic ratings are provided in Table 2. Collected data for all trees are found in Appendix A.

The only native tree species that was encountered within the construction footprint was a single coast live oak tree (tree number 75). Two other coast live oaks and five California sycamores are found within the survey area but are not within the construction limits for this project.

Several trees are located immediately adjacent to the limits of construction and may be impacted by the project, either directly through impacts to the root zone or indirectly due to excessive shade from structures to be built. A total of 13 potentially impacted trees (tree numbers 1, 902, 903, 916, 934-940, 986, and 989) are located adjacent to the project site, all of which are Canary Island Pines. It is recommended that a follow-up tree survey is completed at the conclusion of initial construction activities to determine if any additional trees were removed as part of this project.

TABLE 1
SUMMARY OF QUANTITY AND SIZE FOR TREES
WITHIN THE DEVELOPMENT AREA

Species		Tree Size (dbh)					
Common Name	**Scientific Name**	**4–12″**	**12–20″**	**20–30″**	**30–40″**	**>40″**	**Total**
deodar cedar	*Cedrus deodara*	–	2	–	–	–	2
coral tree	*Erythrina* sp.	–	–	–	–	1	1
lemon-scented gum	*Eucalyptus citriodora*	–	21	10	1	–	32
gum	*Eucalyptus* sp.	–	4	2	1	–	7
ash	*Fraxinus* sp.	–	–	1	–	–	1
magnolia	*Magnolia* sp.	–	1	–	–	1	2
olive	*Olea europea*	–	–	2	1	–	3
Canary Island pine	*Pinus canariensis*	–	40	25	–	–	65
Monterey pine	*Pinus radiata*	–	–	2	–	–	2
unidentified pines	*Pinus* spp.	–	2	2	–	1	5
Victorian box	*Pittosporum undulatum*	–	2	1	–	–	3
coast live oak [1]	*Quercus agrifolia*	1	–	–	–	–	1
Brazilian pepper	*Schinus terebinthefolius*	–	–	–	2	–	2
unknown ornamental		–	1	5	–	–	6
						Total	**132**

[1] Coast live oak is a native species. The minimum threshold for inclusion of native species in this report was is 4 inches, as opposed to 12 inches for all other tree species.

TABLE 2
SUMMARY OF TREE CHARACTERISTICS FOR TREES WITHIN THE DEVELOPMENT AREA

Species		Quantity	Average dbh (in.)	Average Height (ft)	Average Canopy (feet)	Average Health Rating	Average Aesthetic Rating
Common Name	Scientific Name						
deodar cedar	*Cedrus deodara*	2	15.0	65.0	27.5	5.0	5.0
coral tree	*Erythrina* sp.	1	53.7	20.0	40.0	2.0	4.0
lemon-scented gum	*Eucalyptus citriodora*	32	19.3	74.7	29.8	4.5	4.1
gum	*Eucalyptus* sp.	7	19.0	80.0	29.3	4.6	3.9
ash	*Fraxinus* sp.	1	20.4	80.0	25.0	5.0	5.0
magnolia	*Magnolia* sp.	2	34.2	50.0	55.0	2.5	3.5
olive	*Olea europea*	3	28.4	13.0	13.3	3.0	2.0
Canary Island pine	*Pinus canariensis*	65	18.8	80.4	22.5	4.9	4.8
Monterey pine	*Pinus radiata*	2	25.0	75.0	35.0	5.0	4.5
unidentified pines	*Pinus* spp.	5	32.4	80.0	38.0	4.4	4.8
Victorian box	*Pittosporum undulatum*	3	19.6	36.7	26.7	4.0	4.0
coast live oak [1]	*Quercus agrifolia*	1	5.1	12.0	10.0	5.0	3.0
Brazilian pepper	*Schinus terebinthefolius*	2	32.6	35.0	30.0	4.0	2.5
unknown ornamental		6	21.2	35.0	24.2	3.2	2.7

The following issues were noted during the tree survey and are presented for the consideration of UCLA:

- Several potentially hazardous trees are located adjacent to the western end of the development area that is located north of Gayley Avenue. Two coast live oak trees (Nos. 961 and 962) were found under mature magnolia trees. These oaks are apparently volunteer trees that have a spindly growth form as they are being shaded out by these magnolias. BonTerra Consulting recommends their removal for safety and aesthetic reasons. Additionally, several Canary Island pines are in this area (tree numbers 966–974), most of which are leaning. One tree had apparently fallen recently in this area, suggesting that others are at risk of falling.

- It should be noted that several London plane trees are located at the western terminus of Bruin Walk, at the intersection of Charles E. Young Drive. These trees are all less than 12 inches dbh, and were therefore not included in this report. They are often mistaken for the native California sycamore, but they are non-native trees.

SECTION 4.0 TREE MITIGATION

The University of California is not subject to local zoning and planning ordinances, including the City of Los Angeles Native Tree Protection Ordinance No. 177404, and is therefore able to mitigate the loss of trees at its own discretion. The City of Los Angeles Native Tree Protection Ordinance requires the replacement of "protected species" trees, defined as coast live oak, valley oak (*Quercus lobata*), California sycamore, Southern California black walnut (*Juglans californica* var. *californica*), and California bay laurel (*Umbellularia californica*). Tree replacement mitigation is determined on a case-by-case basis by the Urban Forestry Division of the Bureau of Street Services, typically at a ratio of 2:1.

Historically, UCLA has met or exceeded the City of Los Angeles tree replacement requirements. Using the City's ordinance as a guideline for this project, the only tree that would require mitigation is 1 coast live oak (refer to Table 1). The following mitigation is required for the proposed NHIP.

1. UCLA shall replace protected species trees removed for the proposed project (1 coast live oak) as defined under the City of Los Angeles Native Tree Protection Ordinance, 177404 on a 2:1 ratio.

Additionally, the following campus programs, practices, and procedures (PPs) and mitigation measures (MMs) from the 2002 LRDP Final EIR would apply to the proposed NHIP to reduce impacts to trees.

PP 4.3-1(a) Mature trees to be retained and protected in place during construction, shall be fenced at the drip-line, and maintained by the contractor in accordance with landscape specifications contained in the construction contract.

PP 4.3-1(b) Trees shall be examined by an arborist and trimmed, if appropriate, prior to the start of construction.

PP 4.3-1(c) Construction contract specifications shall include the provision for temporary irrigation/watering and feeding of these trees during construction, as recommended by the designated arborist.

PP 4.3-1(d) Construction contract specifications shall require that no building material, parked equipment, or vehicles shall be stored within the fence line.

PP 4.3-1(e) Examination of these trees by an arborist shall be performed monthly during construction to ensure that they are being adequately maintained.

MM 4.3-1(c) In conjunction with CEQA documentation required for each project proposal under the 2002 LRDP, as amended, that would result in the removal of one or more mature trees, the project will include a tree replacement plan with a 1:1 tree replacement ratio at the development site where feasible and/or elsewhere within the campus boundaries where feasible. If it is not feasible to plant replacement trees at a 1:1 ratio within the campus boundaries, the tree replacement plan will include the planting of native shrubs in ecologically appropriate areas within the campus boundaries that would provide nesting, foraging or roosting habitat for birds so that the replacement number of trees and shrubs will result in a 1:1 replacement ratio.

APPENDIX A

SUMMARY OF TREE DATA

APPENDIX A
SUMMARY OF TREE DATA
UCLA NORTHWEST HOUSING INFILL PROJECT

Tree Tag	Tree Species	# Main Trunks	Diameter at Breast Height (in.)					Sum of Trunks	Height (ft)	Canopy Diameter (ft)	Health Rating	Aesthetic Rating	Within Dev Area	Notes
			1st Trunk	2nd Trunk	3rd Trunk	4th Trunk	5th Trunk							
1	*Pinus canariensis*	1	22.4					22.4	90	15	5	5	no	adjacent to dev area
2	*Pinus canariensis*	1	18.9					18.9	90	15	4	5	yes	
3	*Pinus canariensis*	1	23.6					23.6	90	20	5	5	yes	
4	*Eucalyptus citriodora*	1	15.7					15.7	50	20	5	4	yes	
5	*Eucalyptus citriodora*	1	21.6					21.6	70	50	4	4	yes	
6	*Eucalyptus citriodora*	1	19.2					19.2	70	50	4	4	yes	
7	*Eucalyptus citriodora*	1	18.2					18.2	70	25	5	3	yes	
8	*Eucalyptus citriodora*	2	12.8	11.9				24.8	70	30	2	3	yes	codominant stems
9	*Eucalyptus citriodora*	1	14.1					14.1	70	20	5	4	yes	
10	*Eucalyptus citriodora*	1	17.3					17.3	70	25	5	5	yes	
11	*Eucalyptus citriodora*	1	21.7					21.7	80	30	5	4	yes	
12	*Eucalyptus citriodora*	1	19.4					19.4	80	40	5	5	yes	
13	*Eucalyptus citriodora*	1	25.5					25.5	80	40	5	5	yes	
14	*Eucalyptus citriodora*	1	18.1					18.1	80	35	5	4	yes	
15	*Eucalyptus citriodora*	1	28.1					28.1	80	50	5	4	yes	
16	*Pinus canariensis*	1	22.6					22.6	90	40	5	5	yes	
17	*Fraxinus* sp.	1	20.4					20.4	80	25	5	5	yes	
18	*Pinus canariensis*	1	29.8					29.8	90	30	5	5	yes	
19	*Pinus canariensis*	1	26.3					26.3	90	25	5	5	yes	
20	*Pinus canariensis*	1	25.1					25.1	90	20	5	5	yes	
21	*Pinus* sp.	1	24.8					24.8	80	30	3	4	yes	*Pinus muricata* ?
22	*Pinus canariensis*	1	16.0					16.0	80	15	5	5	yes	
23	*Pinus canariensis*	1	18.2					18.2	80	20	5	5	yes	
24	*Pinus canariensis*	1	22.1					22.1	80	20	5	5	yes	
25	Unknown ornamental	1	12.1					12.1	40	20	3	3	yes	*Ficus* sp.? exposed roots, severe lean, 17 additional smaller trees in same area (same sp.)
26	*Pinus canariensis*	1	16.5					16.5	80	15	5	5	yes	
27	*Pinus canariensis*	1	16.1					16.1	80	15	5	5	yes	
28	*Pinus canariensis*	1	14.6					14.6	60	15	5	5	yes	
29	*Pinus canariensis*	1	13.2					13.2	50	15	5	5	yes	
30	*Olea europea*	3	7.5	7.3	5.3			20.1	12	10	3	2	yes	
31	*Olea europea*	4	8.9	7.2	7.0	4.8		27.9	12	15	3	2	yes	
32	*Olea europea*	3	13.0	14.8	9.4			37.2	15	15	3	2	yes	

APPENDIX A
SUMMARY OF TREE DATA
UCLA NORTHWEST HOUSING INFILL PROJECT

Tree Tag	Tree Species	# Main Trunks	Diameter at Breast Height (in.)					Sum of Trunks	Height (ft)	Canopy Diameter (ft)	Health Rating	Aesthetic Rating	Within Dev Area	Notes
			1st Trunk	2nd Trunk	3rd Trunk	4th Trunk	5th Trunk							
33	*Pinus canariensis*	1	12.2					12.2	50	10	5	5	yes	
34	*Pinus canariensis*	1	14.9					14.9	50	15	5	5	yes	
35	*Pinus canariensis*	1	18.6					18.6	70	25	5	5	yes	
36	*Pinus canariensis*	1	17.8					17.8	70	20	5	5	yes	
37	*Pinus canariensis*	1	27.6					27.6	90	40	5	5	no	
38	*Pinus canariensis*	1	23.9					23.9	90	25	5	5	no	
39	*Pinus canariensis*	1	19.1					19.1	90	25	5	5	no	
40	*Pinus canariensis*	1	27.7					27.7	100	40	5	5	no	
41	*Pinus canariensis*	1	28.9					28.9	100	30	5	5	yes	
42	*Pinus* sp.	1	34.6					34.6	100	50	5	5	yes	*Pinus muricata* ?
43	*Pinus canariensis*	1	23.2					23.2	100	20	5	5	yes	
44	*Pinus canariensis*	1	22.7					22.7	100	20	5	5	yes	
45	*Pinus canariensis*	1	26.9					26.9	100	25	5	5	yes	
46	*Pinus canariensis*	1	22.4					22.4	100	25	5	5	yes	
47	*Pinus canariensis*	1	24.3					24.3	100	20	5	5	yes	
48	*Pinus canariensis*	1	18.6					18.6	80	25	5	5	yes	
49	*Pinus canariensis*	1	26.9					26.9	100	25	5	5	yes	
50	*Pinus canariensis*	1	20.3					20.3	80	25	5	5	yes	
51	*Pinus canariensis*	1	19.6					19.6	90	20	5	5	yes	
52	*Pinus canariensis*	1	22.6					22.6	90	25	5	5	yes	
53	*Pinus canariensis*	1	21.8					21.8	100	20	5	5	yes	
54	*Pinus* sp.	1	31.9					31.9	90	40	5	5	yes	*Pinus muricata* ?
55	*Eucalyptus citriodora*	1	16.7					16.7	80	20	5	5	no	
56	*Eucalyptus citriodora*	1	22.6					22.6	70	30	5	5	yes	
57	*Eucalyptus citriodora*	1	17.2					17.2	50	25	5	3	yes	
58	*Eucalyptus citriodora*	1	19.5					19.5	90	20	5	5	yes	
59	*Eucalyptus citriodora*	1	14.5					14.5	80	15	3	2	yes	
60	Unknown ornamental	4	5.7	4.7	6.4	6.9		23.8	15	25	1	2	yes	
61	*Eucalyptus citriodora*	1	22.7					22.7	80	40	5	4	yes	
62	*Eucalyptus citriodora*	1	19.1					19.1	70	25	4	4	yes	
63	*Eucalyptus citriodora*	1	19.2					19.2	90	40	5	4	yes	
64	*Pinus* sp.	1	20.2					20.2	100	30	5	5	yes	*Pinus muricata* ?
65	*Eucalyptus citriodora*	1	21.4					21.4	70	25	5	5	yes	
66	*Eucalyptus citriodora*	1	18.6					18.6	70	35	3	5	yes	
67	*Eucalyptus citriodora*	1	12.1					12.1	50	20	4	3	yes	

APPENDIX A
SUMMARY OF TREE DATA
UCLA NORTHWEST HOUSING INFILL PROJECT

Tree Tag	Tree Species	# Main Trunks	Diameter at Breast Height (in.)					Sum of Trunks	Height (ft)	Canopy Diameter (ft)	Health Rating	Aesthetic Rating	Within Dev Area	Notes
			1st Trunk	2nd Trunk	3rd Trunk	4th Trunk	5th Trunk							
68	*Eucalyptus citriodora*	1	14.2					14.2	50	20	4	3	yes	
69	*Eucalyptus citriodora*	1	21.9					21.9	80	30	3	4	yes	
70	*Eucalyptus citriodora*	1	23.2					23.2	100	30	5	5	yes	
71	*Eucalyptus citriodora*	1	16.5					16.5	80	30	5	4	yes	
72	*Eucalyptus citriodora*	1	20.0					20.0	100	30	5	4	yes	
73	*Pinus* sp.	1	50.6					50.6	30	40	4	5	yes	*Pinus halepensis* ? many branches at base
74	*Eucalyptus* sp.	1	24.8					24.8	70	25	5	4	yes	
75	*Quercus agrifolia*	1	5.1					5.1	12	10	5	3	yes	
76	*Eucalyptus citriodora*	1	14.6					14.6	90	20	4	5	yes	
77	*Eucalyptus citriodora*	1	13.4					13.4	70	20	5	3	yes	
78	*Eucalyptus citriodora*	1	20.4					20.4	90	40	5	5	no	
79	*Eucalyptus* sp.	1	13.3					13.3	80	25	4	3	yes	
80	*Eucalyptus* sp.	1	30.5					30.5	70	25	4	4	yes	
81	*Eucalyptus* sp.	1	13.2					13.2	80	30	5	4	yes	
82	*Eucalyptus* sp.	1	13.2					13.2	80	25	5	4	yes	
83	*Eucalyptus citriodora*	1	15.2					15.2	60	20	4	3	yes	
84	*Eucalyptus* sp.	1	21.3					21.3	90	40	4	4	yes	
85	*Eucalyptus* sp.	1	16.4					16.4	90	35	5	4	yes	
86	*Erythrina* sp.	3	22.6	15.0	16.0			53.7	20	40	2	4	yes	
87	*Pinus canariensis*	1	18.9					18.9	80	30	5	5	yes	
88	*Pinus canariensis*	1	19.5					19.5	80	25	5	5	yes	
89	*Pinus canariensis*	1	24.2					24.2	90	30	5	5	yes	
90	*Pinus canariensis*	1	19.0					19.0	90	30	5	5	yes	
91	*Pinus canariensis*	1	17.2					17.2	90	25	5	5	yes	
92	*Pinus canariensis*	1	21.4					21.4	85	30	5	5	yes	
93	*Eucalyptus citriodora*	1	14.8					14.8	70	25	5	5	yes	
94	*Cedrus deodara*	1	14.4					14.4	60	25	5	5	yes	
95	*Pittosporum undulatum*	5	7.9	4.1	4.0	4.4	5.6	26.0	30	35	5	5	yes	
96	*Pittosporum undulatum*	3	6.2	5.3	3.0			14.4	30	15	5	5	yes	
97	*Cedrus deodara*	1	15.7					15.7	70	30	5	5	yes	
98	Unknown ornamental	2	12.6	9.2				21.8	60	20	4	3	yes	*Ficus* sp.?
99	*Schinus terebinthefolius*	4	9.1	11.9	6.5	7.3		34.7	30	30	4	2	yes	
100	*Schinus terebinthefolius*	4	8.1	7.6	7.0	7.7		30.4	40	30	4	3	yes	
357	*Erythrina sp.*	2	24.9	19.8				44.6	25	30	4	4	no	

APPENDIX A
SUMMARY OF TREE DATA
UCLA NORTHWEST HOUSING INFILL PROJECT

Tree Tag	Tree Species	# Main Trunks	Diameter at Breast Height (in.)					Sum of Trunks	Height (ft)	Canopy Diameter (ft)	Health Rating	Aesthetic Rating	Within Dev Area	Notes
			1st Trunk	2nd Trunk	3rd Trunk	4th Trunk	5th Trunk							
358	*Pinus canariensis*	1	14.0					14.0	70	15	5	4	no	
359	*Pinus canariensis*	1	15.0					15.0	70	15	5	4	no	
360	*Pinus canariensis*	1	12.4					12.4	60	15	5	4	no	
361	*Eucalyptus citriodora*	1	12.0					12.0	60	25	4	3	no	inaccessible, dbh est.
362	*Eucalyptus citriodora*	1	12.0					12.0	60	25	4	3	no	inaccessible, dbh est.
363	*Eucalyptus citriodora*	1	12.0					12.0	60	25	4	3	no	inaccessible, dbh est.
364	*Eucalyptus citriodora*	1	12.0					12.0	60	25	4	3	no	inaccessible, dbh est.
365	*Eucalyptus citriodora*	1	24.0					24.0	80	40	5	5	no	
366	*Eucalyptus citriodora*	1	25.2					25.2	75	25	5	4	no	
367	*Pinus radiata*	1	19.4					19.4	70	30	4	4	no	
368	*Pinus radiata*	1	14.2					14.2	50	20	3	3	no	
369	*Pinus radiata*	1	21.5					21.5	60	40	4	4	no	slight lean
370	*Pinus radiata*	1	15.4					15.4	80	25	4	5	no	
371	*Pinus canariensis*	1	20.3					20.3	20	40	2	2	no	severe lean
372	*Eucalyptus citriodora*	1	19.4					19.4	80	25	4	4	no	
373	*Eucalyptus citriodora*	1	14.1					14.1	80	25	4	4	no	
374	*Eucalyptus* sp.	1	27.1					27.1	90	40	4	5	no	
375	*Pinus radiata*	1	33.7					33.7	100	50	4	4	no	co-dominant stems, no cracks
376	*Pinus radiata*	1	30.6					30.6	110	60	2	4	no	decay at base
377	*Eucalyptus* sp.	1	17.4					17.4	60	30	3	2	no	lerp psyllid infestation
378	*Eucalyptus citriodora*	1	19.1					19.1	90	45	5	5	no	
379	*Eucalyptus citriodora*	1	14.1					14.1	90	25	5	4	no	
380	*Eucalyptus citriodora*	1	16.3					16.3	80	30	5	3	no	
381	*Eucalyptus citriodora*	1	18.9					18.9	85	35	5	5	no	
382	*Eucalyptus citriodora*	1	24.1					24.1	90	45	5	5	no	
383	*Pinus canariensis*	1	18.5					18.5	100	40	5	5	no	no tag
384	*Pinus radiata*	1	14.9					14.9	30	40	3	3	no	no tag
385	*Pinus canariensis*	1	18.3					18.3	90	30	5	4	no	no tag
386	*Eucalyptus citriodora*	1	17.0					17.0	80	20	4	3	no	no tag
387	*Eucalyptus citriodora*	1	21.7					21.7	60	20	3	2	no	no tag
388	*Platanus racemosa*	1	15.1					15.1	90	30	4	5	no	center island
389	*Platanus racemosa*	1	9.8					9.8	35	20	4	2	no	center island
390	*Platanus racemosa*	1	13.0					13.0	50	20	5	5	no	center island
391	*Platanus racemosa*	1	13.7					13.7	35	25	4	3	no	center island

APPENDIX A
SUMMARY OF TREE DATA
UCLA NORTHWEST HOUSING INFILL PROJECT

Tree Tag	Tree Species	# Main Trunks	Diameter at Breast Height (in.)					Sum of Trunks	Height (ft)	Canopy Diameter (ft)	Health Rating	Aesthetic Rating	Within Dev Area	Notes
			1st Trunk	2nd Trunk	3rd Trunk	4th Trunk	5th Trunk							
392	*Platanus racemosa*	1	17.3					17.3	90	25	5	5	no	center island
393	*Ficus sp.*	3	32.3	22.2	9.9			64.4	45	40	4	2	no	center island
394	*Eucalyptus citriodora*	1	12.0					12.0	60	10	5	3	no	no tag, tree behind fence, dbh est.
395	*Eucalyptus citriodora*	1	15.6					15.6	70	20	5	5	no	
396	*Eucalyptus citriodora*	1	14.5					14.5	80	20	5	5	no	
397	*Eucalyptus citriodora*	1	23.5					23.5	75	30	5	5	no	
398	*Pinus canariensis*	1	16.6					16.6	80	20	5	5	no	
399	*Pinus canariensis*	1	15.4					15.4	80	20	5	5	no	
400	*Pinus canariensis*	1	14.3					14.3	70	15	5	5	no	
901	*Pinus radiata*	1	27.3					27.3	80	40	5	5	yes	
902	*Pinus canariensis*	1	18.3					18.3	80	25	5	5	no	
903	*Pinus canariensis*	1	16.1					16.1	80	25	5	5	no	
904	*Pinus canariensis*	1	12.2					12.2	30	20	5	3	yes	
905	Unknown ornamental	3	7.6	7.7	7.7			23.0	40	30	4	3	yes	
906	*Eucalyptus citriodora*	1	34.4					34.4	100	40	5	5	yes	
907	Unknown ornamental	4	6.4	8.0	4.8	5.9		25.1	25	25	4	2	yes	
908	Unknown ornamental	4	5.9	5.5	5.5	4.4		21.3	30	25	3	3	yes	
909	*Pinus radiata*	1	22.7					22.7	70	30	5	4	yes	
910	*Pinus canariensis*	1	22.9					22.9	90	25	5	5	yes	
911	*Pinus canariensis*	1	16.6					16.6	80	15	5	5	yes	
912	*Pinus canariensis*	1	18.3					18.3	90	30	5	5	yes	
913	*Pinus canariensis*	1	15.1					15.1	80	15	5	4	yes	
914	*Pinus canariensis*	1	14.8					14.8	80	20	5	5	yes	
915	*Pinus canariensis*	1	16.0					16.0	90	25	5	5	yes	
916	*Pinus canariensis*	1	13.4					13.4	70	20	5	5	no	adjacent to dev area
917	*Pinus canariensis*	1	14.6					14.6	70	20	4	4	no	
918	*Pinus canariensis*	1	16.9					16.9	80	15	5	5	no	
919	*Pinus canariensis*	1	19.4					19.4	90	30	5	5	no	
920	*Pinus canariensis*	1	15.2					15.2	80	20	5	4	no	
921	*Pinus canariensis*	1	17.0					17.0	90	25	4	5	no	
922	*Pinus canariensis*	1	13.7					13.7	80	15	5	5	no	
923	*Pinus canariensis*	1	15.6					15.6	80	20	5	3	no	
924	*Pinus canariensis*	1	16.5					16.5	80	20	5	5	no	
925	*Pinus canariensis*	1	16.7					16.7	70	20	5	5	no	

APPENDIX A
SUMMARY OF TREE DATA
UCLA NORTHWEST HOUSING INFILL PROJECT

Tree Tag	Tree Species	# Main Trunks	Diameter at Breast Height (in.)					Sum of Trunks	Height (ft)	Canopy Diameter (ft)	Health Rating	Aesthetic Rating	Within Dev Area	Notes
			1st Trunk	2nd Trunk	3rd Trunk	4th Trunk	5th Trunk							
926	*Pinus radiata*	1	17.7					17.7	60	30	5	5	no	
927	*Pinus canariensis*	1	25.3					25.3	90	40	5	5	yes	
928	*Pinus canariensis*	1	20.5					20.5	90	30	5	5	yes	
929	*Pinus canariensis*	1	14.3					14.3	90	20	5	5	yes	
930	*Pinus canariensis*	1	12.6					12.6	90	25	5	5	yes	
931	*Pinus canariensis*	1	13.0					13.0	90	15	5	5	yes	
932	*Pinus canariensis*	1	21.7					21.7	80	30	5	5	yes	
933	*Pinus canariensis*	1	15.2					15.2	80	20	5	5	yes	
934	*Pinus canariensis*	1	15.2					15.2	70	25	5	5	no	adjacent to dev area
935	*Pinus canariensis*	1	15.9					15.9	80	20	5	5	no	adjacent to dev area
936	*Pinus canariensis*	1	14.0					14.0	80	20	5	4	no	adjacent to dev area
937	*Pinus canariensis*	1	14.5					14.5	70	20	5	5	no	adjacent to dev area
938	*Pinus canariensis*	1	13.7					13.7	70	20	5	5	no	adjacent to dev area
939	*Pinus canariensis*	1	15.4					15.4	70	20	5	5	no	adjacent to dev area
940	*Pinus canariensis*	1	15.2					15.2	70	20	5	5	no	adjacent to dev area
941	*Pinus canariensis*	1	16.8					16.8	90	20	5	5	no	
942	*Pinus canariensis*	1	12.2					12.2	50	20	5	4	no	
943	*Pinus canariensis*	1	14.3					14.3	70	20	5	5	no	
944	*Eucalyptus citriodora*	1	20.5					20.5	70	30	4	3	no	
945	*Eucalyptus citriodora*	1	22.6					22.6	70	40	3	3	no	
946	*Pinus canariensis*	1	14.6					14.6	60	20	5	5	no	
947	*Pinus canariensis*	1	15.4					15.4	70	20	5	5	no	
948	*Pinus canariensis*	1	12.4					12.4	40	20	5	4	no	
949	*Eucalyptus citriodora*	1	19.9					19.9	70	30	3	4	no	
950	*Eucalyptus citriodora*	1	15.1					15.1	50	25	3	3	no	
951	*Pinus canariensis*	1	28.7					28.7	65	40	3	4	no	leaning
952	*Pinus canariensis*	1	20.7					20.7	50	30	2	2	yes	covered in ivy, leaning
953	*Pinus canariensis*	1	12.4					12.4	50	20	5	5	yes	
954	*Pittosporum undulatum*	2	9.8	8.5				18.3	50	30	2	2	yes	
955	*Pinus canariensis*	1	15.6					15.6	70	25	5	4	yes	
956	*Pinus canariensis*	1	21.0					21.0	80	35	5	5	yes	
957	*Pinus canariensis*	1	21.1					21.1	40	35	3	2	yes	
958	*Pinus canariensis*	1	12.2					12.2	50	15	4	4	yes	
959	*Magnolia* sp.	1	19.8					19.8	40	50	3	4	yes	bleeding sap from nail, minor fungus on roots

APPENDIX A
SUMMARY OF TREE DATA
UCLA NORTHWEST HOUSING INFILL PROJECT

Tree Tag	Tree Species	# Main Trunks	Diameter at Breast Height (in.)					Sum of Trunks	Height (ft)	Canopy Diameter (ft)	Health Rating	Aesthetic Rating	Within Dev Area	Notes
			1st Trunk	2nd Trunk	3rd Trunk	4th Trunk	5th Trunk							
960	*Magnolia* sp.	3	14.8	17.5	16.4			48.7	60	60	2	3	yes	bleeing sap from nail, fungus on exposed roots
961	*Quercus agrifolia*	1	9.9					9.9	25	20	2	2	no	
962	*Quercus agrifolia*	1	7.4					7.4	20	15	2	2	no	
963	*Pinus canariensis*	1	15.8					15.8	40	30	3	3	no	
964	*Magnolia* sp.	1	15.3					15.3	50	30	3	3	no	bleeding sap
965	*Pittosporum undulatum*	4	5.6	5.5	3.4	3.5		18.0	25	15	2	2	no	
966	*Pinus canariensis*	1	14.3					14.3	35	20	4	3	no	
967	*Pinus canariensis*	1	15.3					15.3	35	20	5	4	no	
968	*Pinus canariensis*	1	12.1					12.1	35	20	3	3	no	leaning
969	*Pinus canariensis*	1	18.0					18.0	45	40	4	4	no	leaning slightly
970	*Pinus canariensis*	3	9.9	10.4	9.4			29.7	35	30	4	2	no	
971	*Pinus canariensis*	1	15.6					15.6	40	40	4	3	no	slight lean
972	*Pinus canariensis*	1	15.9					15.9	30	30	4	3	no	slight lean
973	*Pinus canariensis*	1	20.7					20.7	35	40	4	4	no	slight lean
974	*Pinus canariensis*	1	26.3					26.3	55	35	4	3	no	
975	*Eucalyptus citriodora*	1	12.9					12.9	35	20	4	4	no	
976	*Eucalyptus citriodora*	1	18.0					18.0	90	30	5	5	no	
977	*Pinus canariensis*	1	14.4					14.4	80	15	5	5	yes	
978	*Pinus canariensis*	1	16.0					16.0	80	15	5	5	yes	
979	*Pinus canariensis*	1	18.0					18.0	80	20	5	5	yes	
980	*Pinus canariensis*	1	15.7					15.7	80	20	5	5	yes	
981	*Pinus canariensis*	1	17.2					17.2	80	25	5	5	yes	
982	*Pinus canariensis*	1	15.5					15.5	80	20	5	5	yes	
983	*Pinus canariensis*	1	14.3					14.3	80	25	5	5	yes	
984	*Pinus canariensis*	1	14.1					14.1	70	10	5	5	yes	
985	*Pinus canariensis*	1	16.5					16.5	80	20	5	5	yes	
986	*Pinus canariensis*	1	16.1					16.1	80	20	5	5	no	adjacent to dev area
987	*Podocarpus sp.*	1	18.1					18.1	50	30	5	5	no	
988	*Eucalyptus citriodora*	1	21.7					21.7	110	20	5	4	no	
989	*Pinus canariensis*	1	15.4					15.4	80	20	5	5	no	adjacent to dev area
990	*Pinus canariensis*	1	15.6					15.6	80	20	5	5	yes	
991	*Pinus canariensis*	1	18.1					18.1	80	25	5	5	no	
992	*Pinus canariensis*	1	12.0					12.0	60	15	5	4	no	
993	*Pinus canariensis*	1	14.3					14.3	70	20	5	5	no	

APPENDIX A
SUMMARY OF TREE DATA
UCLA NORTHWEST HOUSING INFILL PROJECT

Tree Tag	Tree Species	# Main Trunks	Diameter at Breast Height (in.)					Sum of Trunks	Height (ft)	Canopy Diameter (ft)	Health Rating	Aesthetic Rating	Within Dev Area	Notes
			1st Trunk	2nd Trunk	3rd Trunk	4th Trunk	5th Trunk							
994	*Pinus canariensis*	1	16.0					16.0	80	20	5	5	no	
995	*Pinus canariensis*	1	19.1					19.1	80	20	5	5	no	
996	*Pinus canariensis*	1	19.6					19.6	85	20	5	4	no	
997	*Pinus canariensis*	1	16.7					16.7	80	20	5	5	no	
998	*Pinus canariensis*	1	18.1					18.1	80	20	5	5	no	
999	*Pinus canariensis*	1	16.5					16.5	65	25	5	4	no	
1000	*Pinus canariensis*	1	13.8					13.8	80	20	5	5	no	

APPENDIX D2

PLANT AND WILDLIFE COMPENDIA

TABLE D2-A
LIST OF PLANT SPECIES OBSERVED OR HAVE THE POTENTIAL TO OCCUR ON THE UCLA CAMPUS

PLANT COMPENDIUM				
Species	**UCLA Campus[1]**	**NHIP[2]**	**Stone Canyon Creek[2]**	**4-Acre Parcel[2]**
GYMNOSPERMS				
CUPRESSACEAE - CYPRESS FAMILY				
Cupressus sp. cypress	x			
Juniperus sp. juniper	x			
*Juniperus chinensis** Chinese juniper	x			
*Taxodium mucronatum** Montezuma cypress	x			
PINACEAE - PINE FAMILY				
*Cedrus deodara** deodar cedar	x	x		
Pinus spp.* pine	x	x		x
*Pinus canariensis** Canary Island pine	x	x		
*Pinus halepensis** Aleppo pine	x			
*Pinus radiata** Monterey pine	x	x		
PITTOSPORACEAE - PITTOSPORUM FAMILY				
*Pittosporum undulatum** victorian box	x	x		
TAXODIACEAE - BALD CYPRESS FAMILY				
Sequoia sempervirens coast redwood	x		x	
Sequoiadendron giganteum giant sequoia	x			
FLOWERING PLANTS				
CLASS DICOTYLEDONES (DICOTS)				
ACERACEAE - MAPLE FAMILY				
Acer macrophyllum big-leaf maple	x			
AIZOACEAE - FIG-MARIGOLD FAMILY				
*Carpobrotus edulis** hottentot fig	x	x		
ANACARDIACEAE - SUMAC FAMILY				
Malosma laurina laurel sumac	x			x
*Schinus terebinthifolius** Brazilian pepper tree	x	x		
Toxicodendron diversilobum western poison oak	x			
APIACEAE (UMBELLIFERAE) - CARROT FAMILY				
*Foeniculum vulgare** sweet fennel	x			x

TABLE D2-A
LIST OF PLANT SPECIES OBSERVED OR HAVE THE POTENTIAL TO OCCUR ON THE UCLA CAMPUS
(Continued)

PLANT COMPENDIUM				
Species	**UCLA Campus[1]**	**NHIP[2]**	**Stone Canyon Creek[2]**	**4-Acre Parcel[2]**
APOCYNACEAE - DOGBANE FAMILY				
*Nerium oleander** oleander	x	x		
*Vinca major** greater periwinkle	x	x		
ARACEAE - ARUM FAMILY				
*Philodendron bipinnatifidum** philodendron	x			
ARALIACEAE - GINSENG FAMILY				
*Aralia chinensis** Chinese angelica	x			
*Hedera canariensis** Algerian ivy	x			
*Hedera helix** English ivy	x	x		
*Delairea odorata** ivy	x	x		
ASTERACEAE (COMPOSITAE) - SUNFLOWER FAMILY				
Artemisia californica California sagebrush	x			x
Baccharis pilularis coyote brush	x			x
Baccharis salicifolia mule fat	x			x
*Conyza bonariensis** flax-leaved horseweed	x			
Conyza canadensis common horseweed	x			
Encelia californica bush sunflower	x			
*Gazania rigens** gazania	x			
Gnaphalium bicolor bicolored everlasting/Bioletti's cudweed	x			
Gnaphalium californicum California everlasting	x			
Gnaphalium sp. everlasting	x			
Hazardia squarrosa saw-toothed goldenbush	x			
Hazardia stenolepis goldenbush	x			
Isocoma sp. goldenbush	x			
Iva axillaris poverty weed	x			
*Picris echioides** bristly ox tongue	x			

TABLE D2-A
LIST OF PLANT SPECIES OBSERVED OR HAVE THE POTENTIAL TO OCCUR ON THE UCLA CAMPUS
(Continued)

PLANT COMPENDIUM				
Species	**UCLA Campus[1]**	**NHIP[2]**	**Stone Canyon Creek[2]**	**4-Acre Parcel[2]**
Santolina chamaecyparisus lavender-cotton	x			
*Senecio [Delairea] mikanioides [odorata]** German ivy	x			
*Senecio vulgaris** common groundsel	x			
*Sonchus oleraceus** common sow-thistle	x			
Stephanomeria sp. wreath plant	x			
*Taraxacum officinale** common dandelion	x			
BIGNONIACEAE - BIGNONIA FAMILY				
*Distictis buccinatoria** trumpet vine	x			
*Jacaranda mimosifolia** jacaranda	x	x		
*Tecomaria capensis** cape honeysuckle	x	x		
BRASSICACEAE (CRUCIFERAE) - MUSTARD FAMILY				
*Brassica nigra** black mustard	x			x
*Raphanus sativus** wild radish	x			
CACTACEAE - CACTUS FAMILY				
Opuntia littoralis coastal prickly pear	x			x
Opuntia x occidentalis western prickly pear	x			
CAPRIFOLIACEAE - HONEYSUCKLE FAMILY				
Sambucus mexicana Mexican elderberry	x			x
CHENOPODIACEAE - GOOSEFOOT FAMILY				
*Atriplex semibaccata** Australian saltbush	x			
*Salsola tragus** Russian thistle	x			
ANNONACEAE - CUSTARD-APPLE FAMILY				
*Annona cherimola** cherimoya	x			
CISTACEAE - ROCK-ROSE FAMILY				
*Cistus incanus** rock-rose	x			
*Cistus sp.** rock-rose	x			
CONVOLVULACEAE - MORNING-GLORY FAMILY				
Calystegia sp. morning-glory	x			

TABLE D2-A
LIST OF PLANT SPECIES OBSERVED OR HAVE THE POTENTIAL TO OCCUR ON THE UCLA CAMPUS
(Continued)

PLANT COMPENDIUM				
Species	**UCLA Campus[1]**	**NHIP[2]**	**Stone Canyon Creek[2]**	**4-Acre Parcel[2]**
*Convolvulus arvensis** bindweed	x			
CRASSULACEAE - STONECROP FAMILY				
*Crassula ovata** jade plant	x			
CUCURBITACEAE - GOURD FAMILY				
Marah macrocarpus wild cucumber/man-root	x			
CYCADACEAE - CYCAD FAMILY				
*Cycas revoluta** sago palm	x			
EUPHORBIACEAE - SPURGE FAMILY				
*Ricinus communis** castor bean	x			x
FABACEAE (LEGUMINOSAE) - LEGUME FAMILY				
Acacia sp.* acacia	x			
*Acacia baileyana** cootamundra wattle	x			
*Acacia melanoxylon** blackwood acacia	x			
*Albizia distachaya** plume albizia	x			
*Albizia julibrissin** silk tree	x			
Astragalus sp. milkvetch	x			
Astragalus gambelianus Gambel's locoweed	x			
*Cassia corymbosa** flowery senna	x			
*Ceratonia siliqua** carob	x			
Erythrina sp.* coral tree	x	x		
Lotus scoparius deerweed/California broom	x			
Lupinus spp. lupine	x			
*Medicago lupulina** black medick	x			
Trifolium sp. red clover	x			

TABLE D2-A
LIST OF PLANT SPECIES OBSERVED OR HAVE THE POTENTIAL TO OCCUR ON THE UCLA CAMPUS
(Continued)

PLANT COMPENDIUM				
Species	**UCLA Campus[1]**	**NHIP[2]**	**Stone Canyon Creek[2]**	**4-Acre Parcel[2]**
FAGACEAE - OAK/BEECH FAMILY				
Quercus agrifolia coast live oak	x	x		x
Quercus chrysolepis canyon live oak	x			
GROSSULARIACEAE - GOOSEBERRY FAMILY				
Ribes speciosum fuchsia-flowered gooseberry	x			
HAMAMELIDACEAE - WITCH-HAZEL FAMILY				
Liquidambar sp.* sweet gum	x			
JUGLANDACEAE - WALNUT FAMILY				
Juglans californica southern California black walnut	x			
LAMIACEAE (LABIATAE) - MINT FAMILY				
Salvia mellifera black sage	x			
Trichostema lanatum woolly blue-curls	x			
MAGNOLIACEAE - MAGNOLIA FAMILY				
Magnolia sp.* magnolia	x	x		
MALVACEAE - MALLOW FAMILY				
*Malva neglecta** common mallow	x			
MORACEAE - FIG FAMILY				
Ficus spp.* ficus	x	x		
MYRTACEAE - MYRTLE FAMILY				
Eucalyptus spp.* gum	x	x		
*Eucalyptus camaldulensis** river red gum	x	x		
*Eucalyptus citriodora** lemon-scented gum	x	x		
Callistemon sp.* bottlebrush	x	x		
OLEACEAE - OLIVE FAMILY				
Fraxinus sp. Ash	x	x		
*Olea europaea** olive	x	x		
PLATANACEAE - SYCAMORE FAMILY				
*Platanus acerifolia** London plane	x	x		
Platanus racemosa western sycamore	x	x		

TABLE D2-A
LIST OF PLANT SPECIES OBSERVED OR HAVE THE POTENTIAL TO OCCUR ON THE UCLA CAMPUS
(Continued)

PLANT COMPENDIUM				
Species	**UCLA Campus[1]**	**NHIP[2]**	**Stone Canyon Creek[2]**	**4-Acre Parcel[2]**
POLYGONACEAE - BUCKWHEAT FAMILY				
Eriogonum sp. buckwheat	x			
Polygonum sp. knotweed/smartweed	x		x	
PORTULACACEAE - PURSLANE FAMILY				
Claytonia perfoliata miner's-lettuce	x			
PRIMULACEAE - PRIMROSE FAMILY				
*Anagallis arvensis** scarlet pimpernel	x			
ROSACEAE - ROSE FAMILY				
Cercocarpus betuloides mountain mahogany	x			
Heteromeles arbutifolia toyon/christmas berry	x			x
Prunus ilicifolia holly-leaved cherry	x			
*Rhaphiolepis indica** India hawthorn	x			
RUTACEAE - RUE FAMILY				
Casimiroa sp.* sapote	x			
*Citrus reticulata** tangerine	x			
SALICACEAE - WILLOW FAMILY				
Salix laevigata red willow	x		x	
SCROPHULARIACEAE - FIGWORT FAMILY				
Keckiella ternata bush-penstemon	x			
Mimulus aurantiacus bush monkeyflower	x			
Mimulus longiflorus monkeyflower	x			
SOLANACEAE - NIGHTSHADE FAMILY				
Datura sp. jimson weed	x			
*Nicotiana glauca** tree tobacco	x			x
Solanum douglasii Douglas' nightshade	x			
Solanum xanti chaparral nightshade	x			

TABLE D2-A
LIST OF PLANT SPECIES OBSERVED OR HAVE THE POTENTIAL TO OCCUR ON THE UCLA CAMPUS
(Continued)

PLANT COMPENDIUM				
Species	**UCLA Campus[1]**	**NHIP[2]**	**Stone Canyon Creek[2]**	**4-Acre Parcel[2]**
VERBENACEAE - VERVAIN FAMILY				
Lantana camara lantana	x			
Verbena lasiostachys vervain	x			
Verbena sp. verbena	x			
VISCACEAE - MISTLETOE FAMILY				
Phoradendron macrophyllum big leaf mistletoe	x			
CLASS MONOCOTYLEDONES (MONOCOTS)				
ARECACEAE (PALMAE) - PALM FAMILY				
Washingtonia filifera California fan palm	x			
CYPERACEAE - SEDGE FAMILY				
Cyperus eragrostis tall umbrella-sedge	x			
*Cyperus involucratus** African umbrella-sedge	x			
IRIDACEAE - IRIS FAMILY				
Sisyrinchium bellum blue-eyed grass	x			
LILIACEAE - LILY FAMILY				
Hemerocallis sp.* daylily	x			
Yucca whipplei Our Lord's candle	x			x
POACEAE [GRAMINEAE] - GRASS FAMILY				
Avena spp.* wild oat	x			
*Bromus diandrus** ripgut grass	x			
*Bromus tectorum** cheat grass	x			
*Cortaderia selloana** Sellow's pampas grass	x			x
*Cynodon dactylon** Bermuda grass	x		x	
Leymus sp. wild rye	x			x
*Digitaria sangiunalis** crab grass	x			
Distichlis spicata salt grass	x			
*Ehrharta calycina** veldt grass	x			

TABLE D2-A
LIST OF PLANT SPECIES OBSERVED OR HAVE THE POTENTIAL TO OCCUR ON THE UCLA CAMPUS
(Continued)

PLANT COMPENDIUM				
Species	**UCLA Campus**[1]	**NHIP**[2]	**Stone Canyon Creek**[2]	**4-Acre Parcel**[2]
Festuca megulura foxtail fuscue	x			
Festuca sp. fescue	x			
Leymus condensatus giant wild rye	x			
*Lolium multiflorum** Italian ryegrass	x			
Melica imperfecta small-flowered melic grass	x			
Nassella lepida foothill needlegrass	x			
Nassella pulchra purple needlegrass	x			
*Phalaris aquatica** harding grass	x			
*Piptatherum miliaceum** smilo grass/millett ricegrass	x			

** introduced species*
[1] Species list compiled from 2008 surveys, the 2002 LRDP Final EIR, and the Krieger Child Care Center Final EIR.
[2] Species list from the 2008 reconnaissance and tree surveys.

TABLE D2-B
LIST OF WILDLIFE SPECIES OBSERVED OR HAVE THE POTENTIAL TO OCCUR ON THE UCLA CAMPUS

WILDLIFE COMPENDIUM		
Observed and/or Expected[1]	**Likelihood** [2]	**NHIP Site**[2]
Amphibians		
PLETHODONTIDAE - LUNGLESS SALAMANDERS		
Batrachoseps attenuatus California slender salamander	Observed	Not Expected
HYLIDAE - TREEFROGS		
Pseudacris [Hyla] cadaverina California treefrog	Expected	Not Expected
Pseudacris [Hyla] regilla Pacific treefrog	Expected	Not Expected
Reptiles		
PHRYNOSOMATIDAE - ZEBRA-TAILED, FRINGE-TOED, SPINY, TREE, SIDE-BLOTCHED, AND HORNED LIZARDS		
Sceloporus occidentalis western fence lizard	Expected	Expected
Uta stansburiana side-blotched lizard	Observed	Expected
SCINCIDAE - SKINKS		
Eumeces skiltonianus western skink	Potential	Not Expected
TEIIDAE - WHIPTAIL LIZARDS		
Aspidoscelis [Cnemidophorus] tigris western whiptail	Potential	Not Expected
ANGUIDAE - ALLIGATOR LIZARDS		
Elgaria multicarinata southern alligator lizard	Expected	Expected
COLUBRIDAE - COLUBRID SNAKES		
Pituophis catenifer gopher snake	Expected	Not Expected
Lampropeltis getula common kingsnake	Potential	Not Expected
Crotalus oreganus western rattlesnake	Potential	Not Expected
Birds		
ODONTOPHORIDAE - QUAILS		
Callipepla californica California quail	Potential	Not Expected
CATHARTIDAE - NEW WORLD VULTURES		
Cathartes aura turkey vulture	Expected	Potential
ACCIPITRIDAE - HAWKS		
Accipiter striatus sharp-shinned hawk	Observed	Expected
Accipiter cooperii Cooper's hawk	Observed	Expected
Buteo lineatus red-shouldered hawk	Observed	Expected
Buteo jamaicensis red-tailed hawk	Expected	Expected

TABLE D2-B
LIST OF WILDLIFE SPECIES OBSERVED OR HAVE THE POTENTIAL TO OCCUR ON THE UCLA CAMPUS
(Continued)

WILDLIFE COMPENDIUM		
Observed and/or Expected[1]	**Likelihood [2]**	**NHIP Site[2]**
Buteo regalis ferruginous hawk	Potential	Potential
Buteo swainsoni Swainson's hawk	Potential	Potential
FALCONIDAE - FALCONS		
Falco sparverius American kestrel	Expected	Expected
Falco columbarius merlin	Potential	Potential
CHARADRIIDAE - PLOVERS		
Charadrius vociferus killdeer	Expected	Expected
LARIDAE - GULLS & TERNS		
Larus delawarensis ring-billed gull	Potential	Not Expected
COLUMBIDAE - PIGEONS & DOVES		
Columba livia rock pigeon *	Expected	Expected
Streptopelia chinensis spotted dove	Potential	Potential
Zenaida macroura mourning dove	Observed	Expected
CUCULIDAE - CUCKOOS & ROADRUNNERS		
Geococcyx californianus greater roadrunner	Potential	Potential
TYTONIDAE - BARN OWLS		
Tyto alba barn owl	Expected	Expected
STRIGIDAE - TRUE OWLS		
Athene cunicularia burrowing owl	Potential	Not Expected
Megascops kennicottii western screech-owl	Expected	Expected
Bubo virginianus great horned owl	Observed	Expected
Asio otus long-eared owl	Potential	Potential
Asio flammeus short-eared owl	Potential	Potential
CAPRIMULGIDAE - GOATSUCKERS		
Chordeiles acutipennis lesser nighthawk	Potential	Not Expected
Phalaenoptilus nuttallii common poorwill	Potential	Not Expected
APODIDAE - SWIFTS		
Aeronautes saxatalis white-throated swift	Expected	Expected

TABLE D2-B
LIST OF WILDLIFE SPECIES OBSERVED OR HAVE THE POTENTIAL TO OCCUR ON THE UCLA CAMPUS
(Continued)

WILDLIFE COMPENDIUM		
Observed and/or Expected[1]	**Likelihood [2]**	**NHIP Site[2]**
TROCHILIDAE - HUMMINGBIRDS		
Archilochus alexandri black-chinned hummingbird	Expected	Expected
Calypte anna Anna's hummingbird	Observed	Expected
Calypte costae Costa's hummingbird	Potential	Potential
Selasphorus sasin Allen's hummingbird	Observed	Expected
PICIDAE - WOODPECKERS		
Picoides pubescens downy woodpecker	Expected	Expected
Colaptes auratus northern flicker	Observed	Expected
TYRANNIDAE - TYRANT FLYCATCHERS		
Contopus sordidulus western wood-pewee	Potential	Potential
Empidonax difficilis Pacific-slope flycatcher	Potential	Potential
Sayornis nigricans black phoebe	Observed	Expected
Sayornis saya Say's phoebe	Expected	Expected
Myiarchus cinerascens ash-throated flycatcher	Potential	Potential
Tyrannus vociferans Cassin’s kingbird	Expected	Expected
Tyrannus verticalis western kingbird	Expected	Expected
LANIIDAE - SHRIKES		
Lanius ludovicianus loggerhead shrike	Potential	Not Expected
CORVIDAE - JAYS & CROWS		
Cyanocitta stelleri Steller's jay	Potential	Not Expected
Aphelocoma californica western scrub-jay	Observed	Expected
Corvus brachyrhynchos American crow	Observed	Expected
Corvus corax common raven	Observed	Expected
ALAUDIDAE - LARKS		
Eremophila alpestris horned lark	Potential	Potential
HIRUNDINIDAE - SWALLOWS		
Tachycineta thalassina violet-green swallow	Potential	Potential
Stelgidopteryx serripennis northern rough-winged swallow	Expected	Expected

TABLE D2-B
LIST OF WILDLIFE SPECIES OBSERVED OR HAVE THE POTENTIAL TO OCCUR ON THE UCLA CAMPUS
(Continued)

WILDLIFE COMPENDIUM		
Observed and/or Expected[1]	**Likelihood** [2]	**NHIP Site**[2]
Petrochelidon pyrrhonota cliff swallow	Observed	Expected
Hirundo rustica barn swallow	Potential	Potential
PARIDAE - TITMICE		
Baeolophus inornatus oak titmouse	Observed	Expected
AEGITHALIDAE - BUSHTITS		
Psaltriparus minimus bushtit	Observed	Expected
TROGLODYTIDAE - WRENS		
Thryomanes bewickii Bewick's wren	Expected	Expected
Troglodytes aedon house wren	Expected	Expected
REGULIDAE - KINGLETS		
Regulus satrapa golden-crowned kinglet	Potential	Not Expected
Regulus calendula ruby-crowned kinglet	Expected	Expected
SYLVIIDAE - GNATCATCHERS		
Polioptila californica californica coastal California gnatcatcher	Potential	Not Expected
Polioptila caerulea blue-gray gnatcatcher	Potential	Potential
TURDIDAE - THRUSHES & ROBINS		
Catharus guttatus hermit thrush	Potential	Not Expected
Turdus migratorius American robin	Expected	Expected
TIMALIIDAE - WRENTITS		
Chamaea fasciata wrentit	Observed	Not Expected
MIMIDAE - THRASHERS		
Mimus polyglottos northern mockingbird	Observed	Expected
Toxostoma redivivum California thrasher	Expected	Potential
STURNIDAE - STARLINGS		
Sturnus vulgaris European starling *	Expected	Expected
MOTACILLIDAE - PIPITS		
Anthus rubescens American pipit	Expected	Expected
BOMBYCILLIDAE - WAXWINGS		
Bombycilla cedrorum cedar waxwing	Expected	Expected

TABLE D2-B
LIST OF WILDLIFE SPECIES OBSERVED OR HAVE THE POTENTIAL TO OCCUR ON THE UCLA CAMPUS
(Continued)

WILDLIFE COMPENDIUM		
Observed and/or Expected[1]	**Likelihood [2]**	**NHIP Site[2]**
PARULIDAE - WARBLERS		
Vermivora celata orange-crowned warbler	Observed	Expected
Vermivora ruficapilla Nashville warbler	Potential	Potential
Dendroica petechia yellow warbler	Potential	Potential
Dendroica coronata yellow-rumped warbler	Observed	Expected
Dendroica townsendi Townsend's warbler	Expected	Expected
Geothlypis trichas common yellowthroat	Observed	Expected
Wilsonia pusilla Wilson's warbler	Expected	Expected
THRAUPIDAE - TANAGERS		
Piranga ludoviciana western tanager	Potential	Potential
EMBERIZIDAE - SPARROWS & JUNCOS		
Pipilo maculatus spotted towhee	Observed	Potential
Pipilo crissalis California towhee	Observed	Expected
Aimophila ruficeps rufous-crowned sparrow	Potential	Not Expected
Spizella passerina chipping sparrow	Potential	Not Expected
Chondestes grammacus lark sparrow	Potential	Not Expected
Amphispiza belli sage sparrow	Potential	Not Expected
Passerculus sandwichensis savannah sparrow	Expected	Expected
Melospiza melodia song sparrow	Observed	Expected
Melospiza lincolnii Lincoln's sparrow	Potential	Potential
Zonotrichia leucophrys white-crowned sparrow	Observed	Expected
Zonotrichia atricapilla golden-crowned sparrow	Potential	Potential
Junco hyemalis dark-eyed junco	Observed	Expected
ICTERIDAE - BLACKBIRDS		
Sturnella neglecta western meadowlark	Potential	Potential
Euphagus cyanocephalus Brewer's blackbird	Expected	Expected

TABLE D2-B
LIST OF WILDLIFE SPECIES OBSERVED OR HAVE THE POTENTIAL TO OCCUR ON THE UCLA CAMPUS
(Continued)

WILDLIFE COMPENDIUM		
Observed and/or Expected[1]	**Likelihood [2]**	**NHIP Site[2]**
Molothrus ater brown-headed cowbird	Potential	Potential
Icterus cucullatus hooded oriole	Expected	Expected
Icterus bullockii Bullock's oriole	Expected	Expected
FRINGILLIDAE - FINCHES		
Carpodacus mexicanus house finch	Observed	Expected
Carduelis psaltria lesser goldfinch	Observed	Expected
Carduelis lawrencei Lawrence's goldfinch	Potential	Potential
Carduelis tristis American goldfinch	Expected	Expected
PASSERIDAE - OLD WORLD SPARROWS		
Passer domesticus house sparrow *	Observed	Expected
Mammals		
DIDELPHIDAE - NEW WORLD OPOSSUMS		
Didelphis virginiana Virginia opossum *	Observed	Expected
VESPERTILIONIDAE - EVENING BATS		
Antrozous pallidus pallid bat	Potential	Potential
Myotis yumanensis Yuma myotis	Potential	Potential
Corynorhinus [Plecotus] townsendii Townsend's big-eared bat	Potential	Potential
MOLOSSIDAE - MOLOSSID BATS		
Eumops perotis western mastiff bat	Potential	Potential
LEPORIDAE - HARES & RABBITS		
Sylvilagus audubonii desert cottontail	Observed	Expected
Lepus californicus black-tailed jackrabbit	Potential	Not Expected
SCIURIDAE - SQUIRRELS		
Spermophilus beecheyi California ground squirrel	Observed	Expected
Sciurus niger fox squirrel *	Observed	Expected
GEOMYIDAE - POCKET GOPHERS		
Thomomys bottae Botta's pocket gopher	Observed	Expected
HETEROMYIDAE - POCKET MICE & KANGAROO RATS		
Perognathus longimembris brevinasus Los Angeles pocket mouse	Potential	Not Expected

TABLE D2-B
LIST OF WILDLIFE SPECIES OBSERVED OR HAVE THE POTENTIAL TO OCCUR ON THE UCLA CAMPUS
(Continued)

WILDLIFE COMPENDIUM		
Observed and/or Expected[1]	**Likelihood** [2]	**NHIP Site**[2]
Chaetodipus californicus California pocket mouse	Potential	Potential
MURIDAE - MICE, RATS, AND VOLES		
Mus musculus house mouse *	Observed	Expected
Neotoma fuscipes dusky-footed woodrat	Observed	Potential
Peromyscus maniculatus deer mouse	Expected	Potential
Rattus norvegicus Norway rat*	Observed	Expected
Reithrodontomys megalotis western harvest mouse	Expected	Expected
CANIDAE - WOLVES & FOXES		
Canis latrans coyote	Observed	Potential
Urocyon cinereoargenteus gray fox	Potential	Not Expected
PROCYONIDAE - RACCOONS		
Procyon lotor common raccoon	Expected	Expected
MUSTELIDAE - WEASELS, SKUNKS & OTTERS		
Spilogale gracilis western spotted skunk	Expected	Potential
CERVIDAE - DEER		
Odocoileus hemionus mule deer	Observed	Not Expected

* introduced species
1 Species list compiled from the 2002 LRDP Final EIR and the Krieger Child Care Center Final EIR
2 Likelihood determined by BonTerra Consulting Biologist following October 2008 Site Visit
Observed - Species observed during current or previous surveys (Longcore et al. 1997, EIP 2001, 2002, Impact Sciences 2004, or BonTerra Consulting 2008)
Expected - Species expected to occur because habitat onsite is suitable for the species
Potential - Species has some potential to occur, though potential is low because (a) habitat for this species onsite is limited in extent, not contiguous with larger areas of habitat, or is marginally suitable for the species; or (b) the species is limited in number/distribution in the region, perhaps occurring only during migration

Appendix E

Geotechnical Report

.eotechnologies, Inc.
:onsulting Geotechnical Engineers

439 Western Avenue
Glendale, California 91201-2837
818.240.9600 • Fax 818.240.9675

May 8, 2007
Revised June 26, 2008
File No. 19645

UCLA Capital Programs
1060 Veteran Avenue
Box 951365
Los Angeles, California

Attention: Mr. Mark Voltz

Subject: Geotechnical Engineering Investigation
Proposed UCLA Northwest Student Housing Infill Project
Northwest Corner of De Neve Drive and Charles E. Young Drive West
Westwood, California

Ladies and Gentlemen:

This letter transmits the Geotechnical Engineering Investigation for the subject property prepared by Geotechnologies, Inc. This report provides geotechnical recommendations for the development of the site, including earthwork, seismic design, retaining walls, excavations, shoring and foundation design. Engineering for the proposed project should not begin until approval of the geotechnical investigation is granted by the local building official. Significant changes in the geotechnical recommendations may result due to the building department review process.

The validity of the recommendations presented herein is dependant upon review of the geotechnical aspects of the project during construction by this firm. The subsurface conditions described herein have been projected from limited subsurface exploration and laboratory testing. The exploration and testing presented in this report should in no way be construed to reflect any variations which may occur between the exploration locations or which may result from changes in subsurface conditions.

Should you have any questions please contact this office.

Respectfully submitted,
GEOTECHNOLOGIES, INC.

REGISTERED PROFESSIONAL ENGINEER
STANLEY SIU-KEI TANG
No. 56178
Exp. 12/31/08
CIVIL
STATE OF CALIFORNIA

STANLEY TANG
R.C.E. 56178

SST:km

Distribution: (7) Addressee

TABLE OF CONTENTS

TABLE OF CONTENTS - continued

SECTION **PAGE**

Geotechnologies, Inc.
439 Western Avenue, Glendale, California 91201-2837 (818) 240-9600 • Fax (818) 240-9675

TABLE OF CONTENTS - continued

GEOTECHNICAL ENGINEERING INVESTIGATION

PROPOSED U. C. L. A. NORTHWEST STUDENT HOUSING INFILL PROJECT

NORTHWEST CORNER OF DE NEVE DRIVE

AND CHARLES E. YOUNG DRIVE WEST

WESTWOOD, CALIFORNIA

INTRODUCTION

This report presents the results of the geotechnical engineering investigation performed on the subject property. The purpose of this investigation was to identify the distribution and engineering properties of the earth materials underlying the site, and to provide geotechnical recommendations for the design of the proposed development.

This investigation included exploratory excavations, collection of representative samples, laboratory testing, engineering analysis, review of published geologic data, review of available geotechnical engineering information and the preparation of this report. The exploratory excavation locations are shown on the enclosed Plot Plan. The results of the exploration and the laboratory testing are presented in the Appendix of this report.

PROPOSED DEVELOPMENT

Information concerning the proposed development was furnished by Mr. Mark Voltz, of UCLA Capital Programs. The site is proposed to be developed with four new buildings including high density campus housing facilities, student dining and recreation facilities, and campus administrative offices, and maintenance facilities. The proposed new buildings include the Sproul Complex, the Sproul West structure, and the Upper and Lower De Neve buildings. The existing Sproul Hall building is also planned to be renovated as a part of this project.

The proposed new buildings are planned to be set into the existing hillside at the site, and are planned to be between five and nine stories in height over partial to full subterranean basements. Column loads are estimated to be between 600 and 1,000 kips. Wall loads are estimated to be between 6 and 8 kips per lineal foot. These loads reflect the dead plus live load, of which the dead load is approximately 75 percent. Grading will consist of excavations as much as 12 feet in depth for the planned subterranean levels. Removal and recompaction of existing unsuitable soils may require excavations on the order of 25 to 30 feet in depth.

At the time of the writing of this report, the design and alignment of the proposed structure has not been finalized. The proposed development should be reviewed by this office when it achieves more definition. Any changes in the design of the project or location of any structure, as outlined in this report, should be reviewed by this office. The recommendations contained in this report should not be considered valid until reviewed and modified or reaffirmed, in writing, subsequent to such review.

SITE CONDITIONS

The property is located at the northwest corner of the intersection of Charles E. Young Drive West and De Neve Drive, and extends to the west and south across De Neve Drive to Gayley Avenue. The project site is located in the northwest portion of the UCLA campus, in the Westwood section of the City of Los Angeles, California.

The area of the proposed development is a hillside site with approximately 50 feet of total elevation change across the site. Slope gradients at the site vary from approximately 2H:1V (26 degrees) to gentler than 5H:1V (11 degrees). Drainage across the project site is by sheetflow to area drains which outlet to De Neve Drive, Charles E. Young Drive West, and Gayley Avenue.

The site is currently developed with existing structures and improvements associated with Sproul Hall, as well as landscape areas, concrete walkways, and an asphalt driveway. The existing developments neighboring the project site include Sproul Hall, Rieber Hall, Dykstra Hall, and the Saxon Residential Suites, and neighboring parking areas.

GEOTECHNICAL EXPLORATION

FIELD EXPLORATION

The site was explored between March 17, 2008, and June 7, 2008, by drilling 13 exploratory borings, and excavating twelve exploratory test pits. The exploratory excavations varied in depth from 10 to 50 feet.

The exploratory borings, with the exceptions of Boring Number 12 and 13, were excavated with the aid of a truck-mounted drilling machine using 8-inch diameter hollowstem augers. Boring Number 12 and 13 were excavated with the aid of a 24-inch diameter, bucket-auger drilling machine.

The test pits were excavated with the aid of hand labor. The upper reaches of the test pits were on the order of 30 inches square. The deeper portions of the test pits were advanced with a 5-inch diameter hand auger. The exploration locations are shown on the enclosed Plot Plan and the geologic materials encountered are logged on Plates A-1 through A-25.

The location of exploratory excavations was determined by information furnished by the client. Elevations of the exploratory excavations were determined by hand level or interpolation from data provided. The location and elevation of the exploratory excavations should be considered accurate only to the degree implied by the method used.

Geologic Materials

The geologic materials encountered during explorations consist of existing fill materials overlying Older Alluvium deposited by river and stream action typical to this area of Los Angeles County. More detailed descriptions of the earth materials encountered may be obtained from individual logs of the subsurface excavations.

Existing uncertified fill was observed to blanket the project area, with thickness varying from ½-foot to as much as 30 feet. The fill consists of interfingered layers of silty to clayey sands and silty to sandy clays, with some gravel. The existing fill materials are generally mottled yellow-brown and brown, moist, and medium dense to firm. Deeper fills may occur in other areas of the site.

Older Alluvium was observed to underlie the existing fill materials at the subject site. The Older Alluvium consists of interfingered layers of silty sand, sandy clay, sandy silt, and sand with gravel, that are generally yellowish brown and grayish brown to brown, moist, dense to very dense, and stiff. The Older Alluvium extended to the termination of the borings, a maximum of 50 feet below the existing ground surface.

Groundwater and Caving

Groundwater and caving were not encountered during explorations. Caving was not encountered in the bucket-auger borings, but could not be directly observed in the hollow-stem borings due to the type of drilling equipment utilized. Caving was also not encountered during exploration of the test pits.

The historic high groundwater level was established by review of California Geological Survey Seismic Hazard Evaluation Report 023, Plate 1.2, entitled "Historically Highest Ground Water Contours". Review of this plate indicates that the historically highest groundwater level is greater than 40 feet below grade.

Fluctuations in the level of groundwater may occur due to variations in rainfall, temperature, and other factors not evident at the time of the measurements reported herein. Fluctuations also may occur across the site. High groundwater levels can result in changed conditions.

RESEARCH - PRIOR GEOTECHNICAL WORK

This firm has previously produced geotechnical engineering reports covering projects in the vicinity of the subject site including:

Geotechnical Engineering Investigation, Proposed Dining Area Balcony Extension, by Jerry Kovacs and Associates, Inc., dated June 24, 1996;

Geotechnical Engineering Investigation, Proposed De Neve Plaza Housing Project, by Jerry Kovacs and Associates, Inc., dated May 9, 1997;

Update of Geotechnical Engineering Investigation, Proposed Dykstra Hall Parking Structure, by Geotechnologies, Inc., dated May 17, 2002.

The referenced geotechnical reports provided recommendations for the existing UCLA campus residential facilities immediately adjacent to the proposed project site. The referenced geotechnical reports were reviewed prior to the start of this project.

SEISMIC EVALUATION

REGIONAL GEOLOGIC SETTING

Regionally, the subject property is located in the northern portion of the Peninsular Ranges Geomorphic Province, along the northern boundary with the Transverse Ranges Geomorphic Provence. The Peninsular Ranges are characterized by northwest-trending blocks of mountain ridges and sediment-floored valleys. The dominant geologic structural features are northwest trending fault zones that either die out to the northwest or terminate at east-trending reverse faults that form the southern margin of the Transverse Ranges.

The Transverse Ranges are characterized by roughly east-west trending mountains and the northern and southern boundaries are formed by reverse fault scarps. The convergent deformational features of the Transverse Ranges are a result of north-south shortening due to plate tectonics. This has resulted in local folding and uplift of the mountains along with the propagation of thrust faults (including blind thrusts). The intervening valleys have been filled with sediments derived from the bordering mountains.

Locally, the subject site is located on the southern alluvial plain of the Santa Monica Mountains, in the Los Angeles Basin. The Los Angeles Basin is located at the northern end of the Peninsular Ranges Geomorphic Province. The basin is bounded to the north by the Santa Monica Mountains and the Repetto, Elysian, and Puente Hills, and to the south-southeast by the Santa Ana Mountains and San Joaquin Hills.

Over 22 million years ago, the Los Angeles Basin was a deep marine basin formed by tectonic forces between the North American and Pacific plates. Since that time, over 5 miles of marine and non-marine sedimentary rock as well as intrusive and extrusive igneous rocks have filled the basin. During the last 2 million years, defined by the Pleistocene and Holocene epochs, the Los Angeles Basin and surrounding mountain ranges have been uplifted to form the present day landscape. Erosion of the surrounding mountains, has resulted in deposition of unconsolidated and normally consolidated sediments in low-lying areas by rivers such as the Los Angeles River. Areas that have experienced subtle uplift have been eroded with gullies. The subject site is underlain by unconsolidated and normally consolidated alluvial sediments deposited by river and stream action, that are in excess of 200 feet thick.

REGIONAL FAULTING

Based on criteria established by the California Division of Mines and Geology (CDMG) now called California Geologic Survey(CGS), faults may be categorized as active, potentially active, or inactive. Active faults are those which show evidence of surface displacement within the last 11,000 years (Holocene-age). Potentially-active faults are those that show evidence of most recent surface displacement within the last 1.6 million years (Quaternary-age). Faults showing no evidence of surface displacement within the last 1.6 million years are considered inactive for most purposes, with the exception of design of some critical structures.

Buried thrust faults are faults without a surface expression but are a significant source of seismic activity. They are typically broadly defined based on the analysis of seismic wave recordings of hundreds of small and large earthquakes in the southern California area. Due to the buried nature of these thrust faults, their existence is usually not known until they produce an earthquake. The risk for surface rupture potential of these buried thrust faults is inferred to be low (Leighton, 1990). However, the seismic risk of these buried structures in terms of recurrence and maximum potential magnitude, is not well established. Therefore, the potential for surface rupture on these surface-verging splays at magnitudes higher than 6.0 cannot be precluded.

Using the computer program EQFAULT significant faults within a 60 mile radius of the site and their distance to the site is presented in Table I in the Appendix. The program EQFAULT, measures the shortest distance to faults in a three dimensional system. Some of the attenuation relationships utilized in the program returns a distance of 0.0 miles where the depth to a dipping fault plane is less than 10 km. For depths greater than 10 km, these attenuation relationships cause the program to return the inferred depth to the fault plane minus 10 km.

The project site is located approximately 200 to 500 feet southeast of the Hollywood Fault, as mapped by Dibblee (1991). Crook and Proctor (1992) have noted the presence of bedrock faulted over Older Alluvium, found in a temporary excavation for the Southwest Regional Library at the UCLA campus, approximately 400 feet west of the project location. This observation of faulted rock over Older alluvium is the only evidence of an active fault in the vicinity of the project site. The Hollywood Fault is part of the Hollywood-Santa Monica Fault system, the frontal fault system responsible for the uplift of the eastern and central Santa Monica Mountains. The Hollywood Fault is considered an active fault, (fault movement within the last 11,000 years), however, the CGS has not mapped the fault as active with an Earthquake Fault Hazard Zone.

HISTORIC SEISMICITY

The epicenters of earthquakes with magnitudes of 5.0 or greater, and located within a radius of 60 miles of the site are listed on Table II, Historical Earthquake Epicenters, in the Appendix. The location of the earthquake epicenters is shown on Figure II, Earthquake Epicenters Map. Other pertinent information regarding these earthquakes is also provided on Table II.

SEISMIC HAZARDS

The primary geologic hazard at the site is moderate to strong ground motion (acceleration) caused by an earthquake on any of the local or regional faults. The potential for other earthquake-induced hazards was also evaluated including surface rupture, liquefaction, dynamic settlement, inundation and landsliding.

Ground Motion

The seismic exposure of the site may be investigated in two ways. The deterministic method calculates an estimated maximum earthquake magnitude for a fault based on formulas which correlate the fault trace to the theoretical maximum magnitude earthquake. The probabilistic method considers the probability of exceedance of various levels of ground motion (acceleration) and is calculated by consideration of risk contributions from all possible earthquake scenarios on all faults within a prescribed search radius. The CGS database of faults and historical earthquakes is used for both methods.

Deterministic Method

The deterministic method is used to predict a unique outcome for a given earthquake scenario. All known faults within the defined search radius are assigned an estimated maximum earthquake magnitude based on their length. Then, the resulting ground acceleration that the earthquake is capable of producing is calculated based on an appropriate attenuation relationship. The selected ground motion is simply the highest attenuated ground motion.

Table I in the Appendix shows known faults within a 60-mile radius of the site based on the current understanding of regional seismo-tectonics. For this investigation, the attenuation relationship of Boore, *et al.* (1997) was selected. The resulting peak site accelerations at the site from the maximum-earthquake for each fault are shown on Table I.

Using this methodology, the maximum earthquake resulting in the largest estimated maximum earthquake site acceleration at the site would be a magnitude 6.6 event on the Santa Monica Fault. Such an event would be expected to generate peak horizontal accelerations at the site of 1.02g.

Probabilistic Method

The probabilistic seismic hazard analysis (PSHA) determines the probability of exceedance of various levels of ground motion and is calculated by summing the risk contributions of all of the regional faults to obtain values for the sites. For this study, 46 regional faults were used. These faults are located within a specified search radius of 60 miles from the site.

Figure III in the Appendix indicates the return periods of various levels of mean peak horizontal acceleration. Typical earthquake ground motions used for seismic design of structures are often taken as those with a 2 percent and a 10 percent probability of exceedance in a 50-year structural life, and the ground motion with a 10 percent probability of exceedance in a 100-year structural life. The 10 percent probability in 50-year earthquake has a corresponding return period of 475 years. The 2 percent probability in 50-year earthquake has a return period of 2,475 years. The 10 percent probability in 100-year earthquake has a return period of 949 years.

According to the 2001 California Building Code (2001 CBC), Sections 1627A, 1629A.1, and 1631A.2, the Design-Basis Earthquake (DBE) ground motion is defined as the motion having a 10 percent probability of being exceeded in a 50-year period. The DBE ground motion has a statistical return period of approximately 475 years. The DBE ground motion is a probabilistic concept, expressed as Peak Ground Acceleration, PGA_{DBE}, and is used as a basis for structural design in the 2001 CBC and as a design basis ground motion for liquefaction hazard analyses in California.

The 10 percent probability of exceedance in a 100-year structural life earthquake has a return period of 949 years. The 2001 California Building Code (2001 CBC) defines this ground motion as the Upper Bound Earthquake (UBE). The UBE ground motion is expressed as Peak Ground Acceleration (PGA_{UBE}). It is used as a basis for structural design based on the 2001 CBC, as well as for the analysis of liquefaction hazards in California, for public school projects.

The 2003 National Earthquake Hazards Reduction Program Provisions (2003 NEHRP) provides the basis for the seismic design of structures section of both the 2006 International Building Code (2006 IBC) and the 2007 California Building Code (2007 CBC). The 2003 NEHRP defines the Maximum Considered Earthquake (MCE) ground motion as the motion having a 2 percent probability of being exceeded in a 50-year period. The MCE ground motion has a statistical return period of approximately 2,475 years. The MCE ground motion is a probabilistic concept, expressed as Peak Ground Acceleration, PGA_{MCE}, and is used as a basis for structural design in the 2007 CBC.

The enclosed probabilistic seismic hazard analysis was performed utilizing the computer program, FRISKSP V. 4.00, by Thomas F. Blake (2000). The attenuation relation of Boore *et al.* (1997) was utilized to determine the peak ground motions generated by regional earthquakes. The data used for performing the probabilistic seismic hazard analysis includes recorded and measured quantities such as slip-rate and fault rupture length. The analysis does not take into account the potential hazards from unknown buried thrust faults, many of which are still to be identified. Based on the indicated attenuation relationship the PGA_{UBE} is 0.76g and the PGA_{MCE} is 0.98g. The results of the probabilistic seismic hazard analysis is presented in Figure IV.

Seismic Hazard Zone Report

The CDMG has published Seismic Hazard Zone Report 023, Seismic Hazard Zone Report for the Beverly Hills 7.5-Minute Quadrangle, Los Angeles County, California (1998, revised 2006). Figure 3.3 (Alluvium Conditions) indicates the PGA_{DBE} for this area of Los Angeles to be 0.48g. Figure 3.4 (Predominant Earthquake) indicates an earthquake with a moment magnitude of 6.6 (M_W) as the Design-Basis Earthquake (DBE) ground motion for this area of Los Angeles.

SECONDARY SEISMIC EFFECTS

The primary geologic hazard at the site is moderate to strong ground shaking caused by an earthquake on any of the local or regional faults. The potential for secondary geologic hazards was also evaluated including liquefaction, dynamic settlement, inundation and landsliding.

Surface Rupture

In 1972, the Alquist-Priolo Special Studies Zones Act (now known as the Alquist-Priolo Earthquake Fault Zoning Act) was passed into law. The Act defines "active" and "potentially active" faults utilizing the same aging criteria as that used by California Geological Survey (CGS). However, established state policy has been to zone only those faults which have direct evidence of movement within the last 11,000 years. It is this recency of fault movement that the CGS considers as a characteristic for faults that have a relatively high potential for ground rupture in the future.

CGS policy is to delineate a boundary from 200 to 500 feet wide on each side of the known fault trace based on the location precision, the complexity, or the regional significance of the fault. If a site lies within an Earthquake Fault Zone, a geologic fault rupture investigation must be performed that demonstrates that the proposed building site is not threatened by surface displacement from the fault before development permits may be issued.

Ground rupture is defined as surface displacement which occurs along the surface trace of the causative fault during an earthquake. Based on research of available literature and results of site reconnaissance, no known active or potentially active faults underlie the subject site. In addition, the subject site is not located within an Alquist-Priolo Earthquake Fault Zone. Based on these considerations, the potential for surface ground rupture at the subject site is considered low.

Liquefaction

Liquefaction is a phenomenon in which saturated silty to cohesionless soils below the groundwater table are subject to a temporary loss of strength due to the buildup of excess pore pressure during cyclic loading conditions such as those induced by an earthquake. Liquefaction-related effects include loss of bearing strength, amplified ground oscillations, lateral spreading, and flow failures.

The subject site is not located by the CDMG in a Seismic Hazard Liquefaction Zone where a geotechnical investigation quantifying the potential for liquefaction and mitigation of a liquefaction seismic hazard is required per California Public Resource Code sections 2690 and 2693(b). This determination is based on groundwater depth records, soil type and distance to a fault capable of producing a substantial earthquake.

The site is underlain by Older Alluvium, as mapped (Dibblee, 1991). Therefore, due to the density and tectonic history of the earth materials underlying the subject site, it is the opinion of this firm that the potential for liquefaction at the subject site is low.

Dynamic Dry Settlement

Seismically-induced settlement or compaction of dry or moist, cohesionless soils can be an effect related to earthquake ground motion. Such settlements are typically most damaging when the settlements are differential in nature across the length of structures.

Some seismically-induced settlement of the proposed structures should be expected as a result of strong ground-shaking, however, due to the uniform nature of the underlying earth materials, excessive differential settlements are not expected to occur.

Tsunamis, Seiches and Flooding

Tsunamis are tidal waves generated by fault displacement or major ground movement below the ocean. The site is high enough and far enough from the ocean to preclude being prone to hazards of a tsunami.

Seiches are large waves generated in enclosed bodies of water in response to ground shaking. No major water-retaining structures are located immediately up gradient from the project site. Therefore, the risk of flooding from a seismically-induced seiche is considered to be remote.

Review of the County of Los Angeles Flood and Inundation Hazards Map (Leighton, 1990), indicates the site lies within the inundation boundaries of the Stone Dam. A determination of whether a higher site elevation would remove the site from the potential inundation zones is beyond the scope of this investigation.

Landsliding

The subject site is not located by the CDMG in a Seismic Hazard Earthquake-Induced Landslide Zone where a geotechnical investigation quantifying the potential for and/or mitigation of an earthquake-induced landslide seismic hazard is required per California Public Resource Code sections 2690 and 2693(b). Generally, the existing site gradients vary from flatter than 5H:1V (11 degrees) to approximately 2H:1V (26 degrees) in their entirety. The proposed project is anticipated to include grading and construction of engineered retaining walls as part of the proposed building subterranean levels. Therefore, the probability of seismically-induced landslides occurring on the site is considered to be low due to the fact that the grading for and construction of the proposed project will provide engineered structures to mitigate the majority of the existing slope geometry across or adjacent to the subject site.

CONCLUSIONS AND RECOMMENDATIONS

Based upon the exploration, laboratory testing, and research, it is the finding of this firm that construction of the proposed project is considered feasible from a geotechnical engineering standpoint provided the advice and recommendations presented herein are followed and implemented during construction.

At the time of the writing of this report, the design and alignment of the proposed campus housing structures have not been finalized. The proposed development plan should be reviewed by this office when it achieves more definition. Any changes in the design of the project or location of any structure, as outlined in this report, should be reviewed by this office. The recommendations contained in this report should not be considered valid until reviewed and modified or reaffirmed, in writing, subsequent to such review.

The existing fill materials are not suitable for support of the proposed foundations, floor slabs or any additional fill. All existing fill materials shall be properly removed, to expose the underlying dense Older Alluvium, anticipated at a depth of 2 feet to as much as 30 feet below the existing site grade, and recompacted for foundation and slab support.

Due to the sloping nature of the site, it is anticipated that excavation of the proposed subterranean levels for the new residential buildings will remove the majority of the unsuitable materials in the proposed building areas. In areas where existing fill soils were encountered below the proposed subterranean level subgrade elevations, the existing fill materials should be removed and replaced as properly compacted fill for support of the proposed foundations and floor slabs.

The proposed residential buildings may bear into the recommended new properly compacted fill and/or competent Older Alluvium by means of conventional foundations. Any new foundations which would be required for the renovation of the existing Sproul Hall building should bear into properly compacted fill, or should be deepened through any existing fill materials to bear into competent Older Alluvium.

As an alternative to the grading required to remove and recompact the existing fill materials, friction pile foundations deepened to extend through the existing fill materials and bear into competent Older Alluvium may be utilized for support of the proposed structures. Where pile foundations are utilized, structural slabs shall be designed to span between the pile foundation system deriving support from the dense Older Alluvium.

Grading and earthwork for the proposed project is anticipated to consist of removal and recompaction of the existing unsuitable fill materials, foundation excavations for the proposed new buildings, new foundation excavations associated with the renovation of Sproul Hall, and minor wall backfill. It is anticipated that temporary excavations of approximately 5 to as much as 30 feet in height will be necessary for the recommended grading and earthwork.

The excavations are expected to expose fill and dense native soils, which are suitable for vertical excavations up to 5 feet where not surcharged by adjacent traffic or structures. Temporary unsurcharged excavations, exceeding five feet in height, may be sloped at a uniform 1H:1V gradient (45 degrees) in their entirety. All excavations should be cut and maintained in accordance with applicable OSHA rules and regulations. Where temporary excavations will be surcharged by existing structures or public rights-of-way, temporary shoring may be utilized.

The validity of the conclusions and design recommendations presented herein is dependant upon review of the geotechnical aspects of the proposed construction by this firm. The subsurface conditions described herein have been projected from borings on the site as indicated and should in no way be construed to reflect any variations which may occur between these borings or which may result from changes in subsurface conditions.

SEISMIC DESIGN CONSIDERATIONS

According to Table 1613.5.2 of the 2007 California Building Code, the subject site may be classified as Site Class D , which corresponds to a "Stiff Soil" Profile. The following table outlines the Mapped Spectral Accelerations and Site Coefficients per the 2007 CBC, which may be used by the structural engineer for the seismic design and analysis of structures.

2007 CALIFORNIA BUILDING CODE SEISMIC PARAMETERS	
Site Class	D
Mapped Spectral Acceleration at Short Periods (S_S)	1.735g
Site Coefficient (F_a)	1.0
Maximum Considered Earthquake Spectral Response for Short Periods (S_{MS})	1.735g
Five-Percent Damped Design Spectral Response Acceleration at Short Periods (S_{DS})	1.157g
Mapped Spectral Acceleration at One-Second Period (S_1)	0.600g
Site Coefficient (F_v)	1.5
Maximum Considered Earthquake Spectral Response for One-Second Period (S_{M1})	0.900g
Five-Percent Damped Design Spectral Response Acceleration for One-Second Period (S_{D1})	0.600g

FILL SOILS

The maximum depth of fill encountered on the site was 30 feet. This material and any fill generated during demolition should be properly removed and recompacted for use as controlled fill for support of the proposed buildings.

EXPANSIVE SOILS

The expansion characteristics of the onsite earth materials vary from the very low to the high expansion range. Reinforcing recommendations are provided in the "Foundation Design" and "Slabs On Grade" sections of this report.

WATER-SOLUBLE SULFATES

The Portland cement portion of concrete is subject to attack when exposed to water-soluble sulfates. Usually the two most common sources of exposure are from soil and marine environments. The source of natural sulfate minerals in soils include the sulfates of calcium, magnesium, sodium, and potassium. When these minerals interact and dissolve in subsurface water, a sulfate concentration is created, which will react with the exposed concrete. Over time sulfate attack will destroy improperly proportioned concrete well before the end of its intended service life.

The water-soluble sulfate content of the onsite earth materials was tested by California Test 417. The water-soluble sulfate contents of the onsite earth materials were determined to be less than 0.1 percentage by weight for the soils tested. The sulfate exposure characteristics are considered negligible for concrete in contact with the earth materials at the subject site and Type I cement may be utilized for concrete foundations in contact with the site soils. Additionally, all concrete foundations should be designed in accordance with the American Concrete Institute publication: ACI 318-05 *Building Code Requirements for Structural Concrete* (2005).

GRADING GUIDELINES

Site Preparation

All vegetation, existing fill, and soft or disturbed earth materials should be removed from the areas to receive controlled fill. The excavated areas shall be carefully observed by the geotechnical engineer prior to placing compacted fill.

Any vegetation or associated root system located within the footprint of the proposed structures should be removed during grading. Any existing or abandoned utilities located within the footprint of the proposed structures should be removed or relocated as appropriate. All existing fill materials and any disturbed earth materials resulting from grading operations should be removed and properly recompacted prior to foundation excavation.

The existing unsuitable fill materials that are located within the proposed building areas shall be excavated to expose the underlying dense Older Alluvium. The excavation shall extend at least five feet beyond the edge of the proposed new foundations, or for a distance equal to the depth of the recommended new properly compacted fill below the foundations, whichever is greater.

Subsequent to the indicated removals, the exposed grade shall be scarified to a depth of six inches, moistened to optimum moisture content, and recompacted in excess of the minimum required comparative density. It is very important that the positions of the proposed structures are accurately located so that the limits of the graded area are accurate and the grading operation proceeds efficiently.

Compaction

All fill should be mechanically compacted in layers not more than 8 inches thick. All fill shall be compacted to at least 90 percent of the maximum laboratory density for the materials used. The maximum density shall be determined by the laboratory operated by Geotechnologies, Inc. using test method ASTM D 1557-02 or equivalent.

Field observation and testing shall be performed by a representative of the geotechnical engineer during grading to assist the contractor in obtaining the required degree of compaction and the proper moisture content. Where compaction is less than required, additional compactive effort shall be made with adjustment of the moisture content, as necessary, until a minimum of 90 percent compaction is obtained.

Acceptable Materials

The excavated onsite materials are considered satisfactory for reuse in the controlled fills as long as any debris and/or organic matter is removed. Any imported materials shall be observed and tested by the representative of the geotechnical engineer prior to use in fill areas. Imported materials should contain sufficient fines so as to be relatively impermeable and result in a stable subgrade when compacted. Any required import materials should consist of relatively non-expansive soils with an expansion index of less than 50. The water-soluble sulfate content of the import materials should be less than 0.1 percentage by weight.

Imported materials should be free from chemical or organic substances which could effect the proposed development. A competent professional should be retained in order to test imported materials and address environmental issues and organic substances which might effect the proposed development.

Hillside Grading

These recommendations are presented should sidehill fill slopes be necessary as a part of the final grading plan for the proposed project. Sidehill fill slopes should have a keyway placed at the toe of the proposed fill slope. This keyway should be cut a minimum of three feet into the competent Older Alluvium and be a minimum of 12 feet in width. The base of the keyway shall be sloped back into the hill. Where slopes are steeper than 5H:1V (11 degrees), horizontal benches shall be cut into competent Older Alluvium in order to provide both lateral and vertical stability.

Sidehill fills shall have backdrains installed at the compacted fill/Older Alluvium contact to prevent future porewater pressure buildup. Backdrains shall consist of four inch perforated pipes, placed with perforations down. The pipe should be encased with a minimum of one foot gravel, and wrapped in filter fabric. The minimum gravel cover on the pipe should be one foot. The gravel should consist of ¾-inch to one inch crushed rock.

The first drain shall be placed no higher than 3 feet above the front cut of the keyway excavation. Additional backdrains shall be placed at intervals roughly equivalent to 10 feet of vertical rise in elevation or where considered necessary by the representative of this firm.

Each drain shall be placed into a trench excavated along the back of a horizontal bench at the compacted fill/Older Alluvium contact. The trench bottom shall slope downward to each exit drain with a minimum gradient of two percent. The exit pipe shall consist of a 4-inch diameter non-perforated pipe. This pipe need not be encased in gravel. It shall exit at a minimum gradient of 2 percent to the finish face of the fill slope. A cutoff wall consisting of concrete or soil cement shall be placed at the junction of the perforated pipe and the exit drains to stop seepage and force the water being removed into the perforated pipe.

Materials excavated uphill from where fills are to be placed, shall not be cast over the slope into the fill area. Materials shall be channeled down a ramp to the area to receive compacted fill and then spread in horizontal layers. As compacted fills are placed, this ramp will be trimmed out to expose the dense, tight materials approved by the soils engineer. The minimum vertical height of bench in approved materials shall be 3 feet. This will maintain the proper benching, as fill is placed up the slope. The ramp will be shifted periodically during the grading operations to allow for complete removal of the loose fill materials and for the proper benching.

A minimum compaction of 90 percent out to the finish face of fill slopes will be required. Compaction on slopes may be achieved by over building the slope and cutting back to the compacted core or by direct compaction of the slope face with suitable equipment. Direct compaction on the slope faces shall be accomplished by back-rolling the slopes in 3 to 4-foot increments of elevation gain. Also, the maximum allowable slope gradient for all cut and/or fill slopes is 2H:1V (26 degrees) in their entirety.

Utility Trench Backfill

Utility trenches should be backfilled with controlled fill. The utility should be bedded with clean sands at least one foot over the crown. The remainder of the backfill may be onsite soil compacted to 90 percent of the laboratory maximum density. Utility trench backfill should be tested by representatives of this firm in accordance with ASTM D-1557-02.

Shrinkage

Shrinkage results when a volume of soil removed at one density is compacted to a higher density. A shrinkage factor between 5 and 15 percent should be anticipated when excavating and recompacting the existing fill and underlying native earth materials on the site to an average comparative compaction of 92 percent.

Weather Related Grading Considerations

When rain is forecast all fill that has been spread and awaits compaction shall be properly compacted prior to stopping work for the day or prior to stopping due to inclement weather. These fills, once compacted, shall have the surface sloped to drain to an area where water can be removed.

Temporary drainage devices should be installed to collected and transfer excess water to the street in non-erosive drainage devices. Drainage should not be allowed to pond anywhere on the site, and especially not against any foundation or retaining wall. Drainage should not be allowed to flow uncontrolled over any descending slope.

Work may start again, after a period of rainfall, once the site has been reviewed by a representative of this office. Any soils saturated by the rain shall be removed and aerated so that the moisture content will fall within three percent of the optimum moisture content.

Surface materials previously compacted before the rain shall be scarified, brought to the proper moisture content and recompacted prior to placing additional fill, if considered necessary by a representative of this firm.

Geotechnical Observations and Testing During Grading

Geotechnical observations and testing during grading are considered to be a continuation of the geotechnical investigation. It is critical that the geotechnical aspects of the project be reviewed by this firm during the construction process. Compliance with the design concepts, specifications or recommendations during construction requires review by this firm during the course of construction. Any fill which is placed should be observed, tested, and verified if used for engineered purposes. Please advise this office at least twenty-four hours prior to any required site visit.

FOUNDATION DESIGN

Conventional Foundation

Conventional foundations for the proposed residential buildings may bear into properly compacted fill and/or competent Older Alluvium. Portions of the proposed Sproul Complex, Sproul West structure, and the Upper and Lower De Neve structures are anticipated to bear into both competent Older Alluvium and/or properly compacted fill.

Continuous foundations may be designed for a bearing capacity of 2,500 pounds per square foot, and should be a minimum of 12 inches in width, 18 inches in depth below the lowest adjacent grade and 18 inches into the recommended bearing material.

Column foundations may be designed for a bearing capacity of 3,500 pounds per square foot, and should be a minimum of 24 inches in width, 18 inches in depth below the lowest adjacent grade and 18 inches into the recommended bearing material.

The bearing capacity increase for each additional foot of footing width is 150 pounds per square foot. The bearing capacity increase for each additional foot of footing depth is 500 pounds per square foot. The maximum recommended bearing capacity is 7,500 pounds per square foot.

The bearing capacities indicated above are for the total of dead and frequently applied live loads, and may be increased by one third for short duration loading, which includes the effects of wind or seismic forces.

Since the recommended bearing capacity is a net value, the weight of concrete in the foundations may be taken as 50 pounds per cubic foot and the weight of the soil backfill may be neglected when determining the downward load on the foundations.

If depth increases are utilized, this office should be provided a copy of the final construction plans to ensure that the excavation recommendations presented herein are properly reviewed and revised if necessary.

Foundations bearing in controlled fill which are to be constructed adjacent to property lines and/or existing structures should be deepened, as appropriate, to bear below a 1H:1V (45 degrees) plane of foundation action projected up from the toe of the newly placed controlled fill. Foundations bearing in controlled fill which are to be constructed immediately adjacent to property lines and/or existing structures should be deepened to bear solely in native soils.

Also, any new foundations which would be required for the renovation of the existing Sproul Hall building should bear into properly compacted fill or competent Older Alluvium. As a minimum, any new foundations required for additions adjacent to the existing Sproul Hall building should be deepened to match the depths of the existing foundations. It is recommended that additional explorations be made prior to grading to determine the depth of the existing foundations for Sproul Hall. Any available as-built foundation plans for Sproul Hall shall be provided to this firm for review.

Miscellaneous Foundations

Conventional foundations for structures such as privacy walls or trash enclosures which will not be rigidly connected to the proposed new campus housing buildings may bear into either competent native soils and/or properly compacted fill. Continuous footings may be designed for a bearing capacity of 1,500 pounds per square foot, and should be a minimum of 12 inches in width, 18 inches in depth below the lowest adjacent grade and 18 inches into the recommended bearing material. No bearing capacity increases are recommended.

Conventional Foundation Reinforcement

All continuous foundations should be reinforced with a minimum of four #4 steel bars. Two should be placed near the top of the foundation, and two should be placed near the bottom.

Lateral Design for Conventional Foundation

Resistance to lateral loading may be provided by friction acting at the base of foundations and by passive earth pressure. An allowable coefficient of friction of 0.30 may be used with the dead load forces.

Passive earth pressure for the sides of foundations poured against undisturbed competent native soil or recompacted soil may be computed as an equivalent fluid having a density of 300 pounds per cubic foot with a maximum earth pressure of 3,000 pounds per square foot. When combining passive and friction for lateral resistance, the passive component should be reduced by one third. A one-third increase in the passive value may be used for wind or seismic loads.

Conventional Foundation Settlement

Settlement of the conventional foundation system is expected to occur on initial application of loading. The maximum settlement is expected to be ¾-inch and occur below the heaviest loaded columns. Differential settlement is not expected to exceed ¼-inch.

FOUNDATION DESIGN - FRICTION PILES

In areas of deep existing fill materials, friction pile foundations deepened through the existing fill materials to bear into the competent Older Alluvium may be utilized for the proposed structures, as an alternative to conventional foundations bearing into properly compacted fill and/or dense Older Alluvium. Structural engineering information and plans for the proposed project were not available at the time of completion of this report. The pile foundation recommendations given below are preliminary in nature. A more detailed analysis of any proposed friction pile foundations should be performed once the structural development plans for the proposed project have achieved more definition.

Drilled Cast-in-Place Friction Piles

Friction piles should be a minimum of 24 inches in diameter. Friction piles shall penetrate through all fill and shall be embedded into the dense Older Alluvium a minimum of 20 feet. The proposed friction piles may be proportioned utilizing the enclosed Friction Pile Capacity Chart and the Lateral Load Capacity Charts. The vertical friction pile capacities are mathematically determined using a safety factor of 2. Uplift capacity may be designed using 50 percent of the downward capacity.

All friction piles should be tied together with grade beams or structural slabs. Where pile groups are required, the piles should be spaced a minimum of 3 diameters on centers. If so spaced, there will be no reduction in the downward capacity of the piles due to group action.

Lateral Design

Maximum recommended allowable lateral capacities for ¼-inch deflection for single, isolated, fixed-head and free-head piles are presented in the Appendix. No factors of safety have been applied to the lateral load values calculated to induce ¼-inch lateral deflection. Lateral capacities provided are for drilled, cast-in-place concrete piles, penetrating the materials encountered during the course of this investigation. Assumed as part of these lateral capacity calculations are a concrete modulus of elasticity of at least 3,000,000 pounds per square inch, and minimum total pile depth of 20 feet.

Piles should be spaced a minium of 8-diameters on center to be considered isolated for the laterally loaded condition. If the piles are so spaced, no reduction in the lateral capacities need be considered due to group action. Piles spaced less than 8-diameters on center will require a reduction in lateral capacity due to group effects. Lateral pile capacity reduction factors due to group effects may be determined from the following table:

GROUP EFFECT LATERAL PILE CAPACITY REDUCTION	
MINIMUM PILE SPACING (in Pile Diameters "D")	LATERAL PILE CAPACITY (as a Percentage of Isolated Pile Lateral Capacity)
8D	100%
6D	70%
4D	40%
3D	25%
adapted from: NAVFAC DM-7.2, p. 241 (1982)	

Pile Installation

Due to the cohesive nature of the existing earth materials encountered during exploration, significant caving is not anticipated during drilling of the proposed piles above the water table. Where the bottom of the proposed piles will be below the water level, casing or the use of drilling mud will be required in order to achieve the required depth and maintain an open hole to allow the placement of the steel and concrete.

If casing is used, extreme care should be employed so that the pile is not pulled apart as the casing is withdrawn. At no time should the distance between the surface of the concrete and the bottom of the casing be less than 5 feet. If a "polymer-slurry" drilling fluid is used, all drilling fluid shall be displaced by the placement of the concrete by pumping concrete from the bottom to the ground surface through the use of a tremie or concrete pump.

Closely spaced piles should be drilled and filled alternately, with the concrete permitted to set at least 8 hours before drilling an adjacent hole. Pile excavations should be filled with concrete as soon after drilling and inspection as possible; the holes should not be left open overnight. The concrete should be placed with special equipment so that the concrete is not allowed to fall freely more than 5 feet and to prevent concrete from striking the walls of the excavations and possible causing caving.

Piles placed below the water level require the use of a tremie and/or a concrete pump to place the concrete into the bottom of the hole. A tremie shall consist of a water-tight tube having a diameter of not less than 10 inches with a hopper at the top. The tube shall be equipped with a device that will close the discharge end and prevent water from entering the tube while it is being charged with concrete. The tremie shall be supported so as to permit free movement of the discharge end over the entire top surface of the work and to permit rapid lowering when necessary to retard or stop the flow of concrete. The discharge end shall be closed at the start of the work to prevent water entering the tube and shall be entirely sealed at all times, except when the concrete is being placed. The tremie tube shall be kept full of concrete. The flow shall be continuous until the work is completed and the resulting concrete seal shall be monolithic and homogeneous. The tip of the tremie tube shall always be kept about five feet below the surface of the concrete and definite steps and safeguards should be taken to insure that the tip of the tremie tube is never raised above the surface of the concrete.

A special concrete mix should be used for concrete to be placed below water. The design shall provide for concrete with a strength of 1,000 psi. over the initial job specification. An admixture that reduces the problem of segregation of paste/aggregates and dilution of paste shall be included. The slump shall be commensurate to any research report for the admixture, provided that it shall also be the minimum for a reasonable consistency for placing when water is present.

Settlement

The maximum settlement of pile-supported foundations is not expected to exceed ¼-inch. Differential settlement is expected to be negligible.

Building Setback

The 2007 California Building Code requires that the planned building be setback horizontally from the retaining wall, located at the toe of the adjacent ascending slopes. The required setback corresponds to a horizontal distance equal to one-half of the vertical height of the slope above the retaining wall, with a minimum distance of 3 feet and a maximum distance of 15 feet. This distance is measured from the face of the building to the face of the retaining wall.

Also, the 2007 California Building Code requires that foundations be excavated to a sufficient distance from the face of a descending slope to provide sufficient vertical and lateral support. The required setback is one-third the height of the descending slope with a minimum of 5 feet and a maximum of 40 feet measured horizontally from the base of the foundation to the slope face.

Foundation Observations

It is critical that all foundation excavations are observed by a representative of this firm to verify penetration into the recommended bearing materials. The observation should be performed prior to the placement of reinforcement. Foundations should be deepened to extend into satisfactory earth materials, if necessary. Foundation excavations should be cleaned of all loose soils prior to placing steel and concrete. Any required foundation backfill should be mechanically compacted, flooding is not permitted.

All foundation pile excavations shall be performed under the continuous observation by personnel of this firm to verify penetration into firm undisturbed natural soils. Piles should be deepened if necessary to extend into satisfactory soils.

RETAINING WALL DESIGN

Cantilever Retaining Walls

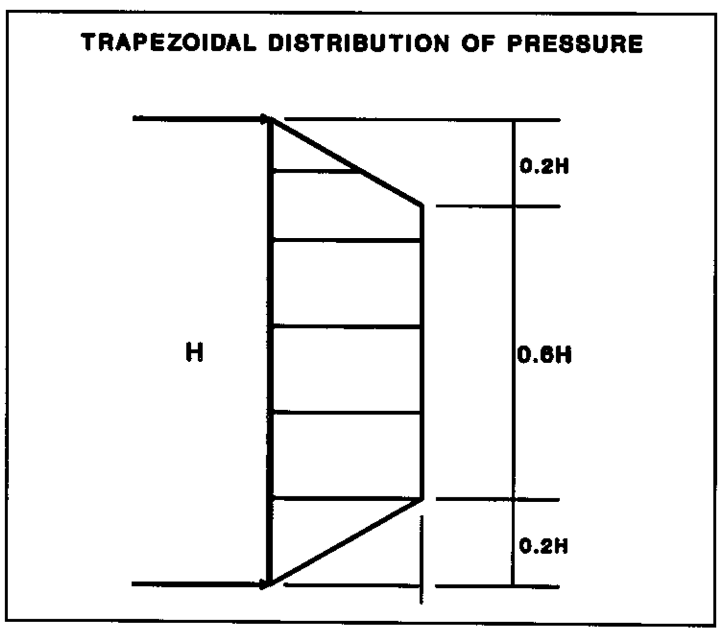
Any proposed new exterior retaining walls should be designed as cantilevered retaining walls for the active pressure condition. Cantilever retaining walls should be designed per the Cantilever Retaining Wall Design Table, below, utilizing a triangular distribution of earth pressure.

CANTILEVER RETAINING WALL DESIGN TABLE		
HEIGHT OF WALL (feet)	BACKSLOPE ANGLE (degrees)	EQUIVALENT FLUID WEIGHT (pounds per cubic foot)
Up to 12	level	35
Up to 12	2:1 (h:v)	50

For this equivalent fluid weight to be valid backfill soils should be free draining and no excess hydrostatic pressure should develop behind the wall. Retaining walls which are to be restrained at the top should be backfilled prior to the upper connection being made. Additional active pressure should be added for a surcharge condition due to sloping ground, vehicular traffic or adjacent structures.

Restrained Retaining Walls

Any proposed new basement and partial basement retaining walls should be designed as restrained retaining walls. In accordance with the 2007 California Building Code, restrained retaining walls should be designed for the at-rest pressure condition. Restrained retaining walls should be designed per the Restrained Retaining Wall Design Table, below, utilizing a trapezoidal pressure distribution of lateral earth pressure as indicated in the diagram below.



RESTRAINED RETAINING WALL DESIGN TABLE		
HEIGHT OF WALL (feet)	BACKSLOPE ANGLE (degrees)	DESIGN EARTH PRESSURE* (pounds per square foot)
Up to 12	level	37.5H
Up to 12	2:1 (h:v)	45H

* Where H is the retained height in feet.

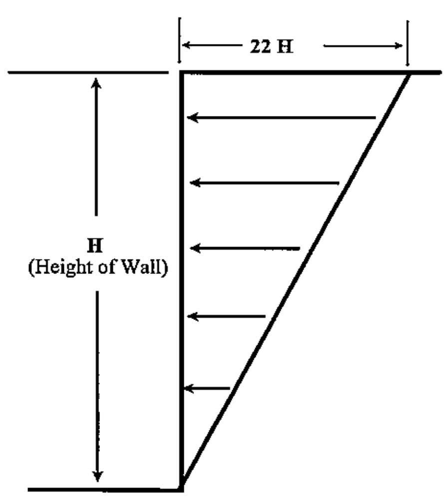
For the recommended design lateral earth pressure for restrained retaining walls to be valid a permanent wall subdrainage system shall be installed, the backfill soils should be free draining, and no excess hydrostatic pressure should develop behind the walls. Additional active pressures should be added to the retaining wall design lateral earth pressure for any surcharge condition due to sloping ground or adjacent structures.

In addition to the recommended earth pressure, the upper ten feet of the retaining wall adjacent to streets, driveways or parking areas should be designed to resist a uniform lateral pressure of 100 pounds per square foot, acting as a result of an assumed 300 pounds per square foot surcharge behind the walls due to normal street traffic. If the traffic is kept back at least ten feet from the retaining walls, the traffic surcharge may be neglected.

Dynamic (Seismic) Lateral Forces

Pursuant to Section1802.2.7 of the 2007 California Building Code, any proposed new retaining walls should be designed to resist a seismic increment of lateral earth pressure. Retaining walls exceeding 12 feet in height shall be designed to resist the additional earth pressure caused by seismic ground shaking. An inverse triangular pressure distribution should be utilized for seismic loads, with an equivalent fluid pressure of 22 pounds per cubic foot. Utilizing this inverse triangular pressure distribution, the earthquake load would be zero at the base of the wall, and would increase linearly to a maximum of 22(H) pounds per square foot at the top of the wall, where H is the height of the retaining wall.

DYNAMIC (SEISMIC) PRESSURE INCREMENT



Waterproofing

Moisture effecting retaining walls is one of the most common post construction complaints. Poorly applied or omitted waterproofing can lead to efflorescence or standing water inside the building. Efflorescence is a process in which a powdery substance is produced on the surface of the concrete by the evaporation of water. The white powder usually consists of soluble salts such as gypsum, calcite, or common salt. Efflorescence is common to retaining walls and does not effect their strength or integrity.

It is recommended that retaining walls be waterproofed. Waterproofing design and inspection of its installation is not the responsibility of the geotechnical engineer. A qualified waterproofing consultant should be retained in order to recommend a product or method which would provide protection to below grade walls.

Retaining Wall Drainage

All retaining walls should be provided with a subdrain covered with a minimum of 12 inches of gravel, and a compacted fill blanket or other seal at the surface. The onsite earth materials are acceptable for use as retaining wall backfill as long as they are compacted to a minimum of 90 percent of the maximum density as determined by ASTM D 1557-02 or equivalent.

Certain types of subdrain pipe are not acceptable to the various municipal agencies, it is recommended that prior to purchasing subdrainage pipe, the type and brand is cleared with the proper municipal agencies. Subdrainage pipes should outlet to an acceptable location.

Where retaining walls are to be constructed adjacent to property lines there is usually not enough space for emplacement of a standard pipe and gravel drainage system. Under these circumstances, the use of a flat drainage produce is acceptable.

Some municipalities do not allow the use of flat-drainage products. The use of such a product should be researched with the building official. As an alternative, omission of one-half of a block at the back of the wall on eight foot centers is an acceptable method of draining the walls. The resulting void should be filled with gravel. A collector is placed within the gravel which directs collected waters through the wall to a sump or standard pipe and gravel system constructed under the slab. This method should be approved by the retaining wall designed prior to implementation.

Retaining Wall Backfill

Any required backfill should be mechanically compacted in layers not more than 8 inches thick, to at least 90 percent of the maximum density obtainable by the ASTM Designation D 1557-02 method of compaction. Flooding should not be permitted. Proper compaction of the backfill will be necessary to reduce settlement of overlying walks and paving. Some settlement of required backfill should be anticipated, and any utilities supported therein should be designed to accept differential settlement, particularly at the points of entry to the structure.

Sump Pump Design

The purpose of the recommended retaining wall backdrainage system is to relieve hydrostatic pressure. Groundwater was not encountered during exploration to a depth of 50 feet from site grade. Therefore, the only water which could effect the proposed retaining walls would be irrigation waters and precipitation. Additionally, the proposed site grading is such that all drainage is directed to the street and the structure has been designed with adequate non-erosive drainage devices.

Based on these considerations the retaining wall backdrainage system is not expected to experience an appreciable flow of water, and in particular, no groundwater will effect it. However, for the purposes of design, a flow of 5-gallons per minute may be assumed.

TEMPORARY EXCAVATIONS

It is anticipated that excavations on the order of 5 to 30 feet in vertical height will be required for removal and recompaction necessary for site grading, and the construction of any subterranean building levels. The excavations are expected to expose fill and dense native soils, which are suitable for vertical excavations up to five feet where not surcharged by adjacent traffic or structures. Excavations which will be surcharged by adjacent traffic or structures should be shored.

Where sufficient space is available, temporary unsurcharged embankments could be cut at a uniform 1H:1V (45 degrees) slope gradient in their entirety. A uniform sloped excavation does not have a vertical component.

Where sloped embankments are utilized, the tops of the slopes should be barricaded to prevent vehicles and storage loads near the top of slope within a horizontal distance equal to the depth of the excavation. If the temporary construction embankments are to be maintained during the rainy season, berms are strongly recommended along the tops of the slopes to prevent runoff water from entering the excavation and eroding the slope faces. Water should not be allowed to pond on top of the excavation nor to flow towards it.

Excavation Observations

It is critical that the soils exposed in the cut slopes are observed by a representative of this office during excavation so that modifications of the slopes can be made if variations in the earth material conditions occur. Many building officials require that temporary excavations should be made during the continuous observations of the geotechnical engineer. All excavations should be stabilized within 30 days of initial excavation.

Temporary Shoring

The following information on the design and installation of the shoring is as complete as possible at the time of completion of this report. It is suggested that a review of the final shoring plans and specifications be made by this office prior to bidding or negotiating with a shoring contractor be made.

Temporary shoring should be anticipated to be utilized wherever the proposed temporary excavations will remove lateral support from neighboring structures, parking areas, and public rights-of-way. One method of shoring would consist of steel soldier piles, placed in drilled holes and backfilled with concrete. The soldier piles may be designed as cantilevers or restrained soldier piles utilizing drilled tie-back anchors or raker braces.

Soldier Piles

Drilled cast-in-place soldier piles should have a minimum diameter of 18 inches. Structural concrete should be used for the soldier piles below the base of the excavation; lean-mix concrete may be employed above the base of the excavation. As an alternative, lean-mix concrete may be used throughout the pile where the reinforcing consists of a wideflange section. The slurry must be of sufficient strength to impart the lateral bearing pressure developed by the wideflange section to the earth materials. For design purposes, the allowable passive earth pressure for soldier piles poured against undisturbed the alluvial soils below the bottom plane of excavation may be computed as an equivalent fluid having a density of 300 pounds per cubic foot with a maximum earth pressure of 3,000 pounds per square foot. The allowable passive pressure value may doubled for isolated soldier piles. Soldier piles should be placed no closer than 3 diameters on center, to be considered isolated.

To develop the full lateral value, provisions should be implemented to assure firm contact between the soldier piles and the undisturbed earth materials.

Groundwater was not encountered during exploration to a depth of 50 feet below site grade. The recommended temporary shoring soldier piles are not anticipated to encounter groundwater. Should the recommended soldier piles be placed below the water level, use of a tremie will be required to place the concrete into the bottom of the hole. The tremie shall consist of a water-tight tube having a diameter of not less than 10 inches with a hopper at the top. The tube shall be equipped with a device that will close the discharge end and prevent water from entering the tube while it is being charged with concrete. The tremie shall be supported so as to permit free movement of the discharge end over the entire top surface of the work and to permit rapid lowering when necessary to retard or stop the flow of concrete. The discharge end shall be closed at the start of the work to prevent water entering the tube and shall be entirely sealed at all times, except when the concrete is being placed. The tremie tube shall be kept full of concrete. The flow shall be continuous until the work is completed and the resulting concrete seal shall be monolithic and homogeneous. The tip of the tremie tube shall always be kept about five feet below the surface of the concrete and definite steps and safeguards should be taken to insure that the tip of the tremie tube is never raised above the surface of the concrete.

A special concrete mix should be used for concrete to be placed below water. The concrete mix design shall provide for an increase in concrete strength of 1,000 pounds per square inch above the initial job specification. An admixture that reduces the problem of segregation of paste/aggregates and dilution of paste shall be included. The slump shall be commensurate to any research report for the admixture, provided that it shall also be the minimum for a reasonable consistency for placing when water is present.

Casing may be required should caving be experienced in the saturated, granular earth materials. If casing is used, extreme care should be employed so that the pile is not pulled apart as the casing is withdrawn. At no time should the distance between the surface of the concrete and the bottom of the casing be less than five feet.

The frictional resistance between the soldier piles and retained earth material may be used to resist the vertical component of the anchor load. The coefficient of friction may be taken as 0.30 based on uniform contact between the steel beam and lean-mix concrete and retained earth. The portion of soldier piles below the plane of excavation may also be employed to resist the downward loads. The downward capacity may be determined using a frictional resistance of 500 pounds per square foot. The minimum depth of embedment for shoring piles is 7 feet into competent Older Alluvium, and/or

7 feet below the bottom of excavated plane whichever is deeper. Soldier piles may be assumed fixed at 3 feet below into competent Older Alluvium and/or the bottom of the excavation.

Lagging

If the clear spacing between soldier piles does not exceed four feet, lagging between soldier piles could be omitted within the cohesive earth materials. In the less cohesive earth materials, such as the sands and gravels, lagging would be necessary. It is recommended that the exposed earth materials be observed by the geotechnical engineer to verify the cohesive nature of the earth materials and the area where lagging may be omitted. At this time, it is expected that most of the excavation will require continuous lagging.

Soldier piles and anchors should be designed for the full anticipated pressures. Due to arching in the earth materials, the pressure on the lagging will be less. It is recommended that the lagging be designed for the full design pressure but be limited to a maximum of 400 pounds per square foot.

Tied-Back Anchors

Tied-back anchors may be used to resist lateral loads. Friction anchors are recommended. For design purposes, it may be assumed that the active wedge adjacent to the shoring is defined by a plane drawn 35 degrees with the vertical through the bottom plane of the excavation. Friction anchors should extend a minimum of 20 feet beyond the potentially active wedge.

Drilled friction anchors may be designed for a skin friction of 400 pounds per square foot. Only the frictional resistance developed beyond the active wedge would be effective in resisting lateral loads. This skin friction is based on 25 foot high shoring, a tied back anchor elevation 6 feet below grade and a minimum twenty foot embedment beyond the potentially active wedge yielding an overburden of 12½ feet below ground surface. Where belled anchors are utilized, the capacity of belled anchors may be designed by applying the skin friction over the surface area of the bonded anchor shaft. The diameter of the bell may be utilized as the diameter of the bonded anchor shaft when determining the surface area. This implies that in order for the belled anchor to fail, the entire parallel soil column must also fail.

Depending on the techniques utilized, and the experience of the contractor performing the installation, it is anticipated that a skin friction of 2,000 pounds per square foot could be utilized for post-grouted anchors. Only the frictional resistance developed beyond the active wedge would be effective in resisting lateral loads.

Anchors should be placed at least 6 feet on center to be considered isolated. It is recommended that at least 3 of the initial anchors have their capacities tested to 200 percent of their design capacities for a 24-hour period to verify their design capacity.

The total deflection during this test should not exceed 12 inches. The anchor deflection should not exceed 0.75 inches during the 24 hour period, measured after the 200 percent load has been applied. All anchors should be tested to at least 150 percent of design load. The total deflection during this test should not exceed 12 inches.

The rate of creep under the 150 percent test load should not exceed 0.1 inches over a 15 minute period in order for the anchor to be approved for the design loading. After a satisfactory test, each anchor should be locked-off at the design load. This should be verified by rechecking the load in the anchor. The load should be within 10 percent of the design load. Where satisfactory tests are not attained, the anchor diameter and/or length should be increased or additional anchors installed until satisfactory test results are obtained. The installation and testing of the anchors should be observed by the geotechnical engineer. Minor caving during drilling of the anchors should be anticipated.

Anchor Installation

Tied-back anchors may be installed between 20 and 40 degrees below the horizontal. Caving of the anchor shafts, particularly within sand deposits, should be anticipated and the following provisions should be implemented in order to minimize such caving. The anchor shafts should be filled with concrete by pumping from the tip out, and the concrete should extend from the tip of the anchor to the active wedge. In order to minimize the chances of caving, it is recommended that the portion of the anchor shaft within the active wedge be backfilled with sand before testing the anchor. This portion of the shaft should be filled tightly and flush with the with the face of the excavation. The sand backfill should be placed by pumping; the sand may contain a small amount of cement to facilitate pumping.

Lateral Pressures

Temporary shoring piles necessary for the proposed grading associated with the proposed project may be designed as cantilevered or restrained (tied-back) shoring. Cantilever shoring piles should be designed per the Temporary Shoring Design Table, below, utilizing a triangular distribution of pressure. Restrained shoring supporting a level backslope should be designed per the Temporary Shoring Design Table, below, utilizing a trapezoidal distribution of earth pressure, as shown in the diagram in the 'Restrained Retaining Walls' section of this report. For design of individual soldier piles, the design lateral earth pressures, including any appropriate surcharge loads, should be multiplied by the pile spacing.

TEMPORARY SHORING DESIGN TABLE			
EXCAVATION HEIGHT (feet)	BACKSLOPE ANGLE (degrees)	EQUIVALENT FLUID WEIGHT (pounds per cubic foot)	DESIGN EARTH PRESSURE* (pounds per square foot)
Up to 15	level	40	25H
15 to 30	level	52	32.5H

* Where H is the retained height of the excavation bulkhead in feet.

For the recommended design equivalent fluid weight for cantilevered shoring and the design lateral earth pressure for restrained shoring to be valid, the excavation back-cut soils should be free draining and no excess hydrostatic pressure should develop behind the shored excavation bulkhead. Additional active pressures should be added to the shoring design lateral earth pressures for any surcharge condition due to sloping ground or adjacent structures.

In addition to the above recommended design lateral earth pressure, the upper ten feet of the shoring adjacent to streets, driveways or parking areas should be designed to resist a uniform lateral pressure of 100 pounds per square foot, acting as a result of an assumed 300 pounds per square foot surcharge behind the walls due to normal street traffic. If the traffic is kept back at least ten feet from the retaining walls, the traffic surcharge may be neglected.

Deflection

It is difficult to accurately predict the amount of deflection of a shored embankment. It should be realized that some deflection will occur. It is estimated that the deflection could be on the order of one inch at the top of the shored embankment. If greater deflection occurs during construction, additional bracing may be necessary to minimize settlement of adjacent buildings and utilities in adjacent street and alleys. If desired to reduce the deflection, a greater active pressure could be used in the shoring design. Where internal bracing is used, the rakers should be tightly wedged to minimize deflection. The proper installation of the raker braces and their wedging will be critical to the performance of the shoring.

Deflection of the temporary shoring should be limited to ½-inch at the top of the shored embankment. However, a maximum deflection of 1-inch may be allowed provided there are no structures within a 1H:1V (45 degrees) plane drawn upward from the base of the excavation. Therefore, this increased allowed deflection may be allowed where there are no structures within this zone.

Monitoring

Because of the depth of the excavation, some means of monitoring the performance of the shoring system is suggested. The monitoring should consist of periodic surveying of the lateral and vertical locations of the tops of all soldier piles and the lateral movement along the entire lengths of selected soldier piles. Also, some means of periodically checking the load on selected anchors will be necessary, where applicable.

Some movement of the shored embankments should be anticipated as a result of the relatively deep excavation. It is recommended that photographs of the existing buildings on the adjacent properties be made during construction to record any movements for use in the event of a dispute.

Shoring Observations

It is critical that the installation of shoring is observed by a representative of this office. Many building officials require that shoring installation should be performed during the continuous observations of the geotechnical engineer. The observations are made so that modifications of the recommendations can be made if variations in the earth material or groundwater conditions occur.

Also the observations will allow for a report to be prepared on the installation of shoring for the use of the local building official.

SLABS ON GRADE

Concrete Slabs-on Grade

Concrete floor slabs should be a minimum of 5 inches in thickness. Slabs-on-grade should be cast over undisturbed natural earth materials or properly controlled fill materials. Any earth materials loosened or over-excavated should be wasted from the site or properly compacted to 90 percent of the maximum dry density.

Outdoor concrete flatwork should be a minimum of 4 inches in thickness. Outdoor concrete flatwork should be cast over undisturbed natural earth materials or properly controlled fill materials. Any earth materials loosened or over-excavated should be wasted from the site or properly compacted to 90 percent of the maximum dry density. Alternatively, if deepened friction pile foundations are utilized for portions of the proposed structures to be constructed over deep existing, unsuitable fill materials, then the slabs-on-grade should be structural slabs designed to span between pile foundation elements and grade beams.

Structural Slabs

As an alternative to the recommended removal and recompaction of the existing fill materials, the proposed structure may be supported on a system of friction piles, deriving support from the underlying dense Older Alluvium. Where a system of friction piles are utilized for support of the proposed structure, the proposed floor slabs shall be designed as a structural slab by the project structural engineer spanning between the pile foundation system.

Design Of Slabs That Receive Moisture-Sensitive Floor Coverings

In any areas where dampness would be objectionable, it is recommended that the floor slab should be waterproofed. A qualified waterproofing consultant should be retained in order to recommend a product or method which would provide protection for concrete slabs-on-grade.

All concrete slabs-on-grade should be supported on vapor retarder. The design of the slab and the installation of the vapor retarder should comply with ASTM E 1643-98 and ASTM E 1745-97. Where a vapor retarder is used, a low-slump concrete should be used to minimize possible curling of the slabs. The barrier should be covered with a thin layer of sand, to prevent punctures and aid in the concrete cure.

Concrete Crack Control

The recommendations presented in this report are intended to reduce the potential for cracking of concrete slabs-on-grade due to settlement. However even where these recommendations have been implemented, foundations, stucco walls and concrete slabs-on-grade may display some cracking due to minor soil movement and/or concrete shrinkage. The occurrence of concrete cracking may be reduced and/or controlled by limiting the slump of the concrete used, proper concrete placement and curing, and by placement of crack control joints at reasonable intervals, in particular, where re-entrant slab corners occur.

For standard crack control maximum expansion joint spacing of 8-feet should not be exceeded. Lesser spacings would provide greater crack control. Joints at curves and angle points are recommended. The crack control joints should be installed as soon as practical following concrete placement. Crack control joints should extend a minimum depth of one-fourth the slab thickness. Construction joints should be designed by a structural engineer.

Complete removal of the existing fill soils beneath outdoor flatwork such as walkways or patio areas, is not required, however, due to the rigid nature of concrete, some cracking, a shorter design life and increased maintenance costs should be anticipated. In order to provide uniform support beneath the flatwork it is recommended that a minimum of 12 inches of the exposed subgrade beneath the flatwork be scarified and recompacted to 90 percent relative compaction.

Slab Reinforcing

Concrete slabs-on-grade should be reinforced with a minimum of #4 steel bars on 16-inch centers each way. Outdoor flatwork should be reinforced with a minimum of #3 steel bars on 18-inch centers each way.

PAVEMENTS

Prior to placing paving, the existing grade should be scarified to a depth of 12 inches, moistened as required to obtain optimum moisture content, and recompacted to 90 percent of the maximum density as determined by ASTM D 1557-02. The client should be aware that removal of all existing fill in the area of new paving is not required, however, pavement constructed in this manner will most likely have a shorter design life and increased maintenance costs. The following pavement sections are recommended:

Service	Asphalt Pavement Thickness Inches	Base Course Inches
Passenger Cars	3	4
Moderate Truck	4	7
Heavy Truck	7	10

A subgrade modulus of 100 pounds per cubic inch may be assumed for design of concrete paving. Concrete paving shall be a minimum of 6 inches in thickness, and shall be underlain by 4-inches of aggregate base. For standard crack control maximum expansion joint spacing of 8-feet should not be exceeded. Lesser spacings would provide greater crack control. Joints at curves and angle points are recommended.

Aggregate base should be compacted to a minimum of 95 percent of the ASTM D 1557-02 laboratory maximum dry density. Base materials should conform with Sections 200-2.2 or 200-2.4 of the "Standard Specifications for Public Works Construction", (Green Book), current edition.

The performance of pavement is highly dependant upon providing positive surface drainage away from the edges. Ponding of water on or adjacent to pavement can result in saturation of the subgrade materials and subsequent pavement distress. If planter islands are planned, the perimeter curb should extend a minimum of 12 inches below the bottom of the aggregate base.

SITE DRAINAGE

Proper surface drainage is critical to the future performance of the project. Saturation of a soil can cause it to lose internal shear strength and increase its compressibility, resulting in a change in the designed engineering properties. Proper site drainage should be maintained at all times.

All site drainage should be collected and transferred to the street in non-erosive drainage devices. The proposed structure should be provided with roof drainage. Discharge from downspouts, roof drains and scuppers should not be permitted on unprotected soils within five feet of the building perimeter. Drainage should not be allowed to pond anywhere on the site, and especially not against any foundation or retaining wall. Drainage should not be allowed to flow uncontrolled over any descending slope. Planters which are located within retaining wall backfill should be sealed to prevent moisture intrusion into the backfill.

DESIGN REVIEW

Engineering of the proposed project should not begin until approval of the geotechnical report by the Building Official is obtained in writing. Significant changes in the geotechnical recommendations may result during the building department review process.

It is recommended that the geotechnical aspects of the project be reviewed by this firm during the design process. This review provides assistance to the design team by providing specific recommendations for particular cases, as well as review of the proposed construction to evaluate whether the intent of the recommendations presented herein are satisfied.

CONSTRUCTION MONITORING

Geotechnical observations and testing during construction are considered to be a continuation of the geotechnical investigation. It is critical that this firm review the geotechnical aspects of the project during the construction process. Compliance with the design concepts, specifications or recommendations during construction requires review by this firm during the course of construction. All foundations should be observed by a representative of this firm prior to placing concrete or steel. Any fill which is placed should be observed, tested, and verified if used for engineered purposes. Please advise this office at least twenty-four hours prior to any required site visit.

If conditions encountered during construction appear to differ from those disclosed herein, notify this office immediately so the need for modifications may be considered in a timely manner.

It is the responsibility of the contractor to ensure that all excavations and trenches are properly sloped or shored. All temporary excavations should be cut and maintained in accordance with applicable OSHA rules and regulations.

CLOSURE AND LIMITATIONS

The purpose of this report is to aid in the design and completion of the described project. Implementation of the advice presented in this report is intended to reduce certain risks associated with construction projects. The professional opinions and geotechnical advice contained in this report are sought because of special skill in engineering and geology and were prepared in accordance with generally accepted geotechnical engineering practice. Geotechnologies, Inc. has a duty to exercise the ordinary skill and competence of members of the engineering profession. Those who hire Geotechnologies, Inc. are not justified in expecting infallibility, but can expect reasonable professional care and competence.

The scope of the geotechnical services provided did not include any environmental site assessment for the presence or absence of organic substances, hazardous/toxic materials in the soil, surface water, groundwater, or atmosphere, or the presence of wetlands.

Proper compaction is necessary to reduce settlement of overlying improvements. Some settlement of compacted fill should be anticipated. Any utilities supported therein should be designed to accept differential settlement. Differential settlement should also be considered at the points of entry to the structure.

GEOTECHNICAL TESTING

Classification and Sampling

The soil is continuously logged by a representative of this firm and classified by visual examination in accordance with the Unified Soil Classification system. The field classification is verified in the laboratory, also in accordance with the Unified Soil Classification System. Laboratory classification may include visual examination, Atterberg Limit Tests and grain size distribution. The final classification is shown on the boring logs.

Samples of the earth materials encountered in the exploratory excavations were collected and transported to the laboratory. Undisturbed samples of soil are obtained at frequent intervals. Unless noted on the boring logs as an SPT sample, samples acquired while utilizing a hollow-stem auger drill rig are obtained by driving a thin-walled, California Modified Sampler with successive 30-inch drops of a 140-pound hammer. Samples from the test pits are obtained utilizing a safety-hammer with a ring-lined hand sampler. The soil is retained in brass rings of 2.50 inches inside diameter and 1.00 inches in height. The central portion of the samples are stored in close fitting, waterproof containers for transportation to the laboratory. Samples noted on the boring logs as SPT samples are obtained in accordance with ASTM D 1586-99. Samples are retained for 30 days after the date of the geotechnical report.

Moisture and Density Relationships

The field moisture content and dry unit weight are determined for each of the undisturbed soil samples, and the moisture content is determined for SPT samples by ASTM D 4959-00 or ASTM D 4643-00. This information is useful in providing a gross picture of the soil consistency between exploration locations and any local variations. The dry unit weight is determined in pounds per cubic foot and shown on the "Boring Logs", A-Plates. The field moisture content is determined as a percentage of the dry unit weight.

Direct Shear Testing

Shear tests are performed by ASTM D 3080-04 with a strain controlled, direct shear machine manufactured by Soil Test, Inc. or a Direct Shear Apparatus manufactured by GeoMatic, Inc. The rate of deformation is approximately 0.025 inches per minute. Each sample is sheared under varying confining pressures in order to determine the Mohr-Coulomb shear strength parameters of the cohesion intercept and the angle of internal friction. Samples are generally tested in an artificially saturated condition. Depending upon the sample location and future site conditions, samples may be tested at field moisture content. The results are plotted on the "Shear Test Diagram," B-Plates.

Consolidation Testing

Settlement predictions of the soil's behavior under load are made on the basis of the consolidation tests ASTM D 2435-04. The consolidation apparatus is designed to receive a single one-inch high ring. Loads are applied in several increments in a geometric progression, and the resulting deformations are recorded at selected time intervals. Porous stones are placed in contact with the top and bottom of each specimen to permit addition and release of pore fluid. Samples are generally tested at increased moisture content to determine the effects of water on the bearing soil. The normal pressure at which the water is added is noted on the drawing. Results are plotted on the "Consolidation Test," C-Plates.

Expansion Index Testing

The expansion tests performed on the remolded samples are in accordance with the Expansion Index testing procedures, as described in the ASTM D4829-03. The soil sample is compacted into a metal ring at a saturation degree of 50 percent. The ring sample is then placed in a consolidometer, under a vertical confining pressure of one pound per square inch and inundated with distilled water. The deformation of the specimen is recorded for a period of 24 hour or until the rate of deformation becomes less than 0.0002 inches per hour, whichever occurs first. The expansion index, EI, is determined by dividing the difference between final and initial height of the ring sample by the initial height, and multiplied by 1,000.

Laboratory Compaction Characteristics

The maximum dry unit weight and optimum moisture content of a soil are determined by use of ASTM D 1557-02. A soil at a selected moisture content is placed in five layers into as mold of given dimensions, with each layer compacted by 25 blows of a 10 pound hammer dropped from a distance of 18 inches subjecting the soil to a total compactive effort of about 56,000 pounds per cubic foot. The resulting dry unit weight is determined. The procedure is repeated for a sufficient number of moisture contents to establish a relationship between the dry unit weight and the water content of the soil. The data when plotted, represent a curvilinear relationship know as the compaction curve. The values of optimum moisture content and modified maximum dry unit weight are determined from the compaction curve.

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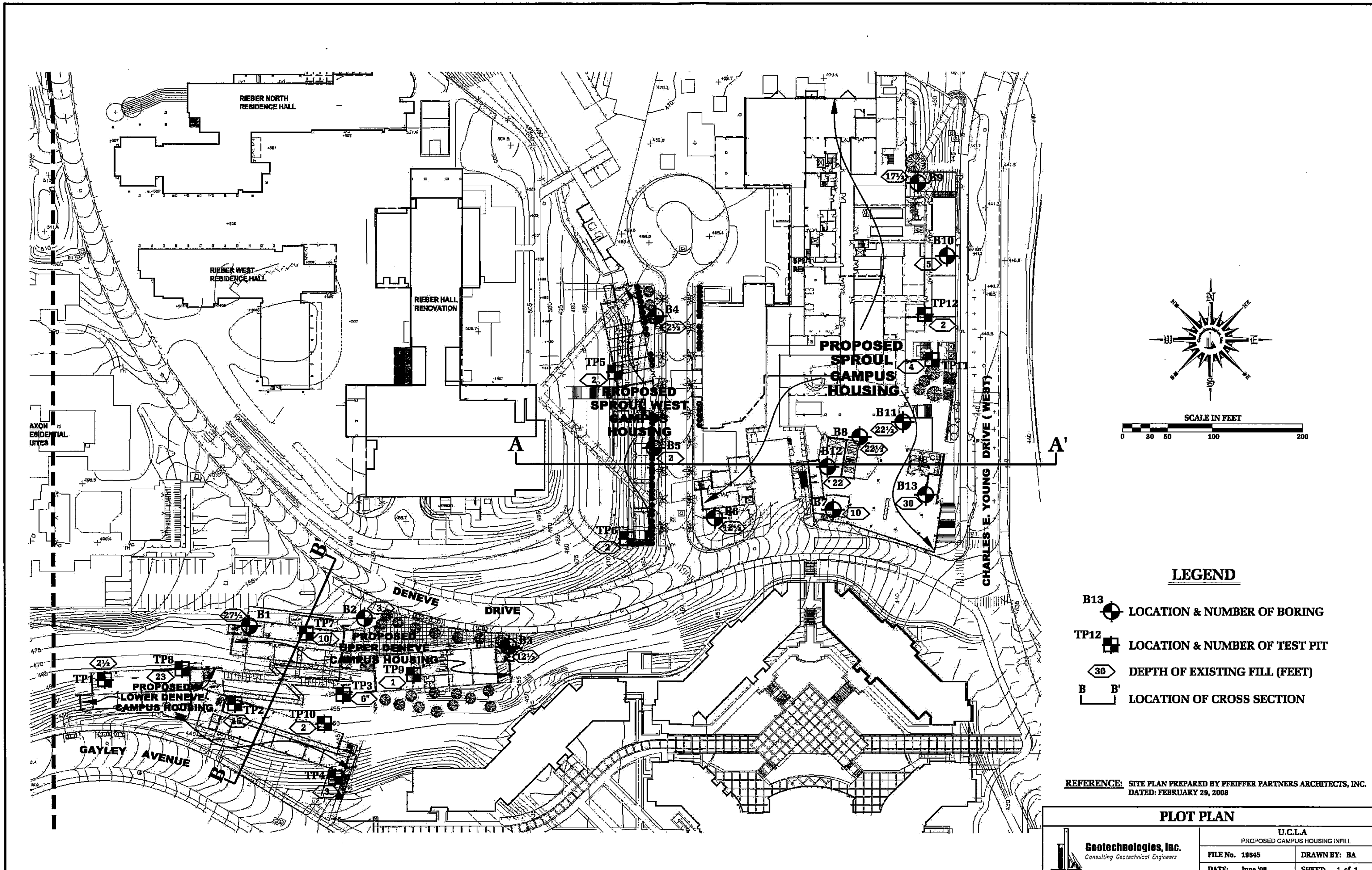
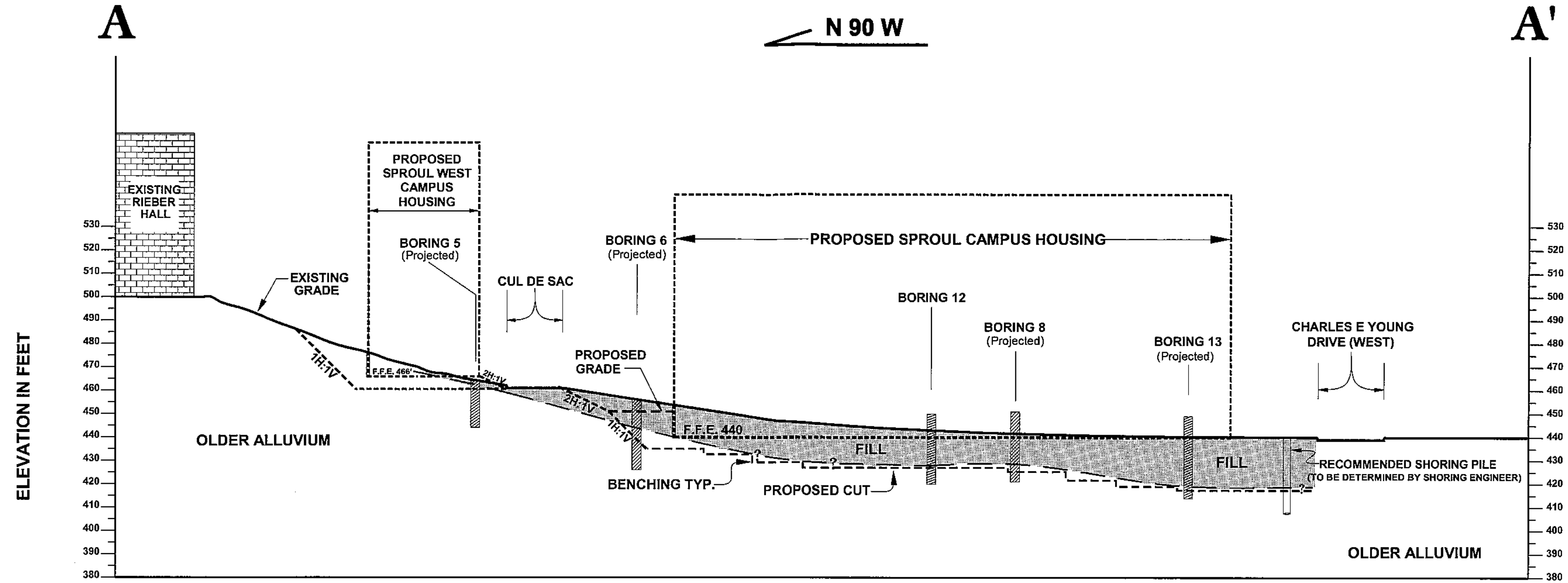
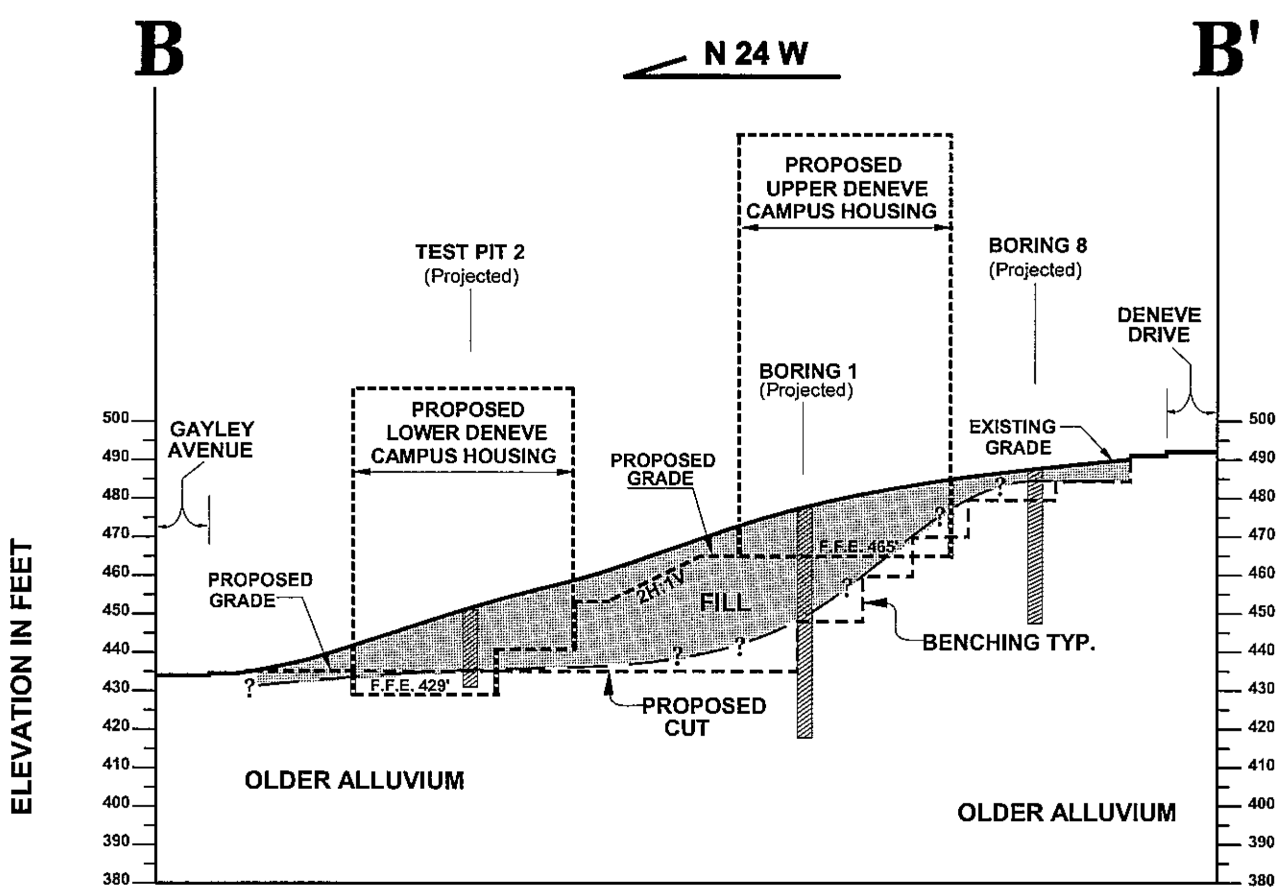

RIEBER NORTH RESIDENCE HALL
RIEBER WEST RESIDENCE HALL
RIEBER HALL RENOVATION
PROPOSED SPROUL WEST CAMPUS HOUSING
PROPOSED SPROUL CAMPUS HOUSING
PROPOSED UPPER DENEVE CAMPUS HOUSING
PROPOSED LOWER DENEVE CAMPUS HOUSING
DENEVE DRIVE
GAYLEY AVENUE
CHARLES E. YOUNG DRIVE (WEST)
A
A'
B
B'
B1
B2
B3
B4
B5
B6
B7
B8
B9
B10
B11
B12
B13
TP1
TP2
TP3
TP4
TP5
TP6
TP7
TP8
TP9
TP10
TP11
TP12
SCALE IN FEET
0 30 50 100 200
LEGEND
B13 LOCATION & NUMBER OF BORING
TP12 LOCATION & NUMBER OF TEST PIT
30 DEPTH OF EXISTING FILL (FEET)
B B' LOCATION OF CROSS SECTION
REFERENCE: SITE PLAN PREPARED BY PFEIFFER PARTNERS ARCHITECTS, INC. DATED: FEBRUARY 29, 2008
PLOT PLAN
Geotechnologies, Inc.
Consulting Geotechnical Engineers
U.C.L.A
PROPOSED CAMPUS HOUSING INFILL
FILE No. 19845
DRAWN BY: BA
DATE: June '08
SHEET: 1 of 1





SCALE IN FEET

0 30 50 100

CROSS SECTIONS A-A' & B-B'

Geotechnologies, Inc.
Consulting Geotechnical Engineers

U.C.L.A.
PROPOSED CAMPUS HOUSING INFILL

FILE No. 19645	DRAWN BY: BA
DATE: June '08	SHEET: 1 of 1

BORING LOG NUMBER 1

Project: File No. 19645 **UCLA Capital Programs**

km

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
				26		
				27		
27.5	65	15.3	117.5			
				28	SC	OLDER ALLUVIUM: Clayey Sand, yellowish-brown to light brown, slightly porous, moist, dense, fine grained, stiff
				29		
30	33 50/5"	10.1	117.1	30		
				31	SC/SW	Clayey Sand to Sand with Gravel, medium brown to yellowish-brown, moist, very dense, fine grained
				32		
				33		
				34		
35	100/9"	6.7	110.7	35		
				36	SW	Sand with Gravel, yellowish-brown, moist, very dense, fine to medium grained
				37		
				38		
				39		
40	48 50/5"	5.7	119.4	40		
				41		moist
				42		
				43		
				44		
45	62 50/5"	25.0	104.0	45		
				46	CL/SM	Silty Clay to Silty Sand, yellowish-brown, moist, very dense, fine grained, very stiff, slight gravel
				47		NOTE: The stratification lines represent the approximate boundary between earth types; the transition may be gradual Used 8-inch diameter Hollow-Stem Auger 140-lb. Slide Hammer, 30-inch drop Modified California Sampler used unless otherwise noted SPT=Standard Penetration Test
				48		
				49		
50	100/10"	9.2	119.7	50	SW	Gravelly Sand, yellowish-brown, moist, very dense, fine grained
						Total depth: 50 feet; No Water; Fill to 27½ feet

BORING LOG NUMBER 2

Drilling Date: 03/25/08 **Elevation: 479'**

Project: File No. 19645 **UCLA Capital Programs**

km

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: Bare Ground
				0 --		FILL: Silty to Clayey Sand, yellowish-brown, moist, medium dense, fine grained
				-		
				1 --		
				-		
2	60	12.3	122.0	2 --		
				-		
				3 --		
				-	SC/CL	OLDER ALLUVIUM: Clayey Sand to Sandy Clay, yellowish-brown, moist, dense, fine grained, stiff, minor slate fragments
				4 --		
				-		
5	72	11.5	118.0	5 --		
				-		
				6 --		
				-		
7	80	9.9	107.7	7 --		
				-	SC	Clayey Sand, yellowish-brown, moist, dense, fine grained
				8 --		
				-		
				9 --		
				-		
10	76	14.5	101.3	10 --		
				-	ML/SM	Sandy Silt to Silty Sand, yellowish-brown, moist, very dense, fine grained, very stiff, minor gravel
				11 --		
				-		
				12 --		
				-		
				13 --		
				-		
				14 --		
				-		
15	95	4.1	115.8	15 --		
				-	SP/SM	Sand, grayish-brown, moist, very dense, fine to medium grained, with gravel
				16 --		
				-		
				17 --		
				-		
				18 --		
				-		
				19 --		
				-		
20	36 50/5"	4.5	106.7	20 --		
				-	SP/SM	Silty Sand to Sand, yellow to grayish-brown, moist, very dense, fine to medium grained
				21 --		
				-		
				22 --		
				-		
				23 --		
				-		
				24 --		
				-		
25	87	8.0	102.8	25 --		
				-	SM	Silty Sand, yellow and olive-brown mottling, moist, very dense, fine grained

BORING LOG NUMBER 2

Project: File No. 19645 **UCLA Capital Programs**

km

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
				26		
				27		
				28		
				29		
30	75/7"	13.5	113.1	30	ML/CL	Clayey Silt to Silty Clay, dark to medium brown, moist, very stiff
				31		
				32		
				33		
				34		
35	75/7"	11.1	117.4	35	SC/ML	Clayey Sand to Clayey Silt, medium brown, moist, very dense, fine grained with slate fragments, very stiff
				36		
				37		
				38		
				39		
40	75/8"	13.4	106.3	40	SP/SM	Sand to Silty Sand, medium brown, moist, very dense, fine grained, gravel
				41		Total depth: 40 feet No Water Fill to 3 feet
				42		
				43		
				44		
				45		
				46		
				47		
				48		
				49		
				50		

BORING LOG NUMBER 3

Drilling Date: 03/26/08 **Elevation: 468'**

Project: File No. 19645 **UCLA Capital Programs**

km

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: Bare Ground
				0		FILL: Silty Sand, yellowish-brown, moist, medium dense, fine grained
				1		
2	18	14.9	110.3	2		Clayey to Silty Sand, yellowish-brown with gray mottling, moist, medium dense, fine grained, firm
				3		
4	45	14.3	112.2	4		Clayey Sand, medium brown with gray mottling, moist, medium dense, fine grained, firm
				5		
				6		
7	22	9.5	111.8	7		Silty Sand, yellowish-brown with medium brown mottling, moist, medium dense, fine grained, slight gravel
				8		
				9		
10	21	13.5	104.8	10		Clayey Sand to Sandy Clay, yellowish-brown to medium brown, moist, medium dense, fine grained, firm, slight gravel
				11		Sandy Clay with Sand, medium brown with yellowish-brown mottling, moist, medium dense, fine grained, firm, slight gravel
12.5	30 50/5"	12.5	113.5	12		
				13	SM/SW	OLDER ALLUVIUM: Silty Sand to Gravelly Sand, yellowish-brown, caliche, moist, very dense, fine to medium grained
				14		
15	45 50/5"	6.2	114.7	15	SW/SM	Sand with Gravel, yellowish-brown, moist, very dense, fine grained
				16	SM	Silty Sand, yellowish-brown, moist, very dense, fine grained
				17		
				18		
				19		
20	77	5.0	108.6	20		moist, dense, fine grained, slight gravel
				21		
				22		
				23		
				24		
25	100/7"	5.5	109.9	25	SW/SM	Sand with Gravel to Sand, yellowish-brown, moist, very dense, fine grained

GEOTECHNOLOGIES, INC.

BORING LOG NUMBER 3

Project: File No. 19645 **UCLA Capital Programs**

km

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
				26		
				27		
				28		
				29		
30	150/8"	4.0	115.5	30	SW	Sand with Gravel, yellowish-brown, slightly moist, very dense, fine to medium grained
				31		Total depth: 30 feet No Water Fill to 12½ feet
				32		
				33		
				34		
				35		
				36		
				37		
				38		
				39		
				40		
				41		
				42		
				43		
				44		
				45		
				46		
				47		
				48		
				49		
				50		

BORING LOG NUMBER 4

Drilling Date: 03/25/08

Elevation: 467'

Project: File No. 19645

UCLA Capital Programs

km

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: Lawn Area
				0		FILL: Clayey Sand, yellowish-brown, moist, medium dense, fine to medium grained, firm
				1		
2	32	22.9	106.7	2		
				3		Sand with Gravel, yellowish-brown, moist, medium dense, fine to medium grained
4	30	21.8	102.6	4	SM	OLDER ALLUVIUM: Silty Sand, yellowish-brown, moist, medium dense, fine grained
				5	CL	Sandy Clay, yellowish-brown, moist, firm
				6		
7	60	11.8	122.4	7		
				8	SM/SW	Silty Sand to Sand with Gravel, yellowish-brown, moist, dense, fine to medium grained
				9		
10	62	13.2	112.9	10		
				11	SW/SM	Sand with Gravel to Silty Sand, yellowish-brown, moist, dense, fine to medium grained
				12		
				13		
				14		
15	27 50/6"	5.7	118.2	15		
				16	SW	Sand with Gravel, yellowish-brown, moist, dense, fine to medium grained
				17		
				18		
				19		
20	57	18.3	109.3	20	CL	Sandy Clay, medium brown to yellowish-brown, moist, firm
				21		Total depth: 20 feet No Water Fill to 2½ feet
				22		
				23		
				24		
				25		

BORING LOG NUMBER 5

Drilling Date: 03/25/08 | **Elevation: 465'**

Project: File No. 19645 | **UCLA Capital Programs**

km

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: Lawn Area
				0 --		FILL: Clayey Sand, yellowish-brown, moist, medium dense, fine to medium grained, firm
				1 --		
2	32	14.2	120.0	2 --	CL	OLDER ALLUVIUM: Sandy Clay, yellowish-brown, moist, firm, slight gravel
				3 --		
4	35	17.0	111.5	4 --		moist
				5 --		
				6 --		
7	80	8.8	128.7	7 --	SM	Gravelly Sand, yellowish-brown, moist, very dense, fine to medium grained
				8 --		
				9 --		
10	39	17.8	112.5	10 --	CL	Sandy Clay, yellowish-brown to medium brown, moist, firm, slight gravel
				11 --		
				12 --		
				13 --		
				14 --		
15	100/8"	8.4	123.3	15 --	SW	Sand with Gravel, yellowish-brown, moist, very dense, fine to medium grained
				16 --		
				17 --		
				18 --		
				19 --		
20	38 50/5"	8.5	119.3	20 --		moist, very dense, fine to medium grained
				21 --		Total depth: 20 feet No Water Fill to 2 feet
				22 --		
				23 --		
				24 --		
				25 --		

BORING LOG NUMBER 6

Drilling Date: 03/25/08 **Elevation: 461'**

Project: File No. 19645 **UCLA Capital Programs**

km

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: Lawn Area
				0		FILL: Sandy Clay, medium brown, moist, firm, slight gravel
				1		
2	16	9.2	117.4	2		
				3		Clayey to Silty Sand, yellowish-brown, moist, medium dense, fine grained, firm, gravel
4	14	12.3	117.9	4		
				5		Silty to Clayey Sand, yellowish-brown, moist, medium dense, fine to medium grained, firm, gravel
				6		
7	16	13.3	115.2	7		
				8		Silty to Clayey Sand, yellowish-brown, moist, medium dense, fine to medium grained, firm, gravel
				9		
10	20	15.3	108.6	10		
				11		Sand with Clay, yellowish-brown, moist, medium dense, fine to medium grained, firm, gravel
				12		
12.5	15 50/5"	16.9	115.0	13	SC/SW	OLDER ALLUVIUM: Clayey Sand to Gravelly Sand, yellowish-brown, moist, dense, fine to medium grained, stiff
				14		
15	60 50/5"	14.8	114.5	15		
				16	SM/SC	Silty to Clayey Sand, yellowish-brown, moist, very dense, fine grained
				17		
17.5	40 50/5"	9.4	120.8	18	SW	Gravelly Sand, yellowish-brown, moist, very dense, fine grained
				19		
20	74	12.1	117.4	20		
				21		Sand with Gravel, yellowish-brown, moist, dense, fine grained
				22		
				23		
				24		
25	34	17.6	111.6	25		
					CL	Sandy Clay, medium brown, moist, firm

BORING LOG NUMBER 6

Project: File No. 19645 **UCLA Capital Programs**

km

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
				26 --		
				27 --		
				28 --		
				29 --		
30	72	12.5	124.9	30 --		gravel, moist, stiff
				31 --		Total depth: 30 feet No Water Fill to 12½ feet
				32 --		
				33 --		
				34 --		
				35 --		
				36 --		
				37 --		
				38 --		
				39 --		
				40 --		
				41 --		
				42 --		
				43 --		
				44 --		
				45 --		
				46 --		
				47 --		
				48 --		
				49 --		
				50 --		

BORING LOG NUMBER 7

Drilling Date: 03/24/08 | **Elevation: 450'**

Project: File No. 19645 | **UCLA Capital Programs**

km

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: Lawn Area
				0		FILL: Sandy Clay, grayish-brown with yellowish-brown mottling, moist, firm
				1		
				2		
2.5	18	15.7	111.3	3		medium brown with dark gray mottling, moist, firm, slight gravel
4	17	19.9	106.7	4		moist
				5		
				6		
7	19	16.4	111.9	7		yellowish-brown with gray mottling, moist, firm
				8		
				9		
10	38	15.4	115.0	10	CL/SC	OLDER ALLUVIUM: Sandy Clay to Clayey Sand, medium brown, moist, medium dense, fine grained, firm, gravel
				11		
12.5	45	11.7	114.7	12		
				13	SM	Silty Sand, yellowish-brown, moist, medium dense, fine to medium grained
				14		
15	100/11"	13.9	117.1	15	SW/SM	Sand with Gravel to Silty Sand, yellowish-brown, moist, very dense, fine grained
				16		
				17		
				18		
				19		
20	71	15.3	116.3	20	SC/SM	Clayey to Silty Sand, yellowish-brown, moist, dense, fine grained, stiff, gravel
				21		
				22		
				23		
				24		
25	44	19.7	110.7	25	CL	Sandy Clay, yellowish-brown to medium brown, moist, firm, slight gravel

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BORING LOG NUMBER 7

Project: File No. 19645 **UCLA Capital Programs**

km

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
				26		
				27		
				28		
				29		
30	53	13.6	118.6	30		yellowish-brown, moist, firm
				31		Total depth: 30 feet No Water Fill to 10 feet
				32		
				33		
				34		
				35		
				36		
				37		
				38		
				39		
				40		
				41		
				42		
				43		
				44		
				45		
				46		
				47		
				48		
				49		
				50		

BORING LOG NUMBER 8

Drilling Date: 03/25/08 | **Elevation: 451'**

Project: File No. 19645 | **UCLA Capital Programs**

km

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: 4-inch Asphalt over 3-inch Base
				0 --		FILL: Sandy Clay, dark brown, moist, firm
				1 --		
2	19	14.7	111.2	2 --		
				3 --		
				4 --		
5	24	15.8	SPT	5 --		
				6 --		Silty Clay, dark to medium brown, moist, stiff
				7 --		
7.5	43	17.5	111.8			
				8 --		
				9 --		
10	17	16.6	SPT	10 --		
				11 --		
				12 --		
12.5	65	14.2	116.2			
				13 --		Silty Sand to Silty Clay, dark brown to medium brown mottling, moist, stiff
				14 --		
15	23	11.9	SPT	15 --		
				16 --		
				17 --		
17.5	23	No Recovery				
				18 --		Clayey to Silty Sand, dark brown, moist, medium dense, fine grained
				19 --		
20	17	10.4	SPT	20 --		
				21 --		
				22 --		
22.5	75/8"	11.3	118.2			
				23 --	SM/SC	OLDER ALLUVIUM: Silty to Clayey Sand, medium brown, moist, very dense, fine grained, with slate fragments
				24 --		
25	30	11.1	SPT	25 --		

BORING LOG NUMBER 8

Project: File No. 19645 **UCLA Capital Programs**

km

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
				26		
				27		
				28		
				29		
30	84	14.9	116.3	30	SM	Silty Sand, medium brown, moist, dense, fine grained
				31		
				32		
				33		
				34		
35	35	15.6	SPT	35	CL	Sandy to Silty Clay, dark to medium brown, moist, stiff
				36		
				37		
				38		
				39		
40	75/7.5"	12.2	108.3	40	SM	Silty Sand with slate fragments, yellow to medium brown, moist, very dense, fine to coarse grained
				41		
				42		
				43		
				44		
45	80	9.1	SPT	45		
				46		
				47		
				48		
				49	SM/SP	Silty Sand to Sand, medium brown, moist, very dense, fine to medium grained
50	100/6"	4.7	115.6	50		Total depth: 50 feet; No Water; Fill to 22½ feet

GEOTECHNOLOGIES, INC.

Plate A-8b

BORING LOG NUMBER 9

Drilling Date: 03/24/08 **Elevation: 455'**

Project: File No. 19645 **UCLA Capital Programs**

km

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: 5-inch Concrete over 5-inch Base
				0		FILL: Silty Sand, medium brown, moist, medium dense, fine to medium grained, slight gravel
				1		
2	14	11.4	109.1	2		Sandy Clay, yellowish-brown with grayish-brown mottling, moist, firm
				3		
4	56	8.2	125.1	4		Silty Sand with Gravel, yellowish-brown with grayish-brown mottling, moist, medium dense, fine grained
				5		
				6		
7	95	No Recovery		7		gravel
				8		
				9		
10	77	5.8	109.0	10		yellowish-brown, moist, dense, fine grained
				11		yellowish-brown with dark gray mottling, moist
12.5	15	5.7	106.7	12		Silty Sand, yellowish-brown, moist, medium dense, fine grained, slight gravel
				13		
				14		
15	26	4.8	108.2	15		moist
				16		
				17		
17.5	66 50/6"	12.3	111.9	18	SM/SC	OLDER ALLUVIUM: Silty to Clayey Sand, yellowish-brown, moist, very dense, fine grained, very stiff
				19		
20	58 50/5"	5.2	119.1	20	SM	Silty Sand with Gravel, yellowish-brown, moist, very dense, fine to medium grained
				21		
				22		
				23		
				24		
25	100/7"	4.2	114.8	25		moist

BORING LOG NUMBER 9

Project: File No. 19645 **UCLA Capital Programs**

km

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
				26		
				27		
				28		
				29		
30	36 50/5"	6.6	124.2	30		medium brown, moist, very dense, fine grained
				31		Total depth: 30 feet No Water Fill to 17½ feet
				32		
				33		
				34		
				35		
				36		
				37		
				38		
				39		
				40		
				41		
				42		
				43		
				44		
				45		
				46		
				47		
				48		
				49		
				50		

BORING LOG NUMBER 10

Drilling Date: 03/24/08 | **Elevation: 448'**

Project: File No. 19645 | **UCLA Capital Programs**

km

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: Planter Area
				0 --		FILL: Silty Sand, yellowish-brown, porous, slightly moist, medium dense, fine grained
				1 --		grayish-brown, slightly moist
				2 --		
3	23	12.6	115.6	3 --		Clayey Sand to Sandy Clay, grayish-brown to yellowish-brown, moist, medium dense, fine grained, firm, slight gravel
				4 --		
5	53 50/4"	13.1	117.3	5 --	SM	OLDER ALLUVIUM: Silty Sand, yellowish-brown to medium brown, moist, very dense, fine grained, slight gravel
				6 --		
7	86	8.5	116.0	7 --	SW	Sand with Gravel, yellowish-brown, moist, very dense, fine to medium grained
				8 --		
				9 --		
10	46	17.2	108.9	10 --	SM	Silty Sand, yellowish-brown, moist, medium dense, fine grained, slight gravel
				11 --		
				12 --		
12.5	30 50/6"	11.9	120.3	13 --	SM/SW	Silty Sand to Sand with Gravel, yellowish-brown, moist, very dense, fine grained
				14 --		
15	53 50/5"	8.2	126.0	15 --	SM	Silty Sand with Gravel, yellowish-brown, moist, very dense, fine grained
				16 --		
				17 --		
				18 --		
				19 --		
20	35 50/6"	4.0	109.6	20 --	SM/SW	Silty Sand to Sand with Gravel, yellowish-brown, moist, very dense, fine grained
				21 --		
				22 --		
				23 --		
				24 --		
25	28 50/5"	6.7	106.0	25 --	SM	Silty Sand, yellowish-brown, moist, very dense, fine grained, slight gravel

BORING LOG NUMBER 10

Project: File No. 19645 **UCLA Capital Programs**

km

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
				26		
				27		
				28		
				29		
30	100/7"	4.8	111.5	30		gravel, moist, very dense, fine grained
				31		Total depth: 30 feet No Water Fill to 5 feet
				32		
				33		
				34		
				35		
				36		
				37		
				38		
				39		
				40		
				41		
				42		
				43		
				44		
				45		
				46		
				47		
				48		
				49		
				50		

BORING LOG NUMBER 11

Drilling Date: 03/25/08 **Elevation: 452'**

Project: File No. 19645 **UCLA Capital Programs**

km

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: Lawn Area
				0 --		FILL: Silty Sand, medium brown, moist, medium dense, fine grained
				-		
				1 --		
				-		Clayey Sand, medium brown, moist, medium dense, fine grained, firm
2	29	13.0	110.5	2 --		
				-		
				3 --		Clayey Sand to Sandy Clay, medium brown, moist, medium dense, fine to medium grained, firm, gravel
				-		
4	29	15.8	109.7	4 --		
				-		Sandy Clay with Gravel, medium brown to grayish-brown, moist, firm
				5 --		
				-		
				6 --		
				-		
7	42	15.0	110.9	7 --		
				-		Sandy Clay, yellowish-brown to medium brown with gray mottling, moist, firm, slight gravel
				8 --		
				-		
				9 --		
				-		
10	100/2"	No Recovery		10 --		
				-		
				11 --		
				-		
				12 --		
12.5	35	17.6	108.1	-		
				13 --		medium brown with gray mottling, moist, firm
				-		
				14 --		
				-		
15	30	13.5	117.2	15 --		
				-		yellowish-brown with gray mottling, moist
				16 --		
				-		
				17 --		
17.5	54	14.5	114.3	-		
				18 --		yellowish-brown to grayish-brown, moist
				-		
				19 --		
				-		
20	35	12.6	110.7	20 --		
				-		grayish-brown, moist
				21 --		
				-		
				22 --		
22.5	27 50/6"	9.9	124.7	-		
				23 --	SC/SM	OLDER ALLUVIUM: Clayey to Silty Sand, yellowish-brown, porous, moist, dense, fine grained, stiff, slight gravel
				-		
				24 --		
				-		
25	35 50/6"	11.8	124.6	25 --		Clayey Sand, yellowish-brown, moist, very dense, fine grained, very stiff, gravel
				-	SC	

BORING LOG NUMBER 11

Project: File No. 19645 **UCLA Capital Programs**

km

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
				26		
				27		
27.5	75/6"	10.5	121.6	28	SM	Silty Sand, medium brown with light gray mottling, moist, dense, fine grained, gravel
				29		
30	100/4"	9.8	122.0	30	SM/SC	Silty to Clayey Sand, yellowish-brown, moist, very dense, fine grained, very stiff, gravel
				31		
				32		Total depth: 30 feet No Water Fill to 22½ feet
				33		
				34		
				35		
				36		
				37		
				38		
				39		
				40		
				41		
				42		
				43		
				44		
				45		
				46		
				47		
				48		
				49		
				50		

BORING LOG NUMBER 12

Drilling Date: 06/07/08 **Elevation: 450'**

Project: File No. 19645 **UCLA Capital Programs**

km

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: Lawn Area
				0 --		FILL: Silty Clay, dark to medium brown, moist, firm
				1 --		
				2 --		
				3 --		
				4 --		
5	Push/12"	17.4	110.5	5 --		Silty Clay, dark to medium brown, very moist, firm
				6 --		
				7 --		
				8 --		
				9 --		
10	Push/12"	15.4	112.7	10 --		Silty Clay, dark brown and dark gray mottling, moist, firm
				11 --		
				12 --		
				13 --		
				14 --		
15	4/12"	13.2	115.1	15 --		Silty Clay, dark brown, moist, stiff to very stiff
				16 --		
				17 --		
				18 --		
				19 --		
20	2/12"	17.6	107.3	20 --		Sandy to Clayey Silt, dark gray, moist, stiff, minor wood fragments
				21 --		
				22 --		
				-	ML	OLDER ALLUVIUM: Sandy to Clayey Silt, dark brown, moist, very stiff, minor slate fragments
				23 --		
				24 --		
25	12/12"	10.9	122.5	25 --		

BORING LOG NUMBER 12

Project: File No. 19645 **UCLA Capital Programs**

km

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
				26 --		
				27 --		
				28 --		
				29 --		
30	10/12"	10.9	115.6	30 --		
				31 --		Total depth: 30 feet No Water Fill to 22 feet
				32 --		
				33 --		NOTE: The stratification lines represent the approximate boundary between earth types; the transition may be gradual
				34 --		
				35 --		Used 24-inch diameter Bucket Auger Kelly Weight 0' - 24' 1590 lbs. 25 ' - 57' 760 lbs.
				36 --		
				37 --		Modified California Sampler used unless otherwise noted
				38 --		
				39 --		
				40 --		
				41 --		
				42 --		
				43 --		
				44 --		
				45 --		
				46 --		
				47 --		
				48 --		
				49 --		
				50 --		

BORING LOG NUMBER 13

Drilling Date: 06/07/08 **Elevation: 449'**

Project: File No. 19645 **UCLA Capital Programs**

km

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: Lawn Area
				0		FILL: Silty Clay, dark and grayish brown mottling, moist, stiff
				1		
				2		
				3		
				4		
5	1/12"	15.9	106.3	5		
						Silty Clay, dark and grayish brown mottling, moist, stiff
				6		
				7		
				8		
				9		
10	Push/12"	17.5	107.2	10		
						Silty Clay, dark and grayish brown mottling, moist to very moist, firm
				11		
				12		
				13		
				14		
15	3/12"	14.0	117.6	15		
						Silty Clay, dark brown, moist, very stiff
				16		
				17		
				18		
				19		
20	5/12"	13.2	114.2	20		
						Clayey Silt to Silty Clay, dark gray, moist, very stiff
				21		
				22		
				23		
				24		
25	4/12"	25.6	64.7	25		Silty Sand with wood and glass fragments, dark gray, moist, medium dense, fine grained

BORING LOG NUMBER 13

Project: File No. 19645 **UCLA Capital Programs**

km

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
				26		
				27		
				28		
				29		
30	12/12"	7.7	100.3	30		
				31	ML	OLDER ALLUVIUM: Sandy to Clayey Silt, dark brown , moist, very stiff
				32		
				33		
				34		
35	15/12"	14.2	116.3	35	SM/ML	Silty Sand to Sandy Silt, dark brown, moist, very dense, fine grained, very stiff
				36		
				37		Total depth: 35 feet No Water Fill to 30 feet
				38		
				39		NOTE: The stratification lines represent the approximate boundary between earth types; the transition may be gradual
				40		
				41		Used 24-inch diameter Bucket Auger Kelly Weight 0' - 24' 1590 lbs. 25 ' - 57' 760 lbs.
				42		
				43		Modified California Sampler used unless otherwise noted
				44		
				45		
				46		
				47		
				48		
				49		
				50		

LOG OF TEST PIT NUMBER 1

Drilling Date: 03/18/08 **Elevation: 460'**

Project: File No. 19645 **UCLA Capital Program**

km

Sample Depth ft.	Moisture Content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: Bare Ground
			0 --		FILL: Clayey Sand to Sandy Clay with rock fragments, dark brown, very moist, medium dense, fine grained
1	15.5	110.8	1 --		
			2 --		
3	11.0	114.1	3 --	SM	OLDER ALLUVIUM: Silty Sand, medium brown, moist to very moist, medium dense, fine grained, minor rock fragments
			4 --		
5	15.7	110.9	5 --	SC/CL	Clayey Sand to Sandy Clay, dark to medium brown, moist, medium dense, fine grained, stiff
			6 --		
7	7.0	131.0	7 --		
			-	SC/SM	Clayey to Silty Sand, medium brown, moist, dense, fine grained, with slate fragments
			8 --		
			9 --		
10	10.9	122.9	10 --		
			-	SM	Silty Sand, medium brown, moist, dense, fine grained, minor gravel
			11 --		
			12 --		
			13 --		
			14 --		
15	10.7	103.9	15 --		
			-	ML/SM	Sandy Silt to Silty Sand, medium brown, slightly moist, dense, fine grained, stiff
			16 --		
17	4.7	109.5	17 --		
			-	SM	Silty Sand with Slate fragments, slightly moist, dense, fine grained
			18 --		
			-		Total depth: 18 feet No Water Fill to 2½ feet
			19 --		
			20 --		
			21 --		
			22 --		
			23 --		
			24 --		
			25 --		

LOG OF TEST PIT NUMBER 2

Drilling Date: 03/14/08 **Elevation: 455'**

Project: File No. 19645 **UCLA Capital Program**

km

Sample Depth ft.	Moisture Content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: Bushes and Trees
			0		FILL: Clayey to Silty Sand, dark brown, moist, medium dense, fine grained, minor gravel
			1		
2	8.7	121.4	2		
			3		
4	11.6	119.5	4		
			5		
			6		
7	9.1	121.0	7		
			8		Silty Sand, brown, moist, dense, fine grained, minor gravel
			9		
10	9.2	126.9	10		
			11		
			12		
12.5	11.4	115.3			
			13		Silty Sand, dark to medium brown, moist, dense, fine grained, minor gravel
			14		
15	11.4	103.8	15		
			16	SM	OLDER ALLUVIUM: Silty Sand with rock fragments and slate fragments, medium brown, moist, dense, fine grained
			17	SM	Silty Sand with Gravel, medium brown, moist, dense, fine grained
18	5.6	121.8	18		
			19		
20	8.5	123.3	20		
			21		Total depth: 20 feet No Water Fill to 15 feet
			22		
			23		
			24		
			25		

LOG OF TEST PIT NUMBER 3

Drilling Date: 03/17/08 | **Elevation: 460'**

Project: File No. 19645 | **UCLA Capital Program**

km

Sample Depth ft.	Moisture Content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: Bare Ground
			0 --		FILL: Silty Sand, dark brown, moist, medium dense, fine grained
1	10.7	118.9	1 --	SM	OLDER ALLUVIUM: Silty Sand, dark to medium brown, moist, medium dense, fine grained, minor rock fragments (Santa Monica Slate)
			2 --		
3	19.2	109.6	3 --	SC/SM	Clayey to Silty Sand, dark brown, moist, medium dense, fine grained
			4 --		
5	5.0	120.3	5 --	SP/SW	Sand with rock fragments and gravel, yellow to grayish-brown, moist, dense, fine to coarse grained
			6 --		
7	6.4	125.8	7 --		
			8 --		
			9 --	SM	Silty Sand, dark to medium brown, moist, medium dense, fine grained
10	20.8	103.1	10 --		
			11 --		
			12 --		
12.5	8.9	130.3	-	SC/SM	Clayey Sand to Silty Sand, dark to medium brown, moist, dense, fine grained
			13 --		
			14 --		Total depth: 13 feet No Water Fill to 6 inches
			15 --		
			16 --		
			17 --		
			18 --		
			19 --		
			20 --		
			21 --		
			22 --		
			23 --		
			24 --		
			25 --		

LOG OF TEST PIT NUMBER 4

Drilling Date: 03/18/08 **Elevation: 434'**

Project: File No. 19645 **UCLA Capital Program**

km

Sample Depth ft.	Moisture Content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: Bare Ground
			0 --		FILL: Sandy Silt to Sandy Clay, dark and grayish-brown, moist, stiff
			1 --		
2	15.9	114.5	2 --		
			3 --		
4	16.3	111.6	4 --	ML/CL	OLDER ALLUVIUM: Sandy Silt to Sandy Clay, medium brown, moist, stiff
			5 --		
			6 --	SC/ML	Clayey Sand to Clayey Silt, medium brown, moist, stiff
7	11.2	114.1	7 --		
8	7.8	113.6	8 --	ML	Sandy to Clayey Silt, medium brown, moist, very stiff
			9 --	SM	Silty Sand, medium brown, moist, very dense, fine grained, minor gravel
10	6.8	115.8	10 --		
			11 --		Total depth: 10 feet No Water Fill to 3 feet
			12 --		
			13 --		
			14 --		
			15 --		
			16 --		
			17 --		
			18 --		
			19 --		
			20 --		
			21 --		
			22 --		
			23 --		
			24 --		
			25 --		

LOG OF TEST PIT NUMBER 5

Drilling Date: 03/25/08 **Elevation: 475'**

Project: File No. 19645 **UCLA Capital Program**

km

Sample Depth ft.	Moisture Content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: Bare Ground
			0 --		FILL: Clayey Sand, dark brown, moist, medium dense to dense, fine grained, minor gravel
1	11.7	108.4	1 --		
			2 --		
3	13.1	110.4	3 --	SM	OLDER ALLUVIUM: Silty Sand, dark brown, moist, medium dense, fine grained with slate fragments
			4 --		
5	7.0	124.2	5 --	SP/SW	Sand with Gravel, dark to medium brown, moist, dense, fine to coarse grained
			6 --		
7	7.5	122.0	7 --		
			8 --		
			9 --		
10	13.5	102.1	10 --		
			11 --	ML	Sandy Silt, yellowish-brown, moist, stiff
12	8.0	117.0	12 --		
			13 --	SM	Silty Sand, yellowish-brown, moist, dense, fine grained, with slate fragments
			14 --		
15	11.0	119.4	15 --		
			16 --		
17	11.6	120.1	17 --		
			18 --		Total depth: 17½ feet No Water Fill to 2 feet
			19 --		
			20 --		
			21 --		
			22 --		
			23 --		
			24 --		
			25 --		

LOG OF TEST PIT NUMBER 6

Drilling Date: 03/25/08 **Elevation: 470'**

Project: File No. 19645 **UCLA Capital Program**

km

Sample Depth ft.	Moisture Content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: Ivy
			0 --		FILL: Silty Sand, dark to medium brown, moist, dense, fine grained
			-		
			1 --		
			-		
2	8.1	123.8	2 --		
			-	SM	OLDER ALLUVIUM: Silty Sand, medium to yellowish-brown, moist, medium dense, fine grained
			3 --		
			-		
4	5.6	116.8	4 --	SP/SW	Sand with Slate fragments, yellowish-brown, moist, dense, fine to coarse grained
			-		
			5 --		
			-		
			6 --		
			-		
7	12.9	109.9	7 --		
			-	SM	Silty Sand, yellowish-brown, moist, dense, fine grained
			8 --		
			-		
			9 --		
			-		
10	5.2	123.3	10 --		
			-	SP/SW	Sand, yellow and grayish-brown, moist, dense, fine to coarse grained
			11 --		
			-		
			12 --		
			-		
			13 --		
			-		
			14 --		
			-	SM	Silty Sand, medium brown, moist, dense, fine grained
15	12.6	105.2	15 --		
			-		Total depth: 15 feet No Water Fill to 2 feet
			16 --		
			-		
			17 --		
			-		
			18 --		
			-		
			19 --		
			-		
			20 --		
			-		
			21 --		
			-		
			22 --		
			-		
			23 --		
			-		
			24 --		
			-		
			25 --		
			-		

LOG OF TEST PIT NUMBER 7

Drilling Date: 06/03/08 **Elevation: 477'**

Project: File No. 19645 **UCLA Campus Housing**

km

Sample Depth ft.	Moisture Content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: Bare Ground
			0		FILL: Sandy to Clayey Silt with rock fragments, dark to yellowish brown, moist, stiff
1	7.3	113.5	1		
			2		
3	9.8	116.5	3		Sandy Silt to Clayey Sand, dark brown, moist, stiff to medium dense, fine grained
			4		
5	10.6	122.7	5		Sandy to Silty Clay, dark brown, moist, stiff
			6		
7	10.3	114.6	7		Sandy to Silty Clay, dark and yellowish brown mottling, moist, stiff
			8		
			9		
10	7.7	114.7	10	SM	OLDER ALLUVIUM: Silty Sand, yellowish brown, slightly moist, dense, fine grained with slate fragments
			11		
			12		
12.5	4.5	120.3	13	SM/SP	Silty Sand to Sand, yellowish brown, slightly moist, dense, fine to medium grained
			14		
15	4.7	106.6	15	SM	Silty Sand, dark brown, moist, dense, fine grained
			16		
			17		
18	4.2	Disturbed	18		Silty Sand, dark and yellowish-brown mottling, slightly moist, very dense, fine grained
			19		
			20		Total depth: 19 feet by refusal No Water Fill to 10 feet
			21		
			22		
			23		
			24		
			25		

GEOTECHNOLOGIES, INC.

LOG OF TEST PIT NUMBER 8

Drilling Date: 06/03/08 **Elevation: 465'**

Project: File No. 19645 **UCLA Campus Housing**

km

Sample Depth ft.	Moisture Content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: Bare Ground
			0		FILL: Sandy to Silty Clay, dark to medium brown, moist, stiff
			1		
2	14.9	102.0	2		Silty Clay, dark brown, moist, stiff
			3		
4	11.4	105.3	4		Clayey to Sandy Silt, dark brown, moist, stiff
			5		
			6		
7	8.1	118.5	7		Clayey to Silty Sand, dark brown, moist, dense, fine grained
			8		
			9		
10	11.5	107.8	10		
			11		
			12		
12.5	11.9	124.9			Sandy to Silty Clay, dark and medium brown mottling, moist, stiff
			13		
			14		Silty Sand with rock fragments, dark and yellowish brown mottling, moist, dense, fine grained
15	9.9	117.4	15		
			16		
			17		
17.5	9.0	107.1			
			18		
			19		
20	10.7	108.6	20		Silty Sand, dark and grayish brown mottling, moist, dense, fine grained
			21		
			22		
23	8.2	106.6	23	SM	OLDER ALLUVIUM: Silty Sand, dark brown, moist, dense, fine grained
24	9.6	112.3	24		
			25		Total depth: 24½ feet; No Water; Fill to 23 feet

GEOTECHNOLOGIES, INC.

LOG OF TEST PIT NUMBER 9

Drilling Date: 06/03/08 **Elevation: 465'**

Project: File No. 19645 **UCLA Campus Housing**

km

Sample Depth ft.	Moisture Content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: Bare Ground
			0		FILL: Silty Clay, dark and yellowish brown mottling, moist, stiff
1	14.6	115.4	1	CL/ML	OLDER ALLUVIUM: Silty Clay to Clayey Silt with slate fragments, brown and yellowish brown mottling, moist, stiff
			2		
3	18.4	108.7	3	SC	Clayey Sand, dark and yellowish brown, moist, medium dense to dense, fine grained
			4		
5	24.5	100.6	5	SC/SM	Clayey to Silty Sand, yellowish brown, moist, medium dense to dense, fine grained
			6		
7	17.7	107.1	7		
			8		
			9		
10	13.7	105.8	10	SM	Silty Sand, yellowish brown, moist, dense, fine grained
			11		
			12		
			13	SP	Sand with Gravel, gray to yellowish brown, moist, dense, fine to medium grained
			14		
15	7.0	118.0	15	SP/SW	Sand, yellowish brown, moist, dense, fine to coarse grained
			16		Total depth: 15½ feet by refusal No Water Fill to 1 foot
			17		
			18		
			19		
			20		
			21		
			22		
			23		
			24		
			25		

LOG OF TEST PIT NUMBER 10

Drilling Date: 06/03/08 **Elevation: 450'**

Project: File No. 19645 **UCLA Campus Housing**

km

Sample Depth ft.	Moisture Content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: Bare Ground
			0 --		FILL: Silty Clay to Sandy Silt, dark to medium brown, moist, stiff
			1 --		
2	16.1	105.5	2 --		
				CL/SM	OLDER ALLUVIUM: Silty Clay to Silty Sand, dark to yellowish brown, moist to slightly moist, dense, fine grained to stiff
			3 --		
4	7.4	120.2	4 --		
				SM	Silty Sand with Gravel, dark to medium brown, moist, dense, fine grained
			5 --		
			6 --		
7	5.8	117.0	7 --		
					Silty Sand, yellowish brown, slightly moist, dense, fine to medium grained
			8 --		
			9 --		
10	9.9	98.4	10 --	SM/ML	Sandy Silt to Silty Sand, dark to medium brown, slightly moist, dense, fine grained to stiff
			11 --		
			12 --		
			13 --		
			14 --		
15	9.0	100.3	15 --		
					Sandy Silt to Silty Sand, medium brown, moist, stiff to dense, fine grained
			16 --		
17	8.3	111.2	17 --		
			18 --		Total Depth: 17 ½ feet by refusal No Water Fill to 2 feet
			19 --		
			20 --		
			21 --		
			22 --		
			23 --		
			24 --		
			25 --		

GEOTECHNOLOGIES, INC.

LOG OF TEST PIT NUMBER 11

Drilling Date: 06/05/08 | **Elevation: 451'**

Project: File No. 19645 | **UCLA Campus Housing**

km

Sample Depth ft.	Moisture Content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: Ivy
			0 --		**FILL: Sandy Silt to Silty Sand, dark and yellowish brown mottling moist, medium dense to dense, fine grained, stiff**
1	8.3	110.5	1 --		
			2 --		
3	12.2	116.0	3 --		
			4 --		
			-	SM	**OLDER ALLUVIUM: Silty Sand, dark to yellowish brown, moist, dense, fine grained**
5	9.8	117.0	5 --		
			-	SM/SP	
			6 --		**Silty Sand to Sand with Gravel, dark to grayish brown, moist, dense, fine to medium grained**
7	7.5	118.9	7 --		
			-	SP	**Sand with Gravel, dark to grayish brown, moist, dense, fine to coarse grained**
			8 --		
			9 --		
10	7.2	113.2	10 --		
			-		**Total Depth: 10 feet No Water Fill to 4 feet**
			11 --		
			12 --		
			13 --		
			14 --		
			15 --		
			16 --		
			17 --		
			18 --		
			19 --		
			20 --		
			21 --		
			22 --		
			23 --		
			24 --		
			25 --		

LOG OF TEST PIT NUMBER 12

Drilling Date: 06/05/08 **Elevation: 451'**

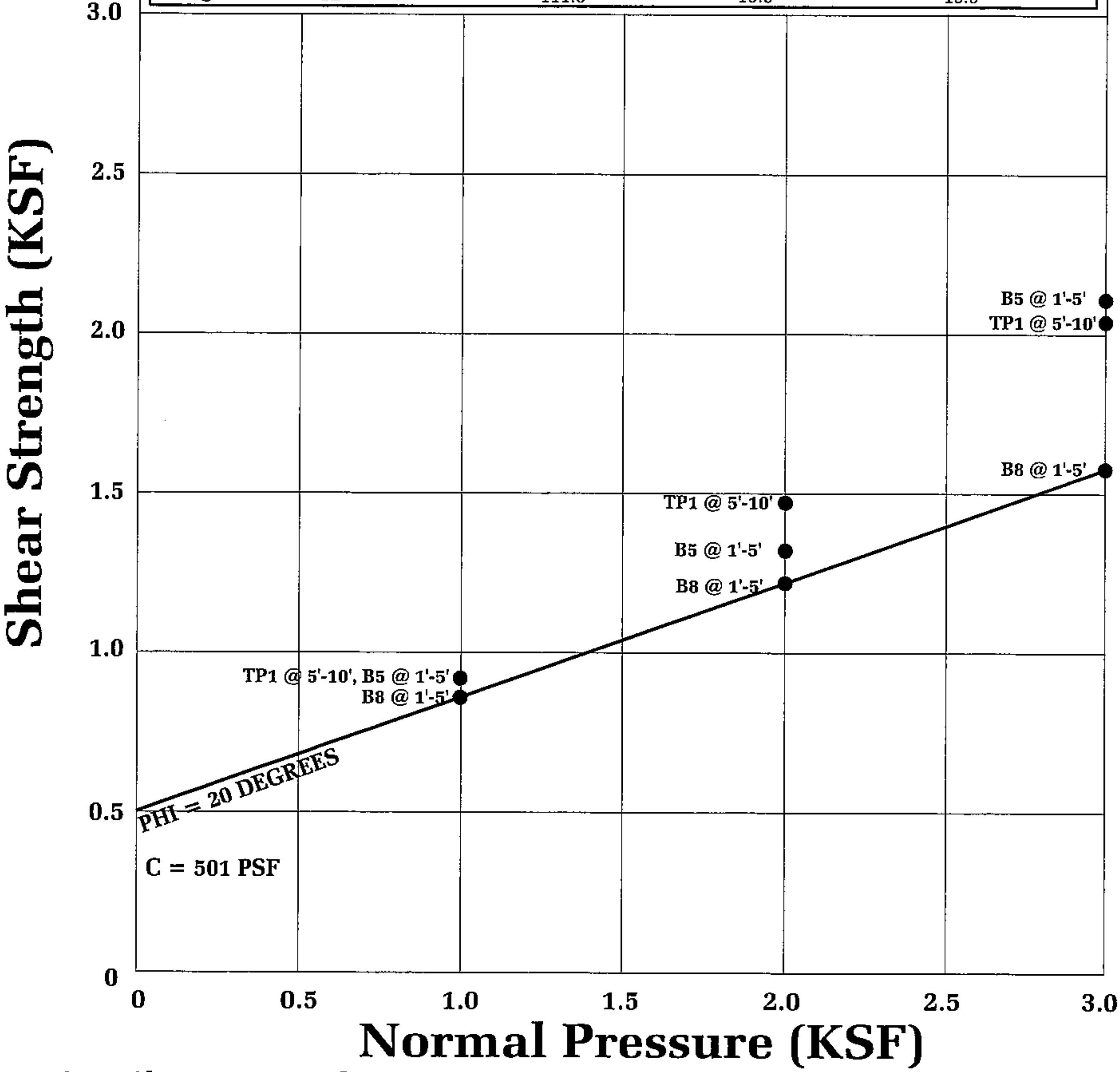
Project: File No. 19645 **UCLA Campus Housing**

km

Sample Depth ft.	Moisture Content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: Ivy
			0		FILL: Sandy to Clayey Silt, dark brown, slightly moist, stiff
			1		
2	9.6	106.5	2		
			3		
4	9.5	122.9	4	ML	OLDER ALLUVIUM: Sandy Silt, dark brown, moist, stiff, minor rock fragments
			5		
			6		
7	9.7	125.0	7		
			8		Sandy to Clayey Silt, dark brown, moist, stiff
			9		
10	7.6	115.2	10	SM	Silty Sand with Gravel, dark to grayish brown, moist, dense, fine grained
			11		
			12		Total Depth: 10 feet No Water Fill to 3 feet
			13		
			14		
			15		
			16		
			17		
			18		
			19		
			20		
			21		
			22		
			23		
			24		
			25		

BULK SAMPLE REMOLDED TO 90 PERCENT OF THE MAXIMUM LABORATORY DENSITY

SAMPLE	SOIL TYPE	DRY DENSITY (PCF)	INITIAL MOISTURE(%)	FINAL MOISTURE(%)
TP1 @ 5'-10'	SM/SC	117.0	9.0	16.5
B5 @ 1'-5'	SM/CL	117.0	9.0	16.1
B8 @ 1'-5'	CL	111.6	10.0	19.9



● Direct Shear, Saturated

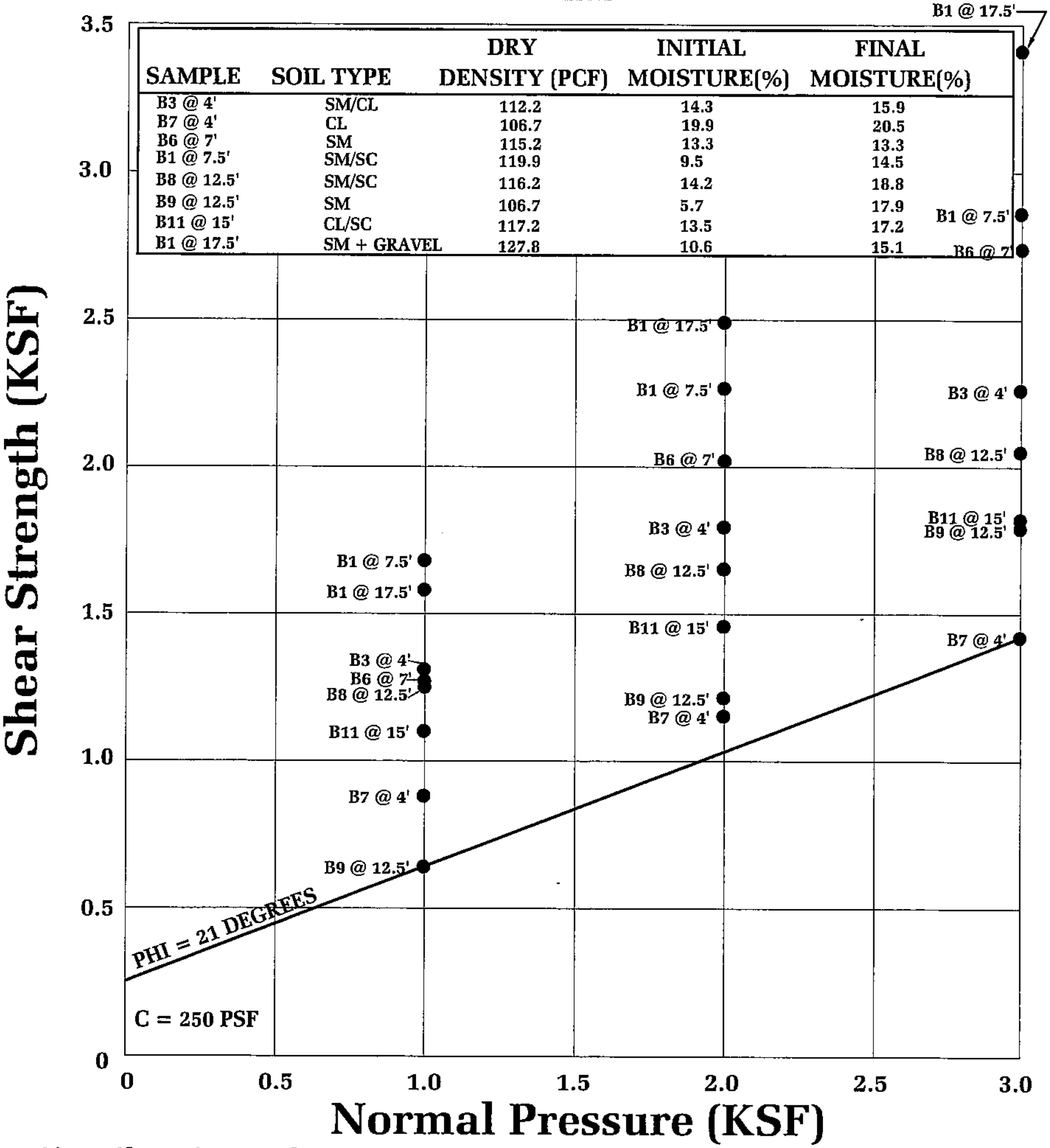
SHEAR TEST DIAGRAM

Geotechnologies, Inc.
Consulting Geotechnical Engineers

UCLA Capital Programs

FILE NO. 19645 | PLATE: B-1

FILL



SAMPLE	SOIL TYPE	DRY DENSITY (PCF)	INITIAL MOISTURE(%)	FINAL MOISTURE(%)
B3 @ 4'	SM/CL	112.2	14.3	15.9
B7 @ 4'	CL	106.7	19.9	20.5
B6 @ 7'	SM	115.2	13.3	13.3
B1 @ 7.5'	SM/SC	119.9	9.5	14.5
B8 @ 12.5'	SM/SC	116.2	14.2	18.8
B9 @ 12.5'	SM	106.7	5.7	17.9
B11 @ 15'	CL/SC	117.2	13.5	17.2
B1 @ 17.5'	SM + GRAVEL	127.8	10.6	15.1

● Direct Shear, Saturated

SHEAR TEST DIAGRAM

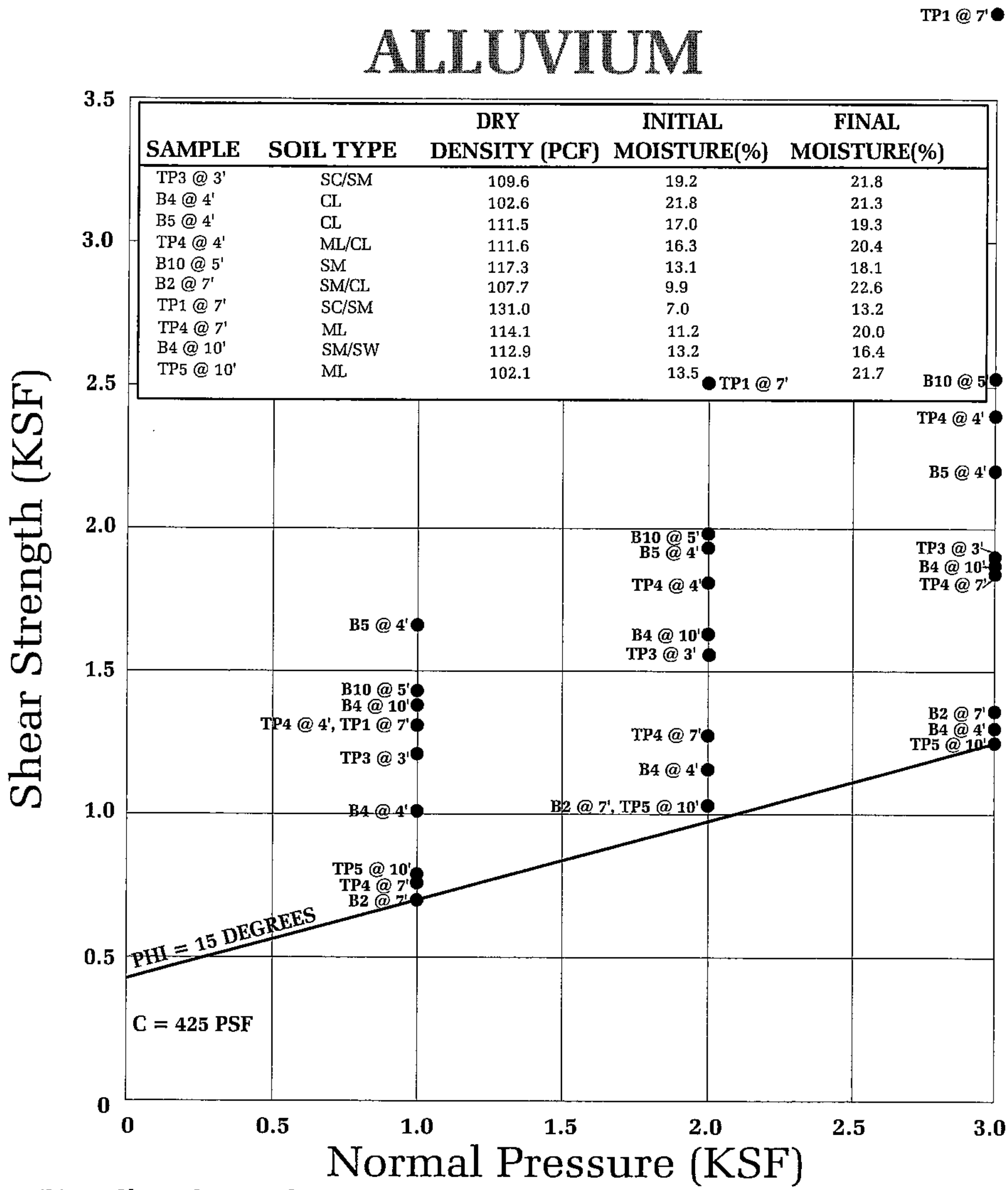
Geotechnologies, Inc.
Consulting Geotechnical Engineers

UCLA Capital Programs

FILE NO. 19645 | PLATE: B-2

ALLUVIUM

SAMPLE	SOIL TYPE	DRY DENSITY (PCF)	INITIAL MOISTURE(%)	FINAL MOISTURE(%)
TP3 @ 3'	SC/SM	109.6	19.2	21.8
B4 @ 4'	CL	102.6	21.8	21.3
B5 @ 4'	CL	111.5	17.0	19.3
TP4 @ 4'	ML/CL	111.6	16.3	20.4
B10 @ 5'	SM	117.3	13.1	18.1
B2 @ 7'	SM/CL	107.7	9.9	22.6
TP1 @ 7'	SC/SM	131.0	7.0	13.2
TP4 @ 7'	ML	114.1	11.2	20.0
B4 @ 10'	SM/SW	112.9	13.2	16.4
TP5 @ 10'	ML	102.1	13.5	21.7



● Direct Shear, Saturated

SHEAR TEST DIAGRAM

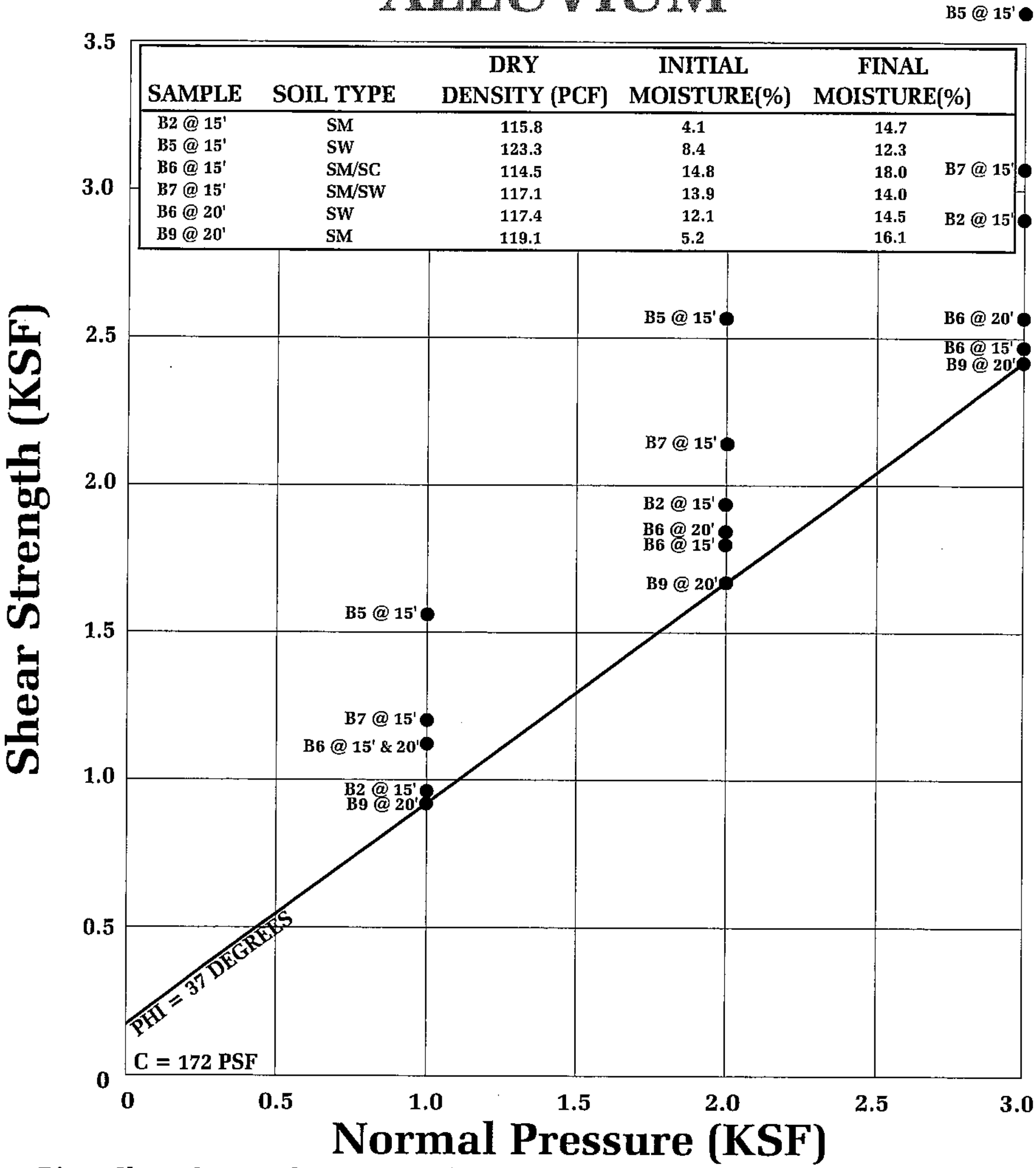
Geotechnologies, Inc.
Consulting Geotechnical Engineers

UCLA Capital Programs

FILE NO. 19645 | PLATE: B-3

ALLUVIUM

SAMPLE	SOIL TYPE	DRY DENSITY (PCF)	INITIAL MOISTURE(%)	FINAL MOISTURE(%)
B2 @ 15'	SM	115.8	4.1	14.7
B5 @ 15'	SW	123.3	8.4	12.3
B6 @ 15'	SM/SC	114.5	14.8	18.0
B7 @ 15'	SM/SW	117.1	13.9	14.0
B6 @ 20'	SW	117.4	12.1	14.5
B9 @ 20'	SM	119.1	5.2	16.1



● Direct Shear, Saturated

SHEAR TEST DIAGRAM

Geotechnologies, Inc.
Consulting Geotechnical Engineers

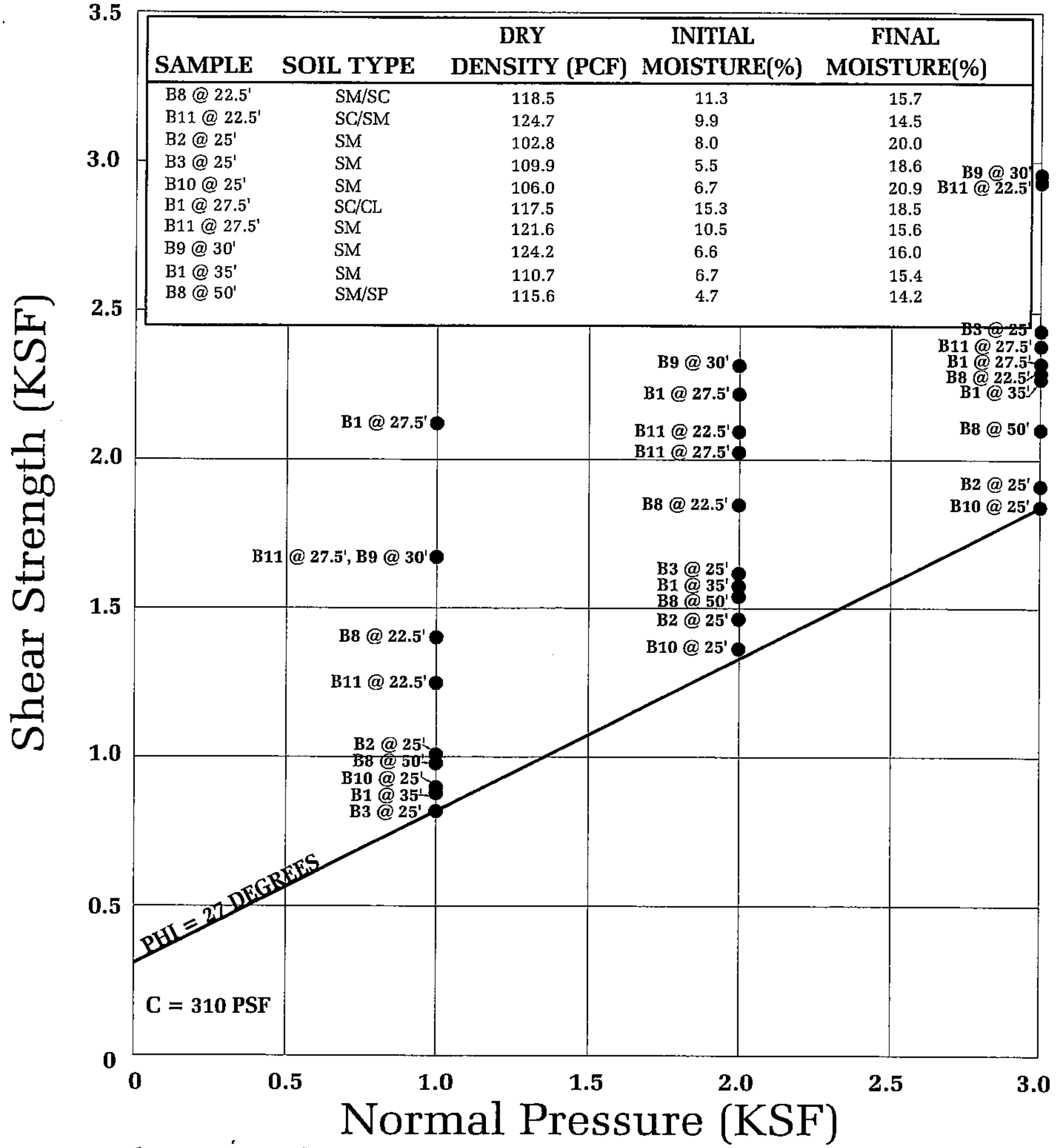
UCLA Capital Programs

FILE NO. 19645

PLATE: B-4

ALLUVIUM

SAMPLE	SOIL TYPE	DRY DENSITY (PCF)	INITIAL MOISTURE(%)	FINAL MOISTURE(%)
B8 @ 22.5'	SM/SC	118.5	11.3	15.7
B11 @ 22.5'	SC/SM	124.7	9.9	14.5
B2 @ 25'	SM	102.8	8.0	20.0
B3 @ 25'	SM	109.9	5.5	18.6
B10 @ 25'	SM	106.0	6.7	20.9
B1 @ 27.5'	SC/CL	117.5	15.3	18.5
B11 @ 27.5'	SM	121.6	10.5	15.6
B9 @ 30'	SM	124.2	6.6	16.0
B1 @ 35'	SM	110.7	6.7	15.4
B8 @ 50'	SM/SP	115.6	4.7	14.2



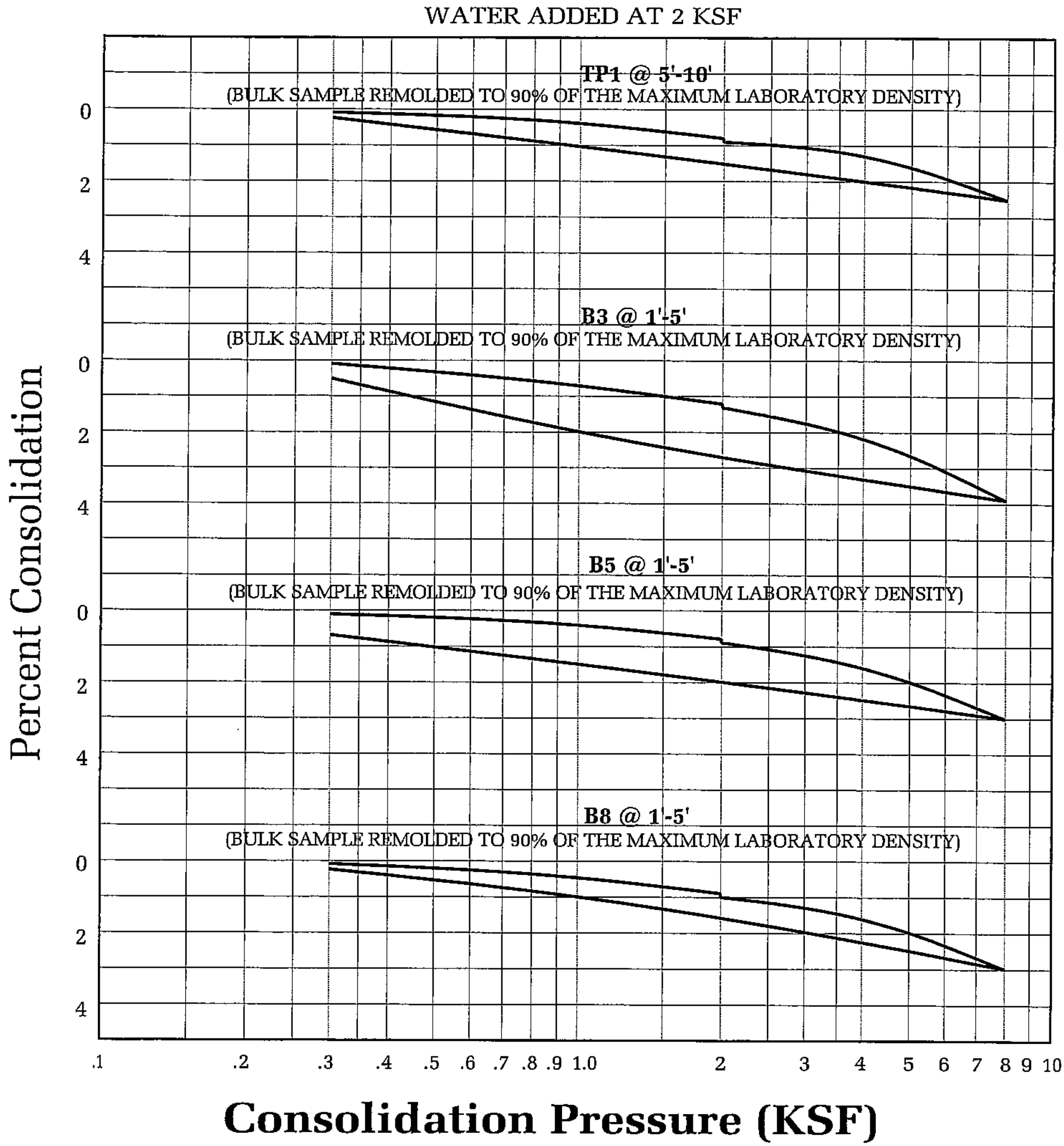
● Direct Shear, Saturated

SHEAR TEST DIAGRAM

Geotechnologies, Inc.
Consulting Geotechnical Engineers

UCLA Capital Programs

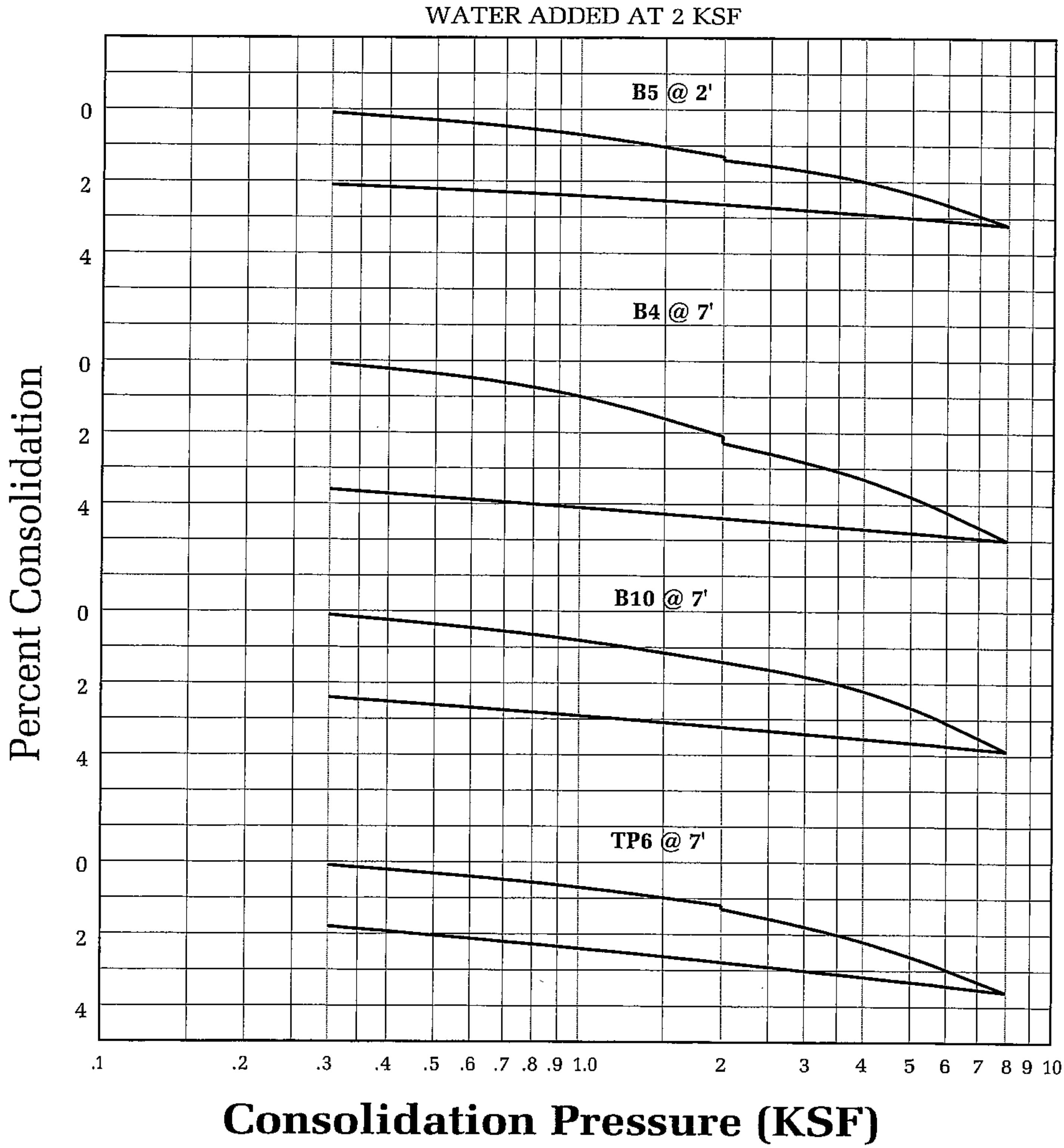
FILE NO. 19645 | PLATE: B-5



CONSOLIDATION TEST

Geotechnologies, Inc.
Consulting Geotechnical Engineers

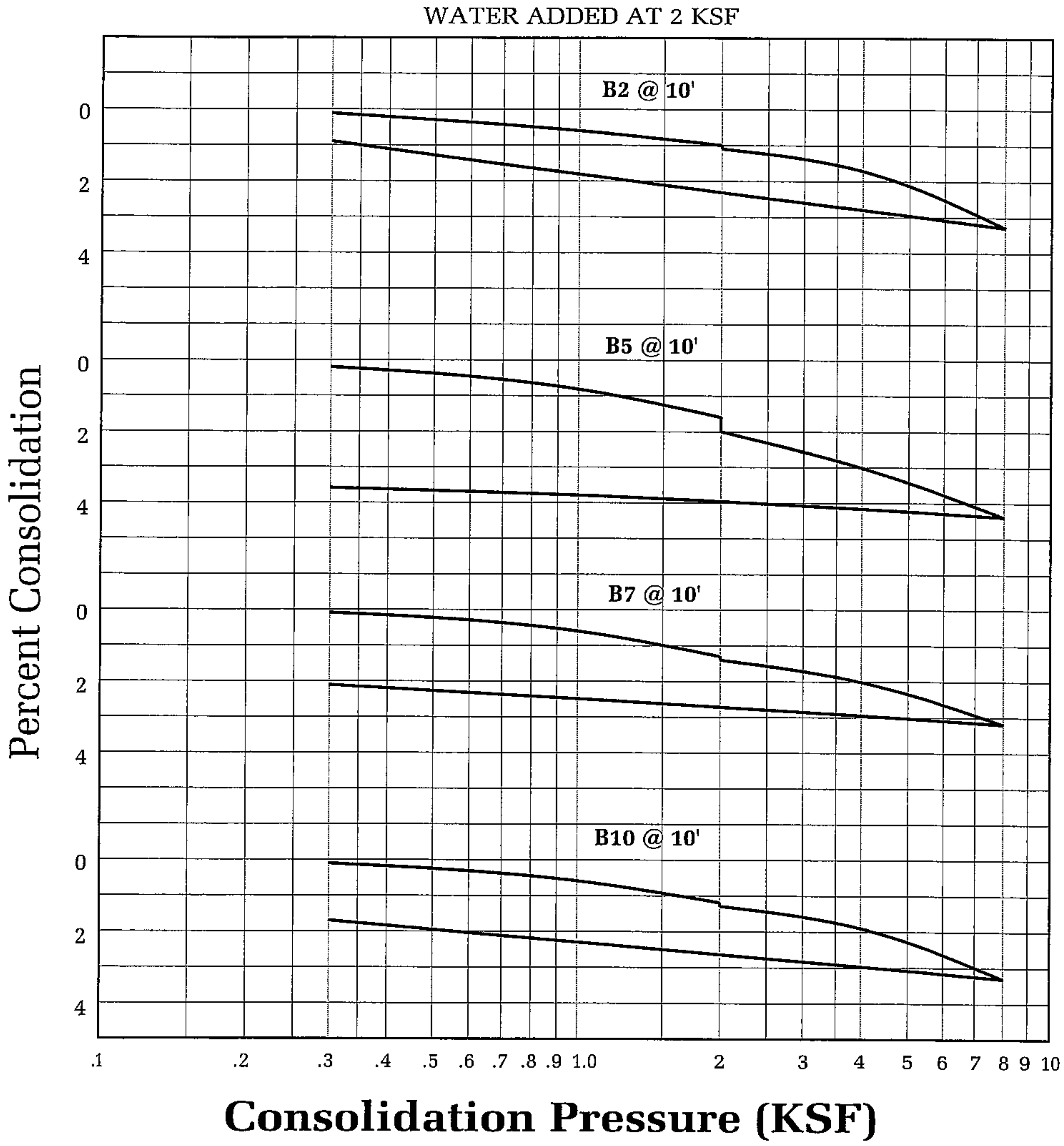
UCLA Capital Programs	
FILE NO. 19645	PLATE: C-1



CONSOLIDATION TEST

Geotechnologies, Inc.
Consulting Geotechnical Engineers

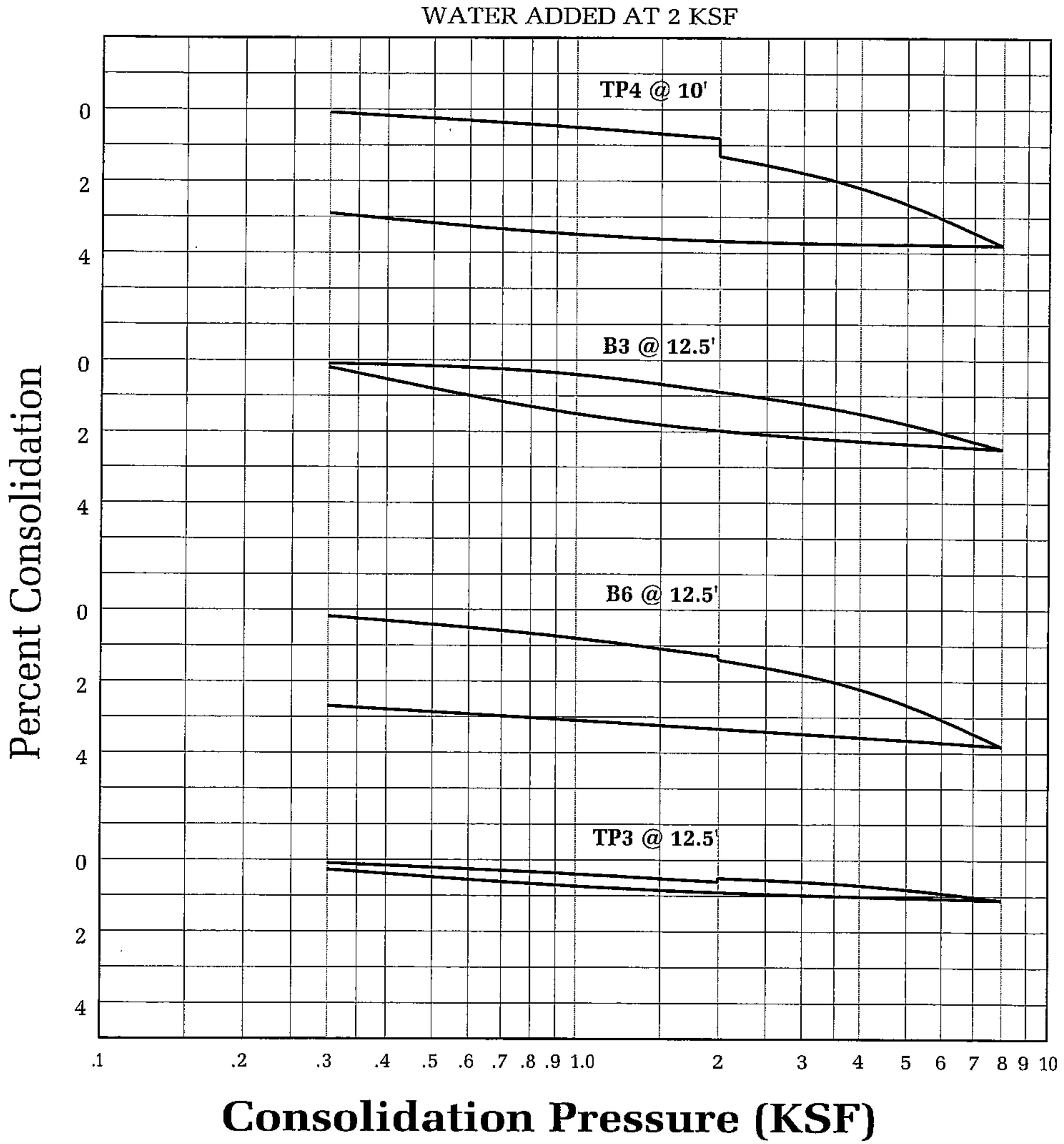
UCLA Capital Programs	
FILE NO. 19645	PLATE: C-2



CONSOLIDATION TEST

Geotechnologies, Inc.
Consulting Geotechnical Engineers

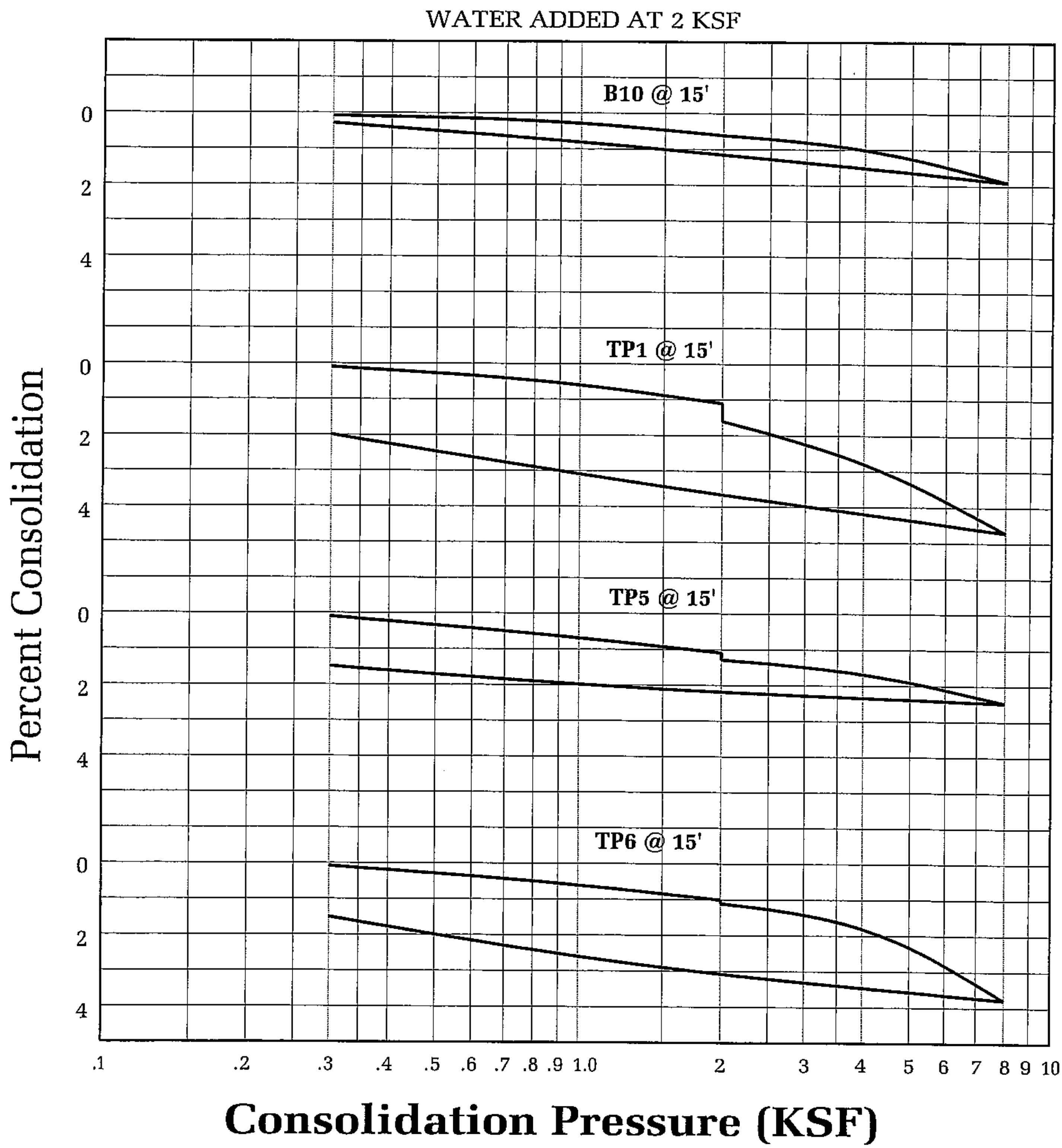
UCLA Capital Programs	
FILE NO. 19645	PLATE: C-3



CONSOLIDATION TEST

Geotechnologies, Inc.
Consulting Geotechnical Engineers

UCLA Capital Programs	
FILE NO. 19645	PLATE: C-4



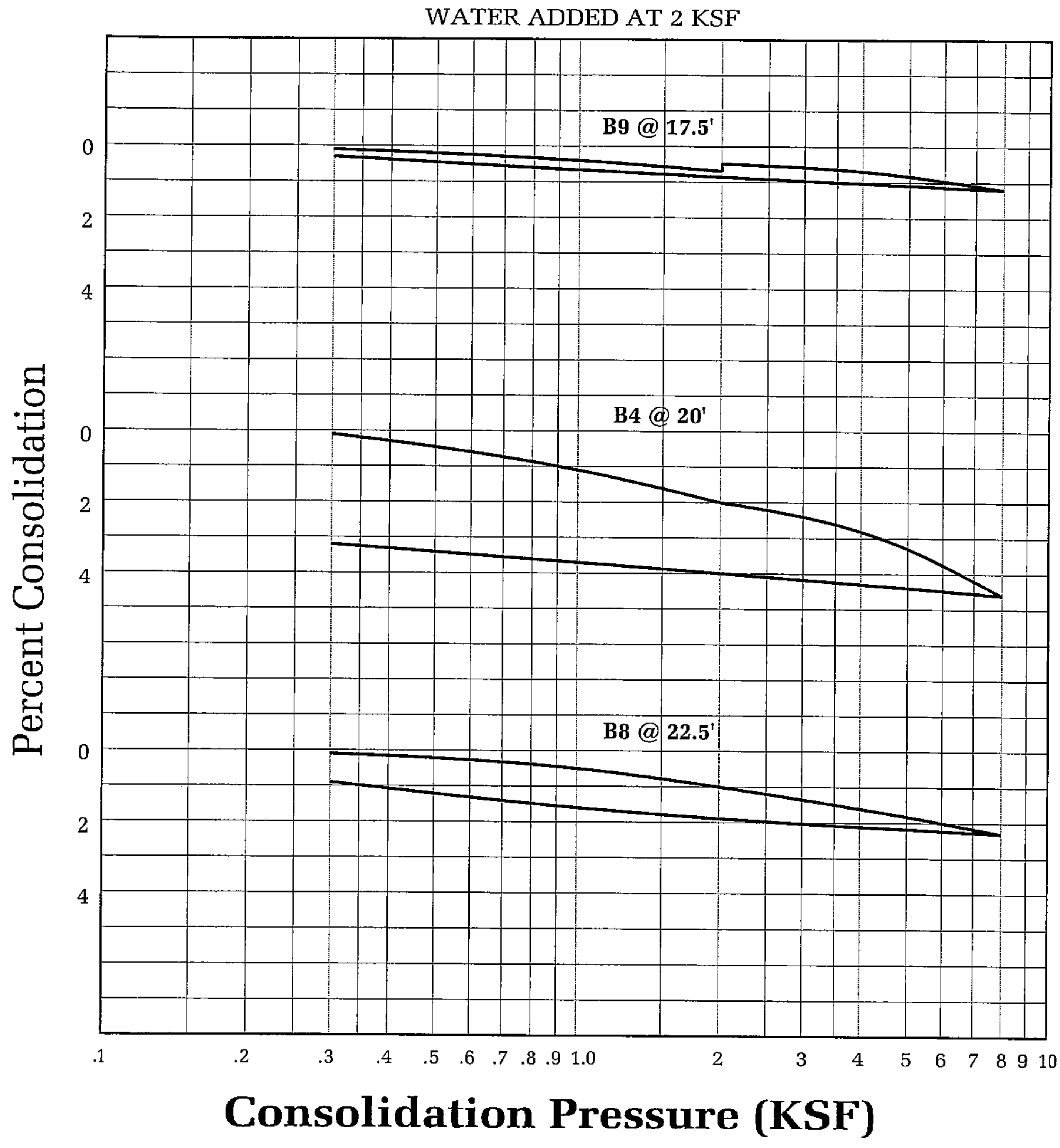
CONSOLIDATION TEST

Geotechnologies, Inc.
Consulting Geotechnical Engineers

UCLA Capital Programs

FILE NO. 19645

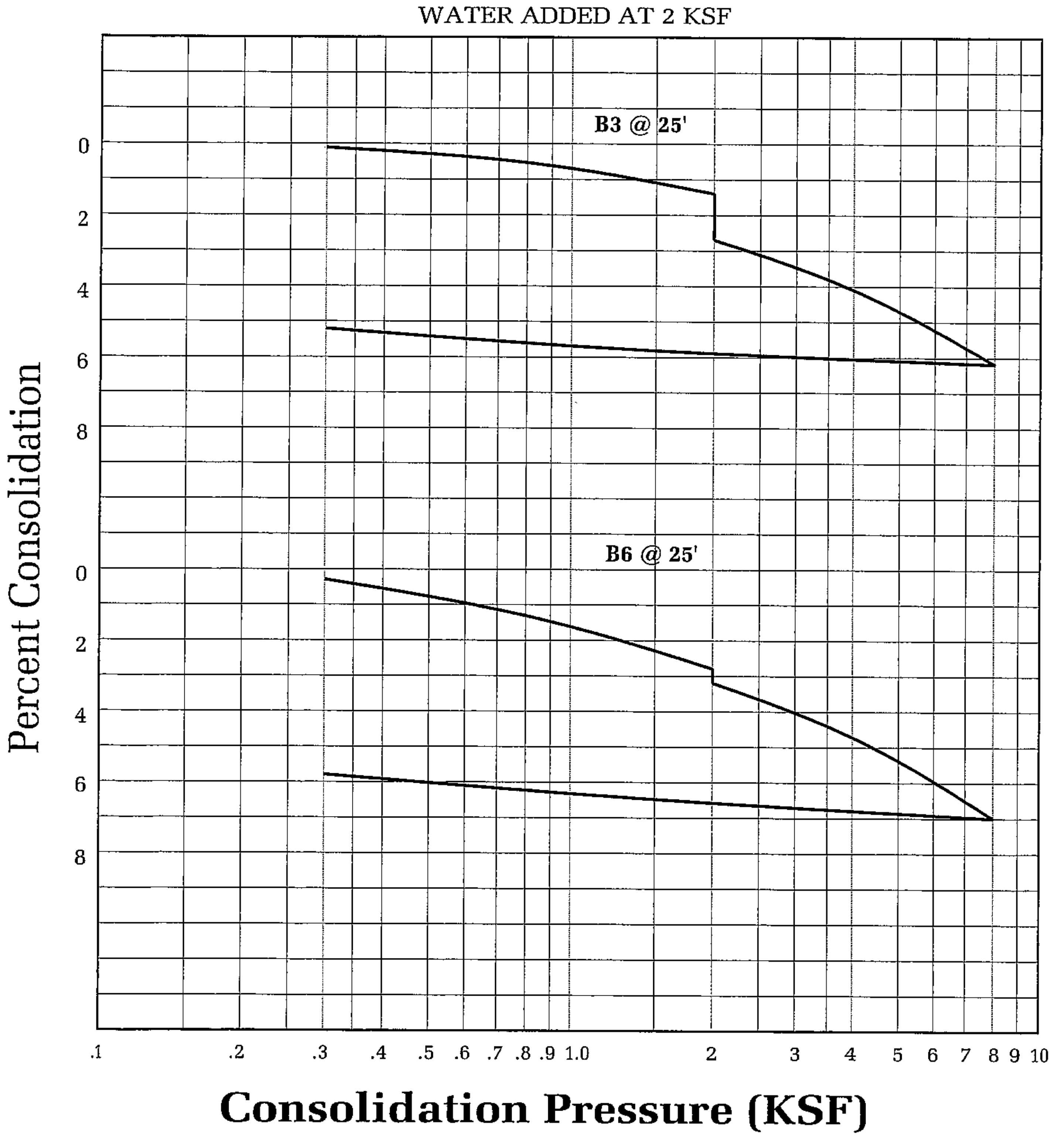
PLATE: C-5



CONSOLIDATION TEST

Geotechnologies, Inc.
Consulting Geotechnical Engineers

UCLA Capital Programs	
FILE NO. 19645	PLATE: C-6

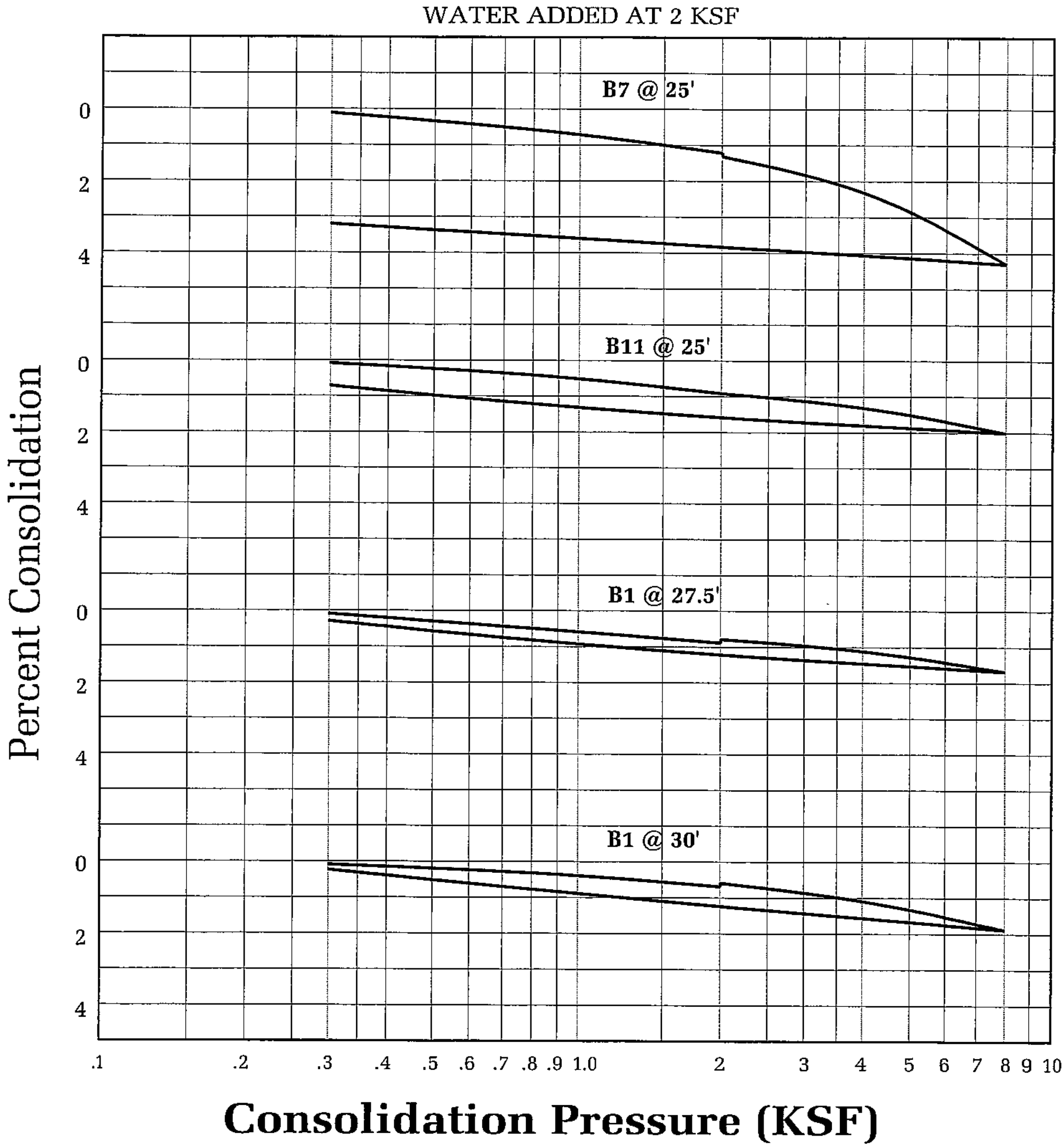


CONSOLIDATION TEST

Geotechnologies, Inc.
Consulting Geotechnical Engineers

UCLA Capital Programs

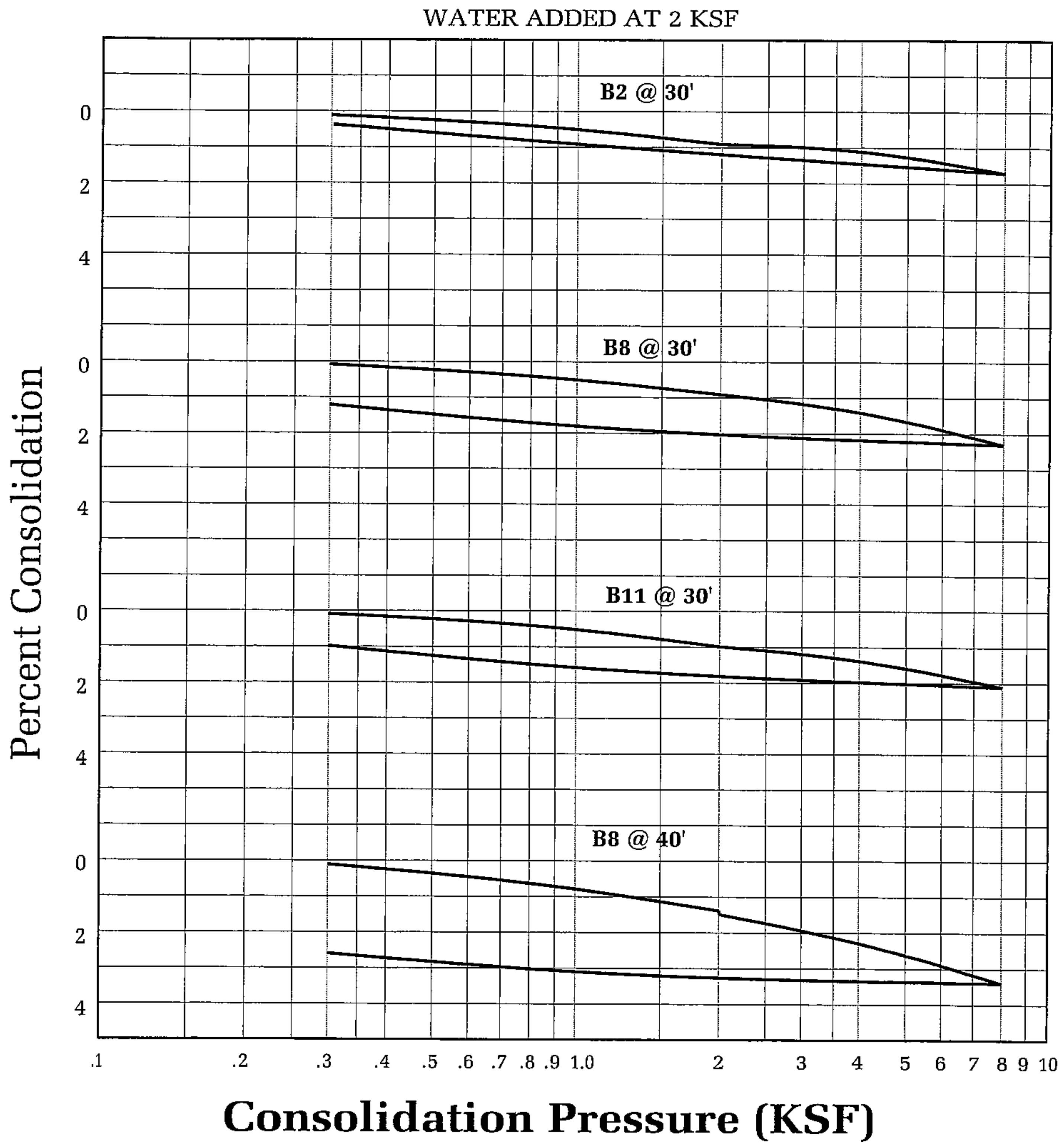
FILE NO. 19645 | PLATE: C-7



CONSOLIDATION TEST

Geotechnologies, Inc.
Consulting Geotechnical Engineers

UCLA Capital Programs	
FILE NO. 19645	PLATE: C-8



CONSOLIDATION TEST

Geotechnologies, Inc.
Consulting Geotechnical Engineers

UCLA Capital Programs	
FILE NO. 19645	PLATE: C-9

ASTM D-1557

SAMPLE	B3 @ 1- 5'	B5 @ 1-5'
SOIL TYPE:	SM/CL	SM/CL
MAXIMUM DENSITY pcf.	125.0	130.0
OPTIMUM MOISTURE %	10.0	9.0

ASTM D 4829-03

SAMPLE	B3 @ 1- 5'	B5 @ 1-5'	B8 @ 1-5'	TP1 @ 5-10'	B5 @ 2'
SOIL TYPE:	SM/CL	SM/CL	SM/SC	SM/SC	CL
EXPANSION INDEX UBC STANDARD 18-2	66	54	90	62	16
EXPANSION CHARACTER	MODERATE	MODERATE	HIGH	MODERATE	VERY LOW

SULFATE CONTENT

SAMPLE	B3 @ 1- 5'	B5 @ 1-5'	B8 @ 1-5'	TP1 @ 5-10'	B4 @ 2'	TP5 @ 3'
SULFATE CONTENT: (percentage by weight)	< 0.1 %	< 0.1 %	< 0.1 %	< 0.1 %	< 0.1 %	< 0.1 %

COMPACTION/EXPANSION/SULFATE DATA SHEET

Geotechnologies, Inc.
Consulting Geotechnical Engineers

UCLA Capital Programs

FILE NO. 19645 | PLATE: D-1

ASTM D-1557

SAMPLE	B8 @ 1- 5'	TP1 @ 5-10'
SOIL TYPE:	SM/SC	SM/SC
MAXIMUM DENSITY pcf.	124.0	130.0
OPTIMUM MOISTURE %	10.0	9.0

ASTM D 4829-03

SAMPLE	B4 @ 4'	B6 @ 25'	B7 @ 25'
SOIL TYPE:	CL	CL	CL
EXPANSION INDEX UBC STANDARD 18-2	17	16	16
EXPANSION CHARACTER	VERY LOW	VERY LOW	VERY LOW

SULFATE CONTENT

SAMPLE	TP6 @ 7'	TP5 @ 10'	B1 @ 27.5'
SULFATE CONTENT: (percentage by weight)	< 0.10%	< 0.10%	< 0.10%

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Consulting Geotechnical Engineers

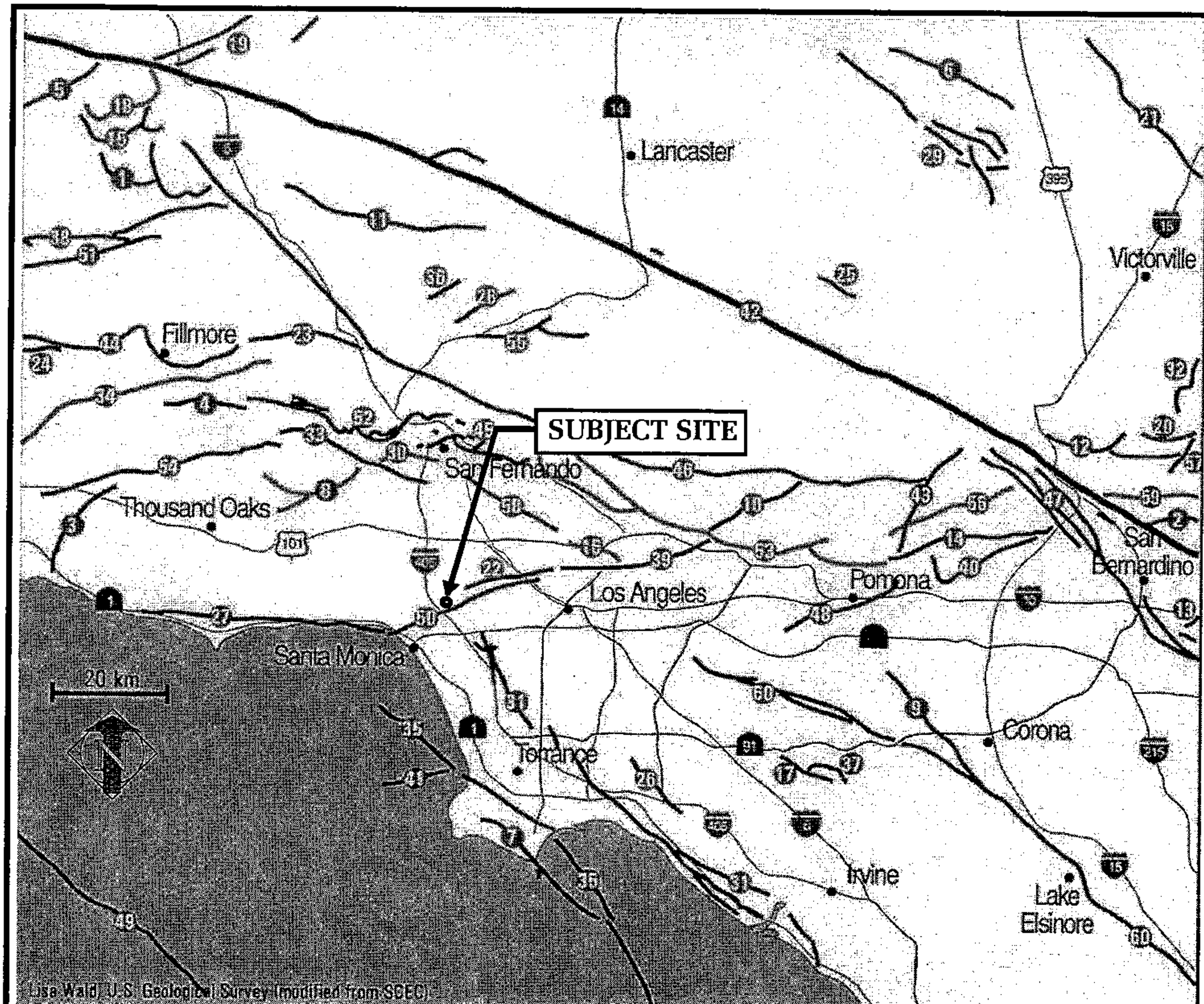
TABLE I - FAULTS IN THE VICINITY OF THE SITE

ABBREVIATED FAULT NAME	APPROXIMATE DISTANCE mi (km)	ESTIMATED MAX. EARTHQUAKE EVENT: MAXIMUM EARTHQUAKE MAG.(Mw)	PEAK SITE ACCEL. g	EST. SITE INTENSITY MOD.MERC.
SANTA MONICA	0.0(0.0)	6.6	1.021	XI
HOLLYWOOD	2.7(4.3)	6.4	0.767	XI
NEWPORT-INGLEWOOD (L.A.Basin)	4.0(6.4)	7.1	0.787	XI
MALIBU COAST	4.5(7.3)	6.7	0.729	XI
NORTHRIDGE (E. Oak Ridge)	5.6(9.0)	7.0	0.766	XI
PUENTE HILLS BLIND THRUST	8.8(14.2)	7.1	0.607	X
UPPER ELYSIAN PARK BLIND THRUST	9.3(14.9)	6.4	0.406	X
PALOS VERDES	11.2(18.0)	7.3	0.470	X
VERDUGO	11.5(18.5)	6.9	0.455	X
RAYMOND	13.5(21.7)	6.5	0.328	IX
ANACAPA-DUME	15.2(24.4)	7.5	0.510	X
SIERRA MADRE (San Fernando)	15.4(24.8)	6.7	0.330	IX
SANTA SUSANA	16.7(26.9)	6.7	0.311	IX
SIERRA MADRE	16.8(27.0)	7.2	0.404	X
SAN GABRIEL	19.6(31.6)	7.2	0.295	IX
SIMI-SANTA ROSA	21.1(34.0)	7.0	0.306	IX
HOLSER	21.6(34.7)	6.5	0.231	IX
OAK RIDGE (Onshore)	24.6(39.6)	7.0	0.272	IX
WHITTIER	25.5(41.0)	6.8	0.196	VIII
CLAMSHELL-SAWPIT	25.5(41.0)	6.5	0.204	VIII
SAN CAYETANO	30.9(49.7)	7.0	0.229	IX
SAN JOSE	31.6(50.8)	6.4	0.164	VIII
CHINO-CENTRAL AVE. (Elsinore)	37.2(59.8)	6.7	0.169	VIII
SAN ANDREAS - Whole M-1a	38.2(61.4)	8.0	0.271	IX
SAN ANDREAS - Mojave M-1c-3	38.2(61.4)	7.4	0.197	VIII
SAN ANDREAS - 1857 Rupture M-2a	38.2(61.4)	7.8	0.243	IX
SAN ANDREAS - Cho-Moj M-1b-1	38.2(61.4)	7.8	0.243	IX
SAN JOAQUIN HILLS	39.4(63.4)	6.6	0.154	VIII
CUCAMONGA	39.8(64.0)	6.9	0.179	VIII
SANTA YNEZ (East)	42.8(68.9)	7.1	0.154	VIII
SAN ANDREAS - Carrizo M-1c-2	43.4(69.9)	7.4	0.178	VIII
VENTURA - PITAS POINT	43.8(70.5)	6.9	0.166	VIII
OAK RIDGE(Blind Thrust Offshore)	44.3(71.3)	7.1	0.182	VIII
NEWPORT-INGLEWOOD (Offshore)	45.2(72.7)	7.1	0.148	VIII
CHANNEL IS. THRUST (Eastern)	46.6(75.0)	7.5	0.217	VIII
OAK RIDGE MID-CHANNEL STRUCTURE	48.8(78.6)	6.6	0.130	VIII
ELSINORE (GLEN IVY)	48.9(78.7)	6.8	0.119	VII
M.RIDGE-ARROYO PARIDA-SANTA ANA	49.3(79.4)	7.2	0.177	VIII
RED MOUNTAIN	52.7(84.8)	7.0	0.151	VIII
SAN JACINTO-SAN BERNARDINO	55.2(88.9)	6.7	0.102	VII
SAN ANDREAS - San Bernardino M-1	56.5(91.0)	7.5	0.153	VIII
SAN ANDREAS - SB-Coach. M-1b-2	56.5(91.0)	7.7	0.170	VIII
SAN ANDREAS - SB-Coach. M-2b	56.5(91.0)	7.7	0.170	VIII
GARLOCK (West)	57.6(92.7)	7.3	0.136	VIII
PLEITO THRUST	58.1(93.5)	7.0	0.140	VIII
CLEGHORN	58.8(94.7)	6.5	0.088	VII

-END OF SEARCH- 46 FAULTS FOUND WITHIN THE SPECIFIED SEARCH RADIUS.

THE SANTA MONICA FAULT IS CLOSEST TO THE SITE.
IT IS ABOUT 0.0 MILES (0.0 km) AWAY.

LARGEST MAXIMUM-EARTHQUAKE SITE ACCELERATION: 1.0214 g



1 Alamo thrust
2 Arrowhead fault
3 Bailey fault
4 Big Mountain fault
5 Big Pine fault
6 Blake Ranch fault
7 Cabrillo fault
8 Chatsworth fault
9 Chino fault
10 Clamshell-Sawpit fault
11 Clearwater fault
12 Cleghorn fault
13 Crafton Hills fault zone
14 Cucamonga fault zone
15 Dry Creek fault
16 Eagle Rock fault
17 El Modeno fault
18 Frazier Mountain thrust
19 Garlock fault zone
20 Grass Valley fault
21 Helendale fault
22 Hollywood fault
23 Holser fault
24 Lion Canyon fault
25 Llano fault
26 Los Alamitos fault
27 Malibu Coast fault
28 Mint Canyon fault
29 Mirage Valley fault zone
30 Mission Hills fault
31 Newport Inglewood fault zone
32 North Frontal fault zone
33 Northridge Hills fault
34 Oak Ridge fault
35 Palos Verdes fault zone
36 Pelona fault
37 Peralta Hills fault
38 Pine Mountain fault
39 Raymond fault
40 Red Hill (Etiwanda Ave) fault
41 Redondo Canyon fault
42 San Andreas Fault
43 San Antonio fault
44 San Cayetano fault
45 San Fernando fault zone
46 San Gabriel fault zone
47 San Jacinto fault
48 San Jose fault
49 Santa Cruz-Santa Catalina Ridge f.z.
50 Santa Monica fault
51 Santa Ynez fault
52 Santa Susana fault zone
53 Sierra Madre fault zone
54 Simi fault
55 Soledad Canyon fault
56 Stoddard Canyon fault
57 Tunnel Ridge fault
58 Verdugo fault
59 Waterman Canyon fault
60 Whittier fault

REFERENCE: http://pasadena.wr.usgs.gov/info/images/LA%20Faults.pdf

SOUTHERN CALIFORNIA FAULT MAP

Geotechnologies, Inc.
Consulting Geotechnical Engineers

U.C.L.A.
PROPOSED CAMPUS HOUSING INFILL

FILE No. 19645 | **FIGURE I**

TABLE II - HISTORICAL EARTHQUAKE EPICENTERS

FILE CODE	LAT. NORTH	LONG. WEST	DATE	TIME (UTC) H M Sec	DEPTH (km)	QUAKE MAG.	SITE ACC. g	SITE MM INT.	APPROX. DISTANCE mi [km]
MGI	34.0000	118.5000	11/19/1918	2018 0.0	0.0	5.00	0.264	IX	5.7(9.1)
DMG	34.0000	118.5000	08/04/1927	1224 0.0	0.0	5.00	0.264	IX	5.7(9.1)
MGI	34.0000	118.3000	09/03/1905	540 0.0	0.0	5.30	0.217	VIII	9.9(16.0)
MGI	34.0800	118.2600	07/16/1920	18 8 0.0	0.0	5.00	0.173	VIII	10.9(17.6)
GSP	34.2130	118.5370	01/17/1994	123055.4	18.0	6.70	0.423	X	11.0(17.6)
GSP	34.2310	118.4750	03/20/1994	212012.3	13.0	5.30	0.201	VIII	11.1(17.9)
T-A	34.0000	118.2500	09/23/1827	0 0 0.0	0.0	5.00	0.157	VIII	12.5(20.1)
T-A	34.0000	118.2500	01/10/1856	0 0 0.0	0.0	5.00	0.157	VIII	12.5(20.1)
T-A	34.0000	118.2500	03/26/1860	0 0 0.0	0.0	5.00	0.157	VIII	12.5(20.1)
DMG	33.9500	118.6320	08/31/1930	04036.0	0.0	5.20	0.167	VIII	13.3(21.5)
PAS	33.9190	118.6270	01/19/1989	65328.8	11.9	5.00	0.141	VIII	14.6(23.5)
PAS	33.9440	118.6810	01/01/1979	231438.9	11.3	5.00	0.132	VIII	15.9(25.5)
DMG	34.3080	118.4540	02/09/1971	144346.7	6.2	5.20	0.144	VIII	16.3(26.3)
GSB	34.3010	118.5650	01/17/1994	204602.4	9.0	5.20	0.138	VIII	17.1(27.6)
GSP	34.3050	118.5790	01/29/1994	112036.0	1.0	5.10	0.128	VIII	17.7(28.5)
DMG	34.3000	118.6000	04/04/1893	1940 0.0	0.0	6.00	0.204	VIII	17.9(28.9)
DMG	33.8500	118.2670	03/11/1933	1425 0.0	0.0	5.00	0.118	VII	18.5(29.8)
MGI	34.1000	118.1000	07/11/1855	415 0.0	0.0	6.30	0.219	IX	20.1(32.4)
PAS	34.0730	118.0980	10/04/1987	105938.2	8.2	5.30	0.129	VIII	20.2(32.4)
PAS	34.0610	118.0790	10/01/1987	144220.0	9.5	5.90	0.170	VIII	21.3(34.2)
GSP	34.3260	118.6980	01/17/1994	233330.7	9.0	5.60	0.139	VIII	22.6(36.3)
DMG	33.7830	118.2500	11/14/1941	84136.3	0.0	5.40	0.123	VII	23.0(37.0)
GSP	34.3780	118.6180	01/19/1994	211144.9	11.0	5.10	0.104	VII	23.2(37.4)
DMG	34.4110	118.4010	02/09/1971	141028.0	8.0	5.30	0.115	VII	23.6(38.0)
DMG	34.4110	118.4010	02/09/1971	14 244.0	8.0	5.80	0.149	VIII	23.6(38.0)
DMG	34.4110	118.4010	02/09/1971	14 1 8.0	8.0	5.80	0.149	VIII	23.6(38.0)
DMG	34.4110	118.4010	02/09/1971	14 041.8	8.4	6.40	0.205	VIII	23.6(38.0)
GSP	34.3690	118.6720	04/26/1997	103730.7	16.0	5.10	0.101	VII	24.1(38.8)
GSP	34.3770	118.6980	01/18/1994	004308.9	11.0	5.20	0.103	VII	25.4(40.9)
GSP	34.3940	118.6690	06/26/1995	084028.9	13.0	5.00	0.092	VII	25.5(41.1)
GSB	34.3790	118.7110	01/19/1994	210928.6	14.0	5.50	0.119	VII	25.9(41.7)
MGI	34.0000	118.0000	12/25/1903	1745 0.0	0.0	5.00	0.090	VII	26.2(42.2)
DMG	33.7830	118.1330	10/02/1933	91017.6	0.0	5.40	0.109	VII	27.0(43.4)
GSP	34.2620	118.0020	06/28/1991	144354.5	11.0	5.40	0.104	VII	28.8(46.3)
DMG	33.7500	118.0830	03/13/1933	131828.0	0.0	5.30	0.094	VII	30.6(49.2)
DMG	33.7500	118.0830	03/11/1933	2 9 0.0	0.0	5.00	0.080	VII	30.6(49.2)
DMG	33.7500	118.0830	03/11/1933	230 0.0	0.0	5.10	0.085	VII	30.6(49.2)
DMG	33.7500	118.0830	03/11/1933	910 0.0	0.0	5.10	0.085	VII	30.6(49.2)
DMG	33.7500	118.0830	03/11/1933	323 0.0	0.0	5.00	0.080	VII	30.6(49.2)
DMG	34.0000	119.0000	09/24/1827	4 0 0.0	0.0	7.00	0.223	IX	31.8(51.2)
MGI	34.0000	119.0000	12/14/1912	0 0 0.0	0.0	5.70	0.113	VII	31.8(51.2)
DMG	34.2000	117.9000	08/28/1889	215 0.0	0.0	5.50	0.099	VII	32.7(52.6)
DMG	34.0650	119.0350	02/21/1973	144557.3	8.0	5.90	0.120	VII	33.4(53.8)
DMG	33.7000	118.0670	03/11/1933	51022.0	0.0	5.10	0.078	VII	33.8(54.3)
DMG	33.7000	118.0670	03/11/1933	85457.0	0.0	5.10	0.078	VII	33.8(54.3)
DMG	34.5190	118.1980	08/23/1952	10 9 7.1	13.1	5.00	0.074	VII	34.1(54.9)
DMG	33.6830	118.0500	03/11/1933	658 3.0	0.0	5.50	0.094	VII	35.3(56.8)
DMG	33.6170	118.0170	03/14/1933	19 150.0	0.0	5.10	0.069	VI	40.0(64.4)
DMG	33.6170	117.9670	03/11/1933	154 7.8	0.0	6.30	0.125	VII	41.9(67.4)
GSP	34.1400	117.7000	02/28/1990	234336.6	5.0	5.20	0.068	VI	43.2(69.5)
DMG	33.5750	117.9830	03/11/1933	518 4.0	0.0	5.20	0.068	VI	43.5(70.0)
PAS	33.6710	119.1110	09/04/1981	155050.3	5.0	5.30	0.068	VI	46.9(75.4)
DMG	34.3700	117.6500	12/08/1812	15 0 0.0	0.0	7.00	0.157	VIII	50.1(80.7)

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EARTHQUAKE SEARCH RESULTS

Page 2

FILE CODE	LAT. NORTH	LONG. WEST	DATE	TIME (UTC) H M Sec	DEPTH (km)	QUAKE MAG.	SITE ACC. g	SITE MM INT.	APPROX. DISTANCE mi [km]
DMG	34.3000	117.6000	07/30/1894	512 0.0	0.0	6.00	0.092	VII	51.1(82.2)
MGI	33.8000	117.6000	04/22/1918	2115 0.0	0.0	5.00	0.053	VI	52.2(84.0)
DMG	34.7000	119.0000	10/23/1916	254 0.0	0.0	5.50	0.068	VI	53.5(86.1)
DMG	34.2700	117.5400	09/12/1970	143053.0	8.0	5.40	0.064	VI	53.8(86.6)
DMG	34.1000	119.4000	05/19/1893	035 0.0	0.0	5.50	0.067	VI	54.3(87.4)
MGI	34.0000	117.5000	12/16/1858	10 0 0.0	0.0	7.00	0.147	VIII	54.6(87.9)
T-A	34.8300	118.7500	11/27/1852	0 0 0.0	0.0	7.00	0.146	VIII	55.1(88.6)
DMG	34.3000	117.5000	07/22/1899	2032 0.0	0.0	6.50	0.110	VII	56.5(91.0)
DMG	33.9860	119.4750	08/06/1973	232917.0	16.9	5.00	0.048	VI	58.9(94.8)
DMG	33.6990	117.5110	05/31/1938	83455.4	10.0	5.50	0.062	VI	59.7(96.0)

****

-END OF SEARCH- 63 EARTHQUAKES FOUND WITHIN THE SPECIFIED SEARCH AREA.

TIME PERIOD OF SEARCH: 1800 TO 2008

LENGTH OF SEARCH TIME: 209 years

THE EARTHQUAKE CLOSEST TO THE SITE IS ABOUT 5.7 MILES (9.1 km) AWAY.

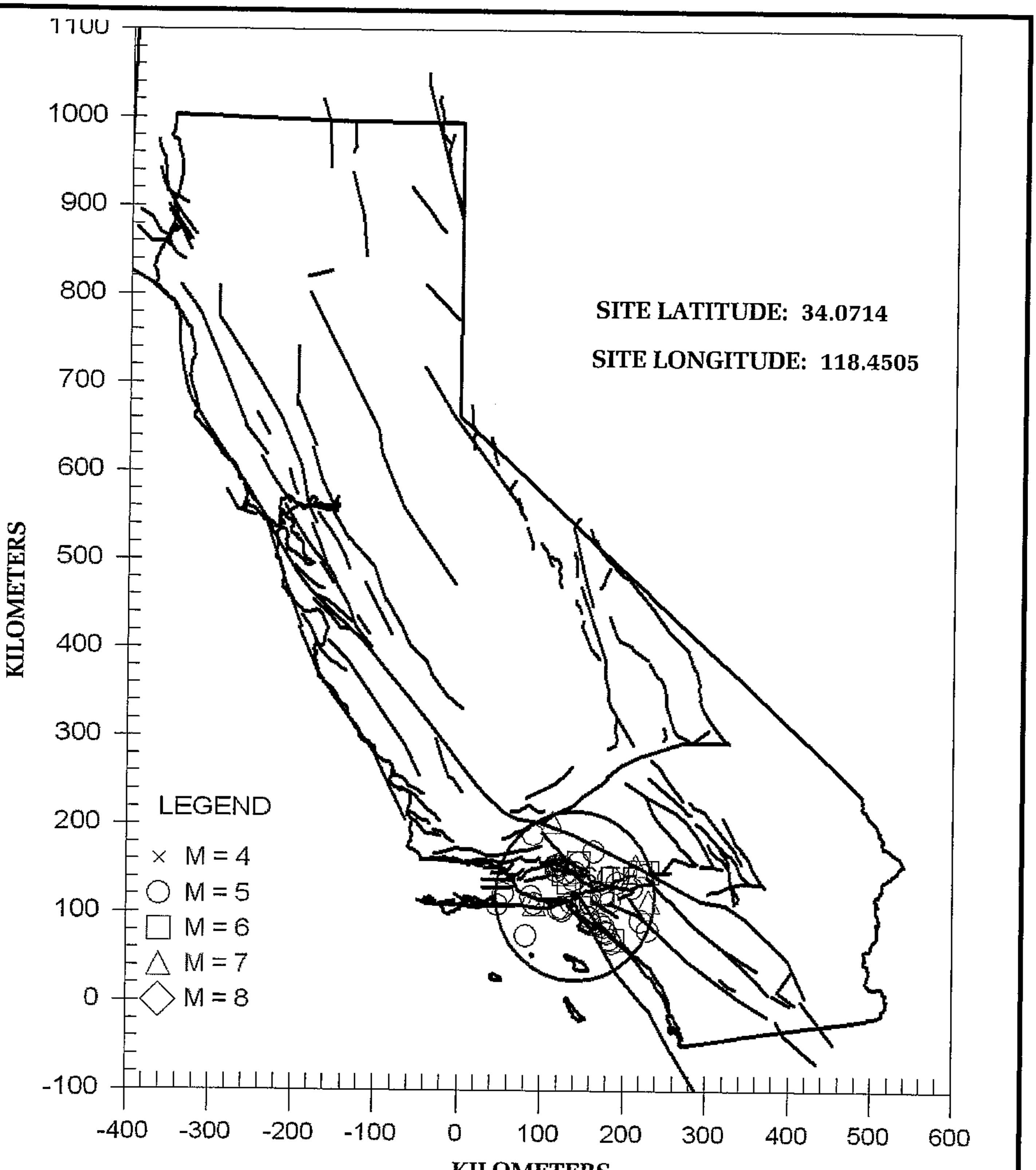
LARGEST EARTHQUAKE MAGNITUDE FOUND IN THE SEARCH RADIUS: 7.0

LARGEST EARTHQUAKE SITE ACCELERATION FROM THIS SEARCH: 0.423 g

COEFFICIENTS FOR GUTENBERG & RICHTER RECURRENCE RELATION:
a-value= 1.194
b-value= 0.391
beta-value= 0.900

TABLE OF MAGNITUDES AND EXCEEDANCES:

Earthquake Magnitude	Number of Times Exceeded	Cumulative No. / Year
4.0	63	0.30288
4.5	63	0.30288
5.0	63	0.30288
5.5	23	0.11058
6.0	11	0.05288
6.5	6	0.02885
7.0	4	0.01923

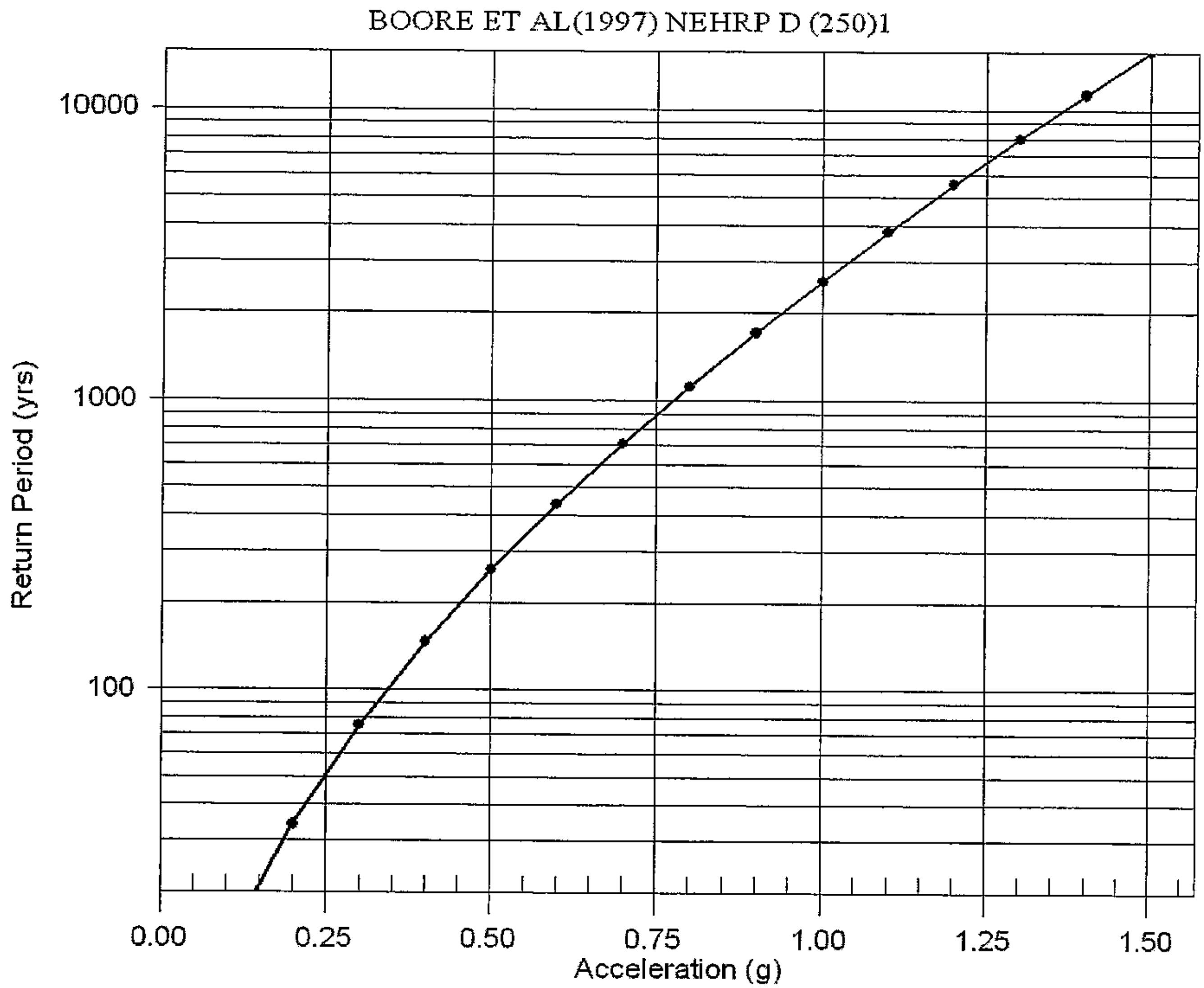


EARTHQUAKE EPICENTERS MAP

Geotechnologies, Inc.
Consulting Geotechnical Engineers

U.C.L.A.
PROPOSED CAMPUS HOUSING INFILL

FILE No. 19645 | **FIGURE II**

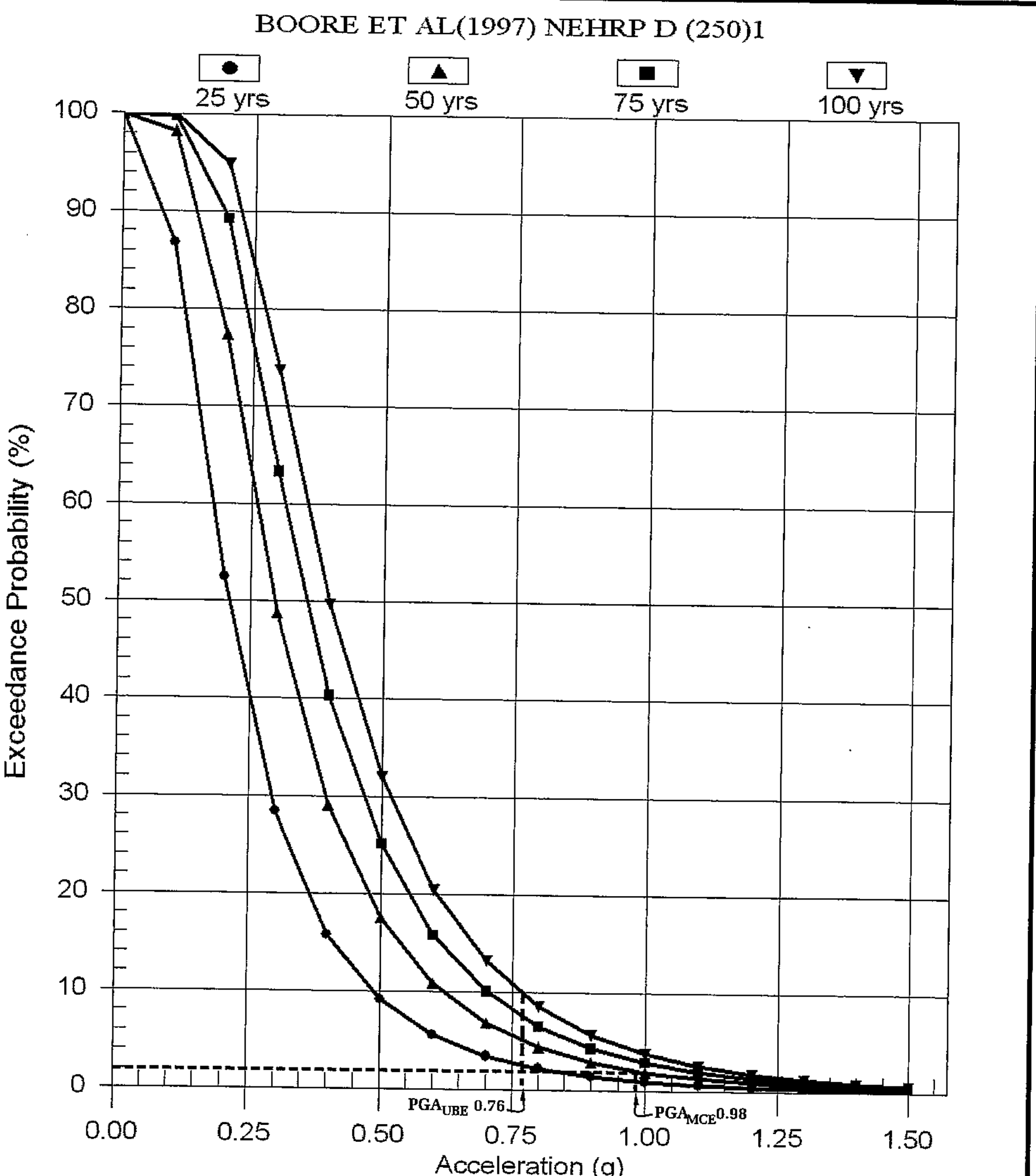


RETURN PERIOD vs ACCELERATION

Geotechnologies, Inc.
Consulting Geotechnical Engineers

U.C.L.A.
PROPOSED CAMPUS HOUSING INFILL

FILE No. 19645 | **FIGURE III**



PROBABILITY OF EXCEEDANCE

Geotechnologies, Inc.
Consulting Geotechnical Engineers

U.C.L.A.
PROPOSED CAMPUS HOUSING INFILL

FILE No. 19645 | **FIGURE IV**

Geotechnologies, Inc.

Project: UCLA
File No.: 19645
Description: Foundation Pile Design

Drilled Friction Pile Capacity Calculation

Input Data:

Unit Weight of Overlying Soil Layer	γ_1	120 pcf
Thickness of Overlying Soil Layer	H_1	0 feet
Unit Weight of Bearing Strata	γ_2	125 pcf
Friction Angle of Bearing Strata	ϕ_2	18 degrees
Cohesion of Bearing Strata	c_2	900 psf
Minimum Embedment into Bearing Strata	H_2	20 feet
Unit Weight of Water	γ_w	62.4 pcf
Depth to Groundwater from Pile Cap	H_w	60 feet

Lateral Earth Pressure Coefficient: $K_c = 1.00$
Applied Factor of Safety: $FS = 2$
Factored Skin Friction $f_s/FS = [c_2 + K_c * \sigma'_v * (\tan \phi_2)]/FS$

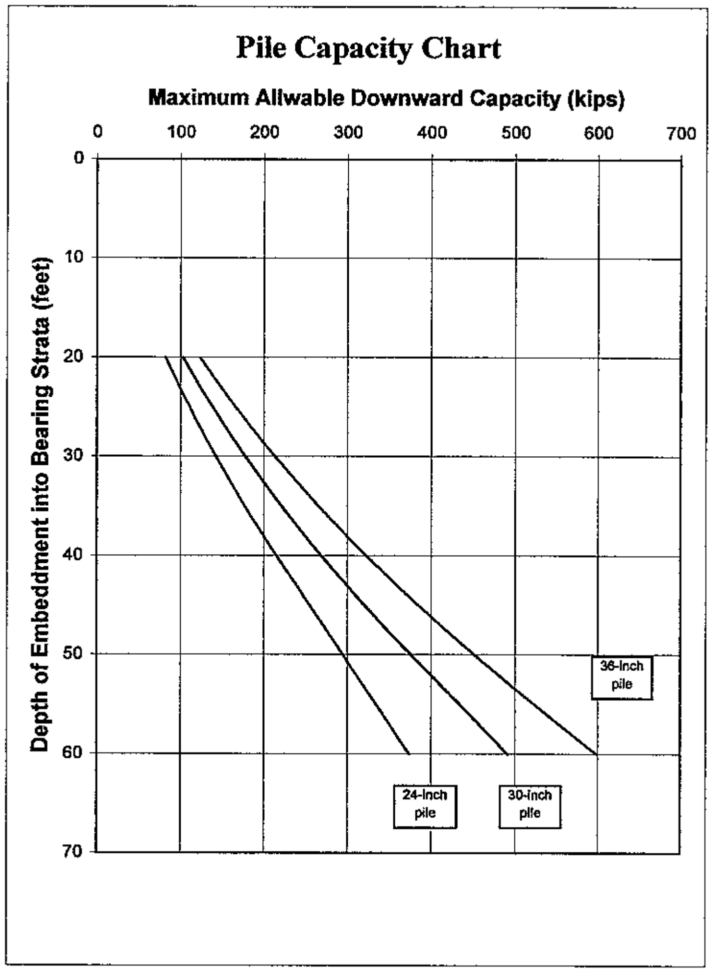
Pile Design:
Drilled <<Driven/Drilled
Circular <<Circular/Square Pile

Pile Dimension:
24 inch diameter pile
30 inch diameter pile
36 inch diameter pile

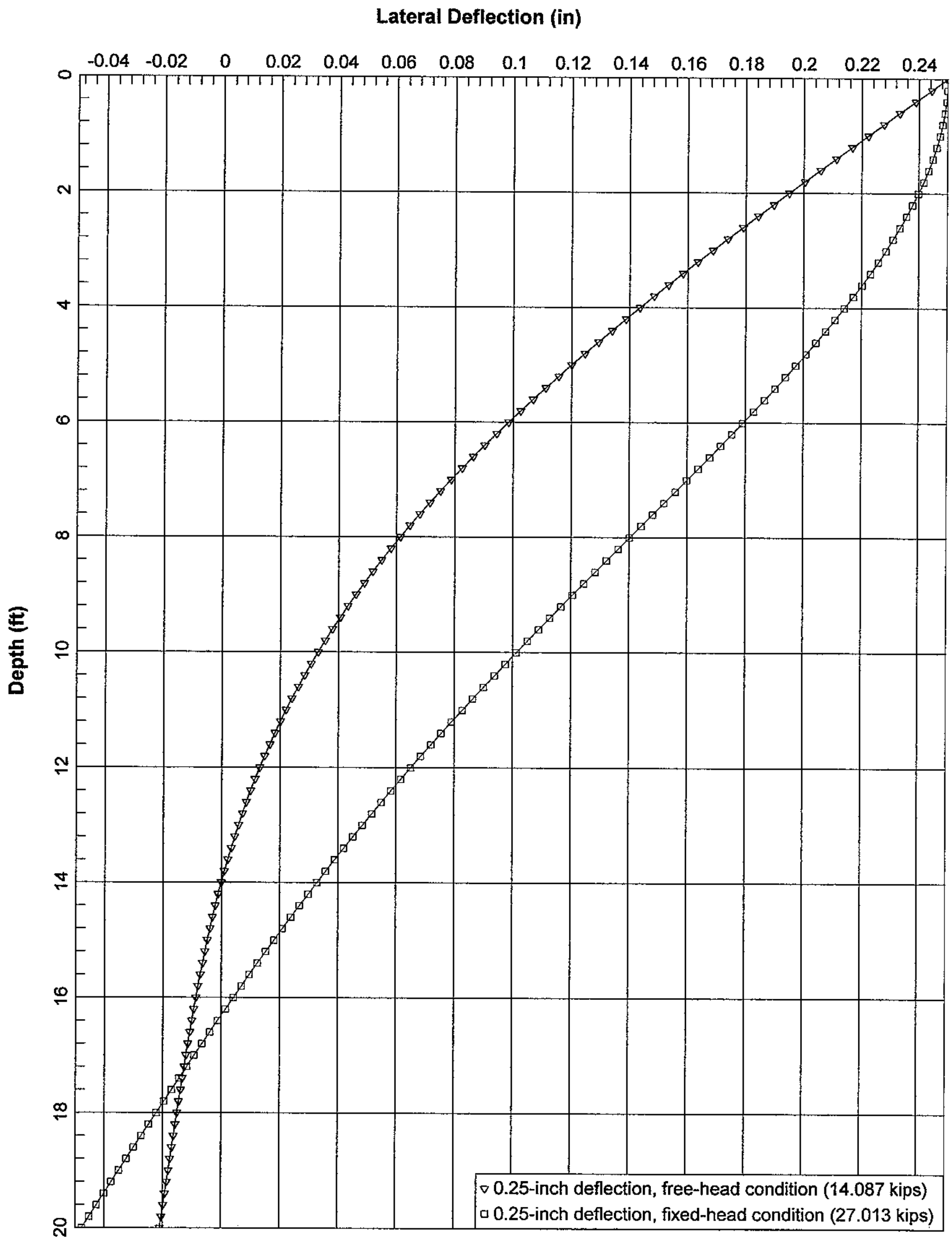
Critical Depth Limit (Dc):
20 B

Pile Capacity:

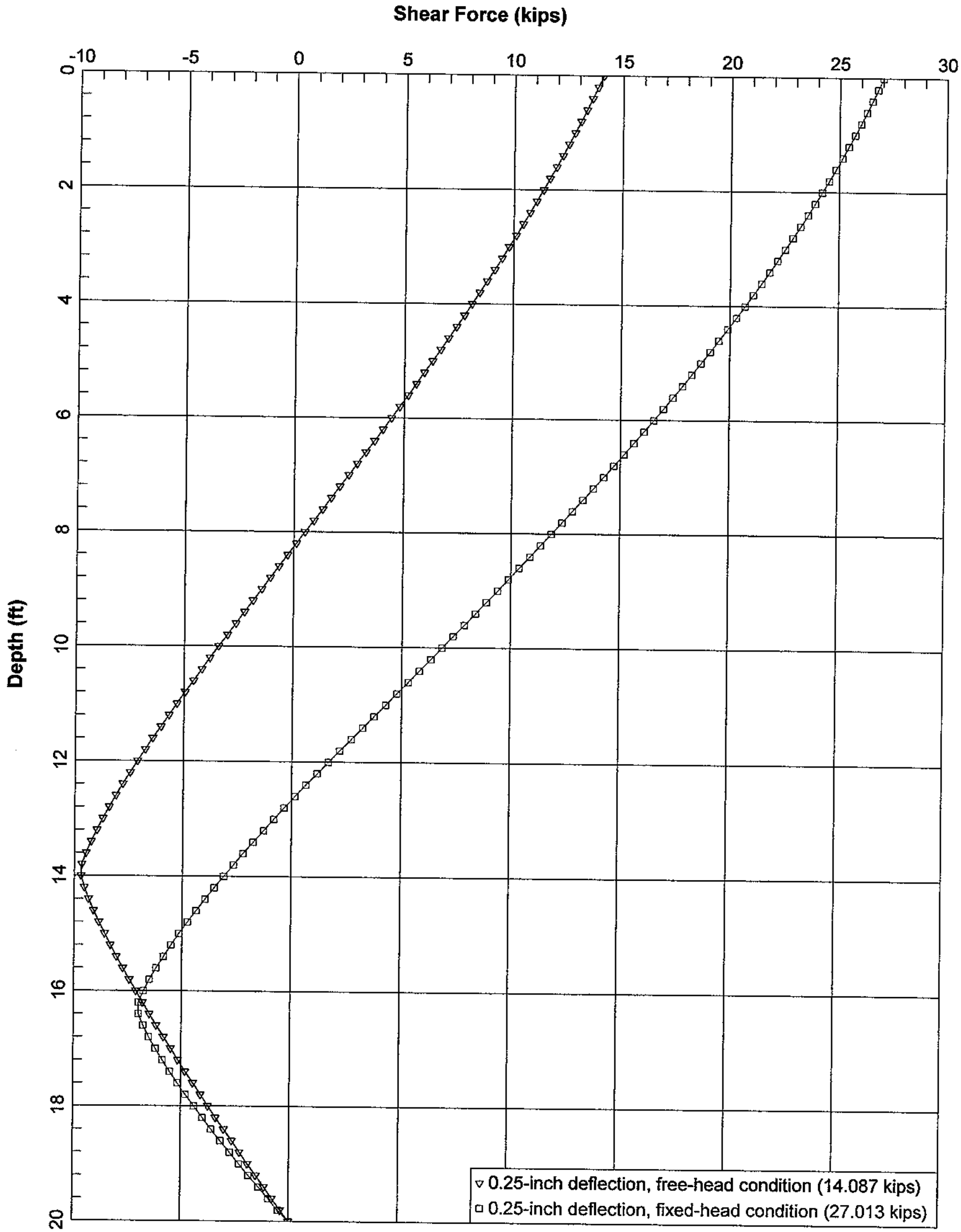
Total Depth of Pile (feet)	Depth of Embeddment into Bearing Strata (feet)	Maximum Allowable Downward Pile Capacity — Capacity of 24 inch diameter pile (kips)	Capacity of 30 inch diameter pile (kips)	Capacity of 36 inch diameter pile (kips)
20	20	82.1	102.6	123.1
21	21	87.5	109.4	131.3
22	22	93.1	116.4	139.6
23	23	98.8	123.5	148.2
24	24	104.6	130.8	156.9
25	25	110.6	138.2	165.8
26	26	116.6	145.8	175.0
27	27	122.8	153.6	184.3
28	28	129.2	161.5	193.8
29	29	135.6	169.6	203.5
30	30	142.2	177.8	213.4
31	31	149.0	186.2	223.4
32	32	155.8	194.8	233.7
33	33	162.8	203.5	244.2
34	34	169.9	212.4	254.8
35	35	177.1	221.4	265.7
36	36	184.5	230.6	276.7
37	37	192.0	239.9	287.9
38	38	199.6	249.5	299.3
39	39	207.3	259.1	311.0
40	40	215.2	269.0	322.8
41	41	223.1	279.0	334.8
42	42	231.0	289.1	346.9
43	43	239.0	299.4	359.3
44	44	246.9	309.9	371.9
45	45	254.8	320.5	384.6
46	46	262.8	331.3	397.6
47	47	270.7	342.3	410.7
48	48	278.6	353.4	424.1
49	49	286.6	364.7	437.6
50	50	294.5	376.1	451.3
51	51	302.4	387.6	465.2
52	52	310.3	399.1	479.3
53	53	318.3	410.6	493.6
54	54	326.2	422.1	508.1
55	55	334.1	433.6	522.7
56	56	342.1	445.1	537.6
57	57	350.0	456.6	552.7
58	58	357.9	468.2	567.9
59	59	365.9	479.7	583.3
60	60	373.8	491.2	599.0



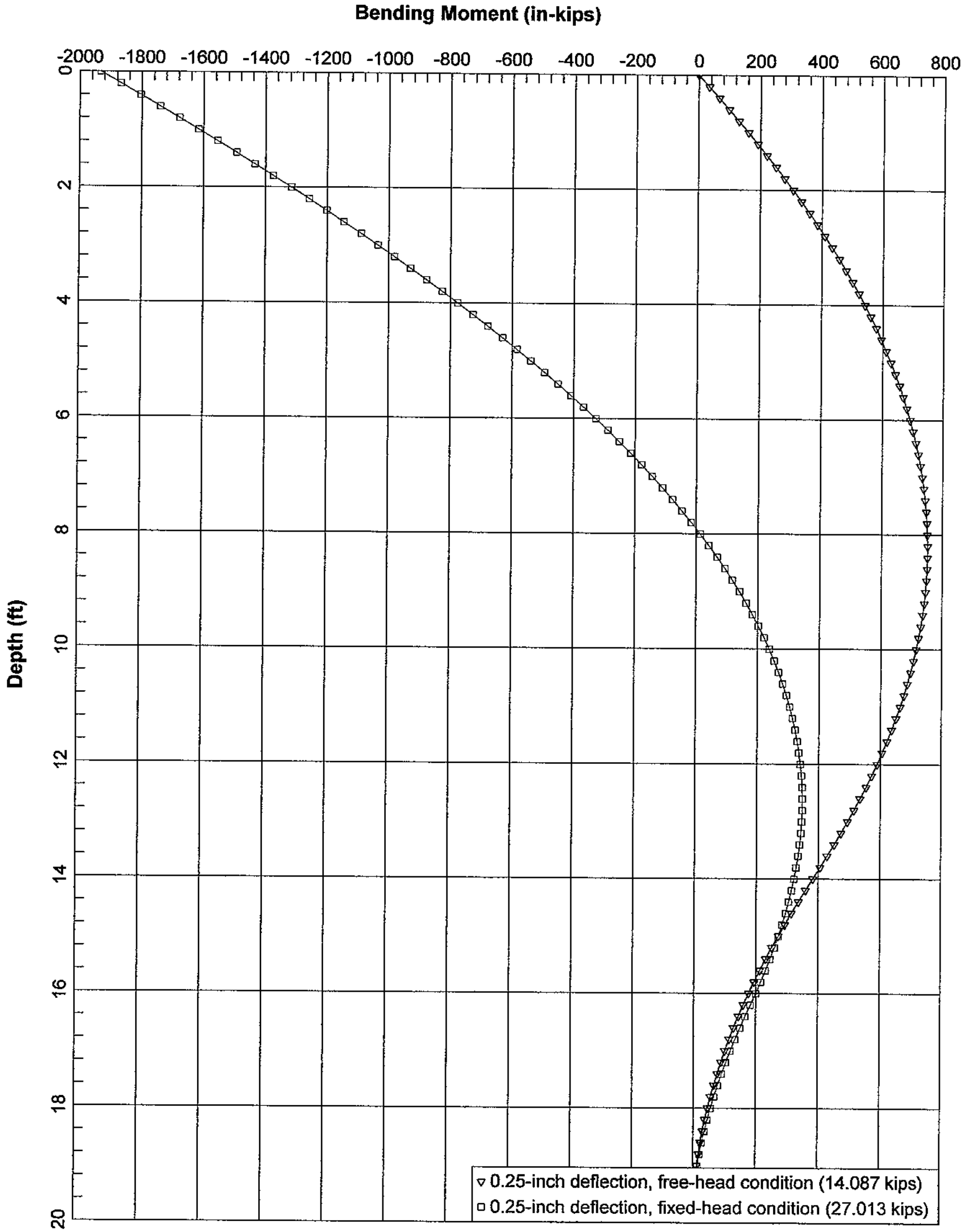
<u>Note:</u> 1. Minimum pile embeddment depth of 20 feet
2. Uplift capacity may be designed using 50% of the downward capacity
3. Pile should be spaced a minimum of 2-1/2 diameters on center
4. See text of report for pile details and installation recommendations



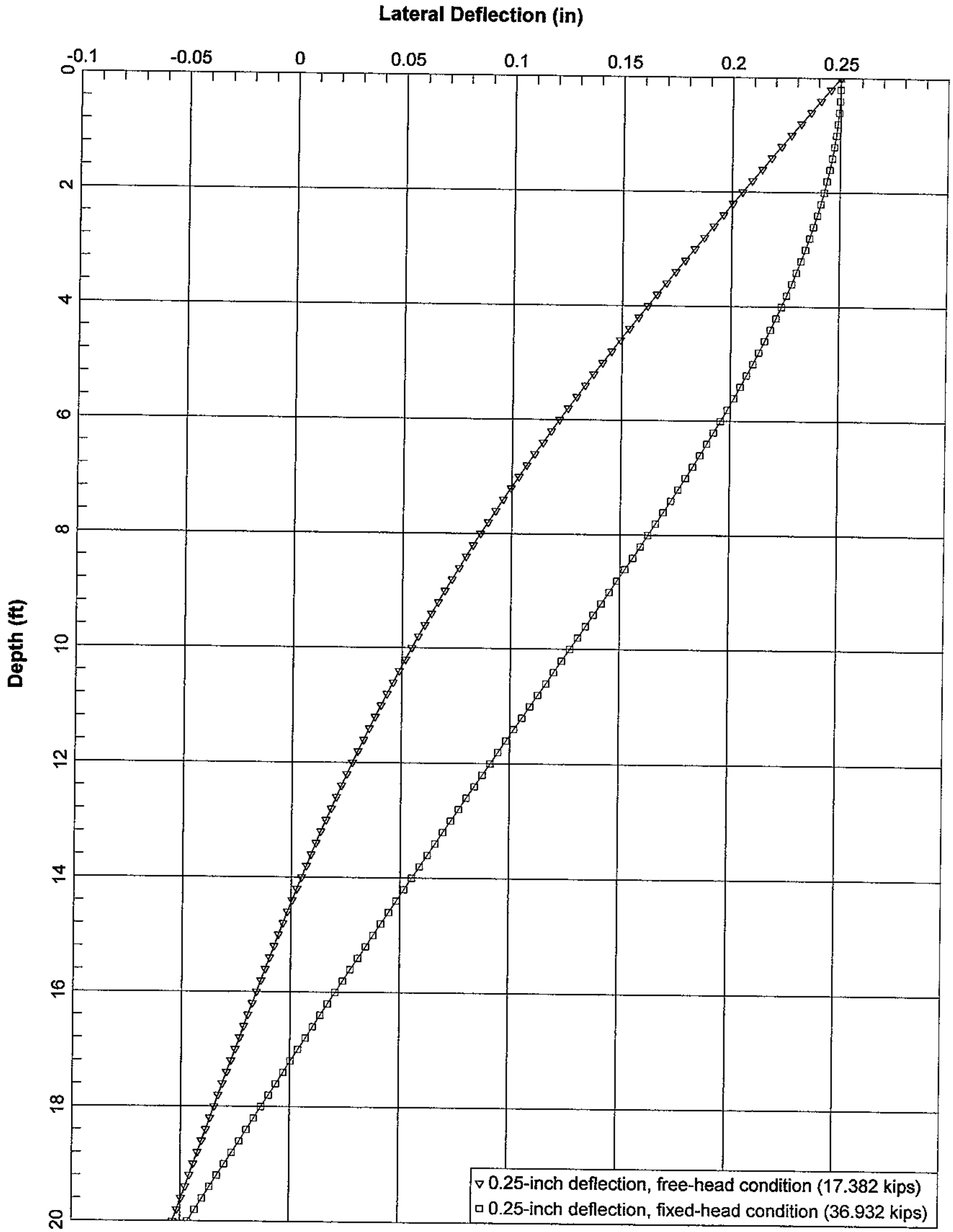
File No. 19645, UCLA, 24-inch diameter pile



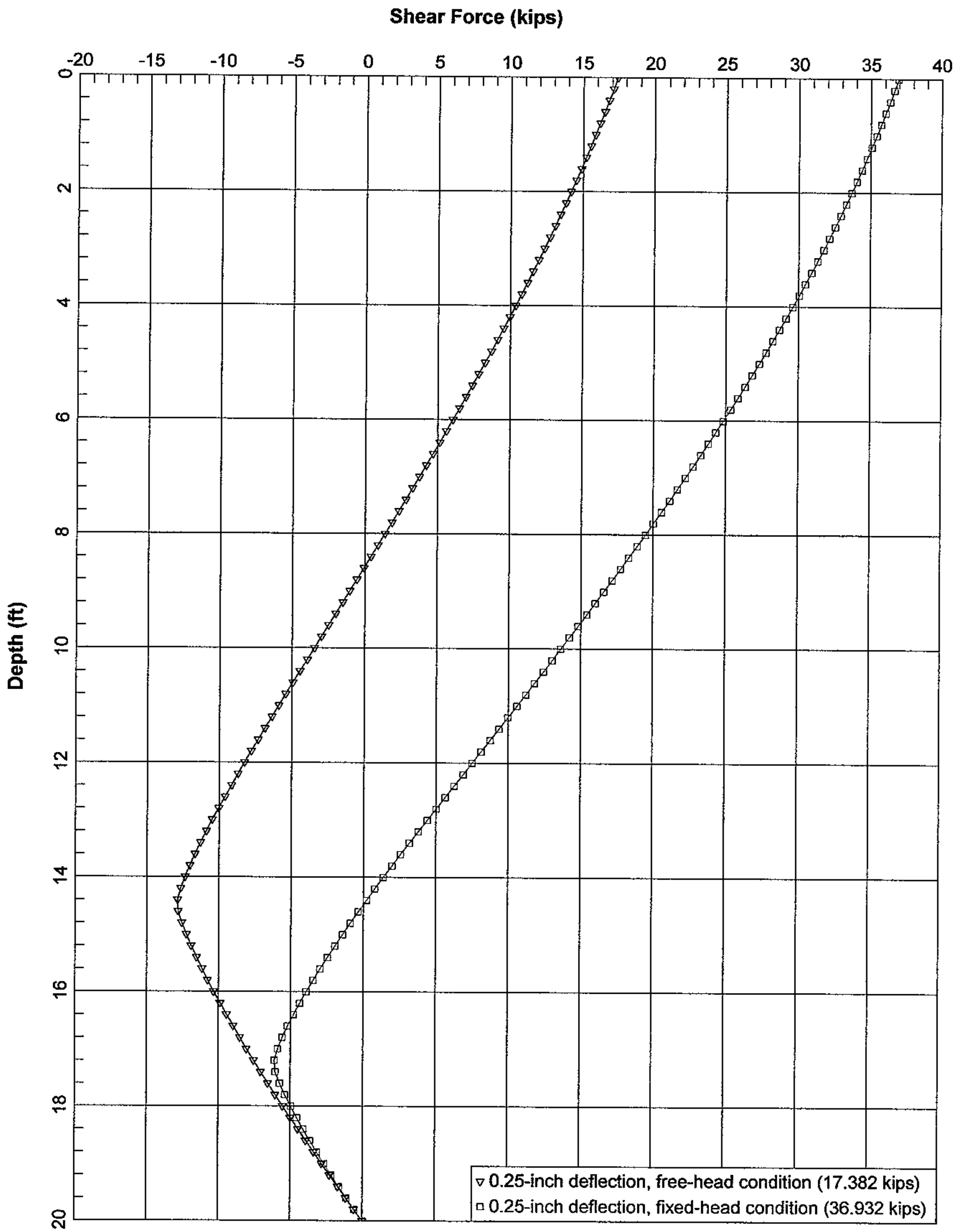
File No. 19645, UCLA, 24-inch diameter pile



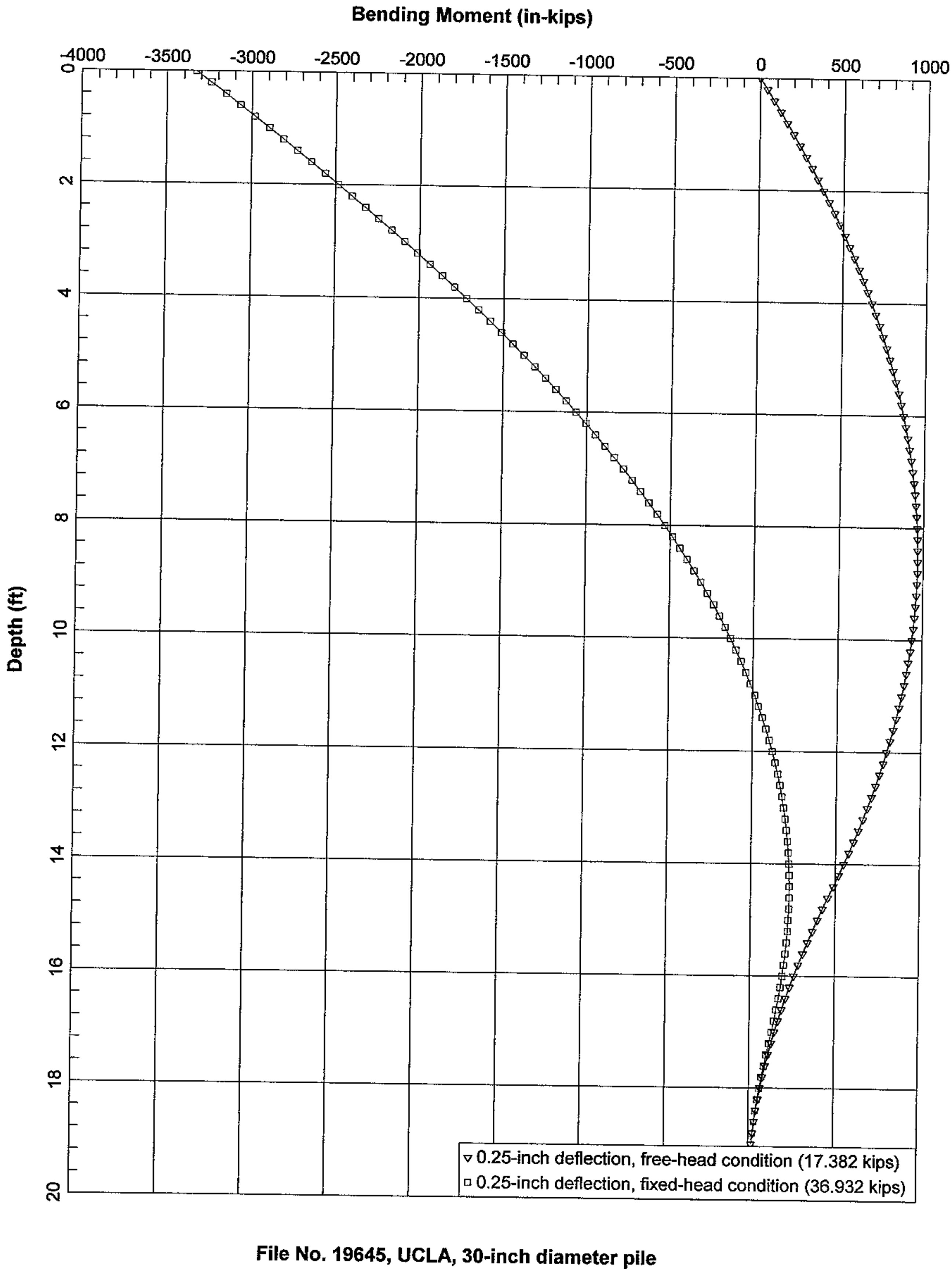
File No. 19645, UCLA, 24-inch diameter pile



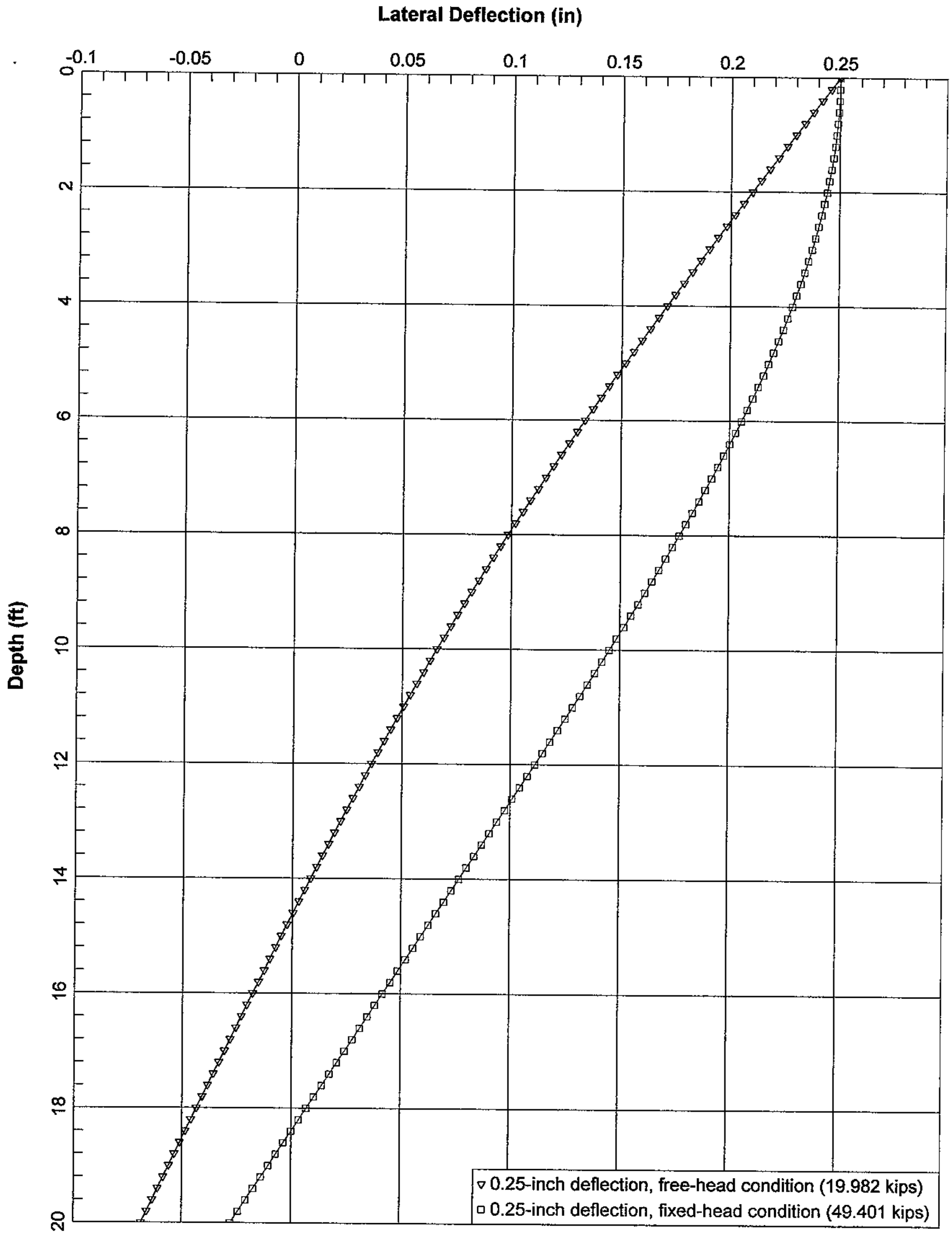
File No. 19645, UCLA, 30-inch diameter pile



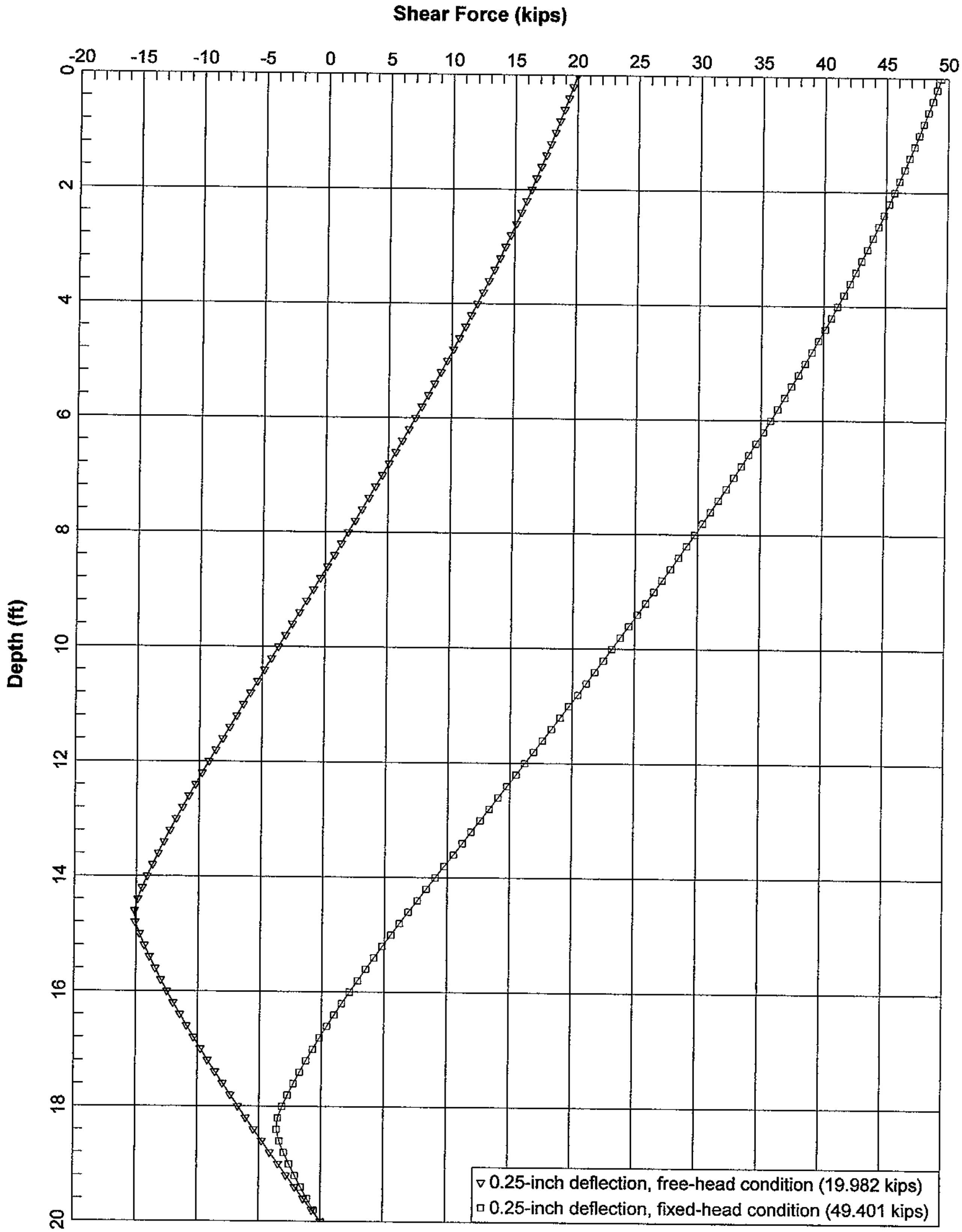
File No. 19645, UCLA, 30-inch diameter pile



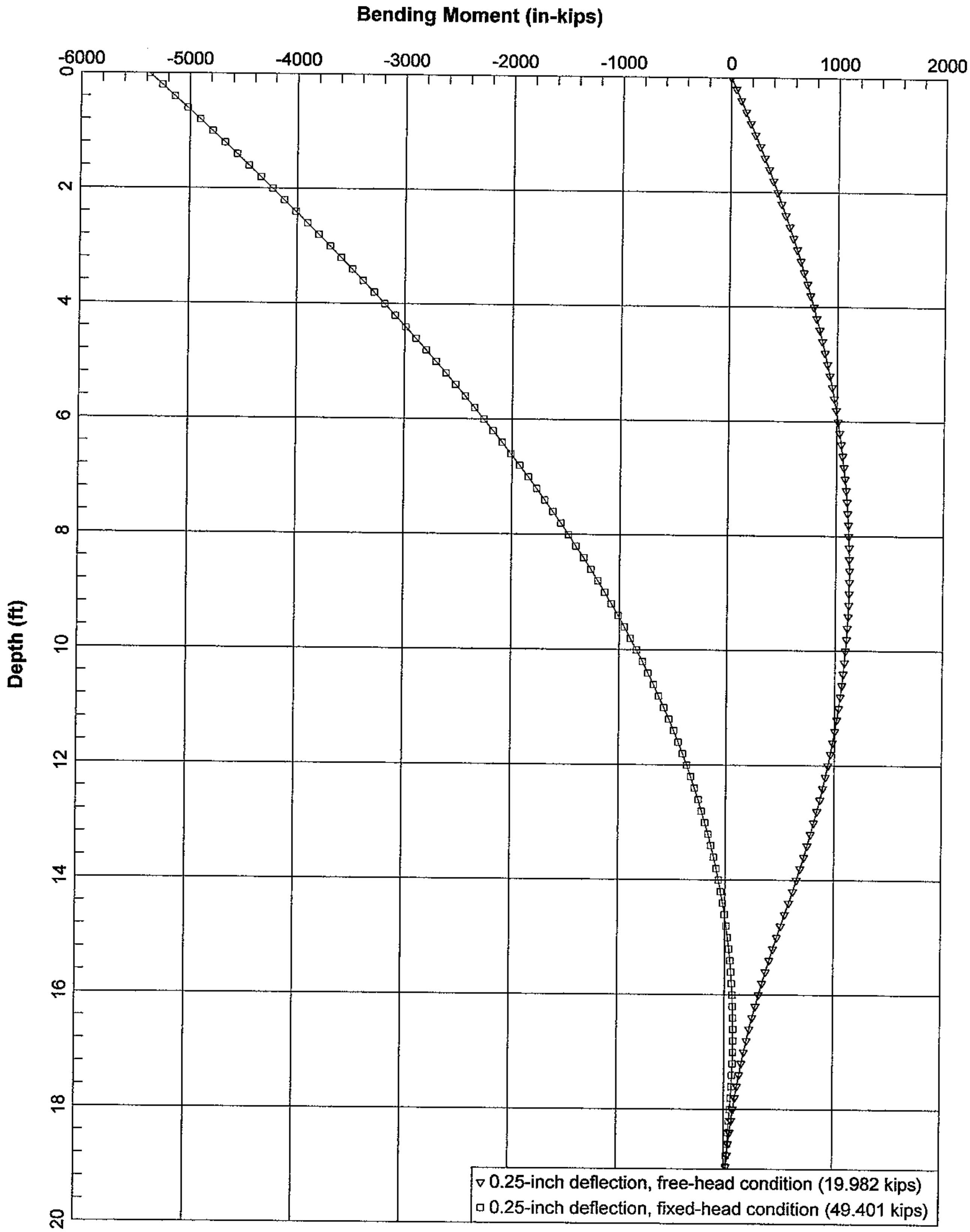
File No. 19645, UCLA, 30-inch diameter pile



File No. 18645, UCLA, 36-inch diameter pile



File No. 19645, UCLA, 36-inch diameter pile



File No. 19645, UCLA, 36-inch diameter pile

BORING LOG NUMBER 1

Drilling Date: 03/26/08 **Elevation: 478'**

Project: File No. 19645 **UCLA Capital Programs**

km

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: Bare Ground
				0		FILL: Silty Sand, yellowish-brown, moist, medium dense, fine grained, slight gravel
				1		
				2		
				3		
				4		
5	58 50/5"	10.9	119.2	5		gravel, moist, very dense, fine grained
				6		
7.5	26 50/5"	9.5	119.9	7		
				8		moist
				9		
10	24 50/6"	7.1	125.3	10		moist
				11		
12.5	77	8.7	121.2	12		
				13		moist
				14		
15	71	7.0	124.1	15		moist
				16		
17.5	50	10.6	127.8	17		
				18		Silty Sand with Gravel, yellowish-brown, moist, medium dense, fine grained
				19		slightly porous
20	43	6.3	122.6	20		moist
				21		
22.5	31 50/5"	7.4	109.4	22		
				23		moist
				24		
25	100/9"	8.2	118.4	25		yellowish-orange to yellowish-brown, moist, very dense, fine grained, gravel

GEOTECHNOLOGIES, INC.

Appendix F

Hazards and Hazardous Materials

Appendix F1

EDR Report Executive Summary

EDR® Environmental Data Resources Inc

The EDR Radius Map
with GeoCheck®

UCLA LRDP Amendment and NHIP
Charles E Young Drive West/Strathmore
Los Angeles, CA 90024

Inquiry Number: 2147363.1s

February 19, 2008

The Standard in Environmental Risk Information

440 Wheelers Farms Road
Milford, Connecticut 06461

Nationwide Customer Service

Telephone: 1-800-352-0050
Fax: 1-800-231-6802
Internet: www.edrnet.com

TABLE OF CONTENTS

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-05) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

CHARLES E YOUNG DRIVE WEST/STRATHMORE
LOS ANGELES, CA 90024

COORDINATES

Latitude (North):	34.068800 - 34˚ 4' 7.7''
Longitude (West):	118.448200 - 118˚ 26' 53.5''
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	366361.4
UTM Y (Meters):	3770536.0
Elevation:	381 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	34118-A4 BEVERLY HILLS, CA
Most Recent Revision:	1999

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

FEDERAL RECORDS

NPL	National Priority List
Proposed NPL	Proposed National Priority List Sites
Delisted NPL	National Priority List Deletions
NPL LIENS	Federal Superfund Liens
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CERC-NFRAP	CERCLIS No Further Remedial Action Planned
LIENS 2	CERCLA Lien Information
CORRACTS	Corrective Action Report
RCRA-TSDF	RCRA - Transporters, Storage and Disposal
RCRA-CESQG	RCRA - Conditionally Exempt Small Quantity Generator

EXECUTIVE SUMMARY

US ENG CONTROLS Engineering Controls Sites List
US INST CONTROL Sites with Institutional Controls
HMIRS Hazardous Materials Information Reporting System
DOT OPS Incident and Accident Data
US CDL Clandestine Drug Labs
US BROWNFIELDS A Listing of Brownfields Sites
DOD Department of Defense Sites
FUDS Formerly Used Defense Sites
LUCIS Land Use Control Information System
CONSENT Superfund (CERCLA) Consent Decrees
ROD Records Of Decision
UMTRA Uranium Mill Tailings Sites
DEBRIS REGION 9 Torres Martinez Reservation Illegal Dump Site Locations
ODI Open Dump Inventory
MINES Mines Master Index File
TRIS Toxic Chemical Release Inventory System
TSCA Toxic Substances Control Act
SSTS Section 7 Tracking Systems
PADS PCB Activity Database System
RADINFO Radiation Information Database
RAATS RCRA Administrative Action Tracking System

STATE AND LOCAL RECORDS

CA BOND EXP. PLAN Bond Expenditure Plan
SCH School Property Evaluation Program
Toxic Pits Toxic Pits Cleanup Act Sites
SWF/LF Solid Waste Information System
WMUDS/SWAT Waste Management Unit Database
SWRCY Recycler Database
SLIC Statewide SLIC Cases
AOCONCERN San Gabriel Valley Areas of Concern
AST Aboveground Petroleum Storage Tank Facilities
LIENS Environmental Liens Listing
Notify 65 Proposition 65 Records
LA Co. Site Mitigation Site Mitigation List
DEED Deed Restriction Listing
VCP Voluntary Cleanup Program Properties
WIP Well Investigation Program Case List
CDL Clandestine Drug Labs
EMI Emissions Inventory Data
HAULERS Registered Waste Tire Haulers Listing

TRIBAL RECORDS

INDIAN RESERV Indian Reservations
INDIAN LUST Leaking Underground Storage Tanks on Indian Land
INDIAN UST Underground Storage Tanks on Indian Land

EDR PROPRIETARY RECORDS

Manufactured Gas Plants EDR Proprietary Manufactured Gas Plants

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

EXECUTIVE SUMMARY

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

FEDERAL RECORDS

RCRA-LQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

A review of the RCRA-LQG list, as provided by EDR, and dated 09/11/2007 has revealed that there are 2 RCRA-LQG sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
UNIVERSITY OF CALIFORNIA, LOS	***405 HILGARD AVENUE***	***1/2 - 1 ENE***	***AM165***	***152***

Lower Elevation	Address	Dist / Dir	Map ID	Page
UCLA MEDICAL CENTER	10833 LE CONTE AVE	1/4 - 1/2 SE	R83	76

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 09/11/2007 has revealed that there are 13 RCRA-SQG sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
UNIVERSITY APARTMENTS	558 GLENROCK AVE	1/8 - 1/4 SW	B7	10
INTERNAL MEDICINE	***100 UCLA MEDICAL PLAZA***	***1/8 - 1/4 NE***	***C11***	***14***
WEST COAST SPINE INSTITUTE	***100 UCLA MEDICAL PLAZA***	***1/8 - 1/4 NE***	***C13***	***17***

Lower Elevation	Address	Dist / Dir	Map ID	Page
CHEVRON STATION NO 93100	***10984 LE CONTE AVE***	***1/4 - 1/2 S***	***K49***	***44***
SHELL SERVICE STATION	***900 GAYLEY / LE CONTE***	***1/4 - 1/2 S***	***L52***	***48***
HOME DEPOT USA INC HD 1051	10861 WEYBURN AVE	1/4 - 1/2 SSE	T87	81
LONDON CLEANERS	***1073 GAYLEY AVE***	***1/2 - 1 S***	***AB120***	***105***
PIP PRINTING	***1080 GLENDON AVE***	***1/2 - 1 SSE***	***AC124***	***115***
WESTWOOD CENTER	***1100 GLENDON AVE SUTIE***	***1/2 - 1 SSE***	***AE133***	***121***
SYSTEM ONE	***1105 GAYLEY AVE***	***1/2 - 1 S***	***AG141***	***129***
30 MIN FOTO QUICK	***1145 WESTWOOD BLVD***	***1/2 - 1 SSE***	***AL160***	***144***

EXECUTIVE SUMMARY

Lower Elevation	Address	Dist / Dir	Map ID	Page
FEILER BROS WILSHIRE CONDOS	***10580 WILSHIRE BLVD***	***1/2 - 1 ESE***	***BN310***	***303***
WESTWOOD ELECTRICAL	***1200 S SEPULVEDA BLVD***	***1/2 - 1 S***	***BO319***	***311***

RCRA-NonGen: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA-NonGen list, as provided by EDR, and dated 09/11/2007 has revealed that there are 2 RCRA-NonGen sites within approximately 1 mile of the target property.

Lower Elevation	Address	Dist / Dir	Map ID	Page
UNIV OF CA LOS ANGELES DENTAL	***10833 LE CONTE AVE RM10***	***1/4 - 1/2 SE***	***R79***	***70***
LA FIRE STATION 37	***1090 VETERAN AVE***	***1/2 - 1 S***	***AH143***	***131***

ERNS: The Emergency Response Notification System records and stores information on reported releases of oil and hazardous substances. The source of this database is the U.S. EPA.

A review of the ERNS list, as provided by EDR, and dated 12/31/2006 has revealed that there are 9 ERNS sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
741 CIRCLE DRIVE SOUTH FLEET S	741 CIRCLE DRIVE SOUTH	1/4 - 1/2 ESE	D20	21
FLEET SERVICES,741 CIRCLE DR S	FLEET SERVICES,741 CIRC	1/4 - 1/2 N	H27	28
FLEET SERVICE AREA, 741 CIRCLE	FLEET SERVICE AREA, 741	1/4 - 1/2 N	H28	28
401 LAND FAIR AVE	401 LAND FAIR AVE	1/4 - 1/2 WNW	32	30
10570 SUNSET BLVD	10570 SUNSET BLVD	1/2 - 1 NNE	AO183	192

Lower Elevation	Address	Dist / Dir	Map ID	Page
10943 WEYBURN AVE	10943 WEYBURN AVE	1/4 - 1/2 S	71	66
UNOCAL #1065, 1157 W. GAYLEY	UNOCAL #1065, 1157 W. G	1/2 - 1 SSE	AN172	178
BREA WELL B 15	BREA WELL B 15	1/2 - 1 SW	AX250	262
VA HOSPITAL 11301 WILSHIRE BLV	VA HOSPITAL 11301 WILSH	1/2 - 1 S	BC265	273

FTTS: FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act) over the previous five years. To maintain currency, EDR contacts the Agency on a quarterly basis.

A review of the FTTS list, as provided by EDR, and dated 01/15/2008 has revealed that there are 4 FTTS sites within approximately 1 mile of the target property.

Lower Elevation	Address	Dist / Dir	Map ID	Page
MR. CHRISTAL INC (DONALD CHRI	***1100 GLENDON AVE #1250***	***1/2 - 1 SSE***	***AE134***	***124***
UNIVERSITY OF CALIFORNIA LOS A	***10920 WILSHIRE BLVD***	***1/2 - 1 SSE***	***AP193***	***202***
ORGANICLEAN	***10877 WILSHIRE BLVD 12T***	***1/2 - 1 SSE***	***AS216***	***229***
ALTERNA INC	***10877 WILSHIRE BLVD***	***1/2 - 1 SSE***	***AS221***	***236***

EXECUTIVE SUMMARY

HIST FTTS: A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

A review of the HIST FTTS list, as provided by EDR, and dated 10/19/2006 has revealed that there are 4 HIST FTTS sites within approximately 1 mile of the target property.

Lower Elevation	Address	Dist / Dir	Map ID	Page
MR. CHRISTAL INC (DONALD CHRI	*1100 GLENDON AVE #1250*	*1/2 - 1 SSE*	*AE134*	*124*
UNIVERSITY OF CALIFORNIA LOS A	*10920 WILSHIRE BLVD*	*1/2 - 1 SSE*	*AP193*	*202*
ORGANICLEAN	*10877 WILSHIRE BLVD 12T*	*1/2 - 1 SSE*	*AS216*	*229*
ALTERNA INC	*10877 WILSHIRE BLVD*	*1/2 - 1 SSE*	*AS221*	*236*

ICIS: The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

A review of the ICIS list, as provided by EDR, and dated 07/27/2007 has revealed that there are 3 ICIS sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
UCLA MAIN CAMPUS	405 HILGARD AVE	1/2 - 1 ENE	AM170	176

Lower Elevation	Address	Dist / Dir	Map ID	Page
LUZ ENGINEERING CORP	924 WESTWOOD BLVD	1/4 - 1/2 SSE	O67	62
UNIVERSITY OF CALIFORNIA LOS A	10920 WILSHIRE BLVD	1/2 - 1 SSE	AP196	206

MLTS: The Material Licensing Tracking System is maintained by the Nuclear Regulatory Commission and contains a list fo approximately 8,100 sites which possess or use radioactive materials and are subject to NRC licensing requirements.

A review of the MLTS list, as provided by EDR, and dated 10/04/2007 has revealed that there is 1 MLTS site within approximately 1 mile of the target property.

Lower Elevation	Address	Dist / Dir	Map ID	Page
CALIFORNIA, UNIVERSITY OF	10833 LE CONTE AVENUE	1/4 - 1/2 SE	R82	76

FINDS: The Facility Index System contains both facility information and "pointers" to other sources of information that contain more detail. These include: RCRIS; Permit Compliance System (PCS); Aerometric Information Retrieval System (AIRS); FATES (FIFRA [Federal Insecticide Fungicide Rodenticide Act] and TSCA Enforcement System, FTTS [FIFRA/TSCA Tracking System]; CERCLIS; DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes); Federal Underground Injection Control (FURS); Federal Reporting Data System (FRDS); Surface Impoundments (SIA); TSCA Chemicals in Commerce Information System (CICS); PADS; RCRA-J (medical waste transporters/disposers); TRIS; and TSCA. The source of this database is the U.S. EPA/NTIS.

A review of the FINDS list, as provided by EDR, and dated 10/18/2007 has revealed that there are 27

EXECUTIVE SUMMARY

FINDS sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
INTERNAL MEDICINE	***100 UCLA MEDICAL PLAZA***	***1/8 - 1/4 NE***	***C11***	***14***
WEST COAST SPINE INSTITUTE	***100 UCLA MEDICAL PLAZA***	***1/8 - 1/4 NE***	***C13***	***17***
UNIVERSITY OF CALIFORNIA, LOS	***405 HILGARD AVENUE***	***1/2 - 1 ENE***	***AM165***	***152***
UCLA MAIN CAMPUS	405 HILGARD AVE	1/2 - 1 ENE	AM167	175

Lower Elevation	Address	Dist / Dir	Map ID	Page
CHEVRON STATION NO 93100	***10984 LE CONTE AVE***	***1/4 - 1/2 S***	***K49***	***44***
SHELL SERVICE STATION	***900 GAYLEY / LE CONTE***	***1/4 - 1/2 S***	***L52***	***48***
LUZ ENGINEERING CORP	924 WESTWOOD BLVD	1/4 - 1/2 SSE	O65	62
UNIV OF CA LOS ANGELES DENTAL	***10833 LE CONTE AVE RM10***	***1/4 - 1/2 SE***	***R79***	***70***
HOME DEPOT USA INC HD 1051	10861 WEYBURN AVE	1/4 - 1/2 SSE	T88	83
WESTWOOD MARQUIS HOTEL & GARDE	***930 HILGARD AVE.***	***1/2 - 1 SE***	***Z112***	***99***
LONDON CLEANERS	***1073 GAYLEY AVE***	***1/2 - 1 S***	***AB120***	***105***
PIP PRINTING	***1080 GLENDON AVE***	***1/2 - 1 SSE***	***AC124***	***115***
WESTWOOD CENTER	***1100 GLENDON AVE SUTIE***	***1/2 - 1 SSE***	***AE133***	***121***
MR. CHRISTAL INC (DONALD CHRI	***1100 GLENDON AVE #1250***	***1/2 - 1 SSE***	***AE134***	***124***
SYSTEM ONE	***1105 GAYLEY AVE***	***1/2 - 1 S***	***AG141***	***129***
LA FIRE STATION 37	***1090 VETERAN AVE***	***1/2 - 1 S***	***AH143***	***131***
CITY OF LA GENERAL SERVICES	1090 VETERAN AVE	1/2 - 1 S	AH147	136
30 MIN FOTO QUICK	***1145 WESTWOOD BLVD***	***1/2 - 1 SSE***	***AL160***	***144***
UNIVERSITY OF CALIFORNIA LOS A	***10920 WILSHIRE BLVD***	***1/2 - 1 SSE***	***AP193***	***202***
ORGANICLEAN	***10877 WILSHIRE BLVD 12T***	***1/2 - 1 SSE***	***AS216***	***229***
ALTERNA INC	***10877 WILSHIRE BLVD***	***1/2 - 1 SSE***	***AS221***	***236***
10960 PROPERTY CORPORATION	10960 WILSHIRE BOULEVAR	1/2 - 1 S	AT228	242
KAUFMAN & BROAD HOME CORP	10990 WILSHIRE BLVD	1/2 - 1 S	AV242	253
WARNER AVENUE ELEMENTARY	615 HOLMBY AVE.	1/2 - 1 E	BD272	276
FEILER BROS WILSHIRE CONDOS	***10580 WILSHIRE BLVD***	***1/2 - 1 ESE***	***BN310***	***303***
CALTRANS DISTRICT 7	1200 S SEPULVEDA BLVD	1/2 - 1 S	BO318	310
WESTWOOD ELECTRICAL	***1200 S SEPULVEDA BLVD***	***1/2 - 1 S***	***BO319***	***311***

STATE AND LOCAL RECORDS

HIST CAL-SITES: Formerly known as ASPIS, this database contains both known and potential hazardous substance sites. The source is the California Department of Toxic Substance Control. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

A review of the HIST Cal-Sites list, as provided by EDR, and dated 08/08/2005 has revealed that there is 1 HIST Cal-Sites site within approximately 1 mile of the target property.

Lower Elevation	Address	Dist / Dir	Map ID	Page
WILSHIRE WESTWOOD ASSOCIATES	***10936 WILSHIRE BOULEVAR***	***1/2 - 1 SSE***	***AR206***	***219***

WDS: California Water Resources Control Board - Waste Discharge System.

A review of the CA WDS list, as provided by EDR, and dated 06/19/2007 has revealed that there are 4 CA WDS sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
UC LOS ANGELES	405 HILGARD AVE	1/2 - 1 ENE	AM164	151

EXECUTIVE SUMMARY

Lower Elevation	Address	Dist / Dir	Map ID	Page
HIGH-RISE CONDOMINIUM	10808 WILSHIRE BLVD	1/2 - 1 SE	AY251	262
WILSHIRE OWNERS ASSOCIATION	10520 WILSHIRE BLVD	1/2 - 1 ESE	BK302	299
THE WILSHIRE CONDOS INC	***10580 WILSHIRE BLVD***	***1/2 - 1 ESE***	***BN312***	***306***

CORTESE: This database identifies public drinking water wells with detectable levels of contamination, hazardous substance sites selected for remedial action, sites with known toxic material identified through the abandoned site assessment program, sites with USTs having a reportable release and all solid waste disposal facilities from which there is known migration. The source is the California Environmental Protection Agency/Office of Emergency Information.

A review of the Cortese list, as provided by EDR, and dated 04/01/2001 has revealed that there are 10 Cortese sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
UCLA FLEET MAINTENANCE	***405 HILGARD AVE***	***1/2 - 1 ENE***	***AM161***	***147***
COMMERCIAL/RESIDENTIAL PROP.	***248 COMSTOCK AVE***	***1/2 - 1 NE***	***255***	***265***
PACIFIC HOLDING CO.	***10644 BELLAGIO RD***	***1/2 - 1 NNE***	***BF280***	***281***

Lower Elevation	Address	Dist / Dir	Map ID	Page
UCLA MEDICAL CENTER	***10833 LE CONTE***	***1/4 - 1/2 SE***	***39***	***35***
CHEVRON #9-3100	***10984 LE CONTE***	***1/4 - 1/2 S***	***K45***	***41***
SHELL #204-4530-4007	***900 GAYLEY AVE***	***1/4 - 1/2 S***	***L56***	***54***
TOSCO - 76 STATION #1065	***1157 GAYLEY AVE W***	***1/2 - 1 SSE***	***AN179***	***185***
HERTZ - WEST LA	10951 WILSHIRE BLVD	1/2 - 1 SSE	AR212	227
CENTER WEST	***10877 WILSHIRE BLVD***	***1/2 - 1 SSE***	***AS222***	***236***
MURDOCK PLAZA	10900 WILSHIRE	1/2 - 1 SSE	AW248	262

LUST: The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data come from the State Water Resources Control Board Leaking Underground Storage Tank Information System.

A review of the LUST list, as provided by EDR, and dated 01/07/2008 has revealed that there are 9 LUST sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
UCLA FLEET MAINTENANCE Facility Status: Case Closed	***405 HILGARD AVE***	***1/2 - 1 ENE***	***AM161***	***147***
COMMERCIAL/RESIDENTIAL PROP. Facility Status: Case Closed	***248 COMSTOCK AVE***	***1/2 - 1 NE***	***255***	***265***
PACIFIC HOLDING CO. Facility Status: Case Closed	***10644 BELLAGIO RD***	***1/2 - 1 NNE***	***BF280***	***281***

Lower Elevation	Address	Dist / Dir	Map ID	Page
UCLA MEDICAL CENTER Facility Status: Leak being confirmed	***10833 LE CONTE***	***1/4 - 1/2 SE***	***39***	***35***
SHELL #204-4530-4007 Facility Status: Pollution Characterization	***900 GAYLEY AVE***	***1/4 - 1/2 S***	***L56***	***54***
TOSCO - 76 STATION #1065 Facility Status: Preliminary site assessment underway	***1157 GAYLEY AVE W***	***1/2 - 1 SSE***	***AN179***	***185***

EXECUTIVE SUMMARY

Lower Elevation	Address	Dist / Dir		Map ID	Page
HERTZ - WEST LA	10951 WILSHIRE BLVD	1/2 - 1	SSE	AR209	223
Facility Status: Preliminary site assessment underway					
CENTER WEST	***10877 WILSHIRE BLVD***	***1/2 - 1***	***SSE***	***AS222***	***236***
Facility Status: Case Closed					
MURDOCK PLAZA	10900 WILSHIRE BLVD W	1/2 - 1	SSE	AW246	258
Facility Status: Case Closed					

CA FID: The Facility Inventory Database contains active and inactive underground storage tank locations. The source is the State Water Resource Control Board.

A review of the CA FID UST list, as provided by EDR, and dated 10/31/1994 has revealed that there are 38 CA FID UST sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Dist / Dir		Map ID	Page
FLEET SERVICES, CSB-I, ROOM 12	***741 S CIRCLE DR***	***1/4 - 1/2***	***ESE***	***F24***	***24***
CENTRAL STEAM PLANT	***710 S CIRCLE DR***	***1/4 - 1/2***	***ESE***	***F35***	***31***
UCLA	420 WESTWOOD PLZ	1/4 - 1/2	NE	I38	34
UNIVERSITY OF CALIFORNIA	***705 S CIRCLE DR***	***1/4 - 1/2***	***ESE***	***57***	***56***
UNK	***10701 SUNSET***	***1/4 - 1/2***	***NNE***	***72***	***66***
UNIVERSITY OF CAL. - LOS ANGEL	***801 HILGARD AVE***	***1/2 - 1***	***ESE***	***W99***	***90***
MARYMOUNT HIGH SCHOOL	***10643 W SUNSET BLVD***	***1/2 - 1***	***NNE***	***X107***	***95***
UNIVERSITY OF CALIFORNIA, LOS	***405 HILGARD AVENUE***	***1/2 - 1***	***ENE***	***AM165***	***152***
BEL-AIR COUNTRY CLUB	***10768 BELLAGIO RD***	***1/2 - 1***	***NNW***	***BA258***	***268***
DAVID H MURDOCK	10644 BELLAGIO RD	1/2 - 1	NNE	BF282	284

Lower Elevation	Address	Dist / Dir		Map ID	Page
UCLA AMBULATORY CARE COMPLEX	100 MEDICAL PZ	1/4 - 1/2	SSE	30	29
CHEVRON STATION #3100	***10984 LE CONTE AVE***	***1/4 - 1/2***	***S***	***K44***	***39***
R/S OIL COMPANY/C	***900 GAYLEY AVE***	***1/4 - 1/2***	***S***	***L55***	***53***
FACILITIES/HOSPITAL	10833 LE CONTE AVE	1/4 - 1/2	SE	R80	73
WARREN HALL	***900 VETERAN AVE***	***1/2 - 1***	***SSW***	***U93***	***86***
FACILITIES/REHABILITATION BLDG	***1000 VETERAN AVE***	***1/2 - 1***	***SSW***	***Y104***	***93***
WEST MEDICAL CAMPUS HEAT/COOL	***1020 VETERAN AVE***	***1/2 - 1***	***SSW***	***AA114***	***101***
UNIVERSITY CENTRAL OFFICE	***1041 TIVERTON AVE***	***1/2 - 1***	***SSE***	***AF137***	***125***
LOS ANGELES FIRE STATION 37	1090 VETERAN AVE	1/2 - 1	S	AH144	134
WESTWOOD TUNE-UP	***1155 GLENDON AVE***	***1/2 - 1***	***SSE***	***AK155***	***139***
SERVICE STATION 1065	***1157 W GAYLEY AVE***	***1/2 - 1***	***SSE***	***AN176***	***181***
TISHMAN MIDVALE	***10920 WILSHIRE BLVD***	***1/2 - 1***	***SSE***	***AP198***	***207***
WESTWOOD TUNE-UP	***10889 WILSHIRE BLVD***	***1/2 - 1***	***SSE***	***AQ204***	***217***
C L PECK	***10936 WILSHIRE BLVD***	***1/2 - 1***	***SSE***	***AR207***	***221***
HERTZ CORPORATION	***10951 WILSHIRE BLVD***	***1/2 - 1***	***SSE***	***AR210***	***225***
TISHMAN WEST MANAGEMENT CORP	***10880 WILSHIRE BLVD***	***1/2 - 1***	***SSE***	***AS218***	***232***
WILSHIRE GLENDON ASSOCIATES LT	***10877 WILSHIRE BLVD***	***1/2 - 1***	***SSE***	***AS224***	***239***
HINES INTERESTS	10960 WILSHIRE BLVD	1/2 - 1	S	AT229	242
WESTWOOD PLACE	***10866 WILSHIRE BLVD***	***1/2 - 1***	***SSE***	***AS236***	***248***
ONE WESTWOOD OFFICE BUILDING	***10990 WILSHIRE BLVD***	***1/2 - 1***	***S***	***AV240***	***251***
FREDERICK W FIELD	***10900 WILSHIRE BLVD***	***1/2 - 1***	***SSE***	***AW244***	***255***
LONGFORD CONDOMINIUM ASSOC	10790 WILSHIRE BLVD	1/2 - 1	SE	AZ256	267
PARK WILSHIRE LTD	***10720 WILSHIRE BLVD***	***1/2 - 1***	***SE***	***BE275***	***279***
LOS ANGELES NATIONAL CEMETERY	***950 S SEPULVEDA BLVD***	***1/2 - 1***	***S***	***BH295***	***293***
VILLAGE CAR WASH	***1360 WESTWOOD BLVD***	***1/2 - 1***	***SSE***	***BI298***	***295***
URBAN PACIFIC CORP	10520 WILSHIRE BLVD	1/2 - 1	ESE	BK303	299

EXECUTIVE SUMMARY

Lower Elevation	Address	Dist / Dir		Map ID	Page
THAYER LTD INC	10580 WILSHIRE BLVD	1/2 - 1	ESE	BN313	307
OVERLAND PLUR	***10490 WILSHIRE BLVD***	***1/2 - 1***	***ESE***	***BL317***	***309***

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the UST list, as provided by EDR, and dated 01/07/2008 has revealed that there are 30 UST sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Dist / Dir		Map ID	Page
UCLA AMBULATORY CARE COMPLEX	100 UCLA MEDICAL PLZ	1/8 - 1/4	NE	C14	18
UCLA	420 WESTWOOD PLZ	1/4 - 1/2	NE	I37	34
UCLA - KERKHOFF	308 WESTWOOD PLZ	1/4 - 1/2	NNE	I43	39
STATE OF CALIFORNIA	805 HILGARD AVE	1/2 - 1	ESE	W98	90
UNIVERSITY OF CAL.-LOS ANGELES	801 HILGARD AVE	1/2 - 1	ESE	W100	91
SO. REGIONAL LIBRARY @ UCLA	305 DE NEVE DR	1/2 - 1	NW	110	98
UNIV. OF CALIF LOS ANGELES	609 E CIRCLE DR	1/2 - 1	ENE	140	129
UCLA	405 HILGARD AVE	1/2 - 1	ENE	AM162	149
BEL-AIR COUNTRY CLUB	***10768 BELLAGIO RD***	***1/2 - 1***	***NNW***	***BA260***	***270***
DAVID H MURDOCK	***10644 BELLAGIO RD***	***1/2 - 1***	***NNE***	***BF281***	***284***

Lower Elevation	Address	Dist / Dir		Map ID	Page
REGENTS OF THE UNIV. OF CA.	200 UCLA MEDICAL PLZ	1/4 - 1/2	SSE	17	20
CHEVRON STATION #9-3100	10984 LE CONTE AVE	1/4 - 1/2	S	K46	43
SHELL OIL CO- ENVRMNT ANALYST	900 GAYLEY AVE	1/4 - 1/2	S	L53	52
FACILITIES/HOSPITAL	***10833 LE CONTE AVE***	***1/4 - 1/2***	***SE***	***R81***	***73***
GTE-UNIVERSITY C.O.	1041 TIVERTON AVE	1/2 - 1	SSE	AF136	125
LOS ANGELES FIRE STATION 37	***1090 VETERAN AVE***	***1/2 - 1***	***S***	***AH145***	***134***
TOSCO CORPORATION #30377	1157 GAYLEY AVE	1/2 - 1	SSE	AN174	179
REGENTS UCLA	10920 WILSHIRE BLVD	1/2 - 1	SSE	AP197	207
SWISS BANK CORP.	10960 WILSHIRE BLVD	1/2 - 1	S	AT230	242
WESTWOOD PLACE	***10866 WILSHIRE BLVD***	***1/2 - 1***	***SSE***	***AS235***	***247***
MURDOCK PLAZA	***10900 WILSHIRE BLVD***	***1/2 - 1***	***SSE***	***AW245***	***256***
LONGFORD CONDOMINIUM ASSOC	***10790 WILSHIRE BLVD***	***1/2 - 1***	***SE***	***AZ257***	***268***
VETERANS ADMINISTRATION	11301 WILSHIRE BLVD BLD	1/2 - 1	S	BC267	274
VETERAN ADMINISTRATION	11301 WILSHIRE BLVD BLD	1/2 - 1	S	BC268	274
VETERAN AFFAIRS	11301 WILSHIRE BLVD BLD	1/2 - 1	S	BC269	274
VETERANS ADMINISTRATION	11301 WILSHIRE BLVD BLD	1/2 - 1	S	BC270	275
PARK WILSHIRE LTD	10720 WILSHIRE BLVD	1/2 - 1	SE	BE276	279
URBAN PACIFIC CORP	***10520 WILSHIRE BLVD***	***1/2 - 1***	***ESE***	***BK304***	***300***
THAYER LTD INC	***10580 WILSHIRE BLVD***	***1/2 - 1***	***ESE***	***BN314***	***307***
BRESLOW DEVEL CORP	10490 WILSHIRE BLVD	1/2 - 1	ESE	BL315	308

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 21 HIST UST sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Dist / Dir		Map ID	Page
FLEET SERVICES, CSB-I, ROOM 12	741 CIRCLE DR S	1/4 - 1/2	ESE	D21	22

EXECUTIVE SUMMARY

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
CENTRAL STEAM PLANT	710 CIRCLE DR S	1/4 - 1/2 ESE	D29	28
FACILITIES/PARKING STRUCTURE #	555 WESTWOOD PLZ	1/4 - 1/2 NNE	I42	39
SAWTELLE PRESSURE BREAK	10673 W SUNSET BLVD	1/2 - 1 NNE	X102	92
MARYMOUNT HIGH SCHOOL	10643 SUNSET BLVD	1/2 - 1 NNE	X109	98
DEPARTMENT OF CHEMISTRY	405 HILGARD AVE	1/2 - 1 ENE	AM166	174
MIRA HERSHEY HALL	405 HILGARD AVE	1/2 - 1 ENE	AM169	176

Lower Elevation	Address	Dist / Dir	Map ID	Page
93100	10984 LE CONTE	1/4 - 1/2 S	K47	43
R&S OIL COMPANY	900 GAYLEY AVE	1/4 - 1/2 S	L54	52
FACILITIES/HOSPITAL	***10833 LE CONTE AVE***	***1/4 - 1/2 SE***	***R81***	***73***
WARREN HALL	900 VETERAN AVE	1/2 - 1 SSW	U92	86
FACILITIES/REHABILITATION BLDG	***1000 VETERAN AVE***	***1/2 - 1 SSW***	***Y103***	***92***
WEST MEDICAL CAMPUS HEAT/COOL	1020 VETERAN AVE	1/2 - 1 SSW	AA113	101
FIRE STATION 37	1090 VETERAN AVE	1/2 - 1 S	AH146	135
WESTWOOD TUNE-UP	1155 GLENDON AVE	1/2 - 1 SSE	AK154	138
SERVICE STATION 1065	***1157 W GAYLEY AVE***	***1/2 - 1 SSE***	***AN176***	***181***
UNION OIL SERVICE STATION LEAS	1157 GAYLEY AVE	1/2 - 1 SSE	AN177	184
WESTWOOD TUNE-UP	10889 WILSHIRE BLVD	1/2 - 1 SSE	AQ205	218
HERTZ CORPORATION	10951 WILSHIRE BLVD	1/2 - 1 SSE	AR211	226
LOS ANGELES NATIONAL CEMETERY	950 S SEPULVEDA BLVD	1/2 - 1 S	BH293	291
VILLAGE CAR WASH	1360 WESTWOOD BLVD	1/2 - 1 SSE	BI297	295

SWEEPS: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1980's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there are 39 SWEEPS UST sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
FLEET SERVICES, CSB-I, ROOM 12	***741 S CIRCLE DR***	***1/4 - 1/2 ESE***	***F24***	***24***
CENTRAL STEAM PLANT	***710 S CIRCLE DR***	***1/4 - 1/2 ESE***	***F35***	***31***
UNIVERSITY OF CALIFORNIA	***705 S CIRCLE DR***	***1/4 - 1/2 ESE***	***57***	***56***
UNK	***10701 SUNSET***	***1/4 - 1/2 NNE***	***72***	***66***
STATE OF CALIFORNIA	805 HILGARD ST	1/2 - 1 ESE	W97	90
UNIVERSITY OF CAL. - LOS ANGEL	***801 HILGARD AVE***	***1/2 - 1 ESE***	***W99***	***90***
MARYMOUNT HIGH SCHOOL	***10643 W SUNSET BLVD***	***1/2 - 1 NNE***	***X107***	***95***
UNIVERSITY OF CALIFORNIA, LOS	***405 HILGARD AVENUE***	***1/2 - 1 ENE***	***AM165***	***152***
BEL-AIR COUNTRY CLUB	***10768 BELLAGIO RD***	***1/2 - 1 NNW***	***BA260***	***270***
DAVID H MURDOCK	***10644 BELLAGIO RD***	***1/2 - 1 NNE***	***BF281***	***284***

Lower Elevation	Address	Dist / Dir	Map ID	Page
CHEVRON STATION #3100	***10984 LE CONTE AVE***	***1/4 - 1/2 S***	***K44***	***39***
R/S OIL COMPANY/C	***900 GAYLEY AVE***	***1/4 - 1/2 S***	***L55***	***53***
FACILITIES/HOSPITAL	***10833 LE CONTE AVE***	***1/4 - 1/2 SE***	***R81***	***73***
WARREN HALL	***900 VETERAN AVE***	***1/2 - 1 SSW***	***U93***	***86***
FACILITIES/REHABILITATION BLDG	***1000 VETERAN AVE***	***1/2 - 1 SSW***	***Y104***	***93***
WEST MEDICAL CAMPUS HEAT/COOL	***1020 VETERAN AVE***	***1/2 - 1 SSW***	***AA114***	***101***
UNIVERSITY OF CALIFORNIA LA	1060 VETERAN AVE	1/2 - 1 S	132	121
UNIVERSITY CENTRAL OFFICE	***1041 TIVERTON AVE***	***1/2 - 1 SSE***	***AF137***	***125***

EXECUTIVE SUMMARY

Lower Elevation	Address	Dist / Dir		Map ID	Page
LOS ANGELES FIRE STATION 37	***1090 VETERAN AVE***	***1/2 - 1***	***S***	***AH145***	***134***
WESTWOOD TUNE-UP	***1155 GLENDON AVE***	***1/2 - 1***	***SSE***	***AK155***	***139***
SERVICE STATION 1065	***1157 W GAYLEY AVE***	***1/2 - 1***	***SSE***	***AN176***	***181***
TISHMAN MIDVALE	***10920 WILSHIRE BLVD***	***1/2 - 1***	***SSE***	***AP198***	***207***
WESTWOOD TUNE-UP	***10889 WILSHIRE BLVD***	***1/2 - 1***	***SSE***	***AQ204***	***217***
C L PECK	***10936 WILSHIRE BLVD***	***1/2 - 1***	***SSE***	***AR207***	***221***
HERTZ CORPORATION	***10951 WILSHIRE BLVD***	***1/2 - 1***	***SSE***	***AR210***	***225***
HERTZ CORP	10951 WILSHIRE BLVD	1/2 - 1	SSE	AR214	227
TISHMAN WEST MANAGEMENT CORP	***10880 WILSHIRE BLVD***	***1/2 - 1***	***SSE***	***AS218***	***232***
WILSHIRE GLENDON ASSOCIATES LT	***10877 WILSHIRE BLVD***	***1/2 - 1***	***SSE***	***AS224***	***239***
HINES INTERESTS	10960 WILSHIRE BLVD 222	1/2 - 1	S	AT227	241
WESTWOOD PLACE	***10866 WILSHIRE BLVD***	***1/2 - 1***	***SSE***	***AS235***	***247***
ONE WESTWOOD OFFICE BUILDING	***10990 WILSHIRE BLVD***	***1/2 - 1***	***S***	***AV240***	***251***
FREDERICK W FIELD	***10900 WILSHIRE BLVD***	***1/2 - 1***	***SSE***	***AW244***	***255***
LONGFORD CONDOMINIUM ASSOC	***10790 WILSHIRE BLVD***	***1/2 - 1***	***SE***	***AZ257***	***268***
PARK WILSHIRE LTD	***10720 WILSHIRE BLVD***	***1/2 - 1***	***SE***	***BE275***	***279***
LOS ANGELES NATIONAL CEMETERY	***950 S SEPULVEDA BLVD***	***1/2 - 1***	***S***	***BH295***	***293***
VILLAGE CAR WASH	***1360 WESTWOOD BLVD***	***1/2 - 1***	***SSE***	***BI298***	***295***
URBAN PACIFIC CORP	***10520 WILSHIRE BLVD***	***1/2 - 1***	***ESE***	***BK304***	***300***
THAYER LTD INC	***10580 WILSHIRE BLVD***	***1/2 - 1***	***ESE***	***BN314***	***307***
OVERLAND PLUR	***10490 WILSHIRE BLVD***	***1/2 - 1***	***ESE***	***BL317***	***309***

CHMIRS: The California Hazardous Material Incident Report System contains information on reported hazardous material incidents, i.e., accidental releases or spills. The source is the California Office of Emergency Services.

A review of the CHMIRS list, as provided by EDR, and dated 12/31/2005 has revealed that there are 8 CHMIRS sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Dist / Dir		Map ID	Page
Not reported Date Completed: 19-JUN-91	UCLA BUILDING 39 B	1/8 - 1/4	ENE	5	8
Not reported	606 LEVERING STREET	1/4 - 1/2	WSW	36	33
Not reported	10570 SUNSET BLVD, NEXT	1/2 - 1	NNE	AO182	191
Not reported	10768 BELLAGIO RD.	1/2 - 1	NNW	BA261	271
Not reported	10950 BELLAGIO RD	1/2 - 1	NNW	274	277
Not reported	10976 BELLAGIO ROAD, O	1/2 - 1	NNW	288	287

Lower Elevation	Address	Dist / Dir		Map ID	Page
Not reported	951 WESTWOOD BLVD	1/4 - 1/2	SSE	O69	64
TOSCO - 76 STATION #1065	***1157 GAYLEY AVE W***	***1/2 - 1***	***SSE***	***AN179***	***185***

DRYCLEANERS: A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaners' agents; linen supply; coin-operated laundries and cleaning; drycleaning plants except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

A review of the CLEANERS list, as provided by EDR, and dated 07/31/2007 has revealed that there are 2 CLEANERS sites within approximately 1 mile of the target property.

EXECUTIVE SUMMARY

Lower Elevation	Address	Dist / Dir	Map ID	Page
LONDON CLEANERS	***1073 GAYLEY AVE***	***1/2 - 1 S***	***AB120***	***105***
RITZ DRY CLEANERS	***1074 GAYLEY***	***1/2 - 1 S***	***AB123***	***112***

HMS: Los Angeles County Industrial Waste and Underground Storage Tank Sites.

A review of the LOS ANGELES CO. HMS list, as provided by EDR, and dated 11/29/2007 has revealed that there is 1 LOS ANGELES CO. HMS site within approximately 1 mile of the target property.

Lower Elevation	Address	Dist / Dir	Map ID	Page
HERTZ CORP	10951 W WILSHIRE BLVD	1/2 - 1 SSE	AR213	227

RESPONSE: Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

A review of the RESPONSE list, as provided by EDR, and dated 11/27/2007 has revealed that there is 1 RESPONSE site within approximately 1 mile of the target property.

Lower Elevation	Address	Dist / Dir	Map ID	Page
WILSHIRE WESTWOOD ASSOCIATES	***10936 WILSHIRE BOULEVAR***	***1/2 - 1 SSE***	***AR206***	***219***

HAZNET: The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000-1,000,000 annually, representing approximately 350,000-500,000 shipments. Data from non-California manifests & continuation sheets are not included at the present time. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, & disposal method. The source is the Department of Toxic Substance Control is the agency

A review of the HAZNET list, as provided by EDR, and dated 12/31/2006 has revealed that there are 177 HAZNET sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
1X PHI KAPPA SIGMA HOUSING COR	10938 STRATHMORE DRIVE	1/8 - 1/4 SW	1	6
UNIV COOPERATIVE HOUSING ASSOC	500 LANDFAIR AVE	1/8 - 1/4 W	2	6
UNIVERSITY APARTMENTS	558 GLENROCK AVE	1/8 - 1/4 SW	B6	10
UCLA/LANDFAIR APARTMENT	558 GLENROCK AVE	1/8 - 1/4 SW	B8	11
UCLA	564 GLENROCK	1/8 - 1/4 SW	B9	12
ROY A MEALS MD INC	SUITE 305 100 UCLA MED	1/8 - 1/4 NE	C10	12
UNIVERSITY SPINE ASSOCIATES	100 UCLA MEDICAL PLAZA	1/8 - 1/4 NE	C12	15
UNIVERSITY CARDIOVASCULAR	100 UCLA MEDICAL PLAZA	1/4 - 1/2 NE	C15	18
JOHN WEISS	655 LEVERING	1/4 - 1/2 SW	16	20
VILLAGE HOUSE CONDOMINIUM HOME	11044 OPHIR DR	1/4 - 1/2 W	18	20
UCLA MED CENTER	480 GAYLEY ST	1/4 - 1/2 WNW	19	21
PARSONS ENERGY & CHEMICALS GRO	721 CIRCLE DR SOUTH	1/4 - 1/2 ESE	D25	26
ONYX HOLDINGS INC	11023 STRATHMORE DR	1/4 - 1/2 SSW	G26	27
UCLA LIFE SCIENCES BUILDING	731 CHARLES YOUNG DR S	1/4 - 1/2 ESE	D31	29
TILDEN STUDY CENTER	11024 STRATHMORE DR	1/4 - 1/2 SSW	G33	30
DELTA-NU CHAPTER OF KAPPA SIGM	11024 STRATHMORE DR	1/4 - 1/2 SSW	G34	30
PARSONS ENERGY & CHEMICALS GRO	721 CHARLES E YOUNG DR	1/4 - 1/2 ESE	J40	37
PARSONS ENERGY & CHEMICALS GRO	721 CHARLES E YOUNG DR	1/4 - 1/2 ESE	J41	38
UCLA MEDICAL CENTER	650 CIRCLE DR SOUTH	1/4 - 1/2 ESE	64	61

EXECUTIVE SUMMARY

Equal/Higher Elevation	Address	Dist / Dir		Map ID	Page
ADVANCE ELEVATOR INC	618 CHARLES E YOUNG DR	1/4 - 1/2	E	75	68
ALPHA EPSILON PHI	632 HILGARD AVE	1/2 - 1	E	101	91
MARYMOUNT HIGH SCHOOL	10643 SUNSET BLVD	1/2 - 1	NNE	X108	96
THE LOS ANGELES HILLEL COUNCIL	574 HILGARD AVE	1/2 - 1	ENE	116	103
YALE UNIVERSITY	520 SO SEPULVEDA	1/2 - 1	WSW	157	142
MARY WHITE	555 PERUGIA WAY	1/2 - 1	N	159	143
UNIVERSITY OF CALIFORNIA-LOS A	405 HILGARD AVE	1/2 - 1	ENE	AM163	149
UNIVERSITY OF CALIFORNIA, LOS	***405 HILGARD AVENUE***	***1/2 - 1***	***ENE***	***AM165***	***152***
UCLA/FOWLER MUSEUM OF CULTURAL	405 HILGARD AVE	1/2 - 1	ENE	AM168	175
UNIVERSITY OF CALIFORNIA-LA	405 HILGARD AVE	1/2 - 1	ENE	AM171	177
JOAN REAL ESTATE INC	220 BENTLEY CIRCLE	1/2 - 1	NW	184	192
BEL AIR COUNTRY CLUB	10768 BELLAGIO ROAD	1/2 - 1	NNW	BA259	269
BARBARA COPELAND	223 N GLENROY	1/2 - 1	NW	289	289
UCLA ENVIRONMENT HEALTH SAFETY	626 SIENA WAY	1/2 - 1	N	292	291
DOUG’S TUG INC	222 WOODRUFF AVENUE	1/2 - 1	NE	300	297
MALIBU COLONY BEACH TRUST	671 SIENA WAY	1/2 - 1	N	308	302

Lower Elevation	Address	Dist / Dir		Map ID	Page
MILLAR ELEVATOR COMPANY	641 LANDFAIR	1/8 - 1/4	S	A3	7
UCLA	641 LANDFAIR	1/8 - 1/4	S	A4	8
CLUB CALIFORNIA APT	10982 ROEBLING AVE	1/4 - 1/2	SSW	E22	23
WESTWOOD COMMONS LLC	10982 ROEBLING AVE	1/4 - 1/2	SSW	E23	23
CHEVRON #9-3100	***10984 LE CONTE***	***1/4 - 1/2***	***S***	***K45***	***41***
CHEVRON 93100	10984 LE CONTE AVE	1/4 - 1/2	S	K48	44
CHEVRON STATION NO 93100	***10984 LE CONTE AVE***	***1/4 - 1/2***	***S***	***K49***	***44***
UCLA / ENVIRONMENT HEALTH & SA	885 LEVERING AVE	1/4 - 1/2	S	50	47
SHELL	900 GAYLEY	1/4 - 1/2	S	L51	47
SHELL SERVICE STATION	***900 GAYLEY / LE CONTE***	***1/4 - 1/2***	***S***	***L52***	***48***
1X THREE-S PROPERTIES	939 BROXTON	1/4 - 1/2	S	M58	58
GEFFEN PLAYHOUSE INC	10886 LECONTE AVE	1/4 - 1/2	SSE	N59	59
UCLA	10886 LE CONTE AVE	1/4 - 1/2	SSE	N60	60
COPYMAT	923 WESTWOOD BLVD	1/4 - 1/2	SSE	O61	60
VILLAGE PHOTO	929 WESTWOOD BLVD	1/4 - 1/2	SSE	O62	60
VILLAGE 1-HR	929 WESTWOOD BLVD	1/4 - 1/2	SSE	O63	61
CALIFORNIA STATE TEACHERS RETI	924 WESTWOOD BLVD	1/4 - 1/2	SSE	O66	62
WESTWOOD PLAZA_TRUST CO OF THE	***924 WESTWOOD BLVD***	***1/4 - 1/2***	***SSE***	***O68***	***63***
THE VILLAGE THEATRE	961 BROXTON AVE	1/4 - 1/2	S	M70	66
L B PROPERTY MANAGEMENT	10917 WEYBURN	1/4 - 1/2	SSE	P73	67
PICK FAMILY TRUST C/O LB PROP	10911 WEYBURN	1/4 - 1/2	SSE	P74	68
CVS PHARMACY	1001 WESTWOOD BLVD	1/4 - 1/2	SSE	Q76	69
WESTWOOD PROMENADE	1001 WESTWOOD BLVD	1/4 - 1/2	SSE	Q77	69
DUESENBERG INVESTMENT CO	1000 WESTWOOD BLVD	1/4 - 1/2	SSE	Q78	70
UNIV OF CA LOS ANGELES DENTAL	***10833 LE CONTE AVE RM10***	***1/4 - 1/2***	***SE***	***R79***	***70***
WESTWOOD VILLAGE CHIROPRACTIC	1015 GAYLEY AVE	1/4 - 1/2	S	S84	79
HOME DEPOT STORE #1051	10861 WEYBURN AVE UNIT	1/4 - 1/2	SSE	T85	80
WESTWOOD HORIZONS TRUST	947 TIVERTON AVE	1/4 - 1/2	SE	R86	81
CO MADISON MARQUETTE RETAIL SR	10861 WEYBURN AVE	1/4 - 1/2	SSE	T89	83
TIVERTON APARTMENTS	952 TIVERTON AVE	1/4 - 1/2	SE	R90	85
VERIZON CALIFORNIA INC	1045 BROXTON AVE	1/4 - 1/2	SSE	91	85
MARK A COLLONS DDS, INC	1033 GAYLEY AVE STE 10	1/2 - 1	S	S94	87
PAUL BECKSTEAD DDS	1033 GAYLEY AVE, #102	1/2 - 1	S	V95	88
WESTWOOD PROF BLDG	1033 GAYLEY AVE	1/2 - 1	S	V96	89
FACILITIES/REHABILITATION BLDG	***1000 VETERAN AVE***	***1/2 - 1***	***SSW***	***Y103***	***92***
CYTOGENETIC REHAB BUILDING	1000 VETERAN AVE	1/2 - 1	SSW	Y105	94
1X WESTWOOD MARQUIS HOTEL	930 HILLGUARD	1/2 - 1	SE	Z106	95

EXECUTIVE SUMMARY

Lower Elevation	Address	Dist / Dir		Map ID	Page
WESTWOOD MARQUIS	930 HILLGUARD AVE	1/2 - 1	SE	Z111	98
JAKOSKY TRUST	1063 GAYLEY AVE	1/2 - 1	S	AB115	103
CASDEN PROPERTIES LLC	1067 GLENDEN AVE	1/2 - 1	SSE	AC117	104
HELENS CYCLES	1071 GAYLEY AVE	1/2 - 1	S	AB118	104
CASDEN GLENDON LLC	1070 GLENDON AVE	1/2 - 1	SSE	AC119	105
LONDON CLEANERS	***1073 GAYLEY AVE***	***1/2 - 1***	***S***	***AB120***	***105***
UCLA - ENVIRONMENT HEALTH & SA	1072 GAYLEY	1/2 - 1	S	AB121	109
PICK FAMILY TRUST	1072 GAYLEY AVE	1/2 - 1	S	AB122	111
RITZ DRY CLEANERS	***1074 GAYLEY***	***1/2 - 1***	***S***	***AB123***	***112***
MARIA HERSHOVIC	1095 BROXTON	1/2 - 1	SSE	AD125	116
WESTWOOD DOME PARTNERS	1099 WESTWOOD BLVD	1/2 - 1	SSE	AD126	116
THRIFTY PAYLESS DRUGS	1101 WESTWOOD BLVD	1/2 - 1	SSE	AD127	117
RITE AID #5433	1101 WESTWOOD BLVD	1/2 - 1	SSE	AD128	118
PARK WESTWOOD TOWER HOA	969 HILGARD AVE	1/2 - 1	SE	129	119
UCLA ENVIRONMENT HEALTH & SAFE	10845 WEYBURN AVE	1/2 - 1	SE	130	120
WELLS FARGO BANK	10925 KINROSS AVE	1/2 - 1	SSE	AD131	120
WESTWOOD CENTER	***1100 GLENDON AVE SUTIE***	***1/2 - 1***	***SSE***	***AE133***	***121***
JOGOPULOS CHIROPRACTIC CENTER	1100 GLENDON AVE	1/2 - 1	SSE	AE135	125
VERIZON	***1041 TIVERTON***	***1/2 - 1***	***SSE***	***AF138***	***126***
FLEET AND TRANSIT SERVICES	10960 KINROSS AVE	1/2 - 1	S	AG139	128
SYSTEM ONE	***1105 GAYLEY AVE***	***1/2 - 1***	***S***	***AG141***	***129***
SYSTEM ONE	1105 GAYLEY AVENUE	1/2 - 1	S	AG142	131
LA FIRE STATION 37	***1090 VETERAN AVE***	***1/2 - 1***	***S***	***AH143***	***131***
THE ITALIAN CONSULATE	1023 HILGARD AVENUE	1/2 - 1	SE	148	136
30 MINUTE FOTO QUICK	1144 WESTWOOD BLVD	1/2 - 1	SSE	AI149	136
CINAMERICA THEATRES	10925 LINDBROOK DRIVE	1/2 - 1	SSE	AJ150	137
VILLA WESTWOOD ASSOCIATES	10920 LINDBROOK AVE	1/2 - 1	SSE	AI151	137
ALPHA GRAPHICS	10910 LINDBROOK DR	1/2 - 1	SSE	152	138
MANN THEATRES	10887 LINDBROOK DR	1/2 - 1	SSE	AK153	138
TOSCO CORPORATION, STATION #30	1157 W GAYLE AVE	1/2 - 1	SSE	AJ156	140
TERI ANN GIBSON DDS	10845 LINDBROOK DRIVE	1/2 - 1	SSE	158	142
30 MIN FOTO QUICK	***1145 WESTWOOD BLVD***	***1/2 - 1***	***SSE***	***AL160***	***144***
JOHN FAWCETT UNION #2	1157 GAYLEY AVE	1/2 - 1	SSE	AN173	178
UNOCAL SVC STA #1065	1157 W GAYLEY AVE	1/2 - 1	SSE	AN175	179
CONOCO PHILLIPS #251065	1157 W GAYLEY AVE	1/2 - 1	SSE	AN178	184
FOX PHOTO INC	1161 WESTWOOD BLVD	1/2 - 1	SSE	AL180	189
WOLF CAMERA #05017	1165 WESTWOOD BLVD	1/2 - 1	SSE	AL181	190
DR DENISE GALANTER DDS	10921 WILSHIRE BLVD SUI	1/2 - 1	SSE	AP185	194
THE WESTWOOD MEDICAL PLAZA LP	10921 WILSHIRE BLVD STE	1/2 - 1	SSE	AP186	195
DONALD J ESLICK DDS	10921 WILSHIRE BLVD SUI	1/2 - 1	SSE	AP187	197
ALAN ROBERTS MD INC	10921 WILSHIRE BLVD STE	1/2 - 1	SSE	AP188	197
SUSAN GORAN DDS	10921 WILSHIRE BLVD STE	1/2 - 1	SSE	AP189	198
WEST WOOD PEDIATRIC DENTAL GRO	10921 WILSHIRE BLVD STE	1/2 - 1	SSE	AP190	200
LABEX CORPORATION	10921 WILSHIRE BL. SUIT	1/2 - 1	SSE	AP191	201
WASHINGTON MUTUAL	10901 WILSHIRE BLVD	1/2 - 1	SSE	AP192	202
TRACY GOLDEN DMD	10921 WILSHIRE BLVD	1/2 - 1	SSE	AP194	203
MULLER COMPANY WW WESTWOOD LP	10921 WILSHIRE BLVD	1/2 - 1	SSE	AP195	205
TISHMAN MIDVALE_VENTURE	***10920 WILSHIRE BLVD***	***1/2 - 1***	***SSE***	***AP199***	***208***
TOMAS ANDERKVIST DDS	10921 WILSHIRE BLVD #11	1/2 - 1	SSE	AP200	211
EDWARD M LEHRNER DDS	10921 WILSHIRE BLVD	1/2 - 1	SSE	AP201	213
OXY WESTWOOD CORPORATION	10889 WILSHIRE BLVD,#10	1/2 - 1	SSE	AQ202	214
OCCIDENTAL PETROLEUM CORP	10889 WILSHIRE BLVD STE	1/2 - 1	SSE	AQ203	215
EQUITY OFFICE LP	10940 WILSHIRE BLVD	1/2 - 1	SSE	AR208	222
TISHMAN SPEYER	***10940 WILSHIRE BLVD***	***1/2 - 1***	***SSE***	***AR215***	***228***
WILSHIRE WEST PLAZA	10880 WILSHIRE BLVD	1/2 - 1	SSE	AS217	230
TISHMAN WEST MANAGEMENT CORP	***10880 WILSHIRE BLVD***	***1/2 - 1***	***SSE***	***AS218***	***232***

EXECUTIVE SUMMARY

Lower Elevation	Address	Dist / Dir		Map ID	Page
EQUITY OFFICE	10880 WILSHIRE BLVD	1/2 - 1	SSE	AS219	233
EQUITY OFFICE PROP MANAGEMENT	10880 WILSHIRE BLVD	1/2 - 1	SSE	AS220	234
CALIFORNIA SUN CARE	10877 WILSHIRE BLVD	1/2 - 1	SSE	AS223	239
OPPENHEIMER	10880 WILSHIRE BLVD	1/2 - 1	SSE	AS225	240
BEACON PROPERTIES LP	10880 WILSHIRE BLVD	1/2 - 1	SSE	AS226	240
SABIN PLAZA	10960 WILSHIRE BLVD	1/2 - 1	S	AT231	243
BEACON PROPERTIES LP	10960 WILSHIRE BLVD	1/2 - 1	S	AT232	243
EQUITY OFFICE PROPERTIES	10960 WILSHIRE BLVD	1/2 - 1	S	AT233	244
TISHMAN WEST MANAGEMENT CORP	10960 WILSHIRE BLVD	1/2 - 1	S	AT234	246
AVCO CENTER	10850 WILSHIRE BLVD STE	1/2 - 1	SSE	AU237	249
AVCO CENTER CORP	10850 WILSHIRE BLVD	1/2 - 1	SSE	AU238	250
DOUGLAS EMMETT & COMPANY	10990 WILSHIRE BLVD	1/2 - 1	S	AV239	251
LASALLE PARTNERS CORP	10990 WILSHIRE BLVD	1/2 - 1	S	AV241	252
GENERAL SERVICES ADMINISTRATIO	11000 WILSHIRE BLVD	1/2 - 1	S	AV243	254
MURDOCK PLAZA	***10900 WILSHIRE BLVD***	***1/2 - 1***	***SSE***	***AW245***	***256***
PM REALISTATE GROUP INC	10900 WILSHIRE BLVD. SU	1/2 - 1	SSE	AW247	260
UNIVERSITY BIBLE CHURCH	10801 WILSHIRE BLVD	1/2 - 1	SE	AY252	263
AMERICANA GLENDALE INC	1201 MALCOM AVE	1/2 - 1	SE	AY253	264
WEBCOR BUILDERS	10800 WILSHIRE BLVD	1/2 - 1	SE	AY254	264
DFK CORPORATION	10777 WILSHIRE	1/2 - 1	SE	BB262	272
WILSHIRE CARLYLE PARTNERS LLC	10776 WILSHIRE BLVD	1/2 - 1	SE	BB263	273
WOODBRIDGE CAPITAL LLC	10776 WILSHIRE BLVD	1/2 - 1	SE	BB264	273
VETERAN ADMIN BLDG	11301 WILSHIRE BLDG 114	1/2 - 1	S	BC266	274
MILLAR ELEVATOR	11301 WILSHIRE BLVD BL	1/2 - 1	S	BC271	275
LAUSD/ WARNER AVE	615 HOLMBY AVE	1/2 - 1	E	BD273	277
DOUBLE TREE HOTEL, INC	10740 WILSHIRE BLVD	1/2 - 1	SE	BE277	280
DOUBLETREE	10741 WILSHIRE BLVD	1/2 - 1	SE	BE278	281
1267 VETERAN AVE APARTMENTS LP	1260 VETERAN AVE	1/2 - 1	S	279	281
JAMES UDALLA	1301 WESTWOOD BLVD	1/2 - 1	SSE	BG283	285
WELLWORTH REGENCY	10960 WELLWORTH AVE	1/2 - 1	SSE	284	285
SAV-ON #9576	10889 WELLWORTH AVE	1/2 - 1	SSE	BG285	286
CVS PHARMACY # 9576	10889 WELLWORTH AVE	1/2 - 1	SSE	BG286	287
REALTY AMERICAN GROUP	10704 WILSHIRE BLVD	1/2 - 1	SE	287	287
HABIBI PROPERTIES	10817 WELLWORTH AVE	1/2 - 1	SSE	290	289
NATIONAL GENETICS INSTITUTE	1333 WESTWOOD BLVD	1/2 - 1	SSE	291	290
L A NATIONAL CEMERTARY INC	950 S SEPULVEDA BLVD	1/2 - 1	S	BH294	292
LOS ANGELES NATIONAL CEMETERY	***950 S SEPULVEDA BLVD***	***1/2 - 1***	***S***	***BH295***	***293***
BORDERS BOOKS & MUSIC	1360 WESTWOOD BLVD	1/2 - 1	SSE	BI296	294
RED BULL CONSTRUCTION INC	10601 WILSHIRE BLVD	1/2 - 1	ESE	BJ299	297
THE DORCHESTER	10520 WILSHIRE BLVD	1/2 - 1	ESE	BK301	298
WILSHIRE REGENTS	10501 WILSHIRE	1/2 - 1	ESE	BL305	300
WILSHIRE WESTWOOD	10530-40 WILSHIRE BLVD.	1/2 - 1	ESE	306	301
THE HOTEL DE CAPRI	10587 WILSHIRE BLVD	1/2 - 1	ESE	BJ307	302
MCQUAY	10535 WILSHIRE	1/2 - 1	ESE	BM309	303
FEILER BROS WILSHIRE CONDOS	***10580 WILSHIRE BLVD***	***1/2 - 1***	***ESE***	***BN310***	***303***
TEN FIVE SIXTY WILSHIRE CONDO	10560 WILSHIRE BLVD	1/2 - 1	ESE	BM311	306
THE WILSHIRE CONDOS INC	***10580 WILSHIRE BLVD***	***1/2 - 1***	***ESE***	***BN312***	***306***
THE BLAIR HOUSE	10490 WILSHIRE BLVD	1/2 - 1	ESE	BL316	308
7-ELEVEN STORES #16226	1400 WESTWOOD AVE	1/2 - 1	SSE	320	312

EXECUTIVE SUMMARY

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the ENVIROSTOR list, as provided by EDR, and dated 11/27/2007 has revealed that there is 1 ENVIROSTOR site within approximately 1 mile of the target property.

Lower Elevation	Address	Dist / Dir	Map ID	Page
WILSHIRE WESTWOOD ASSOCIATES Facility Status: Certified	***10936 WILSHIRE BOULEVAR***	***1/2 - 1 SSE***	***AR206***	***219***

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped:

Site Name	Database(s)
UC LOS ANGELES	FTTS
UC LOS ANGELES	FTTS
HOMESAFE, INC.	FTTS
UC LOS ANGELES	HIST FTTS
UC LOS ANGELES	HIST FTTS
VEH STOP @ SO ON HWY 5/N OF ST	CDL
UCLA CO-GENERATION FACILITY	LUST, Cortese
CHEVRON #9-7748 (FORMER)	LUST
CHEVRON #9-3100	LUST
UNOCAL #5275	LUST
WARREN HALL	HIST UST
BREIT BURN ENERGY CO SAWTELLE LEAS	HAZNET
EUGENE KOH	HAZNET
ZACH LINDSAY	HAZNET
BARNARD TRANSPORTATION	HAZNET
UNOCAL SO CAL. DIV. PIPE LINE	HAZNET
LYDIA YU	HAZNET
TRAVIS BARR	HAZNET
KORDA CONSTRUCTION	HAZNET
1X MOUNTAINS RECRTN & CONCV AUTHOR	HAZNET
PACIFIC RIM TRANSPORTATION INC	HAZNET
UCLA	HAZNET
MILES JAPANESE AUTO REPAIR	HAZNET
MILES JAPANESE AUTO REPAIR	HAZNET
CVS PHARMACY # 9766	HAZNET
SUSANNE L TERNOVSKY DDS DENTAL OFF	HAZNET
WELLSLY MANOR CORP	HAZNET
SODEXHO	HAZNET
VETERAN ADMIN BLDG	HAZNET
BEACON PROPERTY LP	HAZNET
GENERAL SERVICES ADMINISTRATION	HAZNET
OXY WESTWOOD CORPORATION	HAZNET
RAMIN SHABTAIE DDS INC	HAZNET
FEDERAL BLDG/GENERAL SERVICES ADMI	HAZNET
WESTWOOD PEDIATRIC DENTAL GROUP	HAZNET
WOODSIDE DENTAL	HAZNET
UCLA PHYSICS DEPT	HAZNET
MARTIN CHAIANG	HAZNET
PETROS SAKKIS	HAZNET
SHELL OIL #204-2928-0538	LOS ANGELES CO. HMS

Appendix F2

Clarification Table

CLARIFICATION TABLE
HAZARDOUS MATERIALS LOCATIONS

(This information updates, verifies, and/or corrects the information presented in the 2008 EDR Report)

Location	Address	Comments
Resource Conservation and Recovery Act Database		
UCLA	405 Hilgard Avenue	This is the general address for the UCLA campus; UCLA generates, stores, treats, and/or disposes of hazardous wastes in compliance with all applicable federal and State laws.
West Coast Spine Institute	100 UCLA Medical Plaza	100 UCLA Medical Plaza is owned and operated by a private developer.
Internal Medicine	100 UCLA Medical Plaza	100 UCLA Medical Plaza is owned and operated by a private developer.
741 Charles E. Young Drive South	741 Charles E. Young Drive South	These underground storage tanks (USTs) were remediated and replaced in 1993.
Cortese List		
UCLA Fleet Maintenance	405 Hilgard Avenue	While this is the general address for the UCLA campus, it is assumed to refer to the USTs located at 741 Charles E. Young Drive South, which was remediated and replaced in 1993.
UCLA Medical Center	10833 Le Conte Avenue	These USTs were removed in 1998.
UCLA Fleet Service Garage	741 Charles E. Young Drive South	These underground storage tanks (USTs) were remediated and replaced in 1993.
Leaking Underground Storage Tank Incident Report		
UCLA Fleet Service Garage	741 Charles E. Young Drive South	These underground storage tanks (USTs) were remediated and replaced in 1993.
UCLA Fleet Maintenance	405 Hilgard Avenue	While this is the general address for the UCLA campus, it is assumed to refer to the USTs located at 741 Charles E. Young Drive South, which was remediated and replaced in 1993.
UCLA Fleet Maintenance	405 Hilgard Avenue	While this is the general address for the UCLA campus, it is assumed to refer to the USTs located at 741 Charles E. Young Drive South, which was remediated and replaced in 1993.
UCLA Medical Center	10833 Le Conte Avenue	These USTs were removed in 1998.
Underground Storage Tank Database		
Fleet Services	721 Charles E. Young Drive South	This site contains three USTs that were remediated and replaced in 1993 (one waste oil and two gasoline).
UCLA Chiller/Cogeneration	741 Charles E. Young Drive South	This site contains three USTs (three diesel).
UCLA-Ackerman	308 Westwood Plaza	This site contains one UST (diesel).
UCLA-Kerkhoff	308 Westwood Plaza	This site contains one UST (diesel).
UCLA	420 Westwood Plaza	This site contains one UST (diesel).
State of California	805 Hilgard Avenue	This UST was removed in 1993.
UCLA (Mira Hershey Hall)	801 Hilgard Avenue	This UST was filled with LAFD approval and in accordance with all applicable code requirements in 1990.
Southern Regional Library	305 De Neve Drive	This site contains one UST (diesel).
UCLA	405 Hilgard Avenue	This is the general address for the UCLA campus, and it is assumed to refer to all USTs located on campus.

HAZARDOUS MATERIALS LOCATIONS
(Continued)

Location	Address	Comments
Facilities Hospital	10833 Le Conte Avenue	This site contains two USTs (diesel); in addition, four USTs were removed from this site in 1998.
Young Hall	609 Charles E. Young Drive East	This site contains one UST (diesel).
Medical Plaza	200 Medical Plaza	This site contains one UST (diesel).
Gonda Building	695 Charles E. Young Drive South	This site contains one UST (diesel).
Boetler Hall	580 Portola Plaza	This site contains one UST (diesel).
Central Steam Plant	710 Charles E. Young Drive South	One UST was filled with LAFD approval and in accordance with all applicable code requirements and five USTs were removed from this site in 1995.
Western Medical Stream Plant	1020 Veteran Avenue	Three USTs were removed from this site prior to 1990.
Rehabilitation Building	1000 Veteran Avenue	One UST was removed from this site prior to 1990.
Parking Structure 8	555 Westwood Plaza	One UST was removed from this site prior to 1990.
Dykstra Hall	401 Charles E. Yung Drive West	One UST was removed from this site in 1990.
Facility Inventory Database		
Fleet Services	741 Charles E. Young Drive South	These underground storage tanks (USTs) were remediated and replaced in 1993.
Central Steam Plant		One UST was filled with LAFD approval and in accordance with all applicable code requirements and five USTs were removed from this site in 1995.
University of California	705 Charles E. Young Drive South	This is the general site of the cogeneration building. There is no actual building on campus with this address.
UCLA	420 Westwood Plaza	This is the general site of the cogeneration building. There is no actual building on campus with this address.
University of Cal – Los Angeles	801 Hilgard Avenue	This UST was filled in 1990.
University of California Los Angeles	405 Hilgard Avenue	This is the general address for the UCLA campus, and it is assumed to refer to all USTs located on campus.
University Central Office	1041 Tiverton Avenue	This is an off-campus location.
Historical UST Registered Database		
Fleet Services	741 Charles E. Young Drive South	These underground storage tanks (USTs) were remediated and replaced in 1993.
Central Steam Plant		One UST was filled with LAFD approval and in accordance with all applicable code requirements and five USTs were removed from this site in 1995.
Parking Structure 8	555 Westwood Plaza	One UST was removed from this site prior to 1990.
Mira Hershey Hall	405 Hilgard Avenue	This UST was filled with LAFD approval and in accordance with all applicable code requirements in 1990.
Department of Chemistry	405 Hilgard Avenue	This site contains one UST (diesel).
Warren Hall	900 Veteran Avenue	Current campus records indicate that there are no USTs on this site.

HAZARDOUS MATERIALS LOCATIONS
(Continued)

Location	Address	Comments
Facilities Hospital	10833 Le Conte Avenue	This site contains two USTs (diesel); in addition, four USTs were removed from this site in 1998.
Facilities/Rehabilitation Building	1000 Veteran Avenue	One UST was removed from this site Prior to 1990.
West Medical Campus Heat/Cool (Steam Plant)	1020 Veteran Avenue	Three USTs were removed from this site prior to 1990.
Facility Index System		
West Coast Spine Institute	100 UCLA Medical Plaza	100 UCLA Medical Plaza is owned and operated by a private developer.
Internal Medicine	100 UCLA Medical Plaza	100 UCLA Medical Plaza is owned and operated by a private developer.
UCLA	405 Hilgard Avenue	This is the general address for the UCLA campus; UCLA generates, stores, treats, and/or disposes of hazardous wastes in compliance with all applicable federal and State laws.
University of CA Los Angeles Dental	10833 Le Conte Avenue	UCLA generates, stores, treats, and/or disposes of hazardous wastes in compliance with all applicable federal and State laws at this location.
University of California Los Angeles	10920 Wilshire Boulevard	This is an off-campus location.
Material Licensing Tracking System		
California, University of	10833 Le Conte Avenue	UCLA uses radioactive materials in compliance with all applicable federal and State laws at this location.
FTTS		
No listing for UCLA		
State of Local ASTM Supplemental		
No listing for UCLA		
Waste Discharge System		
University of California Los Angeles	405 Hilgard Avenue	This is the general address for the UCLA campus, but the entry likely refers to on-campus construction dewatering.
Haznet Database		
Parsons Energy & Chemicals	721 Charles E. Young Drive South	This is the cogeneration facility, which receives and/or disposes of hazardous materials.
UCLA Medical Center	650 Charles E. Young Drive South	This is the hospital, which receives and/or disposes of hazardous materials
Advanced Elevator (Life Sciences Bldg.)	618 Charles E. Young Drive South	The precise type of hazardous materials received by, or disposed of, at this location is unknown.
UCLA/Environmental Health and Safety	885 Levering Avenue	It is assumed that this entry refers to the previous disposal of asbestos as part of seismic remediation activities.
University of CA Los Angeles Dental	10833 Le Conte Avenue	This is the hospital, which receives and/or disposes of hazardous materials.
Facilities/Rehabilitation Building	1000 Veteran Avenue	This is the rehabilitation building, which receives and/or disposes of hazardous materials.
Note: In September of 1998 Circle Drive was renamed Charles E. Young Drive in recognition of Chancellor Young's contributions to the University.		

Appendix G

Hydrology Report

HYDROLOGY REPORT
FOR
UCLA – Campus Housing Infill

Los Angeles, CA

September 29, 2008

Prepared For:

Pfeiffer Partners Architects, Inc.

Prepared By:

RBF CONSULTING

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Job No. 10-105651

TABLE OF CONTENTS

INTRODUCTION

HYDROLOGY

LIST OF FIGURES

APPENDICES

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SECTION 1: INTRODUCTION

A. Preface

The purpose of this report is to study the existing and proposed hydrology for the Northwest Campus Housing Infill project and to determine, what, if any, storm drain improvements are necessary.

B. Project Description

The proposed Northwest Campus Housing Infill project is located within the UCLA campus (see Figures 1& 2). The site is approximately 6.7 acres, and includes undeveloped vegetated areas, buildings, sidewalks, and streets. The project site is bounded to the north by Covel Commons, to the east by Drake Stadium, to the south by De Neve Commons and Gayley Avenue, and to the west by Rieber Hall/Rieber Dining and its associated open space. The project will include four residence halls, and a commons building consisting of student dining, meeting rooms, housing maintenance facilities and a small fitness center.

Figure 1: Vicinity Map

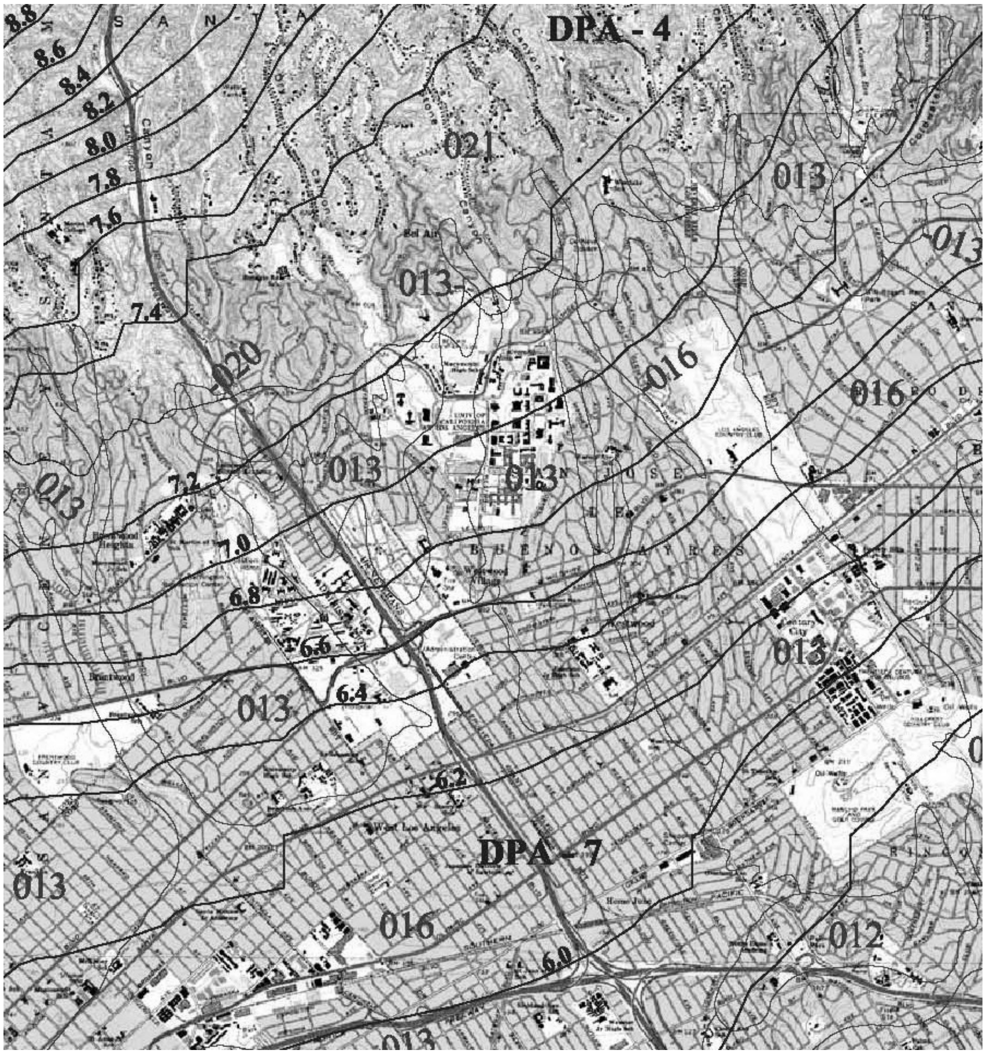
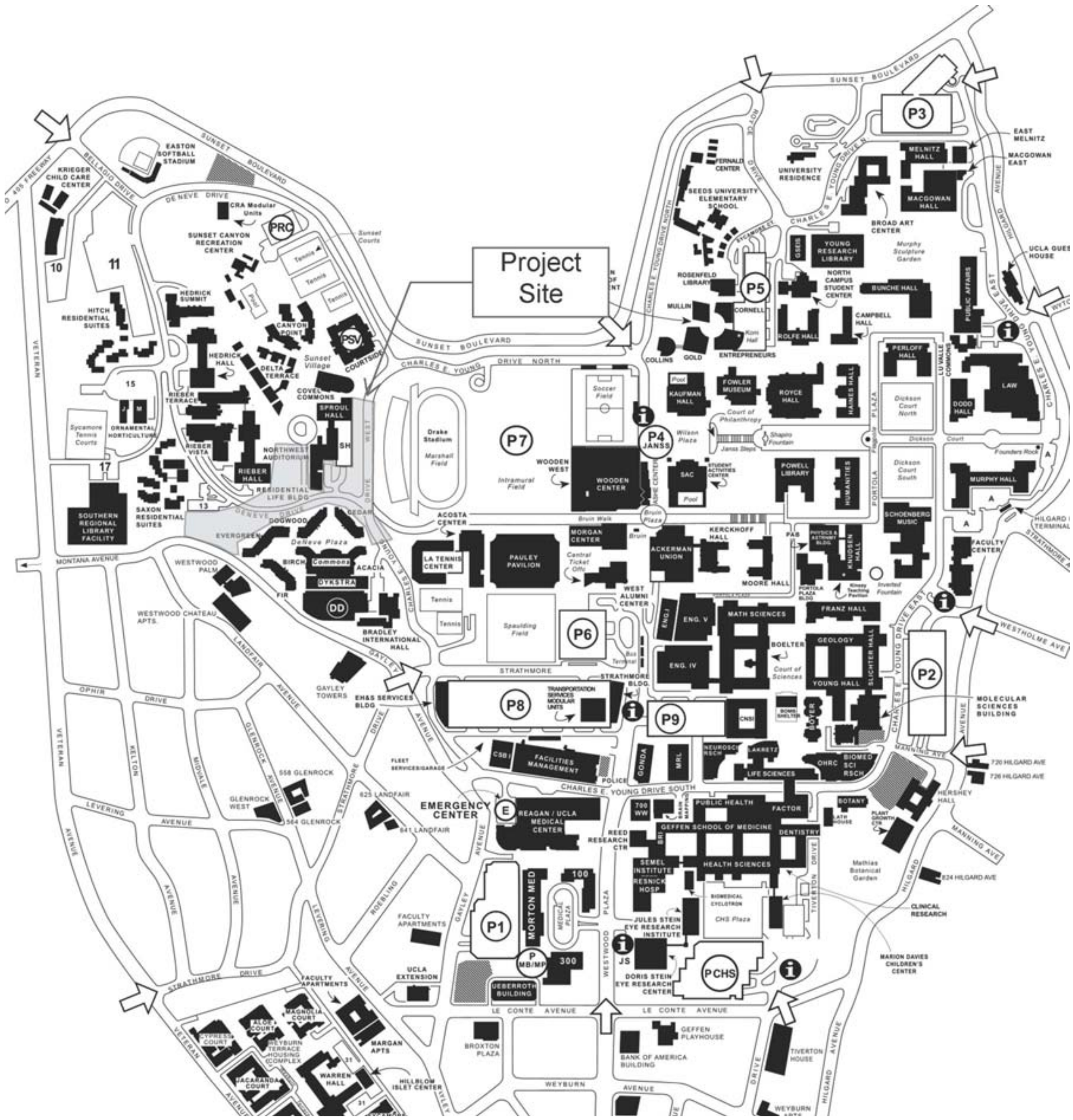


Figure 2: Location Map



C. Existing Conditions

The project site consists primarily of landscaped areas with some concrete pedestrian walks. In addition, the site includes an existing loading dock/service area and a three story building with parking, both of which will be removed as part of this project. Charles Young Drive West and De Neve Drive intersect the project site. The site is located within the Los Angeles County Coastal Watershed and has a Soil Number of 13.

For the purposes of this study, seven subareas have been defined as shown in the Subarea Exhibit – Existing Conditions in Appendix B. Each of these subareas is described below.

Subarea One: Lower De Neve
Subarea one is located along Gayley Drive, immediately west of the existing DeNeve Commons complex. It consists primarily of a landscaped area, generally sloping to the street at a grade of approximately three to one. This area sheet flows down the slope to area drains. These drains are connected to the street gutter via curb drains and outlets. The street gutter flows southerly to a catch basin in Gayley Avenue located approximately 1300 feet south of the project site which in turn connects to a 63" storm drain arch within Gayley Avenue. The storm drain has an approximate capacity of 825 CFS.

Subarea Two: Upper De Neve
The Upper DeNeve subarea is located along DeNeve Drive and consists primarily of a parking lot that has recently been converted to basketball courts, a concreted pedestrian sidewalk and the street itself. This area drains into a 3.5' catch basin in DeNeve Drive, which connects to the 24" storm drain pipe also within DeNeve Drive.

Subarea Three: Sproul West
This subarea area is located west of existing Sproul Circle and consists almost entirely of landscape that generally slopes at a grade of three to one to the existing roadway. Also in this area are two concrete pedestrian stairways connecting the lower area of this portion of the campus to the Rieber Precinct above. The area sheet flows into Sproul Circle and drains to a grated inlet within the Circle. This inlet eventually connects to the 24" storm drain in DeNeve Drive.

Subarea Four: Sproul South Complex
Subarea Four consists of a driveway/loading dock, a three story and a one story building to be removed, concrete walks, a stair to Sproul Hall and a landscape buffer along Charles Young Drive. This area generally sheet flows to DeNeve Drive and Charles E. Young Drive West.

Subarea Five: DeNeve Commons
This subarea is primarily landscape, generally sloping at a grade of three to one. In addition it includes concrete pedestrian walks in support of De Neve Commons and a transformer enclosure. This subarea drains into an area drain system that connects to the 42" storm drain pipe in Charles E. Young Drive West.

Subarea Six: De Neve Drive
This subarea is primarily a street with concrete sidewalks and landscape slopes that vary from approximately 10%-30%. This subarea drains southerly to a catch basin within Charles Young E. Drive West, which then connects to a 42" storm drain also within the drive.

Subarea Seven: Charles E. Young Drive West
Subarea Seven is a street (Charles Young E. Drive West) that drains southerly to a catch basin within the street, which then connects to a 42" storm drain also within the drive.

D. Proposed Conditions
The summaries provided below describe the "post project conditions" for each of the subareas.

Subarea One: Lower De Neve
Subarea One will be developed with a residence hall - Lower De Neve, along with supporting pedestrian concrete walks, an access drive with porous pavement, a series of gently sloping concrete/brick ramps and stairs. A portion of the existing slope and landscape will remain. This area will continue to drain to Gayley Avenue utilizing storm drain pipes connecting beneath the sidewalks into existing curb drain outlets.

Subarea Two: Upper De Neve
This subarea will be developed to include Upper De Neve Residence Hall, with supporting concrete pedestrian walks and a service drive. This area will utilize storm drain pipes and curb drain outlets, draining into a 3.5' catch basin in De Neve Drive, which connects to the 24" storm drain pipe within De Neve.

Subarea Three: Sproul West
Subarea Three will be developed to include Sproul West Residence Hall and supporting concrete walks, ramps and stairs, replacing existing stairs up to Rieber Hall. A portion of the existing slope will remain. In addition, a new landscape court will be created along Sproul Circle. This area will both sheet flow into Sproul Circle and drain to a grated inlet within Sproul Circle and be collected via an area drain system connected to the 24" storm drain in De Neve Drive.

Subarea Four: Sproul South Complex
This subarea will be developed to include the Sproul South Complex as well as concrete pedestrian walks, ramps, stairs and a small plaza. This area will connect by storm drain pipe to the 33" storm drain pipe in Charles E. Young Drive West.

Subarea Five: De Neve Commons
Subarea Five will be reduced due to the construction of the Upper De Neve Residence Hall and the Garden Walk. The Garden Walk will replace existing sidewalks in this area with a new concrete pedestrian walk combined with landscape areas. The remaining area will be primarily landscaped and will retain the concrete walks in support of De Neve Commons and the transformer enclosure. This area drains into an area drain system that connects to the 42" storm drain pipe in Charles E. Young Drive West.

Subarea Six: DeNeve Drive
This area will be enlarged to include the area of the Garden Walk. It will remain primarily a street with some new landscaped areas. This subarea drains southerly to a catch basin within Charles Young E. Drive West, which then connects to a 42” storm drain also within the drive.

Subarea Seven: Charles E. Young Drive West
This area will remain street much as it is today and will continue to drain southerly to a catch basin within Charles E. Young Drive West, which connects to the 42” storm drain within the drive.

SECTION TWO: HYDROLOGY

A. Methodology

The hydrology for the Northwest Campus Housing Infill project was calculated using the methodology described in the Los Angeles County Hydrology Manual (dated 2006). The Hydrologic Map for Beverly Hills, excerpted from the Los Angeles County Hydrology Manual, is provided in Appendix B – Map 17 and indicates that the soils over the site are classified as Soil Number 13. The Modified Rational Method was then used to calculate the storm water runoff rates, which is based on the Rational Formula. Design discharges were computed using the computer program "TC Calculator", by LA County Department of Public Works.

Hydrologic calculations were generated to determine the 50-year and 10-year discharges for the project site.

B. Results of Analysis and Conclusions

Results of the hydrology calculations for 50-year, and 10-year storm events are summarized and provided in table form in Appendix A. The analysis assumes changes in surface permeability and the proposed project drainage system of sheet flows and storm drain pipes.

The analysis demonstrates that post construction total peak flows for the project will remain largely unchanged from existing levels. The exception to this is Subarea Two: Upper De Neve which is calculated to have an increase of 2.1 CFS during a 50-year storm event. Included in Appendix A is a calculation for the catch basin capacity of a grated catch basin with 4.2 cfs flow. This illustrates that the street under post project conditions would have a flood depth of 0.29 feet during a 50-year storm event. Given the existing street design of a 6" curb face and a 2% sidewalk, this falls within acceptable City of Los Angeles levels which typically allows for a flood depth of up to 0.60 feet within the street right-of-way.

C. Regulatory Requirements

This hydrology study is being prepared to describe existing and proposed hydrological changes as a result of development of the proposed Northwest Housing Infill Project (NHIP)). In addition, the regulatory requirements as established by the State (California) Water Resources Control Board (SWRCB) for construction related activities and recommended Best Management Practices (BMPs) have also been outlined.

Current Regulatory Framework

Construction of the NHIP will require coverage under the National Pollutant Discharge Elimination System (NPDES) General Construction Permit (General Construction Permit) for storm water discharges associated with construction activities. The General Permit requires all dischargers where construction activity disturbs one acre or more, to develop and implement a Storm Water Pollution Prevention Plan (SWPPP) which specifies erosion and sediment control Best Management Practices (BMPs) that will prevent all construction pollutants from discharging into receiving waters.

Required elements of a SWPPP include: (1) site description addressing the elements and characteristics specific to the site, (2) descriptions of BMPs for erosion and sediment controls, (3) BMPs for construction waste handling and disposal, (4) implementation of approved local plans, (5) proposed post-construction controls, and (6) non-storm water management.

The existing General Construction Permit does not include numeric effluent limitations (NELs) or volumetric discharge restrictions. However, the intent of the SWPPP is to ensure that projects identify BMPs that will focus on erosion and sediment controls, and non-stormwater management to protect downstream receiving waters. Post-construction BMPs proposed for the project are also noted in the SWPPP.

Pending Draft Regulatory Framework

On March 18, 2008, the SWRCB issued a Preliminary Draft General NPDES Permit for Construction Activities (Draft Permit). Significant changes are proposed in the Draft Permit. Requirements under the Draft Permit include the following:

- A site-specific Numeric Action Levels (NAL) for turbidity and pH shall be calculated prior to submittal of the SWPPP and shall remain the same for the life of the project.
    - The purpose of the NAL and associated monitoring requirements are to provide operational information regarding the performance of the site's measures used to minimize the discharge of pollutants and to protect beneficial uses and receiving waters from construction-related storm water discharges.
    - This will require field testing (i.e., sampling) with a pH range established between 6.5 and 8.5.
- Establishes a threshold for Numeric Effluent Limitations (NELs)
    - Project sites have to employ the traditional Best Available Technology Economically Achievable (BAT)/ Best Conventional Pollutant Control Technology (BCT) standard) and the numeric receiving water limitations for turbidity. The turbidity NEL is 1000 NTUs.[1]
    - The pH NEL will require a field test with a pH range established between 6.0 and 9.0.
- Erosion Control
    - This requires specific BMPs that are designed to cover or stabilize disturbed areas (i.e., exposed soils) within a project construction site that are not scheduled for re-disturbance for at least 14 days.
    - Examples of erosion control BMPs include straw mulch, hydroseeding, and geotextiles.
- Runon and Runoff Controls
    - Runon refers to storm waters originating off the project site that have potential to flow across the site and pick up pollutants or sediment.
    - Runoff is stormwater that fall onto the project site and flows offsite.

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[1] NTUs: The units of turbidity from a calibrated nephelometer are called Nephelometric Turbidity Units (NTU) and they are used to describe the clarity of water. When water has suspended particulates, these particles reflect light dependent upon properties such as their shape, color, and reflectivity. For this reason (and the reason that heavier particles settle quickly and do not contribute to a turbidity reading), there is a correlation between turbidity and total suspended solids (TSS).

- Runon and Runoff BMPs include such BMPs as sediment basins, fiber rolls, and straw bale barriers.

- Sediment Controls
  - Sediment control is any practice that traps soil particles after they have been detached and moved by rain or flowing water. Sediment control measures are usually passive (i.e., non-structural) and rely on filtering or settling of particles out of the water.[2]
  - BMPs to control sediment include sediment traps, silt fencing, and storm drain inlet projection.
- Non-Stormwater Management
  - Non-stormwater BMPs include procedures and practices designed to minimize or eliminate discharge of water or pollutants from activities such as vehicle and equipment cleaning, fueling, and dewatering operations.
- New and Redevelopment Storm Water Performance Standards
  - The discharger shall, through the use of BMPs (both non-structural and structural), replicate the pre-project water balance (i.e., the amount of rainfall that ends up as runoff) for the smallest storms up to the 85th percentile storm event (or the smallest storm event that generates runoff, whichever is larger). The discharger shall obtain Regional Water Board staff approval for the use of any structural control measures used to comply with this requirement.
  - For projects whose disturbed project area exceeds two acres, the discharger shall preserve the pre-construction drainage density (miles of stream length per square mile of drainage area) for all drainage areas serving a first order stream or larger stream and ensure that post-project time of runoff concentration is equal or greater than pre-project time of concentration.
- Inspection, Maintenance and Repair of BMPs
- SWPPP Preparation, Implementation, and Oversight
- Rain Event Action Plan (REAP)
  - The discharger shall develop a REAP within 48 hours prior to any likely precipitation event. A likely precipitation event is any weather pattern that is forecasted to have a 50 percent or greater chance of producing precipitation in the project area. The discharger shall obtain printed likely precipitation forecast information from the National Weather Service Forecast Office.

The Draft Permit has not been adopted by the State Water Board at this time, but is anticipated that it may be either as currently written or revised, within the near term.

Development of Project (NHIP) Pursuant to Existing General Construction Permit and the Proposed Draft Permit

For purposes of the proposed project (NHIP), and development of an Environmental Impact Report (EIR) as required by the California Environmental Quality Act (CEQA), it is assumed that the project will comply with the existing General Construction Permit as that is the current enforceable Statewide regulatory requirement applicable to the proposed project. Unless and until the new Draft Permit is adopted, the General Permit

[2] California Stormwater Quality Association, California Stormwater BMP Construction Handbook, January 2003.

constitutes the governing regulatory requirement for the proposed project. As such, this Hydrology Report will make conclusions and recommendation for BMPs that would be included in the project's SWPPP to satisfy the requirements of the General Permit.

However, it is currently anticipated that the Draft Permit could be adopted in the near term. Therefore, the proposed NHIP would also consider incorporating measures in the project design to meet the requirements of the Draft Permit, should it be subsequently adopted and therefore applicable to the proposed project. This Hydrology Report will discuss the BMPs and project design features that could be incorporated to address the water quality and water balance requirements of the Draft Permit.

Phase II NPDES Permit for Small Non-Traditional MS4s (e.g, Schools and Universities)

As part of Phase II, the State Water Resources Control Board adopted a General Permit for the Discharge of Storm Water from Small MS4s (WQ Order No. 2003-0005-DWQ) to provide permit coverage for smaller municipalities, including non-traditional Small MS4s, which include public campuses. Currently, the UCLA campus is not enrolled under the Phase II MS4 permit program and is not required to implement requirements under this program. The State Board is expected to release a new Phase II MS4 permit which will require the campus to enroll and implement requirements under the new Phase II permit. At the time of the preparation of this Hydrology Report, the State Board has not released the new permit and no recommendations are developed based on an anticipated new permit. It is anticipated that the new permit will include requirements on treatment BMPs and site design requirements.

D. Recommendations

The following recommendations are put forth to mitigate the possibility of erosion associated with the implementation of the Northwest Campus Infill Project.

1. On-site flows should be directed to appropriate drainage devices.
2. Groundcover should be selected for its ability to minimize erosion
3. Off-site drainage should occur in a pipe system.

In addition, to insure against building flooding, on-site grading should be designed to drain away from buildings (Again, it should be noted, that the 50-year storm peak flow is unchanged between existing and proposed conditions, and therefore no increased risk of flooding is anticipated).

Since peak flow for the overall project during a 50-year storm event, will remain unchanged between existing and proposed conditions, the report does not recommend any changes to the existing stormwater drainage systems.

Best Management Practices
Appropriate Best Management Practices (BMP's) will be provided as required by state law. In addition, UCLA is considering the following BMP's to comply with and/or exceed the current General Permit:

Non-Structural BMP's

- Landscape Maintenance
- Catch Basin Stenciling & Clean-out

- Efficient Irrigation Practices
- Litter Control
- Fertilizer Management
- Public Education

Structural BMP's

- Efficient Irrigation
- Permanent Vegetative Controls
- Runoff – Minimizing Landscape Design

Treatment Control BMP's

In addition to the BMPs outlined above, the purpose of the following BMP's would be to minimize storm water pollutants of concern. The pollutants of concern for Ballona Creek are Sediment, Bacteria/Viruses, Toxicity, Trash, and Metals.

- Vegetated Swale(s) – An open, shallow channel with vegetation covering side slopes and the bottom
- Bioretention – Functions as a soil and plant-based filtration device that removes pollutants through a variety of physical, biological, and chemical treatment processes.
- Turf Block – A grass area that has a structural component that allows it to be used in drive aisles and parking lots.
- Drain Inserts – A manufactured filter placed in a drop inlet to remove sediment and debris.

In particular, UCLA is currently studying the following BMP's that could comply with the draft General Permit, dated March 18, 2008. If implemented, all of the BMPs could be located within the existing areas of the project.

BMPs for Draft Construction Permit

- Vegetated Swales. These strips, if implemented would be approximately 100 feet long and two feet wide at their lowest point, with gently sloping grades to each side. These would be located within landscape areas already defined as part of the project.
- Wet Vault(s). Vaults with a permanent water pool, generally 3 to 5 feet deep, located under sidewalks, roadways or access drives to allow for maintenance access.
- Cisterns or Storage Tanks. The cisterns for volume reduction would have a capacity of approximately 0.42 acre-ft. or 137,000 gal. The feasibility of incorporating storage tanks into the proposed lower levels of one or more of the new residence halls (within existing proposed building footprints) is currently being studied.

Appendix A: Hydrology Calculations

Table 1: Summary of Peak Flows for a 50-Year Storm

Area	Existing Condition Peak Flow (cfs)	Proposed Condition Peak Flow (cfs)	Delta (cfs)
Lower De Neve	4.2	3.9	-0.3
Upper De Neve	2.2	4.3	2.1
Sproul West	4.6	4.6	0
Sproul South/Complex	7.0	7.0	0
De Neve Commons	6.0	3.6	-2.4
De Neve Drive	3.1	3.6	0.5
Charles E. Young Drive West	2.2	2.2	0
TOTAL	29.2	29.1	-0.1

Table 2: Summary of Peak Flows for a 10-Year Storm

Area	Existing Condition Peak Flow (cfs)	Proposed Condition Peak Flow (cfs)	Delta (cfs)
Lower De Neve	3.0	2.8	-0.2
Upper De Neve	1.6	3.1	1.5
Sproul West	3.3	3.3	0
Sproul South/Complex	5.0	5.0	0
De Neve Commons	4.3	2.6	-1.7
De Neve Drive	2.0	2.4	0.4
Charles E. Young Drive West	1.5	1.5	0
TOTAL	20.7	20.6	-0.1

Table 3: Summary of Volumes for a 2-Year Storm

Area	Existing Condition Volume (acre-ft)	Proposed Condition Volume (acre-ft)	Delta (acre-ft)
Lower De Neve	0.04	0.11	0.07
Upper De Neve	0.11	0.20	0.09
Sproul West	0.04	0.13	0.09
Sproul South/Complex	0.20	0.35	0.15
De Neve Commons	0.07	0.05	-0.02
De Neve Drive	0.14	0.18	0.04
Charles E. Young Drive West	0.13	0.13	0
TOTAL	0.73	1.15	0.42

Results from TC Calculator - 50 Year Storm Event

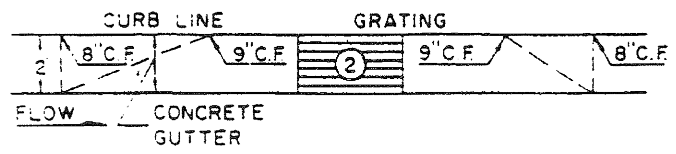
Project	Subarea	Area (acres)	%imp	Frequency	Soil Type	Length (ft)	Slope (ft/ft)	Isohyet (in.)	Tc (min.)	Intensity (in./hr)	Cu	Cd	Flow rate (cfs)	Volume (acre-ft)
Lower DeNeve Existing	1a	1.1	0.01	50	13	200	0.290	7.1	5	4.24	0.90	0.90	4.2	0.13
Lower DeNeve Proposed	2a	1.0	0.47	50	13	135	0.290	7.1	5	4.24	0.90	0.90	3.9	0.32
Upper DeNeve Existing	3a	0.6	0.94	50	13	430	0.042	7.1	5	4.24	0.90	0.90	2.2	0.29
Upper DeNeve Proposed	4a	1.1	0.85	50	13	430	0.042	7.1	5	4.24	0.90	0.90	4.3	0.52
Sproul West Existing	5a	1.2	0.01	50	13	120	0.300	7.1	5	4.24	0.90	0.90	4.6	0.15
Sproul West Proposed	6a	1.2	0.47	50	13	120	0.300	7.1	5	4.24	0.90	0.90	4.6	0.38
Sproul South/Complex Existing	7a	1.8	0.47	50	13	170	0.094	7.1	5	4.24	0.90	0.90	7.0	0.57
Sproul South/Complex Proposed	8a	1.8	0.95	50	13	170	0.020	7.1	5	4.24	0.90	0.90	7.0	0.92
DeNeve Commons Existing	9a	1.6	0.10	50	13	190	0.213	7.1	5	4.24	0.90	0.90	6.0	0.25
DeNeve Commons Proposed	10a	0.9	0.15	50	13	60	0.292	7.1	5	4.24	0.90	0.90	3.6	0.17
DeNeve Drive Existing	11a	0.9	0.78	50	13	730	0.060	7.1	6	3.89	0.90	0.90	3.1	0.38
DeNeve Drive Proposed	12a	1.0	0.85	50	13	730	0.060	7.1	6	3.89	0.90	0.90	3.6	0.47
Charles E. Young Drive West Existing	13a	0.7	0.95	50	13	690	0.022	7.1	7	3.62	0.90	0.90	2.2	0.35
Charles E. Young Drive West Proposed	14a	0.7	0.90	50	13	690	0.022	7.1	7	3.62	0.90	0.90	2.2	0.33
TOTAL EXISTING		**7.8**											**29.2**	**2.12**
TOTAL PROPOSED		**7.8**											**29.1**	**3.11**

Results from TC Calculator - 10 Year Storm Event

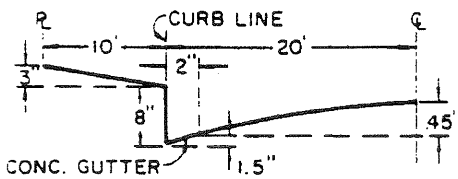
Project	Subarea	Area (acres)	%imp	Frequency	Soil Type	Length (ft)	Slope (ft/ft)	Isohyet (in.)	Tc (min.)	Intensity (in./hr)	Cu	Cd	Flow rate (cfs)	Volume (acre-ft)
Lower DeNeve Existing	1a	1.1	0.01	10	13	200	0.290	5.1	5	3.04	0.90	0.90	3.0	0.08
Lower DeNeve Proposed	2a	1.0	0.47	10	13	135	0.290	5.1	5	3.04	0.90	0.90	2.8	0.22
Upper DeNeve Existing	3a	0.6	0.94	10	13	430	0.042	5.1	5	3.04	0.90	0.90	1.6	0.21
Upper DeNeve Proposed	4a	1.1	0.85	10	13	430	0.042	5.1	5	3.04	0.90	0.90	3.1	0.37
Sproul West Existing	5a	1.2	0.01	10	13	120	0.300	5.1	5	3.04	0.90	0.90	3.3	0.09
Sproul West Proposed	6a	1.2	0.47	10	13	120	0.300	5.1	5	3.04	0.90	0.90	3.3	0.26
Sproul South/Complex Existing	7a	1.8	0.47	10	13	170	0.094	5.1	5	3.04	0.90	0.90	5.0	0.40
Sproul South/Complex Proposed	8a	1.8	0.95	10	13	170	0.020	5.1	5	3.04	0.90	0.90	5.0	0.66
DeNeve Commons Existing	9a	1.6	0.10	10	13	190	0.213	5.1	5	3.04	0.90	0.90	4.3	0.16
DeNeve Commons Proposed	10a	0.9	0.15	10	13	60	0.292	5.1	5	3.04	0.90	0.90	2.6	0.11
DeNeve Drive Existing	11a	0.9	0.78	10	13	730	0.060	5.1	7	2.60	0.90	0.90	2.0	0.27
DeNeve Drive Proposed	12a	1.0	0.85	10	13	730	0.060	5.1	7	2.60	0.90	0.90	2.4	0.34
Charles E. Young Drive West Existing	13a	0.7	0.95	10	13	690	0.022	5.1	8	2.44	0.88	0.90	1.5	0.25
Charles E. Young Drive West Proposed	14a	0.7	0.90	10	13	690	0.022	5.1	8	2.44	0.88	0.90	1.5	0.24
TOTAL EXISTING		**7.8**											**20.7**	**1.46**
TOTAL PROPOSED		**7.8**											**20.6**	**2.20**

Results from TC Calculator - 2 Year Storm Event

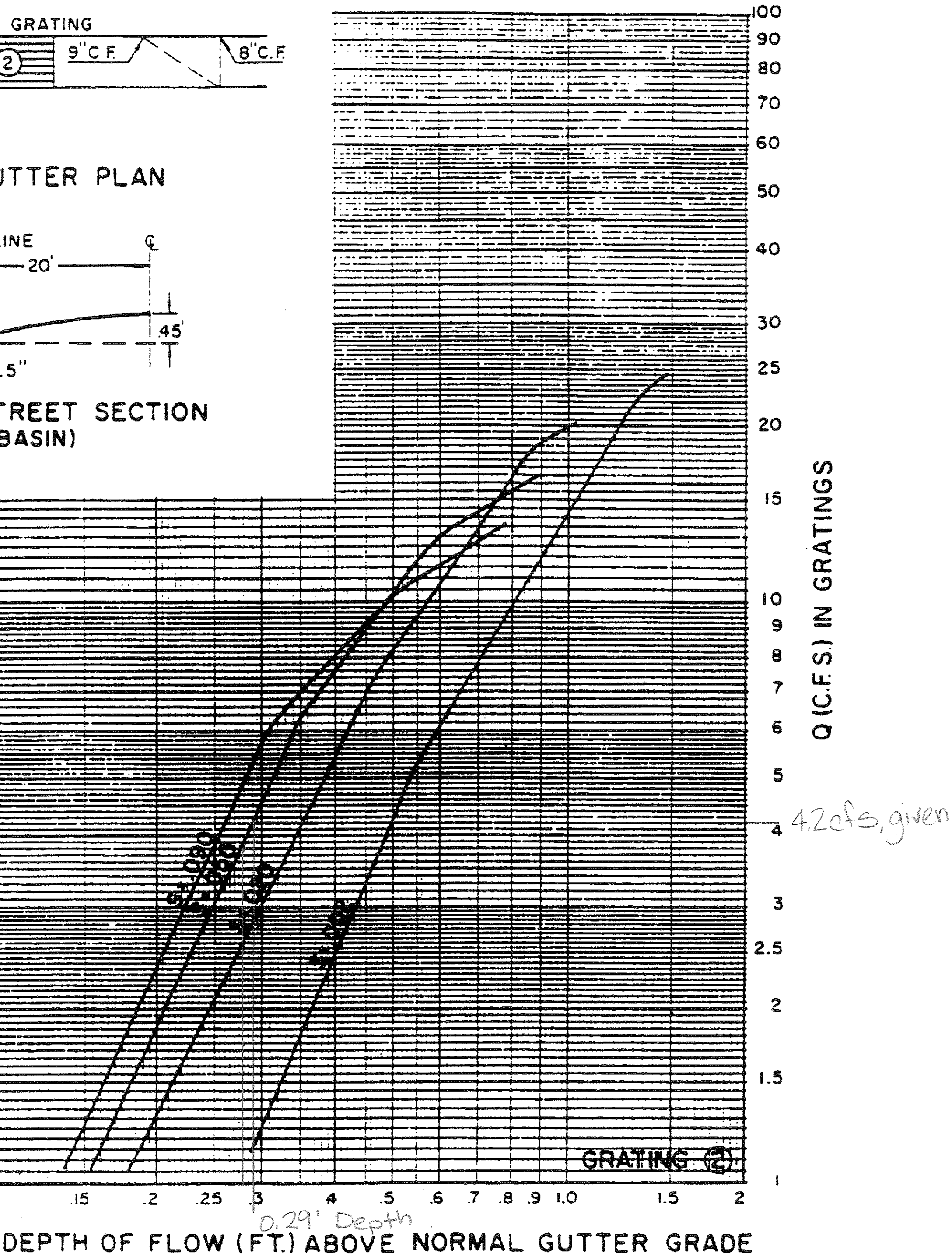
Project	Subarea	Area (acres)	%imp	Frequency	Soil Type	Length (ft)	Slope (ft/ft)	Isohyet (in.)	Tc (min.)	Intensity (in./hr)	Cu	Cd	Flow rate (cfs)	Volume (acre-ft)
Lower DeNeve Existing	1a	1.1	0.01	2	13	200	0.290	2.7	5	1.61	0.73	0.73	1.3	0.04
Lower DeNeve Proposed	2a	1.0	0.47	2	13	135	0.290	2.7	5	1.61	0.73	0.81	1.3	0.11
Upper DeNeve Existing	3a	0.6	0.94	2	13	430	0.042	2.7	9	1.22	0.57	0.88	0.6	0.11
Upper DeNeve Proposed	4a	1.1	0.85	2	13	430	0.042	2.7	9	1.22	0.57	0.85	1.2	0.20
Sproul West Existing	5a	1.2	0.01	2	13	120	0.300	2.7	5	1.61	0.73	0.73	1.4	0.04
Sproul West Proposed	6a	1.2	0.47	2	13	120	0.300	2.7	5	1.61	0.73	0.81	1.6	0.13
Sproul South/Complex Existing	7a	1.8	0.47	2	13	170	0.094	2.7	5	1.61	0.73	0.81	2.4	0.20
Sproul South/Complex Proposed	8a	1.8	0.95	2	13	170	0.020	2.7	5	1.61	0.73	0.89	2.6	0.35
DeNeve Commons Existing	9a	1.6	0.10	2	13	190	0.213	2.7	5	1.61	0.73	0.75	1.9	0.07
DeNeve Commons Proposed	10a	0.9	0.15	2	13	60	0.292	2.7	5	1.61	0.73	0.76	1.2	0.05
DeNeve Drive Existing	11a	0.9	0.78	2	13	730	0.060	2.7	12	1.07	0.50	0.81	0.8	0.14
DeNeve Drive Proposed	12a	1.0	0.85	2	13	730	0.060	2.7	12	1.07	0.50	0.84	0.9	0.18
Charles E. Young Drive West Existing	13a	0.7	0.95	2	13	690	0.022	2.7	13	1.03	0.48	0.88	0.6	0.13
Charles E. Young Drive West Proposed	14a	0.7	0.90	2	13	690	0.022	2.7	13	1.03	0.48	0.86	0.6	0.13
TOTAL EXISTING		**7.8**											**8.9**	**0.73**
TOTAL PROPOSED		**7.8**											**9.4**	**1.15**



GRATING & GUTTER PLAN



TYPICAL HALF STREET SECTION
(ABOVE BASIN)



Los Angeles County Flood Control Distric

GRATING CAPACITIES
To Be Used For C.B. Nos. 4,5 & 7

Appendix B: Subarea Exhibit – Existing Conditions

50 0 50 100 150

SCALE: 1"=50'

Prepared By:
RBF CONSULTING

PLANNING ■ DESIGN ■ CONSTRUCTION

14725 ALTON PARKWAY
IRVINE, CALIFORNIA 92618-2027
949.472.3505 ▪ FAX 949.472.8122 ▪ www.RBF.com

UCLA
NORTHWEST CAMPUS HOUSING
INFILL SITE PLAN

EXISITING CONDITION

SCALE	1" = 50'
PROJECT NO.	10105651
DWG. NO.	OF

H:\PDATA\10105651\CADD\LAND\EXHIBITS\HYDRO.DWG VWHITAKER 9/30/08 11:01 am

Appendix C: Subarea Exhibit – Proposed Conditions

Prepared By:
RBF CONSULTING

PLANNING ■ DESIGN ■ CONSTRUCTION

14725 ALTON PARKWAY
IRVINE, CALIFORNIA 92618-2027
949.472.3505 ■ FAX 949.472.8122 ■ www.RBF.com

UCLA
NORTHWEST CAMPUS HOUSING
INFILL SITE PLAN

PROPOSED CONDITION

SCALE	1" = 50'
PROJECT NO.	10105651
DWG. NO.	OF

H:\PDATA\10105651\CADD\LAND\EXHIBITS\HYDRO_PROP.DWG VWHITAKER 9/30/08 11:07 am

Appendix H

Noise Calculations

SLM & RTA Summary

Model Number:	824	
Serial Number:	A3007	
Firmware Rev:	4.261	
Software Version:	3.12	
Name:	EDAW, Inc.	
Descr1:	1420 Kettner Blvd., Ste. 620	
Descr2:	San Diego, CA 92101	
Setup:	1M-1S.ssa	
Setup Descr:	SLM & RTA 1min-1Sec	
Location:	**MS 1**	
Note 1:		
Note 2:		

Overall Any Data

Start Time:	11-Jun-08	10:26:01
Elapsed Time:	15:01.6	

	A Weight	C Weight	Flat
Leq:	62.0 dBA	75.7 dBC	76.4 dBF
SEL:	91.6 dBA	105.2 dBC	106.0 dBF
Peak:	86.4 dBA	100.5 dBC	100.3 dBF
	6/11/2008 10:36	6/11/2008 10:39	6/11/2008 10:39
Lmax (slow):	72.5 dBA	90.2 dBC	90.6 dBF
	6/11/2008 10:36	6/11/2008 10:39	6/11/2008 10:39
Lmin (slow):	52.7 dBA	66.2 dBC	67.3 dBF
	6/11/2008 10:34	6/11/2008 10:32	6/11/2008 10:32
Lmax (fast):	74.5 dBA	94.0 dBC	94.4 dBF
	6/11/2008 10:39	6/11/2008 10:39	6/11/2008 10:39
Lmin (fast):	50.5 dBA	64.7 dBC	65.9 dBF
	6/11/2008 10:32	6/11/2008 10:32	6/11/2008 10:32
Lmax (impulse):	75.1 dBA	94.8 dBC	95.2 dBF
	6/11/2008 10:39	6/11/2008 10:39	6/11/2008 10:39
Lmin (impulse):	52.3 dBA	66.9 dBC	68.0 dBF
	6/11/2008 10:40	6/11/2008 10:32	6/11/2008 10:32

Spectra

Start Time:		11-Jun-08	10:26:01	Run Time:	15:01.6	
Freq Hz	Leq 1/3 Oct	Leq 1/1 Oct	Max 1/3 Oct	Max 1/1 Oct	Min 1/3 Oct	Min 1/1 Oct
12.5	57.5		63.7		39.2	
16	59.5	63.9	63.1	72.4	39.9	46
20	60.1		71.2		43.4	
25	62.3		65.2		48.2	
31.5	64.3	69.7	67.5	74.8	50.3	53.7
40	67		73.3		48	
50	67.4		80.6		51.9	
63	69	73.8	78.8	84	49.8	55.6
80	70.3		78		50.4	
100	67.1		77		48.1	
125	64.4	69.6	79.5	81.8	44.7	50.6
160	60.9		71.1		42.9	
200	56.4		64.3		39.1	
250	54.8	59.7	68	73.4	38.6	43.2
315	52.9		71.1		37.5	
400	52.3		76.1		37.9	
500	52.1	57.3	60.2	76.3	38.3	43.6
630	53		60.7		39.9	
800	53		59.3		41.2	
1000	52.8	57.5	58.2	63.5	41.7	45.8
1250	52.3		58.6		39.9	
1600	50.7		57.8		38.3	
2000	48.9	53.9	57	61.3	36.1	41.3
2500	46.8		54.1		34.3	
3150	44.2		53.6		31.4	
4000	42.2	47.1	51.6	56.6	29.1	34.2
5000	39.5		49.3		26.6	
6300	37.8		50.1		23.3	
8000	35.5	40.5	49.1	53.8	21.2	26.5
10000	32.4		47.7		20	
12500	31.1		42		19.7	
16000	27.7	33.7	37.7	43.6	20.8	25.8
20000	26.6		31.3		22.3	

Ln Start Level:	15 dB	
L 1.00	69.9	dBA
L 5.00	67.2	dBA
L 50.00	60.4	dBA
L 90.00	55.3	dBA
L 95.00	54.4	dBA
L 99.00	53.5	dBA

SLM & RTA Summary

Model Number:	824		
Serial Number:	A3007		
Firmware Rev:	4.261		
Software Version:	3.12		
Name:	EDAW, Inc.		
Descr1:	1420 Kettner Blvd., Ste. 620		
Descr2:	San Diego, CA 92101		
Setup:	1M-1S.ssa		
Setup Descr:	SLM & RTA 1min-1Sec		
Location:	**MS 2**		
Note 1:			
Note 2:			

Overall Any Data

Start Time:	11-Jun-08	11:24:00
Elapsed Time:	15:02.3	

	A Weight	C Weight	Flat
Leq:	64.6 dBA	77.6 dBC	78.3 dBF
SEL:	94.2 dBA	107.2 dBC	107.9 dBF
Peak:	89.7 dBA	102.0 dBC	102.4 dBF
	6/11/2008 11:26	6/11/2008 11:30	6/11/2008 11:30
Lmax (slow):	76.3 dBA	93.7 dBC	94.3 dBF
	6/11/2008 11:33	6/11/2008 11:30	6/11/2008 11:30
Lmin (slow):	51.2 dBA	63.8 dBC	65.3 dBF
	6/11/2008 11:27	6/11/2008 11:27	6/11/2008 11:27
Lmax (fast):	80.6 dBA	96.0 dBC	96.5 dBF
	6/11/2008 11:33	6/11/2008 11:30	6/11/2008 11:30
Lmin (fast):	50.0 dBA	62.7 dBC	63.9 dBF
	6/11/2008 11:27	6/11/2008 11:27	6/11/2008 11:27
Lmax (impulse):	81.8 dBA	96.7 dBC	97.1 dBF
	6/11/2008 11:33	6/11/2008 11:30	6/11/2008 11:30
Lmin (impulse):	50.3 dBA	64.8 dBC	66.2 dBF
	6/11/2008 11:27	6/11/2008 11:27	6/11/2008 11:24

Spectra

Start Time:	11-Jun-08	11:24:00	Run Time:	15:02.3		
Freq Hz	Leq 1/3 Oct	Leq 1/1 Oct	Max 1/3 Oct	Max 1/1 Oct	Min 1/3 Oct	Min 1/1 Oct
12.5	62		82.4		40.4	
16	60.9	65.8	75.9	83.5	42.2	46.6
20	60		71.2		42.6	
25	60.9		66		43.8	
31.5	65.2	70.3	67.1	71.2	45.2	51.2
40	67.9		66		48.8	
50	66		67.9		47.9	
63	73.6	75.9	62.5	70	48.2	53.2
80	70.8		63.3		49	
100	68.9		66.3		49.2	
125	66.7	71.7	59.9	67.9	46.4	51.7
160	63.4		59.4		43.4	
200	61.7		59.4		42.6	
250	59.2	64.4	58.4	62.8	40.8	46
315	56.6		55.3		39.9	
400	54.5		55.5		38.2	
500	54.3	59	56.7	61.2	38.2	43.1
630	54		56.9		38.5	
800	55		59.7		39.6	
1000	55.3	59.8	60.9	64.5	38.5	43.7
1250	54.8		58.2		38.6	
1600	53.1		58.1		36.7	
2000	51.6	56.5	55.3	61	36	40.4
2500	50.1		54.3		33.5	
3150	48.2		51.6		29.8	
4000	46.3	51.2	47.8	54.2	28.2	32.9
5000	43.4		47.6		25.1	
6300	40.8		58		23.4	
8000	37.3	43	45.7	58.8	21.1	26.5
10000	34.3		49.9		19.9	
12500	53.1		81.6		19.3	
16000	43.4	53.6	70.6	82	20.4	25.4
20000	31.5		58.4		21.9	

Ln Start Level:	15 dB	
L 1.00	71.8	dBA
L 5.00	68.7	dBA
L 50.00	63.1	dBA
L 90.00	56.8	dBA
L 95.00	55.4	dBA
L 99.00	53.1	dBA

SLM & RTA Summary

Model Number:	824		
Serial Number:	A3007		
Firmware Rev:	4.261		
Software Version:	3.12		
Name:	EDAW, Inc.		
Descr1:	1420 Kettner Blvd., Ste. 620		
Descr2:	San Diego, CA 92101		
Setup:	1M-1S.ssa		
Setup Descr:	SLM & RTA 1min-1Sec		
Location:	**MS 3**		
Note 1:			
Note 2:			

Overall Any Data

Start Time:	11-Jun-08	11:53:00	
Elapsed Time:	15:03.1		

	A Weight	C Weight	Flat
Leq:	60.1 dBA	72.7 dBC	73.6 dBF
SEL:	89.7 dBA	102.3 dBC	103.2 dBF
Peak:	88.6 dBA	97.5 dBC	97.0 dBF
	6/11/2008 12:06	6/11/2008 12:01	6/11/2008 12:01
Lmax (slow):	72.2 dBA	85.8 dBC	86.3 dBF
	6/11/2008 12:01	6/11/2008 12:01	6/11/2008 12:01
Lmin (slow):	45.3 dBA	64.8 dBC	66.5 dBF
	6/11/2008 11:59	6/11/2008 11:59	6/11/2008 11:59
Lmax (fast):	74.1 dBA	87.9 dBC	88.7 dBF
	6/11/2008 12:01	6/11/2008 12:01	6/11/2008 12:01
Lmin (fast):	44.8 dBA	63.2 dBC	64.3 dBF
	6/11/2008 11:59	6/11/2008 11:59	6/11/2008 11:59
Lmax (impulse):	74.6 dBA	89.9 dBC	90.8 dBF
	6/11/2008 12:01	6/11/2008 12:01	6/11/2008 12:01
Lmin (impulse):	45.3 dBA	65.5 dBC	66.4 dBF
	6/11/2008 11:59	6/11/2008 11:53	6/11/2008 11:53

Spectra

Start Time:	11-Jun-08	11:53:00	Run Time:	15:03.1		
Freq Hz	Leq 1/3 Oct	Leq 1/1 Oct	Max 1/3 Oct	Max 1/1 Oct	Min 1/3 Oct	Min 1/1 Oct
12.5	56.5		61.4		38.1	
16	59.2	62.7	62.1	66.2	42.6	46.5
20	57.7		60.8		43	
25	59		63.2		46.3	
31.5	60.5	67.3	64.2	71.2	47.3	52.1
40	65.4		69.3		48.2	
50	66.5		72.9		51.7	
63	66.1	70.9	76.1	78.1	52.5	56.1
80	65.6		66.9		49.3	
100	63.8		82.5		48.5	
125	59.5	65.8	59.7	82.5	46	51
160	57.3		60.3		41.7	
200	57.7		69.5		39	
250	52.6	59.6	61.1	71	36.3	41.6
315	51.5		63.6		33.7	
400	50.4		63.2		32.9	
500	49.7	55.2	62.5	69.8	33.2	38.1
630	51.2		67.6		33.7	
800	52		68.6		32.1	
1000	51.4	56.3	64.7	70.5	32.3	36.8
1250	51.1		60.4		31.7	
1600	49.3		60.4		30.6	
2000	46.7	51.9	57.3	62.6	29.8	34.4
2500	43.9		52.4		28.1	
3150	41.6		47.4		25.1	
4000	38.8	44.3	41.9	49.1	23	28.1
5000	36.9		40		20.7	
6300	35.1		40.2		18.9	
8000	32.6	37.8	36	42.1	18.5	23.5
10000	30		32.1		18.9	
12500	27.3		29.7		19.1	
16000	25.5	35	30.7	33.7	20.2	25.4
20000	33.5		24.1		22	

Ln Start Level:	15 dB	
L 1.00	68.8	dBA
L 5.00	65.5	dBA
L 50.00	57.7	dBA
L 90.00	50.7	dBA
L 95.00	49.7	dBA
L 99.00	47.5	dBA

SLM & RTA Summary

Model Number:	824		
Serial Number:	A3007		
Firmware Rev:	4.261		
Software Version:	3.12		
Name:	EDAW, Inc.		
Descr1:	1420 Kettner Blvd., Ste. 620		
Descr2:	San Diego, CA 92101		
Setup:	1M-1S.ssa		
Setup Descr:	SLM & RTA 1min-1Sec		
Location:	**MS 4**		
Note 1:			
Note 2:			

Overall Any Data

Start Time:	11-Jun-08	12:19:00
Elapsed Time:	15:02.3	

	A Weight	C Weight	Flat
Leq:	60.0 dBA	75.8 dBC	77.2 dBF
SEL:	89.5 dBA	105.4 dBC	106.7 dBF
Peak:	92.4 dBA	96.9 dBC	97.4 dBF
	6/11/2008 12:27	6/11/2008 12:23	6/11/2008 12:23
Lmax (slow):	73.1 dBA	86.6 dBC	87.2 dBF
	6/11/2008 12:23	6/11/2008 12:23	6/11/2008 12:23
Lmin (slow):	46.1 dBA	62.2 dBC	64.1 dBF
	6/11/2008 12:19	6/11/2008 12:21	6/11/2008 12:21
Lmax (fast):	76.1 dBA	88.2 dBC	88.8 dBF
	6/11/2008 12:23	6/11/2008 12:23	6/11/2008 12:23
Lmin (fast):	45.7 dBA	60.4 dBC	62.4 dBF
	6/11/2008 12:19	6/11/2008 12:21	6/11/2008 12:21
Lmax (impulse):	77.0 dBA	89.6 dBC	90.6 dBF
	6/11/2008 12:23	6/11/2008 12:34	6/11/2008 12:34
Lmin (impulse):	45.8 dBA	63.1 dBC	65.4 dBF
	6/11/2008 12:19	6/11/2008 12:21	6/11/2008 12:21

Spectra

Start Time:	11-Jun-08	12:19:00	Run Time:	15:02.3		
Freq Hz	Leq 1/3 Oct	Leq 1/1 Oct	Max 1/3 Oct	Max 1/1 Oct	Min 1/3 Oct	Min 1/1 Oct
12.5	64		61.8		38.3	
16	63	67.7	59.9	66.1	40.1	44.6
20	61.6		61.9		40.7	
25	67.7		70.9		45.3	
31.5	66.5	72.8	68.6	76.6	49	52.4
40	69.3		74.2		47.8	
50	71.6		78.6		48.1	
63	68.8	74.3	79.4	84.9	48.3	52.8
80	66.9		81.8		47.6	
100	64.9		82.7		45.8	
125	61.8	67.1	80.4	85.3	43.4	48.5
160	57		76.2		40.4	
200	55.8		72.8		38.6	
250	56	59.7	71.2	75.2	38.3	43.1
315	51.9		60.4		38	
400	50.3		57.5		35.8	
500	49.8	55.2	64.7	68.7	36	40.7
630	51.1		66		35.9	
800	50.8		67.4		35.4	
1000	50.9	55.4	63.6	70.2	34.7	39.3
1250	50.2		64.1		33.3	
1600	48.1		63.6		30.3	
2000	46.2	51.1	62.3	67	28.4	33.4
2500	43.8		60		26.4	
3150	41.9		58.9		24.7	
4000	40.1	45.1	57	62	22.8	27.7
5000	38.1		55		20.4	
6300	37		54.4		19	
8000	35	39.8	50.2	56.2	18.7	23.7
10000	31.6		45.1		19	
12500	29		40.6		19.4	
16000	25.5	31.4	35	41.9	20.7	25.7
20000	23.9		30.1		22.2	

Ln Start Level:	15 dB	
L 1.00	68.5	dBA
L 5.00	64.6	dBA
L 50.00	57.8	dBA
L 90.00	50.1	dBA
L 95.00	48.3	dBA
L 99.00	46.8	dBA

SLM & RTA Summary

Model Number:	824		
Serial Number:	A3007		
Firmware Rev:	4.261		
Software Version:	3.12		
Name:	EDAW, Inc.		
Descr1:	1420 Kettner Blvd., Ste. 620		
Descr2:	San Diego, CA 92101		
Setup:	1M-1S.ssa		
Setup Descr:	SLM & RTA 1min-1Sec		
Location:	**MS 5**		
Note 1:			
Note 2:			

Overall Any Data

Start Time:	11-Jun-08	13:11:01	
Elapsed Time:	15:09.6		
	A Weight	C Weight	Flat
Leq:	63.9 dBA	79.5 dBC	80.4 dBF
SEL:	93.5 dBA	109.1 dBC	110.0 dBF
Peak:	93.4 dBA	104.7 dBC	104.7 dBF
	6/11/2008 13:20	6/11/2008 13:23	6/11/2008 13:23
Lmax (slow):	78.0 dBA	95.7 dBC	96.2 dBF
	6/11/2008 13:23	6/11/2008 13:23	6/11/2008 13:23
Lmin (slow):	55.4 dBA	68.7 dBC	70.5 dBF
	6/11/2008 13:12	6/11/2008 13:19	6/11/2008 13:19
Lmax (fast):	81.3 dBA	97.5 dBC	97.9 dBF
	6/11/2008 13:20	6/11/2008 13:23	6/11/2008 13:23
Lmin (fast):	54.4 dBA	67.3 dBC	68.9 dBF
	6/11/2008 13:19	6/11/2008 13:19	6/11/2008 13:12
Lmax (impulse):	82.0 dBA	98.2 dBC	98.6 dBF
	6/11/2008 13:20	6/11/2008 13:23	6/11/2008 13:23
Lmin (impulse):	54.8 dBA	69.7 dBC	71.9 dBF
	6/11/2008 13:19	6/11/2008 13:19	6/11/2008 13:19

Spectra

Start Time:	11-Jun-08	13:11:01	Run Time:	15:09.6		
Freq Hz	Leq 1/3 Oct	Leq 1/1 Oct	Max 1/3 Oct	Max 1/1 Oct	Min 1/3 Oct	Min 1/1 Oct
12.5	63.7		71.1		43.5	
16	64.4	68.6	67.4	73.8	47.8	51.4
20	63.4		67.5		47.4	
25	67		69.9		48.9	
31.5	69.2	74.2	68.2	82	53.8	57.2
40	71.1		81.5		53.1	
50	72.1		78.5		54	
63	74.8	78.3	77.8	97.6	55	58.7
80	73.1		97.5		52.5	
100	69.7		71.7		50	
125	66.7	72	73.4	88.2	49.7	53.9
160	62.5		88		47.4	
200	59.1		68.5		45.3	
250	58.4	62.7	71.3	74.5	44.6	49.4
315	55.7		68.8		43.7	
400	55.4		71.3		44	
500	55.7	60	70.5	74.4	43.1	48.5
630	54.5		64.3		44.1	
800	54.4		64.4		44.8	
1000	54.1	58.6	63.5	68.3	44.4	49.1
1250	52.7		62.3		43.8	
1600	51.7		61.9		41.5	
2000	49.8	54.9	59.8	65.1	39.3	44.5
2500	48		58.6		37.2	
3150	46.9		57.1		34.8	
4000	45.5	50.3	55.9	60.9	31.8	37.1
5000	43.6		55.3		28.1	
6300	41.6		52.3		24.9	
8000	42.4	46.1	49.2	54.7	22.9	28
10000	39.4		46.4		21	
12500	36.7		42.8		20.1	
16000	34.4	39.4	37.1	44.1	20.7	25.8
20000	30.9		31		22.1	

Ln Start Level:	15 dB	
L 1.00	73.8	dBA
L 5.00	69.6	dBA
L 50.00	60.2	dBA
L 90.00	57.2	dBA
L 95.00	56.7	dBA
L 99.00	55.8	dBA

SLM & RTA Summary

Model Number:	824		
Serial Number:	A3007		
Firmware Rev:	4.261		
Software Version:	3.12		
Name:	EDAW, Inc.		
Descr1:	1420 Kettner Blvd., Ste. 620		
Descr2:	San Diego, CA 92101		
Setup:	1M-1S.ssa		
Setup Descr:	SLM & RTA 1min-1Sec		
Location:	**MS 6**		
Note 1:			
Note 2:			

Overall Any Data

Start Time:	11-Jun-08	15:38:06	
Elapsed Time:	15:03.8		
	A Weight	C Weight	Flat
Leq:	58.1 dBA	70.3 dBC	71.4 dBF
SEL:	87.7 dBA	99.9 dBC	101.0 dBF
Peak:	85.4 dBA	94.8 dBC	94.8 dBF
	6/11/2008 15:45	6/11/2008 15:45	6/11/2008 15:45
Lmax (slow):	71.2 dBA	83.0 dBC	83.2 dBF
	6/11/2008 15:38	6/11/2008 15:45	6/11/2008 15:45
Lmin (slow):	54.0 dBA	65.3 dBC	66.6 dBF
	6/11/2008 15:41	6/11/2008 15:43	6/11/2008 15:43
Lmax (fast):	72.3 dBA	85.9 dBC	86.2 dBF
	6/11/2008 15:38	6/11/2008 15:45	6/11/2008 15:45
Lmin (fast):	53.5 dBA	63.8 dBC	65.2 dBF
	6/11/2008 15:43	6/11/2008 15:41	6/11/2008 15:41
Lmax (impulse):	72.9 dBA	87.1 dBC	87.5 dBF
	6/11/2008 15:38	6/11/2008 15:45	6/11/2008 15:45
Lmin (impulse):	53.9 dBA	65.9 dBC	67.5 dBF
	6/11/2008 15:41	6/11/2008 15:43	6/11/2008 15:43

Spectra

Start Time:	11-Jun-08	15:38:06	Run Time:	15:03.8		
Freq Hz	Leq 1/3 Oct	Leq 1/1 Oct	Max 1/3 Oct	Max 1/1 Oct	Min 1/3 Oct	Min 1/1 Oct
12.5	54.8		58.6		39.5	
16	56.1	61	60.6	64.9	42	46.9
20	57.4		60.9		43.8	
25	59		67.3		44.4	
31.5	63.8	67.5	66.6	72.5	47.5	52.9
40	63.9		69		50.5	
50	62.7		67.2		52.4	
63	62.5	67.1	66.6	72.9	50.6	55.6
80	61.6		69.9		48.6	
100	60.8		65.1		47.1	
125	57.2	63.4	68.4	71.6	44.5	50.1
160	56.6		66.2		43.7	
200	54		69		45.5	
250	52.6	57.5	71.4	74.8	44.5	49.4
315	51.2		69.2		43.7	
400	50.7		65.7		42.6	
500	49.9	54.9	62.9	69.3	43.1	47.7
630	49.7		64.5		43.2	
800	50		61.3		43.5	
1000	49.9	54.2	61.2	65.7	44.5	48.2
1250	48.1		60.1		42.1	
1600	45.8		58.3		40.4	
2000	43.4	48.6	56.8	62	38.6	43.4
2500	41.2		56.5		35.7	
3150	39.1		55.5		32.9	
4000	37	41.9	55.2	59.2	29.5	35.2
5000	33.9		51.7		26.5	
6300	32.2		52		23	
8000	31	35.6	50.5	55.3	20.5	25.9
10000	28.6		48.4		19	
12500	26.4		45.9		18.7	
16000	24.3	29.7	42.3	47.7	20	25
20000	23.4		34.4		21.6	

Ln Start Level:	15 dB	
L 1.00	67.8	dBA
L 5.00	61.6	dBA
L 50.00	56.3	dBA
L 90.00	55	dBA
L 95.00	54.7	dBA
L 99.00	54.3	dBA

SLM & RTA Summary

Model Number:	824		
Serial Number:	A3007		
Firmware Rev:	4.261		
Software Version:	3.12		
Name:	EDAW, Inc.		
Descr1:	1420 Kettner Blvd., Ste. 620		
Descr2:	San Diego, CA 92101		
Setup:	1M-1S.ssa		
Setup Descr:	SLM & RTA 1min-1Sec		
Location:	**MS 7**		
Note 1:			
Note 2:			

Overall Any Data

Start Time:	11-Jun-08	14:25:11	
Elapsed Time:	15:03.3		

	A Weight	C Weight	Flat
Leq:	66.3 dBA	78.1 dBC	79.1 dBF
SEL:	95.8 dBA	107.6 dBC	108.7 dBF
Peak:	93.3 dBA	103.0 dBC	103.2 dBF
	6/11/2008 14:36	6/11/2008 14:31	6/11/2008 14:31
Lmax (slow):	80.3 dBA	92.9 dBC	93.4 dBF
	6/11/2008 14:31	6/11/2008 14:31	6/11/2008 14:31
Lmin (slow):	55.4 dBA	69.3 dBC	71.0 dBF
	6/11/2008 14:38	6/11/2008 14:26	6/11/2008 14:26
Lmax (fast):	82.1 dBA	95.0 dBC	95.6 dBF
	6/11/2008 14:31	6/11/2008 14:31	6/11/2008 14:31
Lmin (fast):	54.4 dBA	68.0 dBC	69.7 dBF
	6/11/2008 14:38	6/11/2008 14:38	6/11/2008 14:26
Lmax (impulse):	82.7 dBA	95.8 dBC	96.5 dBF
	6/11/2008 14:31	6/11/2008 14:31	6/11/2008 14:31
Lmin (impulse):	54.7 dBA	70.4 dBC	72.0 dBF
	6/11/2008 14:38	6/11/2008 14:36	6/11/2008 14:26

Spectra

Start Time:	11-Jun-08	14:25:11	Run Time:	15:03.3		
Freq Hz	Leq 1/3 Oct	Leq 1/1 Oct	Max 1/3 Oct	Max 1/1 Oct	Min 1/3 Oct	Min 1/1 Oct
12.5	61.8		62.8		40.7	
16	64.1	69.7	69.8	74.7	47.4	54
20	67.2		72.6		52.6	
25	68.5		77.2		54.7	
31.5	67.1	73.7	85.8	92.4	51.8	58.3
40	70.6		91.1		53.6	
50	72.9		93		55	
63	70.3	75.6	91.5	95.4	53	58.3
80	67.6		79.4		52	
100	68.8		86.2		51	
125	67	71.7	85.8	89.2	51.2	55.6
160	63.4		75.6		50.1	
200	60.3		76.4		48	
250	61.4	65.2	82.6	84.2	47.4	51.8
315	59.5		76		45.1	
400	57.3		73.4		43.8	
500	57.4	61.9	77.5	79.9	43.7	48.2
630	56.8		73.1		42.7	
800	57.5		73.4		43.3	
1000	57.9	62.1	72.4	76.6	44.2	48.5
1250	56.5		68.4		43.5	
1600	55.4		65.2		41.9	
2000	53.1	58.3	64	69.1	41	45.8
2500	51		63.6		40	
3150	48.9		61.6		37.6	
4000	47.1	52	59.3	64.8	36.6	41
5000	44.6		58.4		33.4	
6300	42.4		55.4		30	
8000	40.6	45.3	54.3	58.5	25.9	31.8
10000	37.3		49.6		21.4	
12500	34.4		44		20.1	
16000	33.6	38	39.2	45.5	20.9	25.9
20000	31		33.2		22.2	

Ln Start Level:	15 dB	
L 1.00	74	dBA
L 5.00	70	dBA
L 50.00	64.9	dBA
L 90.00	60.6	dBA
L 95.00	58.9	dBA
L 99.00	56.7	dBA

SLM & RTA Summary

Model Number:	824		
Serial Number:	A3007		
Firmware Rev:	4.261		
Software Version:	3.12		
Name:	EDAW, Inc.		
Descr1:	1420 Kettner Blvd., Ste. 620		
Descr2:	San Diego, CA 92101		
Setup:	1M-1S.ssa		
Setup Descr:	SLM & RTA 1min-1Sec		
Location:	**MS 8**		
Note 1:			
Note 2:			

Overall Any Data

Start Time:	11-Jun-08	10:00:01	
Elapsed Time:	15:00.8		

	A Weight	C Weight	Flat
Leq:	54.1 dBA	67.6 dBC	68.6 dBF
SEL:	83.7 dBA	97.1 dBC	98.2 dBF
Peak:	90.5 dBA	95.3 dBC	96.2 dBF
	6/11/2008 10:05	6/11/2008 10:04	6/11/2008 10:04
Lmax (slow):	69.6 dBA	85.7 dBC	86.3 dBF
	6/11/2008 10:04	6/11/2008 10:04	6/11/2008 10:04
Lmin (slow):	46.9 dBA	59.9 dBC	61.7 dBF
	6/11/2008 10:02	6/11/2008 10:07	6/11/2008 10:06
Lmax (fast):	71.3 dBA	89.5 dBC	90.0 dBF
	6/11/2008 10:04	6/11/2008 10:04	6/11/2008 10:04
Lmin (fast):	46.5 dBA	58.3 dBC	59.8 dBF
	6/11/2008 10:01	6/11/2008 10:07	6/11/2008 10:06
Lmax (impulse):	73.6 dBA	90.9 dBC	91.3 dBF
	6/11/2008 10:05	6/11/2008 10:04	6/11/2008 10:04
Lmin (impulse):	46.8 dBA	61.2 dBC	62.6 dBF
	6/11/2008 10:02	6/11/2008 10:02	6/11/2008 10:06

Spectra

Start Time:	11-Jun-08	10:00:01	Run Time:		15:00.8	
Freq Hz	Leq 1/3 Oct	Leq 1/1 Oct	Max 1/3 Oct	Max 1/1 Oct	Min 1/3 Oct	Min 1/1 Oct
12.5	57		64.7		36.5	
16	55.4	60.7	67	70.2	38.9	42.5
20	55.1		64.1		37.5	
25	55.6		61.1		39.4	
31.5	55.6	61.2	67.4	72.4	42.3	46.9
40	57.8		70.2		43.6	
50	58.8		70.5		45.4	
63	61.8	65.9	89	90.4	46.9	50.6
80	62		84.7		44.9	
100	59.4		78.1		42.8	
125	54.6	61	71.4	79.5	41.2	46.1
160	50.1		70.2		39.1	
200	48.1		70.8		37.2	
250	47.2	52	70.2	74.5	37	41.4
315	46.1		67.6		35.4	
400	44.5		64.8		34.6	
500	44.5	49.4	62.4	68.1	36	40.3
630	44.9		62.4		35.9	
800	45.5		61.5		37	
1000	45.7	50.1	60.5	65.3	37.7	41.4
1250	44.6		59.4		34.4	
1600	42.8		57.8		31.3	
2000	40.1	45.6	55.3	61	28.6	34.1
2500	38.2		55.2		26.7	
3150	36.2		54.3		24.3	
4000	33.9	39.2	52.3	57.8	22.6	27.4
5000	32.2		52		20.1	
6300	31.1		52.7		19.2	
8000	30.2	35.1	53.7	58.5	18.4	23.5
10000	29.7		54.6		18.5	
12500	28.3		53.5		18.6	
16000	27.1	31.6	51.6	56.2	19.8	24.9
20000	24.3		46.8		21.4	

Ln Start Level:	15 dB	
L 1.00	62.9	dBA
L 5.00	57	dBA
L 50.00	52.2	dBA
L 90.00	48.9	dBA
L 95.00	48.4	dBA
L 99.00	47.2	dBA

SLM & RTA Summary

Model Number:	824		
Serial Number:	A3007		
Firmware Rev:	4.261		
Software Version:	3.12		
Name:	EDAW, Inc.		
Descr1:	1420 Kettner Blvd., Ste. 620		
Descr2:	San Diego, CA 92101		
Setup:	1M-1S.ssa		
Setup Descr:	SLM & RTA 1min-1Sec		
Location:	**MS 9**		
Note 1:			
Note 2:			

Overall Any Data

Start Time:	11-Jun-08	14:56:00
Elapsed Time:	15:02.7	

	A Weight	C Weight	Flat
Leq:	60.0 dBA	74.5 dBC	75.6 dBF
SEL:	89.5 dBA	104.0 dBC	105.2 dBF
Peak:	93.9 dBA	97.8 dBC	99.1 dBF
	6/11/2008 14:57	6/11/2008 15:02	6/11/2008 15:02
Lmax (slow):	77.1 dBA	88.6 dBC	89.8 dBF
	6/11/2008 14:57	6/11/2008 15:02	6/11/2008 15:02
Lmin (slow):	48.2 dBA	66.9 dBC	68.3 dBF
	6/11/2008 15:00	6/11/2008 14:58	6/11/2008 14:58
Lmax (fast):	79.6 dBA	90.3 dBC	91.5 dBF
	6/11/2008 14:57	6/11/2008 15:02	6/11/2008 15:02
Lmin (fast):	47.5 dBA	64.9 dBC	66.1 dBF
	6/11/2008 14:58	6/11/2008 14:58	6/11/2008 14:58
Lmax (impulse):	80.6 dBA	91.5 dBC	92.6 dBF
	6/11/2008 14:57	6/11/2008 15:02	6/11/2008 15:02
Lmin (impulse):	47.8 dBA	68.2 dBC	69.6 dBF
	6/11/2008 14:58	6/11/2008 14:56	6/11/2008 14:56

Spectra

Start Time:	11-Jun-08	14:56:00	Run Time:	15:02.7		
Freq Hz	Leq 1/3 Oct	Leq 1/1 Oct	Max 1/3 Oct	Max 1/1 Oct	Min 1/3 Oct	Min 1/1 Oct
12.5	59.1		60		39	
16	59.3	65.1	61.9	81.3	33.9	42.9
20	61.9		81.2		39.5	
25	61.1		67.5		44.7	
31.5	64.2	70.5	69	78.6	46.1	51.9
40	68.7		77.7		49.3	
50	72.3		70		51.8	
63	64.8	73.4	72.7	75.4	46.4	53.9
80	63		67.7		47.1	
100	61.4		65.2		46.6	
125	58.6	64.3	76.1	80.1	43	48.5
160	57.9		77.6		37.5	
200	51.8		68.9		36.5	
250	52.6	56.7	68.4	73.2	35.6	40.7
315	51.2		67.8		35.7	
400	50.8		70.1		34.9	
500	50.2	55.3	68.5	73.9	34.9	39.7
630	50.5		68.6		34.9	
800	51.5		71.1		36.2	
1000	51.6	56.2	69	74.4	36.3	40.6
1250	51.3		68.2		35	
1600	48.6		67		32.9	
2000	46.9	51.8	67.1	71.5	31.5	36.4
2500	44.8		66		29.8	
3150	42.6		60.8		27.4	
4000	40	45.4	57.2	62.7	24.9	30.2
5000	38.3		51		22.9	
6300	37.6		46.4		21.4	
8000	37.5	41.9	38.7	47.3	20.1	25.2
10000	36		33.4		19.4	
12500	34		23.1		19.3	
16000	32.4	38.9	22.3	27.9	20.4	25.4
20000	35.4		23.8		21.9	

Ln Start Level:	15 dB	
L 1.00	71.4	dBA
L 5.00	63.5	dBA
L 50.00	57	dBA
L 90.00	52	dBA
L 95.00	50.5	dBA
L 99.00	49	dBA

SLM & RTA Summary

Model Number:	824		
Serial Number:	A3007		
Firmware Rev:	4.261		
Software Version:	3.12		
Name:	EDAW, Inc.		
Descr1:	1420 Kettner Blvd., Ste. 620		
Descr2:	San Diego, CA 92101		
Setup:	1M-1S.ssa		
Setup Descr:	SLM & RTA 1min-1Sec		
Location:	**MS 10**		
Note 1:			
Note 2:			

Overall Any Data

Start Time:	11-Jun-08	13:46:01	
Elapsed Time:	15:05.1		

	A Weight	C Weight	Flat
Leq:	64.5 dBA	78.8 dBC	79.7 dBF
SEL:	94.1 dBA	108.4 dBC	109.3 dBF
Peak:	95.1 dBA	106.1 dBC	106.5 dBF
	6/11/2008 13:49	6/11/2008 13:50	6/11/2008 13:50
Lmax (slow):	79.9 dBA	97.1 dBC	97.5 dBF
	6/11/2008 13:58	6/11/2008 13:50	6/11/2008 13:50
Lmin (slow):	53.6 dBA	69.5 dBC	71.1 dBF
	6/11/2008 13:53	6/11/2008 13:56	6/11/2008 13:55
Lmax (fast):	82.8 dBA	100.4 dBC	100.7 dBF
	6/11/2008 13:58	6/11/2008 13:50	6/11/2008 13:50
Lmin (fast):	53.1 dBA	68.0 dBC	69.9 dBF
	6/11/2008 13:53	6/11/2008 14:00	6/11/2008 13:54
Lmax (impulse):	83.7 dBA	101.0 dBC	101.4 dBF
	6/11/2008 13:58	6/11/2008 13:50	6/11/2008 13:50
Lmin (impulse):	53.4 dBA	70.4 dBC	72.5 dBF
	6/11/2008 13:53	6/11/2008 14:00	6/11/2008 13:55

Spectra

Start Time: 11-Jun-08 13:46:01 Run Time: 15:05.1

Freq Hz	Leq 1/3 Oct	Leq 1/1 Oct	Max 1/3 Oct	Max 1/1 Oct	Min 1/3 Oct	Min 1/1 Oct
12.5	63.9		68		45.8	
16	62.8	68	63.6	72.1	46.5	51.8
20	63		68.8		48.3	
25	66.7		73.8		48.4	
31.5	69.1	73.9	77.7	83	53.9	57.2
40	70.6		80.6		53.1	
50	70.1		78.5		54.5	
63	72.2	77	72.2	80.7	54.3	58.9
80	73.6		74.7		53.5	
100	69.6		70.9		53.4	
125	67.3	72.1	89.7	89.8	50	55.9
160	62.8		66.4		48.2	
200	58.8		66.7		45.5	
250	56.9	62.1	70	74.3	44.8	49.5
315	55.9		70.8		43.6	
400	58		84.8		42.5	
500	55.8	61.3	66.2	84.9	42.9	47.3
630	55.3		66		42.1	
800	55.4		74.6		43	
1000	55.2	59.6	69.1	75.9	42.1	46.8
1250	53.6		62.1		40.8	
1600	51.9		58.9		38.8	
2000	50.6	55.5	56.6	61.9	36.3	41.8
2500	49.2		54.8		35.1	
3150	47.2		52.2		33.4	
4000	45.1	50.4	50.8	55.4	32.9	37.1
5000	44.1		47.7		29.9	
6300	43.2		45.3		26.6	
8000	41.4	46.4	44.4	48.8	22.9	28.9
10000	39.7		41.4		20.8	
12500	41.1		37.7		19.6	
16000	37.3	45.5	33.6	39.5	20.7	25.7
20000	42.4		29.1		22.1	

Ln Start Level:	15 dB
L 1.00	74 dBA
L 5.00	69 dBA
L 50.00	61.8 dBA
L 90.00	56.9 dBA
L 95.00	56 dBA
L 99.00	54.5 dBA

SLM & RTA Summary

Model Number:	824		
Serial Number:	A3007		
Firmware Rev:	4.261		
Software Version:	3.12		
Name:	EDAW, Inc.		
Descr1:	1420 Kettner Blvd., Ste. 620		
Descr2:	San Diego, CA 92101		
Setup:	1M-1S.ssa		
Setup Descr:	SLM & RTA 1min-1Sec		
Location:	**MS 11**		
Note 1:			
Note 2:			

Overall Any Data

Start Time:	11-Jun-08	12:44:00
Elapsed Time:	15:03.6	

	A Weight	C Weight	Flat
Leq:	69.7 dBA	82.3 dBC	83.0 dBF
SEL:	99.3 dBA	111.9 dBC	112.6 dBF
Peak:	97.6 dBA	103.9 dBC	105.1 dBF
	6/11/2008 12:50	6/11/2008 12:51	6/11/2008 12:50
Lmax (slow):	80.6 dBA	95.1 dBC	95.6 dBF
	6/11/2008 12:50	6/11/2008 12:54	6/11/2008 12:54
Lmin (slow):	54.0 dBA	68.7 dBC	70.1 dBF
	6/11/2008 12:46	6/11/2008 12:46	6/11/2008 12:46
Lmax (fast):	82.7 dBA	97.9 dBC	98.5 dBF
	6/11/2008 12:50	6/11/2008 12:54	6/11/2008 12:54
Lmin (fast):	53.2 dBA	66.5 dBC	67.9 dBF
	6/11/2008 12:46	6/11/2008 12:46	6/11/2008 12:46
Lmax (impulse):	83.5 dBA	98.8 dBC	99.3 dBF
	6/11/2008 12:50	6/11/2008 12:54	6/11/2008 12:54
Lmin (impulse):	53.9 dBA	69.5 dBC	70.9 dBF
	6/11/2008 12:46	6/11/2008 12:46	6/11/2008 12:46

Spectra

Start Time:	11-Jun-08	12:44:00	Run Time:	15:03.6		
Freq Hz	Leq 1/3 Oct	Leq 1/1 Oct	Max 1/3 Oct	Max 1/1 Oct	Min 1/3 Oct	Min 1/1 Oct
12.5	66.5		73.3		42.5	
16	67	71	71.8	77.5	45.1	49.9
20	64.9		73		46.8	
25	65.6		78.5		48.4	
31.5	66.5	73.9	83.5	88.1	45.8	56
40	72.1		85.5		54.7	
50	74.8		74.6		52.5	
63	77.7	80.7	96.5	96.8	54.9	57.7
80	74.7		84.3		50	
100	74.5		89.8		50	
125	70.8	76.4	84.1	91	48	52.8
160	64.9		77.4		44.5	
200	62.7		74.1		45.1	
250	64.4	67.9	83.4	84.2	46	50.1
315	61.8		73.1		44.8	
400	60.3		71.6		44.5	
500	61.5	65.7	76	78.5	44.6	49.1
630	60.8		72.2		44	
800	61		72.5		44.3	
1000	60.9	65.4	73	77	43.5	48.1
1250	59.8		70.8		41.8	
1600	58.3		68.6		38.6	
2000	56.6	61.7	66.9	72.3	36.6	41.7
2500	55.2		67		34.7	
3150	52.3		64.1		32.4	
4000	50.1	55.2	61.4	66.9	30.4	35.3
5000	47.7		59.7		27.7	
6300	45.7		56.8		25.4	
8000	45.2	49.2	54.4	59.5	22.3	28
10000	41.1		51.6		20.6	
12500	42.6		53		20	
16000	37	43.8	44	53.7	20.9	25.9
20000	29.8		38.7		22.2	

Ln Start Level:	15 dB	
L 1.00	79	dBA
L 5.00	75.8	dBA
L 50.00	66.8	dBA
L 90.00	60.3	dBA
L 95.00	57.8	dBA
L 99.00	55	dBA

SLM & RTA Summary

Model Number:	824		
Serial Number:	A3007		
Firmware Rev:	4.261		
Software Version:	3.12		
Name:	EDAW, Inc.		
Descr1:	1420 Kettner Blvd., Ste. 620		
Descr2:	San Diego, CA 92101		
Setup:	1M-1S.ssa		
Setup Descr:	SLM & RTA 1min-1Sec		
Location:	MS 12		
Note 1:			
Note 2:			

Overall Any Data

Start Time:	11-Jun-08	10:57:00
Elapsed Time:	15:02.6	

	A Weight	C Weight	Flat
Leq:	68.2 dBA	76.8 dBC	77.7 dBF
SEL:	97.7 dBA	106.3 dBC	107.3 dBF
Peak:	102.7 dBA	101.1 dBC	101.5 dBF
	6/11/2008 11:02	6/11/2008 11:02	6/11/2008 11:02
Lmax (slow):	80.5 dBA	88.3 dBC	88.7 dBF
	6/11/2008 11:02	6/11/2008 10:58	6/11/2008 10:58
Lmin (slow):	51.8 dBA	65.5 dBC	67.0 dBF
	6/11/2008 10:58	6/11/2008 11:02	6/11/2008 10:58
Lmax (fast):	88.6 dBA	90.4 dBC	90.9 dBF
	6/11/2008 11:02	6/11/2008 10:58	6/11/2008 10:58
Lmin (fast):	50.5 dBA	64.5 dBC	65.5 dBF
	6/11/2008 10:58	6/11/2008 10:58	6/11/2008 10:58
Lmax (impulse):	91.8 dBA	91.6 dBC	91.9 dBF
	6/11/2008 11:02	6/11/2008 11:08	6/11/2008 11:08
Lmin (impulse):	51.0 dBA	66.4 dBC	68.1 dBF
	6/11/2008 10:58	6/11/2008 11:02	6/11/2008 10:58

Spectra

Start Time: 11-Jun-08 10:57:00 Run Time: 15:02.6

Freq Hz	Leq 1/3 Oct	Leq 1/1 Oct	Max 1/3 Oct	Max 1/1 Oct	Min 1/3 Oct	Min 1/1 Oct
12.5	66		68.7		40.9	
16	64.8	69.8	68.9	74.1	44.4	48.1
20	64		70.2		44	
25	63		67.5		47.1	
31.5	64.3	69.4	73.9	75.7	49.3	53.4
40	66.1		68.3		49.2	
50	68.3		72.6		49.5	
63	69.6	74.1	76.1	78	51.1	54.9
80	69.8		66.5		49.5	
100	67.2		65.8		49.3	
125	66.7	70.9	66.3	70.3	52.3	54.6
160	64		64.2		45.6	
200	59.4		63.8		43.4	
250	57.1	62.6	59.1	71.1	40.5	46.3
315	56.3		69.9		39.6	
400	55.8		72.2		39.8	
500	57.4	62.2	57	73.9	39.7	44.7
630	58.6		68.8		40.2	
800	60.2		81		40.5	
1000	61	65.2	63.8	81.1	40.4	45.1
1250	59.9		61.7		40.2	
1600	57.9		69.1		38	
2000	55.6	60.7	79.1	80.8	34.2	40.3
2500	53		74.9		32.2	
3150	51.7		79.7		29.1	
4000	48.3	54	70.8	80.3	26.1	31.6
5000	45.6		60		23.7	
6300	42.9		62.8		22.4	
8000	40.2	45.6	60.3	65.5	21.5	26.2
10000	37.8		57.7		20.1	
12500	34.5		52.6		19.7	
16000	31	36.7	49.3	54.9	20.8	25.8
20000	27.4		45.9		22.2	

Ln Start Level:	15 dB	
L 1.00	75.1	dBA
L 5.00	72.3	dBA
L 50.00	67.3	dBA
L 90.00	59.1	dBA
L 95.00	56	dBA
L 99.00	53	dBA

SLM & RTA Summary

Model Number:	824		
Serial Number:	A3007		
Firmware Rev:	4.261		
Software Version:	3.12		
Name:	EDAW, Inc.		
Descr1:	1420 Kettner Blvd., Ste. 620		
Descr2:	San Diego, CA 92101		
Setup:	1M-1S.ssa		
Setup Descr:	SLM & RTA 1min-1Sec		
Location:	**MS 13**		
Note 1:			
Note 2:			

Overall Any Data

Start Time:	11-Jun-08	16:26:17
Elapsed Time:	15:43.6	

	A Weight	C Weight	Flat
Leq:	56.2 dBA	69.8 dBC	71.5 dBF
SEL:	86.0 dBA	99.6 dBC	101.3 dBF
Peak:	85.9 dBA	90.5 dBC	92.6 dBF
	6/11/2008 16:39	6/11/2008 16:40	6/11/2008 16:40
Lmax (slow):	67.9 dBA	78.9 dBC	79.3 dBF
	6/11/2008 16:31	6/11/2008 16:31	6/11/2008 16:31
Lmin (slow):	50.9 dBA	65.4 dBC	66.8 dBF
	6/11/2008 16:38	6/11/2008 16:38	6/11/2008 16:38
Lmax (fast):	72.4 dBA	82.2 dBC	82.6 dBF
	6/11/2008 16:39	6/11/2008 16:31	6/11/2008 16:31
Lmin (fast):	50.5 dBA	63.8 dBC	65.0 dBF
	6/11/2008 16:38	6/11/2008 16:38	6/11/2008 16:38
Lmax (impulse):	75.9 dBA	83.7 dBC	84.6 dBF
	6/11/2008 16:39	6/11/2008 16:31	6/11/2008 16:27
Lmin (impulse):	50.8 dBA	66.0 dBC	67.5 dBF
	6/11/2008 16:38	6/11/2008 16:26	6/11/2008 16:26

Spectra

Start Time:		11-Jun-08	16:26:17	Run Time:	15:43.6	
Freq Hz	Leq 1/3 Oct	Leq 1/1 Oct	Max 1/3 Oct	Max 1/1 Oct	Min 1/3 Oct	Min 1/1 Oct
12.5	61.9		64.6		43	
16	61.7	66.9	59.7	66.6	40.2	47.1
20	62.6		58.7		43.3	
25	62.3		62.4		47.1	
31.5	61.4	66.3	64.4	68.7	47.5	53.2
40	60.9		64.6		50.1	
50	61.9		69.4		49.9	
63	62.4	66.8	70.1	78	52.1	55.3
80	61.9		76.4		48.9	
100	59.9		65.8		48	
125	59.3	63.2	64	70.7	49.5	52.7
160	54.1		67.4		45.2	
200	53.5		64.4		44	
250	51.2	56.5	68.8	72.1	41.7	46.8
315	49.6		67.8		39.1	
400	46.8		64.8		37.6	
500	46.6	51.3	64.8	68.3	38.4	42.9
630	46.1		58.9		38.3	
800	46.7		59		39.5	
1000	47.1	51.6	55.8	61.7	39.8	44.3
1250	46.7		54.7		39.2	
1600	45.4		53.2		38.2	
2000	43.2	48.3	48.7	55.3	35.8	40.9
2500	40.6		47.3		32.6	
3150	38.1		48.6		29.6	
4000	35.4	40.7	43.2	50.3	25.9	31.6
5000	32.6		41.1		21.9	
6300	30.3		37.6		20.1	
8000	28	33	35.2	40.4	18.8	23.9
10000	24.6		32.8		18.4	
12500	22.7		29.7		18.4	
16000	22	27.2	26.9	32.2	19.9	24.9
20000	22.5		23.9		21.6	

Ln Start Level:	15 dB	
L 1.00	62.7	dBA
L 5.00	59.5	dBA
L 50.00	55.1	dBA
L 90.00	52.8	dBA
L 95.00	52	dBA
L 99.00	51.3	dBA

SLM & RTA Summary

Model Number:	824
Serial Number:	A3007
Firmware Rev:	4.261
Software Version:	3.12
Name:	EDAW, Inc.
Descr1:	1420 Kettner Blvd., Ste. 620
Descr2:	San Diego, CA 92101
Setup:	1M-1S.ssa
Setup Descr:	SLM & RTA 1min-1Sec
Location:	**MS 14**
Note 1:	
Note 2:	

Overall Any Data

Start Time:	11-Jun-08	16:48:00
Elapsed Time:	15:02.8	

	A Weight	C Weight	Flat
Leq:	61.8 dBA	74.9 dBC	76.6 dBF
SEL:	91.4 dBA	104.5 dBC	106.1 dBF
Peak:	109.9 dBA	107.1 dBC	108.4 dBF
	6/11/2008 16:55	6/11/2008 16:55	6/11/2008 16:55
Lmax (slow):	74.4 dBA	82.4 dBC	86.0 dBF
	6/11/2008 16:55	6/11/2008 16:56	6/11/2008 16:56
Lmin (slow):	52.6 dBA	68.4 dBC	70.0 dBF
	6/11/2008 16:49	6/11/2008 16:53	6/11/2008 16:53
Lmax (fast):	81.8 dBA	88.9 dBC	92.9 dBF
	6/11/2008 16:55	6/11/2008 16:56	6/11/2008 16:56
Lmin (fast):	52.1 dBA	67.2 dBC	68.6 dBF
	6/11/2008 16:49	6/11/2008 16:53	6/11/2008 16:53
Lmax (impulse):	86.4 dBA	91.9 dBC	95.8 dBF
	6/11/2008 16:55	6/11/2008 16:56	6/11/2008 16:56
Lmin (impulse):	52.5 dBA	69.5 dBC	70.8 dBF
	6/11/2008 16:49	6/11/2008 16:53	6/11/2008 16:53

Spectra

Start Time: 11-Jun-08 16:48:00 Run Time: 15:02.8

Freq Hz	Leq 1/3 Oct	Leq 1/1 Oct	Max 1/3 Oct	Max 1/1 Oct	Min 1/3 Oct	Min 1/1 Oct
12.5	59.6		63.3		40.8	
16	59.2	64.5	63.9	68.5	41.9	46.5
20	60.3		63.9		42.4	
25	59.4		63		44.4	
31.5	75.1	75.4	74.5	75.4	60.9	61.4
40	61.8		66.5		50.9	
50	65.2		68.4		53.5	
63	66.4	70	71.9	74	54.1	57.9
80	63.8		64.4		51.4	
100	63.6		67.7		50.3	
125	61.8	66.4	66.5	70.4	49.8	54.1
160	57.1		57.2		47.2	
200	55.8		60.9		44.7	
250	52.7	58.7	58.5	64.1	42.2	47.6
315	52.4		58.2		40.5	
400	50.7		63.2		40.4	
500	49.8	55.4	65.8	68.7	40.1	45.6
630	51.2		61.6		41.9	
800	54.5		64.9		41.7	
1000	54.2	58.9	67.9	72.8	41.7	46.3
1250	53.5		70		41.1	
1600	49.8		65.6		39	
2000	48.7	53.5	67.7	70.8	37	42.3
2500	47.5		64		36	
3150	45.1		68.6		34.9	
4000	43.6	48.2	67.4	71.5	33.1	37.8
5000	40.6		61.8		29.2	
6300	41.1		69.4		26.9	
8000	38.9	43.7	68.8	72.4	25.5	30.2
10000	34.8		60		22.9	
12500	34.6		56		20.8	
16000	31.1	36.6	56	59.7	20.9	26
20000	26.2		51.5		22	

Ln Start Level:	15 dB
L 1.00	66.5 dBA
L 5.00	65.1 dBA
L 50.00	61.4 dBA
L 90.00	54.5 dBA
L 95.00	53.9 dBA
L 99.00	53 dBA

SLM & RTA Summary

Translated:	25-Sep-08	6:09:24	
File Translated:	C:\LARDAV\824 Measurements\UCLA\061208__021.slmdl		
Model Number:	824		
Serial Number:	A3007		
Firmware Rev:	4.261		
Software Version:	3.12		
Name:	EDAW, Inc.		
Descr1:	1420 Kettner Blvd., Ste. 620		
Descr2:	San Diego, CA 92101		
Setup:	1M-1S.ssa		
Setup Descr:	SLM & RTA 1min-1Sec		
Location:	**MS 15**		
Note 1:			
Note 2:			

Overall Any Data

Start Time:	11-Jun-08	17:06:22
Elapsed Time:	15:38.7	

	A Weight	C Weight	Flat
Leq:	62.9 dBA	85.4 dBC	88.6 dBF
SEL:	92.7 dBA	115.1 dBC	118.3 dBF
Peak:	98.4 dBA	108.9 dBC	111.6 dBF
	6/11/2008 17:15	6/11/2008 17:20	6/11/2008 17:20
Lmax (slow):	71.4 dBA	95.8 dBC	99.9 dBF
	6/11/2008 17:14	6/11/2008 17:13	6/11/2008 17:08
Lmin (slow):	51.5 dBA	67.1 dBC	70.9 dBF
	6/11/2008 17:14	6/11/2008 17:09	6/11/2008 17:09
Lmax (fast):	77.9 dBA	99.9 dBC	103.9 dBF
	6/11/2008 17:14	6/11/2008 17:19	6/11/2008 17:08
Lmin (fast):	49.4 dBA	65.4 dBC	68.4 dBF
	6/11/2008 17:15	6/11/2008 17:09	6/11/2008 17:09
Lmax (impulse):	82.3 dBA	103.4 dBC	106.4 dBF
	6/11/2008 17:15	6/11/2008 17:19	6/11/2008 17:08
Lmin (impulse):	51.5 dBA	68.9 dBC	72.6 dBF
	6/11/2008 17:14	6/11/2008 17:09	6/11/2008 17:09

Spectra

Start Time:		11-Jun-08	17:06:22	Run Time:	15:38.7	
Freq Hz	Leq 1/3 Oct	Leq 1/1 Oct	Max 1/3 Oct	Max 1/1 Oct	Min 1/3 Oct	Min 1/1 Oct
12.5	82.6		68.4		51	
16	81	86.1	66.8	72.6	47.4	53.9
20	80.1		68.1		48.2	
25	77.3		73.8		46.6	
31.5	81	86.3	77	79.2	51	54.8
40	83.9		69.2		51.1	
50	74.3		74.5		47.6	
63	67.5	75.8	66.9	75.4	50.3	53.5
80	67.2		61.6		47.9	
100	66.9		63.8		47.6	
125	65.7	69.8	66.4	71.6	47.7	51.4
160	60.2		68.9		43.1	
200	60.9		73.2		40.5	
250	57.9	63.3	67.8	74.6	40.4	44.6
315	54.7		63.2		38.2	
400	53.9		61.5		37.2	
500	56.3	60.1	66.9	69.4	40.7	44.4
630	55.5		63.7		40.2	
800	52.8		64.2		37.8	
1000	53.7	57.5	65.3	70	37.5	41.9
1250	51.3		66.1		35.7	
1600	49.8		62.7		35.4	
2000	47.9	52.9	65.6	69.3	30.2	37.2
2500	46		64.7		28.3	
3150	42.1		62.5		25.9	
4000	39.6	45	58.1	65.2	24.1	28.9
5000	37.8		59.4		21	
6300	39.5		60.7		19.5	
8000	36.6	41.9	57.3	65.2	18.8	23.8
10000	32.7		62.1		18.9	
12500	27.4		51.6		19	
16000	29.5	32.5	43.9	52.7	20.2	25.2
20000	25.1		42.4		21.7	

Ln Start Level:	15 dB	
L 1.00	68.3	dBA
L 5.00	66.8	dBA
L 50.00	62.1	dBA
L 90.00	57.8	dBA
L 95.00	57.1	dBA
L 99.00	55.6	dBA

SLM & RTA Summary

Model Number:	824		
Serial Number:	A3007		
Firmware Rev:	4.261		
Software Version:	3.12		
Name:	EDAW, Inc.		
Descr1:	1420 Kettner Blvd., Ste. 620		
Descr2:	San Diego, CA 92101		
Setup:	1M-1S.ssa		
Setup Descr:	SLM & RTA 1min-1Sec		
Location:	**MS 16**		
Note 1:			
Note 2:			

Overall Any Data

Start Time:	11-Jun-08	17:34:49
Elapsed Time:	15:13.8	

	A Weight	C Weight	Flat
Leq:	67.7 dBA	87.4 dBC	90.0 dBF
SEL:	97.3 dBA	117.0 dBC	119.6 dBF
Peak:	95.5 dBA	109.7 dBC	113.4 dBF
	6/11/2008 17:36	6/11/2008 17:35	6/11/2008 17:35
Lmax (slow):	76.5 dBA	95.2 dBC	101.5 dBF
	6/11/2008 17:36	6/11/2008 17:36	6/11/2008 17:38
Lmin (slow):	61.2 dBA	73.4 dBC	76.0 dBF
	6/11/2008 17:48	6/11/2008 17:47	6/11/2008 17:47
Lmax (fast):	82.6 dBA	101.6 dBC	105.6 dBF
	6/11/2008 17:36	6/11/2008 17:36	6/11/2008 17:38
Lmin (fast):	56.0 dBA	71.4 dBC	73.6 dBF
	6/11/2008 17:48	6/11/2008 17:43	6/11/2008 17:43
Lmax (impulse):	85.0 dBA	104.3 dBC	108.2 dBF
	6/11/2008 17:36	6/11/2008 17:35	6/11/2008 17:38
Lmin (impulse):	63.0 dBA	73.6 dBC	77.3 dBF
	6/11/2008 17:37	6/11/2008 17:47	6/11/2008 17:47

Spectra

Start Time:	11-Jun-08	17:34:49	Run Time:	15:13.8		
Freq Hz	Leq 1/3 Oct	Leq 1/1 Oct	Max 1/3 Oct	Max 1/1 Oct	Min 1/3 Oct	Min 1/1 Oct
12.5	80.2		80.4		55.8	
16	82.4	86.7	86.4	89	49.5	57.9
20	82.7		83.8		51.7	
25	78.8		83.2		55	
31.5	82	87.5	85.3	94.1	57.6	61.1
40	85.1		93.1		56	
50	78.1		83.8		56.9	
63	73.7	80.5	76.2	85.6	54.6	59.5
80	73.7		79.3		50.7	
100	74.4		86.9		54.1	
125	74.4	77.9	83.4	88.9	56.6	59.2
160	68		78		50.7	
200	64.7		77.3		51.3	
250	62	67.5	76	79.9	46.3	53.3
315	60.5		65.6		45.5	
400	58.8		69.4		44.8	
500	58.1	63.6	68.8	77	45.7	50
630	59.5		75.3		45.1	
800	58.1		64.7		46.2	
1000	58.6	62.5	68.5	73	43.8	49.1
1250	56.1		70		41.7	
1600	55.2		64.6		40.1	
2000	51.3	57.4	57.8	67.4	37.8	42.9
2500	49.2		63		35.2	
3150	45.9		60		32.3	
4000	43.4	48.5	54.4	61.3	27.9	34.2
5000	39.9		47.9		25.1	
6300	40.5		48.4		22.4	
8000	39.8	43.8	51	53.4	21.2	26.1
10000	34.8		43.6		20.1	
12500	28.8		38		19.8	
16000	28.8	34	30.4	39	20.6	25.8
20000	29.9		27.9		22.3	

Ln Start Level:	15 dB	
L 1.00	73.1	dBA
L 5.00	70.8	dBA
L 50.00	67.1	dBA
L 90.00	64.5	dBA
L 95.00	63.8	dBA
L 99.00	62.7	dBA

SLM & RTA Summary

Model Number:	824		
Serial Number:	A3007		
Firmware Rev:	4.261		
Software Version:	3.12		
Name:	EDAW, Inc.		
Descr1:	1420 Kettner Blvd., Ste. 620		
Descr2:	San Diego, CA 92101		
Setup:	1M-1S.ssa		
Setup Descr:	SLM & RTA 1min-1Sec		
Location:	**MS 17**		
Note 1:			
Note 2:			

Overall Any Data

Start Time:	11-Jun-08	18:29:01
Elapsed Time:	15:25.7	

	A Weight	C Weight	Flat
Leq:	67.9 dBA	80.0 dBC	81.0 dBF
SEL:	97.5 dBA	109.7 dBC	110.6 dBF
Peak:	97.5 dBA	102.0 dBC	102.6 dBF
	6/11/2008 18:41	6/1/2008 18:36	6/11/2008 18:36
Lmax (slow):	82.2 dBA	91.3 dBC	91.6 dBF
	6/11/2008 18:36	6/11/2008 18:36	6/11/2008 18:36
Lmin (slow):	54.8 dBA	70.0 dBC	71.6 dBF
	6/11/2008 18:30	6/11/2008 18:42	6/11/2008 18:41
Lmax (fast):	83.9 dBA	93.0 dBC	93.4 dBF
	6/11/2008 18:36	6/11/2008 18:33	6/11/2008 18:33
Lmin (fast):	53.8 dBA	68.7 dBC	70.0 dBF
	6/11/2008 18:42	6/11/2008 18:41	6/11/2008 18:41
Lmax (impulse):	85.3 dBA	93.9 dBC	94.3 dBF
	6/11/2008 18:38	6/11/2008 18:33	6/11/2008 18:33
Lmin (impulse):	54.3 dBA	70.6 dBC	72.8 dBF
	6/11/2008 18:41	6/11/2008 18:42	6/11/2008 18:42

Spectra

Start Time: 11-Jun-08 18:29:01 Run Time: 15:25.7

Freq Hz	Leq 1/3 Oct	Leq 1/1 Oct	Max 1/3 Oct	Max 1/1 Oct	Min 1/3 Oct	Min 1/1 Oct
12.5	67.8		75.8		45.6	
16	68.8	72.7	80	81.8	47.6	52.6
20	67		71.5		49.4	
25	69.4		78.4		49.4	
31.5	70.7	74.9	76.8	82.9	53.1	57.2
40	70.1		78.8		53.7	
50	70.5		73		55.5	
63	72.6	77.1	78.2	84.7	55.2	60.2
80	73.3		83.2		55.7	
100	68.7		74.9		52.2	
125	71	74.5	83.3	91.3	54	57.5
160	69		90.4		51.5	
200	64.6		75.4		47.5	
250	63.7	68.1	71.4	77.9	47	51.4
315	60.9		71.2		45.1	
400	59.9		69.2		44.6	
500	59.5	64.1	69.5	74.2	43.5	48.4
630	58.5		69.5		42.6	
800	58.2		76.1		43	
1000	58.1	62.5	76.9	79.9	41.7	46.9
1250	56.9		69		41.7	
1600	56		71.9		39.5	
2000	54.6	59.3	67.8	74.2	36.2	41.9
2500	52.4		66.6		33.7	
3150	51.1		63.6		31.4	
4000	48.6	53.9	61.9	67.1	29.3	34.1
5000	46.7		60.9		25.6	
6300	44.8		57.3		22	
8000	40.4	46.6	51.5	58.5	20.2	25.5
10000	36.5		45.1		19.5	
12500	36.3		36.8		19.7	
16000	28.4	37.2	30.4	38	20.9	25.9
20000	24.7		25.8		22.3	

Ln Start Level: 15 dB

L 1.00	76.2	dBA
L 5.00	73	dBA
L 50.00	65.1	dBA
L 90.00	60.4	dBA
L 95.00	58.9	dBA
L 99.00	56.1	dBA

Project Name

UCLA LDRP Amendment/NHIP - Pavement Saw-cutting											
Location	Equipment	Noise Level (dBA) @ 50 feet	Distance to Receiver form Construction Effort (feet)	Surface Type	Fill in **ONLY** if ground surface is soft (leave blank for hard surface)						Usage/Hour (100% = 1)[4]
					Source Height (feet)	Receiver Height (feet)	Barrier Height (feet)	Cut Depth[1] (feet)	Horizontal Slope Distance[2] (feet)	Trench Depth[3] (feet)	
	Concrete Saw	90	50	Hard	14	5	0	0	0	0	5%
	Front End Loader (Large)	85	50	Hard	14	5	0	0	0	0	40%
	Nothing	0	0	Hard	0	0	0	0	0	0	0%
	Nothing	0	0	Hard	0	0	0	0	0	0	0%
	Nothing	0	0	Hard	0	0	0	0	0	0	0%
	Nothing	0	0	Hard	0	0	0	0	0	0	0%
	Nothing	0	0	Hard	0	0	0	0	0	0	0%
	Nothing	0	0	Hard	0	0	0	0	0	0	0%
	Nothing	0	0	Hard	0	0	0	0	0	0	0%
	Nothing	0	0	Hard	0	0	0	0	0	0	0%

Notes

* When the receiver is elevated above the base of a barrier and cut, and the barrier height is greater than the cut height, the cut height must be subtracted from the barrier height prior to entering barrier height information. If the barrier is less than the cut do not enter barrier height only the cut height.

1 Only provide cut depth if distance from receiver to the nearest edge of the cut is less than half the distance from the nearest edge of the cut to the source.

2 Only provide slope distance if the slope distance is greater than half the distance from the receiver to the source.

3 Do not provide a barrier height, the trench acts as a barrier. Only provide trech depth if the trech width is greater than half the distance from the receiver to the source.

4 If no usage factor (load rating) is provided then the program assumes a 100% load factor.

UCLA LDRP Amendment/NHIP - Pavement Saw-cutting

Predicted Construction Noise Levels				
Location	Equipment	At Receiver		Composite Noise Level
None Identified	Concrete Saw	77	77	82
None Identified	Front End Loader (Large)	81	82	
None Identified	Nothing	0	82	
None Identified	Nothing	0	82	
None Identified	Nothing	0	82	
None Identified	Nothing	0	82	
None Identified	Nothing	0	82	
None Identified	Nothing	0	82	
None Identified	Nothing	0	82	
None Identified	Nothing	0	82	

Project Name

UCLA LDRP Amendment/NHIP - Grading												
Location	Equipment	Noise Level (dBA) @ 50 feet	Distance to Receiver form Construction Effort (feet)	Surface Type	Fill in **ONLY** if ground surface is soft (leave blank for hard surface)						Usage/Hour (100% = 1)[4]
					Source Height (feet)	Receiver Height (feet)	Barrier Height (feet)	Cut Depth[1] (feet)	Horizontal Slope Distance[2] (feet)	Trench Depth[3] (feet)	
	Dozer	85	50	Hard	14	5	0	0	0	0	40%
	Dozer	85	50	Hard	14	5	0	0	0	0	40%
	Front End Loader (Large)	85	50	Hard	14	5	0	0	0	0	40%
	Backhoe	85	50	Hard	14	5	0	0	0	0	20%
	Nothing	0	0	Hard	0	0	0	0	0	0	0%
	Nothing	0	0	Hard	0	0	0	0	0	0	0%
	Nothing	0	0	Hard	0	0	0	0	0	0	0%
	Nothing	0	0	Hard	0	0	0	0	0	0	0%
	Nothing	0	0	Hard	0	0	0	0	0	0	0%
	Nothing	0	0	Hard	0	0	0	0	0	0	0%

Notes

* When the receiver is elevated above the base of a barrier <u>and</u> cut, and the barrier height is greater than the cut height, the cut height must be subtracted from the barrier height prior to entering barrier height information. If the barrier is less than the cut do not enter barrier height only the cut height.

[1] Only provide cut depth if distance from receiver to the nearest edge of the cut is less than half the distance from the nearest edge of the cut to the source.

[2] Only provide slope distance if the slope distance is greater than half the distance from the receiver to the source.

[3] Do not provide a barrier height, the trench acts as a barrier. Only provide trech depth if the trech width is greater than half the distance from the receiver to the source.

[4] If no usage factor (load rating) is provided then the program assumes a 100% load factor.

UCLA LDRP Amendment/NHIP - Grading

Predicted Construction Noise Levels				
Location	Equipment	At Receiver		Composite Noise Level
None Identified	Dozer	81	81	86
None Identified	Dozer	81	84	
None Identified	Front End Loader (Large)	81	86	
None Identified	Backhoe	78	86	
None Identified	Nothing	0	86	
None Identified	Nothing	0	86	
None Identified	Nothing	0	86	
None Identified	Nothing	0	86	
None Identified	Nothing	0	86	
None Identified	Nothing	0	86	

Existing

Roadway Segment	Traffic Volume	Speed	Reference CNEL at 75 Feet [1]	Distance to Noise Contour [1]		
				70 CNEL	65 CNEL	60 CNEL
Sunset Boulevard, Veteran Avenue to Bellagio Road	2,822	30	68	50	157	497
Sunset Boulevard, Bellagio Road to Westwood Boulevard	2,324	30	67	41	129	409
Sunset Boulevard, Westwood Boulevard to Stone Canyon Road	2,708	30	68	48	151	477
Sunset Boulevard, Stone Canyon Road to Copa de Oro Road	2,426	30	68	43	135	427
Hilgard Avenue, Sunset Boulevard to Wyton Drive	1,087	35	65	23	72	228
Hilgard Avenue, Wyton Drive to Westholme Avenue	1,431	35	66	30	95	300
Hilgard Avenue, Westholme Avenue to Manning Avenue	1,605	35	67	34	106	336
Hilgard Avenue, Manning Avenue to Le Conte Avenue	1,449	35	66	30	96	304
Le Conte Avenue, Gayley Avenue to Westwood Boulevard	1,258	25	63	14	44	140
Le Conte Avenue, Westwood Boulevard to Tiverton Avenue	1,362	25	63	15	48	152
Le Conte Avenue, Tiverton Avenue to Hilgard Avenue	1,125	25	62	13	40	126
Gayley Avenue, Le Conte Avenue to Strathmore Place	1,818	35	66	30	94	297
Gayley Avenue, Strathmore Place to Veteran Avenue	1,015	35	63	17	52	166
Veteran Avenue, Sunset Boulevard to Gayley Avenue	1,170	35	64	19	61	192
Westwood Plaza, north of Le Conte Avenue	1,244	25	64	19	59	188
Westwood Boulevard, south of Sunset Boulevard	526	25	60	8	25	79
Strathmore Place, east of Gayley Avenue	1,201	25	64	18	57	181
Bellagio Road, south of Sunset Boulevard	490	25	60	7	23	74
Stone Canyon Road, south of Sunset Boulevard	551	25	60	8	26	83
Wyton Drive, west of Hilgard Avenue	646	25	61	10	31	97
Westholme Avenue, west of Hilgard Avenue	863	25	62	13	41	130

Existing

Location	Land Use	Traffic Volume	Speed	Distance	CNEL
Wilshire Boulevard, Glendon Avenue to Malcolm Avenue	Multi-Family	3,649	35	80	70
Wilshire Boulevard, Malcolm Avenue to Westholme Avenue	Multi-Family	3,617	35	80	70
Wilshire Boulevard, Westholme Avenue to Warner Avenue	Multi-Family	3,759	35	80	70
	Church	3,759	35	85	70
Wilshire Boulevard, Warner Avenue to Beverly Glen Boulevard	Multi-Family	3,844	35	85	70
	Church	3,844	35	80	70
Wilshire Boulevard, east of Beverly Glen Boulevard	Multi-Family	3,538	35	75	70
Sunset Boulevard, west of Church Street	Single Family	3,363	30	60	70
Sunset Boulevard, Church Street to Sepulveda Boulevard	Single Family	3,177	30	65	69
Sunset Boulevard, Sepulveda Boulevard to Veteran Avenue	Single Family	2,210	30	65	68
Sunset Boulevard, Veteran Avenue to Bellagio Road	Single Family	2,822	30	65	69

Sunset Boulevard, Bellagio Road to Westwood Boulevard	Single Family	2,324	30	65	68
Sunset Boulevard, Westwood Boulevard to Stone Canyon Road	Single Family	2,708	30	75	68
	High School	2,708	30	125	66
	Elementary School/Day Care	2,708	30	100	67
Sunset Boulevard, Stone Canyon Road to Copa de Oro Road	Single Family	2,426	30	60	69
Sunset Boulevard, Copa de Oro Road to Bel-Air Road	Single Family	2,398	30	60	68
Sunset Boulevard, Bel-Air Road to Beverly Glen Boulevard	Single Family	3,516	30	60	70
Sunset Boulevard, east of Beverly Glen Boulevard	Single Family	2,375	30	60	68
Hilgard Avenue, Sunset Boulevard to Wyton Drive	Single Family	1,087	35	75	65
Hilgard Avenue, Wyton Drive to Westholme Avenue	Single- and Multi-Family	1,431	35	75	66
Hilgard Avenue, Westholme Avenue to Manning Avenue	Church	1,605	35	65	67
	Multi-Family	1,605	35	75	67
Hilgard Avenue, Manning Avenue to Le Conte Avenue	Multi-Family	1,449	35	65	67
Hilgard Avenue, Le Conte Avenue to Weyburn Avenue	Multi-Family	845	35	55	65
	Church	845	35	55	65
Hilgard Avenue, Weyburn Avenue to Lindbrook Drive	Multi-Family	1,127	35	55	66
Le Conte Avenue, east of Hilgard Avenue	Multi-Family	378	25	30	61
Gayley Avenue, Weyburn Avenue to Le Conte Avenue	Multi-Family	1,411	30	60	64
Gayley Avenue, Le Conte Avenue to Strathmore Place	Multi-Family	1,818	30	55	66
Gayley Avenue, Strathmore Place to Veteran Avenue	Multi-Family	1,015	30	50	64
Strathmore Place, west of Gayley Avenue	Multi-Family	315	30	35	62
Levering Avenue, Montana Avenue to Veteran Avenue	Multi-Family	385	30	55	61
Levering Avenue, Veteran Avenue to Le Conte Avenue	Multi-Family	369	30	55	61
Levering Avenue, Le Conte Avenue to Weyburn Avenue	Multi-Family	1,411	30	35	69
Veteran Avenue, Sunset Boulevard to Gayley Avenue	Single and Multi-Family	1,170	35	60	67
Veteran Avenue, Gayley Avenue to Levering Avenue	Multi-Family	910	35	50	66
Veteran Avenue, Levering Avenue to Wilshire Boulevard	Multi-Family	3,389	35	40	73
Veteran Avenue, Wilshire Boulevard to Ohio Avenue	Multi-Family	1,548	35	50	69
Veteran Avenue, Ohio Avenue to Santa Monica Boulevard	Multi-Family	1,115	35	50	67
Montana Avenue, Veteran Avenue to Levering Avenue	Multi-Family	732	35	60	65
Montana Avenue, Levering Avenue to Sepulveda Boulevard	Single Family	1,032	35	40	68
Montana Avenue, west of Sepulveda Boulevard	Single Family	539	35	40	65
Sepulveda Boulevard, Ovada Place to Sunset Boulevard	Single Family	3,723	35	65	71
Sepulveda Boulevard, Sunset Boulevard to Montana Avenue	Multi-Family	1,920	35	85	67
Sepulveda Boulevard, Wilshire Boulevard to Ohio Avenue	Multi-Family	2,096	35	45	70
Sawtelle Boulevard, Ohio Avenue to Santa Monica Boulevard	Multi-Family	920	30	40	66
Sawtelle Boulevard, south of Santa Monica Boulevard	Multi-Family	1,652	30	40	69
Weyburn Avenue, Glendon Avenue to Westwood Boulevard	Multi-Family	487	30	40	63
Weyburn Avenue, Westwood Boulevard to Gayley Avenue	Multi-Family	659	30	40	65
Lindbrook Avenue, Westwood Boulevard to Gayley Avenue	Multi-Family	472	25	40	62
Wyton Drive, east of Hilgard Avenue	Single Family	244	25	40	59
Westholme Avenue, east of Hilgard Avenue	Single Family	459	25	50	61
Manning Avenue, east of Hilgard Avenue	Single Family	105	25	30	56

Beverly Glen Boulevard, Wilshire Boulevard to Comstock Avenue	Single Family	1,265	30	75	65
Beverly Glen Boulevard, Comstock Avenue to Sunset Boulevard	Single Family	1,467	30	65	66
Beverly Glen Boulevard, Sunset Boulevard to Greendale Drive	Single Family	1,467	30	40	68
Beverly Glen Boulevard, Greendale Drive to Mulholland Drive	Single Family	1,342	30	60	66
Ohio Avenue, Westwood Boulevard to Veteran Avenue	Multi-Family	1,068	30	30	68
Ohio Avenue, Veteran Avenue to Sepulveda Boulevard	Multi-Family	1,274	30	35	68
Ohio Avenue, Sepulveda Boulevard to Beloit Avenue	Multi-Family	1,202	30	35	68
Ohio Avenue, Beloit Avenue to Sawtelle Boulevard	Multi-Family	1,202	30	35	68
Ohio Avenue, west of Sawtelle Boulevard	Multi-Family	1,220	30	35	68
Bellagio Road, Chalon Road to Sunset Boulevard	Single Family	738	25	40	64
Bel-Air Road, north of Sunset Boulevard	Single Family	453	25	50	61

2013 Without Project

Roadway Segment	Traffic Volume	Speed	Reference CNEL at 75 Feet [1]	Distance to Noise Contour [1]		
				70 CNEL	65 CNEL	60 CNEL
Sunset Boulevard, Veteran Avenue to Bellagio Road	3,106	35	70	75	236	746
Sunset Boulevard, Bellagio Road to Westwood Boulevard	2,485	35	69	60	189	597
Sunset Boulevard, Westwood Boulevard to Stone Canyon Road	2,886	35	70	69	219	693
Sunset Boulevard, Stone Canyon Road to Copa de Oro Road	2,590	35	69	62	197	622
Hilgard Avenue, Sunset Boulevard to Wyton Drive	1,268	35	65	27	84	266
Hilgard Avenue, Wyton Drive to Westholme Avenue	1,628	35	67	34	108	341
Hilgard Avenue, Westholme Avenue to Manning Avenue	1,811	35	67	38	120	379
Hilgard Avenue, Manning Avenue to Le Conte Avenue	1,698	35	67	36	112	356
Le Conte Avenue, Gayley Avenue to Westwood Boulevard	1,315	25	63	15	46	147
Le Conte Avenue, Westwood Boulevard to Tiverton Avenue	1,156	25	62	13	41	129
Le Conte Avenue, Tiverton Avenue to Hilgard Avenue	900	25	61	10	32	100
Gayley Avenue, Le Conte Avenue to Strathmore Place	1,910	35	66	31	99	312
Gayley Avenue, Strathmore Place to Veteran Avenue	1,066	35	64	17	55	174
Veteran Avenue, Sunset Boulevard to Gayley Avenue	1,431	25	61	10	33	104
Westwood Plaza, north of Le Conte Avenue	1,165	25	64	18	56	176
Westwood Boulevard, south of Sunset Boulevard	553	25	60	8	26	83
Strathmore Place, east of Gayley Avenue	1,275	25	64	19	61	192
Bellagio Road, south of Sunset Boulevard	515	25	60	8	25	78
Stone Canyon Road, south of Sunset Boulevard	581	25	61	9	28	88
Wyton Drive, west of Hilgard Avenue	699	25	61	11	33	105
Westholme Avenue, west of Hilgard Avenue	803	25	62	12	38	121

2013 Without Project

Location	Land Use	Traffic Volume	Speed	Distance	CNEL
Wilshire Boulevard, Glendon Avenue to Malcolm Avenue	Multi-Family	4,812	35	80	71
Wilshire Boulevard, Malcolm Avenue to Westholme Avenue	Multi-Family	4,826	35	80	71
Wilshire Boulevard, Westholme Avenue to Warner Avenue	Multi-Family	4,965	35	80	71
	Church	4,965	35	85	71
Wilshire Boulevard, Warner Avenue to Beverly Glen Boulevard	Multi-Family	5,042	35	85	71
	Church	5,042	35	80	71
Wilshire Boulevard, east of Beverly Glen Boulevard	Multi-Family	4,862	35	75	71
Sunset Boulevard, west of Church Street	Single Family	3,569	30	60	70
Sunset Boulevard, Church Street to Sepulveda Boulevard	Single Family	3,388	30	65	70
Sunset Boulevard, Sepulveda Boulevard to Veteran Avenue	Single Family	2,489	30	65	68
Sunset Boulevard, Veteran Avenue to Bellagio Road	Single Family	3,106	30	65	69

Sunset Boulevard, Bellagio Road to Westwood Boulevard	Single Family	2,485	30	65	68
Sunset Boulevard, Westwood Boulevard to Stone Canyon Road	Single Family	2,886	30	75	68
	High School	2,886	30	125	66
	Elementary School/Day Care	2,886	30	100	67
Sunset Boulevard, Stone Canyon Road to Copa de Oro Road	Single Family	2,590	30	60	69
Sunset Boulevard, Copa de Oro Road to Bel-Air Road	Single Family	2,655	30	60	69
Sunset Boulevard, Bel-Air Road to Beverly Glen Boulevard	Single Family	3,915	30	60	71
Sunset Boulevard, east of Beverly Glen Boulevard	Single Family	2,644	30	60	69
Hilgard Avenue, Sunset Boulevard to Wyton Drive	Single Family	1,268	35	75	65
Hilgard Avenue, Wyton Drive to Westholme Avenue	Single- and Multi-Family	1,628	35	75	67
Hilgard Avenue, Westholme Avenue to Manning Avenue	Church	1,811	35	65	68
	Multi-Family	1,811	35	75	67
Hilgard Avenue, Manning Avenue to Le Conte Avenue	Multi-Family	1,698	35	65	67
Hilgard Avenue, Le Conte Avenue to Weyburn Avenue	Multi-Family	1,221	35	55	67
	Church	1,221	35	55	67
Hilgard Avenue, Weyburn Avenue to Lindbrook Drive	Multi-Family	1,221	35	55	67
Le Conte Avenue, east of Hilgard Avenue	Multi-Family	397	25	30	62
Gayley Avenue, Weyburn Avenue to Le Conte Avenue	Multi-Family	2,386	30	60	66
Gayley Avenue, Le Conte Avenue to Strathmore Place	Multi-Family	1,910	30	55	66
Gayley Avenue, Strathmore Place to Veteran Avenue	Multi-Family	1,066	30	50	64
Strathmore Place, west of Gayley Avenue	Multi-Family	331	30	35	62
Levering Avenue, Montana Avenue to Veteran Avenue	Multi-Family	478	30	55	62
Levering Avenue, Veteran Avenue to Le Conte Avenue	Multi-Family	789	30	55	64
Levering Avenue, Le Conte Avenue to Weyburn Avenue	Multi-Family	2,386	30	35	71
Veteran Avenue, Sunset Boulevard to Gayley Avenue	Single and Multi-Family	1,431	35	60	68
Veteran Avenue, Gayley Avenue to Levering Avenue	Multi-Family	1,132	35	50	67
Veteran Avenue, Levering Avenue to Wilshire Boulevard	Multi-Family	3,644	35	40	73
Veteran Avenue, Wilshire Boulevard to Ohio Avenue	Multi-Family	1,877	35	50	70
Veteran Avenue, Ohio Avenue to Santa Monica Boulevard	Multi-Family	1,217	35	50	68
Montana Avenue, Veteran Avenue to Levering Avenue	Multi-Family	874	35	60	65
Montana Avenue, Levering Avenue to Sepulveda Boulevard	Single Family	1,157	35	40	68
Montana Avenue, west of Sepulveda Boulevard	Single Family	566	35	40	65
Sepulveda Boulevard, Ovada Place to Sunset Boulevard	Single Family	4,117	35	65	72
Sepulveda Boulevard, Sunset Boulevard to Montana Avenue	Multi-Family	2,893	35	85	69
Sepulveda Boulevard, Wilshire Boulevard to Ohio Avenue	Multi-Family	2,325	35	45	71
Sawtelle Boulevard, Ohio Avenue to Santa Monica Boulevard	Multi-Family	968	30	40	66
Sawtelle Boulevard, south of Santa Monica Boulevard	Multi-Family	1,656	30	40	69
Weyburn Avenue, Glendon Avenue to Westwood Boulevard	Multi-Family	1,222	30	40	67
Weyburn Avenue, Westwood Boulevard to Gayley Avenue	Multi-Family	1,264	30	40	67
Lindbrook Avenue, Westwood Boulevard to Gayley Avenue	Multi-Family	497	25	40	62
Wyton Drive, east of Hilgard Avenue	Single Family	230	25	40	59
Westholme Avenue, east of Hilgard Avenue	Single Family	483	25	50	61

Manning Avenue, east of Hilgard Avenue	Single Family	110	25	30	57
Beverly Glen Boulevard, Wilshire Boulevard to Comstock Avenue	Single Family	1,444	30	75	65
Beverly Glen Boulevard, Comstock Avenue to Sunset Boulevard	Single Family	1,625	30	65	66
Beverly Glen Boulevard, Sunset Boulevard to Greendale Drive	Single Family	1,621	30	40	69
Beverly Glen Boulevard, Greendale Drive to Mulholland Drive	Single Family	1,479	30	60	66
Ohio Avenue, Westwood Boulevard to Veteran Avenue	Multi-Family	1,154	30	30	68
Ohio Avenue, Veteran Avenue to Sepulveda Boulevard	Multi-Family	1,374	30	35	68
Ohio Avenue, Sepulveda Boulevard to Beloit Avenue	Multi-Family	1,307	30	35	68
Ohio Avenue, Beloit Avenue to Sawtelle Boulevard	Multi-Family	1,307	30	35	68
Ohio Avenue, west of Sawtelle Boulevard	Multi-Family	1,319	30	35	68
Bellagio Road, Chalon Road to Sunset Boulevard	Single Family	832	25	40	64
Bel-Air Road, north of Sunset Boulevard	Single Family	475	25	50	61

2013 With Project

Roadway Segment	Traffic Volume	Speed	Reference CNEL at 75 Feet[1]	Distance to Noise Contour[1] 70 CNEL	65 CNEL	60 CNEL
Sunset Boulevard, Veteran Avenue to Bellagio Road	3,109	35	70	75	236	747
Sunset Boulevard, Bellagio Road to Westwood Boulevard	2,485	35	69	60	189	597
Sunset Boulevard, Westwood Boulevard to Stone Canyon Road	2,886	35	70	69	219	693
Sunset Boulevard, Stone Canyon Road to Copa de Oro Road	2,594	35	69	62	197	623
Hilgard Avenue, Sunset Boulevard to Wyton Drive	1,191	35	65	25	79	249
Hilgard Avenue, Wyton Drive to Westholme Avenue	1,640	35	67	34	109	344
Hilgard Avenue, Westholme Avenue to Manning Avenue	1,778	35	67	37	118	372
Hilgard Avenue, Manning Avenue to Le Conte Avenue	1,753	35	67	37	116	367
Le Conte Avenue, Gayley Avenue to Westwood Boulevard	1,319	25	63	15	47	147
Le Conte Avenue, Westwood Boulevard to Tiverton Avenue	1,051	25	62	12	37	117
Le Conte Avenue, Tiverton Avenue to Hilgard Avenue	906	25	61	10	32	101
Gayley Avenue, Le Conte Avenue to Strathmore Place	1,920	35	66	31	99	314
Gayley Avenue, Strathmore Place to Veteran Avenue	1,076	35	64	18	56	176
Veteran Avenue, Sunset Boulevard to Gayley Avenue	1,425	25	61	10	33	103
Westwood Plaza, north of Le Conte Avenue	1,305	25	64	20	62	197
Westwood Boulevard, south of Sunset Boulevard	553	25	60	8	26	83
Strathmore Place, east of Gayley Avenue	1,262	25	64	19	60	190
Bellagio Road, south of Sunset Boulevard	515	25	60	8	25	78
Stone Canyon Road, south of Sunset Boulevard	583	25	61	9	28	88
Wyton Drive, west of Hilgard Avenue	679	25	61	10	32	102
Westholme Avenue, west of Hilgard Avenue	803	25	62	12	38	121

2013 With Project

Location	Land Use	Traffic Volume	Speed	Distance	CNEL
Wilshire Boulevard, Glendon Avenue to Malcolm Avenue	Multi-Family	4,860	35	80	71
Wilshire Boulevard, Malcolm Avenue to Westholme Avenue	Multi-Family	4,873	35	80	71
Wilshire Boulevard, Westholme Avenue to Warner Avenue	Multi-Family	5,009	35	80	71
	Church	5,009	35	85	71
Wilshire Boulevard, Warner Avenue to Beverly Glen Boulevard	Multi-Family	5,008	35	85	71
	Church	5,008	35	80	71
Wilshire Boulevard, east of Beverly Glen Boulevard	Multi-Family	4,877	35	75	71
Sunset Boulevard, west of Church Street	Single Family	3,587	30	60	70
Sunset Boulevard, Church Street to Sepulveda Boulevard	Single Family	3,433	30	65	70
Sunset Boulevard, Sepulveda Boulevard to Veteran Avenue	Single Family	2,506	30	65	68
Sunset Boulevard, Veteran Avenue to Bellagio Road	Single Family	3,109	30	65	69

Sunset Boulevard, Bellagio Road to Westwood Boulevard	Single Family	2,485	30	65	68
Sunset Boulevard, Westwood Boulevard to Stone Canyon Road	Single Family	2,886	30	75	68
	High School	2,886	30	125	66
	Elementary School/Day Care	2,886	30	100	67
Sunset Boulevard, Stone Canyon Road to Copa de Oro Road	Single Family	2,594	30	60	69
Sunset Boulevard, Copa de Oro Road to Bel-Air Road	Single Family	2,673	30	60	69
Sunset Boulevard, Bel-Air Road to Beverly Glen Boulevard	Single Family	3,935	30	60	71
Sunset Boulevard, east of Beverly Glen Boulevard	Single Family	2,661	30	60	69
Hilgard Avenue, Sunset Boulevard to Wyton Drive	Single Family	1,191	35	75	65
Hilgard Avenue, Wyton Drive to Westholme Avenue	Single- and Multi-Family	1,640	35	75	67
Hilgard Avenue, Westholme Avenue to Manning Avenue	Church	1,778	35	65	68
	Multi-Family	1,778	35	75	67
Hilgard Avenue, Manning Avenue to Le Conte Avenue	Multi-Family	1,753	35	65	68
Hilgard Avenue, Le Conte Avenue to Weyburn Avenue	Multi-Family	1,424	35	55	67
	Church	1,424	35	55	67
Hilgard Avenue, Weyburn Avenue to Lindbrook Drive	Multi-Family	1,188	35	55	67
Le Conte Avenue, east of Hilgard Avenue	Multi-Family	397	25	30	62
Gayley Avenue, Weyburn Avenue to Le Conte Avenue	Multi-Family	2,476	30	60	67
Gayley Avenue, Le Conte Avenue to Strathmore Place	Multi-Family	1,920	30	55	66
Gayley Avenue, Strathmore Place to Veteran Avenue	Multi-Family	1,076	30	50	64
Strathmore Place, west of Gayley Avenue	Multi-Family	331	30	35	62
Levering Avenue, Montana Avenue to Veteran Avenue	Multi-Family	478	30	55	62
Levering Avenue, Veteran Avenue to Le Conte Avenue	Multi-Family	792	30	55	64
Levering Avenue, Le Conte Avenue to Weyburn Avenue	Multi-Family	2,476	30	35	71
Veteran Avenue, Sunset Boulevard to Gayley Avenue	Single and Multi-Family	1,425	35	60	68
Veteran Avenue, Gayley Avenue to Levering Avenue	Multi-Family	1,143	35	50	67
Veteran Avenue, Levering Avenue to Wilshire Boulevard	Multi-Family	3,843	35	40	74
Veteran Avenue, Wilshire Boulevard to Ohio Avenue	Multi-Family	1,710	35	50	69
Veteran Avenue, Ohio Avenue to Santa Monica Boulevard	Multi-Family	1,239	35	50	68
Montana Avenue, Veteran Avenue to Levering Avenue	Multi-Family	874	35	60	65
Montana Avenue, Levering Avenue to Sepulveda Boulevard	Single Family	1,157	35	40	68
Montana Avenue, west of Sepulveda Boulevard	Single Family	566	35	40	65
Sepulveda Boulevard, Ovada Place to Sunset Boulevard	Single Family	4,123	35	65	72
Sepulveda Boulevard, Sunset Boulevard to Montana Avenue	Multi-Family	2,902	35	85	69
Sepulveda Boulevard, Wilshire Boulevard to Ohio Avenue	Multi-Family	2,341	35	45	71
Sawtelle Boulevard, Ohio Avenue to Santa Monica Boulevard	Multi-Family	974	30	40	66
Sawtelle Boulevard, south of Santa Monica Boulevard	Multi-Family	1,662	30	40	69
Weyburn Avenue, Glendon Avenue to Westwood Boulevard	Multi-Family	1,228	30	40	67
Weyburn Avenue, Westwood Boulevard to Gayley Avenue	Multi-Family	1,269	30	40	67
Lindbrook Avenue, Westwood Boulevard to Gayley Avenue	Multi-Family	503	25	40	62
Wyton Drive, east of Hilgard Avenue	Single Family	257	25	40	59
Westholme Avenue, east of Hilgard Avenue	Single Family	483	25	50	61

Manning Avenue, east of Hilgard Avenue	Single Family	115	25	30	57
Beverly Glen Boulevard, Wilshire Boulevard to Comstock Avenue	Single Family	1,418	30	75	65
Beverly Glen Boulevard, Comstock Avenue to Sunset Boulevard	Single Family	1,629	30	65	66
Beverly Glen Boulevard, Sunset Boulevard to Greendale Drive	Single Family	1,624	30	40	69
Beverly Glen Boulevard, Greendale Drive to Mulholland Drive	Single Family	1,482	30	60	66
Ohio Avenue, Westwood Boulevard to Veteran Avenue	Multi-Family	1,163	30	30	68
Ohio Avenue, Veteran Avenue to Sepulveda Boulevard	Multi-Family	1,394	30	35	68
Ohio Avenue, Sepulveda Boulevard to Beloit Avenue	Multi-Family	1,322	30	35	68
Ohio Avenue, Beloit Avenue to Sawtelle Boulevard	Multi-Family	1,322	30	35	68
Ohio Avenue, west of Sawtelle Boulevard	Multi-Family	1,337	30	35	68
Bellagio Road, Chalon Road to Sunset Boulevard	Single Family	835	25	40	64
Bel-Air Road, north of Sunset Boulevard	Single Family	475	25	50	61

Roadway	**Traffic Counts During Noise Measurments**					Averages	
Vetran	171	1	1	173			
	0.988	0.006	0.006	1			
Sunset	700	24	12	736			
	0.951	0.033	0.016	1			
Sunset	604	22	11	637			
	0.948	0.035	0.017	1	0.950	0.034	0.017
Hilgard	156	2	0	158			
	0.987	0.013	0.000	1			
Hilgard	172	16	0	188			
	0.915	0.085	0.000	1			
Hilgard	253	25	1	279			
	0.907	0.090	0.004	1	0.936	0.062	0.001
Le Conte	253	24	3	280			
	0.904	0.086	0.011	1			
Le Conte	215	5	1	221			
	0.973	0.023	0.005	1	0.938	0.054	0.008
Gayley	374	6	1	381			
	0.982	0.016	0.003	1			
Gayley	208	2	1	211			
	0.986	0.009	0.005	1	0.984	0.013	0.004
Local	65	6	1	72			
	0.903	0.083	0.014	1	0.903	0.083	0.014

Reference 75

Vehicle Mi:	Auto	Med Truck	Hvy Trck	Total
Hilgard Av	93.6%	6.2%	0.1%	100.0%
Vetran Ave	98.8%	0.6%	0.6%	100.0%
Sunset Boı	95.0%	3.4%	1.7%	100.0%
Gayley Ave	98.4%	1.3%	0.4%	100.0%
Le Conte A	93.8%	5.4%	0.8%	100.0%
Local Roac	90.3%	8.3%	1.4%	100.0%

Appendix I

Traffic Report

FINAL REPORT

University of California, Los Angeles Northwest Housing Infill Project and Long Range Development Plan Amendment Traffic Impact Study

Prepared for:

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Prepared by:

ITERIS Innovation for better mobility

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October 2008

J08-2108

EXECUTIVE SUMMARY

The University of California, Los Angeles (UCLA) is considering the development of additional undergraduate student housing in the Northwest zone of the campus to help alleviate the unmet demand for on-campus undergraduate housing. The proposed Northwest Housing Infill Project (NHIP) was not part of the original 2002 Long Range Development Plan (LRDP) that guides physical development of the campus through 2010. Because the proposed NHIP would exceed the 2002 LRDP development entitlement in the Northwest zone, UCLA proposes to amend the 2002 LRDP to accommodate the proposed NHIP.

To assess the potential impacts of the UCLA NHIP and LRDP Amendment, this study provides an evaluation of existing and future traffic conditions at 58 study intersections and seven freeway segments on the San Diego (I-405) and Santa Monica (I-10) Freeways. Future traffic conditions were modeled to account for projected regional growth, specific related development projects in the area, implementation of previously adopted mitigation measures, and continued implementation of the campus Transportation Demand Management programs.

As part of the proposed NHIP, UCLA proposes to construct four new residence halls and associated support facilities for undergraduate students on land immediately adjacent to existing residence halls in the Northwest zone of the campus. The proposed NHIP in its entirety would include approximately 550,000 gross square feet (gsf) of new development and would accommodate approximately 1,525 student beds (including beds for Resident Assistants). Of the 1,525 student beds provided by the proposed NHIP, approximately 70 percent (1,068 beds) would be filled by students currently commuting to/from campus from an off-campus location. The other 30 percent (approximately 457 beds) would be filled by students who currently live on-campus, and who would move from a triple occupancy room to a double occupancy room once the proposed NHIP is complete. The proposed NHIP would result in no new student trips, and actually decreases the overall number of student trips to the campus by providing additional on-campus housing (1,068 new beds) to current student commuters. The proposed NHIP would also include approximately 151 (or 131 full-time-equivalent (FTE)) new non-student employees. Although some employee trips would occur during the AM and PM peak hour, the reduction of student trips by the proposed NHIP would offset the addition of employee trips, resulting in an overall net decrease of daily, AM and PM peak hour trips.

Because the proposed NHIP was not contemplated under the 2002 LRDP, an LRDP Amendment to provide additional square footage necessary to accommodate the NHIP is required. The proposed Amendment would involve an increase of 550,000 square feet of new development allocation in the Northwest zone. The LRDP Amendment will identify the existing developed campus square footage (approximately 16.8 million square feet of occupied space and 7.6 million square feet of parking structures that provide approximately 24,000 parking spaces) and the remaining development allocation under the 2002 LRDP (1.3 million square feet) available for future campus development. In addition, because the proposed NHIP has a completion date of 2013, for purposes of this analysis, population growth for the campus through 2013 is estimated. The LRDP Amendment will not involve any modifications to the previously adopted campus wide vehicle trip generation and parking limits (139,500 average daily trips and 25,169 parking spaces, respectively).

The on-campus population associated with the NHIP and LRDP Amendment includes an increase of approximately 1,087 faculty/staff (362 medical faculty/staff and 725 other faculty/staff), 1,562 resident students (1,050 undergraduate resident students and 512 graduate resident students), and 694 daily parking permit sales (includes kiosk and pay stations). The number of commuter students is expected to decrease from 24,210 to 23,473 (net decrease of 737 commuter students), as well as a decrease in the number of quarterly guests and emeriti permits (includes vendors, donors, contractors, and emeriti). Quarterly guests and emeriti permits are expected to decrease from 5,132 permits to 3,867 permits (net decrease of 1,265 permits).

The on-campus population growth would result in an increased demand for on-campus parking. This traffic study shows that with the development of the NHIP and LRDP Amendment, future campus demand can be accommodated within the adopted parking cap of 25,169 on-campus spaces, established in the 1990 LRDP. The on-campus population growth and anticipated parking utilization on-campus would result in an increase in vehicle trip generation from the current (Fall 2007) trip generation of 119,269 to approximately 125,666 average daily trips by 2013 (net increase of 6,397 average daily trips). The projected 2013 trip generation with the NHIP and LRDP Amendment is approximately ten percent below the vehicle trip cap of 139,500 trips established in the 1990 LRDP.

The trip generation associated with implementation of the NHIP and LRDP Amendment would increase traffic volumes on the local street network and the adjacent freeways. Eight study intersections would be significantly impacted by project-related traffic based on City of Los Angeles Department of Transportation (LADOT) guidelines for significant traffic impacts. No feasible mitigation measures are available to mitigate the impacts at all eight intersections; thus, implementation of the UCLA NHIP and LRDP Amendment would result in eight significant and unavoidable intersection impacts. The San Diego Freeway (I-405) and the Santa Monica Freeway (I-10) would experience a project-related increase in traffic demand by less than two percent, which falls below the Congestion Management Program (CMP) threshold; thus, no significant freeway impacts occur as a result of the NHIP and LRDP Amendment.

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

INTRODUCTION

In response to the continuing unmet demand for on-campus undergraduate housing, University of California, Los Angeles (UCLA) is considering the development of additional undergraduate student housing in the Northwest zone of the campus. The proposed Northwest Housing Infill Project (NHIP) was not part of the original 2002 Long Range Development Plan (LRDP) that guides physical development of the campus through 2010. Because the proposed NHIP would exceed the 2002 LRDP development entitlement in the Northwest zone, UCLA proposes to amend the 2002 LRDP to accommodate the proposed NHIP.

The proposed Amendment would involve an increase of 550,000 square feet of new development allocation in the Northwest zone. The LRDP Amendment will identify the existing developed campus square footage (approximately 16.8 million square feet of occupied space and 7.6 million square feet of parking structures that provide approximately 24,000 parking spaces) and the remaining development allocation under the 2002 LRDP (1.3 million square feet) available for future campus development. In addition, because the proposed NHIP has a completion date of 2013, for purposes of this analysis, there would be an associated adjustment in the 2002 LRDP 2010 population projections out to a 2013 planning horizon. The LRDP Amendment will not involve any modifications to the previously adopted campus wide vehicle trip generation and parking limits (139,500 average daily trips and 25,169 parking spaces, respectively).

Iteris, Inc. was retained to conduct a Traffic Impact Analysis (TIA) to assess the potential impacts of the proposed NHIP and LRDP Amendment on campus parking demand, vehicle trip generation, alternative transportation modes, and traffic on the local street and regional highway network. This report details existing conditions, projects future traffic conditions (without the implementation of the proposed NHIP and LRDP Amendment), and analyzes the potential impacts of implementation of the proposed NHIP and LRDP Amendment.

This study utilizes impact assessment methodologies that are consistent with previous UCLA studies and City of Los Angeles Department of Transportation (LADOT) policies and procedures, with respect to traffic analyses to provide a conservative, but accurate assessment of the potential impacts of the proposed NHIP and LRDP Amendment.

Project Description

Northwest Housing Infill Project

UCLA proposes to construct four new residence halls and associated support facilities for undergraduate students on land immediately adjacent to existing residence halls in the Northwest zone of the campus. The NHIP in its entirety would include approximately 550,000 gross square feet (gsf) of new development and would accommodate the following uses:

1. Approximately 1,525 student beds (including beds for Resident Assistants);
2. A limited number of apartments for professional staff and faculty-in-residence;

3. An approximate 750-seat dining commons;
4. Multipurpose assembly, study, and meeting rooms;
5. A fitness center; and
6. Maintenance and support space

Of the 1,525 student beds provided by the proposed NHIP, approximately 70 percent (1,068 beds) would be filled by students currently commuting to/from campus from an off-campus location. The other 30 percent (approximately 457 beds) would be filled by students who currently live on-campus, and who would move from a triple occupancy room to a double occupancy room once the proposed NHIP is complete. The proposed NHIP would result in no new student trips, and actually decreases the overall number of student trips to the campus by providing additional on-campus housing (1,068 new beds) to current student commuters. The proposed NHIP would also include approximately 151 (or 131 FTE) new non-student employees. Although some employee trips would occur during the AM and PM peak hour, the reduction of student trips to the campus by the proposed NHIP would offset the addition of employee trips, resulting in an overall net decrease of daily, AM and PM peak hour trips.

As part of the proposed NHIP, the Office of Residential Life building would be demolished and occupants would be permanently relocated to Bradley Hall, while Housing Maintenance would be temporarily relocated. The existing Housing Maintenance space, including the covered parking area, would be renovated/expanded and relocated on the ground floor of the new Sproul Complex.

Vehicular circulation improvements for the proposed NHIP would include: (1) a new vehicular entry for Housing Maintenance service vehicles into the Sproul Complex from Charles E. Young Drive and (2) widening of the existing Sproul Hall loading dock off De Neve Drive from two bays to three. Existing pedestrian facilities in proximity to the proposed NHIP would be reconfigured and/or replaced, and new facilities would be constructed to ensure safe and efficient movement of residents within the Northwest zone and to other campus areas.

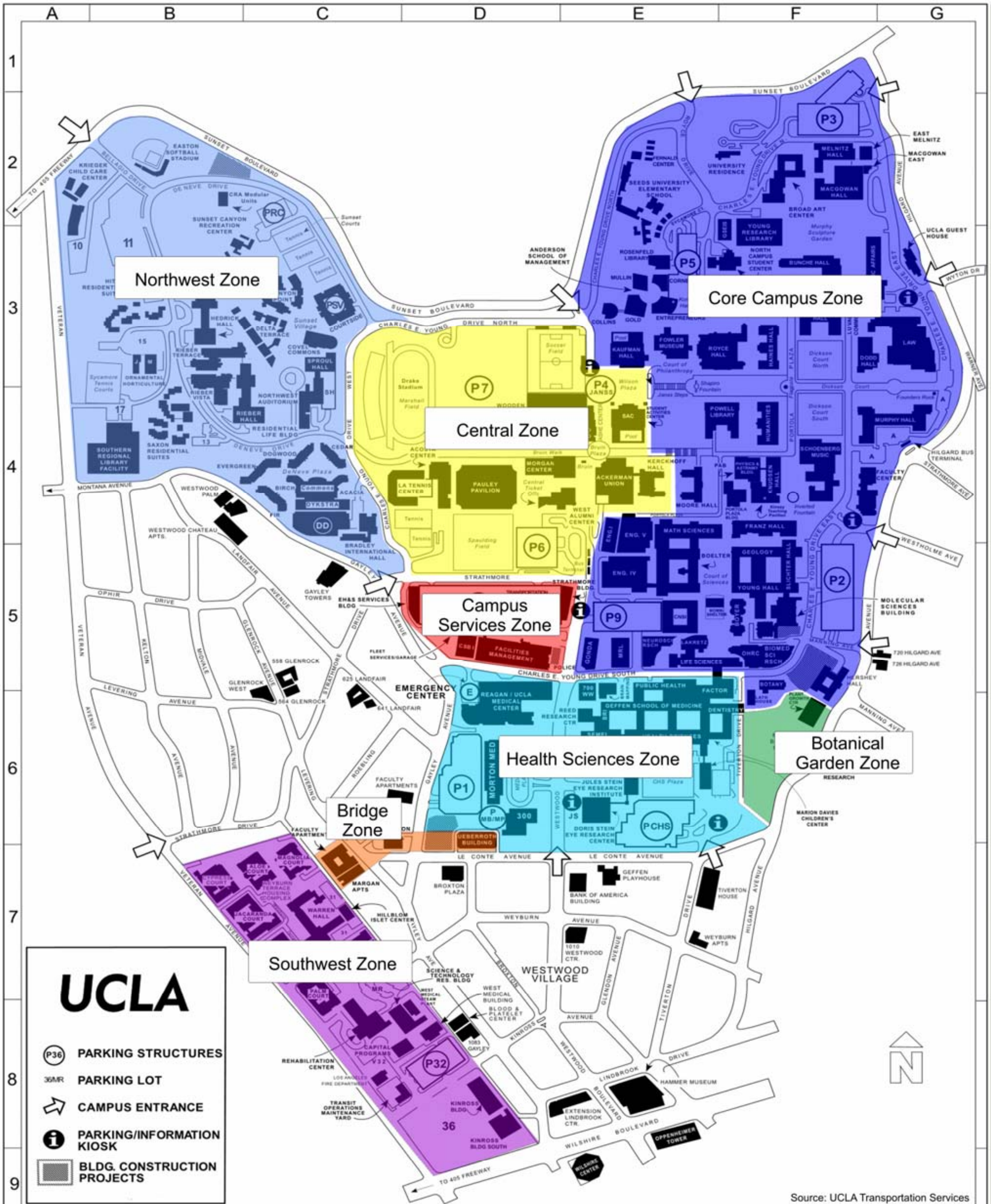
The proposed NHIP would include the installation of new hardscape and landscape. Additionally, campus utilities (storm drain, water, sewer, electric, natural gas, telecommunication, and cable television) would be extended and/or relocated, as necessary, to serve the new buildings.

Construction for the new infill housing is scheduled to begin in mid-2009 and would be completed in early 2013.

2002 LRDP Amendment

Because the proposed NHIP was not contemplated under the 2002 LRDP, an LRDP Amendment to provide additional square footage necessary to accommodate the NHIP is required. The proposed Amendment would involve an increase of 550,000 square feet of new development allocation in the Northwest zone. The LRDP Amendment will identify the existing developed campus square footage (approximately 16.8 million square feet of occupied space and 7.6 million square feet of parking structures that provide approximately 24,000 parking spaces) and the remaining development allocation under the 2002 LRDP (1.3 million square feet) available for future campus development. In addition, because the proposed NHIP has a completion date of 2013, for purposes of this analysis, there would be an associated adjustment in the 2002 LRDP 2010 population projections out to a 2013 planning horizon. The LRDP Amendment will not involve any modifications to the previously adopted campus wide vehicle trip generation and parking limits (139,500 average daily trips and 25,169 parking spaces, respectively).

Figure 1A shows the UCLA campus zone boundaries and **Figure 1B** shows the proposed site plan for the NHIP project.



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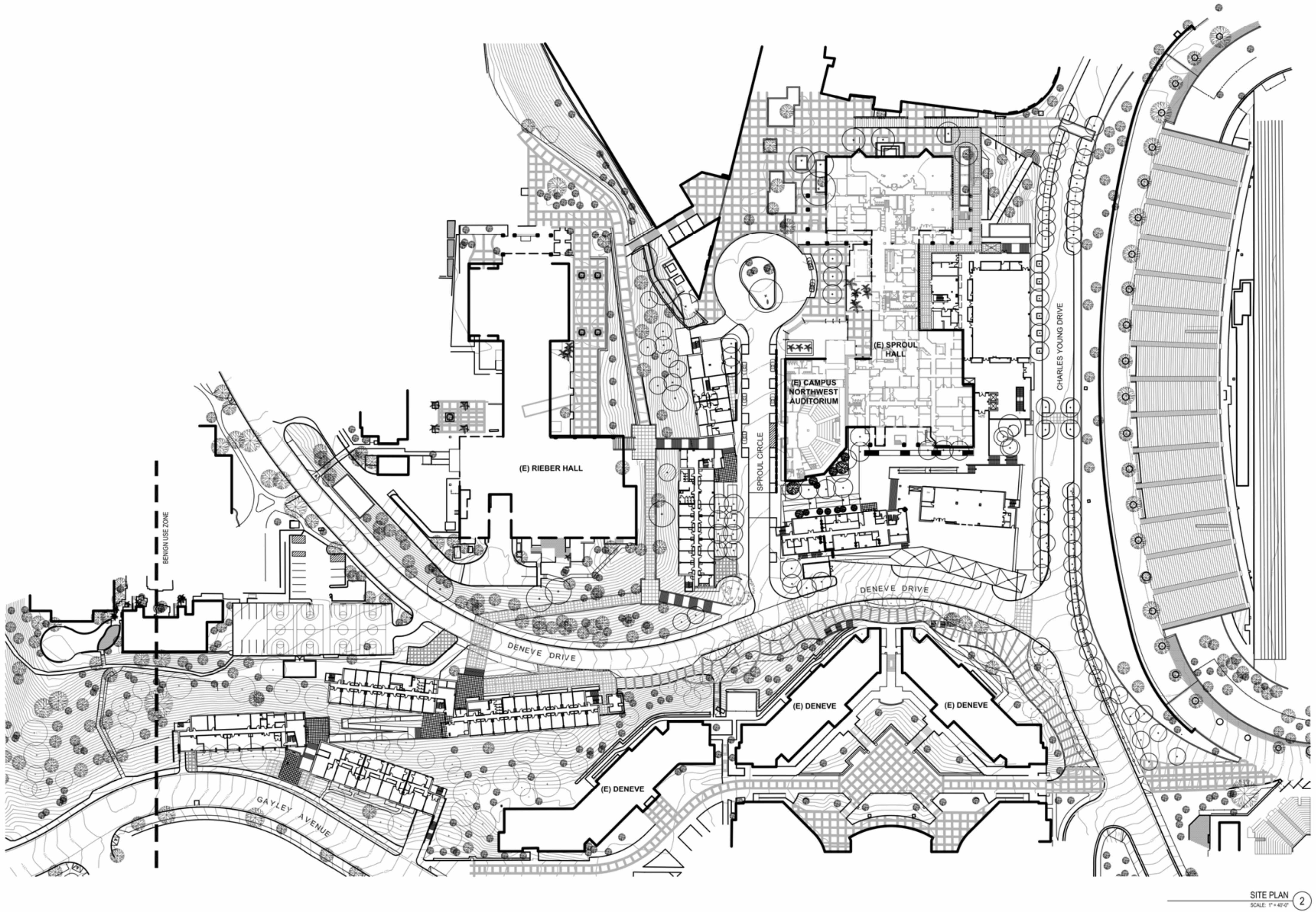
UCLA Northwest Housing Infill Project (NHIP) and LRDP Amendment

FIGURE 1A
UCLA Campus Zones



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UCLA Northwest Housing Infill Project (NHIP) and LRDP Amendment

FIGURE 1B
Conceptual NHIP Site Plan

ENVIRONMENTAL SETTING

The study area is situated around the UCLA campus, which is located within the community of Westwood, in the City of Los Angeles. Land uses within the Westwood area include a mixture of retail, residential, restaurant, educational, cultural, and commercial office uses. Access to and from the area is provided by a well-developed surface street network, the San Diego Freeway (Interstate 405) and the Santa Monica Freeway (Interstate 10). A substantial portion of the surface street traffic within the study area is "through" traffic, with origins or destinations in the areas of Westwood, Century City, Beverly Hills, and/or Santa Monica. Surface streets and freeways within the project area are described below. **Figure 2** shows the Vicinity Map.

Freeways

San Diego Freeway (I-405) – I-405 provides regional access throughout and beyond the western portion of Los Angeles County. Near the campus, I-405 is a north/south freeway that provides five mixed-flow lanes in each direction. A southbound high-occupancy vehicle (HOV) lane is currently under construction near the UCLA campus, and a northbound HOV lane is in the planning phases. To the north, I-405 merges with the Golden State Freeway (I-5) at Mission Hills. To the south, I-405 passes through Long Beach and Orange County to the City of Irvine, where it merges with I-5; the I-5 then extends to San Diego County. I-405 also provides direct access to other freeways, including an interchange with the Santa Monica Freeway (I-10) approximately 2.5 miles south of the campus, and with the Ventura Freeway (US Highway 101) approximately seven miles northwest of the campus. Access to and from the surface street network immediately surrounding the project site is provided by northbound and southbound freeway on-and off-ramps located at Wilshire Boulevard, Santa Monica Boulevard, and Sunset Boulevard, and a northbound off-ramp and southbound on-ramp located near Montana Avenue.

Santa Monica Freeway (I-10) – I-10 is an east/west facility located approximately 2.5 miles south of the campus. It provides regional access throughout Los Angeles County, extending east to San Bernardino and beyond. To the west, I-10 transitions into Pacific Coast Highway (PCH) in the City of Santa Monica; PCH then extends to the northwest. I-10 typically provides four through lanes in each direction in the vicinity of the campus.

Streets and Highways

Wilshire Boulevard – Wilshire Boulevard is designated as a Major Highway Class II facility in the Project area, and begins in downtown Los Angeles and traverses westerly through the cities of Los Angeles, Beverly Hills, and Santa Monica, terminating near the Pacific Ocean. It provides four lanes in each direction west of Glendon Avenue and east of the I-405, and left-turn channelization (including eastbound double left-turn lanes at many locations). The Wilshire Boulevard right-of-way is generally 105 feet, and is among the most prominent streets in the West Los Angeles area, providing direct access to commercial establishments along the Wilshire Corridor, and serving as a major thoroughfare between the Westside and downtown Los Angeles. Wilshire Boulevard is one of the highest capacity surface street routes between I-405 and the Century City/Beverly Hills areas, with full access to both the northbound and southbound I-405 freeway facilities.

Westwood Boulevard – Westwood Boulevard is designated as a Major Highway Class II facility in the Project area that runs north-south in the vicinity of the campus. It provides two to three through lanes in each direction and left-turn channelization. Westwood Boulevard terminates at Le Conte Avenue where it becomes Westwood Plaza, an internal campus roadway that provides two to three travel lanes in each direction. Westwood Boulevard extends southeasterly, past I-10 where it becomes National Place.

Sunset Boulevard – Sunset Boulevard is an east/west roadway throughout the Westside and classified as a Major Highway Class II in the Project area. It provides a continuous facility from downtown Los Angeles, through West Hollywood and Beverly Hills, and continuing through Pacific Palisades where it terminates at PCH. Sunset Boulevard also provides the northernmost east/west thoroughfare south of the Santa Monica Mountains through the campus vicinity, and is heavily utilized by both local and commuter traffic. Sunset Boulevard is approximately 50 feet wide in the study area, and is striped for two lanes in each direction, plus left-turn channelization at major intersections. Parking is prohibited along Sunset Boulevard within the study area.

Hilgard Avenue – Hilgard Avenue is a north/south secondary highway that connects to Sunset Boulevard to the north, and merges with Lindbrook Drive to the south. Hilgard Avenue is the eastern boundary of the campus, and provides two travel lanes in each direction. On-street parking is generally permitted, but prohibited on some segments.

Le Conte Avenue – Le Conte Avenue is an east/west secondary highway through the commercial portions of Westwood Village (between Gayley Avenue and Hilgard Avenue), and a local (residential) street east of Hilgard Avenue. Le Conte Avenue provides a single travel lane in each direction, plus left-turn channelization and on-street parking on both sides of the street.

Gayley Avenue – Gayley Avenue is primarily a north/south secondary highway, extending from Veteran Avenue on the north (where it becomes Montana Avenue) to Wilshire Boulevard on the south (where it becomes Midvale Avenue). Gayley Avenue is a primary access route to the campus, and is striped to provide one to two travel lanes in each direction. On-street parking is allowed along some portions of the street, including a portion of the street that fronts the proposed NHIP site.

Strathmore Drive – Strathmore Drive is a local street that serves the residential neighborhood west of the campus. Strathmore Drive also serves through traffic from Veteran Avenue to the campus. East of Gayley Avenue, Strathmore Drive enters the campus and turns into Strathmore Place, which is an internal campus road with two-lanes in each direction.

Levering Avenue – Levering Avenue is a short, northwest-to-southeast local street to the west of the campus, beginning at Montana Avenue and terminating at Glenrock Avenue west of Gayley Avenue. Although Levering Avenue is approximately one-half mile long, its location and orientation make it an alternate route to Montana Avenue and Gayley Avenue, both into and out of Westwood Village. At its intersection with Veteran Avenue, Levering Avenue is 40 feet wide and is striped to provide a single lane in each direction. On-street parking is allowed on Levering Avenue.

Veteran Avenue – Veteran Avenue is a north/south secondary highway located to the west of the campus. Veteran Avenue varies in width from approximately 40 to 60 feet between Sunset Boulevard and Wilshire Boulevard, and is striped to provide a single travel lane in each direction and on-street parking on both sides of the street. At Wilshire Boulevard the roadway widens to approximately 70 feet in width to provide additional through lanes, as well as left and right-turn channelization in both the northbound and southbound directions. Veteran Avenue provides a primary connection between Sunset Boulevard and Wilshire Boulevard, as well as access to the UCLA campus.

Montana Avenue – Montana Avenue is an east/west collector street that starts just west of Beloit Avenue and turns into Gayley Avenue east of Veteran Avenue. Montana Avenue is one lane in each direction near the study area, and on-street parking is restricted to permitted vehicles. A northbound off-ramp from I-405 is provided via Montana Avenue.

Sepulveda Boulevard – Sepulveda Boulevard runs northwest-southeast in the vicinity of the project, and is designated as a Major Highway Class II. It extends north to the vicinity of the I-405 and I-5 interchange, and south to Manhattan Beach where it turns into PCH. Sepulveda Boulevard has two through lanes in each direction near the study area.

Church Lane – Church Lane is a frontage road located west of I-405. It extends in a southeast-to-northwest direction from Waterford Street to Sunset Boulevard, where it continues and crosses I-405 and becomes Ovada Place at Sepulveda Boulevard. Church Lane provides two through lanes in the northbound approach and one through lane in the southbound approach at Sunset Boulevard, with left-turn and right-turn channelization in both directions. Church Lane also provides access to the I-405 southbound ramps located north of Sunset Boulevard.

Sawtelle Boulevard – Sawtelle Boulevard is a northwest/southeast secondary highway that runs parallel to and west of I-405. It extends from Ohio Avenue to Overland Avenue, south of Jefferson Boulevard in Culver City. It is striped as a four lane facility with left-turn channelization at major intersections.

San Vicente Boulevard – San Vicente Boulevard is a major arterial that extends from Wilshire Boulevard, near Veteran's Hospital, to Ocean Avenue in the City of Santa Monica. San Vicente Boulevard is striped for two through lanes in the northbound and southbound directions, with triple left-turns in the southbound approach to Wilshire Boulevard, and one left-turn and one right-turn in the northbound approach.

Weyburn Avenue – Weyburn Avenue is a short local street that traverses the southern end of the UCLA Southwest campus zone, beginning at Veteran Avenue on the west and continuing east of Hilgard Avenue to Le Conte Avenue. Weyburn Avenue generally provides a single travel lane in each direction with on-street parking on both sides. However, a portion of Weyburn Avenue that traverses University property, between the Midvale Alley and Veteran Avenue, has one lane in each direction with no on-street parking.

Kinross Avenue – Kinross Avenue is a short local street that runs between Veteran Avenue on the west and Glendon Avenue on the east. It provides one to two travel lanes and on-street parking in each direction. As part of the Southwest Campus Housing Project, the parking gates were removed from this road on the UCLA Southwest campus zone, and Kinross Avenue has been opened to public through traffic with two lanes in each direction and three turn lanes channelizing traffic at the intersection of Kinross Avenue and Veteran Avenue; two southbound and one northbound.

Lindbrook Drive – Lindbrook Drive is an east/west local street east of Hilgard Avenue and a secondary highway west of Hilgard Avenue. West of Hilgard Avenue it is striped for two travel lanes in each direction, with limited on-street parking permitted. Lindbrook Drive extends northeasterly from Gayley Avenue and terminates at Devon Avenue (east of Beverly Glen Boulevard).

Tiverton Avenue – Tiverton Avenue is a short collector roadway that runs between Lindbrook Drive and Le Conte Avenue. South of Weyburn Avenue, Tiverton Avenue is a one-way facility in the northbound direction. On-street parking is allowed on both sides of the street. North of Le Conte Avenue, the roadway enters the UCLA campus and becomes a two-way street at Tiverton Drive.

Wyton Drive – Wyton Drive is a local street east of the UCLA campus. This roadway extends to Charles E. Young Drive East, which allows access to the east side of campus. Wyton Drive provides one lane in each direction between Hilgard Avenue and Beverly Glen Boulevard.

Westholme Avenue – Westholme Avenue is a collector street east of the UCLA campus. It is a two lane residential street that extends from Santa Monica Boulevard to Hilgard Avenue, where it becomes an internal campus roadway.

Manning Avenue – Manning Avenue is a local street that serves the residential community east of the campus. Manning Avenue turns into a secondary roadway between Wilshire Boulevard and Santa Monica Boulevard, and terminates at the Santa Monica Freeway off-ramp on National Boulevard. West of Hilgard Avenue, Manning Avenue jogs northward where it becomes an access roadway to the campus. It provides one lane in each direction at Hilgard Avenue.

Malcolm Avenue – Malcolm Avenue is a local street located east of the campus. This roadway starts at Westholme Avenue and runs parallel to Hilgard Avenue. Malcolm Avenue intersects with Wilshire Boulevard, where it provides one through lane in each direction. It terminates south of Wilshire Boulevard at Holman Avenue.

Beverly Glen Boulevard – Beverly Glen Boulevard is a north/south roadway located approximately one-half mile east of the campus. It is classified as a secondary roadway between Mulholland Drive and Wilshire Boulevard, and a Major Highway Class II between Wilshire Boulevard and Pico Boulevard. It extends in a southeast/northwest direction from Pico Boulevard to Ventura Boulevard in Sherman Oaks. Beverly Glen Boulevard provides two through lanes and left-turn channelization within the study area.

Ohio Avenue – Ohio Avenue is an east/west collector street located south of the campus. Ohio Avenue is a relatively heavily used roadway for local access, as it provides the only roadway connection across I-405 between Wilshire Boulevard and Santa Monica Boulevard. Near the campus, Ohio Avenue is typically 40 feet in width, and is striped to provide a single travel lane in each direction, although at many intersections, localized flaring or parking restrictions allow for left and/or right-turn channelization.

Santa Monica Boulevard – Santa Monica Boulevard is an east/west Major Highway Class II that extends from the City of Santa Monica to the Silver Lake area northwest of downtown Los Angeles. In the study area, Santa Monica Boulevard extends southwest to northeast, and is striped for three to four lanes in each direction at I-405, and two to three lanes in each direction east of Sepulveda Boulevard. This facility is listed on the Congestion Management Program (CMP) roadway system as part of the CMP roadway network.

Copa De Oro Road – Copa De Oro Road is a short local street that intersects Sunset Boulevard and is located opposite Hilgard Avenue. It serves the residential neighborhood northeast of the campus and provides one travel lane in each direction.

Stone Canyon Road – Stone Canyon Road is a local roadway that primarily serves the residential neighborhood north of campus. South of Sunset Boulevard, Stone Canyon Road becomes Royce Drive, which is an internal campus roadway.

Bellagio Road/Way – North of Sunset, Bellagio Way connects via Bellagio Road and Chalon Road to Roscomare Road and Mulholland Drive. Bellagio Road is a two lane collector road which serves the residential neighborhood northwest of the campus. South of Sunset Boulevard, Bellagio Way crosses into campus and turns into an internal campus roadway.

Bel Air Road – Bel Air Road is a short local street located north of Sunset Boulevard, and is opposite Beverly Glen Boulevard. It serves the residential neighborhood northeast of the campus. This roadway provides one travel lane in each direction.

Linda Flora Drive – Linda Flora Drive is a local roadway that intersects Roscomare Road and is opposite Stradella Road. This roadway serves the residential neighborhood north of the campus and provides one travel lane in each direction.

Chalon Road – Chalon Road is a local roadway that extends from Stone Canyon Road to Bellagio Road, where it turns north and becomes Linda Flora Drive. Chalon Road is striped for two lanes.

Roscomare Road – Roscomare Road is a north/south collector road located approximately one mile north of campus. It extends north from Chalon Road and terminates at Mulholland Drive. Roscomare Road is one lane in each direction.

Stradella Road – Stradella Road is a local street located north of the campus and generally extends in a north/south direction. It extends from Roscomare Road to Sarbonne Road and provides one travel lane in each direction.

Greendale Drive – Greendale Drive is a short local street located north of Sunset Boulevard and intersects with Beverly Glen Boulevard and Faring Road. This roadway provides one travel lane in each direction.

Mulholland Drive – Mulholland Drive is an east/west major highway located approximately four miles north of the campus. It provides one travel lane in each direction north of the campus between Skirball Center Drive and Beverly Glen Boulevard, and two lanes in each direction east of Beverly Glen Boulevard.

Future Projects

Per the Draft 2008 Regional Transportation Plan (RTP) Transportation Conformity Supplemental Report, produced by the Southern California Association of Governments (SCAG), a number of freeways, highways, and streets around the UCLA campus are projected to undergo roadway improvements over the next five years (between 2008 and 2013). These improvements are stated for informational purposes only and are not reflected in the traffic impact analysis. The improvements are listed below in **Table 1**.

TABLE 1 – PLANNED ROADWAY IMPROVEMENTS NEAR UCLA CAMPUS

Project Name	From	To	Project Description	Project Completion Date
I- 405	Route 105	Route 90	Near Hawthorne and Culver City from Route 105 to Route 90 - 6 lane fwy, add 1 HOV lane in each direction and soundwalls	2008
I- 405	La Tijera Boulevard	Jefferson Boulevard	In LA: From La Tijera Blvd to Jefferson Blvd; add auxiliary lane NB. Widen Centinela and Sepulveda under-crossing, widen/realign on/off ramps at La Tijera, Sepulveda, and Jefferson.	2009
I- 405	Route 90	Route 10	In LA and Culver City from Route 90 to Route 10 - HOV lanes (SB 5+0 to 5+1; NB 5+0 to 5+1 HOV).	2010
I- 405	Waterford Avenue	Route 10	Rte 405 - Waterford Ave to Rte 10 - Construct SB auxiliary lane and SB HOV lane.	2009
I-405	Route 405/101 Connector	NA	In LA on Rte 405/101 connector gap closure.	2008
I-405	South of Ventura Boulevard	South of Burbank Boulevard	Extension of NB I-405 HOV lane - To extend the HOV lane on NB I-405 from south of Ventura Blvd to south of Burbank Blvd where it will join the existing HOV lane.	2008
Santa Monica Boulevard	Doheny Drive	Wilshire Boulevard	Santa Monica Blvd widen from Doheny Dr to Wilshire Boulevard (widen from 4 to 5 lanes).	2010
Bundy Drive	Wilshire Boulevard	Santa Monica Boulevard	Widen Bundy Dr between Wilshire and Santa Monica Blvd from 2 to 4 lanes.	2012
Barrington Avenue	Alley North of Gorham Avenue	Darlington Avenue	Barrington Ave - Alley north of Gorham Avenue to Darlington Avenue widening to provide left turn lane - widen from 2 to 4 lanes.	2009
Sepulveda Boulevard	Under Mulholland Drive	NA	Sepulveda Blvd tunnel under Mulholland Dr widening. Widen tunnel structure from 3 to 4 lanes - match roadway approach, increase vertical clearance and add bike lanes in each direction - feasibility study only.	2010
Sepulveda Boulevard	Centinela Avenue	Lincoln Boulevard	Sepulveda Blvd from Centinela Ave to Lincoln Blvd - widen Sepulveda Blvd between Lincoln and Centinela to provide bus/carpool priority lane.	2009
Sepulveda Boulevard	Mulholland Tunnel	Wilshire Boulevard	Sepulveda Blvd from Mulholland Tunnel to Wilshire Blvd. Reversible lane, bike lane, and intersection improvement.	2009

Source: Draft 2008 RTP Transportation Conformity Supplemental Report, Modeled Projects (by County and System), SCAG.

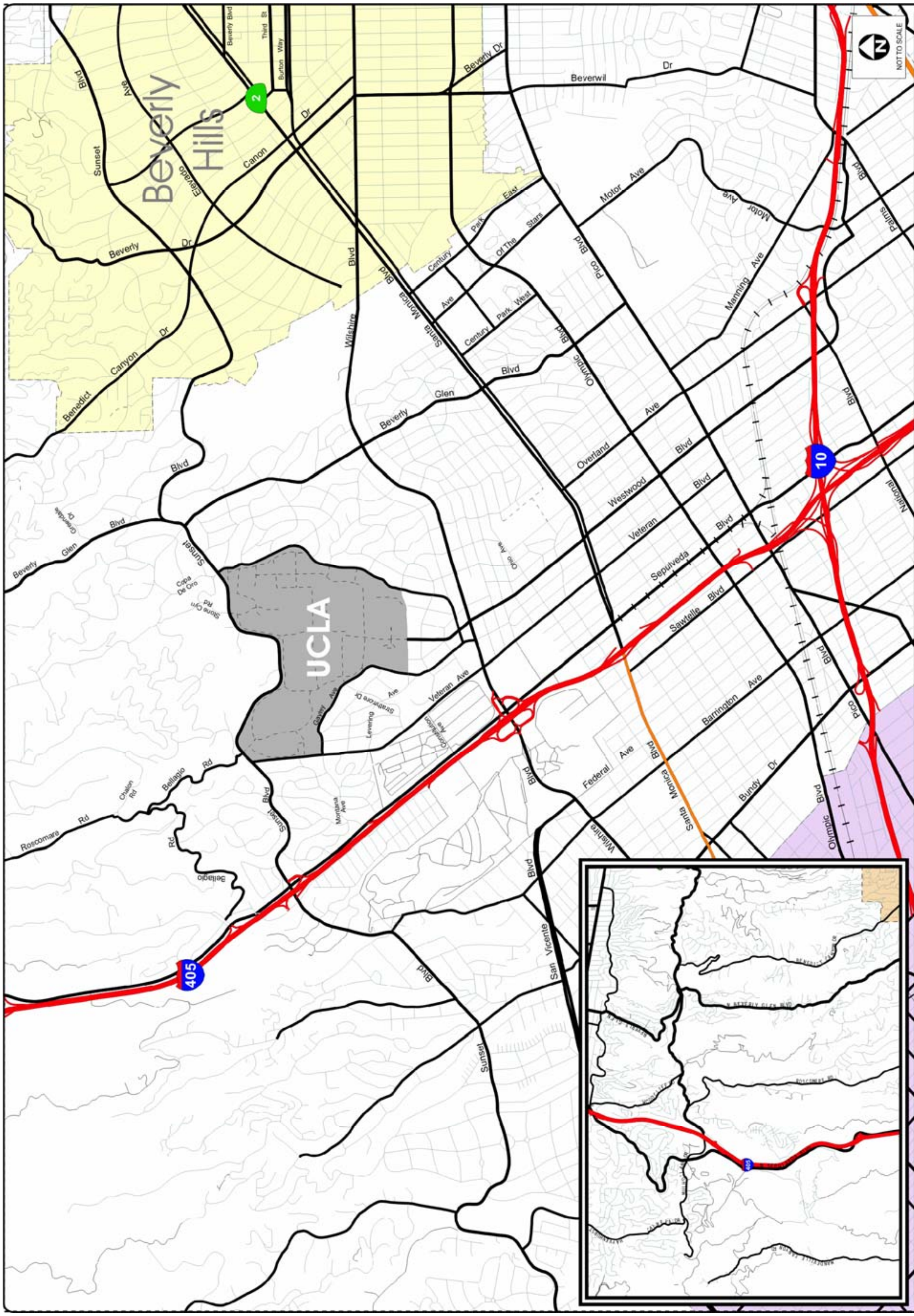

FIGURE 2
Vicinity Map

UCLA Northwest Housing Infill Project (NHIP) and LRDP Amendment

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Study Intersections

To provide a conservative assessment of the potential traffic and parking impacts of the NHIP and LRDP Amendment, this document utilizes traffic impact assessment methodologies that are consistent with University and City of Los Angeles policies (Los Angeles Department of Transportation (LADOT), Traffic Study Policies and Procedures, March 2003). To be consistent with the prior analysis for the 2002 LRDP, this analysis incorporates a detailed evaluation of existing and future traffic conditions at the same 58 study intersections that were addressed in the traffic study for the 2002 LRDP. All 58 study intersections are within the area surrounding the UCLA campus and are the intersections expected to be most directly affected by the vehicle trips generated by the proposed 2008 NHIP buildout of the remaining development allocation under the 2002 LRDP, as amended. The 58 study intersections are listed below:

#1 Church Ln-Ovada Pl/Sepulveda Blvd
#2 San Diego Fwy SB On-Off Ramp/Church Ln
#3 Sunset Blvd/Church Ln
#4 Sunset Blvd/SD Fwy NB On-Off Ramp
#5 Sunset Blvd/Veteran Ave
#6 Sunset Blvd/Bellagio Way
#7 Sunset Blvd/Westwood Blvd
#8 Sunset Blvd/Stone Cyn Rd
#9 Sunset Blvd/Hilgard Ave and Copa De Oro Rd
#10 Sunset Blvd/Beverly Glen Blvd
#11 Sunset Blvd (East I-S)/Beverly Glen Blvd
#12 SD Fwy NB Off Ramp/Sepulveda Blvd
#13 Montana Ave/Sepulveda Blvd
#14 Montana Ave/Levering Ave
#15 Montana Ave/Gayley Ave and Veteran Ave
#16 Strathmore Pl/Gayley Ave
#17 Levering Ave/Veteran Ave
#18 Wyton Dr/Hilgard Ave
#19 Wyton Dr-Comstock Ave/Beverly Glen Blvd
#20 Westholme Ave/Hilgard Ave
#21 Manning Ave/Hilgard Ave
#22 Le Conte Ave/Gayley Ave
#23 Le Conte Ave/Westwood Blvd
#24 Le Conte Ave/Tiverton Dr
#25 Le Conte Ave/Hilgard Ave
#26 Weyburn Ave/Gayley Ave
#27 Weyburn Ave/Westwood Blvd
#28 Weyburn Ave/Tiverton Dr
#29 Weyburn Ave/Hilgard Ave
#30 Kinross Ave/Westwood Blvd
#31 Lindbrook Dr/Westwood Blvd
#32 Lindbrook Dr/Tiverton Ave
#33 Constitution Ave/Sepulveda Blvd
#34 Wilshire Blvd/San Vicente Blvd
#35 Wilshire Blvd/Sepulveda Blvd
#36 Wilshire Blvd/Veteran Ave
#37 Wilshire Blvd/Gayley Ave
#38 Wilshire Blvd/Westwood Blvd
#39 Wilshire Blvd/Glendon Ave
#40 Wilshire Blvd/Malcolm Ave
#41 Wilshire Blvd/Westholme Ave
#42 Wilshire Blvd/Warner Ave
#43 Wilshire Blvd/Beverly Glen Blvd
#44 Ohio Ave/Sawtelle Blvd
#45 Ohio Ave/Sepulveda Blvd
#46 Ohio Ave/Veteran Ave
#47 Ohio Ave/Westwood Blvd
#48 Santa Monica Blvd/Sawtelle Blvd
#49 Santa Monica Blvd/SD Fwy SB Ramp
#50 Santa Monica Blvd/SD Fwy NB Ramp
#51 Santa Monica Blvd/Sepulveda Blvd
#52 Santa Monica Blvd/Veteran Ave
#53 Santa Monica Blvd/Westwood Blvd
#54 Roscomare Rd/Mulholland Dr
#55 Roscomare Rd and Stradella Rd/Linda Flora Dr
#56 Chalon Rd/Bellagio Rd
#57 Beverly Glen Blvd/Mulholland Dr
#58 Beverly Glen Blvd/Greendale Dr

Freeway Analysis

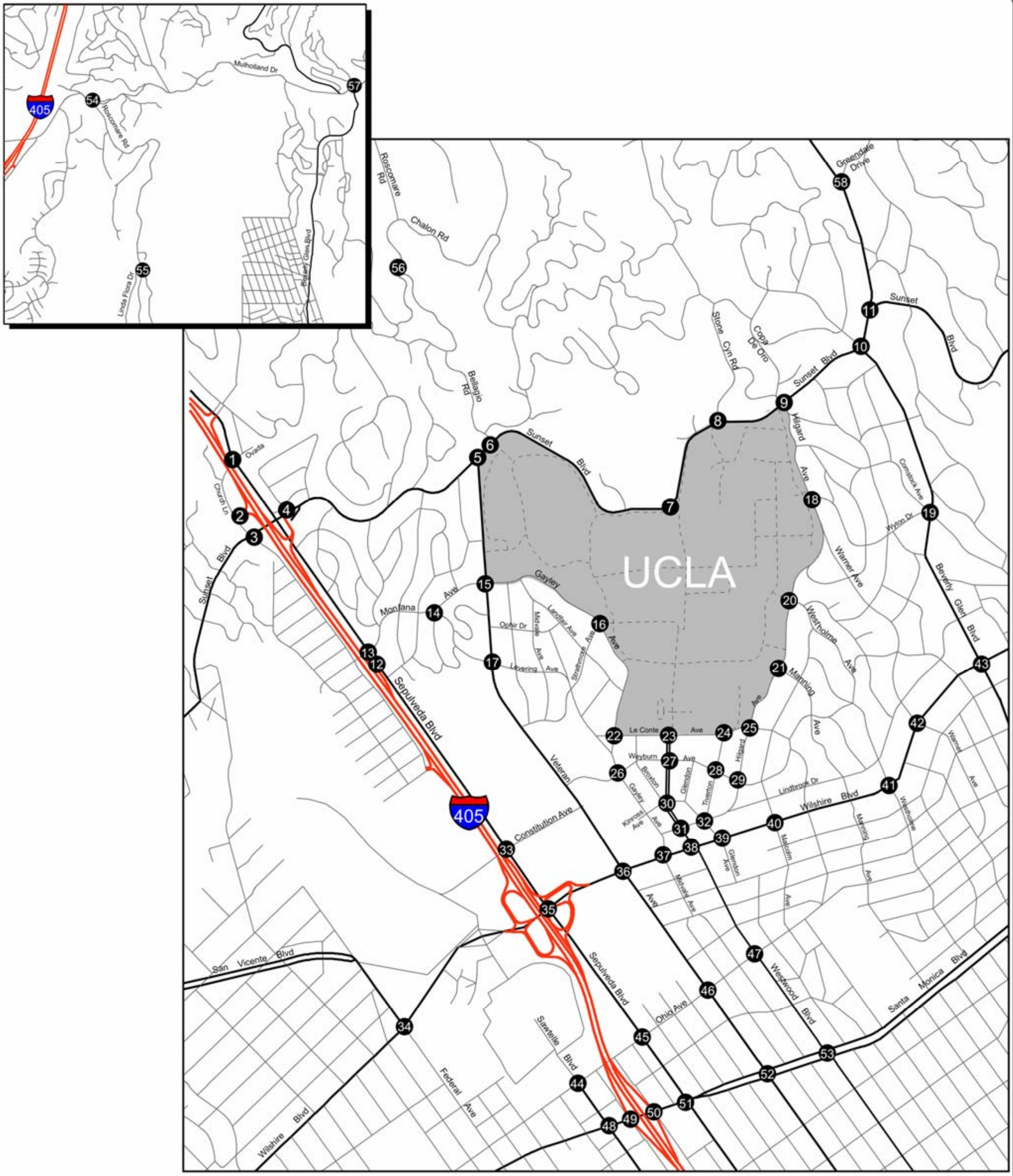
The impact analysis in this study also incorporates two freeways, the San Diego Freeway (I-405) and the Santa Monica Freeway (I-10), for which seven freeway segments within the general project vicinity were analyzed. These freeway segments include:

1. San Diego Freeway (I-405), south of Santa Monica Freeway (I-10)
2. San Diego Freeway (I-405), between Santa Monica Freeway (I-10) and Santa Monica Boulevard
3. San Diego Freeway (I-405), between Wilshire Boulevard and Santa Monica Boulevard
4. San Diego Freeway (I-405), between Sunset Boulevard and Wilshire Boulevard
5. San Diego Freeway (I-405), north of Sunset Boulevard
6. Santa Monica Freeway (I-10), between Bundy Drive and San Diego Freeway (I-405)
7. Santa Monica Freeway (I-10), between Overland Avenue and National Boulevard

The Los Angeles County Congestion Management Program (CMP) also is used as a guide for the analysis of freeway segments. The closest CMP freeway mainline monitoring stations include:

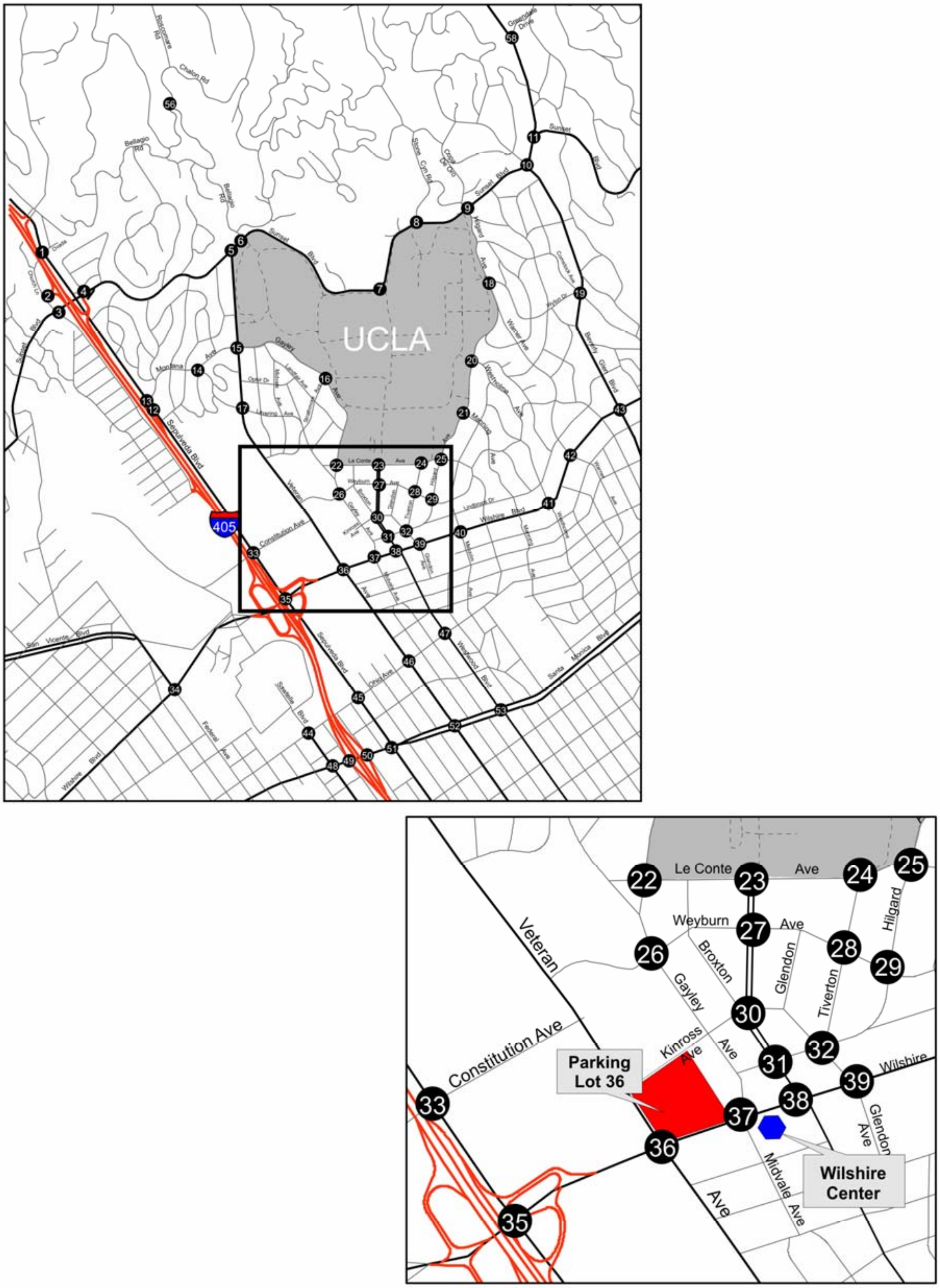
1. Santa Monica Freeway (I-10) at Lincoln Boulevard
2. Santa Monica Freeway (I-10), east of Overland Avenue
3. Santa Monica Freeway (I-10), east of La Brea Avenue Under Crossing
4. San Diego Freeway (I-405), north of Venice Boulevard
5. San Diego Freeway (I-405), south of Mulholland Drive

Figure 3A shows the location of the proposed project site in relation to the 58 study intersections, **Figure 3B** shows the location of Parking Lot 36 and the Wilshire Center located south of the campus, and **Figure 3C** shows the seven freeway segments chosen for analysis. **Figures 4A, 4B** and **4C** show the existing lane configurations and traffic control. A field inventory was conducted at the 58 study area intersection locations. The inventory included review of intersection geometric layout, traffic control, lane configuration, posted speed limits, transit service, land use and parking. This information is required for the subsequent traffic impact analysis.



UCLA Northwest Housing Infill Project (NHIP) and LRDP Amendment

FIGURE 3A
Study Intersections



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UCLA Northwest Housing Infill Project (NHIP) and LRDP Amendment

FIGURE 3B
Location of Parking Lot 36 and Wilshire Center

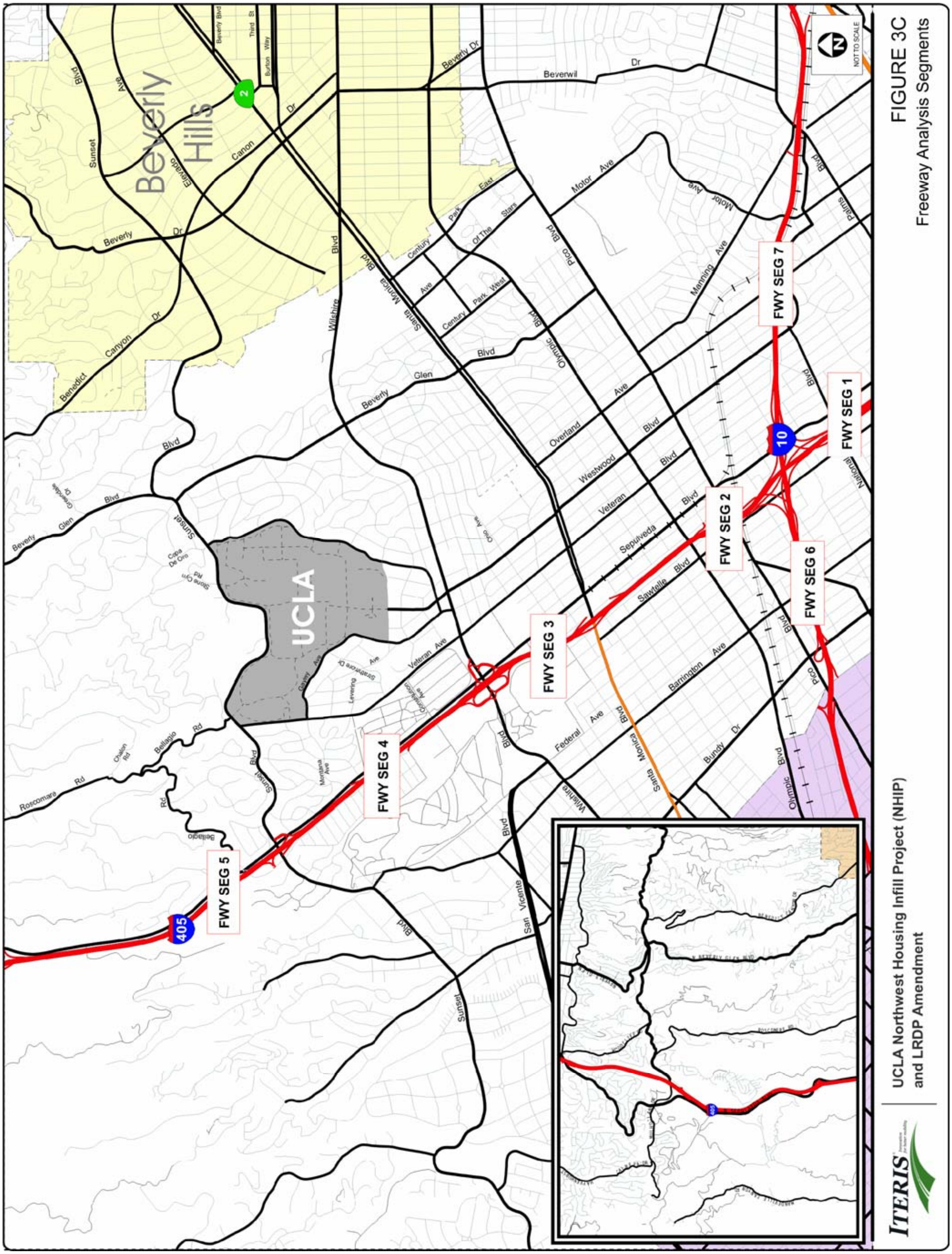
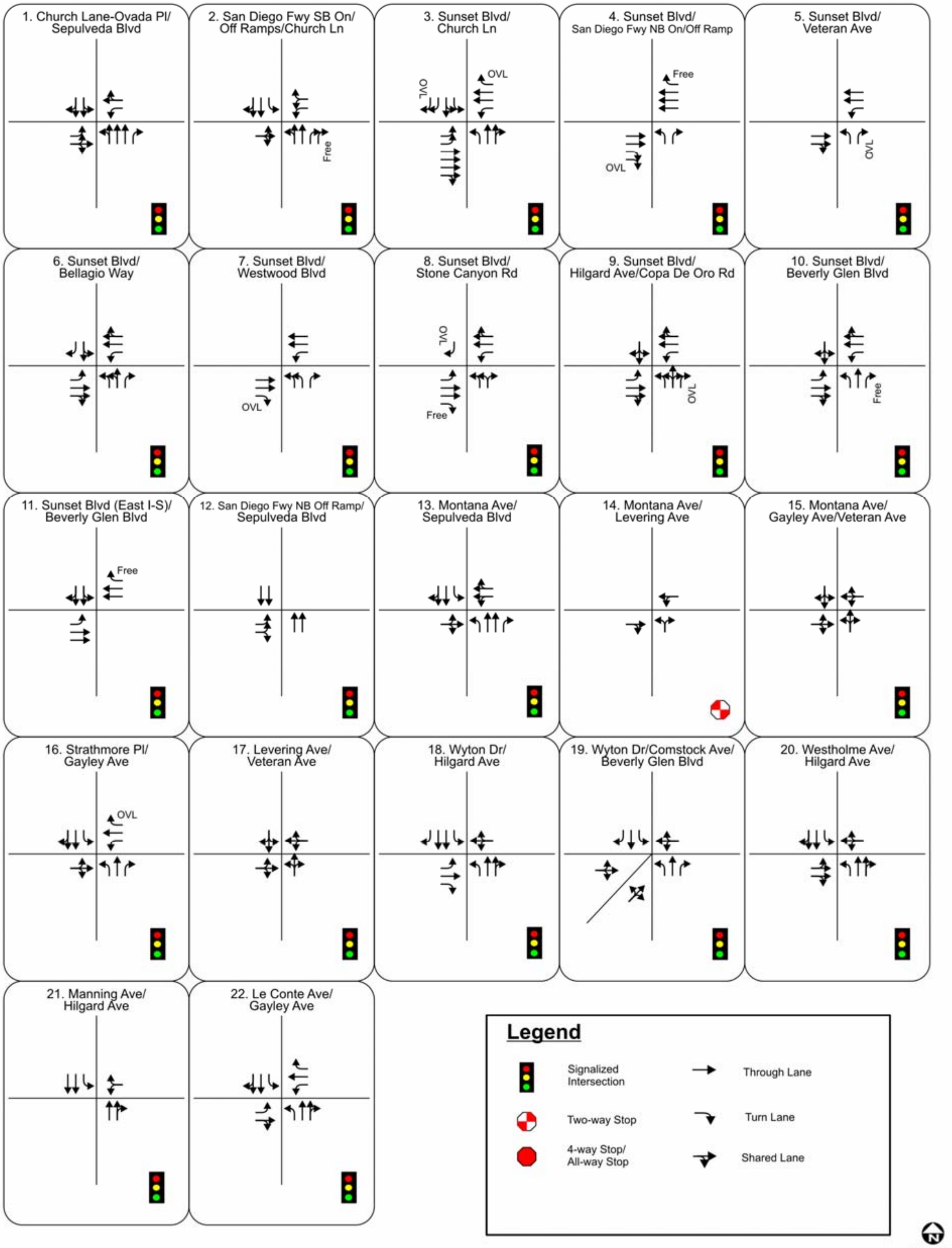


FIGURE 3C
Freeway Analysis Segments
UCLA Northwest Housing Infill Project (NHIP)
and LRDP Amendment
ITERIS
NOT TO SCALE
FWY SEG 1
FWY SEG 2
FWY SEG 3
FWY SEG 4
FWY SEG 5
FWY SEG 6
FWY SEG 7
UCLA
Beverly Hills
405
10



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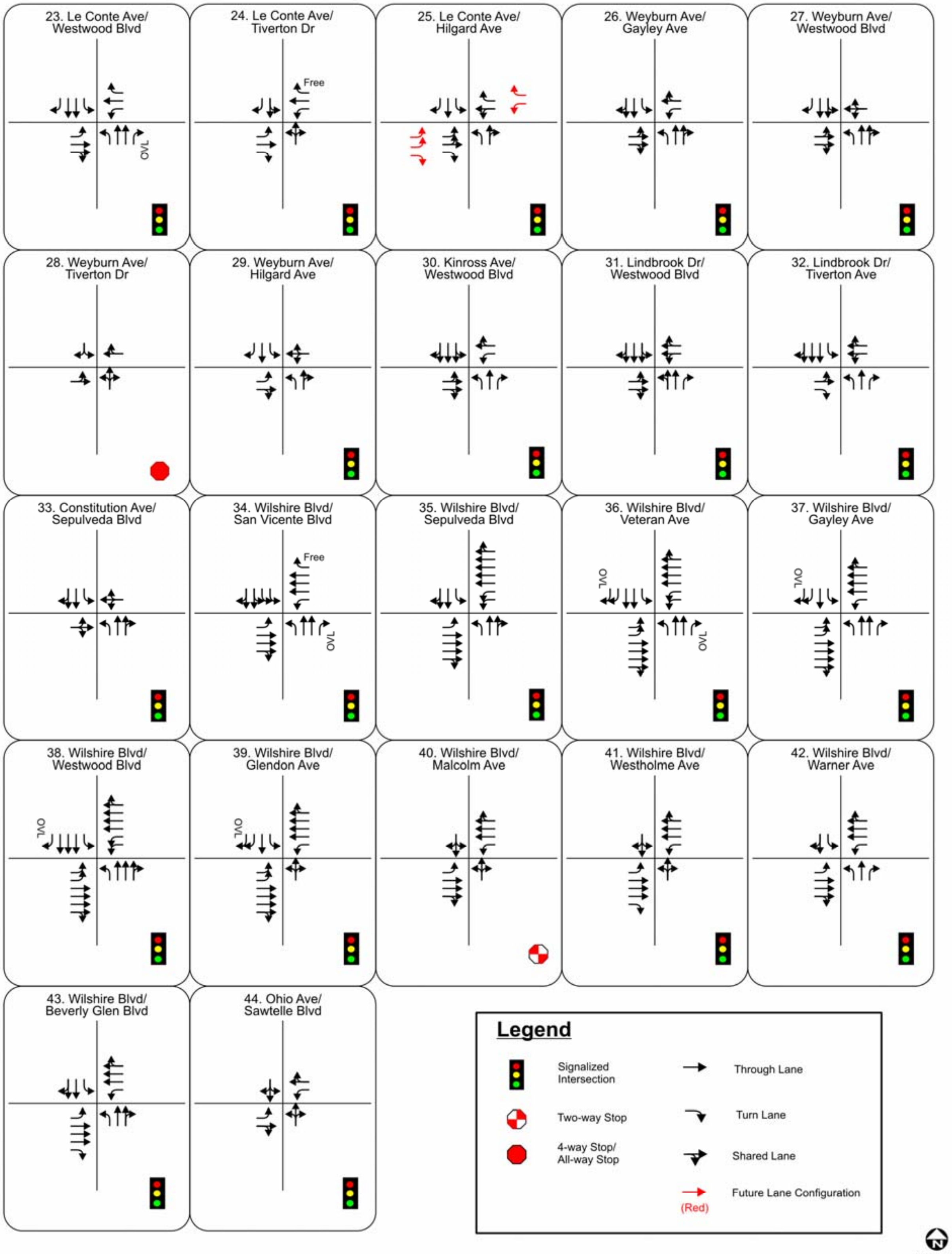
UCLA Northwest Housing Infill Project (NHIP) and LRDP Amendment

FIGURE 4A
Existing Lane Configurations



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UCLA Northwest Housing Infill Project (NHIP) and LRDP Amendment

FIGURE 4B
Existing Lane Configurations

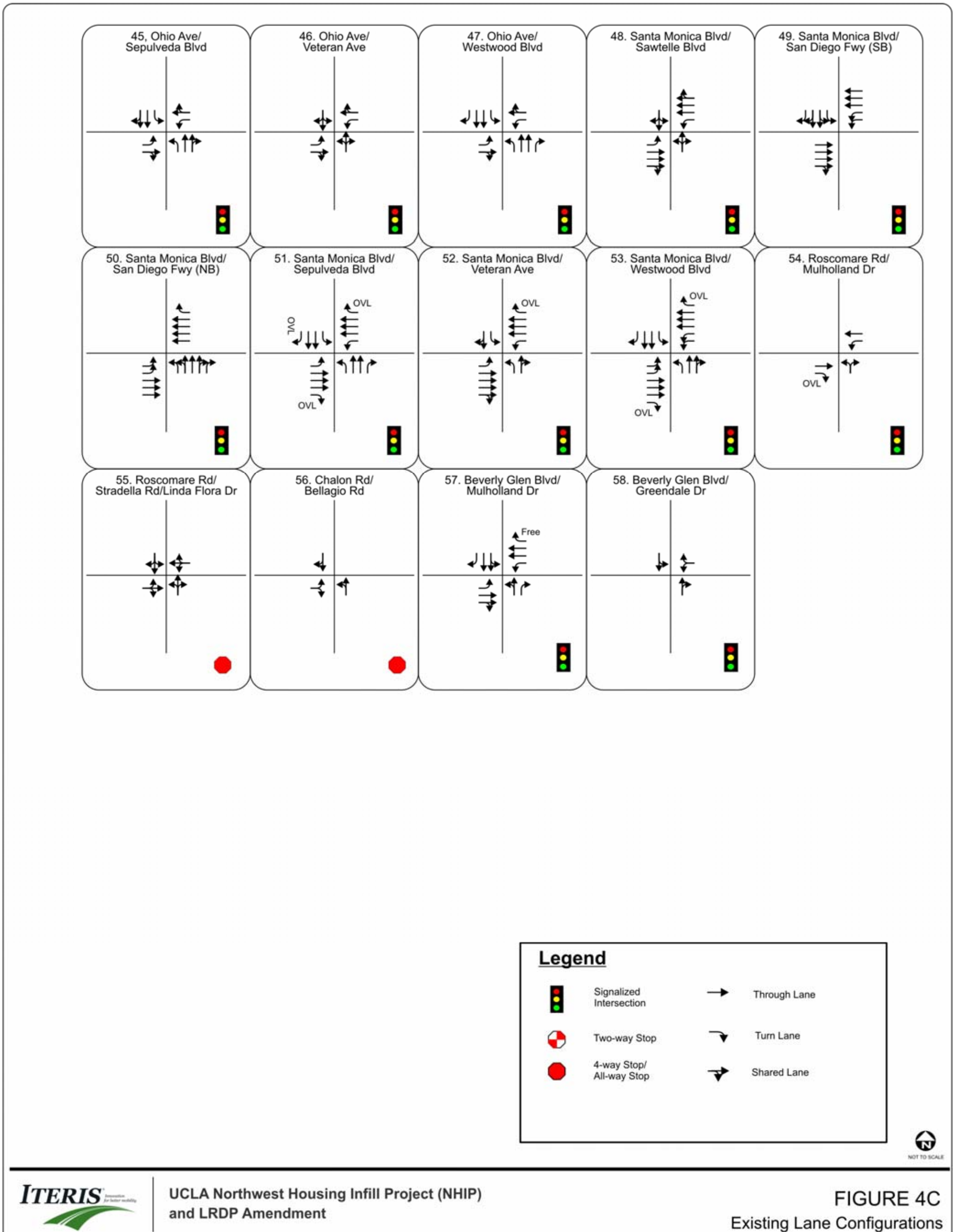

FIGURE 4C
Existing Lane Configurations

Alternative Transportation

The UCLA campus is generally well served by alternative modes of transportation. Viable transit opportunities include public bus service provided by six outside operators, and campus-operated shuttle bus services. These services not only offer alternative means to commute to the UCLA campus, they also aids in reducing the need for a car once on campus; via shuttles around the campus, around Westwood Village, and to other off-campus locations. UCLA has also implemented a Transportation Demand Management (TDM) Program which facilitates and promotes the use of transit, carpools, vanpools, and bicycling. The transportation alternatives made available to the campus population through the various transit services and the campus trip-reduction program are discussed below in greater detail.

Public Transit

The UCLA campus area is served by six public transit operators; Los Angeles County Metro, Los Angeles Department of Transportation (LADOT), Santa Clarita Transit, Antelope Valley Transit Authority, Santa Monica Municipal Bus Lines, and Culver City Bus. Together, these operators run a total of 24 local routes, limited stop routes, express routes, and rapid bus routes within two miles of the UCLA campus. The Hilgard Bus Terminal, located on the eastern edge of campus, is adjacent to a single-family home residential neighborhood called Holmby Hills. The Hilgard Terminal serves as the final bus stop for several Big Blue Bus routes. In order to reduce the impacts of the buses on the adjoining neighbors, UCLA arranged with the City of Santa Monica's Big Blue Bus to reroute these buses to the central-campus located Ackerman Bus Terminal after 10:00 PM on weekdays, and all day on weekends and major holidays. The Ackerman Bus Terminal serves as the primary on-campus bus stop location for Metro bus routes and is also used by Culver City Bus. Per CMP guidelines, a description of all 24 routes is provided below. **Figure 5** shows the public transit routes serving the UCLA campus. Route descriptions are provided below.

Metro Line 2 (Sunset Boulevard) */ 302* (Sunset Boulevard Limited) – Metro Line 2/302 runs around the southern boundary of the UCLA campus via Montana Avenue, La Conte Avenue and Hilgard Avenue. It starts at Pacific Coast Highway and Sunset Boulevard in Castellammare and ends at Venice Boulevard and Broadway in downtown Los Angeles. Days of operation are Monday through Sunday, including all major holidays. Weekday peak period headway near the project site ranges between five and 15 minutes during the AM and PM peak periods, 10 to 15 on Saturday, and 15 to 30 minutes on Sunday and on holidays.

Metro Line 16/316 (Downtown LA – Century City via 3rd Street) – Metro Line 16/316 runs southwest/northeast near the project site via Santa Monica Boulevard. It starts at Constellation Boulevard and Century Park West in Century City and ends at 6th Street and Main Street in downtown Los Angeles. Days of operation are Monday through Sunday, including all major holidays. Weekday peak period headway near the project site ranges between 10 and 25 minutes during both the AM and PM peak periods. Saturday, Sunday, and holiday mid-day peak period headway is between 20 and 25 minutes near the project site.

Metro Line 20 (Downtown LA – Santa Monica via Wilshire Boulevard) – Metro Line 20 runs east-west near the project site via Wilshire Boulevard. It starts at Main Street and Pico Boulevard in Santa Monica and ends at 7th Street and Main Street in downtown Los Angeles. Days of operation are Monday through Sunday, including all major holidays. Weekday peak period headway near the project site ranges between three and ten minutes. Saturday, Sunday, and holiday mid-day peak period headway is 10 minutes.

Metro Rapid Line 233 (Lakeview Terrace – Van Nuys Boulevard) – Metro Rapid Line 233 runs along the boundary of the UCLA campus via Sunset Boulevard, Hilgard Avenue and Wilshire Boulevard. It starts at Eldridge Avenue and Terra Bella Street in Lakeview Terrace and ends at Veteran Avenue and Wilshire Boulevard in Westwood. Days of operation are Monday through Sunday, including all major holidays. Trips operate via Line 761 between Van Nuys Boulevard/Ventura Boulevard and Wilshire Boulevard/Veteran Avenue. Early morning and late night service is also operated via Line 761.

Metro Line 305 (Cross-town Bus: UCLA/Westwood – Imperial/Wilmington Station Limited) – Metro Line 305 runs around the southern portion of the UCLA campus via Westwood Boulevard, Le Conte Avenue, and Hilgard Avenue. It starts at Imperial/Wilmington/Rosa Parks Station in Willowbrook and ends at the UCLA Ackerman Loop in Westwood. Days of operation are Monday through Sunday, including all major holidays. Weekday peak period headway near the project site ranges between 24 and 40 minutes. Saturday, Sunday, and holiday mid-day peak period headway is one hour.

Metro Rapid Line 704 (Downtown LA – Santa Monica via Santa Monica Boulevard) – Metro Rapid Line 704 runs east-west near the project site via Santa Monica Boulevard. It starts at 2nd Street and Santa Monica Boulevard in Santa Monica and ends at Vignes Street and Cesar Chavez Avenue in downtown Los Angeles. Days of operation are Monday through Sunday, including all major holidays. Weekday peak period headway near the project site ranges between five and 10 minutes during both the AM and PM peak periods. Saturday, Sunday, and holiday mid-day peak period headway ranges between 10 and 15 minutes.

Metro Rapid Line 720 (Commerce – Santa Monica via Whittier Boulevard and Wilshire Boulevard) – Metro Rapid Line 720 runs east-west near the project site via Wilshire Boulevard. It starts at 5th Street and Colorado Avenue in Santa Monica and ends at the Commerce Center in the City of Commerce. Days of operation are Monday through Sunday, including all major holidays. Weekday peak period headway near the project site is four and seven minutes during both the AM and PM peak periods. Saturday mid-day peak period headway ranges between six and seven minutes, and the Sunday and holiday mid-day peak period headway ranges between seven and eight minutes.

Metro Rapid Line 728 (Metro Rapid – Downtown LA – Century City via Olympic Boulevard) – Metro Rapid Line 728 runs north-south near the project site via Olympic Boulevard. It starts at Constellation and Century Park West in Century City and ends at Cesar Chavez Avenue and Vignes Street in downtown Los Angeles. Days of operation are Monday through Friday only, excluding Saturday, Sunday, and all major holidays. Weekday peak period headway near the project site is eight minutes during both the AM and PM peak periods.

Metro Rapid Line 761 (Metro Rapid – Van Nuys Boulevard – Westwood/UCLA) – Metro Rapid Line 761 runs along the boundary of the UCLA campus via Sunset Boulevard, Hilgard Avenue and Wilshire Boulevard. It starts at Van Nuys Boulevard and Glenoaks Boulevard in Pacoima and ends at Veteran Avenue and Wilshire Boulevard in Westwood. Days of operation are Monday through Sunday, including all major holidays. Weekday peak period headway near the project site ranges between five and 15 minutes during both the AM and PM peak periods. Saturday, Sunday and holiday mid-day peak period headway ranges between 20 and 25 minutes.

Metro Transitway Line 920 (Wilshire Rapid Express) – Metro Transitway Line 920 runs east-west near the project site via Wilshire Boulevard. It starts at the Ocean Avenue and Colorado Avenue in Santa Monica and ends at Wilshire Boulevard and Vermont Avenue in Los Angeles. Days of operation are Monday through Friday only, excluding Saturday, Sunday, and all major holidays. Weekday peak period headway near the project site ranges between eight and 15 minutes during the AM and PM peak periods.

LADOT Commuter Express 430 – CE 430 runs east of the UCLA campus via Church Lane. It starts at Sunset Boulevard and Pacific Coast Highway in Pacific Palisades and ends at Patsaouras Transit Plaza in downtown Los Angeles. Days of operation are Monday through Friday only, excluding Saturday, Sunday, and all major holidays. CE 430 operates two eastbound runs from Pacific Palisades to downtown Los Angeles at 6:33 AM and 7:03 AM, and two westbound runs in the reverse direction at 4:40 PM and 5:30 PM.

LADOT Commuter Express 431 – CE 431 runs near the UCLA campus via Sepulveda Boulevard and Wilshire Boulevard. It starts at Sepulveda Boulevard and Montana Avenue in Westwood and ends at Los Angeles Street and Temple Street in downtown Los Angeles. Days of operation are Monday through Friday only, excluding Saturday, Sunday, and all major holidays. CE 430 operates four eastbound runs from Westwood to downtown Los Angeles between 6:15 AM and 7:35 AM, and four westbound runs in the reverse direction between 4:30 and 6:00 PM.

LADOT Commuter Express 534 – CE 534 runs near the UCLA campus via Wilshire Boulevard and Beverly Glen Boulevard. It starts at Union Station in downtown Los Angeles and ends at Wilshire Boulevard and Veteran Avenue in Westwood. Days of operation are Monday through Friday only, excluding Saturday, Sunday, and all major holidays. CE 534 operates four westbound runs from downtown Los Angeles to Westwood between 6:50 AM and 8:10 AM, and four eastbound runs in the reverse direction between 3:43 PM and 5:13 PM.

LADOT Commuter Express 573 – CE 573 runs near the UCLA campus primarily via Church Lane, Montana Avenue, Gayley Avenue, and Wilshire Boulevard. It starts at Chatsworth Street and Orion Street in Mission Hills and ends at Constellation Boulevard and century Park West in Century City. Days of operation are Monday through Friday only, excluding Saturday, Sunday, and all major holidays. Starting in Mission Hills, the weekday peak period headway ranges between 15 and 45 minutes during the AM peak period, and is 40 minutes during the PM peak period. Starting in Century City, the weekday peak period headway is one hour and 25 minutes, and the PM peak period headway ranges between 15 and 25 minutes.

LADOT Commuter Express 574 – CE 574 runs near the UCLA campus via the I-405 freeway. It starts at the Sylmar Metrolink Station and ends at Aviation and Space Park Drive in El Segundo. CE 574 does not stop near the UCLA campus, but does come within two miles of the campus on the I-405 freeway. Days of operation are Monday through Friday only, excluding Saturday, Sunday, and all major holidays. Five runs begin in Sylmar, and run between 5:21 AM and 7:09 AM, and five runs begin in El Segundo and run between 3:35 PM and 6:00 PM.

Santa Clarita Transit Commuter Express Service 792 – SCT 792 runs near the UCLA campus primarily via Montana Avenue, Gayley Avenue, Le Conte Avenue, and Wilshire Boulevard. It starts at Century Park West and Constellation in Century City and ends at Avenue Stanford and Technology in Valencia. Days of operation are Monday through Friday only, excluding Saturday, Sunday, and all major holidays. AM peak period headway near UCLA ranges between 33 and 53 minutes. Returning from Valencia, PM peak period headway is approximately one hour and 15 minutes.

Santa Clarita Transit Commuter Express Service 797 – SCT 797 runs near the UCLA campus primarily via Montana Avenue, Gayley Avenue, Le Conte Avenue, and Wilshire Boulevard. It starts at the Santa Clarita Metrolink Station and ends at Century Park West and Constellation in Century City. Days of operation are Monday through Friday only, excluding Saturday, Sunday, and all major holidays. AM peak period headway starting in Santa Clarita is approximately 30 minutes. PM peak period headway to Santa Clarita, near the UCLA campus, is 30 minutes.

AVTA Route 786 (West Los Angeles) – AVTA Route 786 runs east-west near the project site via Wilshire Boulevard, Westwood Boulevard and Santa Monica Boulevard. It starts at Lancaster City Park (LCP) in Lancaster and ends at Westwood Boulevard and Wilshire Boulevard in Westwood. Days of operation are Monday through Friday only, excluding Saturday, Sunday, and all major holidays. AVTA Route 786 operates on a reduced holiday schedule on Martin Luther King Day, Presidents' Day, Columbus Day, Veterans Day and the day after Thanksgiving. AVTA Route 786 has two AM runs that depart at 5:00 AM and 5:40 AM that operate along opposite routes. During the PM peak, the first run departs Fairfax and Santa Monica Boulevard at 4:28 and the second at 4:58 PM.

Big Blue Bus Line 1 (Santa Monica Boulevard) – BBB Line 1 runs along the south-east boundary of the UCLA campus via Santa Monica Boulevard, Westwood Boulevard, and Hilgard Avenue. It starts in Venice at the Venice Terminal and ends at the UCLA Transit Center in Westwood. Days of operation are Monday through Sunday, including all major holidays. Weekday peak period headways near the project site range between 10 and 15 minutes during both the AM and PM peak periods. Saturday, Sunday, and holiday mid-day peak period headway ranges between 15 and 20 minutes.

Big Blue Bus Line 2 (Wilshire Boulevard) – BBB Line 2 runs along the south-east boundary of the UCLA campus via Wilshire Boulevard, Westwood Boulevard, and Hilgard Avenue. It starts in Venice at Venice Boulevard and Walgrove Avenue and ends at the UCLA Transit Center in Westwood. Days of operation are Monday through Sunday, including all major holidays. Weekday peak period headways near the project site are approximately 15 minutes during both the AM and PM peak periods. Saturday, Sunday, and holiday mid-day peak period headway is approximately 20 minutes.

Big Blue Bus Line 3 (Rapid 3 – Montana Avenue and Lincoln Boulevard) – BBB Rapid Line 3 runs along the south-east boundary of the UCLA campus via Wilshire Boulevard, Westwood Boulevard, and Hilgard Avenue. It starts at the Green Line Station in El Segundo and ends at the UCLA Transit Center in Westwood. Days of operation are Monday through Sunday, including all major holidays. Weekday peak period headway is approximately 15 minutes during both the AM and PM peak periods. Saturday, Sunday, and holiday mid-day peak period headway is also approximately 15 minutes.

Big Blue Bus Line 8 (Ocean Park Boulevard) – BBB Line 8 runs along the south-east boundary of the UCLA campus via Ocean Park Boulevard, National Boulevard, Westwood Boulevard, and Hilgard Avenue. It starts at Broadway and 4th Avenue and ends at the UCLA Transit Center in Westwood. Days of operation are Monday through Sunday, including all major holidays. Weekday peak period headway is approximately 15 minutes during both the AM and PM peak periods. Saturday, Sunday, and holiday mid-day peak period headway is approximately 30 minutes.

Big Blue Bus Line 12 (Super 12 – Westwood and Palms) – BBB Super Line 12 runs along the south-east boundary of the UCLA campus via Westwood Boulevard, and Hilgard Avenue. It starts at Broadway and 4th Avenue and ends at the UCLA Transit Center in Westwood. Days of operation are Monday through Sunday, including all major holidays. Weekday peak period headway is approximately 15 minutes during the AM peak period and 10 to 15 minutes during the PM peak period. Saturday, Sunday, and holiday mid-day peak period headway is approximately 30 minutes.

Culver City Bus Line 6 (Sepulveda Boulevard) – CCT Line 6 runs along the south-east boundary of the UCLA campus via Wilshire Boulevard, Westwood Boulevard, and Hilgard Avenue. It starts at the Green Line Station in El Segundo and ends at the UCLA Transit Center in Westwood. Days of operation are Monday through Sunday. Weekday peak period headway is approximately 15 minutes during both the AM and PM peak period. Culver City Bus provides reduced service on Saturday, Sunday and on major holidays.

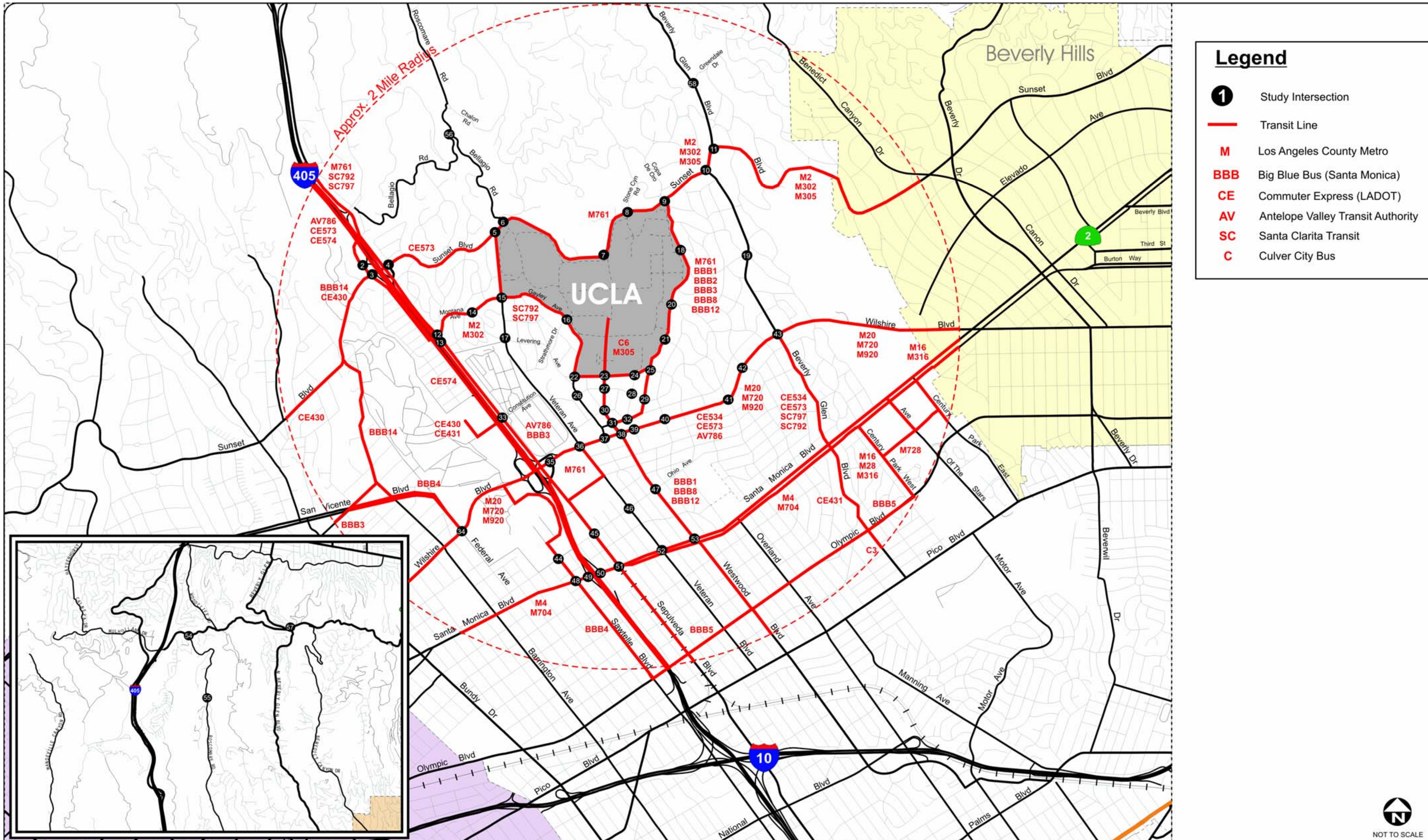

FIGURE 5
Existing Transit

Campus Transportation Demand Management (TDM) Program

UC Policy goals for achieving a sustainable transportation system are multi-facetted, with a focus on increasing the Average Vehicle Ridership (AVR), the number of low- or zero-emission vehicles (PZEV or ZEV), and the number of fuel efficient/alternative fuel vehicles in the campus fleet. The UCLA Transportation Demand Management (TDM) Program began in 1984 with a mission of using parking fees and other UCLA resources to achieve cost-effective reductions in campus trip generation and parking demand, while increasing mobility options for faculty, staff, and students. LRDP Mitigation Measure C-1.1, included in the Final EIR for the 1990 LRDP required that the TDM program be continued and expanded. As a result, the UCLA TDM program has grown into a comprehensive program that offers a broad range of services to encourage and assist UCLA commuters in utilizing alternatives to the single-occupancy vehicle. As part of its on-going TDM Program, UCLA actively provides and promotes vanpools; carpool matching and parking incentive programs; financial incentives for carpool and vanpool participants; accommodation of the use of other modes of transportation, including walking, bicycles, motorcycles, and scooters; an on-campus car share program; alternative work schedules and telecommuting; annual distribution of the UCLA Commuter's Guide; parking control management; and restricting access to main campus parking facilities for on-campus housing residents. UCLA has one of the most comprehensive TDM programs in the country, with the largest vanpool program of any public or private university. During the more than 24 years of operation, UCLA's TDM program has remained at the leading edge of such programs, and has received numerous awards from regional and local agencies, including the State of California's Governor's awards, the City of Los Angeles Mayoral award, and Rideshare Program awards from the South Coast Air Quality Management District (SCAQMD) and the Metropolitan Transportation Authority (aka Metro), and has been recognized as a best work place for commuters by the USDOT and EPA.

Since 1984, UCLA's comprehensive TDM program increased the campus-wide AVR from 1.26 to 1.60; exceeding or meeting (for eight consecutive years) the 1.5 AVR goal set by the SCAQMD. The TDM program includes incentives to reduce the employee drive-alone rate, which has resulted in a decline from 69 percent in 1990 to 55 percent in 2007. The drive-alone rate has been accomplished through 1,100 carpools serving approximately 2,700 participants and 1,505 vanpools transporting approximately 1,600 full-time and 700 part-time riders from 85 communities, as of October 2007.

In addition, UCLA began the BruinGo! transit subsidy program in September 2000, which includes reduced fares on the Santa Monica Big Blue Bus and Culver City Bus. In 2005, the GoMetro program was launched introducing 50 percent transit subsidies for Los Angles County's Metro Bus and Metro Rail systems. The Los Angeles Department of Transportation (LADOT) and Santa Clarita Transit (the newest additions) both have 50 percent transit subsidy agreements with the University.

Much has been accomplished towards meeting the goals to increase the University's fuel efficient/alternative fuel fleet. In the area of clean and fuel efficient vehicles, the campus fleet currently has a combined PZEV and ZEV total of 246. By 2008/09, the campus fleet will expand to 312 PZEVs and ZEVs, an increase of 27 percent. Through development of the UCLA Fleet Optimization Plan, UCLA Transportation will systematically reduce the number of conventionally fueled fleet vehicles and increase the number of alternative fuel vehicles between 2006 and 2009.

The specific components of the TDM program may change over time as the campus strives for the most cost-effective manner by which to maintain achievement of its required goals, so long as the overall effectiveness of the program is not compromised. A description of the components of the current TDM program is provided below.

Carpool Matching

Carpool matching is provided by Carpoolworld.com via an UCLA-specific matching system. In addition, UCLA Transportation's web site and print media present a full explanation of carpooling to UCLA, including an explanation of the convenience and money-saving option of carpool permits (which are currently reduced from $63 for a yellow parking permit to $27 for two-person carpools and $11 for three-person carpools). There are approximately 2,700 active carpool participants at UCLA.

Vanpool

Commuter Assistance-Ridesharing (CAR) currently operates a fleet of over 155 vans, covering more than 80 southern California communities. Approximately 1,650 monthly full-time riders participate in the program, for which fares are partially subsidized by the campus. Part-time riders can also use the van service at any time on a space available basis, and there are approximately 750 part-time participants.

Campus Transit

In addition to the public transit routes previously described, UCLA also provides shuttle bus service around the campus and from several remote housing facilities. The campus shuttle system incorporates the use of buses and vans that are clean, wheelchair accessible, and well equipped with air conditioning and comfortable seating. The SCAQMD gave UCLA an Honorable Mention award in 2000 for its fleet of clean-operating compressed natural gas (CNG) transit buses. That success continued and in 2006 UCLA Transportation received a grant from the SCAQMD that aided in the purchase of seven new CNG transit buses. The routes covered are described below.

Campus Express – The Campus Express shuttle travels in a counter-clockwise direction providing round-trip service from Weyburn Terrace and Lot 36 in the southwest corner of campus, through Westwood and the University to Macgowan Hall turnaround in the northeast region of campus. Campus Express shuttles operate Monday through Friday (excluding holidays), from 7:00 AM to 7:00 PM, on an eight to ten minute headway throughout the day. During Summer, Winter and Spring Breaks the Campus Express shuttle operates on a reduced schedule between 7:30 AM and 6:00 PM.

Wilshire Center Express – The Wilshire Center Express shuttle travels in a counter-clockwise direction providing round-trip service from the Wilshire Center, through Westwood Village, up Hilgard Avenue to Parking Structure 2 between Manning Avenue and Westholme Avenue. Wilshire Center Express shuttles operate Monday through Friday (excluding holidays), from 7:30 AM to 5:30 PM, on an eight to ten minute headway throughout the day.

Northwest Campus Shuttle – The Northwest Campus Shuttle travels in a counter-clockwise direction providing round-trip van service across the northern region of campus. It travels on Charles Young Drive between Macgowan Hall, Kreiger (Bellagio) Child Care Center, Southern Regional Library, and Hedrick Hall. Northwest Campus shuttles operate Monday through Friday (excluding holidays), from 11:30 AM to 2:00 PM. Stops are made at Macgowan Hall every 30 minutes.

A map of the UCLA campus shuttle system is provided in **Figure 6**.

Emergency Ride Home Program

To further support the campus carpooling and vanpooling efforts, UCLA Transportation has an "Emergency Ride Home" Program that offers alternative mode program participants who must get home during the day for a family emergency or who have to work late, free or subsidized rental cars, nightrider vanpools, or special arrangements with existing van and carpools.

Bicycles

To support and encourage bicycling to campus, UCLA provides more than 2,500 bicycle spaces throughout the campus, as well as access to on-campus shower facilities, such as those located in the Men's Gym and Kaufman Hall. The campus continues to work with agencies, such as Los Angeles County Metro and SCAG, as well as UCLA student groups, to promote a comprehensive system of bicycle routes in the vicinity of the campus. Designated City of Los Angeles bicycle routes near the campus include Sepulveda Boulevard (Class II between Venice Boulevard and Mulholland Drive, except a small portion classified as Class I north of Santa Monica Boulevard), Santa Monica Boulevard (Class II east of Sepulveda Boulevard), Westwood Boulevard (between Santa Monica Boulevard and south of Wilshire Boulevard), Gayley Avenue and Le Conte Avenue (Class II along the southwest perimeter of campus), Veteran Avenue (Class I south of the campus), and Beverly Glen Boulevard (Class II between Santa Monica Boulevard and Sunset Boulevard). A map of bicycle facilities in and around the UCLA campus is provided in **Figure 7**.

iWalk Pedestrian Program

UCLA Transportation, in conjunction with the Cultural and Recreational Affairs Department, created the iWalk Program to encourage walking on and around campus. The program is jointly focused on increasing physical activity while reducing vehicle traffic, and particularly aims at reducing mid-day vehicle trips.

Motorcycles and Scooters

There are nearly 1,200 specially designated motorcycle/scooter parking spaces located throughout parking lots and structures around campus. Location information and maps are available at the Parking Services office on the main campus and on the UCLA Transportation website.

Source: UCLA Transportation Services

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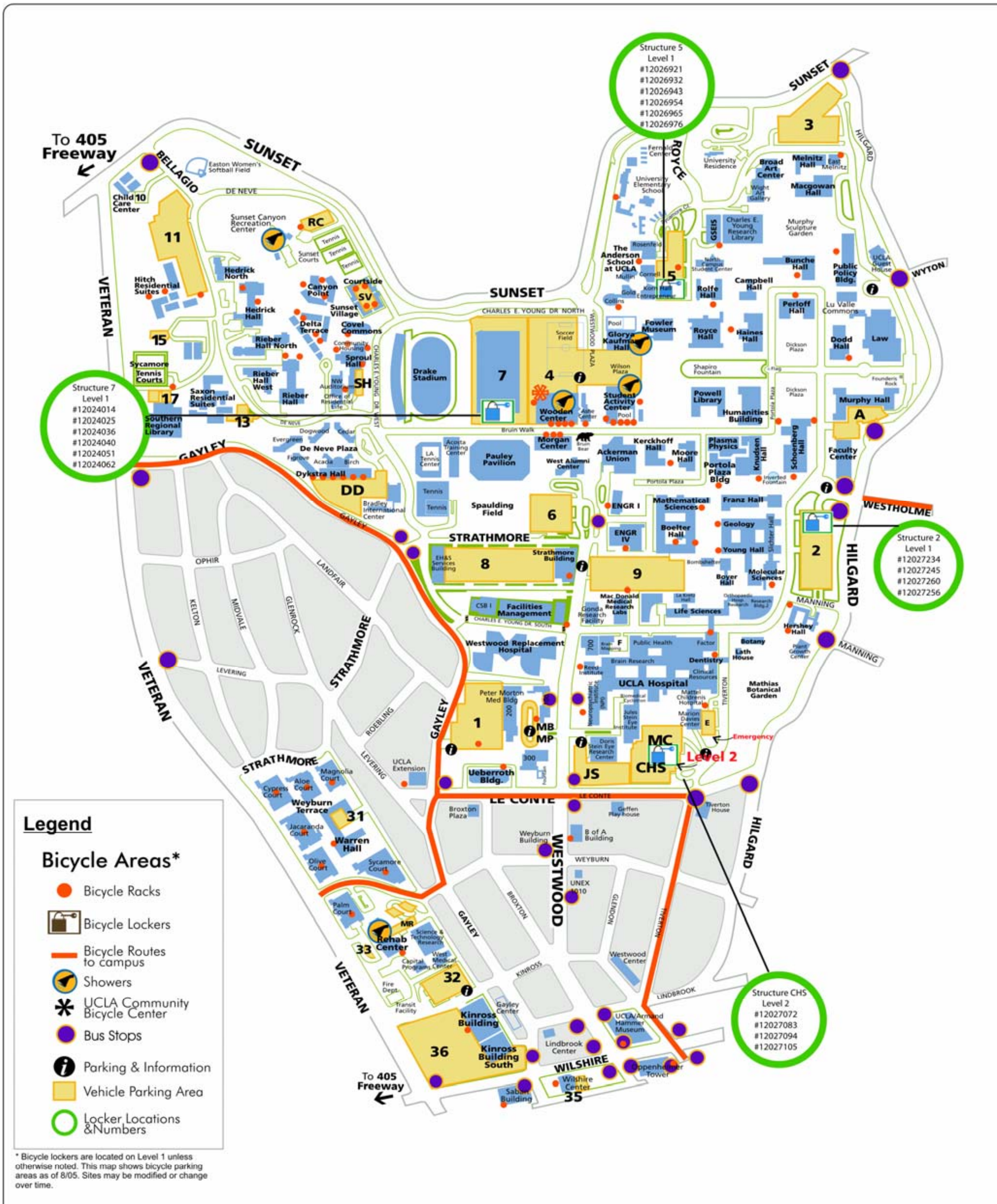
FIGURE 6
UCLA Campus Shuttle Routes



Source: UCLA Transportation Services

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UCLA Northwest Housing Infill Project (NHIP) and LRDP Amendment

FIGURE 7
UCLA Bicycle Commute Map

Telecommuting and Alternative Work Schedules

UCLA Transportation continues to encourage all campus groups to consider telecommuting and alternative work schedules, including a compressed workweek and flextime schedules. Information about these programs is available through Campus Human Resources and UCLA Transportation.

Car Share

UCLA Transportation has contracted with a car share provider (Zipcar Inc.) to provide car share vehicles on and adjacent to campus for employee and student use. The car share program is, beyond its typical aim of providing short-term car rental use, also intended as an alternative mode program benefit. Each alternative mode program participant is accorded eight hours of Zipcar use each month, thus obviating the need to drive to campus on days when a transit or vanpool rider, e.g., has a personal appointment that day that would otherwise require them to drive to campus in their own vehicle.

Alternative Fuel Infrastructure

UCLA provides fueling infrastructure for alternative mode vehicles. There are two forms of this on campus: first, there is a public access, compressed natural gas station located adjacent to the fleet yard and secondly, UCLA continues to participate in the SCAQMD electric vehicle (EV) infrastructure program called "Quick Charge LA". This program consists of a network of over 200 EV charging stations at transit centers, shopping malls, and other locations throughout the region. Currently, there are ten public electric vehicle-charging stations on the UCLA campus. Location information and maps are available at the Transportation Lobby on the main campus and on the UCLA Transportation website.

TDM Outreach

The UCLA Commuter Guide, which is published by UCLA Transportation Communications and Marketing Group, is a comprehensive information source describing parking and transportation options at UCLA. The Commuter Guide is distributed to all incoming students, faculty, and staff for both the regular and summer sessions. In addition, all of UCLA's departmental parking coordinators receive copies of the updated Commuter Guide for distribution each spring, when faculty and staff make decisions regarding annual parking permit renewal.

UCLA also publicizes the availability and convenience of alternative transportation modes to campus though Ridesharing brochures, the UCLA Transportation website (www.transportation.ucla.edu), information within the General Catalog and admissions packets sent to students, advertisements in the Daily Bruin, annual commuter fairs, and presentation and distribution of information at new student and employee orientation sessions. Public transit is also actively promoted through Metro, Culver City, and Santa Monica route information and schedule brochures available at the Transportation Lobby on campus, as well as on the UCLA Transportation website. The website provides extensive information regarding commuting regularly to campus using public transit, including links to local public transit providers' published schedules and maps, and inexpensive ways to travel to off-campus locations, such as the airport or Metrolink commuter rail stations.

BruinGo! Transit Program

BruinGo! was collaboratively launched by UCLA and the Santa Monica Municipal Bus Lines at the beginning of the academic year 2000-2001 to provide partially-subsidized bus travel to UCLA students, faculty, and staff on the "Big Blue Bus" upon presentation of a Bruin ID card. The program was intended as a pilot to determine whether subsidized transit fare service would reduce on-campus parking demand. Today, the success of the BruinGo! Transit Program has allowed UCLA to expand its transit pass subsidy programs to include Santa Monica Big Blue Bus, Culver City Bus, Los Angles County Metro, LADOT, and Santa Clarita Transit. All currently enrolled UCLA students and current UCLA staff and faculty with a valid BruinCard may participate in the BruinGo! Transit Program.

Non-Stop Bus Service to LAX

Los Angeles World Airports, in cooperation with UCLA Transportation, provides daily non-stop bus service (one-way and roundtrip), between Westwood and Los Angeles International Airport (LAX). The expansion of the popular FlyAway service to UCLA provides a convenient connection to airports for students, staff, faculty, and local residents. The FlyAway service stop to LAX is located next to the UCLA Parking Structure 32, two blocks north of Wilshire Boulevard, just west of Gayley Avenue. The bus departs every 30 minutes from Westwood to LAX between 5:00 AM and 1:00 AM, seven days a week. The cost is $4.00 each way, with weekend overnight parking available from 3:00 PM Friday until 7:00 AM Monday in Structure 32 and Lot 36 for $6.00 per day.

Go Metro "TAP" Passes

Go Metro transit passes, or a TAP pass, give Metro riders the convenience of a quarterly transit pass with unlimited Metro Bus or Metro Rail access throughout the greater Los Angeles. UCLA Transportation subsidizes 50 percent of the cost of a TAP pass for current UCLA students and faculty and staff who work on the UCLA campus and are employed 40 percent or more of the time. Current parking permit holders and full-time vanpoolers are not eligible for the subsidized Go Metro TAP pass. Transfers from a Metro bus or rail line to a BBB or CCB require a 30-cent transfer coupon.

CAMPUS PARKING AND TRIP GENERATION

A commuter's decision on whether or not to drive a personal motor vehicle is usually predicated upon the ability to find affordable parking spaces upon reaching their destination. This includes UCLA commuters traveling to campus. In order to control trips to UCLA, two direct parking measures were used. First, parking fees are set to fully recover the cost of the construction and operation of parking at UCLA and to provide necessary support of alternative transportation to mitigate impacts of single occupant vehicles (SOVs). Second, permits to commuter students are issued on a space available basis. Commuter students able to demonstrate the highest need (e.g. an off-campus job) are given the first opportunity to purchase a parking permit. On-campus residents are provided a parking permit only if they can demonstrate that they have an off-campus job or internship. Thus, at UCLA, trip generation is based not only on the population, but also on the parking supply that serves the campus. Following is a discussion of the current 2007-08 parking supply, parking allocation, and trip generation.

Parking Supply

As shown in **Table 2**, the UCLA campus currently has approximately 24,074 on-campus street and off-street parking spaces. More than 21,000, or 89 percent, of these spaces are provided in structures. UCLA records also show that 2,350 spaces are located in surface parking lots (10 percent) and 183 parking spaces are located in loading zones (less than one percent).

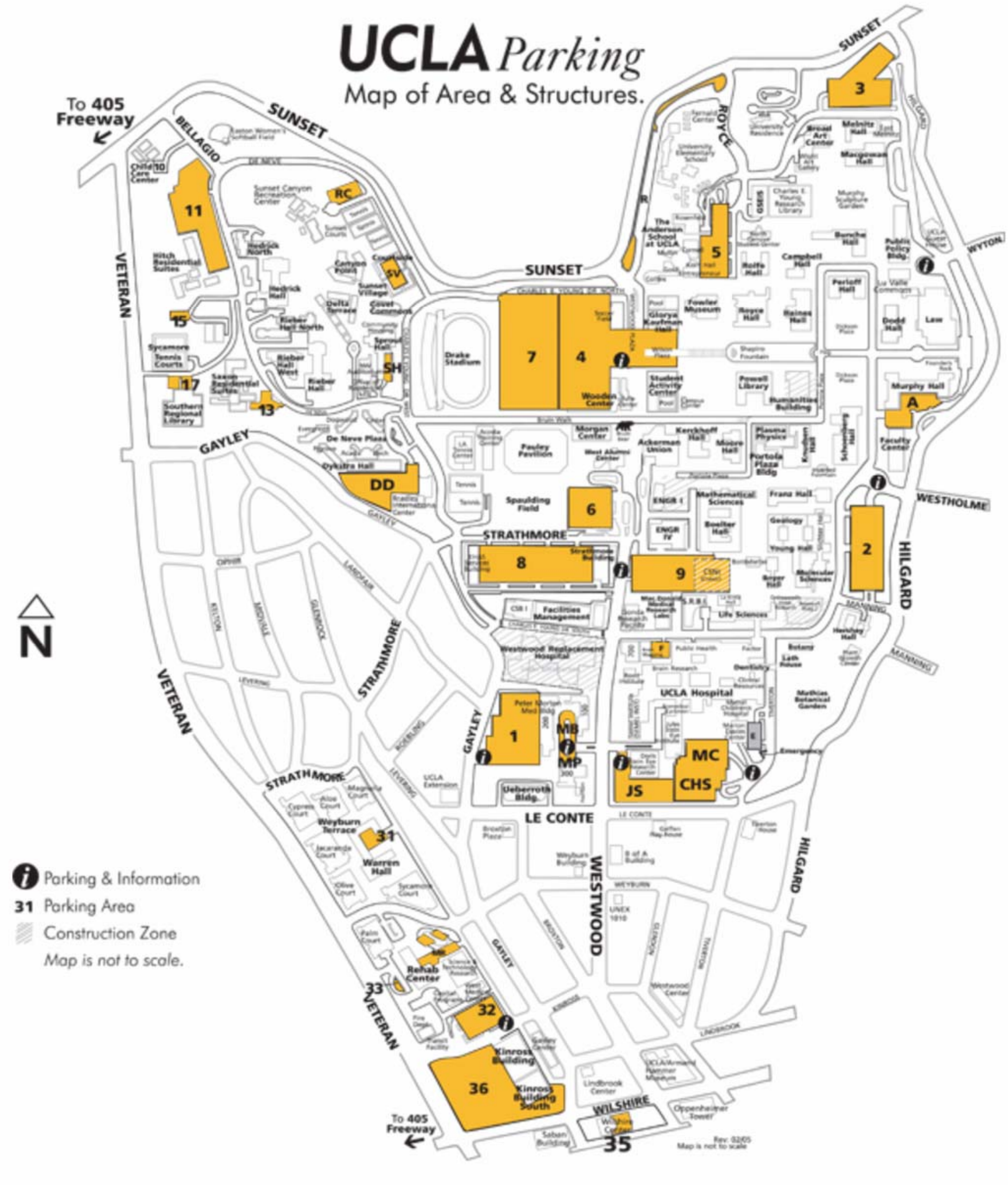
Figure 8 shows the location of the parking areas. As shown in this figure, the major parking structures are located in the Core, Central, and Health Science zones of the main campus. Limited structure parking is also provided in the Northwest (residential) and Southwest zones of the campus.

The Wilshire Center, located at 10920 Wilshire Boulevard, was acquired by UCLA in 1992 and currently accommodates various administrative units that were previously located in other leased space in Westwood Village. As the building was constructed in 1981, the traffic impacts of the building had been included in the Westwood Village traffic long before it was acquired by UCLA. Furthermore, the traffic impacts of the building were included in the cumulative baseline for the 1990 LRDP EIR traffic analysis. The Wilshire Center is not within the LRDP boundary and therefore the Wilshire Center parking is not included in the on-campus parking inventory. However, in accordance with the Trip Mitigation Monitoring Agreement between UCLA and the City of Los Angeles, the additional trips generated by the UCLA occupants of the Wilshire Center not generated in 1990 are included in the campus vehicle trip generation cordon count counted on an annual basis. For analytical purposes, the UCLA employees that occupy the Wilshire Center and off-campus leased space are conservatively included in the population estimates for the NHIP and LRDP Amendment traffic study.

TABLE 2 – CURRENT 2007-08 UCLA PARKING INVENTORY

Parking Area	Pkg Spaces		Parking Area	Pkg Spaces
East Cluster			**Medical Plaza (Patient)**	
Structure 2	2,243		Structure MB 100	186
Structure 3	1,198		Structure MB 200/300	558
Structure 3 Addition	844		MB/MP Circle Level B-1	52
Structure 5	744		Medical Plaza Turnaround	26
Royce Hall LZ (including dock)	9		Ronald Reagan UCLA Medical Center	**305**
Fowler Loading Dock	7		**Medical Plaza Totals**	**1,127**
Chemistry Loading Dock	8		**Medical Plaza (Non-Patient)**	
Franz Hall Loading Dock	4		Structure 1	1,738
Public Policy	7		Structure MB 100	298
Young Dr./Geology	6		**Medical Center (Non-Patient) Totals**	**2,036**
Lot A	154		**Residence Halls**	
Charles E. Young Dr. East	117		Lot 11	458
Charles E. Young Dr. North	70		Lot 13	45
Lot R	110		Lot 15	57
AGSM Meter Lot K4	13		Lot 17	39
Lot J	8		Dykstra Hall Street and Brad. Dock	42
Structure 9	1,942		Dykstra/Deneve Structure	289
Life Science Loading Zone	3		Lot Hedrick Hall	9
MBI Loading Dock	5		Lot Reiber Hall	18
Boyer Ortho Dock	3		Sproul Hall	114
9 South Driveway	3		RC	151
Engineering I	11		SV	724
East Cluster Total	**7,509**		Bus Loading Zone/Softball	8
West Cluster			**Residence Hall Totals**	**1,954**
Structure 4 Wooden/Soccer/Janss	1,708		**Southwest Campus**	
Structure 7	1,484		Lot 31	136
Structure 6	754		Lot 36	637
Structure 8	2,822		Structure 32	920
Gonda/BRI	2		Lot 33	27
Strathmore Bldg/Police Station	16		Lot 34	9
James West Circle	9		W. Med Bldg/Capital Programs	18
West Cluster Total	**6,795**		Rehab Center Circle	2
Central Hub			Fire Station	0
Dickson Court	145		Lot MR	73
Central Hub Total	**145**		Weyburn Terrace	1,232
Medical Center			**Southwest Campus Totals**	**3,054**
Structure CHS	819		**Scattered**	
Structure MC	255		Lot 10	30
ER	28		PVUB	5
Lot Doris Stein	118		W. Unex	13
Tiverton	21		Weyburn Alley	21
Structure E	133		**Scattered Totals**	**69**
Lot S	11			
Medical Center Totals	**1,385**		**UCLA Campus Total**	**24,074**

Note: 305 parking spaces at the Ronald Reagan UCLA Medical Center are built and therefore included in the existing parking inventory. However, these spaces were not being utilized when the 2007 cordon counts were taken; thus, the trips generated by the utilization of these 305 spaces are only included in the trip generation analysis for the Future 2013 With Project condition.
Source: UCLA Transportation



Source: UCLA Transportation Services

ITERIS
UCLA Northwest Housing Infill Project (NHIP) and LRDP Amendment

FIGURE 8
UCLA Parking Facilities Locations

Parking Allocation

Use of the parking spaces on the UCLA campus is controlled through a permit system. Employees (who work more than 49 percent time) are eligible to purchase a parking permit. A number of spaces are allocated to university guests, emeritus faculty, vendors, medical center patients, and other visitors (through both quarterly and daily permit sales). A number of student permits are allocated based on institutional priorities, to students with disabilities, certain highly recruited scholars, scholarship athletes, and teaching and research assistants. Additional spaces are allocated to residential students.

The remainder of on-campus parking spaces are allocated to commuter students, which currently results in permits being awarded to approximately 24 percent of commuter students. Student permits are issued on a need-based point system. Students with off-campus jobs or other special circumstances are given higher priority to purchase permits. Those students most able to use other modes of transportation (e.g., live close to campus) are given the lowest priority.

The availability of student permits varies from year-to-year, based on the total parking inventory, participation in carpools, vanpools, and other alternative transportation modes, and the allocation of spaces to faculty/staff and university guests and visitors. Prior to 2005, student demand typically exceeded the available supply, and a waiting list for student parking was established each year during the regular session. The 2005-06 academic year was the first year a student parking waiting list was not needed, and the trend has continued through the 2007-08 academic year.

Table 3 summarizes the current allocation of parking spaces to the various campus user groups (in the Fall when parking demand is greatest). As shown, the total number of permits issued is greater than the number of spaces because at any given time, a portion of faculty, staff, and students (with parking permits) are not on-campus (e.g. because of variable student class schedules, staff vacation, or faculty sabbaticals) or may have traveled to campus using an alternative mode.

TABLE 3 – CURRENT (FALL 2007) REGULAR SESSION PARKING ALLOCATION

Permit Group	Totals		
	Number (Population)	**Parking Permits**	**Parking Spaces**
Faculty & Staff-Medical Center	7,415	5,166	3,749
Faculty & Staff- Other University	14,853	10,307	7,020
Resident Students			
Undergraduate Students	10,032	431	431
Graduate Students	1,370	855	1,126
Commuter Students	24,210	8,945	5,821
Quarterly Guest/Emeritus Permits	5,132	5,132	1,144
University Extension Permits	3,513	3,513	NA
Daily Permit Sales	6,429	6,429	4,053
Other Parking	0	0	730
Total	**72,954**	**40,778**	**24,074**

Campus Vehicle Trips

In conjunction with the adoption of the 1990 LRDP, the University entered into a Transportation Mitigation Monitoring Agreement (TMMA) with the City of Los Angeles, which limits the total number of vehicle trips that can be generated over the 15-year planning horizon of the 1990 LRDP to 139,500 average daily vehicle trips (this limit is codified as 1990 LRDP Mitigation Measure C-1.5). This commitment was extended an additional five years with the adoption of the 2002 LRDP, and UCLA will extend it an additional three years through 2013. To determine the annual status of UCLA campus trip generation, UCLA conducts a weeklong count of vehicles entering and exiting the UCLA campus during the third week of October. This week was chosen as it represents a heavy generating week during the regular session. This "cordon count" is conducted via a mixture of electronic and mechanical (e.g., magnetic road loops and rubber hose counting systems). As a result, all trips entering and exiting the campus are recorded, including those associated with pass-through traffic (e.g., non-UCLA vehicles traversing the campus to travel from one location to another). The Wilshire Center's traffic is handled by an agreed upon formula with LADOT and is added to the main campus cordon count.

As shown in **Table 4** below, total average daily trip generation for the UCLA campus has varied since the 1990 LRDP, but has remained well below the LRDP trip cap of 139,500 average daily vehicle trips. During the Fall 2007 cordon counts (the most current available at the time the traffic report was prepared), the campus generated approximately 119,269 daily vehicle trips during the regular session.

TABLE 4 – HISTORICAL CAMPUS VEHICLE TRIP GENERATION (ADT)

Year	Average Daily Trips (ADT)		Year	Average Daily Trips (ADT)
1990	123,135		1999	114,233
1991	124,011		2000	113,436
1992	119,792		2001	121,799
1993	122,073		2002	123,897
1994	108,133		2003	125,791
1995	110,796		2004	121,003
1996	113,406		2005	120,610
1997	117,820		2006	120,008
1998	115,067		2007	119,269
Source: Annual UCLA Cordon Counts				

Campus Trip Generation Rates

To estimate future vehicle trips and provide an estimate of the relative contribution of parking groups (e.g., faculty/staff, students, resident students and commuter students) to the overall trip generation for the campus, trip generation rates were developed in the 2002 UCLA LRDP. These rates were developed based upon traffic counts from the Fall 2001 Cordon Count Study conducted for UCLA, and counts conducted during the 1999/2000 and 2000/01 academic years of trips in and out of individual UCLA parking structures.

Counts at individual parking lots and structures were conducted and linear regressions were utilized to disaggregate parking spaces among the various population (or user) groups within each parking lot or structure. The linear regressions compared the total inbound and outbound trips at each time of day to the permits that were issued for that parking structure. In that way the number of trips per permit could be determined for each student and employee user group. The number of cars parked in each area was also determined from this data. Daily permit sales and parking meter revenue data were analyzed to determine the trip generation characteristics of other population segments, such as medical center patients and campus visitors. The results of this analysis are provided in **Table 5**.

It should be noted that in an effort to maintain consistency with the 2002 UCLA LRDP, the trip generation was calculated based on the number of parking spaces in each permit group for all categories except Resident Graduate Students and University Extension Permits. When the 2002 UCLA LRDP was written, there were no graduate students living on campus; thus, no trip generation rates were developed for the Existing scenario. However, under the Future scenario, it was assumed that graduate housing would be built and trip generation rates were developed based on the population number within the Resident Graduate Student permit group. For the purposes of this study, the future trip generation rates for Resident Graduate Students were applied to the Existing scenario, and an estimated trip generation was developed based on the Resident Student Permit population. The University Extension Permit category is based on the number of permits in that permit group since University Extension students only travel to and from campus at night during off-peak hours.

TABLE 5 – EXISTING VEHICLE TRIP RATES

Permit Group	Trip Generation Rates			
	Trip Rate Variable	**Daily Trip Rate**	**AM Peak Trip Rate**	**PM Peak Trip Rate**
Faculty & Staff-Medical Center	Spaces	2.538	0.320	0.329
Faculty & Staff- Other University	Spaces	3.293	0.289	0.383
Resident Students				
Undergraduate	Spaces	2.444	0.034	0.202
Graduate [1]	Number (Population)	0.959	0.091	0.101
Commuter Students [2]	Spaces	3.716	0.304	0.356
Quarterly Guest/Emeritus Permits	Spaces	3.789	0.400	0.198
University Extension Permits [3]	Permits	1.705	0.000	0.000
Daily Permit Sales	Spaces	8.546 [4]	0.493	0.432

[1] Resident Graduate Student trip rates are based on the population number within the Resident Graduate Student permit group. Future 2013 rates were used since Existing graduate rates were not developed for the 2002 UCLA LRDP.
[2] Student Academic Employee and Other Commuter Student categories were combined into one Commuter Student category and the highest trip rate between the two was used.
[3] University Extension Permit trip generation rates are based on the number of permits, not parking spaces, since University Extension students are only on campus at night. They do not generate AM or PM peak hour trips.
[4] Because of the highest turnover associated with visitor parking, those spaces allocated to visitor parking generate approximately 8.5 vehicle trips per day.
Source: UCLA LRDP Transportation Systems Analysis, 2002.

As shown in Table 5, differences in trip generation characteristics were identified for general campus and health sciences faculty and staff. Therefore, for the purposes of this study, separate groups were established and are utilized in the analysis of current and future parking and trip rates.

Using the above trip rates and current parking allocations, an estimate of how each population group contributes to overall campus trip generation was developed and is provided in **Table 6**. This breakdown also includes estimates for certain campus uses such as parking meters, a single line entry that covers two-wheeled vehicles and through traffic and drop-off trips, campus shuttles, and the Wilshire Center. The trip generation for these categories were estimated based on the difference between the 2007 cordon count and the total number of trips generated by Faculty and Staff, Resident Students, Commuter Students, and trips generated under the "Other Permits" category.

TABLE 6 – ESTIMATED CURRENT VEHICLE TRIP GENERATION

Permit Group	Number	Variable	Trip Generation Rates			Estimated Trip Generation		
			Daily	AM Peak Hour	PM Peak Hour	Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips
Faculty and Staff								
General Campus	7,020	Parking Spaces	3.293	0.289	0.383	23,117	2,029	2,689
Health Sciences	3,444 [1]	Parking Spaces	2.538	0.320	0.329	8,741	1,102	1,133
Resident Students								
Undergraduate	431	Parking Spaces	2.444	0.034	0.202	1,053	15	87
Graduate	1,370	Number (Population)	0.959	0.091	0.101	1,314	125	138
Commuter Students	5,821	Parking Spaces	3.716	0.304	0.356	21,631	1,770	2,072
Other Permits								
Quarterly Guest/Emeritus Permits	1,144	Parking Spaces	3.789	0.400	0.198	4,335	458	227
University Extension Permits	3,513	Permits	1.705	0.000	0.000	5,990	0	0
Daily Permit Sales	4,053	Parking Spaces	8.546	0.493	0.432	34,637	1,998	1,751
Other Parking (e.g. meters)						2,341	22	118
2-Wheel Vehicles/Thru Vehicles/Drop-offs						13,129	356	422
Campus Shuttles						1,756	61	89
Main/Southwest Campus Total						**118,043**	**7,934**	**8,725**
Wilshire Center						1,226	41	74
2007 Cordon Total						**119,269**	**7,975**	**8,799**

[1] 305 parking spaces at the Ronald Reagan UCLA Medical Center are built and therefore included in the existing parking inventory. However, these spaces were not being utilized when the 2007 cordon counts were taken; thus, the trips generated by the utilization of these 305 spaces are only included in the trip generation analysis for the Future 2013 With Project condition.

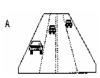
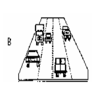
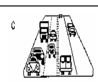
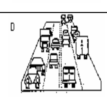
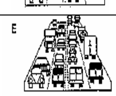
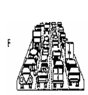
Note: Totals may not add due to rounding.

TRAFFIC OPERATIONS ANALYSIS METHODOLOGY

Traffic operating conditions for study intersections were analyzed using intersection capacity-based methodology known as the Circular 212 “Critical Movement Analysis” (CMA) method for the signalized locations, per City of Los Angeles Department of Transportation (LADOT) standards. At unsignalized and stop-controlled study intersections, the intersection was analyzed as a two-phase signalized intersection with a maximum capacity of 1,200 vehicles per hour. Volume-to-capacity (V/C) ratios and corresponding level of service (LOS) were calculated at study intersections during the weekday AM and PM peak hours, per City of Los Angeles standards.

The efficiency of traffic operations at a location is measured in terms of Level of Service (LOS). Level of service is a description of traffic performance at intersections. The level of service concept is a measure of average operating conditions at intersections during an hour. It is based on a volume-to-capacity (V/C) ratio for signalized locations and delay (in seconds) for stop-controlled intersections. Levels range from A to F with A representing excellent (free-flow) conditions and F representing extreme congestion. The CMA methodology compares the amount of traffic an intersection is able to process (the capacity) to the level of traffic during the peak hours (volume). The ICU methodology is the same as CMA in that it calculates the V/C ratio by comparing the critical traffic volumes to the maximum volume of vehicles in the critical lanes. CMA has some additional factors to account for the affect of through traffic on opposing left turn traffic movements. A volume-to-capacity (V/C) ratio is calculated to determine the LOS. The HCM method for stop-controlled intersections calculates the average delay, in seconds, per vehicle for each approach and for the intersection as a whole. The delay for the intersection corresponds to a LOS value which describes the intersection operations. **Table 7A** describes the LOS concept and the operating conditions for signalized and stop-controlled intersections.

TABLE 7A – INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service	Description	Signalized Intersection (V/C) Ratio	Unsignalized Intersections Delay (seconds per vehicle)
A 	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	0.000-0.600	≤ 10
B 	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	>0.600-0.700	>10 and ≤ 15
C 	Good operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	>0.700-0.800	>15 and ≤ 25
D 	Fair operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long-standing traffic queues.	>0.800-0.900	>25 and ≤ 35
E 	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	>0.900-1.000	>35 and ≤ 50
F 	Forced flow. Represents jammed conditions. Backups form locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	> 1.000	> 50

Source: *Highway Capacity Manual 2000*, Transportation Research Board, Washington, D.C., 2000.

Freeway Segment Mainline Analysis

Per Los Angeles County Congestion Management Plan (CMP) guidelines, freeway mainline LOS is estimated through calculation of the demand-to-capacity (D/C) ratio and associated LOS according to the **Table 7B**. Calculation of LOS based on D/C ratios is a surrogate for the speed-based LOS used by Caltrans for traffic operational analysis. LOS F(1) through F(3) designations are assigned where severely congested (less than 25 mph) conditions prevail for more than one hour, converted to an estimate of peak hour demand. Note that calculated LOS F traffic demands may therefore be greater than observed traffic volumes.

TABLE 7B – FREEWAY LEVEL OF SERVICE DEFINITIONS

D/C Ratio	LOS	D/C Ratio	LOS
0.00-0.35	A	>1.00-1.25	F(0)
>0.35-0.54	B	>1.25-1.35	F(1)
>0.54-0.77	C	>1.35-1.45	F(2)
>0.77-0.93	D	>1.45	F(3)
>0.93-1.00	E		
Source: 2004 CMP for Los Angeles County			

Thresholds of Significance

Per the California Environmental Quality Act (CEQA), any significant project related impacts are required to be identified in the environmental document. Significant traffic impacts are determined based on thresholds of significance set by respective agencies. In the City of Los Angeles, the LADOT has established criteria to determine if a project has a significant traffic impact. For purposes of analysis, the University has used this significance criteria for intersection impacts. Using the LADOT standard, a project impact would be considered significant if the following conditions in **Table 8** are met:

TABLE 8 – CITY OF LOS ANGELES THRESHOLDS OF SIGNIFICANCE

Significant Transportation Impact		
Final V/C Ratio		Project-Related Increase in V/C
LOS	V/C	
C	0.700 – 0.800	Equal to or greater than 0.040
D	0.800 – 0.900	Equal to or greater than 0.020
E or F	0.901 – 1.000	Equal to or greater than 0.010
Source: City of Los Angeles Department of Transportation, Traffic Study Policies and Procedures, 2008.		

The LADOT criterion was applied to determine potential significant traffic impacts associated with the project at the 58 study intersections.

For the purposes of the Los Angeles County CMP, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by two percent of capacity ($V/C \geq 0.02$), causing LOS F ($V/C > 1.00$). If the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by two percent of capacity ($V/C \geq 0.02$). For purposes of analysis, the University has used this significance criterion for freeway impacts.

Automated Traffic Surveillance and Control and Adaptive Traffic Control System

Discussions with LADOT staff indicated that 48 of the 58 analyzed intersections are currently included in the City's Automated Traffic Surveillance and Control (ATSAC) system. In accordance with standard procedures established by the LADOT, the capacity of these intersections should be increased by seven percent when conducting volume-to-capacity analyses to reflect the system's expected benefits. This adjustment was made to the following 48 study intersections under both Existing 2008 and Future 2013 (With and Without Project) traffic scenarios:

#1 Church Ln-Ovada Pl/Sepulveda Blvd
#2 San Diego Fwy SB On-Off Ramp/Church Ln
#3 Sunset Blvd/Church Ln
#4 Sunset Blvd/SD Fwy NB On-Off Ramp
#5 Sunset Blvd/Veteran Ave
#6 Sunset Blvd/Bellagio Way
#7 Sunset Blvd/Westwood Blvd
#8 Sunset Blvd/Stone Cyn Rd
#9 Sunset Blvd/Hilgard Ave and Copa De Oro Rd
#10 Sunset Blvd/Beverly Glen Blvd
#11 Sunset Blvd (East I-S)/Beverly Glen Blvd
#12 SD Fwy NB Off Ramp/Sepulveda Blvd
#13 Montana Ave/Sepulveda Blvd
#15 Montana Ave/Gayley Ave and Veteran Ave
#16 Strathmore Pl/Gayley Ave
#17 Levering Ave/Veteran Ave
#18 Wyton Dr/Hilgard Ave
#19 Wyton Dr-Comstock Ave/Beverly Glen Blvd
#20 Westholme Ave/Hilgard Ave
#21 Manning Ave/Hilgard Ave
#22 Le Conte Ave/Gayley Ave
#23 Le Conte Ave/Westwood Blvd
#24 Le Conte Ave/Tiverton Dr
#25 Le Conte Ave/Hilgard Ave
#26 Weyburn Ave/Gayley Ave
#27 Weyburn Ave/Westwood Blvd
#29 Weyburn Ave/Hilgard Ave
#30 Kinross Ave/Westwood Blvd
#31 Lindbrook Dr/Westwood Blvd
#33 Constitution Ave/Sepulveda Blvd
#34 Wilshire Blvd/San Vicente Blvd
#35 Wilshire Blvd/Sepulveda Blvd
#36 Wilshire Blvd/Veteran Ave
#37 Wilshire Blvd/Gayley Ave
#38 Wilshire Blvd/Westwood Blvd
#39 Wilshire Blvd/Glendon Ave
#41 Wilshire Blvd/Westholme Ave
#42 Wilshire Blvd/Warner Ave
#43 Wilshire Blvd/Beverly Glen Blvd
#44 Ohio Ave/Sawtelle Blvd
#45 Ohio Ave/Sepulveda Blvd
#46 Ohio Ave/Veteran Ave
#47 Ohio Ave/Westwood Blvd
#48 Santa Monica Blvd/Sawtelle Blvd
#51 Santa Monica Blvd/Sepulveda Blvd
#52 Santa Monica Blvd/Veteran Ave
#53 Santa Monica Blvd/Westwood Blvd
#54 Roscomare Rd/Mulholland Dr

In addition to ATSAC, the Adaptive Traffic Control System (ATCS) is the latest enhancement to ATSAC. ATCS uses a personal computer-based traffic signal control software program which provides fully traffic adaptive signal control based on real-time traffic conditions. ATCS will be implemented using new software and additional pavement traffic detectors at intersections currently on-line as part of the City of Los Angeles' ATSAC System. As traffic volumes and patterns change, ATCS can adapt traffic signal timing in real-time to match the current conditions. This immediately leads to an improvement in the LOS and reduced traffic congestion. Results have shown that ATCS provides a minimum of three percent of added capacity. The existing ATSAC system in Westwood and the West Los Angeles area is projected to be enhanced with ATCS by early 2011; thus, the capacity of the 48 aforementioned ATSAC intersections were increased an additional three percent to reflect the system's expected benefits under Future 2013 (With and Without Project) scenarios.

Reduced Capacity at Select Study Intersections

Due to downstream congestion problems in the Westwood area, LADOT has requested that the capacity of some intersections be reduced by 25 percent to account for the drop of traffic volumes in recent counts (traffic volumes have not reduced, but rather vehicles are not able to cross the intersection during the given green time due to congestion downstream). The 25 percent capacity reduction has been applied to the following locations during both the AM and PM peak hour:

Wilshire Boulevard between Sepulveda Boulevard and Glendon Avenue:

#35 Wilshire Blvd/Sepulveda Blvd
#36 Wilshire Blvd/Veteran Ave
#37 Wilshire Blvd/Gayley Ave
#38 Wilshire Blvd/Westwood Blvd
#39 Wilshire Blvd/Glendon Ave

Westwood Boulevard between Le Conte and Wilshire Boulevard:

#27 Weyburn Ave/Westwood Blvd
#30 Kinross Ave/Westwood Blvd
#31 Lindbrook Dr/Westwood Blvd

Santa Monica Boulevard between Sawtelle Boulevard and Sepulveda Boulevard:

#48 Santa Monica Blvd/Sawtelle Blvd
#49 Santa Monica Blvd/SD Fwy SB Ramp
#50 Santa Monica Blvd/SD Fwy NB Ramp
#51 Santa Monica Blvd/Sepulveda Blvd

Scramble Crosswalk at Westwood Boulevard and Le Conte Avenue

It should be noted that a new scramble crosswalk was installed at the intersection of Westwood Boulevard and Le Conte Avenue after the existing 2008 traffic counts were conducted. The scramble crosswalk became operational on August 7, 2008, giving pedestrians their own exclusive phase to cross the intersection from all four corners, including diagonally. Implementation of a scramble crosswalk typically reduces the capacity of the intersection up to approximately 33 percent since the intersection experiences an all-red phase for pedestrians to cross. Since the scramble crosswalk was implemented after the existing 2008 traffic counts were conducted, the existing traffic operations analysis of Westwood Boulevard and Le Conte Avenue did not incorporate the estimated 33 percent capacity reduction. However, the 33 percent capacity reduction was factored into the Future 2013 Without Project and Future 2013 With Project scenarios at Westwood Boulevard and Le Conte Avenue.

EXISTING CONDITIONS

Existing Traffic Volumes

Counts of existing AM peak period (7:00 AM to 9:00 AM) and PM peak period (4:00 PM to 6:00 PM) traffic conditions were conducted by a professional data collection company during January and February 2008. The counts were conducted manually at each of the 58 study intersections, where count personnel tracked the number of vehicles making each possible turning movement. The peak hour traffic volumes for each intersection were then determined for analysis purposes by finding the four highest consecutive 15-minute volumes for all movements combined. This procedure provides the highest existing volumes, as it is based on the peak hour for each intersection independent of other intersections. The existing peak hour turning movement volumes for the 58 study intersections are shown in **Figures 9A, 9B and 9C**.

Existing Traffic Operations Analysis

The AM and PM peak hour LOS analyses were conducted at the 58 City of Los Angeles study intersections based on the existing traffic volume counts and the methodologies described previously. The V/C ratios (for signalized intersections) and delay (for unsignalized intersections) and the corresponding LOS for existing AM and PM peak hour conditions are shown in **Table 9A**. **Table 9B** shows the V/C and corresponding LOS for existing AM and PM peak hour conditions at unsignalized intersections that have been analyzed as two-phase signalized intersections with a capacity of 1,200 vehicles per hour, per LADOT guidelines. The level of service analysis was performed using TRAFFIX software, version 7.8. Level of service D is generally considered to be the lowest acceptable LOS in an urban or suburban area, including the City of Los Angeles. Level of service E is considered to have poor operation and LOS F is considered forced flow. As the values in Tables 9A and 9B indicate, 16 of the 58 study intersections currently operate at LOS E or F during the AM peak hour, PM peak hour, or both:

10. Sunset Boulevard and Beverly Glen Boulevard – PM Peak Hour
11. Sunset Boulevard (East l/S) and Beverly Glen Boulevard – AM and PM Peak Hours
14. Montana Avenue and Levering Avenue – PM Peak Hour (as unsignalized), AM peak hour (as signalized)
35. Wilshire Boulevard and Sepulveda Boulevard – AM and PM Peak Hours
36. Wilshire Boulevard and Veteran Avenue – AM and PM Peak Hours
37. Wilshire Boulevard and Gayley Avenue – PM Peak Hour
38. Wilshire Boulevard and Westwood Boulevard – AM Peak Hour
40. Wilshire Boulevard and Malcolm Avenue – AM and PM Peak Hours
44. Ohio Avenue and Sawtelle Boulevard – AM Peak Hour
48. Santa Monica Boulevard and Sawtelle Boulevard – AM and PM Peak Hours
49. Santa Monica Boulevard and San Diego Freeway (S/B) – AM and PM Peak Hours
50. Santa Monica Boulevard and San Diego Freeway (N/B) – PM Peak Hour
51. Santa Monica Boulevard and Sepulveda Boulevard – AM and PM Peak Hours
53. Santa Monica Boulevard and Westwood Boulevard – AM and PM Peak Hours

57. Beverly Glen Boulevard and Mulholland Drive – AM and PM Peak Hours

58. Beverly Glen Boulevard and Greendale Drive – PM Peak Hour

TABLE 9A – EXISTING 2008 PEAK HOUR LEVEL OF SERVICE SUMMARY

Study Intersection	Existing 2008 Conditions			
	AM Peak Hour		PM Peak Hour	
	LOS	V/C or Del/Veh	LOS	V/C or Del/Veh
1 Church Ln/Ovada Pl/Sepulveda Blvd [1]	C	0.752	C	0.705
2. San Diego Freeway Southbound On/Off Ramps and Church Lane [1]	C	0.724	A	0.594
3. Sunset Boulevard and Church Lane [1]	D	0.822	C	0.754
4. Sunset Boulevard and San Diego Freeway Northbound On/Off Ramps [1]	D	0.897	A	0.348
5. Sunset Boulevard and Veteran Avenue [1]	D	0.848	C	0.738
6. Sunset Boulevard and Bellagio Way [1]	D	0.838	D	0.899
7. Sunset Boulevard and Westwood Boulevard [1]	A	0.571	A	0.487
8. Sunset Boulevard and Stone Canyon Road [1]	A	0.494	C	0.707
9. Sunset Boulevard and Hilgard Avenue/Copa De Oro Road [1]	D	0.889	C	0.769
10. Sunset Boulevard and Beverly Glen Boulevard [1]	D	0.854	F	1.003
11. Sunset Boulevard (East I/S) and Beverly Glen Boulevard [1]	F	1.113	F	1.109
12. San Diego Freeway Northbound Off Ramp and Sepulveda Boulevard [1]	A	0.498	A	0.536
13. Montana Avenue and Sepulveda Boulevard [1]	C	0.712	C	0.721
14. Montana Avenue and Levering Avenue (unsignalized)	C	22.9	E	49.5
15. Montana Avenue/Gayley Avenue and Veteran Avenue [1]	C	0.771	D	0.883
16. Strathmore Place and Gayley Avenue [1]	B	0.620	A	0.583
17. Levering Avenue and Veteran Avenue [1]	A	0.474	A	0.596
18. Wyton Drive and Hilgard Avenue [1]	A	0.390	A	0.401
19. Wyton Drive/Comstock Avenue and Beverly Glen Boulevard [1]	A	0.335	B	0.603
20. Westholme Avenue and Hilgard Avenue [1]	A	0.461	A	0.400
21. Manning Avenue and Hilgard Avenue [1]	A	0.251	A	0.252
22. Le Conte Avenue and Gayley Avenue [1]	A	0.494	A	0.554
23. Le Conte Avenue and Westwood Boulevard [1]	A	0.515	A	0.498
24. Le Conte Avenue and Tiverton Drive [1]	A	0.417	A	0.475
25. Le Conte Avenue and Hilgard Avenue [1]	A	0.491	A	0.571
26. Weyburn Avenue and Gayley Avenue [1]	A	0.409	B	0.606
27. Weyburn Avenue and Westwood Boulevard [1]	A	0.368	D	0.860
28. Weyburn Avenue and Tiverton Drive (unsignalized)	A	7.7	A	9.9
29. Weyburn Avenue and Hilgard Avenue [1]	A	0.371	A	0.574
30. Kinross Avenue and Westwood Boulevard [1]	C	0.765	D	0.854
31. Lindbrook Drive and Westwood Boulevard [1]	A	0.478	A	0.465
32. Lindbrook Drive and Tiverton Avenue	B	0.608	A	0.580
33. Constitution Avenue and Sepulveda Boulevard [1]	A	0.471	B	0.692
34. Wilshire Boulevard and San Vicente Boulevard [1]	D	0.873	C	0.768
35. Wilshire Boulevard and Sepulveda Boulevard [1]	F	1.282	F	1.040
36. Wilshire Boulevard and Veteran Avenue [1]	F	1.100	F	1.554

[1] Seven percent ATSAC reduction applied to final V/C.

TABLE 9A – EXISTING 2008 PEAK HOUR LEVEL OF SERVICE SUMMARY

Study Intersection	Existing 2008 Conditions			
	AM Peak Hour		PM Peak Hour	
	LOS	V/C or Del/Veh	LOS	V/C or Del/Veh
37. Wilshire Boulevard and Gayley Avenue [1]	D	0.886	F	1.123
38. Wilshire Boulevard and Westwood Boulevard [1]	E	0.929	D	0.854
39. Wilshire Boulevard and Glendon Avenue [1]	D	0.842	C	0.797
40. Wilshire Boulevard and Malcolm Avenue (unsignalized)	F	467.1	F	319.9
41. Wilshire Boulevard and Westholme Avenue [1]	B	0.687	B	0.662
42. Wilshire Boulevard and Warner Avenue [1]	B	0.625	A	0.502
43. Wilshire Boulevard and Beverly Glen Boulevard [1]	D	0.818	B	0.686
44. Ohio Avenue and Sawtelle Boulevard [1]	E	0.920	D	0.806
45, Ohio Avenue and Sepulveda Boulevard [1]	C	0.751	C	0.780
46. Ohio Avenue and Veteran Avenue [1]	C	0.725	C	0.770
47. Ohio Avenue and Westwood Boulevard [1]	B	0.668	B	0.662
48. Santa Monica Boulevard and Sawtelle Boulevard [1]	F	1.264	F	1.385
49. Santa Monica Boulevard and San Diego Freeway (S/B)	F	1.068	F	1.031
50. Santa Monica Boulevard and San Diego Freeway (N/B)	D	0.884	F	1.011
51. Santa Monica Boulevard and Sepulveda Boulevard [1]	F	1.139	F	1.274
52. Santa Monica Boulevard and Veteran Avenue [1]	B	0.651	D	0.875
53. Santa Monica Boulevard and Westwood Boulevard [1]	E	0.968	E	0.924
54. Roscomare Road and Mulholland Drive [1]	C	0.749	B	0.650
55. Roscomare Road and Stradella Road/Linda Flora Drive (unsignalized)	B	12.5	B	10.2
56. Chalon Road and Bellagio Road (unsignalized)	B	11.9	B	13.2
57. Beverly Glen Boulevard and Mulholland Drive	E	0.957	E	0.992
58. Beverly Glen Boulevard and Greendale Drive	D	0.825	E	0.996

[1] Seven percent ATSAC reduction applied to final V/C.

TABLE 9B – EXISTING 2008 PEAK HOUR LEVEL OF SERVICE SUMMARY- (UNSIGNALIZED ANALYZED AS 2-PHASE SIGNALIZED INTERSECTION)

Study Intersection	Existing 2008 Conditions			
	AM Peak Hour		PM Peak Hour	
	LOS	V/C	LOS	V/C
14. Montana Ave/Levering Ave	E	0.955	B	0.640
28. Weyburn Ave/Tiverton Dr	A	0.192	A	0.434
40. Wilshire Blvd/Malcolm Ave	C	0.718	B	0.626
55. Roscomare Rd and Stradella Rd/Linda Flora Dr	A	0.504	A	0.446
56. Chalon Rd/Bellagio Rd	A	0.500	A	0.498

Note: Unsignalized intersections were analyzed with CMA as 2-phased signalized intersections with a capacity of 1,200.

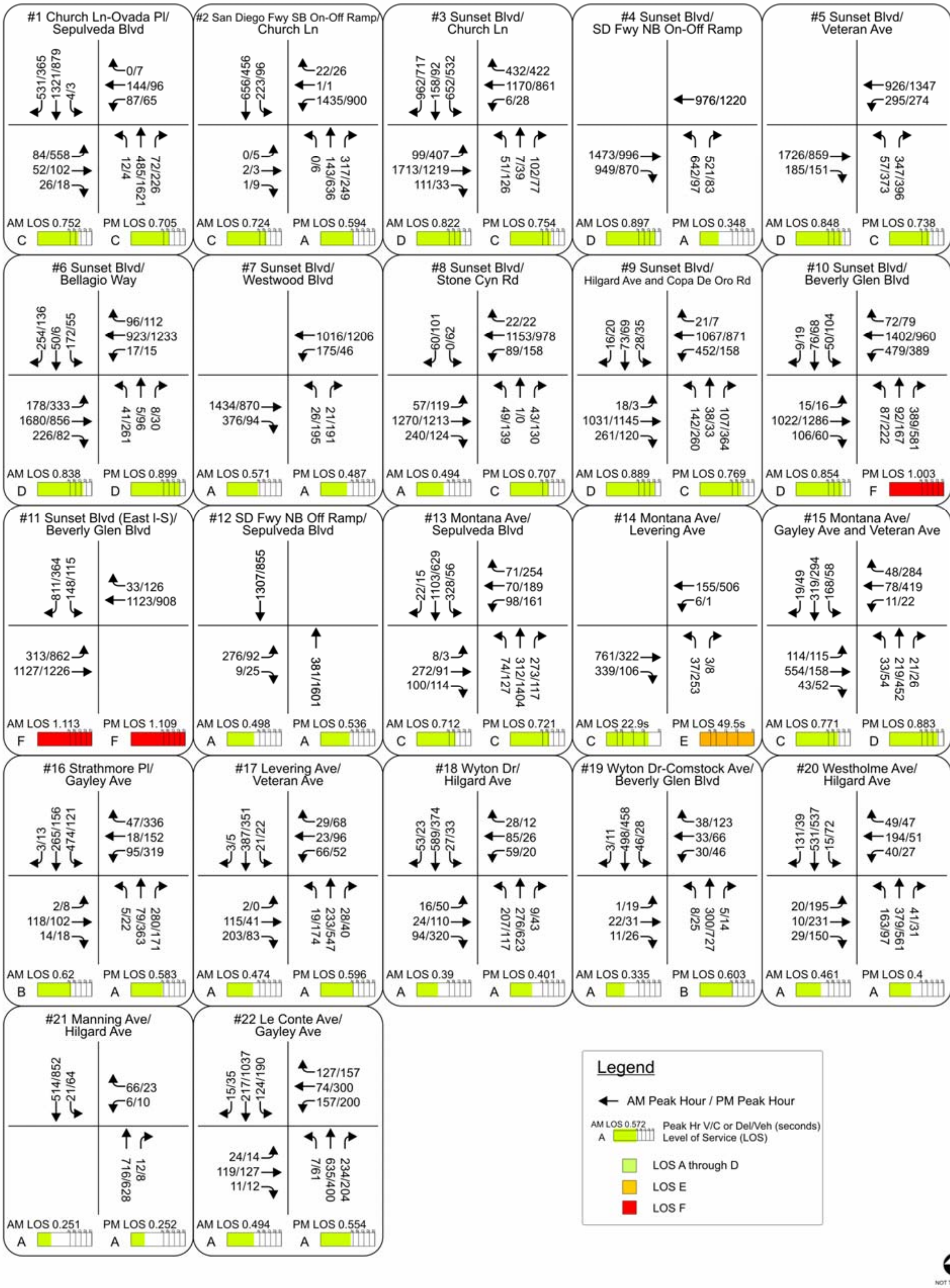


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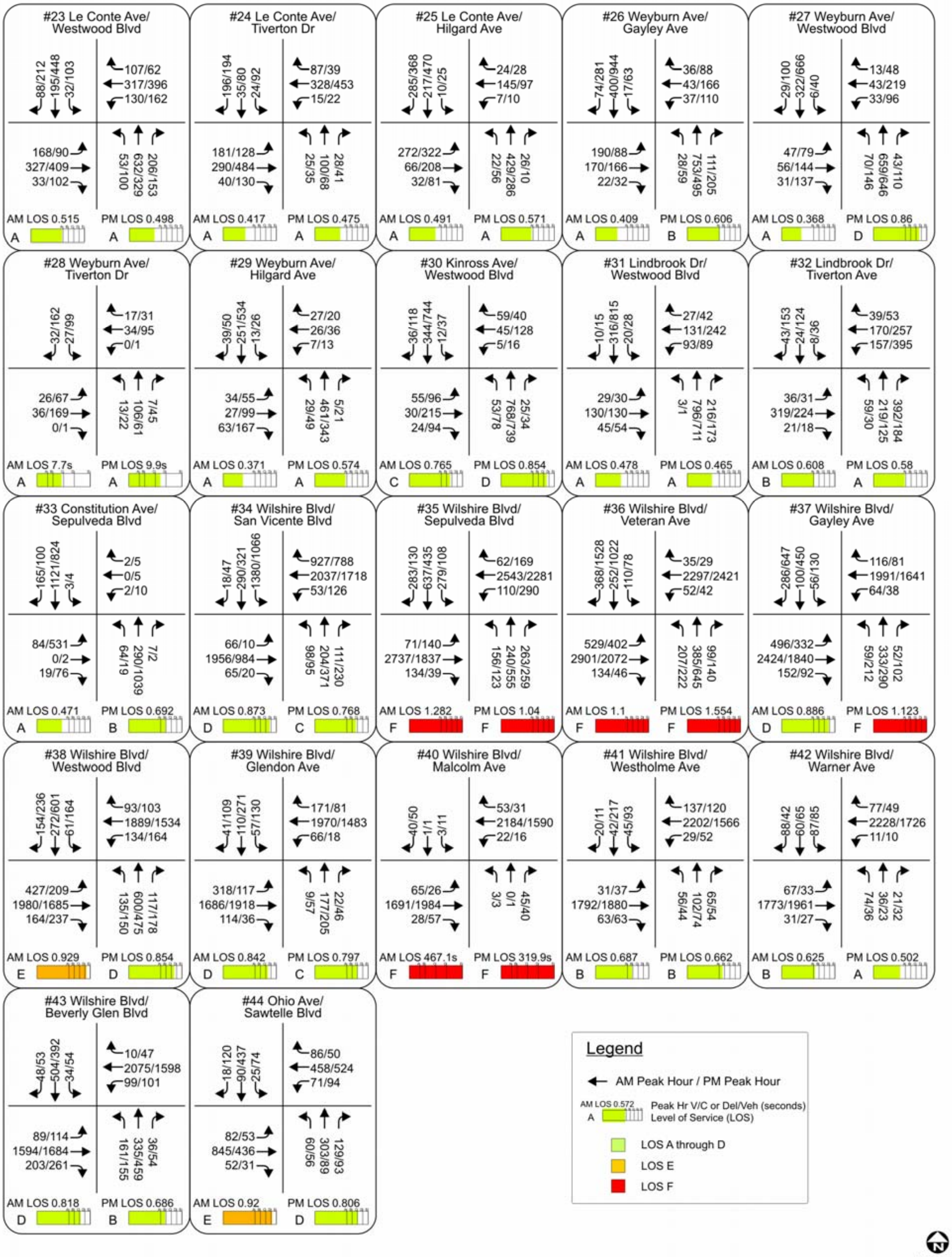
FIGURE 9A
Existing Peak Hour Turning Movement Volumes



UCLA Northwest Housing Infill Project (NHIP) and LRDP Amendment

FIGURE 9B
Existing Peak Hour Turning Movement Volumes

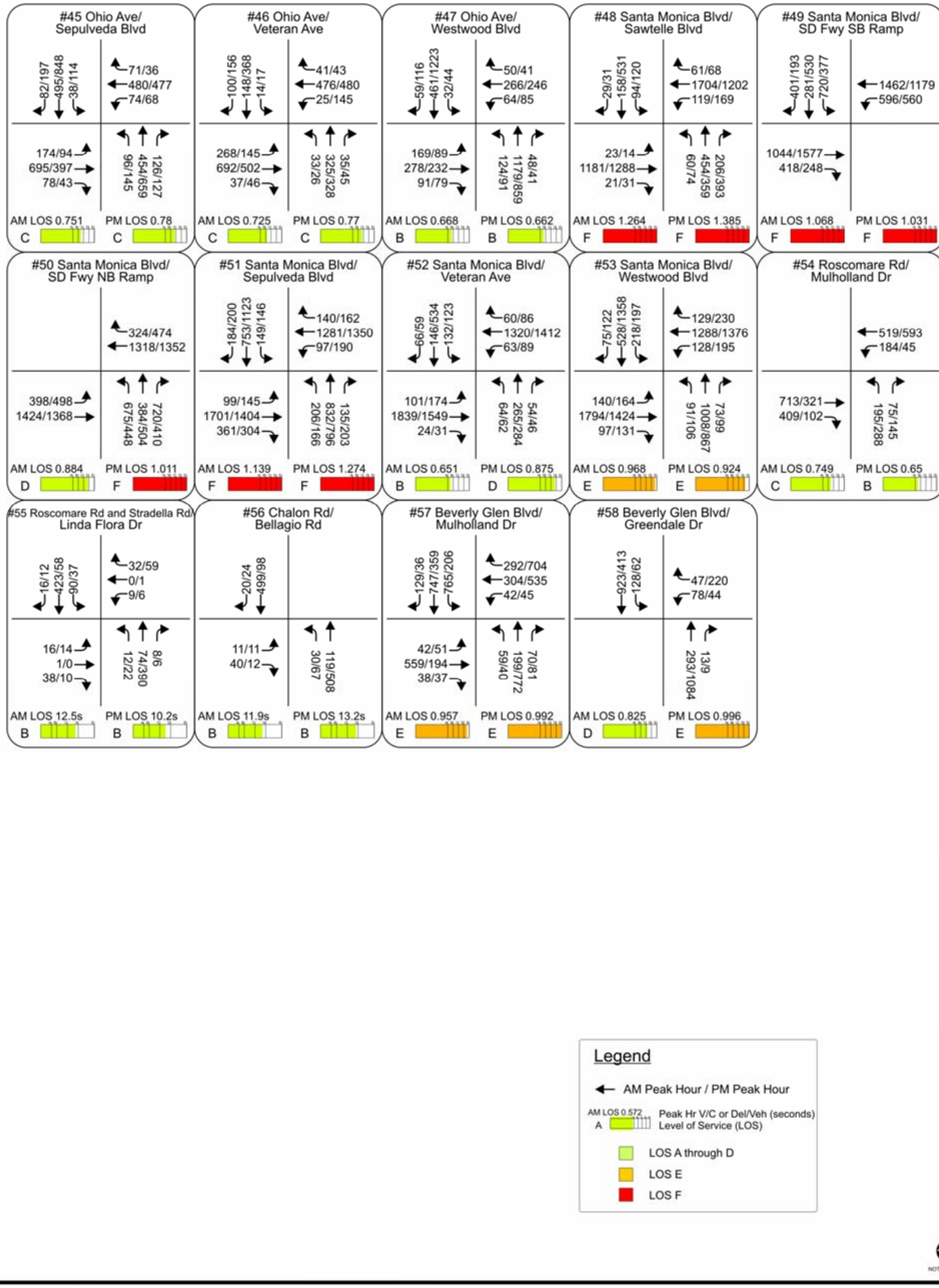


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FIGURE 9C
Existing Peak Hour Turning Movement Volumes

Analysis of Existing Freeway Conditions

An examination was also made of freeway conditions on the two regional facilities within the project study area. Seven freeway segments were selected for this analysis. These segments include:

1. San Diego Freeway (I-405), south of Santa Monica Freeway (I-10)
2. San Diego Freeway (I-405), between Santa Monica Freeway (I-10) and Santa Monica Boulevard
3. San Diego Freeway (I-405), between Wilshire Boulevard and Santa Monica Boulevard
4. San Diego Freeway (I-405), between Sunset Boulevard and Wilshire Boulevard
5. San Diego Freeway (I-405), north of Sunset Boulevard
6. Santa Monica Freeway (I-10), between Bundy Drive and San Diego Freeway (I-405)
7. Santa Monica Freeway (I-10), between Overland Avenue and National Boulevard

Current traffic volumes on these freeway segments were obtained from several sources. Daily, AM and PM peak hour traffic volumes on the segments were obtained from the most current Caltrans data (2007 freeway volumes) on the Caltrans website (http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/). In addition, AM and PM peak hour directional splits were taken from the Los Angeles County 2004 Congestion Management Program (CMP). All of the 2007 freeway traffic volumes were increased by a growth factor of one percent (one percent per year) to reflect 2008 traffic conditions, per CMP traffic forecasting procedures. Existing freeway geometrics (e.g., number of mainline travel lanes) for each of the segments analyzed were determined from CMP data, aerial photographs, and field surveys. Segment peak hour traffic capacities were computed for each direction using established Highway Capacity manual (HCM) methodology. As detailed in procedures discussed in the HCM Chapter 3, each mainline travel lane is assumed to have a capacity of 2,000 vehicles per hour (VPH). The total directional capacities were then computed, and used in conjunction with the previously determined peak hour directional freeway segment volumes to calculate the existing 2008 freeway levels of service in the project vicinity. The resulting values are shown in **Table 10A and 10B**.

TABLE 10A – EXISTING AM PEAK HOUR FREEWAY VOLUMES AND LOS SUMMARY

Freeway Segment	AM Peak Hour										
	Direction	No. of Lanes	Freeway Capacity	2007 Daily Segment Volume	2008 Daily Segment Volume	2007 Peak Segment Volume	2008 Peak Segment Volume	Distribution Split	Peak Hour Volume	LOS	D/C
1. I-405 South of I-10	N/B	5	10,000	280,000	282,800	17,800	17,978	60%	10,787	F(0)	1.079
	S/B	5	10,000			17,800	17,978	40%	7,191	C	0.719
2. I-405 Between I-10 and Santa Monica Blvd	N/B	5	10,000	296,500	299,465	20,550	20,756	60%	12,453	F(0)	1.245
	S/B	5	10,000			20,550	20,756	40%	8,302	D	0.830
3. I-405 Between Wilshire Blvd and Santa Monica Blvd	N/B	6	12,000	291,000	293,910	20,300	20,503	60%	12,302	F(0)	1.025
	S/B	6	12,000			20,300	20,503	40%	8,201	C	0.683
4. I-405 Between Sunset Blvd and Wilshire Blvd	N/B	5	10,000	271,500	274,215	18,950	19,140	60%	11,484	F(0)	1.148
	S/B	5	10,000			18,950	19,140	40%	7,656	C	0.766
5. I-405 North of Sunset Blvd	N/B	5	10,000	275,000	277,750	17,000	17,170	42%	7,211	C	0.721
	S/B	4	8,000			17,000	17,170	58%	9,959	F(0)	1.245
6. I-10 Between Bundy Dr and I-405	E/B	5	10,000	245,000	247,450	17,800	17,978	58%	10,427	F(0)	1.043
	W/B	5	10,000			17,800	17,978	42%	7,551	C	0.755
7. I-10 Between Overland Ave and National Blvd	E/B	5	10,000	261,000	263,610	17,400	17,574	60%	10,544	F(0)	1.054
	W/B	4	8,000			17,400	17,574	40%	7,030	D	0.879

N/B: northbound; S/B: southbound; E/B: eastbound; W/B: westbound; D/C: demand to capacity

TABLE 10B – EXISTING PM PEAK HOUR FREEWAY VOLUMES AND LOS SUMMARY

Freeway Segment	PM Peak Hour										
	Direction	No. of Lanes	Freeway Capacity	2007 Daily Segment Volume	2008 Daily Segment Volume	2007 Peak Segment Volume	2008 Peak Segment Volume	Distribution Split	Peak Hour Volume	LOS	D/C
1. I-405 South of I-10	N/B	5	10,000	280,000	282,800	17,800	17,978	52%	9,349	E	0.935
	S/B	5	10,000			17,800	17,978	48%	8,629	D	0.863
2. I-405 Between I-10 and Santa Monica Blvd	N/B	5	10,000	296,500	299,465	20,550	20,756	52%	10,793	F(0)	1.079
	S/B	5	10,000			20,550	20,756	48%	9,963	E	0.996
3. I-405 Between Wilshire Blvd and Santa Monica Blvd	N/B	6	12,000	291,000	293,910	20,300	20,503	52%	10,662	D	0.888
	S/B	6	12,000			20,300	20,503	48%	9,841	D	0.820
4. I-405 Between Sunset Blvd and Wilshire Blvd	N/B	5	10,000	271,500	274,215	18,950	19,140	52%	9,953	E	0.995
	S/B	5	10,000			18,950	19,140	48%	9,187	D	0.919
5. I-405 North of Sunset Blvd	N/B	5	10,000	275,000	277,750	17,000	17,170	64%	10,989	F(0)	1.099
	S/B	4	8,000			17,000	17,170	36%	6,181	D	0.773
6. I-10 Between Bundy Dr and I-405	E/B	5	10,000	245,000	247,450	17,800	17,978	48%	8,629	D	0.863
	W/B	5	10,000			17,800	17,978	52%	9,349	E	0.935
7. I-10 Between Overland Ave and National Blvd	E/B	5	10,000	261,000	263,610	17,400	17,574	62%	10,896	F(0)	1.090
	W/B	4	8,000			17,400	17,574	38%	6,678	D	0.835

N/B: northbound; S/B: southbound; E/B: eastbound; W/B: westbound; D/C: demand to capacity

As shown in Table 10A and 10B, all study segments on the San Diego Freeway (I-405) and the Santa Monica Freeway (I-10) currently operate at or above design capacity in at least one direction during one or both of the peak hours, resulting in severe congestion and travel speeds of less than 25 miles per hour. The freeway segments that currently operate at LOS E or F during the AM or PM peak hour are listed below.

1. San Diego Freeway (I-405), south of Santa Monica Freeway
    - AM Peak
        - Northbound- LOS F(0)
    - PM Peak
        - Northbound- LOS E

2. San Diego Freeway (I-405), between Santa Monica Freeway (I-10) and Santa Monica Boulevard
    - AM Peak
        - Northbound- LOS F(0)
    - PM Peak
        - Northbound- LOS F(0)
        - Southbound- LOS E

3. San Diego Freeway (I-405), between Wilshire Boulevard and Santa Monica Boulevard
    - AM Peak
        - Northbound- LOS F(0)

4. San Diego Freeway (I-405), between Sunset Boulevard and Wilshire Boulevard
    - AM Peak
        - Northbound- LOS F(0)
    - PM Peak
        - Northbound- LOS E

5. San Diego Freeway (I-405), north of Sunset Boulevard
    - AM Peak
        - Southbound- LOS F(0)
    - PM Peak
        - Northbound- LOS F(0)

6. Santa Monica Freeway (I-10), between Bundy Drive and San Diego Freeway (I-405)
    - AM Peak
        - Eastbound- LOS F(0)
    - PM Peak
        - Westbound- LOS E

7. Santa Monica Freeway (I-10), between Overland Avenue and National Boulevard
    - AM Peak
        - Eastbound- LOS F(0)
    - PM Peak
        - Eastbound- LOS F(0)

FUTURE 2013 WITHOUT PROJECT CONDITIONS

Ambient Growth and Related Projects

To determine the Future Without Project 2013 traffic volumes, two primary variables were considered:

1) Ambient traffic growth rate, and;
2) Traffic due to other known or related future development projects

The background (Future Without Project) traffic forecasts include a determination of the annual ambient traffic growth rate combined with specific related development projects in the area. The ambient growth rate accounts for projects that will occur in the future, but are not yet known, plus smaller projects that are not on the local jurisdiction's list of related projects. An ambient background traffic growth rate of one percent per year was applied in this study, consistent with the background growth rates used in other studies in the surrounding area and as approved by LADOT. For purposes of this analysis the NHIP and LRDP Amendment planning horizon year is projected to be 2013, thus a five percent growth rate was applied to the 2008 existing counts. Future 2013 traffic volumes with ambient growth only are provided in **Figures 10A, 10B, and 10C**.

In addition to ambient growth, the other component of future background traffic is the known list of cumulative development projects. The cumulative projects included in this study were compiled for Iteris by LADOT staff. Those include projects for which there is an application on file at the city (or other adjacent jurisdictions), as well as projects that are reasonably foreseeable, are completed but not fully occupied, are currently under construction or beginning construction, or are presently only proposed but could become operational by 2013. A list of related project for this study is provided in **Table 11**. **Figure 11** depicts the locations of the related projects. This list represents all projects within a 2-½ mile radius of the campus center. This includes all related projected anticipated to have a potential significant impact at study intersections. A total of 73 projects in the City of Los Angeles and 36 projects in the City of Beverly Hills were identified for analysis, for a total of 109 related projects. **Figures 12A, 12B, and 12C** illustrate the related project trip assignment during the AM and PM peak hour at the study intersections

As shown in Table 11, under the Future Without Project scenario, without the implementation of the NHIP and LRDP Amendment, the related projects would generate approximately 60,909 average daily trips, 5,179 trips during the AM peak hour, and 6,017 trips during the PM peak hour.

Future Without Project Level of Service

To estimate future traffic volumes for the Future Without Project (without implementation of the UCLA NHIP and LRDP Amendment), traffic volumes were developed using both ambient growth and approved and pending projects near the proposed project site. The V/C ratios (for signalized intersections) and delay (for unsignalized intersections) and the corresponding LOS are shown in **Table 12A**. **Table 12B** shows the V/C and corresponding LOS at unsignalized intersections that have been analyzed as two-phase signalized intersections with a capacity of 1,200 vehicles per hour, per LADOT guidelines. **Figures 13A, 13B, and 13C** illustrate the Future 2013 Without Project (with both ambient growth and related projects) turning movement volumes at study intersections.

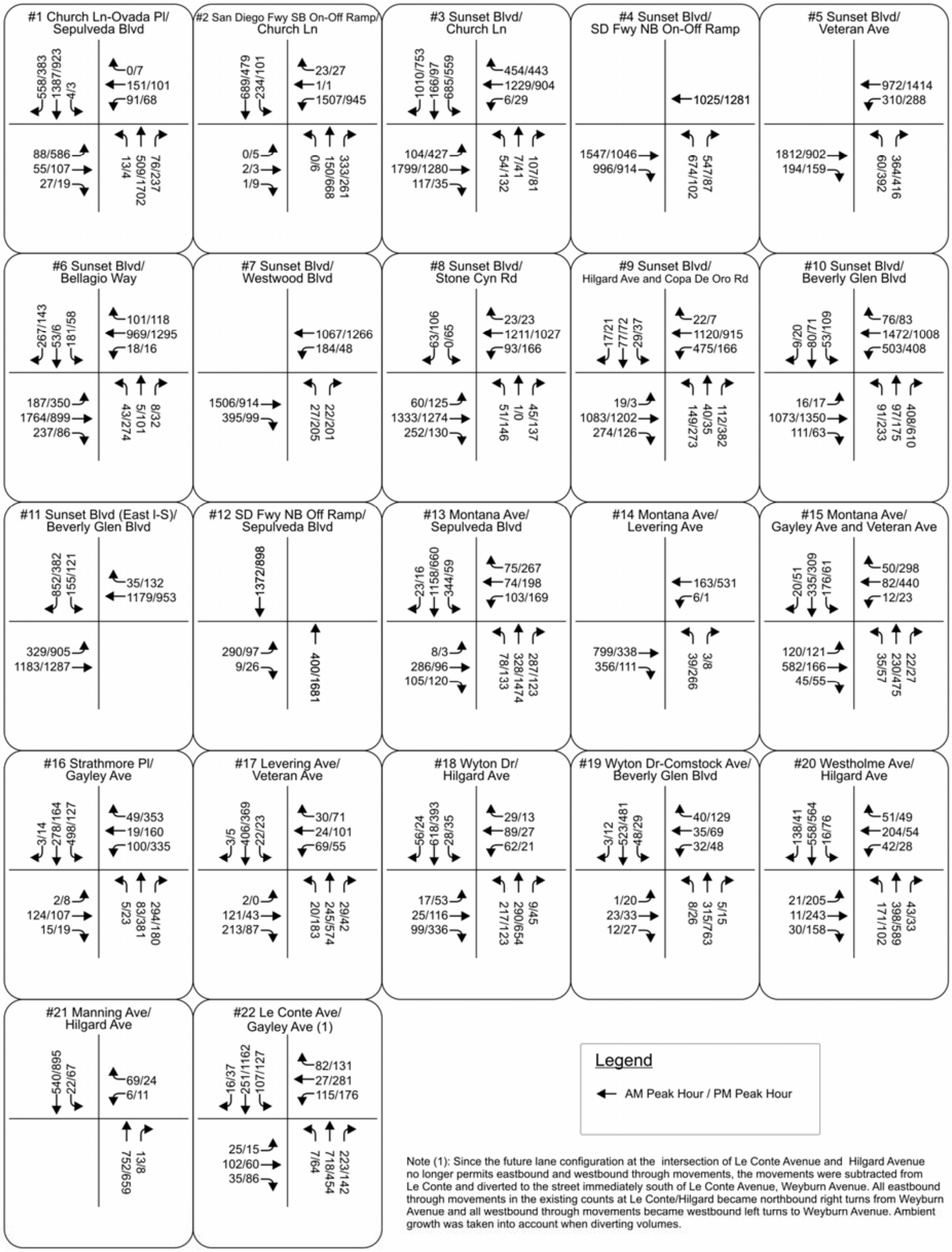

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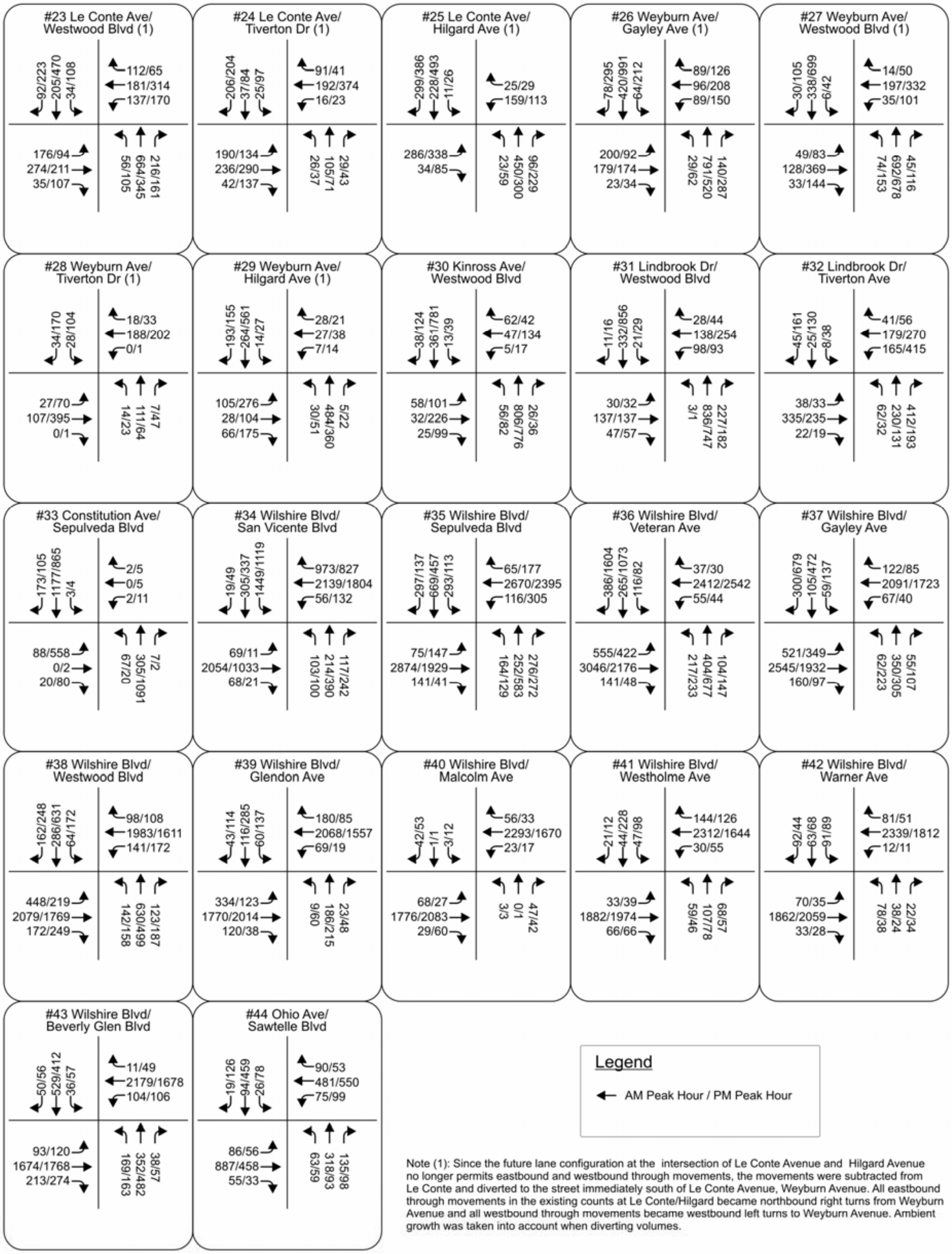
FIGURE 10A

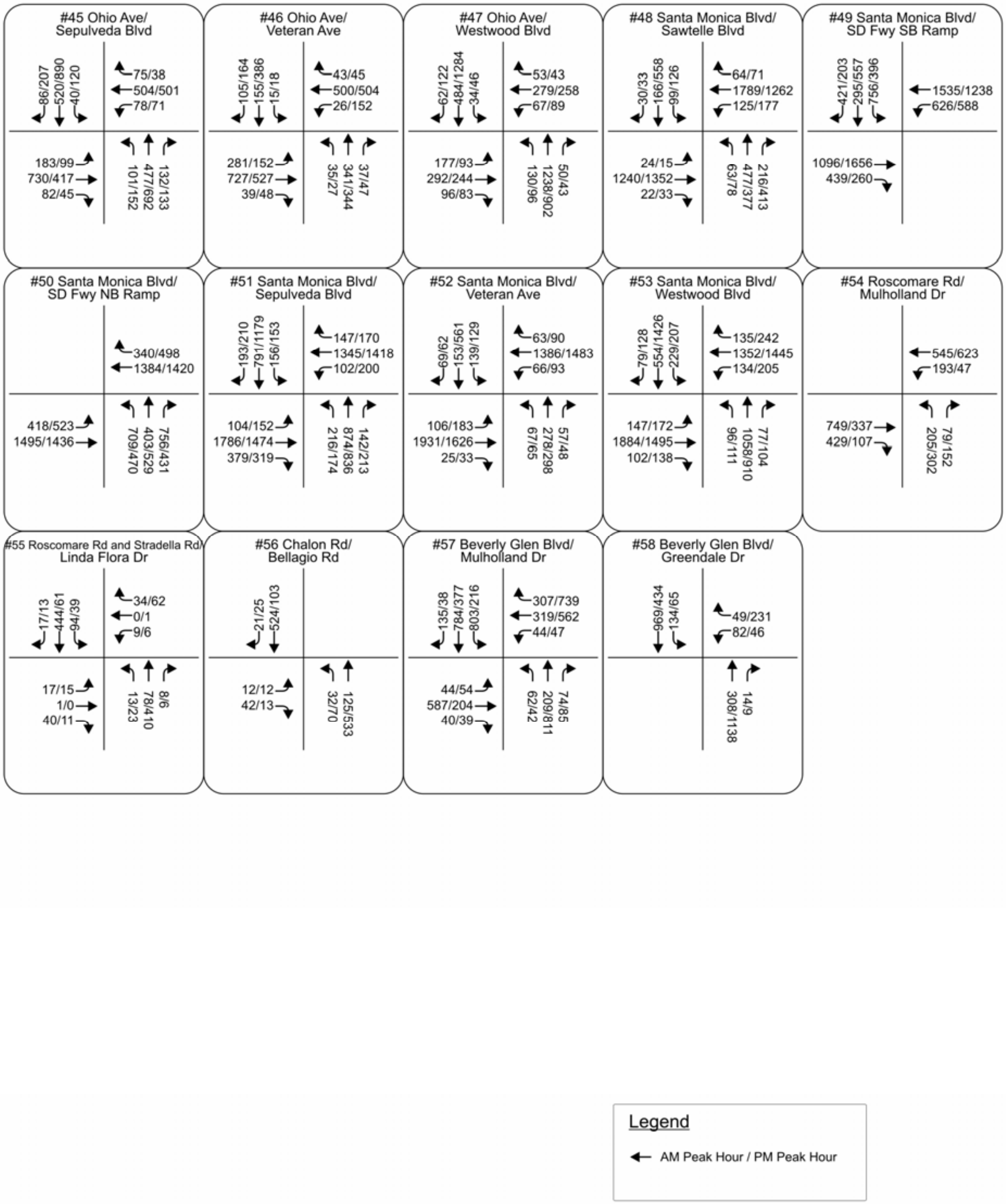
Future 2013 Without Project Peak Hour Turning Movement Volumes (Ambient Growth Only)



UCLA Northwest Housing Infill Project (NHIP) and LRDP Amendment

FIGURE 10B

Future 2013 Without Project Peak Hour Turning Movement Volumes (Ambient Growth Only)



Note (1): Since the future lane configuration at the intersection of Le Conte Avenue and Hilgard Avenue no longer permits eastbound and westbound through movements, the movements were subtracted from Le Conte and diverted to the street immediately south of Le Conte Avenue, Weyburn Avenue. All eastbound through movements in the existing counts at Le Conte/Hilgard became northbound right turns from Weyburn Avenue and all westbound through movements became westbound left turns to Weyburn Avenue. Ambient growth was taken into account when diverting volumes.

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UCLA Northwest Housing Infill Project (NHIP) and LRDP Amendment

FIGURE 10C
Future 2013 Without Project Peak Hour Turning Movement Volumes (Ambient Growth Only)

TABLE 11 – RELATED PROJECTS

Project	Description / Location	Land Use	Notes	Size		Daily Trips	WEEKDAY [48]					
							AM Peak Hour Trips			PM Peak Hour Trips		
							In	Out	Total	In	Out	Total
City of Los Angeles												
1	FBI Office- 11000 Wilshire Boulevard	Phase I- Existing Tower Renovation (Non-FBI)	[2] [49]	1,085	Employees	0	0	0	0	0	0	0
		Phase II- New Office (FBI Use)		1,000	Employees							
2	Palazzo Westwood- 1001 Tiverton Avenue	Shopping Center	[3]	61,000	SF	5,811	114	119	233	266	237	503
		Supermarket		54,000	SF							
		Apartment		350	DU							
		Existing Theater		(652)	Seats							
		Existing Retail		(24,000)	SF							
		Existing Apartment		(42)	DU							
3	Mixed-Use- S/E Corner of Broxton Ave/Le Conte Ave	Retail	[1]	15,000	SF	4,598	149	45	194	195	271	466
		High-Turnover Restaurant		2,993	SF							
		Medical Office		74,000	SF							
		Theater		1,135	Seats							
4	Theater Expansion-10886 Le Conte Avenue	Theater Expansion	[4]	106	Seats	187	1	0	1	8	8	16
5	Mixed-Use- 10852 Lindbrook Avenue	Apartment	[5]	19	DU	128	2	8	10	6	3	9
		Specialty Retail	[6]	6,100	SF	270	4	3	7	13	18	31
		Existing Specialty Retail	[6]	(16,100)	SF	(714)	(11)	(8)	(19)	(35)	(46)	(81)
					Net Total	(316)	(5)	3	(2)	(16)	(25)	(41)
6	Apartments- 860 S. Devon Avenue	Apartment	[5]	19	DU	128	2	8	10	6	3	9
7	Condominiums- 10804 Wilshire Boulevard	Condominium	[7]	93	DU	545	7	34	41	34	17	51
8	Condominiums- 10776 Wilshire Boulevard	Condominium	[8]	119	DU	154	(14)	29	15	18	(3)	15
		Existing Hotel		(66)	Rooms							
9	Private School Expansion- 700 N. Faring Road	Private School Expansion	[1]	122,200	SF	0	9	0	9	0	9	9
10	Fox Studio Expansion- 10201 W. Pico Boulevard	Fox Studio Expansion	[1]	360,000	SF	4,086	420	30	450	54	226	280
11	High School Expansion- 9760 W. Pico Boulevard	High School Expansion	[9]	14,800	SF	660	92	40	132	37	55	92
12	Private School- 9051 Pico Boulevard	Private School	[1]	360	Students	760	94	55	149	65	166	231
13	Wilshire/Comstock Condominium Project- 10250 W. Wilshire Boulevard	Condominium	[9]	35	DU	205	3	12	15	13	6	19
14	ABC Entertainment Center- 2000 Avenue of the Stars	Office	[10]	763,900	SF	(11,357)	101	(181)	(80)	(683)	(216)	(899)
		High-Turnover Restaurant		16,012	SF							
		Quality Restaurant		16,011	SF							
		Retail		19,214	SF							
		Cultural Center		10,675	SF							
		Existing Office		(332,856)	SF							
		Existing Cinema		(1,751)	Seats							
		Existing Shubert Theater		(2,250)	Seats							
		Existing High-Turnover Restaurant		(117,212)	SF							
		Existing Quality Restaurant		(39,071)	SF							
		Existing Retail		(61,970)	SF							
		Existing Health Club		(44,277)	SF							
15	St. Regis Redevelopment Project- 2055 Avenue of the Stars	Condominium	[1]	147	DU	0	0	0	0	0	0	0
		Quality Restaurant		7,000	SF							
		Private Club		43,000	SF							
		Existing Hotel		(297)	Rooms							
16	Condominiums- 527 S. Midvale Street	Condominium	[7]	166	DU	973	12	61	73	61	30	91
17	Residential Hotel- 10844 W. Wilshire Boulevard	Residential Hotel	[11]	42	Rooms	343	15	9	24	17	15	32
18	Health/Fitness Center- 10960 W. Wilshire Boulevard	Health/Fitness Center	[12]	36,052	SF	342	(20)	(28)	(48)	19	18	37
		Existing Office		(36,052)	SF							
19	Condominiums- 1826 S. Glendon Avenue	Condominium	[7]	16	DU	94	1	6	7	6	3	9
20	Condominiums- 1417 S. Butler Avenue	Condominium	[7]	16	DU	94	1	6	7	6	3	9

TABLE 11 – RELATED PROJECTS

Project	Description / Location	Land Use	Notes	Size		Daily Trips	WEEKDAY [48]					
							AM Peak Hour Trips			PM Peak Hour Trips		
							In	Out	Total	In	Out	Total
City of Los Angeles												
21	New Car Sales- 10534 W. Pico Boulevard	New Car Sales	[13]	2,750	SF	92	4	2	6	3	4	7
22	Condominiums- 1625 S. Barry Avenue	Condominium	[7]	18	DU	105	1	7	8	7	3	10
23	Condominiums- 1525 S. Armacost Avenue	Condominium	[7]	18	DU	105	1	7	8	7	3	10
24	Condominiums- 1633 S. Armacost Avenue	Condominium	[7]	16	DU	94	1	6	7	6	3	9
25	Condominiums- 10763 W. Wilshire Boulevard	Condominium	[7]	60	DU	352	4	22	26	22	11	33
26	Condominiums- 2037 S. Beverly Glen Boulevard	Condominium	[7]	16	DU	94	1	6	7	6	3	9
27	Office- 12233 Olympic Boulevard	Office	[2]	330,000	GSF	887	10	56	66	140	36	176
		Existing Office		(41,000)	SF							
		Existing Specialty Retail		(6,000)	SF							
		Existing Gas Station		(16)	Pumps							
28	Condominiums- 1511 S. Camden Avenue	Condominium	[7]	16	DU	94	1	6	7	6	3	9
29	Mixed-Use- 11663 Wilshire Boulevard	Condominium	[7]	49	DU	287	4	18	22	17	8	25
		Office	[14]	41,000	SF	451	56	8	64	10	51	61
		Specialty Retail	[15]	8,000	SF	355	0	0	0	10	12	22
					Net Total	1,093	60	26	86	37	71	108
30	Mausoleum Building- 1218 S. Glendon Avenue	Mausoleum Building	[16]	3	Acres	14	1	0	1	1	2	3
31	Condominiums- 10617 W. Eastborne Avenue	Condominium	[7]	16	DU	94	1	6	7	6	3	9
32	Condominiums- Bentley Avenue	Condominium	[7]	22	DU	129	2	8	10	8	4	12
33	Apartments- 1817 S. Beloit Avenue	Apartment	[5]	15	DU	101	2	6	8	5	2	7
34	Live/Work- 11500 W. Tennessee Avenue	Live/Work	[5]	84	DU	564	9	34	43	27	14	41
35	Condominiums- 430 S. Kelton Avenue	Condominium	[7]	40	DU	234	3	15	18	15	7	22
36	Restaurant- 10935 W. Weyburn Avenue	Restaurant	[17]	129	Seats	369	2	2	4	23	11	34
37	Condominiums- 1807 S. Beverly Glen Boulevard	Condominium	[7]	16	DU	94	1	6	7	6	3	9
38	Condominiums- 2263 S. Fox Hills Drive	Condominium	[7]	15	DU	88	1	6	7	5	3	8
39	Cooking School- 10955 W. Pico Boulevard	Cooking School	[18]	1,858	SF	51	4	2	6	3	2	5
40	Bank- 1762 Westwood Boulevard	Bank	[19]	4,422	SF	692	9	9	18	74	73	147
		Existing Office	[14]	(4,422)	SF	(49)	(6)	(1)	(7)	(1)	(6)	(7)
					Net Total	643	3	8	11	73	67	140
41	Westside Pavilion Renovation- 10850 Pico Boulevard	Theater	[20] [49]	2,340	Seats	0	0	0	0	0	0	0
		Retail		723,466	SF							
42	Le Lycee Francais High School- 10309 W. National Boulevard	Private High School	[21]	340	Students	946	171	109	280	46	62	108
43	Condominiums- 10131 Constellation Boulevard	Condominium	[1]	483	DU	(1,636)	(37)	85	48	(49)	(105)	(154)
		Existing Bank		(9,150)	SF							
		Existing Office		(6,700)	SF							
		Existing Restaurant		(19,754)	SF							
44	Discounted Store- 11840 Olympic Boulevard	Discounted Store	[23]	86,600	SF	4,295	20	10	30	152	152	304
		Existing Warehouse/Office/Retail		(37,000)	SF							
45	Condominiums- 1333 S. Beverly Green Drive	Condominium	[7]	5	DU	29	0	2	2	2	1	3
46	Belmont Village- Wilshire Boulevard/Warner Street	Independent Living	[24]	62	DU	539	17	8	25	22	19	41
		Assisted Living		118	DU							
47	Apartments- 10000 W. Santa Monica Boulevard	Apartment	[2]	350	DU	2,352	36	143	179	141	76	217
		Existing Office		(129,851)	GSF	(1,631)	(203)	(28)	(231)	(39)	(191)	(230)
					Net Total	721	(167)	115	(52)	102	(115)	(13)
48	Mixed-Use- 10901 S anta Monica Boulevard	Apartment	[5]	36	DU	242	4	14	18	14	8	22
		Retail	[6]	8,485	SF	364	5	4	9	15	17	32
					Net Total	606	9	18	27	29	25	54
49	Mixed-Use- 10604-10612 National Boulevard	Condominium	[7]	29	DU	170	2	11	13	11	5	16
		Office	[14]	2,072	SF	23	3	0	3	1	5	6
		Retail	[6]	1,248	SF	54	1	0	1	6	7	13
		Existing Apartment	[5]	(10)	DU	(67)	(1)	(4)	(5)	(3)	(2)	(5)
					Net Total	180	5	7	12	15	15	30

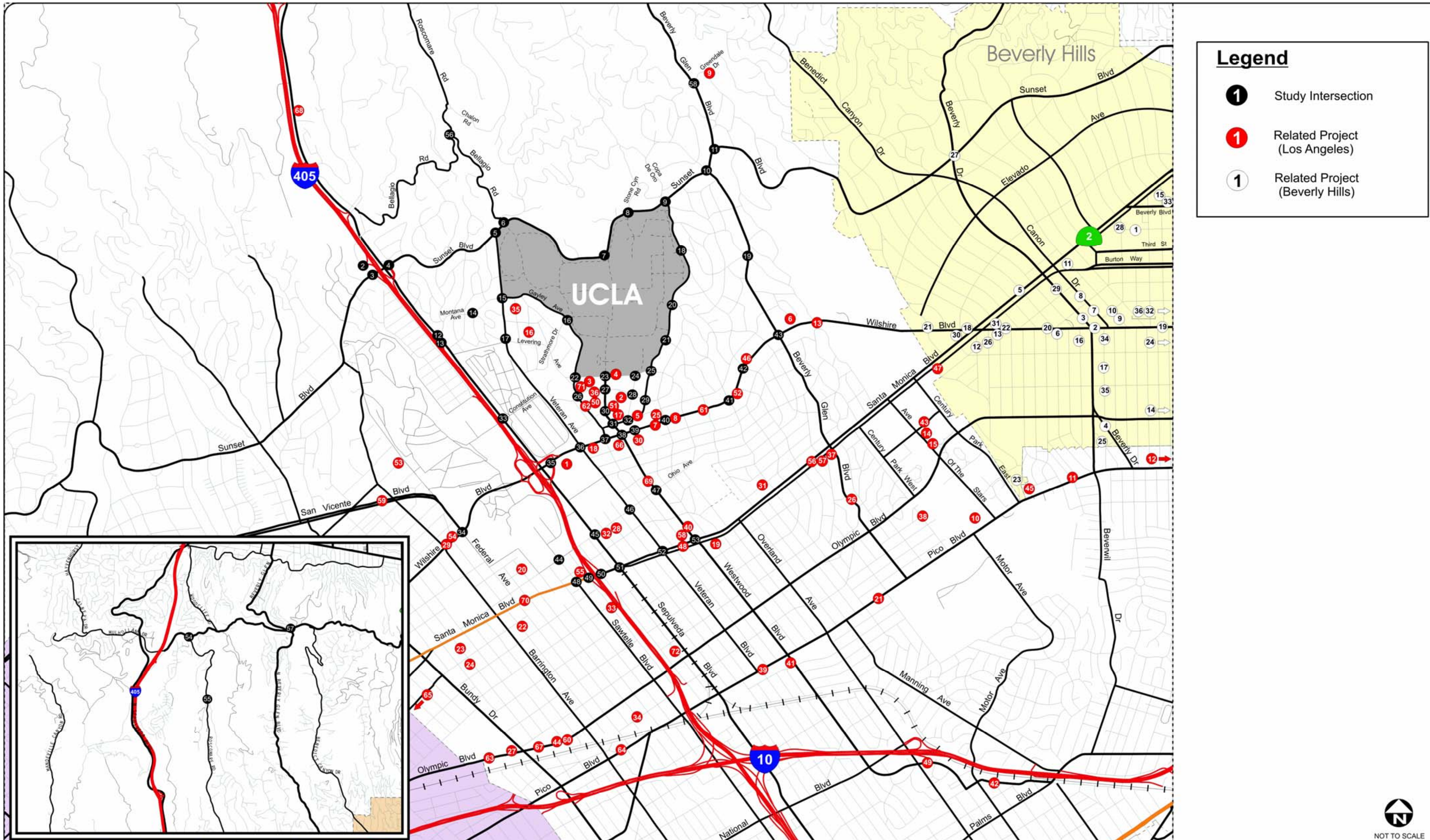
TABLE 11 – RELATED PROJECTS

Project	Description / Location	Land Use	Notes	Size		Daily Trips	WEEKDAY [48]					
							AM Peak Hour Trips			PM Peak Hour Trips		
							In	Out	Total	In	Out	Total
City of Los Angeles												
50	Regent Westwood Mixed-Use- 1015 Broxton Avenue (336 Net New Seats)	Theater	[2]	1,668	Seats	5,500	140	47	187	238	134	372
51	Office- 1100 Westwood Boulevard	Office	[14]	34,641	GSF	588	70	10	80	20	90	110
52	Del Capri Hotel- Wilshire Boulevard and Westholme Avenue	Apartment	[2]	88	DU	591	9	36	45	35	19	54
53	Condominium- 11611 Montana Avenue	Condominium	[2]	20	DU	117	2	7	9	7	3	10
54	Office- 11677 Wilshire Boulevard	Office	[2]	146,708	GSF	1,792	205	28	233	29	144	173
55	Retail- 11305 Santa Monica Boulevard	Retail	[2]	1,140	GLSF	432	7	4	11	16	17	33
56	Auto Service- 10461 Santa Monica Boulevard	Auto Service	[2]	2,074	GLSF	124	4	2	6	4	3	7
57	Office- Southwest Corner of Santa Monica Boulevard/Beverly Glen Avenue	Office	[2]	25,000	GSF	458	55	7	62	18	89	107
58	Fast-food Restaurant- 10867 Santa Monica Boulevard	Fast Food Restaurant and Snack Shop	[2]	2,070	SF	1,166	75	50	125	42	41	83
59	Brentwood Retail Center Project- 1171 Gorham Avenue	Retail	[25]	21,340	GLSF	916	2	1	3	46	52	98
60	Olympic- Stoner Retail Center- 11785 Olympic Boulevard	Retail (Less Existing)	[22]	28,000	GLSF	1,161	2	0	2	47	59	106
61	Condominium- 10710 Wilshire Boulevard	Condominium	[7]	64	DU	375	5	23	28	23	12	35
62	Whole Foods Market- 1050 S. Gayley Avenue	Retail	[36] [49]	26,015	SF	0	0	0	0	0	0	0
63	Westside Media Center (Health Club)- 12232 Olympic Boulevard	Fitness Club	[37]	34,000	SF	156	24	32	56	16	15	31
64	New West Middle School- 11625 Pico Boulevard	School	[38]	250	Students	799	126	104	230	51	47	98
65	City of Santa Monica Apartment Project- 2834 E. Colorado Avenue	Apartment	[39]	145	DU	771	11	46	57	45	25	70
66	Union Bank of California-Office to Walk-in Bank- 10900 Wilshire Boulevard	Walk-In Bank	[40]	3,652	SF	576	3	2	5	32	32	64
67	Bed, Bath & Beyond- 11854 Olympic Boulevard	Retail	[41] [49]	90,000	SF	0	0	0	0	0	0	0
68	Leo Baeck Temple Expansion- 1300 N. Sepulveda Boulevard	Synagogue	[42]	168	Students	417	0	0	0	62	83	145
		Synagogue	[43]	70,000	SF	745	10	0	10	103	116	219
					Net Total	1,161	10	0	10	165	199	364
69	Convenience Store- 1465 Westwood Boulevard	Retail	[44]	3,750	SF	2,767	126	125	251	50	48	98
70	Mixed-Use- 11567 Santa Monica Boulevard	Condominium	[45]	72	DU	657	10	46	56	43	21	64
71	Westwood Village Mart Convenience Store- 900 S. Gayley Avenue	Retail	[46]	2,750	SF	1,142	52	51	103	42	40	82
72	Office Building- 2142 S. Pontius Avenue	Office	[47]	17,619	SF	350	41	6	47	9	41	50
73	Hekmat Mixed Use Project- Corner of Wilshire Boulevard and Gayley Avenue	Hotel	[50]	134	Rooms	1,095	46	29	75	42	38	79
		Condominium		10	DU	59	1	4	5	4	2	6
		Retail		7,520	GSF	323	5	3	8	14	15	29
					Net Total	1,477	52	36	88	60	55	114
City of Beverly Hills												
B1	Young Israel- 9261 Alden Drive	Sanctuary	[1]	14,811	SF	127	16	9	25	4	4	8
		Multi-Purpose Room	[26]	1,254	SF							
B2	Beverly Hills Gardens and Montage Hotel- 202-240 N. Beverly Drive	Hotel	[1]	214	Rooms	2,953	86	57	143	141	97	238
		Condominium	[1]	35	DU							
		Restaurant	[1]	13,500	SF							
		Commercial	[1]	13,500	SF							
B3	Mixed-Use- 265 N. Beverly Drive	General Office/Restaurant	[1]	45,000	SF	1,123	103	30	133	44	119	163
B4	Church Expansion- 432-436 S. Beverly Drive	Church Expansion	[1]	932	SF	8	1	0	1	1	0	1
B5	Retail Expansion- 456 N. Camden Drive	Retail Expansion	[1]	1,750	SF	78	1	1	2	2	3	5
B6	Condominiums- 125 S. Camden Drive	Condominium	[1]	40	DU	134	3	15	18	14	7	21
B7	Medical Plaza- 245-257 N. Canon Drive	Medical Office	[1]	23,139	SF	836	45	12	57	23	63	86
		Surgery Center		13,609	SF	492	27	7	34	14	37	51
		Retail		8,148	SF	350	5	3	8	15	16	31
					Net Total	1,678	77	22	99	52	116	168
B8	Commercial/Retail- 338 N. Canon Drive	Commercial/Retail	[1]	11,900	SF	527	8	6	14	14	18	32
B9	Mixed-Use- 131-191 N. Crescent Drive	Residential	[1]	88	DU	591	9	36	45	36	19	55
		Office/Retail		40,000	SF	440	55	7	62	10	50	60
					Net Total	1,031	64	43	107	46	69	115
B10	Assisted Care Facility- 201 N. Crescent Drive	Assisted Care Facility	[1]	80	DU	278	6	7	13	8	7	15

TABLE 11 – RELATED PROJECTS

Project	Description / Location	Land Use	Notes	Size		Daily Trips	WEEKDAY [48]					
							AM Peak Hour Trips			PM Peak Hour Trips		
							In	Out	Total	In	Out	Total
City of Beverly Hills												
B11	Cultural Central Center- 469 N. Crescent Drive	Cultural Central Center	[1]	34,000	SF	778	34	21	55	16	40	56
B12	Hotel- 150 Lasky Drive	Hotel	[1]	42	Rooms	346	15	9	24	13	12	25
B13	Senior Congregate Care- 129 S. Linden Drive	Senior Congregate Care	[1]	76	DU	152	3	2	5	7	6	13
B14	Synagogue/Private School- 9090 Olympic Boulevard	Synagogue	[1]	9,000	SF	96	1	0	1	7	8	15
		Private School		10,000	SF	111	22	13	35	0	0	0
					Net Total	207	23	13	36	7	8	15
B15	Condominiums- 437-443 N. Palm Drive	Condominium	[1]	13	DU	87	1	6	7	5	3	8
B16	Screening Room- 150 EL Camino	Screening Room	[1]	66	Seats	116	1	0	1	4	1	5
B17	Condominiums- 261-283 S. Reeves Drive	Condominium	[1]	23	DU	135	2	8	10	8	4	12
		Existing Condominium		(24)	DU	(141)	(2)	(9)	(11)	(8)	(4)	(12)
					Net Total	(6)	0	(1)	(1)	0	0	0
B18	Beverly Hills Gateway- 9844 Wilshire Boulevard	General Office	[1]	95,000	SF	1,090	131	(4)	127	21	140	161
		Existing Retail		(9,633)	SF							
B19	Mixed-Use- 9200 Wilshire Boulevard	Retail	[27]	8,400	SF	950	10	23	33	51	31	82
		Restaurant		5,600	SF							
		Condominium		54	DU							
B20	Mixed-Use- 9590 Wilshire Boulevard	Retail	[1]	12,000	SF	515	7	5	12	22	23	45
		Condominium		60	DU	352	4	22	26	21	10	31
					Net Total	867	11	27	38	43	33	76
B21	Robinson's May- 9900 Wilshire Boulevard	Condominium	[28]	252	DU	(48)	34	116	150	20	(19)	1
		Retail		15,656	SF							
		Quality Restaurant		4,800	SF							
		Existing Department Store		(220,000)	SF							
B22	Hotel- 9730 Wilshire Boulevard	Hotel	[1]	204	Rooms	1,667	70	44	114	64	56	120
B23	Condominiums-552-558 N. Hillgreen Drive	Condominium	[1]	9	DU	53	1	3	4	3	2	5
B24	Condominiums- 140-144 S. Oakhurst Drive	Condominium	[1]	11	DU	65	1	4	5	4	2	6
B25	Apartments- 428-430 Smithwood Drive	Apartment	[1]	1	DU	7	0	1	1	1	0	1
B26	Condominiums- 133 Spalding Drive	Condominium	[1]	4	DU	23	0	2	2	1	1	2
B27	Health Spa- 9641 Sunset Boulevard	Health Spa	[1]	2,000	SF	66	1	1	2	4	4	8
B28	Service Facility- 400 Foothill Road	Service Facility	[29]	53,000	SF	1,767	101	55	156	90	89	179
B29	Mixed-Use- 421-427 N. Beverly Drive	Shopping Center	[31]	15,000	SF	644	9	6	15	27	29	56
		Office	[34]	15,000	SF	165	20	3	23	4	18	22
					Net Total	809	29	9	38	31	47	78
B30	The Beverly Hilton- Southwest Corner of Wilshire Bl/Santa Monica Bl	Condominium	[32]	96	DU	563	7	35	42	34	16	50
		Condominium/Hotel	[32]	104	DU	609	8	38	46	36	18	54
		Hotel	[35]	96	DU	784	33	21	54	30	27	57
					Net Total	1,956	48	94	142	100	61	161
B31	Office/Medical Office- 9754 Wilshire Boulevard	Office	[34]	24,566	SF	270	33	5	38	6	31	37
		Medical Office	[30]	7,977	SF	288	16	4	20	8	22	30
		Existing Office	[34]	(26,000)	SF	(286)	(35)	(5)	(40)	(7)	(32)	(39)
					Net Total	272	14	4	18	7	21	28
B32	Condominiums- 156-168 N. La Peer Drive	Condominium	[32]	16	DU	94	1	6	7	5	3	8
B33	Condominiums- 432 N. Oakhurst Drive	Condominium	[32]	34	DU	199	3	12	15	12	6	18
B34	Condominiums- 144 Reeves Drive	Condominium	[32]	3	DU	18	0	1	1	1	1	2
B35	Condominiums- 313-317 Reeves Drive	Condominium	[32]	10	DU	59	1	3	4	3	2	5
B36	Condominiums- 115 N. Swall Drive	Condominium	[32]	3	DU	18	0	1	1	1	1	2
TOTAL RELATED PROJECT TRIP GENERATION						**60,909**	**3,041**	**2,138**	**5,179**	**2,709**	**3,309**	**6,017**

Note: Footnotes for the Related Projects are provided in Appendix D.



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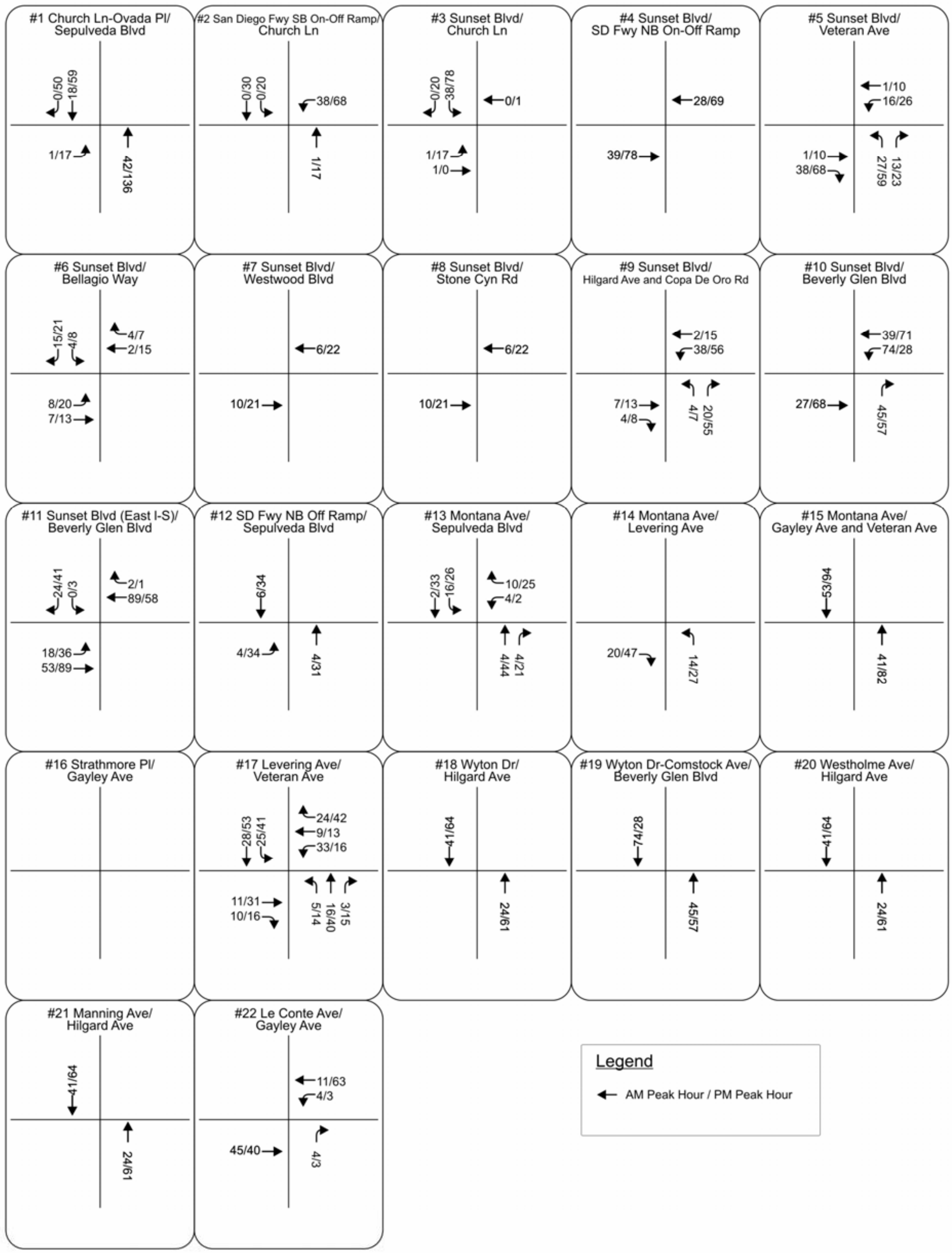
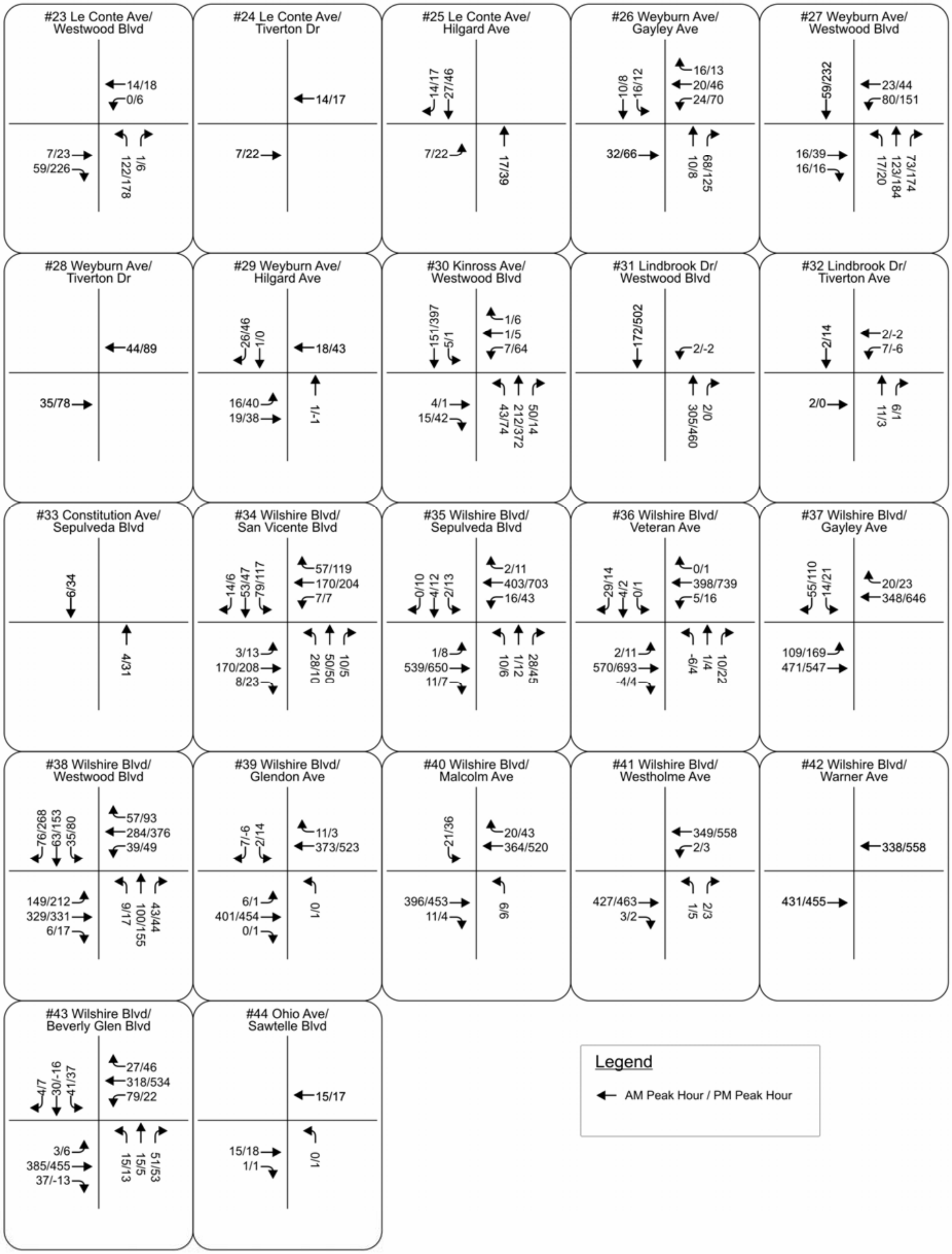
UCLA Northwest Housing Infill Project (NHIP) and LRDP Amendment

FIGURE 11
Related Project Locations



UCLA Northwest Housing Infill Project (NHIP) and LRDP Amendment

FIGURE 12A
Related Projects Peak Hour Turning Movement Volumes



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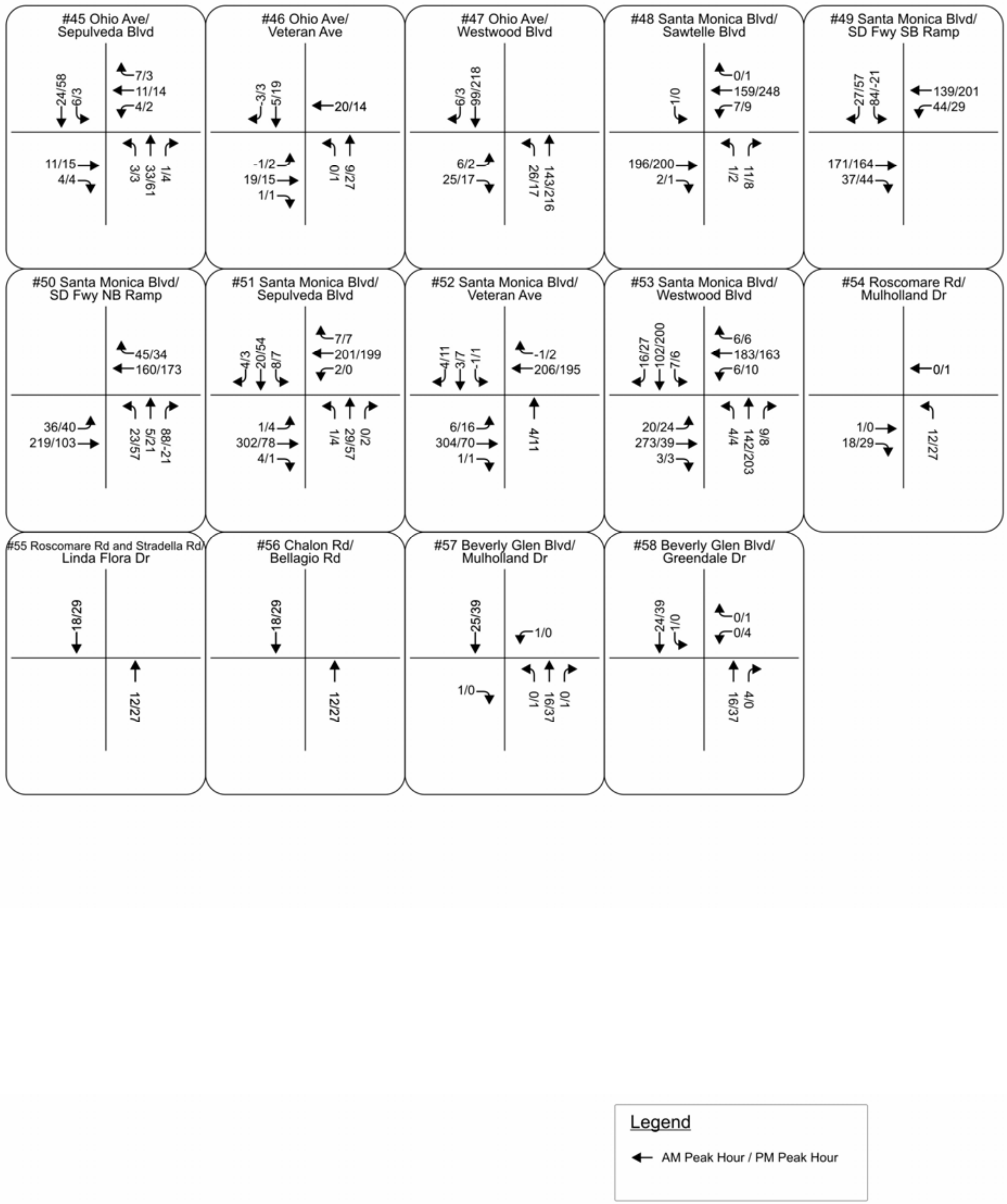
UCLA Northwest Housing Infill Project (NHIP) and LRDP Amendment

FIGURE 12B
Related Projects Peak Hour Turning Movement Volumes



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UCLA Northwest Housing Infill Project (NHIP) and LRDP Amendment

FIGURE 12C
Related Projects Peak Hour Turning Movement Volumes

TABLE 12A - FUTURE 2013 WITHOUT PROJECT PEAK HOUR LEVEL OF SERVICE SUMMARY

Study Intersection	Future 2013 Without Project			
	AM Peak Hour		PM Peak Hour	
	LOS	V/C or Del/Veh	LOS	V/C or Del/Veh
1 Church Ln-Ovada Pl/Sepulveda Blvd [1]	C	0.770	C	0.759
2. San Diego Freeway Southbound On/Off Ramps and Church Lane [1]	C	0.749	B	0.643
3. Sunset Boulevard and Church Lane [1]	D	0.837	C	0.780
4. Sunset Boulevard and San Diego Freeway Northbound On/Off Ramps [1]	E	0.929	A	0.366
5. Sunset Boulevard and Veteran Avenue [1]	E	0.907	D	0.836
6. Sunset Boulevard and Bellagio Way [1]	D	0.867	E	0.956
7. Sunset Boulevard and Westwood Boulevard [1]	A	0.576	A	0.493
8. Sunset Boulevard and Stone Canyon Road [1]	A	0.496	C	0.724
9. Sunset Boulevard and Hilgard Avenue/Copa De Oro Road [1]	E	0.945	D	0.846
10. Sunset Boulevard and Beverly Glen Boulevard [1]	E	0.933	F	1.071
11. Sunset Boulevard (East I/S) and Beverly Glen Boulevard [1]	F	1.203	F	1.212
12. San Diego Freeway Northbound Off Ramp and Sepulveda Boulevard [1]	A	0.500	A	0.560
13. Montana Avenue and Sepulveda Boulevard [1]	C	0.725	C	0.706
14. Montana Avenue and Levering Avenue (unsignalized)	D	27.0	F	96.7
15. Montana Avenue/Gayley Avenue and Veteran Avenue [1]	D	0.818	E	0.956
16. Strathmore Place and Gayley Avenue [1]	B	0.624	A	0.586
17. Levering Avenue and Veteran Avenue [1]	A	0.546	C	0.720
18. Wyton Drive and Hilgard Avenue [1]	A	0.396	A	0.415
19. Wyton Drive/Comstock Avenue and Beverly Glen Boulevard [1]	A	0.375	B	0.644
20. Westholme Avenue and Hilgard Avenue [1]	A	0.472	A	0.415
21. Manning Avenue and Hilgard Avenue [1]	A	0.245	A	0.261
22. Le Conte Avenue and Gayley Avenue [1]	A	0.487	A	0.581
23. Le Conte Avenue and Westwood Boulevard [1 2]	B	0.672	E	0.976
24. Le Conte Avenue and Tiverton Drive [1]	A	0.319	A	0.415
25. Le Conte Avenue and Hilgard Avenue [1]	A	0.528	A	0.535
26. Weyburn Avenue and Gayley Avenue [1]	A	0.570	B	0.697
27. Weyburn Avenue and Westwood Boulevard [1]	B	0.674	F	1.247
28. Weyburn Avenue and Tiverton Drive (unsignalized)	A	9.2	C	24.2
29. Weyburn Avenue and Hilgard Avenue [1]	A	0.395	B	0.633
30. Kinross Avenue and Westwood Boulevard [1]	E	0.971	F	1.236
31. Lindbrook Drive and Westwood Boulevard [1]	B	0.612	B	0.666
32. Lindbrook Drive and Tiverton Avenue	B	0.648	B	0.606
33. Constitution Avenue and Sepulveda Boulevard [1]	A	0.470	C	0.711
34. Wilshire Boulevard and San Vicente Boulevard [1]	E	0.968	D	0.861
35. Wilshire Boulevard and Sepulveda Boulevard [1]	F	1.473	F	1.287
36. Wilshire Boulevard and Veteran Avenue [1]	F	1.223	F	1.730

[1] Seven percent ATSAC and three percent ATCS reduction applied to final V/C.
[2] V/C calculation includes a 33 percent capacity reduction to the intersection to account for delay caused by the pedestrian scramble crosswalk.

TABLE 12A - FUTURE 2013 WITHOUT PROJECT PEAK HOUR LEVEL OF SERVICE SUMMARY

Study Intersection	Future 2013 Without Project			
	AM Peak Hour		PM Peak Hour	
	LOS	V/C or Del/Veh	LOS	V/C or Del/Veh
37. Wilshire Boulevard and Gayley Avenue [1]	E	0.984	F	1.396
38. Wilshire Boulevard and Westwood Boulevard [1]	F	1.191	F	1.191
39. Wilshire Boulevard and Glendon Avenue [1]	E	0.953	E	0.931
40. Wilshire Boulevard and Malcolm Avenue (unsignalized)	F	OVRFL	F	OVRFL
41. Wilshire Boulevard and Westholme Avenue [1]	C	0.779	C	0.783
42. Wilshire Boulevard and Warner Avenue [1]	C	0.709	B	0.607
43. Wilshire Boulevard and Beverly Glen Boulevard [1]	E	0.905	D	0.812
44. Ohio Avenue and Sawtelle Boulevard [1]	E	0.950	D	0.832
45, Ohio Avenue and Sepulveda Boulevard [1]	C	0.785	D	0.825
46. Ohio Avenue and Veteran Avenue [1]	C	0.753	D	0.808
47. Ohio Avenue and Westwood Boulevard [1]	C	0.726	C	0.764
48. Santa Monica Boulevard and Sawtelle Boulevard [1]	F	1.362	F	1.508
49. Santa Monica Boulevard and San Diego Freeway (S/B)	F	1.222	F	1.123
50. Santa Monica Boulevard and San Diego Freeway (N/B)	F	1.029	F	1.14
51. Santa Monica Boulevard and Sepulveda Boulevard [1]	F	1.279	F	1.366
52. Santa Monica Boulevard and Veteran Avenue [1]	C	0.714	E	0.964
53. Santa Monica Boulevard and Westwood Boulevard [1]	F	1.118	F	1.043
54. Roscomare Road and Mulholland Drive [1]	C	0.769	B	0.676
55. Roscomare Road and Stradella Road/Linda Flora Drive (unsignalized)	B	14.0	B	11.1
56. Chalon Road and Bellagio Road (unsignalized)	B	13.1	C	15.3
57. Beverly Glen Boulevard and Mulholland Drive	F	1.019	F	1.082
58. Beverly Glen Boulevard and Greendale Drive	D	0.884	F	1.075

[1] Seven percent ATSAC and three percent ATCS reduction applied to final V/C.
OVRFL (Overflow) indicates over saturated congestion, typically on one approach of the intersection, where calculation of vehicle delay is not feasible due to the inability of the methodology to calculate extreme or infinite delays.

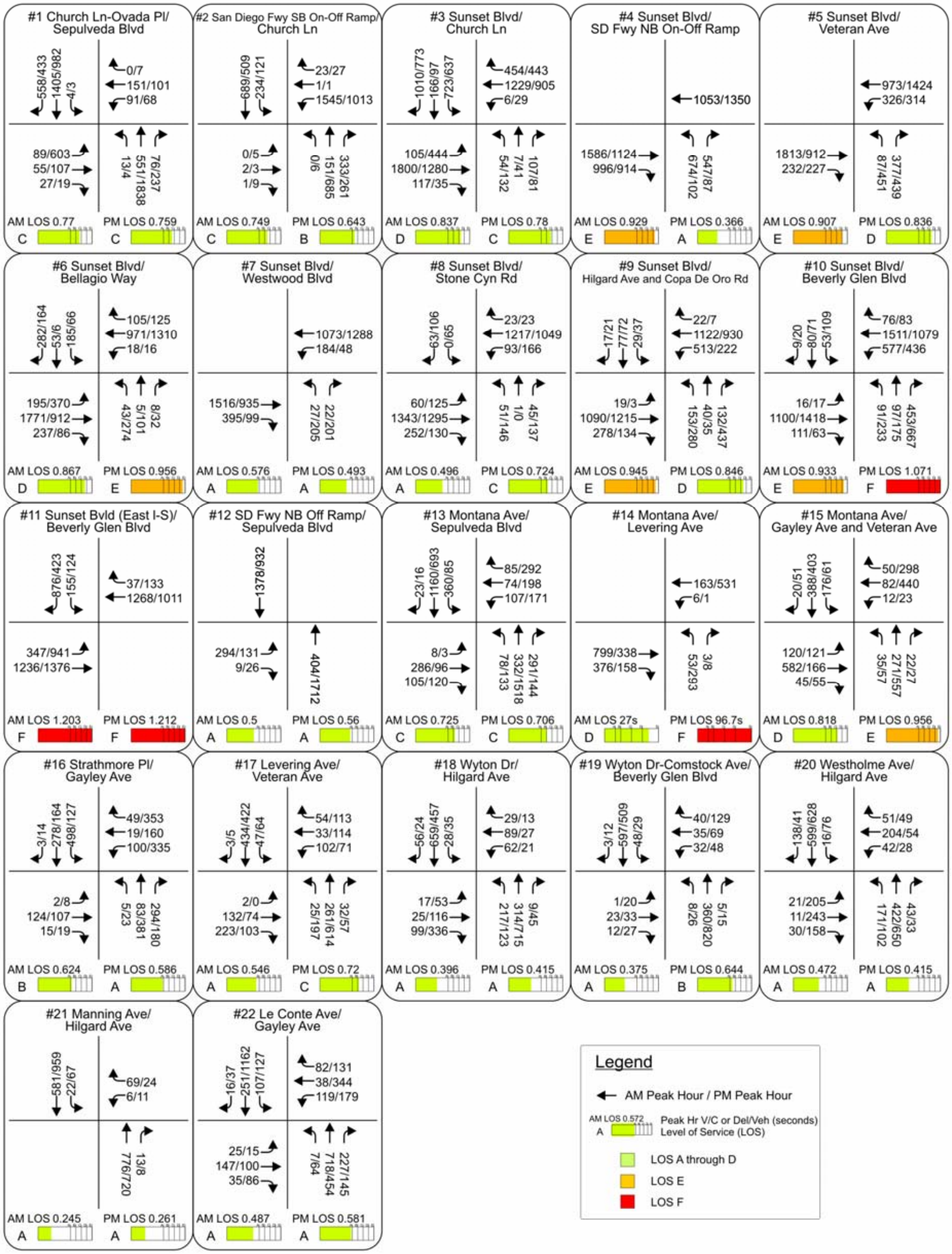
TABLE 12B - FUTURE 2013 WITHOUT PROJECT PEAK HOUR LEVEL OF SERVICE SUMMARY- (UNSIGNALIZED ANALYZED AS 2-PHASE SIGNALIZED INTERSECTION)

Study Intersection	Future 2013 Without Project			
	AM Peak Hour		PM Peak Hour	
	LOS	V/C	LOS	V/C
14. Montana Ave/Levering Ave	F	1.031	B	0.694
28. Weyburn Ave/Tiverton Dr	A	0.365	C	0.703
40. Wilshire Blvd/Malcolm Ave	D	0.883	D	0.828
55. Roscomare Rd and Stradella Rd/Linda Flora Dr	A	0.544	A	0.491
56. Chalon Rd/Bellagio Rd	A	0.540	A	0.546

Note: Unsignalized intersections were analyzed with CMA as 2-phased signalized intersections with a capacity of 1,200.

The results indicate that 28 of the 58 study intersections are projected to operate at LOS E or F under the Future 2013 Without Project scenario during the AM peak hour, PM peak hour, or both:

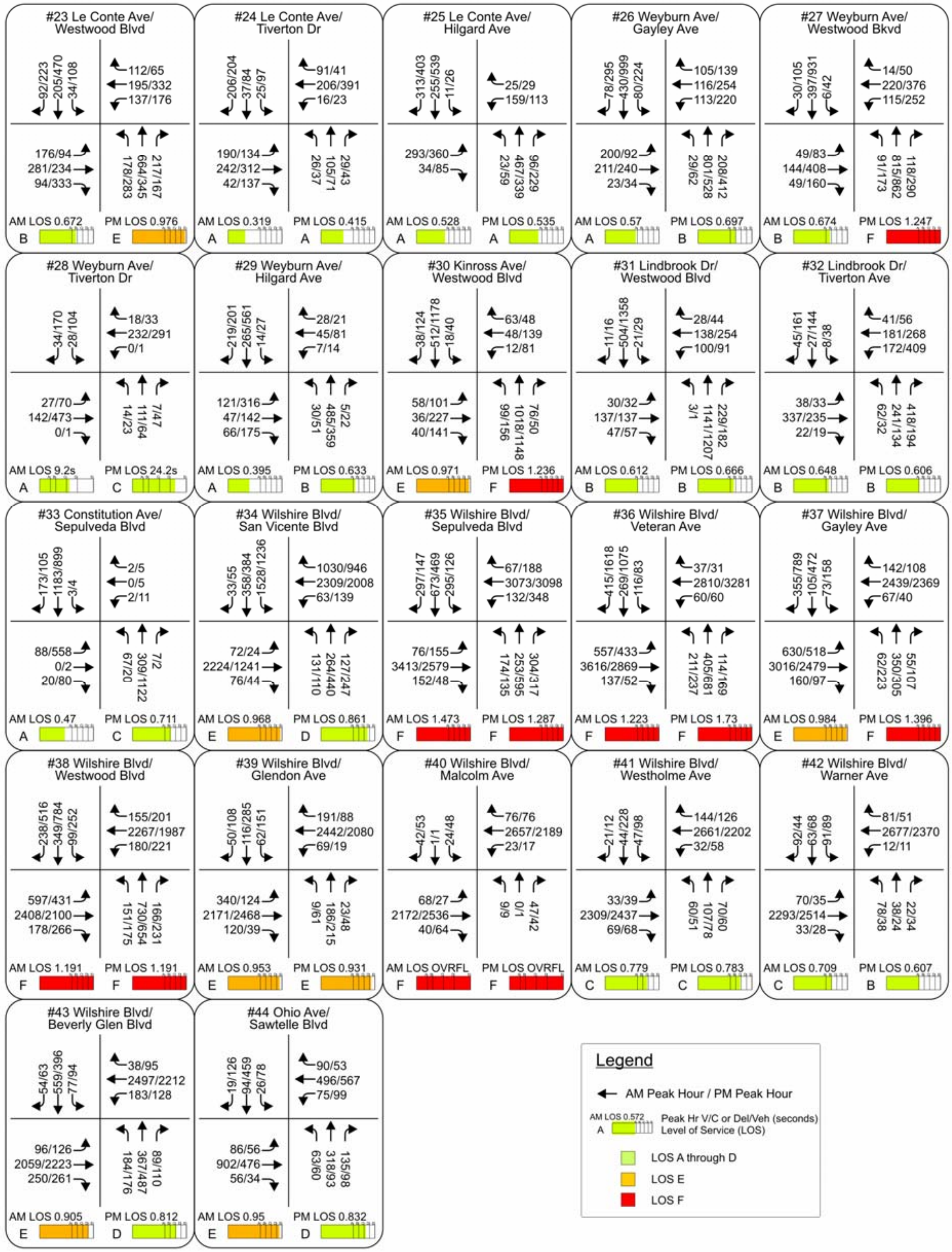
4. Sunset Boulevard and San Diego Freeway Northbound On/Off Ramps - AM Peak Hour
5. Sunset Boulevard and Veteran Avenue - AM Peak Hour
6. Sunset Boulevard and Bellagio Way - PM Peak Hour
9. Sunset Boulevard and Hilgard Avenue/Copa De Oro Road - AM Peak Hour
10. Sunset Boulevard and Beverly Glen Boulevard - AM and PM Peak Hours
11. Sunset Boulevard (East I/S) and Beverly Glen Boulevard - AM and PM Peak Hours
14. Montana Avenue and Levering Avenue - PM Peak Hour (as unsignalized), AM Peak Hour (as signalized)
15. Montana Avenue/Gayley Avenue and Veteran Avenue - PM Peak Hour
23. Le Conte Avenue and Westwood Boulevard – PM Peak Hour
27. Weyburn Avenue and Westwood Boulevard - PM Peak Hour
30. Kinross Avenue and Westwood Boulevard - AM and PM Peak Hours
34. Wilshire Boulevard and San Vicente Boulevard - AM Peak Hour
35. Wilshire Boulevard and Sepulveda Boulevard - AM and PM Peak Hours
36. Wilshire Boulevard and Veteran Avenue - AM and PM Peak Hours
37. Wilshire Boulevard and Gayley Avenue - AM and PM Peak Hours
38. Wilshire Boulevard and Westwood Boulevard - AM and PM Peak Hours
39. Wilshire Boulevard and Glendon Avenue - AM and PM Peak Hours
40. Wilshire Boulevard and Malcolm Avenue - AM and PM Peak Hours
43. Wilshire Boulevard and Beverly Glen Boulevard - AM Peak Hour
44. Ohio Avenue and Sawtelle Boulevard - AM Peak Hour
48. Santa Monica Boulevard and Sawtelle Boulevard - AM and PM Peak Hours
49. Santa Monica Boulevard and San Diego Freeway (S/B) - AM and PM Peak Hours
50. Santa Monica Boulevard and San Diego Freeway (N/B) - AM and PM Peak Hours
51. Santa Monica Boulevard and Sepulveda Boulevard - AM and PM Peak Hours
52. Santa Monica Boulevard and Veteran Avenue - PM Peak Hour
53. Santa Monica Boulevard and Westwood Boulevard - AM and PM Peak Hours
57. Beverly Glen Boulevard and Mulholland Drive - AM and PM Peak Hours
58. Beverly Glen Boulevard and Greendale Drive - PM Peak Hour



UCLA Northwest Housing Infill Project (NHIP) and LRDP Amendment

FIGURE 13A

Future 2013 Without Project Peak Hour Turning Movement Volumes



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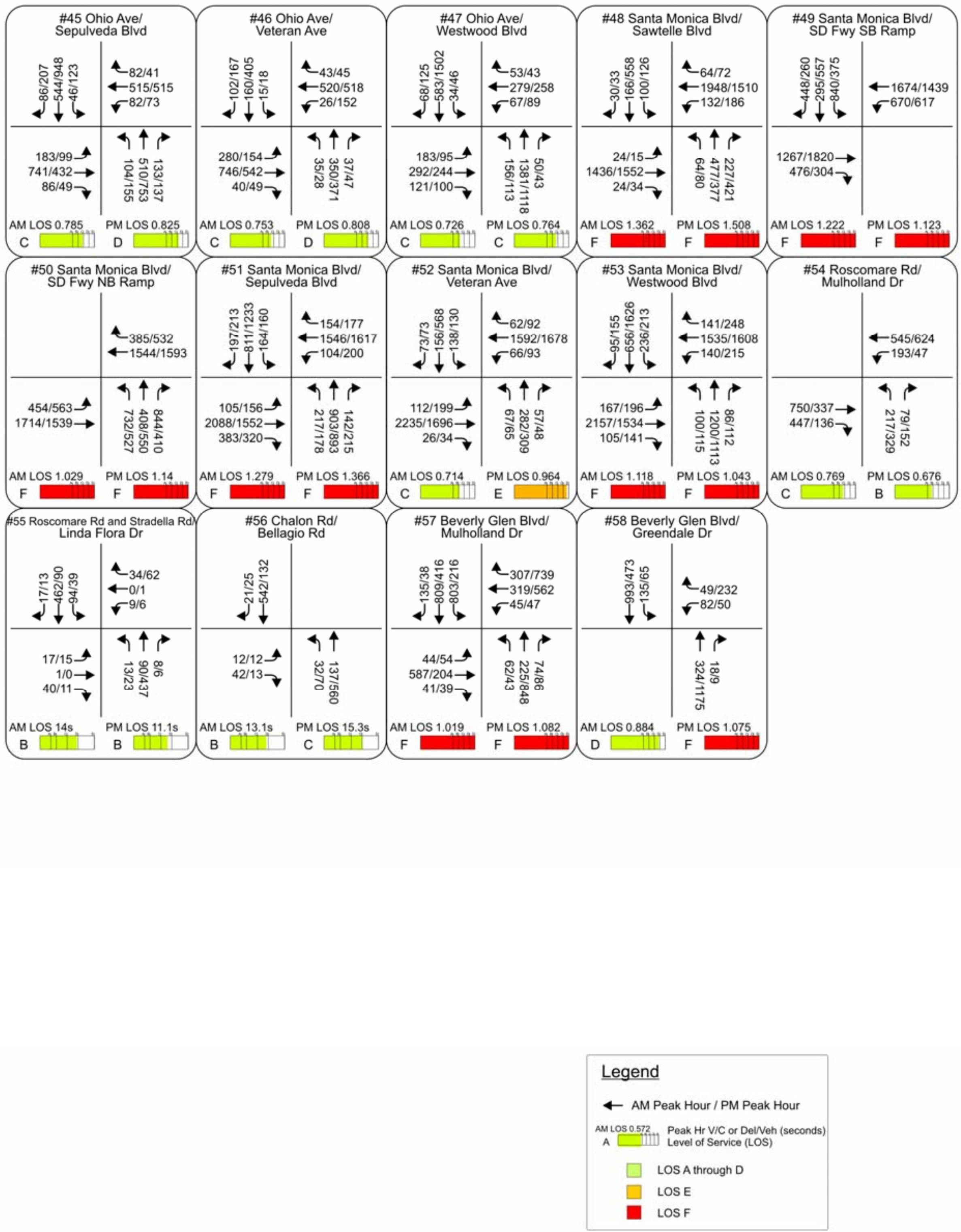
UCLA Northwest Housing Infill Project (NHIP) and LRDP Amendment

FIGURE 13B

Future 2013 Without Project Peak Hour Turning Movement Volumes



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UCLA Northwest Housing Infill Project (NHIP) and LRDP Amendment

FIGURE 13C

Future 2013 Without Project Peak Hour Turning Movement Volumes

FUTURE 2013 WITH PROJECT CONDITIONS

Future Campus Parking Demand

Because implementation of the NHIP and LRDP Amendment would result in an increase in the total campus population (including faculty, staff, and campus visitors), the demand for parking would also increase. An analysis of potential demand was conducted to determine whether projected future demand could be accommodated within the parking cap of 25,169 spaces, established in the 1990 LRDP. This analysis included an assessment of the permit demand associated with projected increases in faculty/staff and other individuals (e.g., emeritus faculty, visitors, and medical patients). Then it was assumed that the campus could increase the on-campus parking inventory (during the 2013 planning horizon of the NHIP and LRDP Amendment) to 25,169 spaces. Given the parking demand for faculty, staff, on-campus residents, and other permits (e.g., guest, emeritus faculty and visitors), the future number of on-campus parking spaces that would be available for commuter students was estimated and is shown below in **Table 13.**

TABLE 13 - FUTURE 2013 ON-CAMPUS PARKING ALLOCATION WITH NHIP AND LRDP AMENDMENT

Permit Group	Existing (Same as Future Without Project)			Future With Project		
	2007			2013		
	Number	Permits	Spaces	Number	Permits	Spaces
Faculty & Staff - Medical Center	7,415	5,166	3,749 [1]	7,777	5,435	4,130
Faculty & Staff - Other University	14,853	10,307	7,020	15,578	10,886	8,273
Resident Students						
Undergraduate	10,032	431	431	11,082	665	665
Graduate	1,370	855	1,126	1,882	1,223	1,223
Commuter Students	24,210	8,945	5,821	23,473	6,333	4,714
Quarterly Guest/Emeriti Permits (vendors, donors, contractors, emeriti)	5,132	5,132	1,144	3,867	3,867	817
University Extension Permits	3,513	3,513	N/A	3,513	3,513	N/A
Daily Permit Sales (includes kiosk and pay stations)	6,429	6,429	4,053	7,123	7,123	4,617
Other Spaces (meters and loading)	0	0	730	0	0	730
TOTALS	**72,954**	**40,778**	**24,074**	**74,295**	**39,045**	**25,169**
CHANGE				**1,341**	**-1,733**	**1,095**

[1] 305 spaces at the Ronald Reagan UCLA Medical Center are built and therefore included in the existing parking inventory. However, these spaces were not being utilized when the 2007 cordon counts were taken; thus, the trips generated by utilization of these 305 parking spaces are only included in the trip generation analysis for the Future 2013 With Project condition.

Future 2013 Trip Generation Rates

Future With Project trip generation was calculated based on the population within each permit group in the 2002 LRDP; thus, new per person trip generation rates had to be developed based on the 2013 estimated population for the Future 2013 With Project scenario. Since per space vehicle trip rates are assumed to be constant (Table 5), these rates were used to calculate the Future 2013 With Project trip generation *per space* in **Table 14A.** The estimated trip generation per space was then divided by the projected 2013 population, and new trip generation rates *per person* were developed in **Table 14B**. Revised trip generation rates per person were not developed for Graduate Resident Students or University Extension Permits because per space trip rates were not available in the 2002 UCLA LRDP. These categories were calculated based on the future per person trip rates provided in the 2002 UCLA LRDP.

TABLE 14A - ESTIMATED TRIP GENERATION PER SPACE

Permit Group	Spaces	Trip Rate per Space			Estimated Trip Generation per Space		
		Daily	AM Peak	PM Peak	Daily	AM Peak	PM Peak
Faculty & Staff-Medical Center	4,130	2.538	0.320	0.329	10,482	1,322	1,359
Faculty & Staff- Other University	8,273	3.293	0.289	0.383	27,243	2,391	3,169
Resident Students							
Undergraduate	665	2.444	0.034	0.202	1,625	23	134
Graduate [1]	NA	NA	NA	NA	NA	NA	NA
Commuter Students [2]	4,714	3.716	0.304	0.356	17,517	1,433	1,678
Quarterly Guest/Emeritus Permits	817	3.789	0.400	0.198	3,096	327	162
University Extension Permits [1]	NA	NA	NA	NA	NA	NA	NA
Daily Permit Sales	4,617	8.546	0.493	0.432	39,457	2,276	1,995

[1] The 2002 UCLA LRDP did not have current (2001/2002) trip rates per space for Resident Graduate Students and University Extension Permits.
[2] Student Academic Employee and Other Commuter Student categories were combined into one Commuter Student category and the highest trip rate between the two was used.

TABLE 14B – REVISED 2013 PER PERSON TRIP GENERATION RATES

Permit Group	Population	Estimated Trip Generation per Space			Rev. Trips per Person Ratio		
		Daily	AM Peak	PM Peak	Daily	AM Peak	PM Peak
Faculty & Staff-Medical Center	7,777	10,482	1,322	1,359	**1.348**	**0.170**	**0.175**
Faculty & Staff- Other University	15,578	27,243	2,391	3,169	**1.749**	**0.153**	**0.203**
Resident Students							
Undergraduate	11,082	1,625	23	134	**0.147**	**0.002**	**0.012**
Graduate [1]	NA	NA	NA	NA	NA	NA	NA
Commuter Students	23,473	17,517	1,433	1,678	**0.746**	**0.061**	**0.071**
Quarterly Guest/Emeritus Permits	3,867	3,096	327	162	**0.801**	**0.085**	**0.042**
University Extension Permits [1]	NA	NA	NA	NA	NA	NA	NA
Daily Permit Sales	7,123	39,457	2,276	1,995	**5.539**	**0.320**	**0.280**

[1] The 2002 UCLA LRDP did not have current (2001/2002) trip rates per space for Resident Graduate Students and University Extension Permits.

Future Campus Trip Generation

Using the revised trip generation rates in Table 14B and the proposed future allocation of parking shown in Table 13, an estimate of how each population group would contribute to overall campus trip generation under the Future 2013 With Project scenario was developed, and is provided in **Table 15**. This breakdown also includes estimates for certain campus uses such as parking meters, a single line entry that covers two-wheeled vehicles and through traffic and drop-off trips, campus shuttles, and the Wilshire Center. The trip generation for these categories were estimated based on the difference between the 2007 cordon count and the total number of trips generated by Faculty and Staff, Resident Students, Commuter Students, and trips generated under the "Other Permits" category in the Existing scenario. The trip generation is expected to remain constant; thus, the same trip generation was applied under the Future 2013 With Project scenario.

TABLE 15 - FUTURE 2013 ON-CAMPUS TRIP GENERATION WITH NHIP AND LRDP AMENDMENT

Permit Group	Number of People	Variable	Revised 2013 Trip Rate per Person			Estimated 2013 Trip Generation		
			Daily	AM Peak	PM Peak	Daily	AM Peak	PM Peak
Faculty & Staff-Medical Center	7,777	People	1.348	0.170	0.175	10,482	1,322	1,359
Faculty & Staff- Other University	15,578	People	1.749	0.153	0.203	27,243	2,391	3,169
Resident Students								
Undergraduate	11,082	People	0.147	0.002	0.012	1,625	23	134
Graduate [1]	1,882	People	0.959	0.091	0.101	1,805	171	190
Commuter Students	23,473	People	0.746	0.061	0.071	17,517	1,433	1,678
Quarterly Guest/Emeritus Permits	3,867	People	0.801	0.085	0.042	3,096	327	162
University Extension Permits [1]	3,513	People	1.705	0.000	0.000	5,990	0	0
Daily Permit Sales	7,123	People	5.539	0.320	0.280	39,457	2,276	1,995
Other Parking [2]						2,341	22	118
2-Wheel Vehicles/Thru Vehicles/Drop-offs [2]						13,129	356	422
Campus Shuttles [2]						1,756	61	88
Main/Southwest Campus Total						**124,440**	**8,381**	**9,314**
Wilshire Center [2]						1,226	41	74
Total 2013 Trip Generation						**125,666**	**8,422**	**9,388**

[1] Revised per person trip generation rates were not developed for Graduate Resident Students or University Extension Permits because per space trip rates were not available in the 2002 UCLA LRDP. These categories were calculated based on the per person trip rates provided in the 2002 UCLA LRDP Final EIR.
[2] Same trip generation calculated under the Existing 2007 scenario since trip generation rates for these categories is expected to remain constant.

As previously mentioned, 305 parking spaces at the Ronald Reagan UCLA Medical Center (RRUCLAMC) were included in the existing parking inventory (under Faculty and Staff – Medical Center) since they were constructed in 2008. However, the 305 spaces were excluded from the Existing 2008 trip generation estimates because the 305 spaces were not being utilized when the 2007 cordon counts took place. The trips attributable to the 305 spaces were not included in the Existing 2008 trip generation to provide the most conservative analysis possible. The trips attributable to the 305 RRUCLAMC spaces could have been included under the Future 2013 Without Project scenario since they would be fully operational under 2013 conditions; however, this would have reduced the delta between the Future 2013 Without Project and Future 2013 With Project trip generation estimates, ultimately reducing the project-related impact under the Future 2013 With Project scenario. By excluding the 305 RRUCLAMC spaces in the Existing 2008 trip generation estimate (which was also used as the Future 2013 Without Project trip generation estimate), the most conservative Future 2013 With Project trip generation estimates were calculated.

Table 16A compares the change in traffic volumes associated with the implementation of the NHIP and LRDP Amendment (project-only) with the Existing 2007/2008 condition. Implementation of the NHIP and LRDP Amendment would generate an additional 6,397 daily trips, 447 AM peak hour trips, and 589 PM peak hour trips. The directional distribution (percentage in/out) of Project-related trips is provided in **Table 16B**. The Future 2013 With Project campus trip generation would remain below the cap of 139,500 average daily trips established by the 1990 LRDP.

TABLE 16A - NHIP AND LRDP AMENDMENT TRIP GENERATION COMPARISON

Estimated Campus Trip Generation	Daily	AM Peak Hour	PM Peak Hour
Existing (same as Future Without Project) [1]	119,269	7,975	8,799
Future 2013 With Project	125,666	8,422	9,388
Estimated Project Trip Generation	**6,397**	**447**	**589**

[1] Existing trip generation based on 3,444 Faculty and Staff – Medical Center spaces. 305 spaces at the Ronald Reagan UCLA Medical Center are built and therefore included in the existing parking inventory. However, these spaces were not being utilized when the 2007 cordon counts were taken; thus, the trips generated by utilization of these 305 parking spaces are only included in the trip generation analysis for the Future 2013 With Project condition.

TABLE 16B – PROJECT DIRECTIONAL DISTRIBUTION

	Directional Percentages			Trip Generation		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Daily	50%	50%	100%	**3,199**	**3,199**	**6,397**
AM Peak Hour	80%	20%	100%	**358**	**89**	**447**
PM Peak Hour	30%	70%	100%	**177**	**413**	**590**

Note: Direction distribution (in/out) based on Institute of Transportation Engineers (ITE) Trip Generation (7th Edition), Land Use Code 550, University/College (students).

Trip Distribution and Assignment

The distribution and assignment of Project-related trips was calculated based on origin and destination (O-D) data provided by UCLA Transportation from UCLA faculty, graduate students, professionals, staff, and undergraduate students. For the purposes of the this analysis, the origin data from each user group was summed and categorized into traffic analysis zones (TAZ), according to the Los Angeles County Metro TAZ map. The total number of trips made to the UCLA campus from each TAZ was then mapped using a geographic information systems (GIS) program and used to calculate trip distribution percentages and trip assignment. **Table 17** lists the trip distribution near the campus, **Figure 14** illustrates the trip distribution onto the roadway network, and **Figures 15A, 15B, and 15C** show the project-only turning movement traffic volumes.

Since almost all of the potential new campus parking associated with the NHIP and LRDP Amendment (i.e. assumed build-out to the 25,169 parking cap) would likely be located in the Southwest Zone of campus, all project-related trips were distributed to/from Lot 36 located on Kinross Avenue, between Veteran Avenue and Gayley Avenue. It should be noted that a total of 305 new parking spaces are located in the Ronald Reagan UCLA Medical Center (RRUCLAMC) parking garage, between Gayley Avenue and Westwood Boulevard, south of Charles E Young Drive South. These parking spaces are entirely valet-operated for visitors, with the exception of two spaces reserved for high-ranking permit holders. These parking spaces were built, but were not operational at the time the 2007 cordon counts were conducted. Although these parking spaces were not operational, trips traveling to/from the Medical Center and Medical Plaza still occurred and were captured by the 2007 cordon count at another parking location (e.g. CHS South Parking Structure and Lot 1 Parking Structure). Even though a small number of trips destined for the RRUCLAMC would travel past Lot 36, these trips would not generate a significant impact at any of the study intersections between Lot 36 and the UCLA campus. Those intersections primarily include Gayley Avenue and Weyburn Avenue and Gayley Avenue and Le Conte Avenue, which both have a very small project-related V/C impact of 0.001 or less without the added RRUCLAMC trips. While a majority of the RRUCLAMC trips to/from the 305 spaces would be expected to use Gayley Avenue, a small number may use Westwood Boulevard. The intersections that would be utilized by those RRUCLAMC trips include several study intersections between Lindbrook Avenue and Le Conte Avenue, along Westwood Boulevard. Similarly, none of those study intersections are expected to experience a project-related impact, with or without the RRUCLAMC trips.

TABLE 17 - DIRECTION OF CAMPUS TRIPS

Direction	Percent of Total
Regional Area North (I-405 from the North)	28%
Regional Area South (I-405 from the South)	39%
Local Area North (surface streets)	1%
Local Area South (surface streets)	8%
Local Area East (surface streets)	9%
Local Area West (surface streets)	15%
Total	**100%**

Future 2013 With Project (NHIP and LRDP Amendment) Level of Service

By adding the project-only turning movement volumes (shown in Figures 15A, 15B, and 15C) to the Future Without Project turning movement volumes (Figures 13A, 13B, and 13C), Future With Project turning movement volumes (that would occur with full implementation of the NHIP and LRDP Amendment) were estimated. **Figures 16A, 16B, and 16C** illustrate the Future With Project AM and PM peak hour traffic volumes at the study intersections.

A Critical Movement Analysis was conducted to identify Future With Project LOS at the 58 study intersections, and identify impacts associated with the implementation of the NHIP and LRDP Amendment. The V/C ratios (for signalized intersections) and delay (for unsignalized intersections) and the corresponding LOS are shown in **Table 18A**. **Table 18B** shows the V/C and corresponding LOS at unsignalized intersections that have been analyzed as two-phase signalized intersections with a capacity of 1,200 vehicles per hour, per LADOT guidelines.

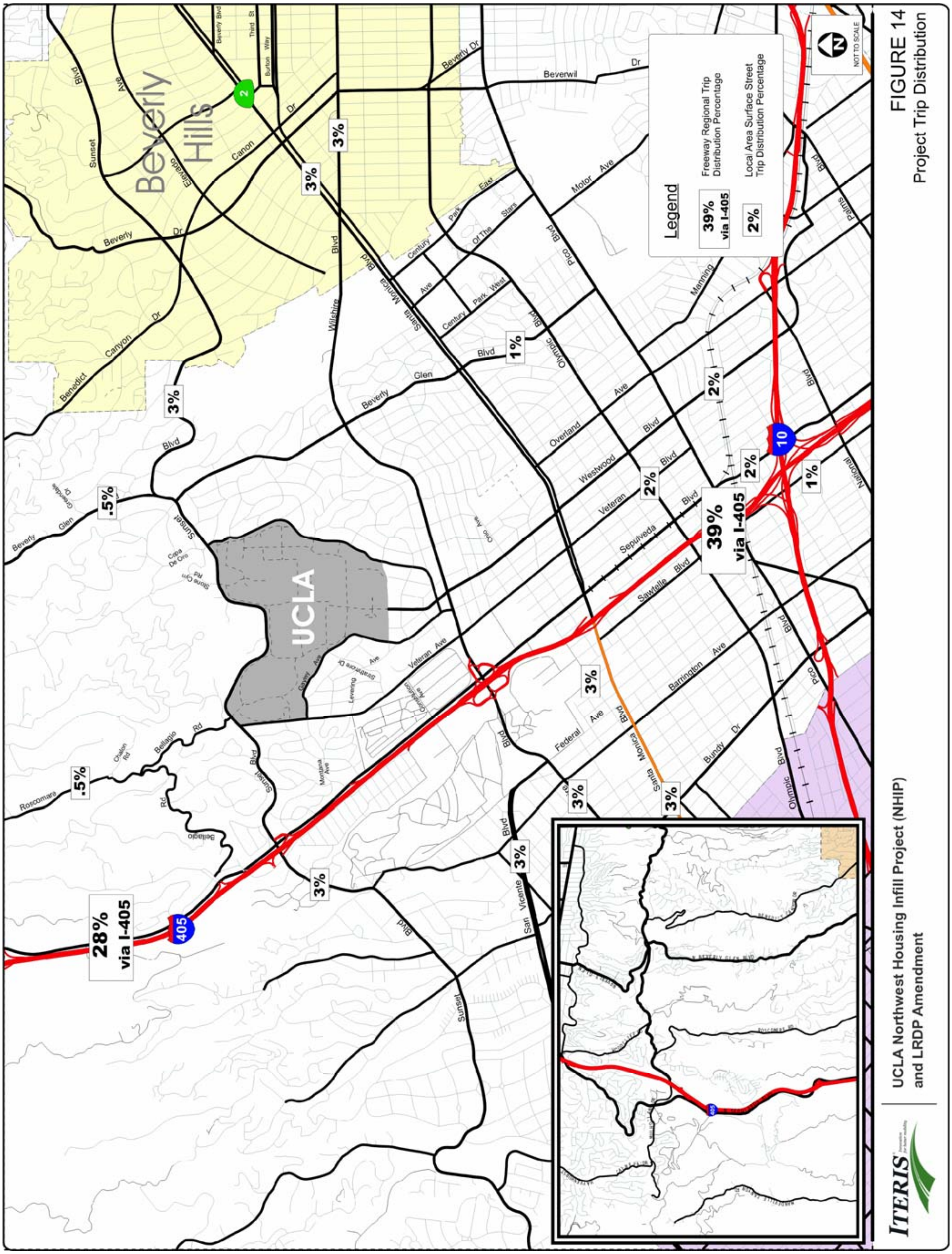
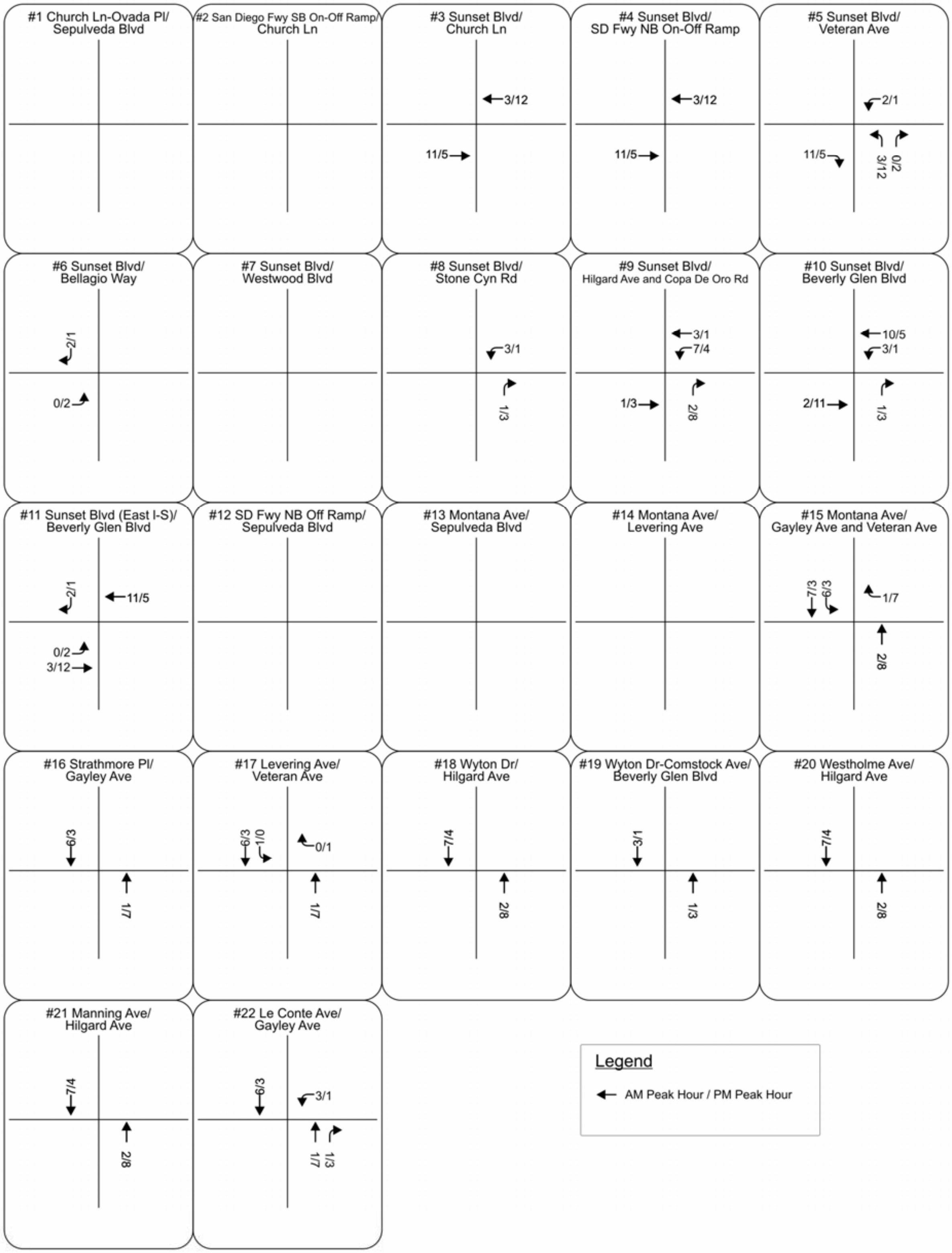


FIGURE 14
Project Trip Distribution
UCLA Northwest Housing Infill Project (NHIP)
and LRDP Amendment
ITERIS
Legend
39%
via I-405
Freeway Regional Trip Distribution Percentage
2%
Local Area Surface Street Trip Distribution Percentage
NOT TO SCALE
UCLA
Beverly Hills
28%
via I-405
39%
via I-405
405
10
2
3%
1%
2%
.5%



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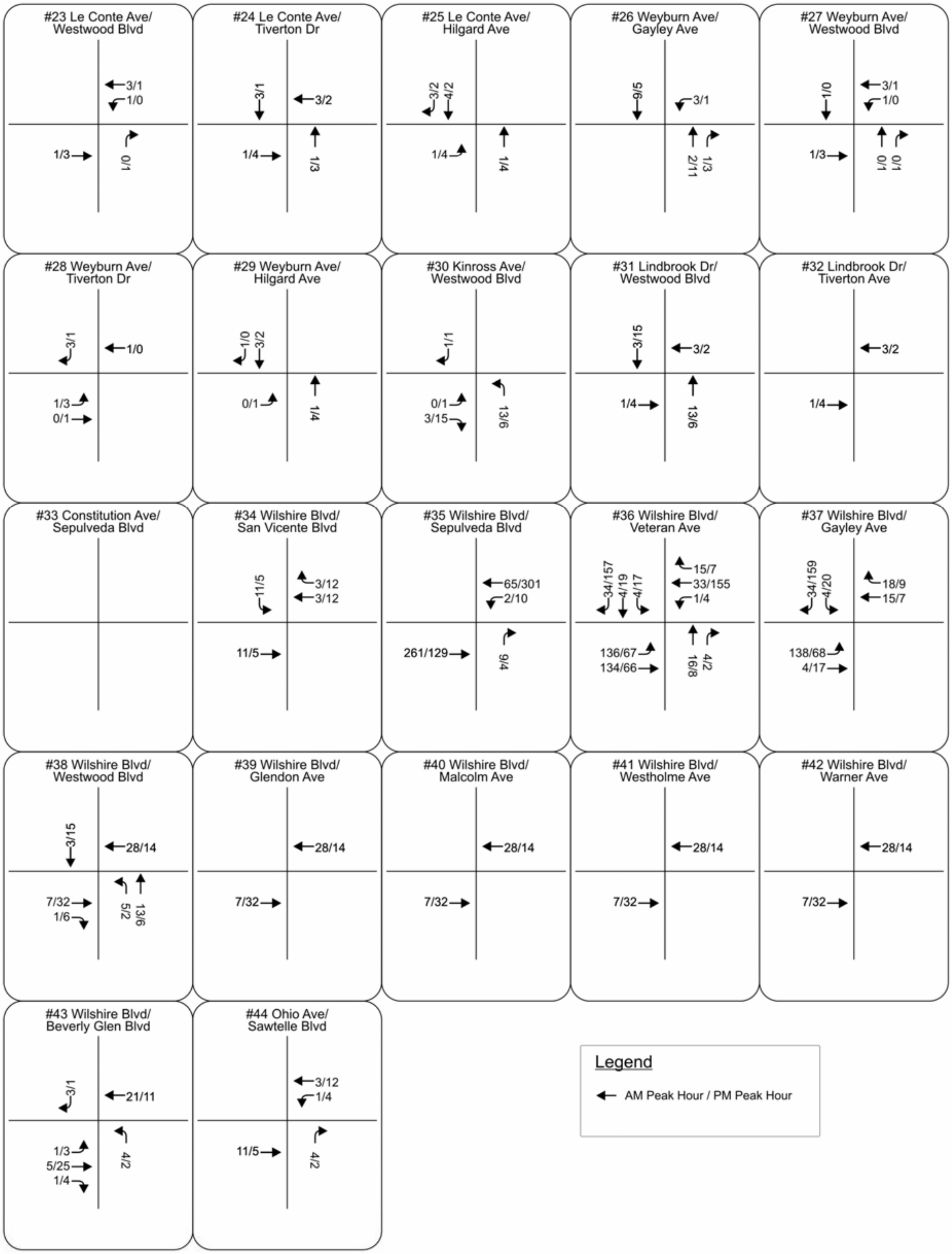
UCLA Northwest Housing Infill Project (NHIP) and LRDP Amendment

FIGURE 15A
Project-Only Peak Hour Turning Movement Volumes



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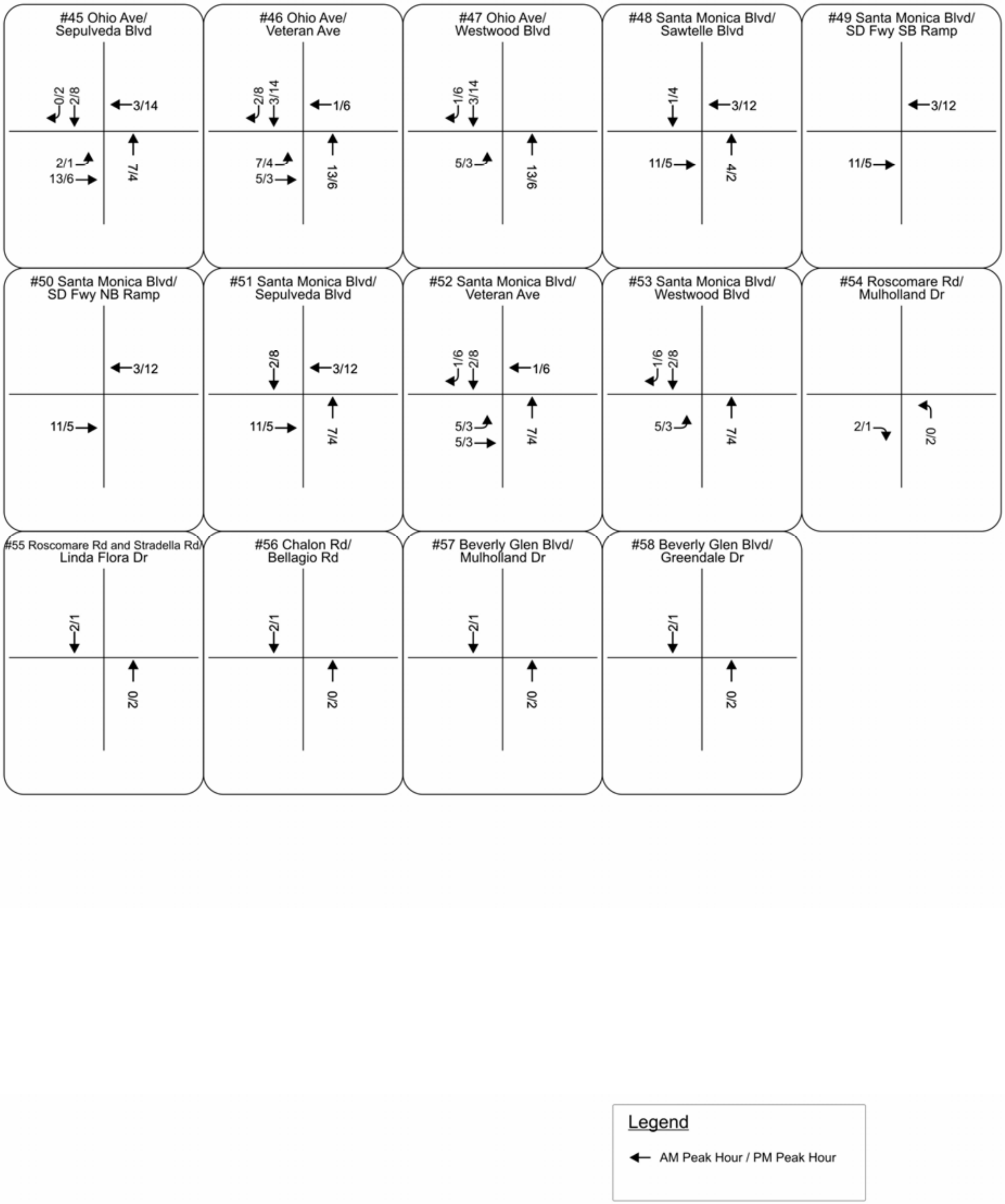
UCLA Northwest Housing Infill Project (NHIP) and LRDP Amendment

FIGURE 15B
Project-Only Peak Hour Turning Movement Volumes



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UCLA Northwest Housing Infill Project (NHIP) and LRDP Amendment

FIGURE 15C
Project-Only Peak Hour Turning Movement Volumes

TABLE 18A - FUTURE 2013 WITH PROJECT PEAK HOUR LEVEL OF SERVICE SUMMARY

Study Intersection	Future Without Project				Future With Project				AM Peak Hour		PM Peak Hour	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour					
	LOS	V/C or Del/Veh	LOS	V/C or Del/Veh	LOS	V/C or Del/Veh	LOS	V/C or Del/Veh	Δ in V/C or Del/Veh	Sig Impact Yes/No	Δ in V/C or Del/Veh	Sig Impact Yes/No
1 Church Ln-Ovada Pl/Sepulveda Blvd [1]	C	0.770	C	0.759	C	0.770	C	0.759	0.000	NO	0.000	NO
2. San Diego Freeway Southbound On/Off Ramps and Church Lane [1]	C	0.749	B	0.643	C	0.749	B	0.643	0.000	NO	0.000	NO
3. Sunset Boulevard and Church Lane [1]	D	0.837	C	0.780	D	0.838	C	0.784	0.001	NO	0.004	NO
4. Sunset Boulevard and San Diego Freeway Northbound On/Off Ramps [1]	E	0.929	A	0.366	E	0.933	A	0.368	0.004	NO	0.002	NO
5. Sunset Boulevard and Veteran Avenue [1]	E	0.907	D	0.836	E	0.914	D	0.847	0.007	NO	0.011	NO
6. Sunset Boulevard and Bellagio Way [1]	D	0.867	E	0.956	D	0.868	E	0.958	0.001	NO	0.002	NO
7. Sunset Boulevard and Westwood Boulevard [1]	A	0.576	A	0.493	A	0.576	A	0.493	0.000	NO	0.000	NO
8. Sunset Boulevard and Stone Canyon Road [1]	A	0.496	C	0.724	A	0.499	C	0.726	0.003	NO	0.002	NO
9. Sunset Boulevard and Hilgard Avenue/Copa De Oro Road [1]	E	0.945	D	0.846	E	0.951	D	0.852	0.006	NO	0.006	NO
10. Sunset Boulevard and Beverly Glen Boulevard [1]	E	0.933	F	1.071	E	0.936	F	1.076	0.003	NO	0.005	NO
11. Sunset Boulevard (East I/S) and Beverly Glen Boulevard [1]	F	1.203	F	1.212	F	1.209	F	1.216	0.006	NO	0.004	NO
12. San Diego Freeway Northbound Off Ramp and Sepulveda Boulevard [1]	A	0.500	A	0.560	A	0.500	A	0.560	0.000	NO	0.000	NO
13. Montana Avenue and Sepulveda Boulevard [1]	C	0.725	C	0.706	C	0.725	C	0.706	0.000	NO	0.000	NO
14. Montana Avenue and Levering Avenue (unsignalized)	D	27.0	F	96.7	D	27.0	F	96.7	0.0	NA	0.0	NA
15. Montana Avenue/Gayley Avenue and Veteran Avenue [1]	D	0.818	E	0.956	D	0.827	E	0.968	0.009	NO	0.012	YES
16. Strathmore Place and Gayley Avenue [1]	B	0.624	A	0.586	B	0.624	A	0.591	0.000	NO	0.005	NO
17. Levering Avenue and Veteran Avenue [1]	A	0.546	C	0.720	A	0.551	C	0.725	0.005	NO	0.005	NO
18. Wyton Drive and Hilgard Avenue [1]	A	0.396	A	0.415	A	0.399	A	0.418	0.003	NO	0.003	NO
19. Wyton Drive/Comstock Avenue and Beverly Glen Boulevard [1]	A	0.375	B	0.644	A	0.377	B	0.646	0.002	NO	0.002	NO
20. Westholme Avenue and Hilgard Avenue [1]	A	0.472	A	0.415	A	0.474	A	0.416	0.002	NO	0.001	NO
21. Manning Avenue and Hilgard Avenue [1]	A	0.245	A	0.261	A	0.246	A	0.262	0.001	NO	0.001	NO
22. Le Conte Avenue and Gayley Avenue [1]	A	0.487	A	0.581	A	0.488	A	0.582	0.001	NO	0.001	NO
23. Le Conte Avenue and Westwood Boulevard [1 2]	B	0.672	E	0.976	B	0.675	E	0.977	0.003	NO	0.001	NO
24. Le Conte Avenue and Tiverton Drive [1]	A	0.319	A	0.415	A	0.321	A	0.419	0.002	NO	0.004	NO
25. Le Conte Avenue and Hilgard Avenue [1]	A	0.528	A	0.535	A	0.529	A	0.540	0.001	NO	0.005	NO
26. Weyburn Avenue and Gayley Avenue [1]	A	0.570	B	0.697	A	0.571	B	0.692	0.001	NO	-0.005	NO
27. Weyburn Avenue and Westwood Boulevard [1]	B	0.674	F	1.247	B	0.677	F	1.249	0.003	NO	0.002	NO
28. Weyburn Avenue and Tiverton Drive (unsignalized)	A	9.2	C	24.2	A	9.2	C	24.8	0.0	NA	0.6	NA
29. Weyburn Avenue and Hilgard Avenue [1]	A	0.395	B	0.633	A	0.396	B	0.635	0.001	NO	0.002	NO
30. Kinross Avenue and Westwood Boulevard [1]	E	0.971	F	1.236	E	0.971	F	1.243	0.000	NO	0.007	NO
31. Lindbrook Drive and Westwood Boulevard [1]	B	0.612	B	0.666	B	0.619	B	0.67	0.007	NO	0.004	NO
32. Lindbrook Drive and Tiverton Avenue	B	0.648	B	0.606	B	0.648	B	0.608	0.000	NO	0.002	NO
33. Constitution Avenue and Sepulveda Boulevard [1]	A	0.470	C	0.711	A	0.470	C	0.711	0.000	NO	0.000	NO
34. Wilshire Boulevard and San Vicente Boulevard [1]	E	0.968	D	0.861	E	0.973	D	0.865	0.005	NO	0.004	NO
35. Wilshire Boulevard and Sepulveda Boulevard [1]	F	1.473	F	1.287	F	1.537	F	1.326	0.064	YES	0.039	YES
36. Wilshire Boulevard and Veteran Avenue [1]	F	1.223	F	1.730	F	1.259	F	1.848	0.036	YES	0.118	YES
37. Wilshire Boulevard and Gayley Avenue [1]	E	0.984	F	1.396	F	1.062	F	1.435	0.078	YES	0.039	YES
38. Wilshire Boulevard and Westwood Boulevard [1]	F	1.191	F	1.191	F	1.202	F	1.196	0.011	YES	0.005	NO

[1] Seven percent ATSAC and three percent ATCS reduction applied to final V/C.
[2] V/C calculation includes a 33 percent capacity reduction to the intersection to account for delay caused by the pedestrian scramble crosswalk.

TABLE 18A - FUTURE 2013 WITH PROJECT PEAK HOUR LEVEL OF SERVICE SUMMARY

Study Intersection	Future Without Project				Future With Project				AM Peak Hour		PM Peak Hour	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour					
	LOS	V/C or Del/Veh	LOS	V/C or Del/Veh	LOS	V/C or Del/Veh	LOS	V/C or Del/Veh	Δ in V/C or Del/Veh	Sig Impact Yes/No	Δ in V/C or Del/Veh	Sig Impact Yes/No
39. Wilshire Boulevard and Glendon Avenue [1]	E	0.953	E	0.931	E	0.959	E	0.938	0.006	NO	0.007	NO
40. Wilshire Boulevard and Malcolm Avenue (unsignalized)	F	OVRFL	F	OVRFL	F	OVRFL	F	OVRFL	OVRFL	NA	OVRFL	NA
41. Wilshire Boulevard and Westholme Avenue [1]	C	0.779	C	0.783	C	0.785	C	0.790	0.006	NO	0.007	NO
42. Wilshire Boulevard and Warner Avenue [1]	C	0.709	B	0.607	C	0.715	B	0.615	0.006	NO	0.008	
43. Wilshire Boulevard and Beverly Glen Boulevard [1]	E	0.905	D	0.812	E	0.915	D	0.818	0.010	**YES**	0.006	NO
44. Ohio Avenue and Sawtelle Boulevard [1]	E	0.95	D	0.832	E	0.961	D	0.840	0.011	**YES**	0.008	NO
45, Ohio Avenue and Sepulveda Boulevard [1]	C	0.785	D	0.825	C	0.794	D	0.838	0.009	NO	0.013	NO
46. Ohio Avenue and Veteran Avenue [1]	C	0.753	D	0.808	C	0.767	D	0.825	0.014	NO	0.017	NO
47. Ohio Avenue and Westwood Boulevard [1]	C	0.726	C	0.764	C	0.735	C	0.769	0.009	NO	0.005	NO
48. Santa Monica Boulevard and Sawtelle Boulevard [1]	F	1.362	F	1.508	F	1.366	F	1.511	0.004	NO	0.003	NO
49. Santa Monica Boulevard and San Diego Freeway (S/B)	F	1.222	F	1.123	F	1.222	F	1.124	0.000	NO	0.001	NO
50. Santa Monica Boulevard and San Diego Freeway (N/B)	F	1.029	F	1.140	F	1.030	F	1.140	0.001	NO	0.000	NO
51. Santa Monica Boulevard and Sepulveda Boulevard [1]	F	1.279	F	1.366	F	1.284	F	1.371	0.005	NO	0.005	NO
52. Santa Monica Boulevard and Veteran Avenue [1]	C	0.714	E	0.964	C	0.724	E	0.979	0.010	NO	0.015	**YES**
53. Santa Monica Boulevard and Westwood Boulevard [1]	F	1.118	F	1.043	F	1.121	F	1.048	0.003	NO	0.005	NO
54. Roscomare Road and Mulholland Drive [1]	C	0.769	B	0.676	C	0.769	B	0.677	0.000	NO	0.001	NO
55. Roscomare Road and Stradella Road/Linda Flora Drive (unsignalized)	B	14.0	B	11.1	B	14.1	B	11.2	0.1	NA	0.1	NA
56. Chalon Road and Bellagio Road (unsignalized)	B	13.1	C	15.3	B	13.1	C	15.4	0.0	NA	0.1	NA
57. Beverly Glen Boulevard and Mulholland Drive	F	1.019	F	1.082	F	1.020	F	1.083	0.001	NO	0.001	NO
58. Beverly Glen Boulevard and Greendale Drive	D	0.884	F	1.075	D	0.885	F	1.076	0.001	NO	0.001	NO

[1] Seven percent ATSAC and three percent ATCS reduction applied to final V/C.
OVRFL (Overflow) indicates over saturated congestion, typically on one approach of the intersection, where calculation of vehicle delay is not feasible due to the inability of the methodology to calculate extreme or infinite delays.

TABLE 18B - FUTURE 2013 WITH PROJECT PEAK HOUR LEVEL OF SERVICE SUMMARY (UNSIGNALIZED ANALYZED AS 2-PHASE SIGNALIZED INTERSECTION)

Study Intersection	Future Without Project				Future With Project				AM Peak Hour		PM Peak Hour	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour					
	LOS	V/C or Del/Veh	LOS	V/C or Del/Veh	LOS	V/C or Del/Veh	LOS	V/C or Del/Veh	Δ in V/C or Del/Veh	Sig Impact Yes/No	Δ in V/C or Del/Veh	Sig Impact Yes/No
14. Montana Ave/Levering Ave	F	1.031	B	0.694	F	1.031	B	0.694	0.000	NO	0.000	NO
28. Weyburn Ave/Tiverton Dr	A	0.365	C	0.703	A	0.366	C	0.707	0.001	NO	0.004	NO
40. Wilshire Blvd/Malcolm Ave	D	0.883	D	0.828	D	0.891	D	0.837	0.008	NO	0.009	NO
55. Roscomare Rd and Stradella Rd/Linda Flora Dr	A	0.544	A	0.491	A	0.546	A	0.492	0.002	NO	0.001	NO
56. Chalon Rd/Bellagio Rd	A	0.540	A	0.546	A	0.542	A	0.547	0.002	NO	0.001	NO

Note: Unsignalized intersections were analyzed with CMA as 2-phased signalized intersections with a capacity of 1,200.

Intersection Impacts

The results indicate that 28 of the 58 study intersections are projected to operate at LOS E or F under the Future 2013 With Project scenario during the AM peak hour, PM peak hour, or both. It should be noted that the same intersections that operate at LOS E or F under the Future 2013 Without Project scenario operate at LOS E or F under the Future 2013 With Project scenario as well.

4. Sunset Boulevard and San Diego Freeway Northbound On/Off Ramps - AM Peak Hour
5. Sunset Boulevard and Veteran Avenue - AM Peak Hour
6. Sunset Boulevard and Bellagio Way - PM Peak Hour
9. Sunset Boulevard and Hilgard Avenue/Copa De Oro Road - AM Peak Hour
10. Sunset Boulevard and Beverly Glen Boulevard - AM and PM Peak Hours
11. Sunset Boulevard (East l/S) and Beverly Glen Boulevard - AM and PM Peak Hours
14. Montana Avenue and Levering Avenue - PM Peak Hour (as unsignalized), AM Peak Hour (as signalized)
15. Montana Avenue/Gayley Avenue and Veteran Avenue - PM Peak Hour
23. Le Conte Avenue and Westwood Boulevard – PM Peak Hour
27. Weyburn Avenue and Westwood Boulevard - PM Peak Hour
30. Kinross Avenue and Westwood Boulevard - AM and PM Peak Hours
34. Wilshire Boulevard and San Vicente Boulevard - AM Peak Hour
35. Wilshire Boulevard and Sepulveda Boulevard - AM and PM Peak Hours
36. Wilshire Boulevard and Veteran Avenue - AM and PM Peak Hours
37. Wilshire Boulevard and Gayley Avenue - AM and PM Peak Hours
38. Wilshire Boulevard and Westwood Boulevard - AM and PM Peak Hours
39. Wilshire Boulevard and Glendon Avenue - AM and PM Peak Hours
40. Wilshire Boulevard and Malcolm Avenue - AM and PM Peak Hours
43. Wilshire Boulevard and Beverly Glen Boulevard - AM Peak Hour
44. Ohio Avenue and Sawtelle Boulevard - AM Peak Hour
48. Santa Monica Boulevard and Sawtelle Boulevard - AM and PM Peak Hours
49. Santa Monica Boulevard and San Diego Freeway (S/B) - AM and PM Peak Hours
50. Santa Monica Boulevard and San Diego Freeway (N/B) - AM and PM Peak Hours
51. Santa Monica Boulevard and Sepulveda Boulevard - AM and PM Peak Hours
52. Santa Monica Boulevard and Veteran Avenue - PM Peak Hour
53. Santa Monica Boulevard and Westwood Boulevard - AM and PM Peak Hours
57. Beverly Glen Boulevard and Mulholland Drive - AM and PM Peak Hours
58. Beverly Glen Boulevard and Greendale Drive - PM Peak Hour

Using the City Los Angeles Department of Transportation (LADOT) significant impact threshold criteria (located in Table 8 in the Traffic Operations Analysis Methodology section of the report), the NHIP and LRDP Amendment will result in eight significant impacts at the following study intersections:

15. Montana Avenue/Gayley Avenue and Veteran Avenue - PM Peak Hour

35. Wilshire Boulevard and Sepulveda Boulevard - AM and PM Peak Hours

36. Wilshire Boulevard and Veteran Avenue - AM and PM Peak Hours

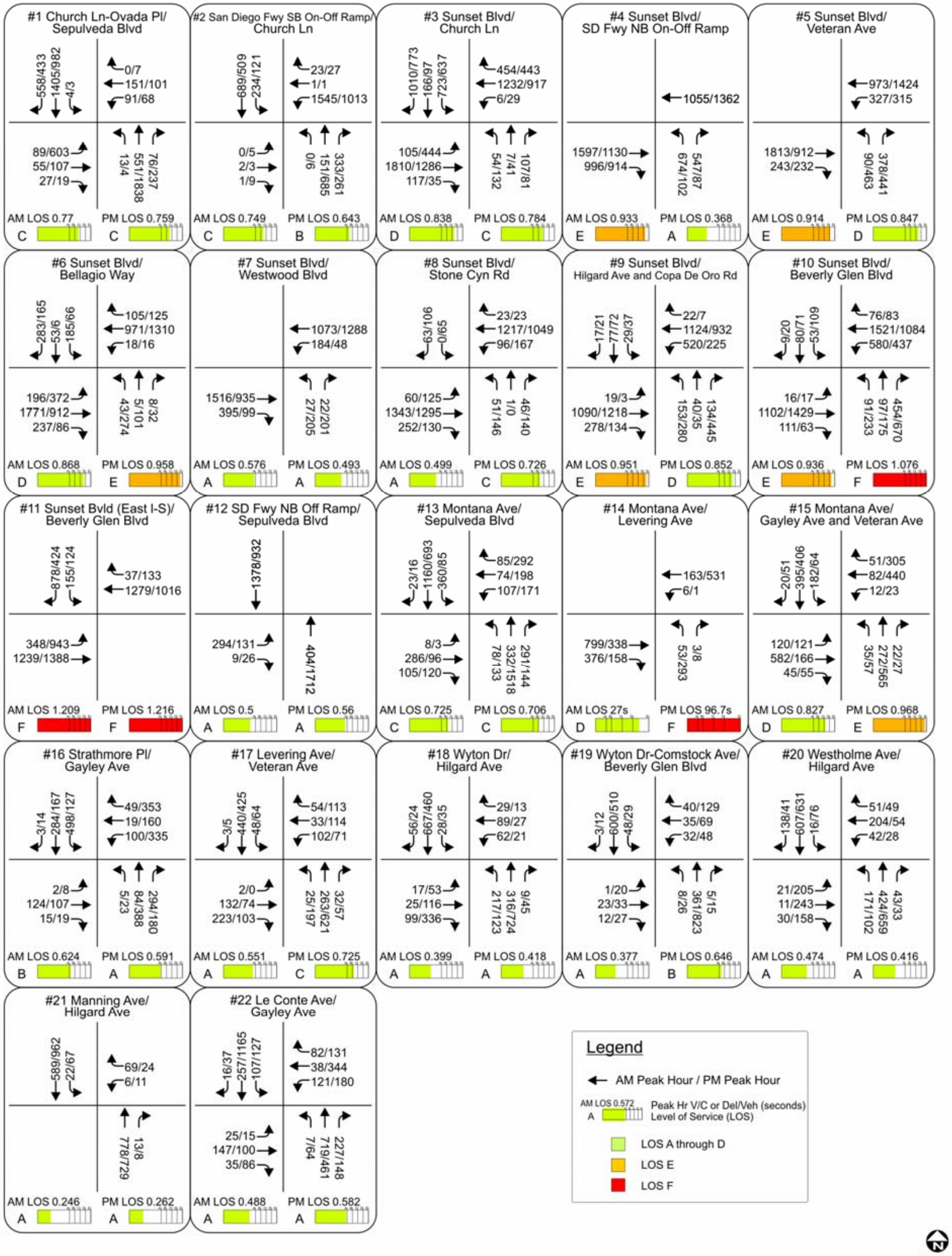
37. Wilshire Boulevard and Gayley Avenue - AM and PM Peak Hours

38. Wilshire Boulevard and Westwood Boulevard - AM Peak Hour

43. Wilshire Boulevard and Beverly Glen Boulevard - AM Peak Hour

44. Ohio Avenue and Sawtelle Boulevard - AM Peak Hour

52. Santa Monica Boulevard and Veteran Avenue - PM Peak Hour

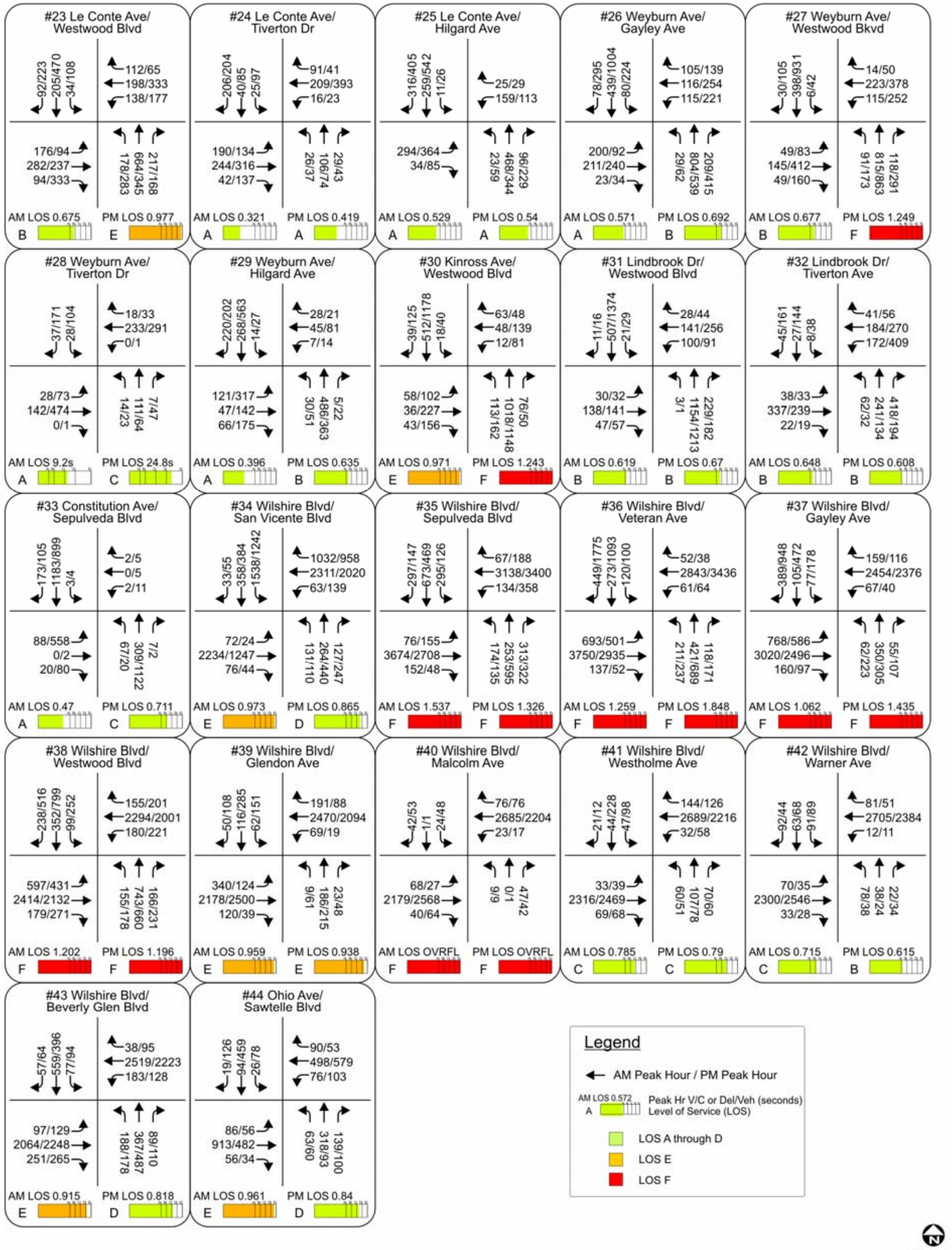


ITERIS

UCLA Northwest Housing Infill Project (NHIP) and LRDP Amendment

FIGURE 16A

Future 2013 With Project Peak Hour Turning Movement Volumes

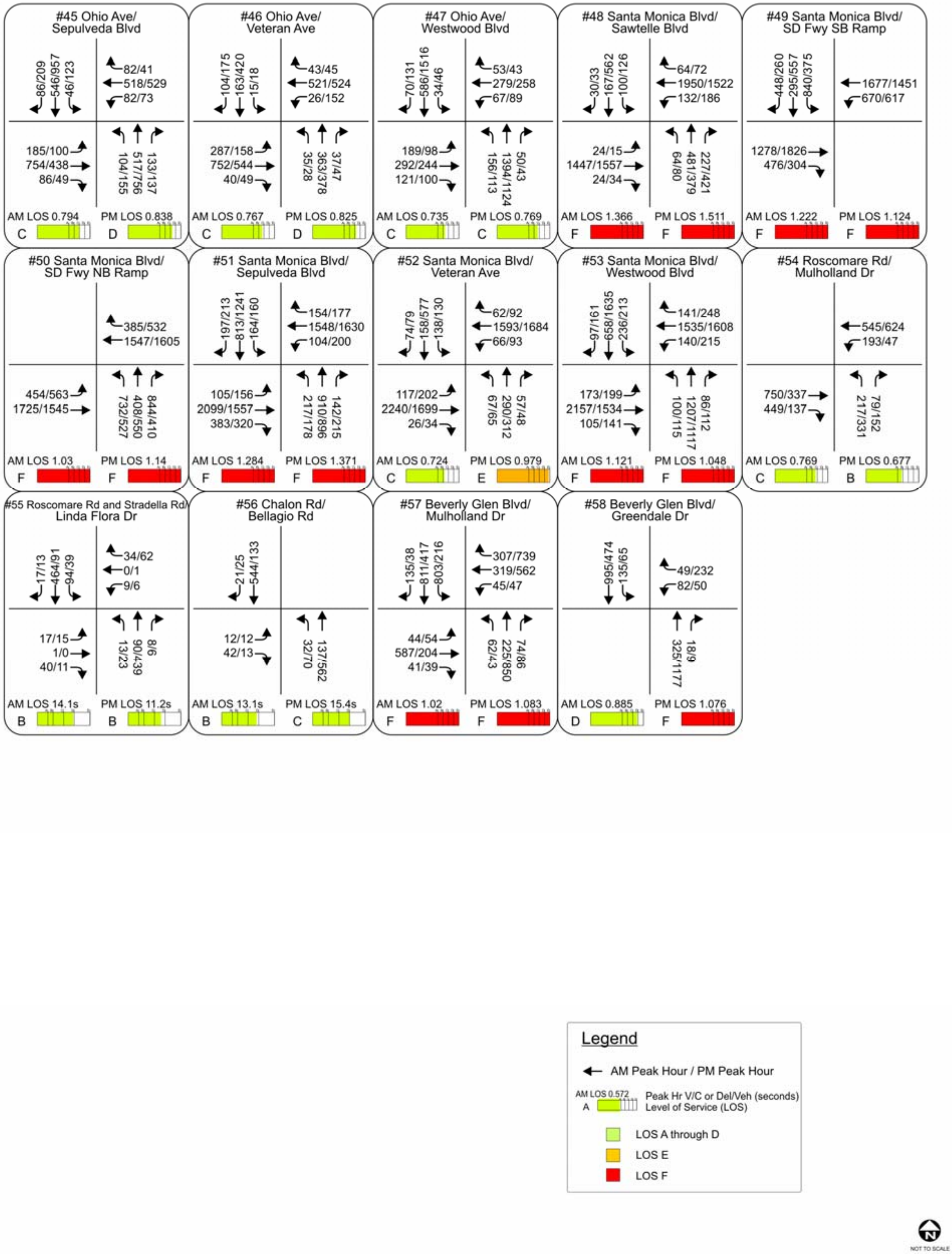


ITERIS

UCLA Northwest Housing Infill Project (NHIP) and LRDP Amendment

FIGURE 16B

Future 2013 With Project Peak Hour Turning Movement Volumes



UCLA Northwest Housing Infill Project (NHIP) and LRDP Amendment

FIGURE 16C

Future 2013 With Project Peak Hour Turning Movement Volumes

Analysis of Future 2013 Freeway Conditions

An examination was also made of freeway conditions under Future 2013 Without and With the NHIP and LRDP Amendment on the two regional facilities within the project study area, I-405 and I-10. Seven freeway segments were analyzed, as follows:

1. San Diego Freeway (I-405), south of Santa Monica Freeway (I-10)
2. San Diego Freeway (I-405), between Santa Monica Freeway (I-10) and Santa Monica Boulevard
3. San Diego Freeway (I-405), between Wilshire Boulevard and Santa Monica Boulevard
4. San Diego Freeway (I-405), between Sunset Boulevard and Wilshire Boulevard
5. San Diego Freeway (I-405), north of Sunset Boulevard
6. Santa Monica Freeway (I-10), between Bundy Drive and San Diego Freeway (I-405)
7. Santa Monica Freeway (I-10), between Overland Avenue and National Boulevard

Current traffic volumes on these freeway segments were obtained from several sources. Daily, AM and PM peak hour traffic volumes on the segments were obtained from the most current Caltrans data (2007 freeway volumes) on the Caltrans website (http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/). In addition, AM and PM peak hour directional splits were taken from the Los Angeles County 2004 Congestion Management Program (CMP). All of the 2007 freeway traffic volumes were increased by a growth factor of six percent (one percent per year) to reflect 2013 traffic conditions, per CMP traffic forecasting procedures. Existing freeway geometrics (e.g., number of mainline travel lanes) for each of the segments analyzed were determined from CMP data, aerial photographs, and field surveys. Segment peak hour traffic capacities were computed for each direction using established Highway Capacity manual (HCM) methodology. As detailed in procedures discussed in the HCM Chapter 3, each mainline travel lane is assumed to have a capacity of 2,000 vehicles per hour (VPH). The total directional capacities were then computed, and used in conjunction with the previously determined peak hour directional freeway segment volumes to calculate the Future 2013 Without Project (NHIP and LRDP Amendment) freeway levels of service in the project vicinity.

To calculate the Future 2013 With Project (NHIP and LRDP Amendment) freeway levels of service, project trips were added to the Future 2013 Without Project freeway volumes and the levels of service were calculated. The future daily 2013 freeway segment volumes, with and without the NHIP and LRDP Amendment, are provided below in **Table 19A**, and the future 2013 peak hour volumes are provided in **Tables 19B** and **19C**.

TABLE 19A - FUTURE 2013 DAILY FREEWAY SEGMENT VOLUMES

Freeway Segment	Direction	No. of Lanes	Freeway Capacity (veh/hr)	Future Without Project		Future With Project		
				2007 Daily Segment Volume	2013 Daily Segment Volume	2013 Daily Segment Volume	Project Added Daily Trips	2013 Daily Segment Volume With Project
1. I-405 South of I-10	N/B	5	10,000	280,000	296,800	296,800	1,408	298,208
	S/B	5	10,000					
2. I-405 Between I-10 and Santa Monica Blvd	N/B	5	10,000	296,500	314,290	314,290	2,496	316,786
	S/B	5	10,000					
3. I-405 Between Wilshire Blvd and Santa Monica Blvd	N/B	6	12,000	291,000	308,460	308,460	2,496	310,956
	S/B	6	12,000					
4. I-405 Between Sunset Blvd and Wilshire Blvd	N/B	5	10,000	271,500	287,790	287,790	1,792	289,582
	S/B	5	10,000					
5. I-405 North of Sunset Blvd	N/B	5	10,000	275,000	291,500	291,500	1,792	293,292
	S/B	4	8,000					
6. I-10 Between Bundy Dr and I-405	E/B	5	10,000	245,000	259,700	259,700	128	259,828
	W/B	5	10,000					
7. I-10 Between Overland Ave and National Blvd	E/B	5	10,000	261,000	276,660	276,660	960	277,620
	W/B	4	8,000					

Note: To provide the most conservative analysis, northbound I-405 between I-10 and US-101 does not include a HOV lane.
N/B: northbound; S/B: southbound; E/B: eastbound; W/B: westbound

TABLE 19B - FUTURE 2013 AM PEAK HOUR FREEWAY SEGMENT VOLUMES

Freeway Segment	Direction	No. of Lanes	Freeway Capacity	Future Without Project						Future With Project					Δ in D/C
				2007 Peak Segment Volume	2013 Peak Segment Volume	Distribution Split	2013 Peak Hour Volume	LOS	D/C	2013 Peak Hour Volume	Pk Hr Project Added Trips	2013 Pk Hr Vol With Project	LOS	D/C	
1. I-405 South of I-10	N/B	5	10,000	17,800	18,868	60%	11,321	F(0)	1.132	11,321	79	11,400	F(0)	1.140	0.008
	S/B	5	10,000	17,800	18,868	40%	7,547	C	0.755	7,547	20	7,567	C	0.757	0.002
2. I-405 Between I-10 and Santa Monica Blvd	N/B	5	10,000	20,550	21,783	60%	13,070	F(1)	1.307	13,070	140	13,210	F(1)	1.321	0.014
	S/B	5	10,000	20,550	21,783	40%	8,713	D	0.871	8,713	35	8,748	D	0.875	0.003
3. I-405 Between Wilshire Blvd and Santa Monica Blvd	N/B	6	12,000	20,300	21,518	60%	12,911	F(0)	1.076	12,911	140	13,051	F(0)	1.088	0.012
	S/B	6	12,000	20,300	21,518	40%	8,607	C	0.717	8,607	35	8,642	C	0.720	0.003
4. I-405 Between Sunset Blvd and Wilshire Blvd	N/B	5	10,000	18,950	20,087	60%	12,052	F(0)	1.205	12,052	25	12,077	F(0)	1.208	0.002
	S/B	5	10,000	18,950	20,087	40%	8,035	D	0.803	8,035	100	8,135	D	0.813	0.010
5. I-405 North of Sunset Blvd	N/B	5	10,000	17,000	18,020	42%	7,568	C	0.757	7,568	25	7,593	C	0.759	0.003
	S/B	4	8,000	17,000	18,020	58%	10,452	F(1)	1.306	10,452	100	10,552	F(1)	1.319	0.013
6. I-10 Between Bundy Dr and I-405	E/B	5	10,000	17,800	18,868	58%	10,943	F(0)	1.094	10,943	2	10,945	F(0)	1.095	0.000
	W/B	5	10,000	17,800	18,868	42%	7,925	D	0.792	7,925	7	7,932	D	0.793	0.001
7. I-10 Between Overland Ave and National Blvd	E/B	5	10,000	17,400	18,444	60%	11,066	F(0)	1.107	11,066	54	11,120	F(0)	1.112	0.005
	W/B	4	8,000	17,400	18,444	40%	7,378	D	0.922	7,378	13	7,391	D	0.924	0.002

Note: To provide the most conservative analysis, northbound I-405 between I-10 and US-101 does not include a HOV lane.
N/B: northbound; S/B: southbound; E/B: eastbound; W/B: westbound; D/C: demand to capacity

TABLE 19C - FUTURE 2013 PM PEAK HOUR FREEWAY SEGMENT VOLUMES

Freeway Segment	Direction	No. of Lanes	Freeway Capacity	Future Without Project						Future With Project					Δ in D/C
				2007 Peak Segment Volume	2013 Peak Segment Volume	Distribution Split	2013 Peak Hour Volume	LOS	D/C	2013 Peak Hour Volume	Pk Hr Project Added Trips	2013 Pk Hr Vol With Project	LOS	D/C	
1. I-405 South of I-10	N/B	5	10,000	17,800	18,868	52%	9,811	E	0.981	9,811	39	9,850	E	0.985	0.004
	S/B	5	10,000	17,800	18,868	48%	9,057	D	0.906	9,057	91	9,148	D	0.915	0.009
2. I-405 Between I-10 and Santa Monica Blvd	N/B	5	10,000	20,550	21,783	52%	11,327	F(0)	1.133	11,327	69	11,396	F(0)	1.140	0.007
	S/B	5	10,000	20,550	21,783	48%	10,456	F(0)	1.046	10,456	161	10,617	F(0)	1.062	0.016
3. I-405 Between Wilshire Blvd and Santa Monica Blvd	N/B	6	12,000	20,300	21,518	52%	11,189	E	0.932	11,189	69	11,258	E	0.938	0.006
	S/B	6	12,000	20,300	21,518	48%	10,329	D	0.861	10,329	161	10,490	D	0.874	0.013
4. I-405 Between Sunset Blvd and Wilshire Blvd	N/B	5	10,000	18,950	20,087	52%	10,445	F(0)	1.045	10,445	116	10,561	F(0)	1.056	0.012
	S/B	5	10,000	18,950	20,087	48%	9,642	E	0.964	9,642	50	9,692	E	0.969	0.005
5. I-405 North of Sunset Blvd	N/B	5	10,000	17,000	18,020	64%	11,533	F(0)	1.153	11,533	116	11,649	F(0)	1.165	0.012
	S/B	4	8,000	17,000	18,020	36%	6,487	D	0.811	6,487	50	6,537	D	0.817	0.006
6. I-10 Between Bundy Dr and I-405	E/B	5	10,000	17,800	18,868	48%	9,057	D	0.906	9,057	8	9,065	D	0.906	0.001
	W/B	5	10,000	17,800	18,868	52%	9,811	E	0.981	9,811	4	9,815	E	0.982	0.000
7. I-10 Between Overland Ave and National Blvd	E/B	5	10,000	17,400	18,444	62%	11,435	F(0)	1.144	11,435	27	11,462	F(0)	1.146	0.003
	W/B	4	8,000	17,400	18,444	38%	7,009	D	0.876	7,009	62	7,071	D	0.884	0.008

Note: To provide the most conservative analysis, northbound I-405 between I-10 and US-101 does not include a HOV lane.
N/B: northbound; S/B: southbound; E/B: eastbound; W/B: westbound; D/C: demand to capacity

As shown in Table 19B and 19C below, all study segments on the San Diego Freeway (I-405) and the Santa Monica Freeway (I-10) are projected operate at or above design capacity during at least one of the peak hours under Future 2013 conditions, with and without the Project, resulting in severe congestion and travel speeds of less than 25 miles per hour. The freeway segments that are projected to operate at LOS E or F during the AM or PM peak hour, or both are listed below:

1. San Diego Freeway (I-405), south of Santa Monica Freeway (I-10)
    - AM Peak Hour
        - Northbound - LOS F(0)
    - PM Peak Hour
        - Northbound - LOS E

2. San Diego Freeway (I-405), between Santa Monica Freeway (I-10) and Santa Monica Boulevard
    - AM Peak Hour
        - Northbound - LOS F(1)
    - PM Peak Hour
        - Northbound - LOS F(0)
        - Southbound - LOS F(0)

3. San Diego Freeway (I-405), between Wilshire Boulevard and Santa Monica Boulevard
    - AM Peak Hour
        - Northbound - LOS F(0)
    - PM Peak Hour
        - Northbound - LOS E

4. San Diego Freeway (I-405), between Sunset Boulevard and Wilshire Boulevard
    - AM Peak Hour
        - Northbound - LOS F(0)
    - PM Peak Hour
        - Northbound - LOS F(0)
        - Southbound - LOS E

5. San Diego Freeway (I-405), north of Sunset Boulevard
    - AM Peak Hour
        - Southbound - LOS F(1)
    - PM Peak Hour
        - Northbound - LOS F(0)

6. Santa Monica Freeway (I-10), between Bundy Drive and San Diego Freeway (I-405)
    - AM Peak Hour
        - Eastbound - LOS F(0)
    - PM Peak Hour
        - Westbound - LOS E

7. Santa Monica Freeway (I-10), between Overland Avenue and National Boulevard
    - AM Peak Hour
        - Eastbound - LOS F(0)
    - PM Peak Hour
        - Eastbound - LOS F(0)

The CMP defines regional project impacts as significant if the D/C ratio increases by 0.020 or more and the final (with Project) LOS is F. According to Tables 19B and 19C, all of the analyzed freeway segments would be operating at LOS E or F in one or both of the peak hours. However, the San Diego Freeway (I-405) and the Santa Monica Freeway (I-10) would not experience a project-related increase in traffic demand by two percent; thus, no significant impacts occur as a result of the NHIP and LRDP Amendment.

CONGESTION MANGEMENT PROGRAM ANALYSIS

The Congestion Management Program (CMP) was created statewide as a result of Proposition 111 and has been implemented locally by the Los Angeles County Metropolitan Transportation Authority (Metro). The CMP for Los Angeles County requires that the traffic impact of individual development projects of potential regional significance be analyzed. A specific system of arterial roadways plus all freeways comprise the CMP system. A total of 164 intersections are identified for monitoring on the system in Los Angeles County. This section describes the analysis of project-related impacts on the CMP system. The analysis has been conducted according to the guidelines set forth in the 2004 Congestion Management Program for Los Angeles County.

According to the CMP Traffic Impact Analysis (TIA) Guidelines developed by the MTA, a traffic impact analysis is required given the following conditions:

- CMP arterial monitoring intersections, including freeway on- or off-ramps, where the proposed project would add 50 or more trips during either the AM or PM weekday peak hours.

- CMP freeway monitoring locations where the proposed project would add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.

CMP Intersection Analysis

Three of the proposed 58 study area intersections are part of the 164 CMP arterial monitoring locations. The three CMP intersections are listed below in **Table 20**.

TABLE 20 - CMP ARTERIAL MONITORING STATIONS

CMP Int. No	Responsible Agency	CMP Route	Cross Street
62	Los Angeles City	Santa Monica Boulevard	Westwood Boulevard
86	Los Angeles City	Wilshire Boulevard	Beverly Glen Boulevard
88	Los Angeles City	Wilshire Boulevard	Sepulveda Boulevard

After calculating the number of project-related trips assigned to the street network using the TRAFFIX model, it has been determined that the proposed project will add 50 or more trips to one CMP arterial monitoring station: the intersection of Wilshire Boulevard and Sepulveda Boulevard. Specifically, the CMP arterial monitoring station located at this intersection would experience an increase of 337 AM project related trips and 444 PM project related trips during the weekday. This intersection is shown to experience a significant impact during the AM and PM peak hour and has been analyzed as part of the traffic impact study. It should be noted that the proposed project will not add 50 or more trips to the intersection of Wilshire Boulevard and Beverly Glen Boulevard. However, it was analyzed as part of the traffic study and is projected to be significantly impacted by the proposed project during the AM peak hour. A summary of that analysis is listed in **Table 21** below.

TABLE 21 - CMP ARTERIAL MONITORING STATION ANALYSIS

Intersection	Weekday									
	AM Peak Hour					PM Peak Hour				
	Future W/O Project		Future With Project		Δ in V/C	Future W/O Project		Future With Project		Δ in V/C
	LOS	V/C	LOS	V/C		LOS	V/C	LOS	V/C	
Wilshire Blvd / Sepulveda Blvd	F	1.503	F	1.317	**0.064**	F	1.567	F	1.356	**0.039**

The other two CMP arterial monitoring stations located at Santa Monica Boulevard and Westwood Boulevard and Wilshire Boulevard and Beverly Glen Boulevard are not anticipated to accumulate more than 50 project-related trips during the weekday AM or PM peak period. The intersection of Santa Monica Boulevard and Westwood Boulevard is projected to accumulate 15 AM peak hour project-related trips and 21 PM peak hour project-related trips, and the intersection of Wilshire Boulevard and Beverly Glen Boulevard is projected to accumulate 35 AM peak hour project-related trips and 46 PM project-related trips.

CMP Mainline Freeway Segment Analysis

The focus of this analysis is to determine whether project-related trips would significantly impact the freeway system according to CMP guidelines and threshold of significance. For purposes of analyzing the mainline freeway impact of the project, the nearest CMP freeway monitoring stations along I-405 and I-10 are listed below in **Table 22**.

TABLE 22 - CMP FREEWAY MONITORING STATIONS

CMP Station	Fwy Rte	Post Mile	Location
1010	I-10	R2.17	Lincoln Boulevard
1011	I-10	R6.75	e/o Overland Avenue
1012	I-10	R10.71	e/o La Brea Avenue Under Crossing
1070	I-405	28.3	n/o Venice Boulevard
1071	I-405	35.81	s/o Mulholland Drive

As noted, according to the guidelines for CMP Transportation Impact Analysis, if the proposed project fails to add 150 or more trips, in either direction, during the AM or PM weekday peak period, no further traffic analysis is required. To calculate the number of project related trips added to I-405 and I-10, the total number of trips generated during the AM and PM peak periods were calculated and distributed across the network in accordance with the trip distribution rates.

As shown in Table 19C, the project is expected to add 161 southbound trips during the PM peak hour on I-405 between Wilshire Boulevard and I-10. The closest CMP monitoring station to the north is I-405, south of Mulholland Drive. At this location, project-related trips are expected to be less than 150 (25 northbound and 100 southbound during the AM peak hour, and 116 northbound and 50 southbound during the PM peak hour) since most inbound and outbound project traffic will utilize the I-405 ramps at Wilshire Boulevard to get to and from Parking Lot 36 at UCLA. The closest CMP monitoring station to the south is I-405 north of Venice Boulevard. Since the 161 southbound project-related trips between Wilshire Boulevard and I-10 will be distributed east and west on I-10, in addition to I-405, the CMP monitoring station at I-405 north of Venice Boulevard is also expected to have less than 150 project-related trips (79 northbound and 20 southbound during the AM peak hour, and 39 northbound and 91 southbound during the PM peak hour). All other CMP freeway monitoring stations near the Project are expected to experience less than 150 project-related trips in either direction during the AM and PM peak hours; thus, no further CMP mainline freeway segment analysis is required.

CMP Transit Impact Review

As previously discussed, UCLA currently operates a range of Transportation Demand Management programs, including vanpools, carpools, shuttle buses and support for other modes. Services are provided to all commuters, especially those without parking permits, by the Commuter Assistance-Rideshare ("CAR") office. The CAR office has achieved a ridesharing rate that meets the existing trip caps, parking cap, and the 1.5 AVR goal set by the SCAQMD . This study assumes that these goals will continue to be met under the NHIP and Revised LRDP. In addition, the UCLA campus is served by 24 bus lines operated by six public transit operators.

As shown in **Table 23A**, there are currently about 46,478 commuters who are employed or are non-resident students at UCLA. There are 24,418 parking permits issued to these commuters, or approximately half of the total commuters. The remainder (approximately 22,060 persons) must utilize an alternative mode to travel to and from campus, including vanpools, buses, walking, bicycling, or other alternative means.

With implementation of the NHIP and LRDP Amendment, as shown in **Table 23B**, the future number of commuters without parking is estimated to increase by approximately 2,114 commuters compared to the Existing (same as Future Without Project) condition.

TABLE 23A - CURRENT COMMUTERS (SAME AS FUTURE (2013) WITHOUT PROJECT)

Group	Number	Parking Permits	Other Commuters
Faculty & Staff	22,268	15,473	6,795
Commuter Students	24,210	8,945	15,265
Total	**46,478**	**24,418**	**22,060**

TABLE 23B - FUTURE (2013) COMMUTERS- WITH PROJECT

Group	Number	Parking Permits	Other Commuters
Faculty & Staff	23,355	16,321	7,034
Commuter Students	23,473	6,333	17,140
Total	**46,828**	**22,654**	**24,174**

As stated in the Campus TDM Program section of the report, the UCLA TDM Program began in 1984 with a mission of using parking fees and other UCLA resources to achieve cost-effective reductions in campus trip generation and parking demand, while increasing mobility options for faculty, staff, and students. LRDP Mitigation Measure C-1.1, included in the Final EIR for the 1990 LRDP and carried forward in the 2002 LRDP required that the TDM program be continued and expanded. As a result, the UCLA TDM program has grown into a comprehensive program that offers a broad range of services to encourage and assist UCLA commuters in utilizing alternatives to the single-occupancy vehicle. As part of its on-going TDM Program, UCLA actively provides and promotes vanpools; carpool matching and parking incentive programs; financial incentives for carpool and vanpool participants; accommodation of the use of other modes of transit, including bicycles, motorcycles, and scooters; alternative work schedules and telecommuting; annual distribution of the UCLA Commuter's Guide; parking control management; and restricting access to main campus parking facilities for on-campus housing residents. UCLA has one of the most comprehensive TDM programs in the country, with the largest vanpool program of any public or private university. During the more than 24 years of operation, UCLA's TDM program has remained at the leading edge of such programs, and has received numerous awards from regional and local agencies, including the State of California's Governor's awards, the City of Los Angeles Mayoral award, and Rideshare Program awards from the South Coast Air Quality Management District (SCAQMD) and Southern California Association of Governments (SCAG).

CMP Measures to Encourage Public Transit Patronage

The Los Angeles County CMP states the "information on facilities and/or programs that will be incorporated in the development plan that will encourage public transit use" should be included into the EIR transit impact analysis (2004 Congestion Management Program for Los Angeles County, Appendix B, p. B-6). UCLA actively provides and promotes: vanpools; carpool matching and parking incentive programs; financial incentives for carpool and vanpool participants; accommodation of the use of other modes of transit, including bicycles, motorcycles, and scooters; alternative work schedules and telecommuting; a car share program; annual distribution of the UCLA Commuter's Guide; parking control management; and access restriction to main campus parking facilities for on campus housing residents. As a result, UCLA has one of the most comprehensive TDM programs in the country with the largest vanpool program of any public or private university. The UCLA campus is also served by 24 bus routes operated by six public transit operators. Services are provided to all commuters, especially those without parking permits, by the CAR office. Since 1990, when the SCAQMD first required a survey of all employees to determine AVR, the TDM program increased the campus-wide AVR from 1.26 to 1.60 by fall 2007, exceeding the goal of 1.5 set by the SCAQMD. Continued implementation of the TDM program is necessary to ensure that reductions in parking demand that have been achieved to date are maintained throughout the LRDP Amendment's planning horizon.

In continued compliance with 2002 LRDP Final EIR PP 4.13-1(d), UCLA is pursuing the following additional facilities and/or programs to help encourage public transit patronage for project-related trips. Note that the implementation responsibilities for some of these facilities and programs would fall on agencies other than UCLA, the lead agency for this project. Thus, coordination between UCLA and local and regional transit providers would be required for several of these items.

- **Transit Priority System** – UCLA is participating in an LADOT and Metro project to implement a system that uses advanced technology to give Rapid Buses (both Metro and Culver City Bus) traffic signal priority for transit routes on campus.

- **Transit Pass Subsidy Agreement Expansion** – UCLA continues to expand its transit pass subsidy program, having added Santa Clarita Transit and LADOT subsidies in 2007. Further expansion plans include Antelope Valley, which runs commuter buses to West Los Angeles daily, and AMTRAK buses, offering connections to AMTRAK train service.

- **Advanced Traveler Information System** – UCLA is partnering with transit agencies to provide route and arrival and departure time information to transit patrons on campus.

- **Program Marketing and Promotion** – UCLA employs continual marketing campaigns intended to shift single-occupant vehicle trips to alternative modes, including public transit. Targeting marketing based on spatial distribution of customers and transit service options; promotional campaigns offering free transit passes; and provision of commute options including transit to new employees and incoming students are examples of the behavioral adaptation approaches used to shift trips to public transit.

MITIGATION MEASURES

As shown in Tables 18A and 18B, implementation of the UCLA NHIP and LRDP Amendment would result in significant impacts at eight of the 58 study intersections. To determine the feasibility of mitigating impacts at these intersections, the following potential mitigation measures have been considered.

Intersection No. 15 - Montana Avenue/Gayley Avenue and Veteran Avenue- Physical modification of the intersection could be used to mitigate potential impacts. As identified in conjunction with the environmental review of previous UCLA projects, one potential option for a physical improvement is to widen Gayley Avenue, east of Veteran Avenue, to create a dedicated right turn lane for westbound vehicles turning north onto Veteran Avenue. However, this measure has been rejected previously as infeasible due to the presence of a major utility vault that accommodates multiple utility lines serving both campus and off-campus facilities, which would have to be relocated. Assuming another location for the vault could be found, construction to move the vault and utility lines would be cost prohibitive and disruptive. Therefore, the University considers this measure infeasible. No other feasible mitigation measures have been identified to mitigate the potentially significant impact at this location.

Intersection No. 35 - Wilshire Boulevard and Sepulveda Boulevard- Physical modification of the intersection to improve capacity could be used to mitigate potential impacts. However, this intersection is fully improved within the existing right-of-way and therefore, re-striping is not possible. Widening is not possible because the roadways under the San Diego Freeway underpasses (including the on- and off-ramps) are at or near capacity. No other feasible mitigation options have been identified for this intersection.

Intersection No. 36 - Wilshire Boulevard and Veteran Avenue- In conjunction with their approval of the Southwest Campus Housing and Parking project, The Regents adopted a mitigation measure (SWH C-6.2), to fund ATCS installation at Wilshire Boulevard and Veteran Avenue. Mitigation measure SWH C-6.2 also included widening the east side of Veteran Avenue (on University property), and re-striping Veteran Avenue to create dual right-turn only lanes in the southbound direction for cars turning onto westbound Wilshire Boulevard. These physical improvements to this intersection were completed in 2005. Because of the proximity of adjacent land uses to the roadway [including the Los Angeles National Cemetery (which is surrounded by a concrete and metal fence), the West Los Angeles Federal Building (which is surrounded by concrete bollards), and a private office building] and the presence of street trees along Wilshire Boulevard and Veteran Avenue, additional widening of Wilshire Boulevard (east and west of the intersection) or Veteran Avenue (south of Wilshire Boulevard, or on the west side of the roadway, north of Wilshire Boulevard) is not considered feasible. Additional widening of Veteran Avenue on the east side, north of Wilshire Boulevard (on University property) may be possible. However, this would result in an additional offset of the north and south legs of the intersection, requiring vehicles to veer when crossing the intersection, which could pose a traffic hazard. No other feasible mitigation measures have been identified for this intersection.

Intersection No. 37 - Wilshire Boulevard and Gayley Avenue- Physical modification of the intersection to improve capacity could be used to mitigate potential impacts. However, this intersection is fully improved within the existing right-of-way and therefore re-striping is not possible. Widening would require acquisition of land by the City of Los Angeles, and due to proximity of office or retail uses adjacent to the roadways, is not feasible. No other feasible mitigation options have been identified for this intersection.

Intersection No. 38 - Wilshire Boulevard and Westwood Boulevard- Physical modification of the intersection to improve capacity could be used to mitigate potential impacts. However, this intersection is fully improved within the existing right-of-way and therefore re-striping is not possible. Widening would require acquisition of land by the City of Los Angeles, and due to proximity of office or retail uses adjacent to the roadways, is not feasible. No other feasible mitigation options have been identified for this intersection.

Intersection No. 43 - Wilshire Boulevard and Beverly Glen Boulevard- Physical modification of the intersection to improve capacity could be used to mitigate potential impacts. However, this intersection is fully improved within the existing right-of-way and therefore re-striping is not possible. Widening would require acquisition of land by the City of Los Angeles, and due to long-standing opposition by the local community, and is not feasible. No other feasible mitigation options have been identified for this intersection.

Intersection No. 44 - Ohio Avenue and Sawtelle Boulevard- Physical modification of the intersection to improve capacity could be used to mitigate potential impacts. However, this intersection is fully improved within the existing right-of-way and therefore re-striping is not possible. Widening would require acquisition of land by the City of Los Angeles, and due to the proximity of adjacent land uses to the roadway (including the Veterans Administration), is not feasible. No other feasible mitigation options have been identified for this intersection.

Intersection No. 52 - Santa Monica Boulevard (North) and Veteran Avenue- Physical modification of the intersection to improve capacity could be used to mitigate potential impacts. However, this intersection has been fully improved within the existing right-of-way after the completion of the Santa Monica Boulevard Transitway project. No other feasible mitigation options have been identified for this intersection.

Residual Significant Impacts

Implementation of the UCLA NHIP and LRDP Amendment would result in significant and unavoidable impacts at the following intersections:

15. Montana Avenue/Gayley Avenue and Veteran Avenue - PM Peak Hour

35. Wilshire Boulevard and Sepulveda Boulevard- AM and PM Peak Hours

36. Wilshire Boulevard and Veteran Avenue- AM and PM Peak Hours

37. Wilshire Boulevard and Gayley Avenue- AM and PM Peak Hours

38. Wilshire Boulevard and Westwood Boulevard - AM Peak Hour

43. Wilshire Boulevard and Beverly Glen Boulevard - AM Peak Hour

44. Ohio Avenue and Sawtelle Boulevard - AM Peak Hour

52. Santa Monica Boulevard and Veteran Avenue - PM Peak Hour

CONCLUSIONS

Iteris, Inc. has evaluated 58 intersections, located in the City of Los Angeles, for potential significant impacts resulting from the proposed UCLA NHIP and LRDP Amendment. After a detailed analysis of projected operating conditions was completed for the Existing, Future 2013 Without Project, and Future 2013 With Project scenarios, the following conclusions can be made:

- New traffic counts were conducted by a professional data collection company at study area intersections during the AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) peak period. Traffic counts were conducted during January and February 2008. The counts were conducted manually at each of the 58 study intersections, where count personnel tracked the number of vehicles making each possible turning movement. The peak hour traffic volumes for each intersection were then determined for analysis purposes by finding the four highest consecutive 15-minute volumes for all movements combined.

- Transportation Research Board Critical Movement Analysis (CMA), Circular 212 Planning Method, was used to analyze traffic operating conditions at signalized study intersections, per LADOT Traffic Study Policies and Procedures. The Highway Capacity Manual (HCM) 2000 Methodology was used to analyze traffic operating conditions at unsignalized and four-way stop controlled intersections. Since significance thresholds for unsignalized and four-way stop controlled intersections are not available, unsignalized and four-way stop controlled study intersections were also analyzed as two-phase signals with a maximum capacity of 1,200 vehicles per hour.

- Under Existing 2008 conditions, the results indicate that 16 of the 58 study intersections currently operate at LOS E or F during the AM or PM peak hour, or both:

  AM Peak Hour:

  14. Montana Avenue and Levering Avenue (as signalized)
  38. Wilshire Boulevard and Westwood Boulevard
  44. Ohio Avenue and Sawtelle Boulevard

  PM Peak Hour:

  10. Sunset Boulevard and Beverly Glen Boulevard
  14. Montana Avenue and Levering Avenue (as unsignalized)
  37. Wilshire Boulevard and Gayley Avenue
  50. Santa Monica Boulevard and San Diego Freeway (N/B)
  58. Beverly Glen Boulevard and Greendale Drive

AM and PM Peak Hour:

11. Sunset Boulevard (East l/S) and Beverly Glen Boulevard

14. Montana Avenue and Levering Avenue- PM Peak Hour (as unsignalized), AM peak hour (as signalized)

35. Wilshire Boulevard and Sepulveda Boulevard

36. Wilshire Boulevard and Veteran Avenue

40. Wilshire Boulevard and Malcolm Avenue

48. Santa Monica Boulevard and Sawtelle Boulevard

49. Santa Monica Boulevard and San Diego Freeway (S/B)

51. Santa Monica Boulevard and Sepulveda Boulevard

53. Santa Monica Boulevard and Westwood Boulevard

57. Beverly Glen Boulevard and Mulholland Drive

- All study segments on the San Diego Freeway (I-405) and the Santa Monica Freeway (I-10) currently operate at or above design capacity during at least one of the peak hours, resulting in severe congestion and travel speeds of less than 25 miles per hour. The freeway segments that currently operate at LOS E or F during the AM or PM peak hour, or both are listed below.

1. San Diego Freeway (I-405), south of Santa Monica Freeway
    - AM Peak
        - Northbound- LOS F(0)
    - PM Peak
        - Northbound- LOS E

2. San Diego Freeway (I-405), between Santa Monica Freeway (I-10) and Santa Monica Boulevard
    - AM Peak
        - Northbound- LOS F(0)
    - PM Peak
        - Northbound- LOS F(0)
        - Southbound- LOS E

3. San Diego Freeway (I-405), between Wilshire Boulevard and Santa Monica Boulevard
    - AM Peak
        - Northbound- LOS F(0)

4. San Diego Freeway (I-405), between Sunset Boulevard and Wilshire Boulevard
    - AM Peak
        - Northbound- LOS F(0)
    - PM Peak
        - Northbound- LOS E

5. San Diego Freeway (I-405), north of Sunset Boulevard
    - AM Peak
        - Southbound- LOS F(0)
    - PM Peak
        - Northbound- LOS F(0)

6. Santa Monica Freeway (I-10), between Bundy Drive and San Diego Freeway (I-405)
    - AM Peak
        - Eastbound- LOS F(0)
    - PM Peak
        - Westbound- LOS E

7. Santa Monica Freeway (I-10), between Overland Avenue and National Boulevard
    - AM Peak
        - Eastbound- LOS F(0)
    - PM Peak
        - Eastbound- LOS F(0)

- Related projects included in the analysis represent all projects within a 2 ½ mile radius of the UCLA campus center. A total of 73 projects in the City of Los Angeles and 36 projects in the City of Beverly Hills were identified for analysis, for a total of 109 related projects. Under the Future 2013 Without Project scenario, without the implementation of the NHIP and LRDP Amendment, the related projects would generate approximately 60,909 average daily trips, 5,179 trips during the AM peak hour (3,041 in and 2,138 out), and 6,017 trips during the PM peak hour (2,709 in and 3,309 out).

- An ambient background traffic growth rate of one percent per year was applied in this study, consistent with the background growth rates used in other studies in the surrounding area and approved by the LADOT. The opening day of the proposed project is projected to be 2013, thus a five percent growth rate was applied to the 2008 existing counts.

- Current traffic volumes on freeway segments were obtained from several sources. Daily, AM and PM peak hour traffic volumes on the segments were obtained from the most current Caltrans data (2007 freeway volumes) on the Caltrans website (http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/). In addition, AM and PM peak hour directional splits were taken from the Los Angeles County 2004 Congestion Management Program (CMP). All of the 2007 freeway traffic volumes were increased by a growth factor of one percent to reflect 2008 traffic conditions and six percent to reflect 2013 traffic conditions (one percent per year), per CMP traffic forecasting procedures.

- Under the Future Without Project scenario, the results indicate that 28 of the 58 study intersections are projected to operate at LOS E or F during the AM or PM peak hour, or both:

AM Peak Hour:

4. Sunset Boulevard and San Diego Freeway Northbound On/Off Ramps
5. Sunset Boulevard and Veteran Avenue
9. Sunset Boulevard and Hilgard Avenue/Copa De Oro Road
14. Montana Avenue and Levering Avenue (as signalized)
34. Wilshire Boulevard and San Vicente Boulevard
43. Wilshire Boulevard and Beverly Glen Boulevard
44. Ohio Avenue and Sawtelle Boulevard

PM Peak Hour:

6. Sunset Boulevard and Bellagio Way- PM Peak Hour
14. Montana Avenue and Levering Avenue (as unsignalized)
15. Montana Avenue/Gayley Avenue and Veteran Avenue
23. Le Conte Avenue and Westwood Boulevard
27. Weyburn Avenue and Westwood Boulevard
52. Santa Monica Boulevard and Veteran Avenue
58. Beverly Glen Boulevard and Greendale Drive

Both AM and PM Peak Hour:

10. Sunset Boulevard and Beverly Glen Boulevard
11. Sunset Boulevard (East I/S) and Beverly Glen Boulevard
14. Montana Avenue and Levering Avenue- PM Peak Hour (as unsignalized), AM Peak Hour (as signalized)
30. Kinross Avenue and Westwood Boulevard
35. Wilshire Boulevard and Sepulveda Boulevard
36. Wilshire Boulevard and Veteran Avenue
37. Wilshire Boulevard and Gayley Avenue
38. Wilshire Boulevard and Westwood Boulevard
39. Wilshire Boulevard and Glendon Avenue
40. Wilshire Boulevard and Malcolm Avenue
48. Santa Monica Boulevard and Sawtelle Boulevard
49. Santa Monica Boulevard and San Diego Freeway (S/B)
50. Santa Monica Boulevard and San Diego Freeway (N/B)
51. Santa Monica Boulevard and Sepulveda Boulevard

53. Santa Monica Boulevard and Westwood Boulevard

57. Beverly Glen Boulevard and Mulholland Drive

- The proposed NHIP and LRDP Amendment would involve an increase of 550,000 gross square feet (gsf) of development entitlement in the Northwest zone, above the 1.32 million gsf remaining under the 2002 LRDP for other future campus development. In addition, because the proposed NHIP has a completion date of 2013, for purposes of this analysis, an associated adjustment has been made to the 2010 2002 LRDP population projections to estimate population growth to a 2013 planning horizon. The LRDP Amendment will not involve any modifications to the previously adopted campus wide vehicle trip generation and parking limits (139,500 average daily trips and 25,169 parking spaces, respectively).

- The net increase in traffic volumes associated with the implementation of the NHIP and LRDP Amendment (project-only) would generate 6,397 daily trips, 447 AM peak hour trips (358 in and 89 out), and 589 PM peak hour trips (177 in and 413 out).

- Under the Future With Project scenario, the results indicate that 28 of the 58 study intersections are projected to operate at LOS E or F during the AM or PM peak hour, or both:

AM Peak Hour:

4. Sunset Boulevard and San Diego Freeway Northbound On/Off Ramps

5. Sunset Boulevard and Veteran Avenue

9. Sunset Boulevard and Hilgard Avenue/Copa De Oro Road

14. Montana Avenue and Levering Avenue (as signalized)

34. Wilshire Boulevard and San Vicente Boulevard

43. Wilshire Boulevard and Beverly Glen Boulevard

44. Ohio Avenue and Sawtelle Boulevard

PM Peak Hour:

6. Sunset Boulevard and Bellagio Way

14. Montana Avenue and Levering Avenue (as unsignalized)

15. Montana Avenue/Gayley Avenue and Veteran Avenue

23. Le Conte Avenue and Westwood Boulevard

27. Weyburn Avenue and Westwood Boulevard

52. Santa Monica Boulevard and Veteran Avenue

58. Beverly Glen Boulevard and Greendale Drive

AM and PM Peak Hour:

10. Sunset Boulevard and Beverly Glen Boulevard

11. Sunset Boulevard (East I/S) and Beverly Glen Boulevard

14. Montana Avenue and Levering Avenue- PM Peak Hour (as unsignalized), AM Peak Hour (as signalized)

30. Kinross Avenue and Westwood Boulevard

35. Wilshire Boulevard and Sepulveda Boulevard

36. Wilshire Boulevard and Veteran Avenue

37. Wilshire Boulevard and Gayley Avenue

38. Wilshire Boulevard and Westwood Boulevard

39. Wilshire Boulevard and Glendon Avenue

40. Wilshire Boulevard and Malcolm Avenue

48. Santa Monica Boulevard and Sawtelle Boulevard

49. Santa Monica Boulevard and San Diego Freeway (S/B)

50. Santa Monica Boulevard and San Diego Freeway (N/B)

51. Santa Monica Boulevard and Sepulveda Boulevard

53. Santa Monica Boulevard and Westwood Boulevard

57. Beverly Glen Boulevard and Mulholland Drive

- Using the City Los Angeles Department of Transportation (LADOT) significant impact threshold criteria, the NHIP and LRDP Amendment will result in eight significant impacts. As no feasible mitigation measures are available to mitigate the significant impacts, the UCLA NHIP and LRDP Amendment would result in significant and unavoidable impacts at the following intersections:

AM Peak Hour:

38. Wilshire Boulevard and Westwood Boulevard

43. Wilshire Boulevard and Beverly Glen Boulevard

44. Ohio Avenue and Sawtelle Boulevard

PM Peak Hour:

15. Montana Avenue/Gayley Avenue and Veteran Avenue

52. Santa Monica Boulevard and Veteran Avenue

AM and PM Peak Hour:

35. Wilshire Boulevard and Sepulveda Boulevard

36. Wilshire Boulevard and Veteran Avenue

37. Wilshire Boulevard and Gayley Avenue

- All study segments on the San Diego Freeway (I-405) and the Santa Monica Freeway (I-10) are projected operate at or above design capacity during at least one of the peak hours under Future 2013 conditions, with and without the Project, resulting in severe congestion and travel speeds of less than 25 miles per hour. The freeway segments that are projected operate at LOS E or F during the AM or PM peak hour, or both are listed below:

1. San Diego Freeway (I-405), south of Santa Monica Freeway (I-10)
    - AM Peak Hour
        - Northbound - LOS F(0)
    - PM Peak Hour
        - Northbound - LOS E

2. San Diego Freeway (I-405), between Santa Monica Freeway (I-10) and Santa Monica Boulevard
    - AM Peak Hour
        - Northbound - LOS F(1)
    - PM Peak Hour
        - Northbound - LOS F(0)
        - Southbound - LOS F(0)

3. San Diego Freeway (I-405), between Wilshire Boulevard and Santa Monica Boulevard
    - AM Peak Hour
        - Northbound - LOS F(0)
    - PM Peak Hour
        - Northbound - LOS E

4. San Diego Freeway (I-405), between Sunset Boulevard and Wilshire Boulevard
    - AM Peak Hour
        - Northbound - LOS F(0)
    - PM Peak Hour
        - Northbound - LOS F(0)
        - Southbound - LOS E

5. San Diego Freeway (I-405), north of Sunset Boulevard
    - AM Peak Hour
        - Southbound - LOS F(1)
    - PM Peak Hour
        - Northbound - LOS F(0)

6. Santa Monica Freeway (I-10), between Bundy Drive and San Diego Freeway (I-405)
    - AM Peak Hour
        - Eastbound - LOS F(0)
    - PM Peak Hour
        - Westbound - LOS E

7. Santa Monica Freeway (I-10), between Overland Avenue and National Boulevard
    - AM Peak Hour
        - Eastbound - LOS F(0)
    - PM Peak Hour
        - Eastbound - LOS F(0)

- The CMP defines regional project impacts as significant if the D/C ratio increases by 0.020 or more and the final (with Project) LOS is F. All of the analyzed freeway segments would be operating at LOS E or F in at least one direction during one or both of the peak hours. However, the San Diego Freeway (I-405) and the Santa Monica Freeway (I-10) would experience a project-related increase in traffic demand by less than two percent, which falls below the CMP threshold; thus, no CMP mainline freeway significant impacts occur as a result of the NHIP and LRDP Amendment.

- The proposed Project will add 50 or more trips to one CMP arterial monitoring station, the intersection of Wilshire Boulevard and Sepulveda Boulevard. The other two CMP arterial monitoring stations located at Santa Monica Boulevard and Westwood Boulevard and Wilshire Boulevard and Beverly Glen Boulevard will not receive 50 or more project related trips. Specifically, the CMP arterial monitoring station located at Wilshire Boulevard and Sepulveda Boulevard will experience an increase of 337 AM project related trips and 444 PM project related trips during the weekday. This intersection is shown to experience a significant impact during the AM and PM peak hour and has been analyzed as part of the traffic impact study.

- The project is expected to add 161 southbound trips on I-405 between Wilshire Boulevard and I-10. The closest CMP monitoring station to the north is I-405, south of Mulholland Drive. At this location, project-related trips are expected to be less than 150 (25 northbound and 100 southbound during the AM peak hour, and 116 northbound and 50 southbound during the PM peak hour) since most inbound and outbound project traffic will utilize the I-405 ramps at Wilshire Boulevard to get to and from Parking Lot 36 at UCLA. The closest CMP monitoring station to the south is I-405 north of Venice Boulevard. Since the 161 southbound project-related trips between Wilshire Boulevard and I-10 will be distributed east and west on I-10, in addition to I-405, the CMP monitoring station at I-405 north of Venice Boulevard is also expected to have less than 150 project-related trips (79 northbound and 20 southbound during the AM peak hour, and 39 northbound and 91 southbound during the PM peak hour). All other CMP freeway monitoring stations near the Project are expected to experience less than 150 project-related trips in either direction during the AM and PM peak hours.

- With implementation of the NHIP and LRDP Amendment, the number of commuters without parking under the Future 2013 With Project scenario will increase by approximately 2,114 commuters compared to the Existing (same as Future Without Project) condition. CMP measures to encourage public transit patronage are provided.

FINAL APPENDIX

University of California, Los Angeles Northwest Housing Infill Project and Long Range Development Plan Amendment Traffic Impact Study

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October 2008

J08-2108

Appendix A: Traffic Counts

City Traffic Counters
626.256.4171

File Name : SepChOv
Site Code : 00000000
Start Date : 2/14/2008
Page No : 1

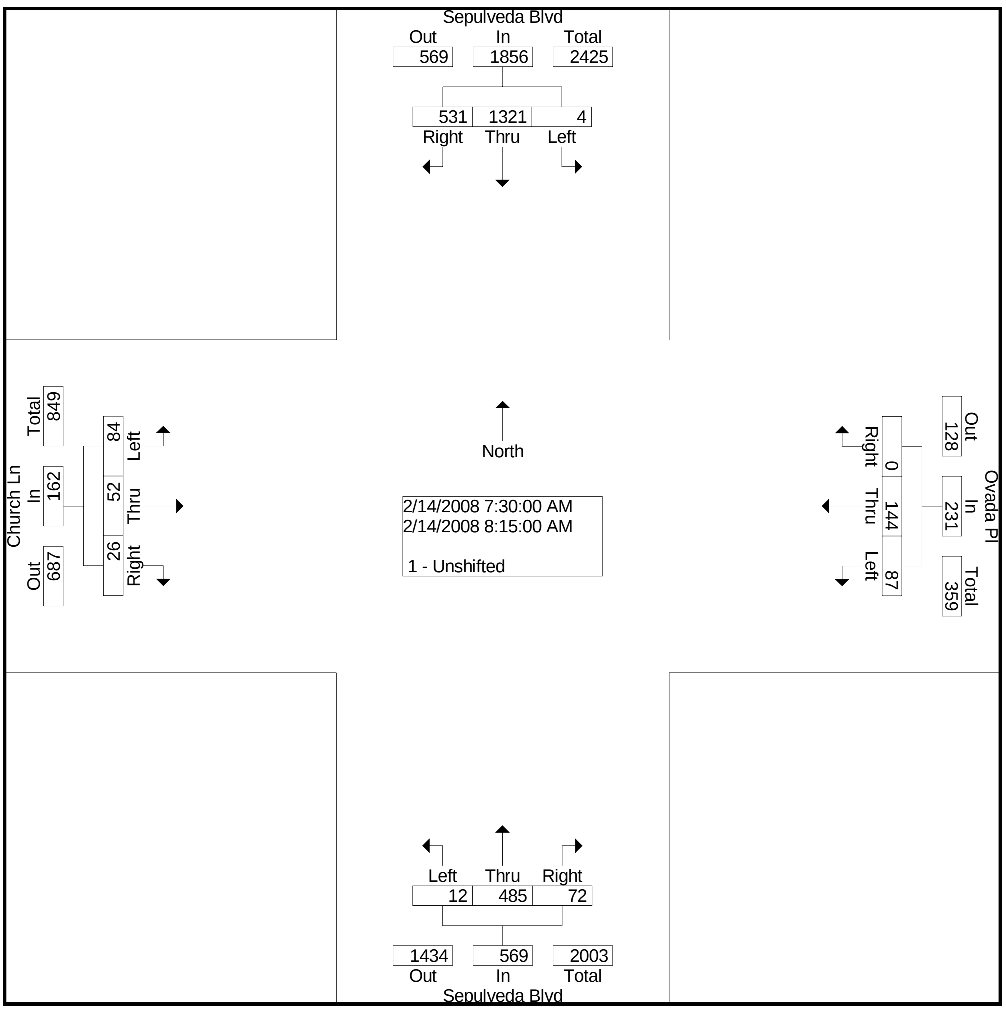
Groups Printed- 1 - Unshifted

	Sepulveda Blvd Southbound			Ovada Pl Westbound			Sepulveda Blvd Northbound			Church Ln Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	314	195	5	17	0	1	61	8	12	6	7	626
07:15 AM	1	342	170	13	26	1	2	94	13	13	6	2	683
07:30 AM	0	334	156	17	24	0	1	105	17	14	7	7	682
07:45 AM	2	345	129	23	44	0	3	114	21	13	12	2	708
Total	3	1335	650	58	111	1	7	374	59	52	31	18	2699
08:00 AM	1	311	108	25	44	0	0	131	11	36	23	10	700
08:15 AM	1	331	138	22	32	0	8	135	23	21	10	7	728
08:30 AM	0	305	110	21	32	0	9	115	24	24	14	5	659
08:45 AM	0	217	98	21	30	1	5	114	19	27	9	9	550
Total	2	1164	454	89	138	1	22	495	77	108	56	31	2637
04:00 PM	4	170	70	11	21	3	2	397	64	111	22	3	878
04:15 PM	1	217	82	18	22	3	0	454	85	111	17	3	1013
04:30 PM	1	204	86	30	29	1	0	378	60	120	25	7	941
04:45 PM	2	202	82	17	25	4	0	404	57	156	24	3	976
Total	8	793	320	76	97	11	2	1633	266	498	88	16	3808
05:00 PM	0	254	88	14	28	1	1	425	51	123	22	3	1010
05:15 PM	0	212	97	14	23	1	2	387	68	152	25	8	989
05:30 PM	1	211	98	20	20	1	1	405	50	127	31	4	969
05:45 PM	0	203	100	17	20	0	3	411	59	114	26	4	957
Total	1	880	383	65	91	3	7	1628	228	516	104	19	3925
Grand Total	14	4172	1807	288	437	16	38	4130	630	1174	279	84	13069
Apprch %	0.2	69.6	30.2	38.9	59.0	2.2	0.8	86.1	13.1	76.4	18.2	5.5	
Total %	0.1	31.9	13.8	2.2	3.3	0.1	0.3	31.6	4.8	9.0	2.1	0.6	

City Traffic Counters
626.256.4171

File Name : SepChOv
Site Code : 00000000
Start Date : 2/14/2008
Page No : 2

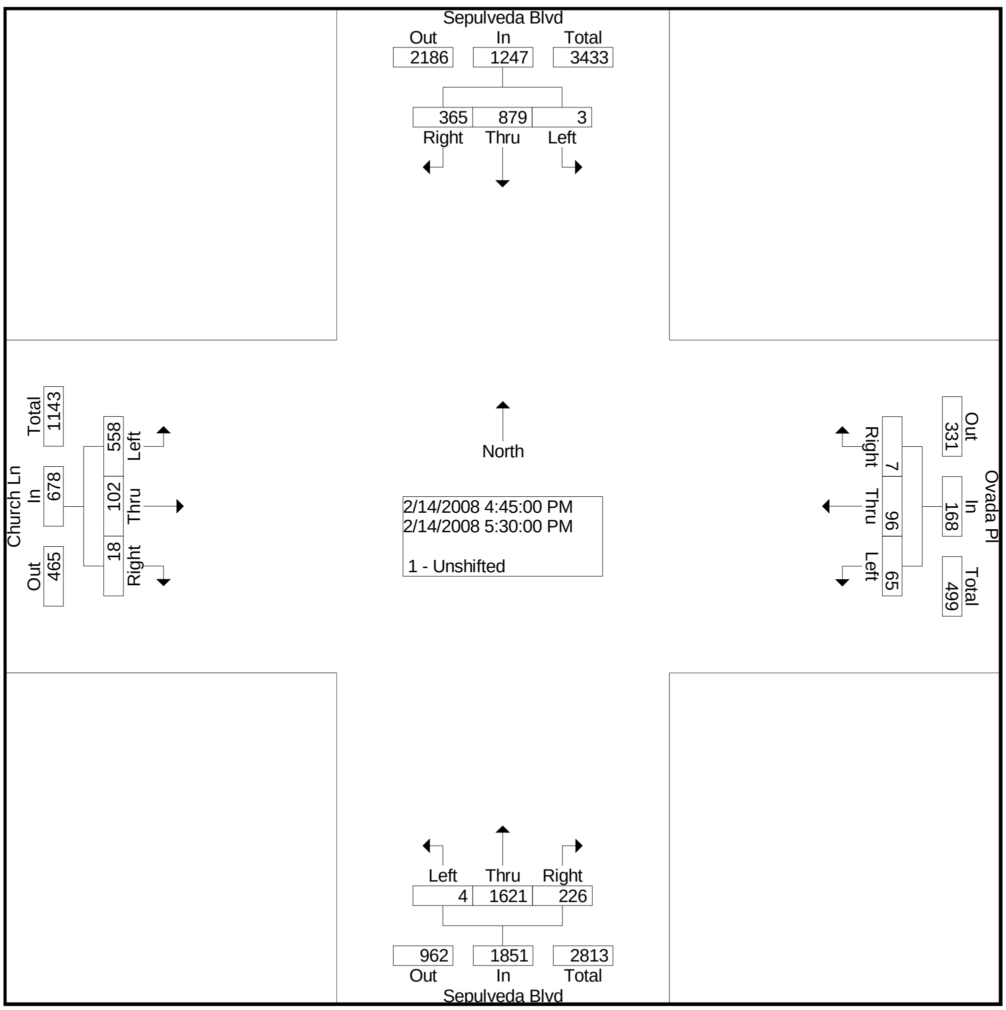
	Sepulveda Blvd Southbound				Ovada Pl Westbound				Sepulveda Blvd Northbound				Church Ln Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	4	1321	531	1856	87	144	0	231	12	485	72	569	84	52	26	162	2818
Percent	0.2	71.2	28.6		37.7	62.3	0.0		2.1	85.2	12.7		51.9	32.1	16.0		
08:15 Volume	1	331	138	470	22	32	0	54	8	135	23	166	21	10	7	38	728
Peak Factor																	0.968
High Int.	07:30 AM				08:00 AM				08:15 AM				08:00 AM				
Volume	0	334	156	490	25	44	0	69	8	135	23	166	36	23	10	69	
Peak Factor				0.947				0.837				0.857				0.587	



City Traffic Counters
626.256.4171

File Name : SepChOv
Site Code : 00000000
Start Date : 2/14/2008
Page No : 3

	Sepulveda Blvd Southbound				Ovada Pl Westbound				Sepulveda Blvd Northbound				Church Ln Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	3	879	365	1247	65	96	7	168	4	1621	226	1851	558	102	18	678	3944
Percent	0.2	70.5	29.3		38.7	57.1	4.2		0.2	87.6	12.2		82.3	15.0	2.7		
05:00 Volume	0	254	88	342	14	28	1	43	1	425	51	477	123	22	3	148	1010
Peak Factor																	0.976
High Int.	05:00 PM				04:45 PM				05:00 PM				05:15 PM				
Volume	0	254	88	342	17	25	4	46	1	425	51	477	152	25	8	185	
Peak Factor				0.912				0.913				0.970				0.916	



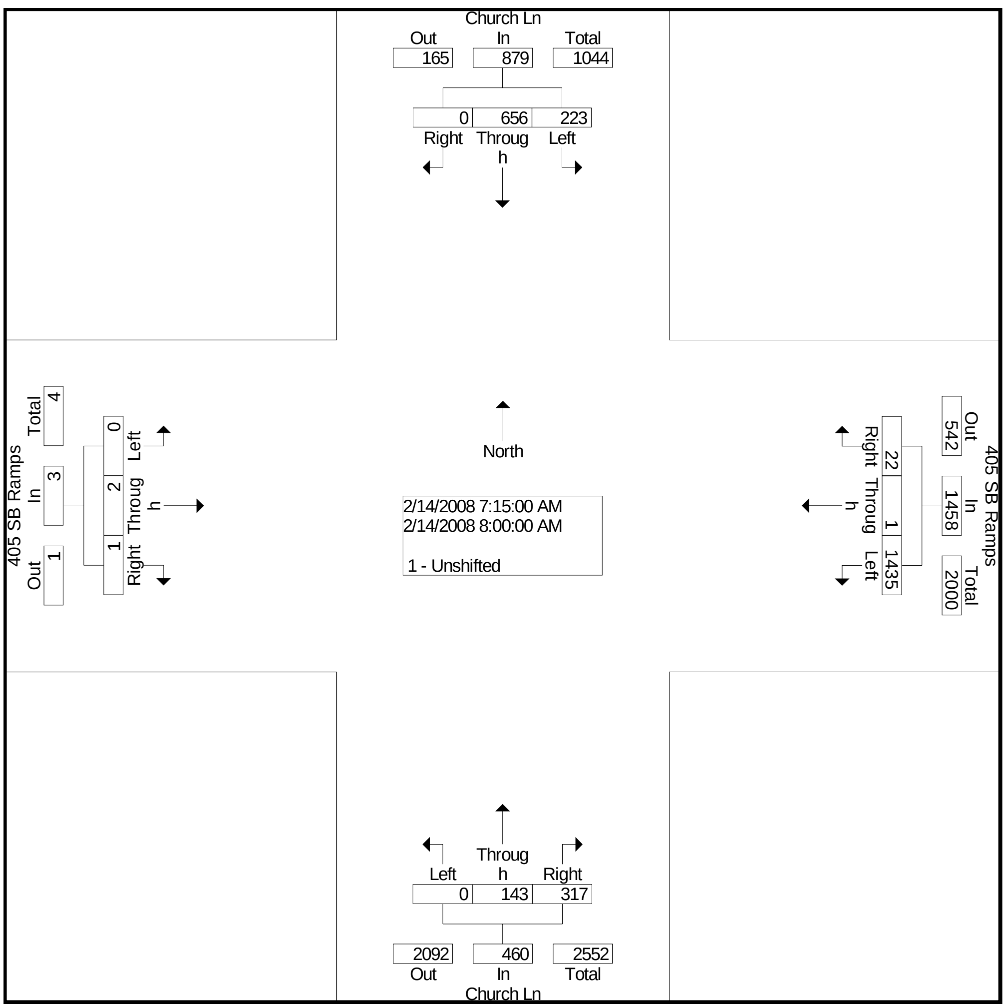
City Traffic Counters
(626) 256-4171

File Name : Church405SB
Site Code : 00000000
Start Date : 2/14/2008
Page No : 1

Groups Printed- 1 - Unshifted

	Church Ln Southbound			405 SB Ramps Westbound			Church Ln Northbound			405 SB Ramps Eastbound			
Start Time	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	40	157	2	336	0	7	1	44	48	0	0	0	635
07:15 AM	63	193	0	410	0	4	0	25	78	0	1	1	775
07:30 AM	57	152	0	373	1	10	0	35	52	0	0	0	680
07:45 AM	47	163	0	318	0	4	0	45	90	0	0	0	667
Total	207	665	2	1437	1	25	1	149	268	0	1	1	2757
08:00 AM	56	148	0	334	0	4	0	38	97	0	1	0	678
08:15 AM	48	165	0	299	0	9	0	33	80	0	0	1	635
08:30 AM	46	181	0	260	0	8	0	47	91	0	0	1	634
08:45 AM	42	195	0	242	0	6	1	41	120	0	2	2	651
Total	192	689	0	1135	0	27	1	159	388	0	3	4	2598
04:00 PM	30	89	0	214	2	15	0	82	88	0	0	0	520
04:15 PM	20	104	0	201	0	8	0	101	85	0	1	1	521
04:30 PM	37	127	1	191	0	5	1	114	79	1	2	5	563
04:45 PM	19	102	0	193	0	3	2	140	42	1	3	0	505
Total	106	422	1	799	2	31	3	437	294	2	6	6	2109
05:00 PM	22	118	0	230	0	5	3	162	66	2	1	1	610
05:15 PM	21	127	0	185	1	4	3	153	68	2	1	2	567
05:30 PM	34	106	0	205	0	12	0	159	49	1	0	5	571
05:45 PM	19	105	0	280	0	5	0	162	66	0	1	1	639
Total	96	456	0	900	1	26	6	636	249	5	3	9	2387
Grand Total	601	2232	3	4271	4	109	11	1381	1199	7	13	20	9851
Apprch %	21.2	78.7	0.1	97.4	0.1	2.5	0.4	53.3	46.3	17.5	32.5	50.0	
Total %	6.1	22.7	0.0	43.4	0.0	1.1	0.1	14.0	12.2	0.1	0.1	0.2	

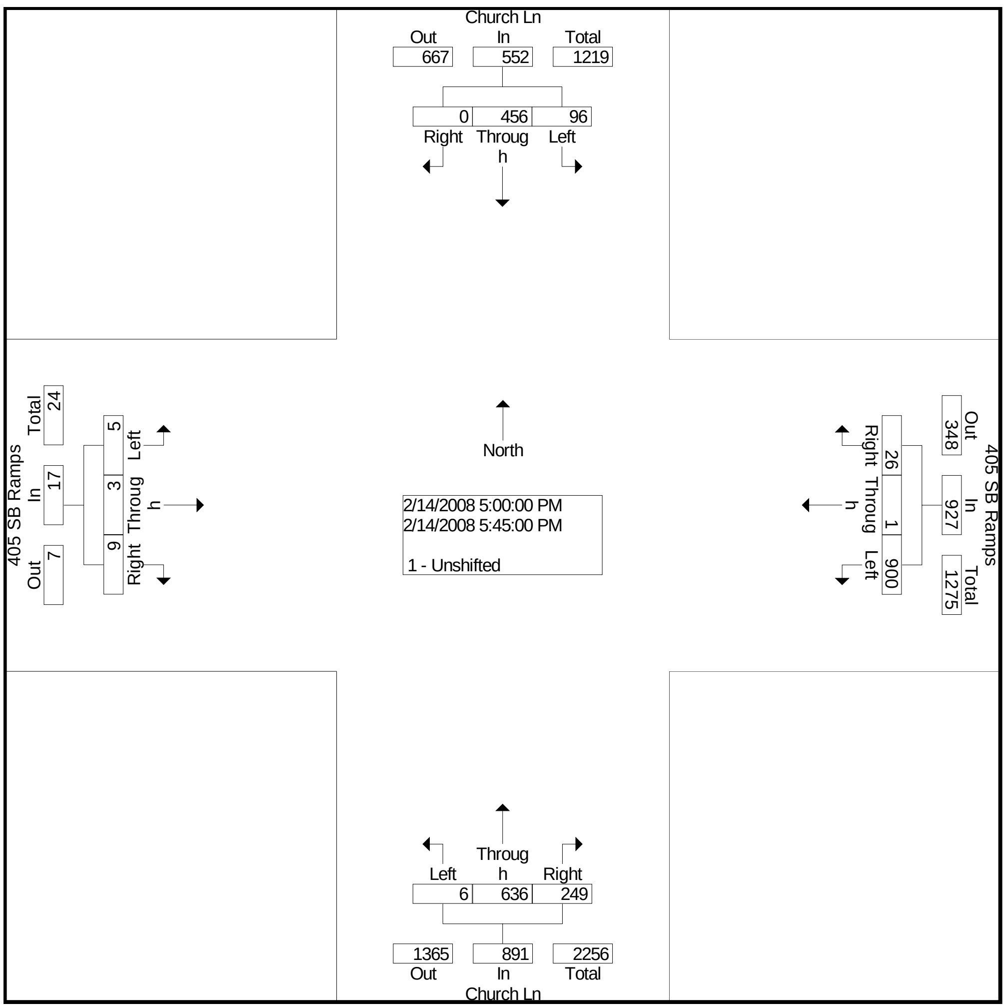
	Church Ln Southbound				405 SB Ramps Westbound				Church Ln Northbound				405 SB Ramps Eastbound				
Start Time	Left	Thro ug h	Right	App. Total	Left	Thro ug h	Right	App. Total	Left	Thro ug h	Right	App. Total	Left	Thro ug h	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:15 AM																
Volume	223	656	0	879	1435	1	22	1458	0	143	317	460	0	2	1	3	2800
Percent	25.4	74.6	0.0		98.4	0.1	1.5		0.0	31.1	68.9		0.0	66.7	33.3		
07:15 Volume	63	193	0	256	410	0	4	414	0	25	78	103	0	1	1	2	775
Peak Factor																	0.903
High Int.	07:15 AM				07:15 AM				07:45 AM				07:15 AM				
Volume	63	193	0	256	410	0	4	414	0	45	90	135	0	1	1	2	
Peak Factor				0.858				0.880				0.852				0.375	



City Traffic Counters
(626) 256-4171

File Name : Church405SB
Site Code : 00000000
Start Date : 2/14/2008
Page No : 3

	Church Ln Southbound				405 SB Ramps Westbound				Church Ln Northbound				405 SB Ramps Eastbound				
Start Time	Left	Thro ug h	Right	App. Total	Left	Thro ug h	Right	App. Total	Left	Thro ug h	Right	App. Total	Left	Thro ug h	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	96	456	0	552	900	1	26	927	6	636	249	891	5	3	9	17	2387
Percent	17.4	82.6	0.0		97.1	0.1	2.8		0.7	71.4	27.9		29.4	17.6	52.9		
05:45 Volume	19	105	0	124	280	0	5	285	0	162	66	228	0	1	1	2	639
Peak Factor																	0.934
High Int.	05:15 PM				05:45 PM				05:00 PM				05:30 PM				
Volume	21	127	0	148	280	0	5	285	3	162	66	231	1	0	5	6	
Peak Factor				0.932				0.813				0.964				0.708	



City Traffic Counters
626.256.4171

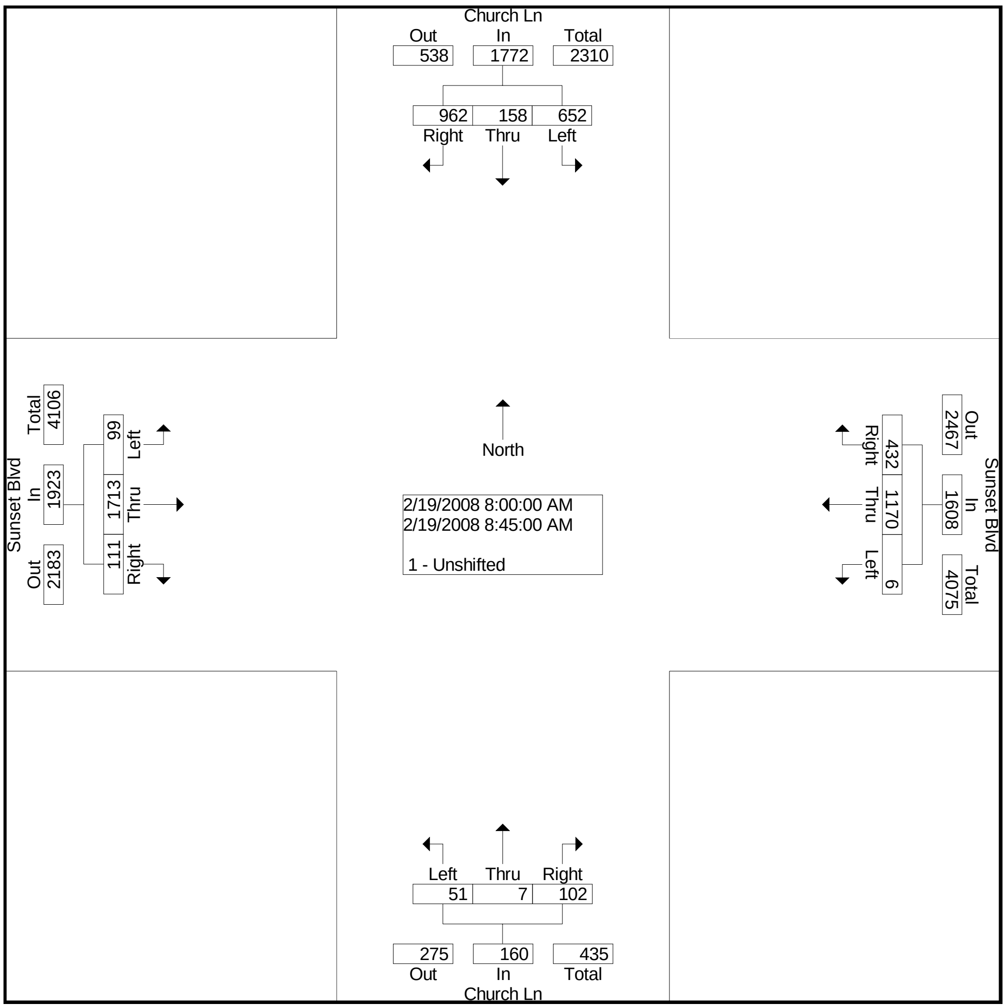
File Name : ChurSun
Site Code : 00000000
Start Date : 2/19/2008
Page No : 1

Groups Printed- 1 - Unshifted

	Church Ln Southbound			Sunset Blvd Westbound			Church Ln Northbound			Sunset Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	116	31	339	4	269	79	11	2	12	10	241	14	1128
07:15 AM	141	34	260	6	274	89	15	3	19	14	331	12	1198
07:30 AM	139	32	318	6	281	68	15	3	23	11	384	12	1292
07:45 AM	155	40	270	2	287	111	17	1	28	16	440	15	1382
Total	551	137	1187	18	1111	347	58	9	82	51	1396	53	5000
08:00 AM	176	43	255	0	277	115	13	1	17	21	405	15	1338
08:15 AM	160	42	244	2	291	80	11	3	28	26	402	39	1328
08:30 AM	164	32	225	1	288	105	13	2	33	27	476	31	1397
08:45 AM	152	41	238	3	314	132	14	1	24	25	430	26	1400
Total	652	158	962	6	1170	432	51	7	102	99	1713	111	5463
04:00 PM	120	22	155	5	190	80	24	5	19	81	281	7	989
04:15 PM	117	21	158	8	190	99	26	3	20	79	294	6	1021
04:30 PM	109	24	189	3	189	97	32	8	20	82	275	8	1036
04:45 PM	149	17	132	9	183	89	32	4	23	83	257	11	989
Total	495	84	634	25	752	365	114	20	82	325	1107	32	4035
05:00 PM	119	25	202	4	202	104	25	16	23	101	303	4	1128
05:15 PM	124	22	163	8	220	98	22	12	18	107	293	10	1097
05:30 PM	126	19	164	7	224	96	32	8	22	99	290	7	1094
05:45 PM	163	26	188	9	215	124	47	3	14	100	333	12	1234
Total	532	92	717	28	861	422	126	39	77	407	1219	33	4553
Grand Total	2230	471	3500	77	3894	1566	349	75	343	882	5435	229	19051
Apprch %	36.0	7.6	56.4	1.4	70.3	28.3	45.5	9.8	44.7	13.5	83.0	3.5	
Total %	11.7	2.5	18.4	0.4	20.4	8.2	1.8	0.4	1.8	4.6	28.5	1.2	

File Name : ChurSun
Site Code : 00000000
Start Date : 2/19/2008
Page No : 2

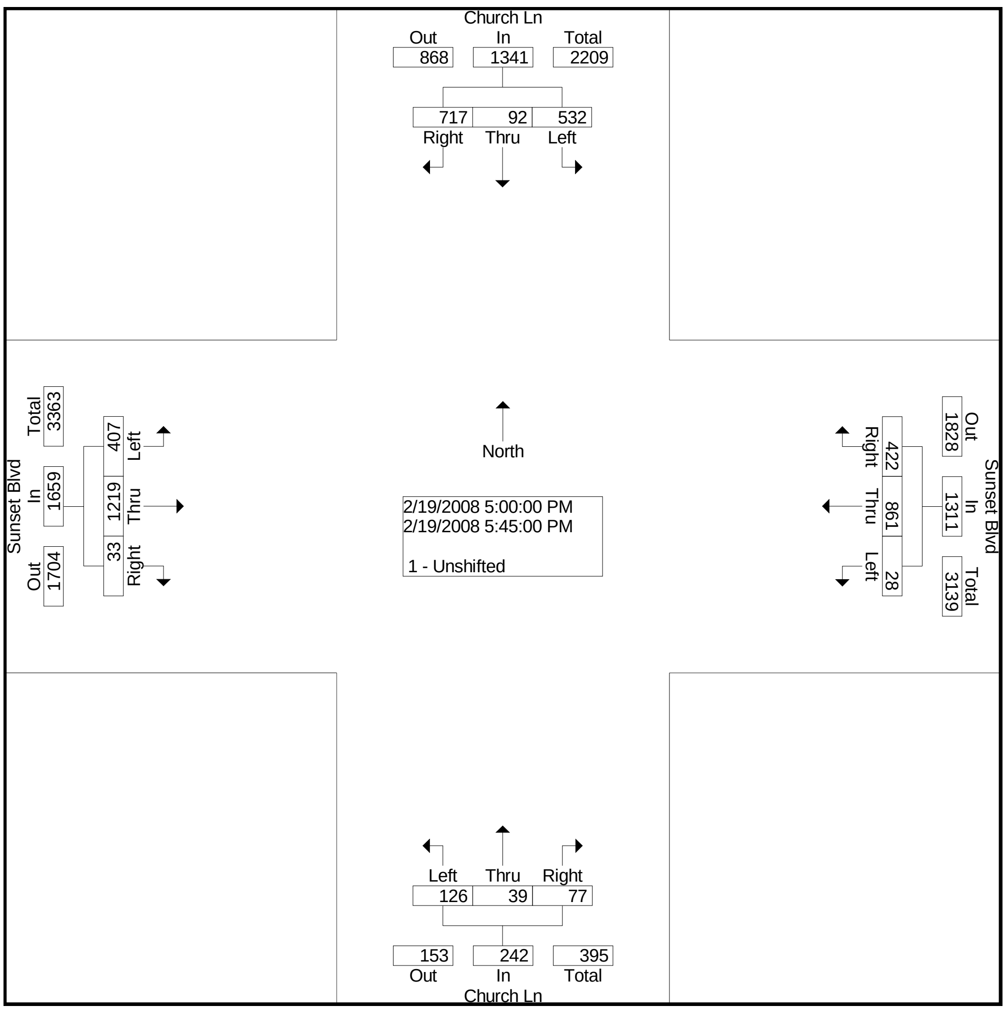
	Church Ln Southbound				Sunset Blvd Westbound				Church Ln Northbound				Sunset Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:30 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	652	158	962	1772	6	1170	432	1608	51	7	102	160	99	1713	111	1923	5463
Percent	36.8	8.9	54.3		0.4	72.8	26.9		31.9	4.4	63.8		5.1	89.1	5.8		
08:45 Volume	152	41	238	431	3	314	132	449	14	1	24	39	25	430	26	481	1400
Peak Factor																	0.976
High Int.	08:00 AM				08:45 AM				08:30 AM				08:30 AM				
Volume	176	43	255	474	3	314	132	449	13	2	33	48	27	476	31	534	
Peak Factor				0.935				0.895				0.833				0.900	



City Traffic Counters
626.256.4171

File Name : ChurSun
Site Code : 00000000
Start Date : 2/19/2008
Page No : 3

	Church Ln Southbound				Sunset Blvd Westbound				Church Ln Northbound				Sunset Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 11:45 AM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	532	92	717	1341	28	861	422	1311	126	39	77	242	407	1219	33	1659	4553
Percent	39.7	6.9	53.5		2.1	65.7	32.2		52.1	16.1	31.8		24.5	73.5	2.0		
05:45 Volume	163	26	188	377	9	215	124	348	47	3	14	64	100	333	12	445	1234
Peak Factor																	0.922
High Int.	05:45 PM				05:45 PM				05:00 PM				05:45 PM				
Volume	163	26	188	377	9	215	124	348	25	16	23	64	100	333	12	445	
Peak Factor				0.889				0.942				0.945				0.932	



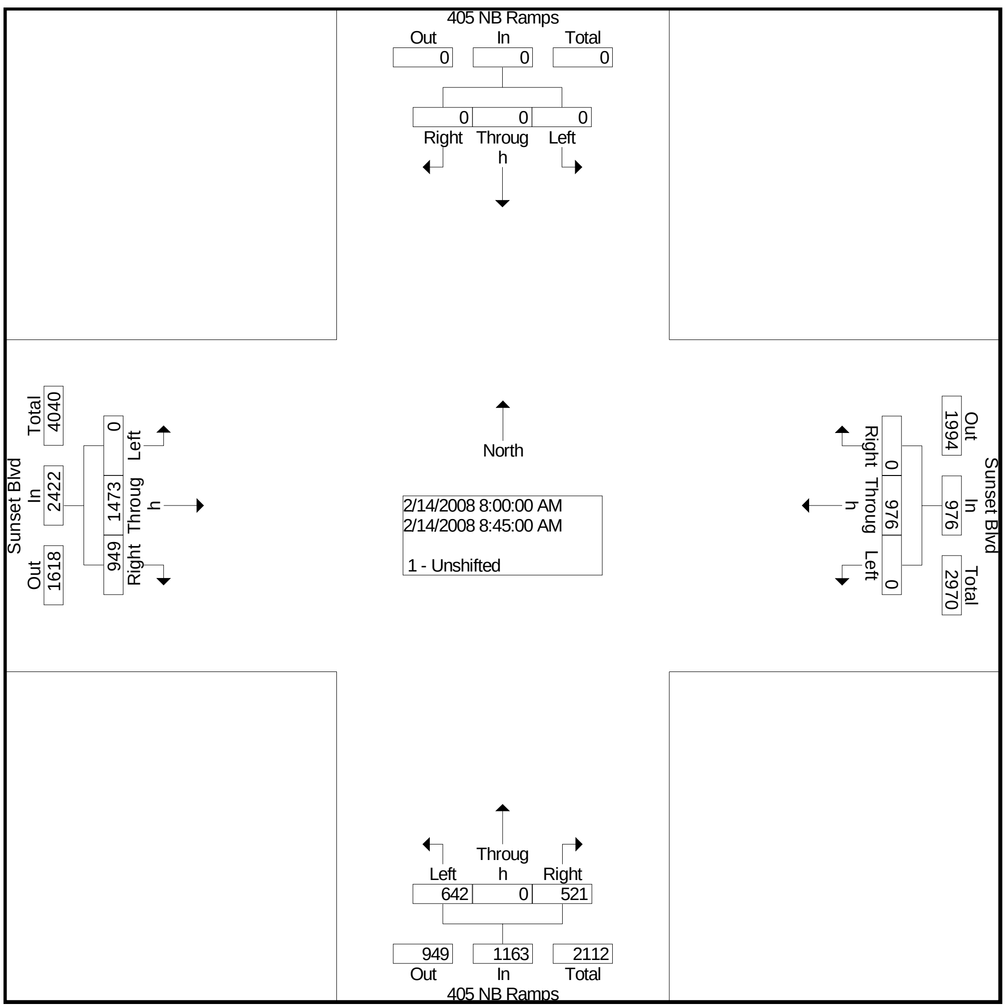
City Traffic Counters
(626) 256-4171

File Name : Sunset405NB
Site Code : 00000000
Start Date : 2/14/2008
Page No : 1

Groups Printed- 1 - Unshifted

	405 NB Ramps Southbound			Sunset Blvd Westbound			405 NB Ramps Northbound			Sunset Blvd Eastbound			
Start Time	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	0	0	0	200	0	161	0	105	0	215	148	829
07:15 AM	0	0	0	0	215	0	157	0	134	0	285	176	967
07:30 AM	0	0	0	0	227	0	132	0	120	0	375	157	1011
07:45 AM	0	0	0	0	233	0	166	0	152	0	386	224	1161
Total	0	0	0	0	875	0	616	0	511	0	1261	705	3968
08:00 AM	0	0	0	0	230	0	165	0	119	0	375	204	1093
08:15 AM	0	0	0	0	238	0	140	0	122	0	351	236	1087
08:30 AM	0	0	0	0	242	0	156	0	106	0	378	280	1162
08:45 AM	0	0	0	0	266	0	181	0	174	0	369	229	1219
Total	0	0	0	0	976	0	642	0	521	0	1473	949	4561
04:00 PM	0	0	0	0	247	0	29	0	25	0	207	211	719
04:15 PM	0	0	0	0	266	0	31	0	22	0	240	195	754
04:30 PM	0	0	0	0	258	0	36	0	21	0	251	162	728
04:45 PM	0	0	0	0	255	0	30	0	22	0	237	184	728
Total	0	0	0	0	1026	0	126	0	90	0	935	752	2929
05:00 PM	0	0	0	0	295	0	16	0	20	0	252	204	787
05:15 PM	0	0	0	0	304	0	26	0	25	0	236	217	808
05:30 PM	0	0	0	0	301	0	24	0	24	0	244	202	795
05:45 PM	0	0	0	0	320	0	31	0	14	0	264	247	876
Total	0	0	0	0	1220	0	97	0	83	0	996	870	3266
Grand Total	0	0	0	0	4097	0	1481	0	1205	0	4665	3276	14724
Apprch %	0.0	0.0	0.0	0.0	100.0	0.0	55.1	0.0	44.9	0.0	58.7	41.3	
Total %	0.0	0.0	0.0	0.0	27.8	0.0	10.1	0.0	8.2	0.0	31.7	22.2	

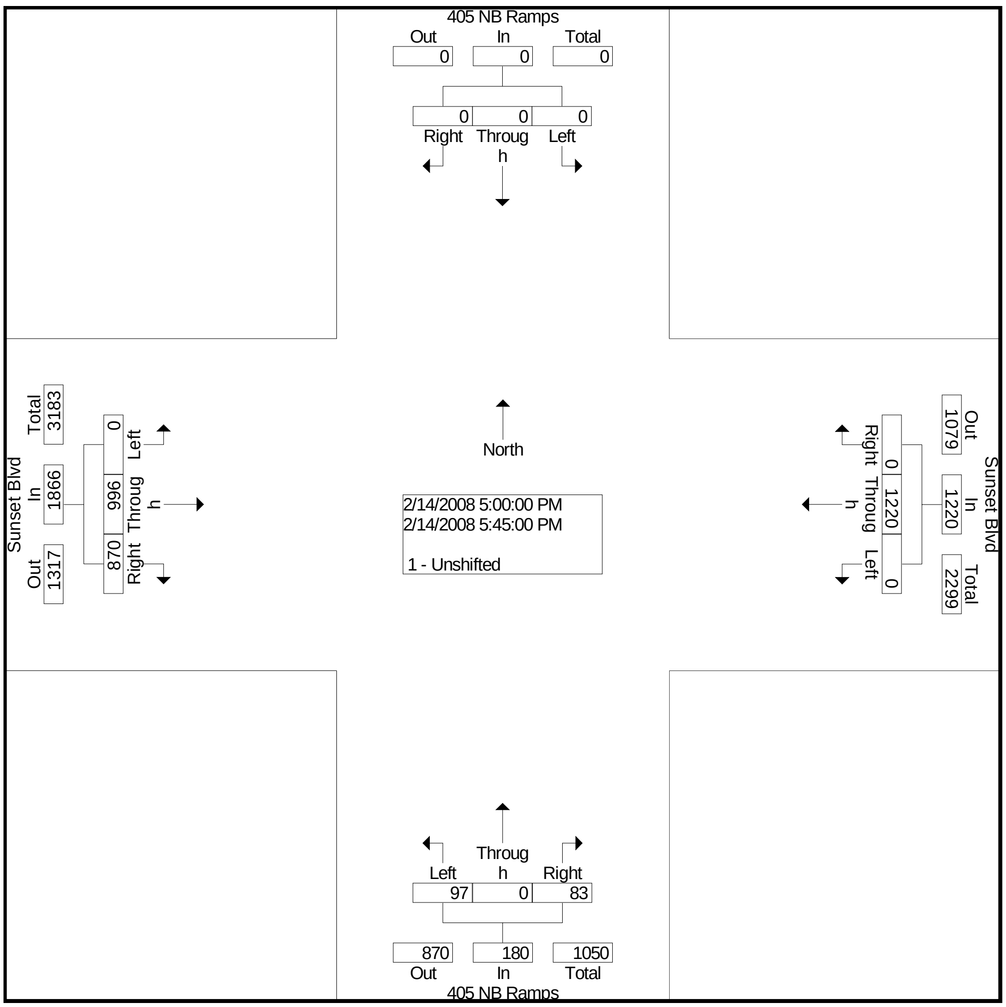
	405 NB Ramps Southbound				Sunset Blvd Westbound				405 NB Ramps Northbound				Sunset Blvd Eastbound				
Start Time	Left	Through	Right	App. Total	Left	Through	Right	App. Total	Left	Through	Right	App. Total	Left	Through	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	0	0	0	0	0	976	0	976	642	0	521	1163	0	1473	949	2422	4561
Percent	0.0	0.0	0.0		0.0	100.0	0.0		55.2	0.0	44.8		0.0	60.8	39.2		
08:45 Volume	0	0	0	0	0	266	0	266	181	0	174	355	0	369	229	598	1219
Peak Factor																	0.935
High Int.	6:45:00 AM				08:45 AM				08:45 AM				08:30 AM				
Volume	0	0	0	0	0	266	0	266	181	0	174	355	0	378	280	658	
Peak Factor								0.917				0.819				0.920	



City Traffic Counters
(626) 256-4171

File Name : Sunset405NB
Site Code : 00000000
Start Date : 2/14/2008
Page No : 3

	405 NB Ramps Southbound				Sunset Blvd Westbound				405 NB Ramps Northbound				Sunset Blvd Eastbound				
Start Time	Left	Thro ug h	Right	App. Total	Left	Thro ug h	Right	App. Total	Left	Thro ug h	Right	App. Total	Left	Thro ug h	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	0	0	0	0	0	1220	0	1220	97	0	83	180	0	996	870	1866	3266
Percent	0.0	0.0	0.0		0.0	100.0	0.0		53.9	0.0	46.1		0.0	53.4	46.6		
05:45 Volume	0	0	0	0	0	320	0	320	31	0	14	45	0	264	247	511	876
Peak Factor																	0.932
High Int.					05:45 PM				05:15 PM				05:45 PM				
Volume	0	0	0	0	0	320	0	320	26	0	25	51	0	264	247	511	
Peak Factor								0.953				0.882				0.913	



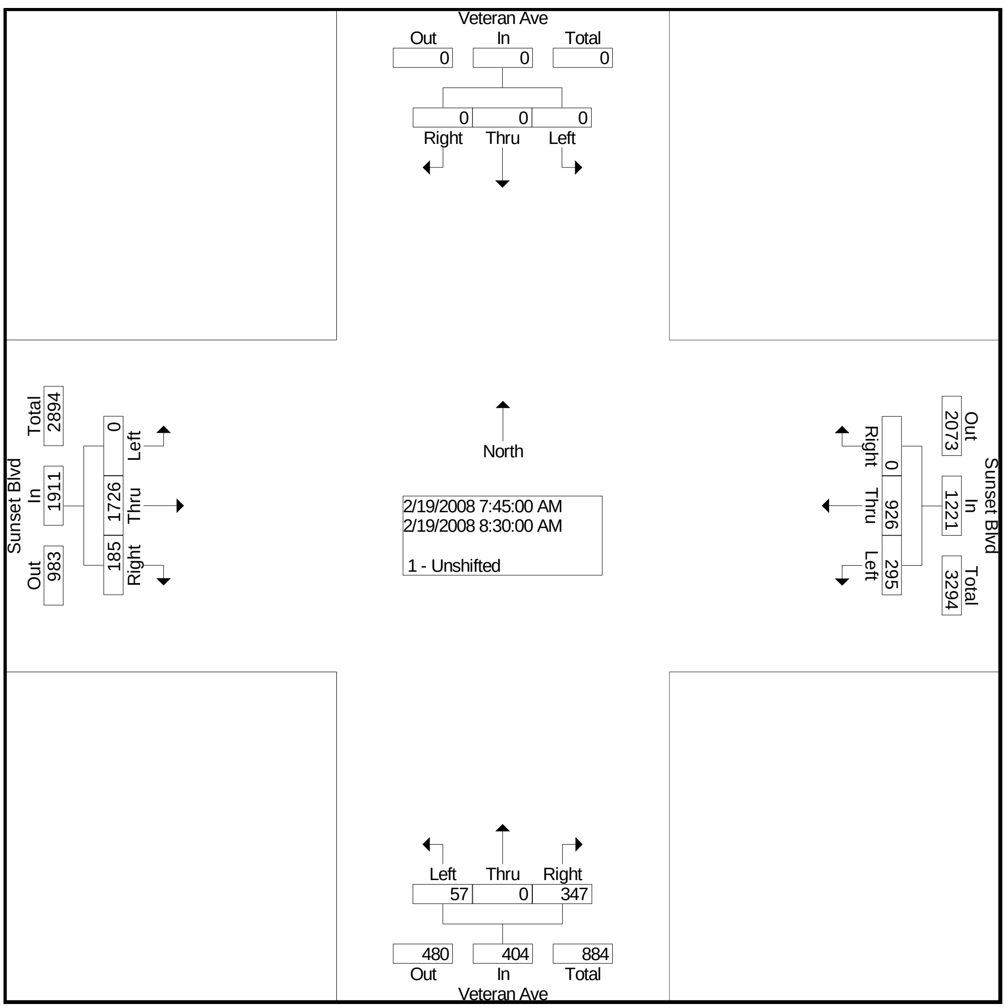
City Traffic Counters
(626) 256-4171

File Name : VetSun
Site Code : 00000000
Start Date : 2/19/2008
Page No : 1

Groups Printed- 1 - Unshifted

	Veteran Ave Southbound			Sunset Blvd Westbound			Veteran Ave Northbound			Sunset Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	0	0	45	197	0	11	0	41	0	276	34	604
07:15 AM	0	0	0	62	225	0	11	0	50	0	359	33	740
07:30 AM	0	0	0	69	206	0	11	0	63	0	419	39	807
07:45 AM	0	0	0	88	221	0	16	0	93	0	452	46	916
Total	0	0	0	264	849	0	49	0	247	0	1506	152	3067
08:00 AM	0	0	0	74	231	0	14	0	80	0	442	51	892
08:15 AM	0	0	0	67	238	0	13	0	81	0	413	48	860
08:30 AM	0	0	0	66	236	0	14	0	93	0	419	40	868
08:45 AM	0	0	0	84	226	0	16	0	96	0	430	57	909
Total	0	0	0	291	931	0	57	0	350	0	1704	196	3529
04:00 PM	0	0	0	66	347	0	69	0	81	0	230	31	824
04:15 PM	0	0	0	73	390	0	89	0	88	0	195	20	855
04:30 PM	0	0	0	45	297	0	69	0	103	0	194	33	741
04:45 PM	0	0	0	70	331	0	96	0	99	0	199	33	828
Total	0	0	0	254	1365	0	323	0	371	0	818	117	3248
05:00 PM	0	0	0	77	364	0	101	0	117	0	206	44	909
05:15 PM	0	0	0	68	340	0	98	0	107	0	179	33	825
05:30 PM	0	0	0	71	333	0	79	0	80	0	231	30	824
05:45 PM	0	0	0	58	310	0	95	0	92	0	243	44	842
Total	0	0	0	274	1347	0	373	0	396	0	859	151	3400
Grand Total	0	0	0	1083	4492	0	802	0	1364	0	4887	616	13244
Apprch %	0.0	0.0	0.0	19.4	80.6	0.0	37.0	0.0	63.0	0.0	88.8	11.2	
Total %	0.0	0.0	0.0	8.2	33.9	0.0	6.1	0.0	10.3	0.0	36.9	4.7	

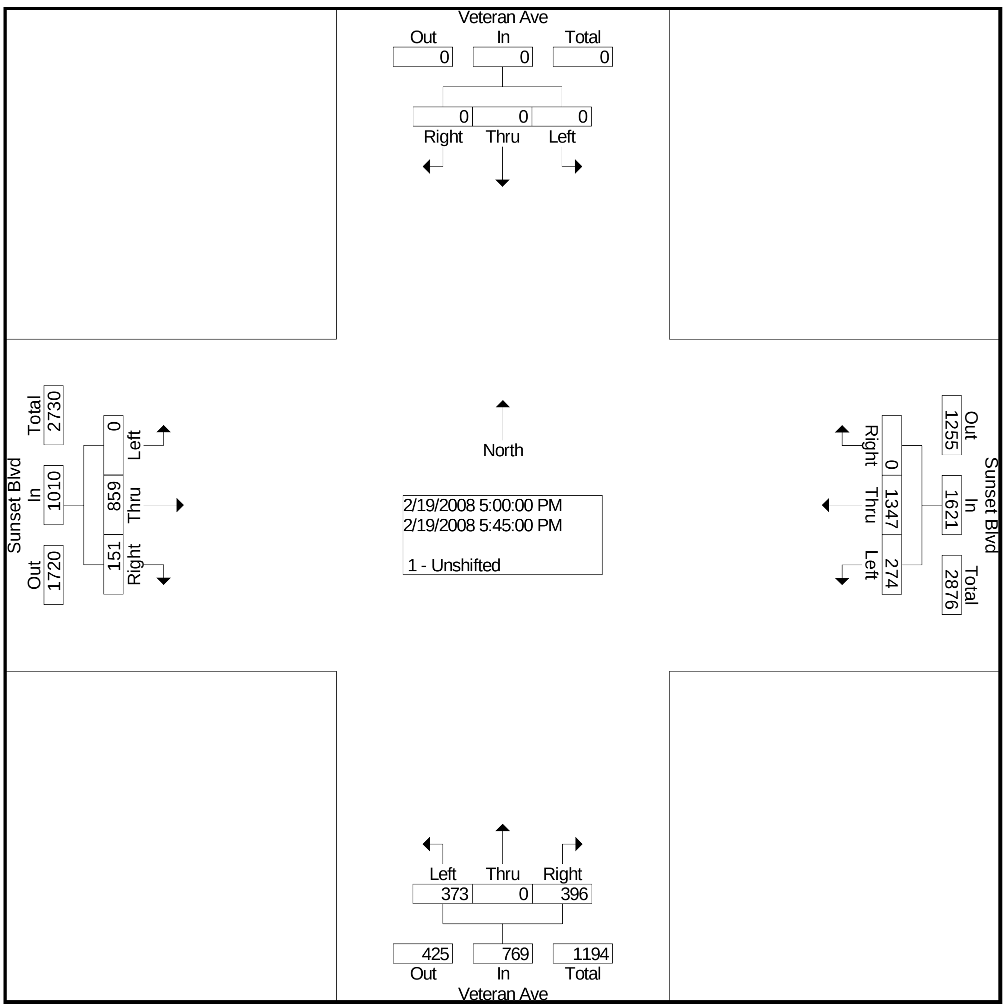
	Veteran Ave Southbound				Sunset Blvd Westbound				Veteran Ave Northbound				Sunset Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	0	0	0	0	295	926	0	1221	57	0	347	404	0	1726	185	1911	3536
Percent	0.0	0.0	0.0		24.2	75.8	0.0		14.1	0.0	85.9		0.0	90.3	9.7		
07:45 Volume	0	0	0	0	88	221	0	309	16	0	93	109	0	452	46	498	916
Peak Factor																	0.965
High Int.	6:45:00 AM				07:45 AM				07:45 AM				07:45 AM				
Volume	0	0	0	0	88	221	0	309	16	0	93	109	0	452	46	498	
Peak Factor								0.988				0.927				0.959	



City Traffic Counters
(626) 256-4171

File Name : VetSun
Site Code : 00000000
Start Date : 2/19/2008
Page No : 3

	Veteran Ave Southbound				Sunset Blvd Westbound				Veteran Ave Northbound				Sunset Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	0	0	0	0	274	1347	0	1621	373	0	396	769	0	859	151	1010	3400
Percent	0.0	0.0	0.0		16.9	83.1	0.0		48.5	0.0	51.5		0.0	85.0	15.0		
05:00 Volume	0	0	0	0	77	364	0	441	101	0	117	218	0	206	44	250	909
Peak Factor																	0.935
High Int.					05:00 PM				05:00 PM				05:45 PM				
Volume	0	0	0	0	77	364	0	441	101	0	117	218	0	243	44	287	
Peak Factor								0.919				0.882				0.880	



City Traffic Counters
626.256.4171

File Name : SunBell
Site Code : 00000000
Start Date : 2/19/2008
Page No : 1

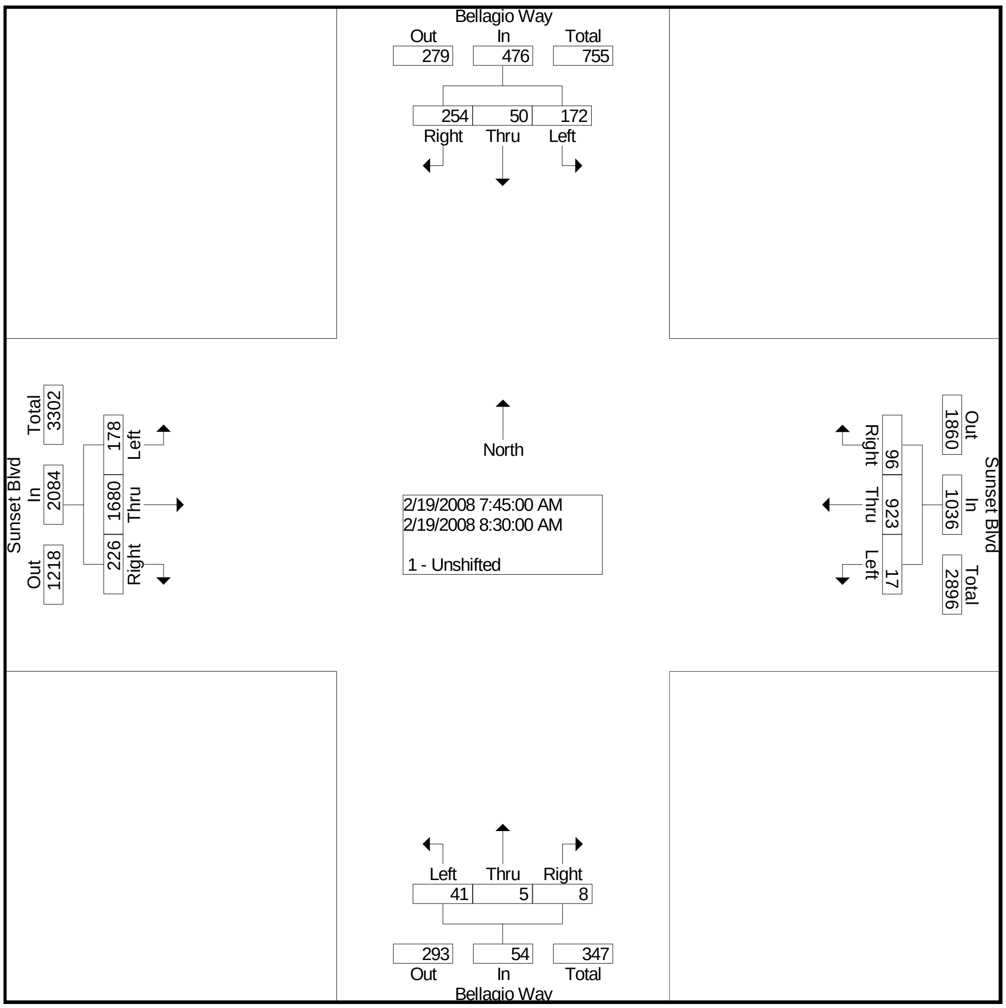
Groups Printed- 1 - Unshifted

	Bellagio Way Southbound			Sunset Blvd Westbound			Bellagio Way Northbound			Sunset Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	13	10	47	4	191	8	17	1	2	34	244	47	618
07:15 AM	34	9	67	4	213	12	5	0	3	31	311	65	754
07:30 AM	38	7	66	4	204	16	11	1	3	37	380	67	834
07:45 AM	32	12	73	4	227	32	6	0	0	42	436	73	937
Total	117	38	253	16	835	68	39	2	8	144	1371	252	3143
08:00 AM	48	9	63	5	233	28	13	0	3	46	431	49	928
08:15 AM	43	12	67	5	225	18	11	4	3	41	410	45	884
08:30 AM	49	17	51	3	238	18	11	1	2	49	403	59	901
08:45 AM	42	11	87	2	205	15	17	1	2	38	415	70	905
Total	182	49	268	15	901	79	52	6	10	174	1659	223	3618
04:00 PM	19	2	45	5	311	32	60	10	5	60	227	17	793
04:15 PM	12	1	53	6	337	45	69	23	5	57	205	14	827
04:30 PM	12	1	33	5	277	23	48	13	5	69	204	26	716
04:45 PM	10	0	50	4	290	33	69	21	6	70	200	21	774
Total	53	4	181	20	1215	133	246	67	21	256	836	78	3110
05:00 PM	13	2	41	3	331	28	72	23	7	71	221	29	841
05:15 PM	19	2	32	5	293	30	77	29	11	91	185	17	791
05:30 PM	16	1	42	5	310	27	55	26	9	90	209	18	808
05:45 PM	7	1	21	2	299	27	57	18	3	81	241	18	775
Total	55	6	136	15	1233	112	261	96	30	333	856	82	3215
Grand Total	407	97	838	66	4184	392	598	171	69	907	4722	635	13086
Apprch %	30.3	7.2	62.4	1.4	90.1	8.4	71.4	20.4	8.2	14.5	75.4	10.1	
Total %	3.1	0.7	6.4	0.5	32.0	3.0	4.6	1.3	0.5	6.9	36.1	4.9	

City Traffic Counters
626.256.4171

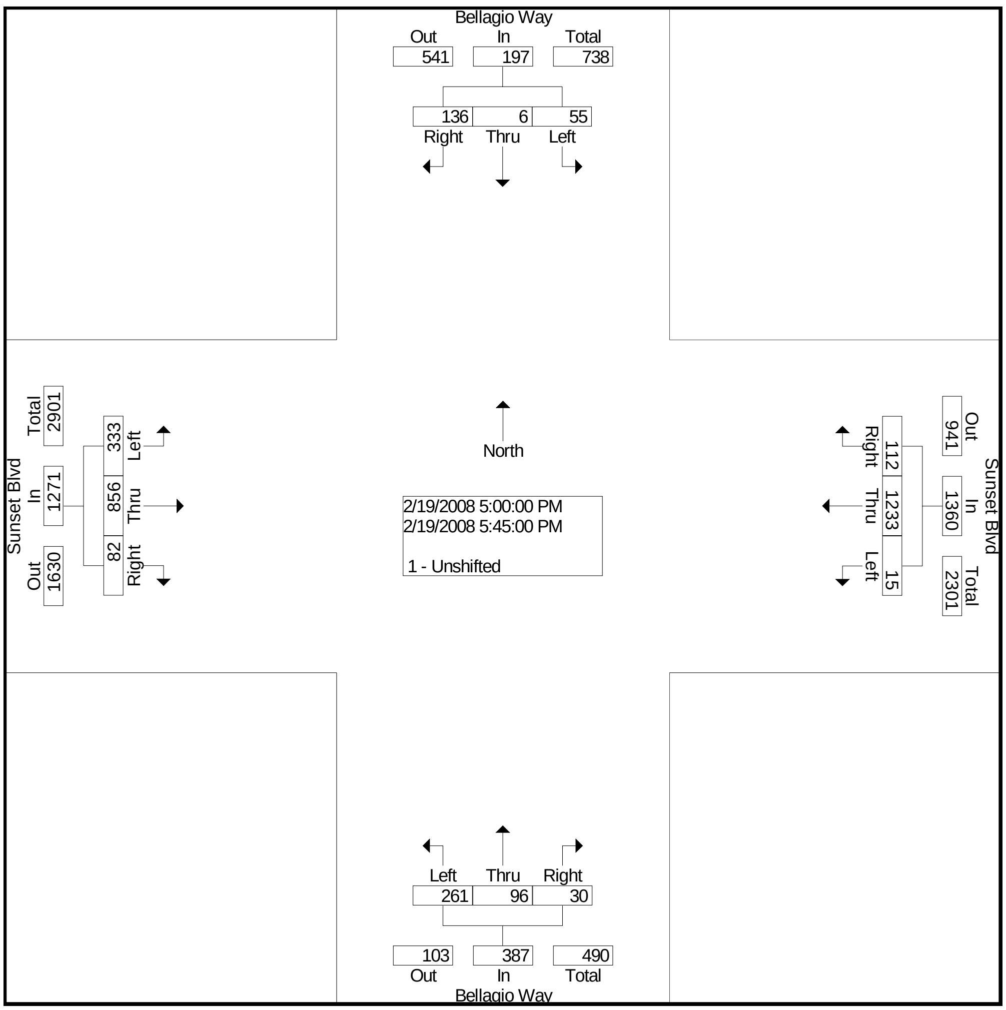
File Name : SunBell
Site Code : 00000000
Start Date : 2/19/2008
Page No : 2

	Bellagio Way Southbound				Sunset Blvd Westbound				Bellagio Way Northbound				Sunset Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	172	50	254	476	17	923	96	1036	41	5	8	54	178	1680	226	2084	3650
Percent	36.1	10.5	53.4		1.6	89.1	9.3		75.9	9.3	14.8		8.5	80.6	10.8		
07:45 Volume	32	12	73	117	4	227	32	263	6	0	0	6	42	436	73	551	937
Peak Factor																	0.974
High Int.	08:15 AM				08:00 AM				08:15 AM				07:45 AM				
Volume	43	12	67	122	5	233	28	266	11	4	3	18	42	436	73	551	
Peak Factor				0.975				0.974				0.750				0.946	



File Name : SunBell
Site Code : 00000000
Start Date : 2/19/2008
Page No : 3

	Bellagio Way Southbound				Sunset Blvd Westbound				Bellagio Way Northbound				Sunset Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	55	6	136	197	15	1233	112	1360	261	96	30	387	333	856	82	1271	3215
Percent	27.9	3.0	69.0		1.1	90.7	8.2		67.4	24.8	7.8		26.2	67.3	6.5		
05:00 Volume	13	2	41	56	3	331	28	362	72	23	7	102	71	221	29	321	841
Peak Factor																	0.956
High Int.	05:30 PM				05:00 PM				05:15 PM				05:45 PM				
Volume	16	1	42	59	3	331	28	362	77	29	11	117	81	241	18	340	
Peak Factor				0.835				0.939				0.827				0.935	



City Traffic Counters
626.256.4171

File Name : SunWest
Site Code : 00000000
Start Date : 2/14/2008
Page No : 1

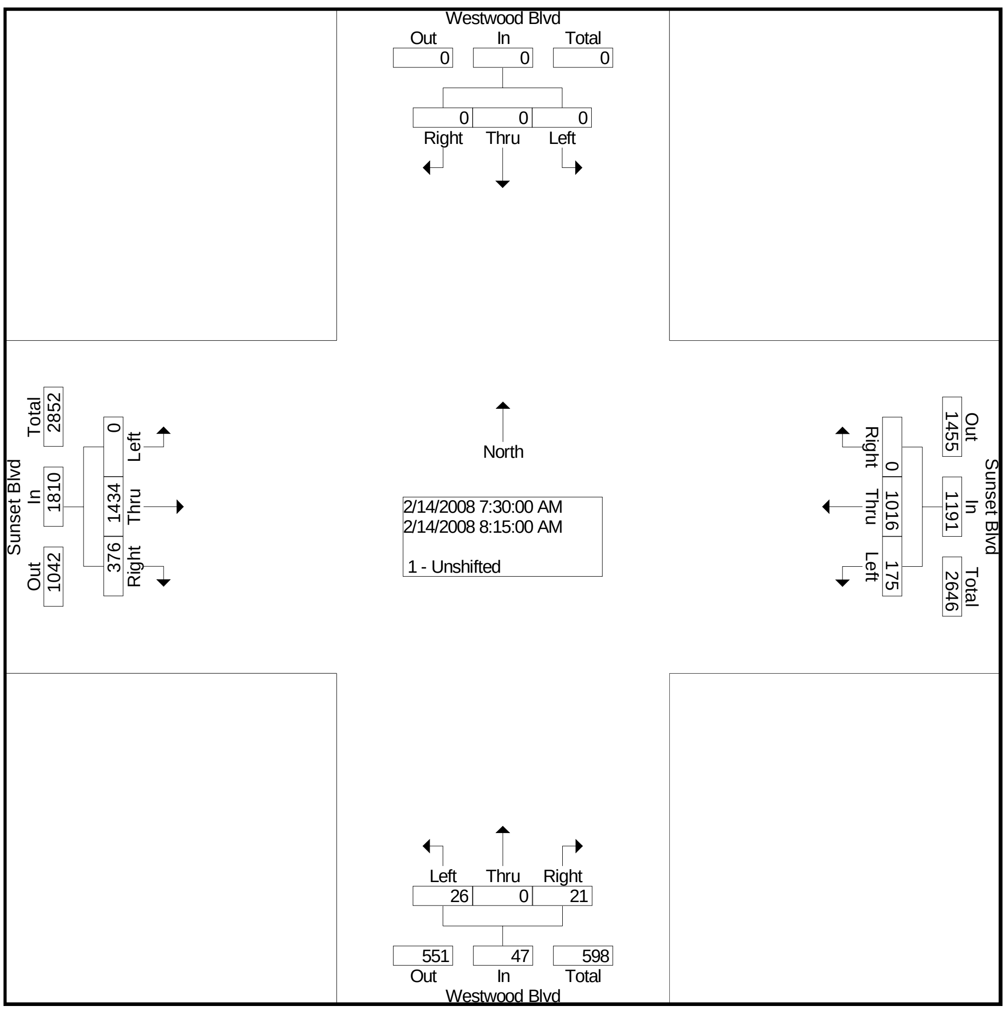
Groups Printed- 1 - Unshifted

	Westwood Blvd Southbound			Sunset Blvd Westbound			Westwood Blvd Northbound			Sunset Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	0	0	20	168	0	7	0	3	0	197	26	421
07:15 AM	0	0	0	38	195	0	5	0	5	0	267	50	560
07:30 AM	0	0	0	53	250	0	3	0	5	0	374	86	771
07:45 AM	0	0	0	46	262	0	8	0	5	0	316	94	731
Total	0	0	0	157	875	0	23	0	18	0	1154	256	2483
08:00 AM	0	0	0	39	271	0	5	0	8	0	380	104	807
08:15 AM	0	0	0	37	233	0	10	0	3	0	364	92	739
08:30 AM	0	0	0	46	251	0	13	0	3	0	344	79	736
08:45 AM	0	0	0	30	180	0	7	0	8	0	383	85	693
Total	0	0	0	152	935	0	35	0	22	0	1471	360	2975
04:00 PM	0	0	0	11	276	0	51	0	48	0	225	25	636
04:15 PM	0	0	0	10	312	0	44	0	37	0	192	22	617
04:30 PM	0	0	0	17	285	0	47	0	42	0	221	27	639
04:45 PM	0	0	0	17	277	0	41	0	44	0	195	17	591
Total	0	0	0	55	1150	0	183	0	171	0	833	91	2483
05:00 PM	0	0	0	12	284	0	68	0	53	0	217	31	665
05:15 PM	0	0	0	9	288	0	48	0	52	0	201	19	617
05:30 PM	0	0	0	13	319	0	44	0	46	0	215	18	655
05:45 PM	0	0	0	12	315	0	35	0	40	0	237	26	665
Total	0	0	0	46	1206	0	195	0	191	0	870	94	2602
Grand Total	0	0	0	410	4166	0	436	0	402	0	4328	801	10543
Apprch %	0.0	0.0	0.0	9.0	91.0	0.0	52.0	0.0	48.0	0.0	84.4	15.6	
Total %	0.0	0.0	0.0	3.9	39.5	0.0	4.1	0.0	3.8	0.0	41.1	7.6	

City Traffic Counters
626.256.4171

File Name : SunWest
Site Code : 00000000
Start Date : 2/14/2008
Page No : 2

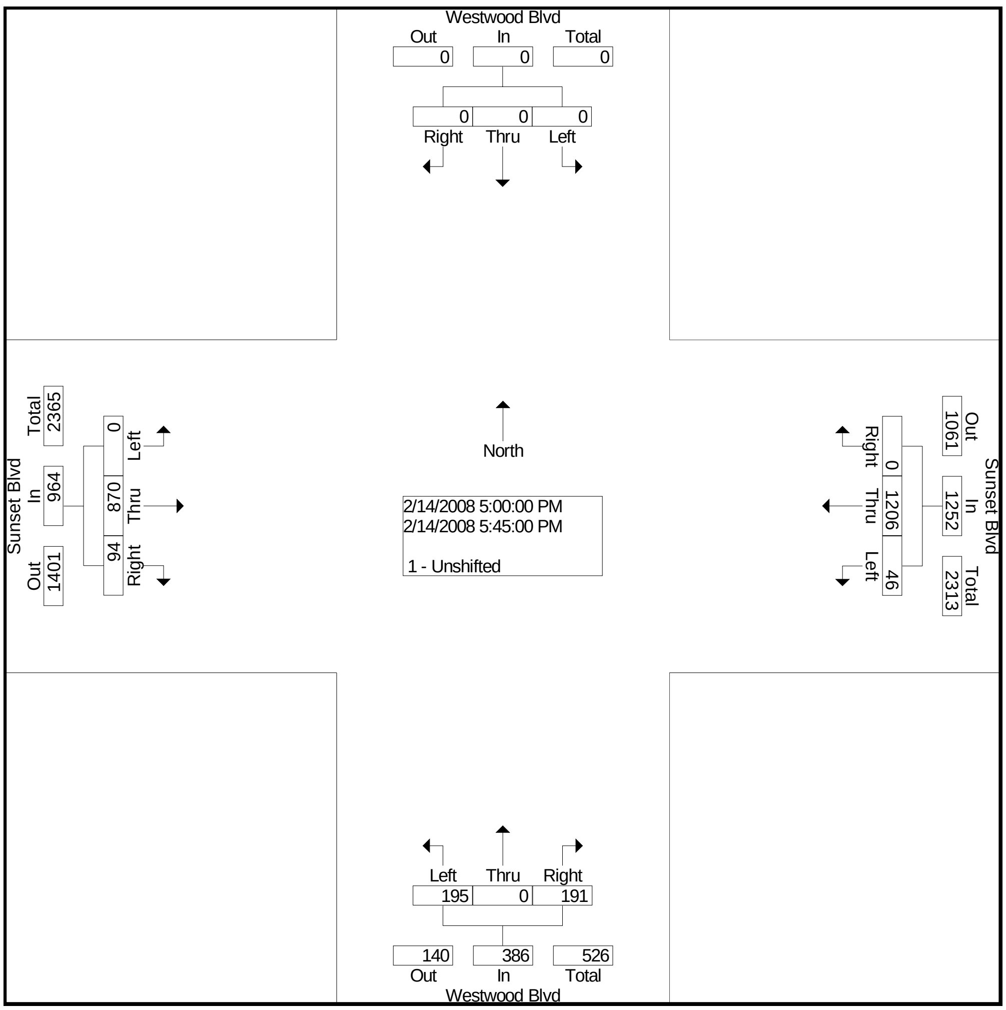
	Westwood Blvd Southbound				Sunset Blvd Westbound				Westwood Blvd Northbound				Sunset Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	0	0	0	0	175	1016	0	1191	26	0	21	47	0	1434	376	1810	3048
Percent	0.0	0.0	0.0		14.7	85.3	0.0		55.3	0.0	44.7		0.0	79.2	20.8		
08:00 Volume	0	0	0	0	39	271	0	310	5	0	8	13	0	380	104	484	807
Peak Factor																	0.944
High Int.	6:45:00 AM				08:00 AM				07:45 AM				08:00 AM				
Volume	0	0	0	0	39	271	0	310	8	0	5	13	0	380	104	484	
Peak Factor								0.960				0.904				0.935	



City Traffic Counters
626.256.4171

File Name : SunWest
Site Code : 00000000
Start Date : 2/14/2008
Page No : 3

	Westwood Blvd Southbound				Sunset Blvd Westbound				Westwood Blvd Northbound				Sunset Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	0	0	0	0	46	1206	0	1252	195	0	191	386	0	870	94	964	2602
Percent	0.0	0.0	0.0		3.7	96.3	0.0		50.5	0.0	49.5		0.0	90.2	9.8		
05:45 Volume	0	0	0	0	12	315	0	327	35	0	40	75	0	237	26	263	665
Peak Factor																	0.978
High Int.					05:30 PM				05:00 PM				05:45 PM				
Volume	0	0	0	0	13	319	0	332	68	0	53	121	0	237	26	263	
Peak Factor								0.943				0.798				0.916	



City Traffic Counters
626.256.4171

File Name : SunStoneC
Site Code : 00000000
Start Date : 2/26/2008
Page No : 1

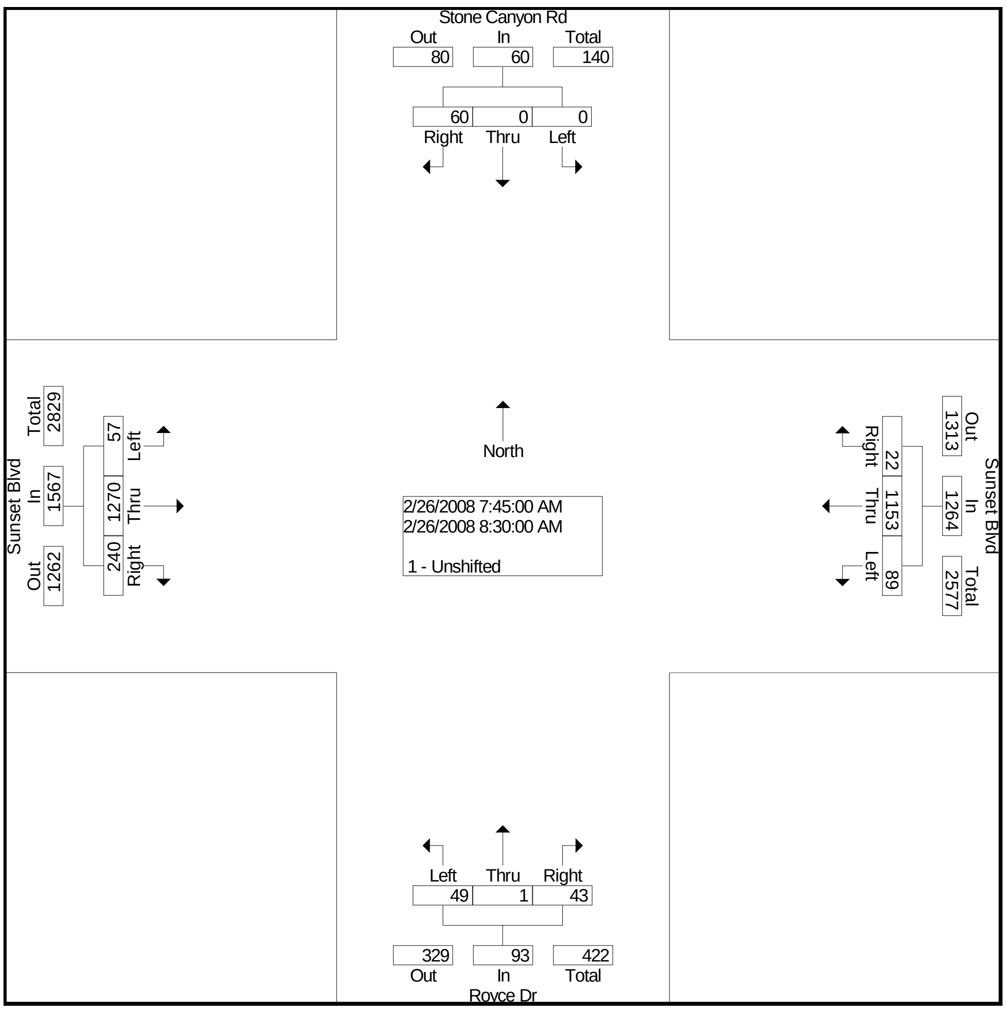
Groups Printed- 1 - Unshifted

	Stone Canyon Rd Southbound			Sunset Blvd Westbound			Royce Dr Northbound			Sunset Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	0	8	4	210	2	1	0	2	17	167	10	421
07:15 AM	0	0	12	10	233	2	0	0	1	19	231	27	535
07:30 AM	0	0	17	9	291	4	2	0	1	17	267	27	635
07:45 AM	0	0	20	14	320	7	6	0	2	14	306	51	740
Total	0	0	57	37	1054	15	9	0	6	67	971	115	2331
08:00 AM	0	0	17	18	308	2	8	0	7	15	315	52	742
08:15 AM	0	0	9	29	257	2	15	1	15	9	326	87	750
08:30 AM	0	0	14	28	268	11	20	0	19	19	323	50	752
08:45 AM	0	0	21	9	201	9	12	0	5	12	321	51	641
Total	0	0	61	84	1034	24	55	1	46	55	1285	240	2885
04:00 PM	8	0	18	34	244	12	22	0	26	19	327	18	728
04:15 PM	9	0	20	49	268	6	23	0	23	34	301	26	759
04:30 PM	24	0	31	38	231	2	52	0	42	32	293	32	777
04:45 PM	21	0	32	37	235	2	42	0	39	34	292	48	782
Total	62	0	101	158	978	22	139	0	130	119	1213	124	3046
05:00 PM	11	0	19	34	248	1	29	0	23	20	231	22	638
05:15 PM	19	0	25	31	230	2	31	1	25	32	213	22	631
05:30 PM	26	0	33	38	284	7	26	0	26	32	210	31	713
05:45 PM	29	0	33	59	263	2	35	0	37	34	233	27	752
Total	85	0	110	162	1025	12	121	1	111	118	887	102	2734
Grand Total	147	0	329	441	4091	73	324	2	293	359	4356	581	10996
Apprch %	30.9	0.0	69.1	9.6	88.8	1.6	52.3	0.3	47.3	6.8	82.3	11.0	
Total %	1.3	0.0	3.0	4.0	37.2	0.7	2.9	0.0	2.7	3.3	39.6	5.3	

City Traffic Counters
626.256.4171

File Name : SunStoneC
Site Code : 00000000
Start Date : 2/26/2008
Page No : 2

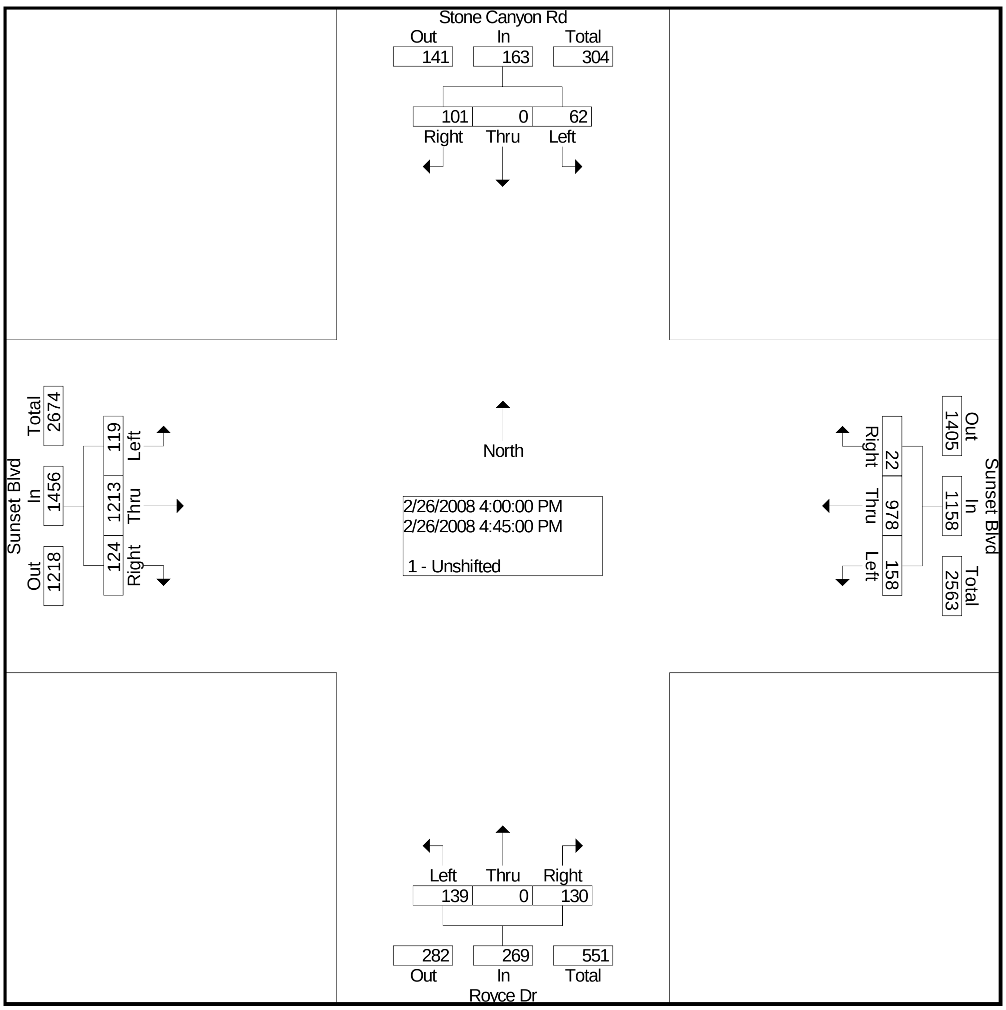
	Stone Canyon Rd Southbound				Sunset Blvd Westbound				Royce Dr Northbound				Sunset Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	0	0	60	60	89	1153	22	1264	49	1	43	93	57	1270	240	1567	2984
Percent	0.0	0.0	100.0		7.0	91.2	1.7		52.7	1.1	46.2		3.6	81.0	15.3		
08:30 Volume	0	0	14	14	28	268	11	307	20	0	19	39	19	323	50	392	752
Peak Factor																	0.992
High Int.	07:45 AM				07:45 AM				08:30 AM				08:15 AM				
Volume	0	0	20	20	14	320	7	341	20	0	19	39	9	326	87	422	
Peak Factor				0.750				0.927				0.596				0.928	



City Traffic Counters
626.256.4171

File Name : SunStoneC
Site Code : 00000000
Start Date : 2/26/2008
Page No : 3

	Stone Canyon Rd Southbound				Sunset Blvd Westbound				Royce Dr Northbound				Sunset Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:00 PM																
Volume	62	0	101	163	158	978	22	1158	139	0	130	269	119	1213	124	1456	3046
Percent	38.0	0.0	62.0		13.6	84.5	1.9		51.7	0.0	48.3		8.2	83.3	8.5		
04:45 Volume	21	0	32	53	37	235	2	274	42	0	39	81	34	292	48	374	782
Peak Factor																	0.974
High Int.	04:30 PM				04:15 PM				04:30 PM				04:45 PM				
Volume	24	0	31	55	49	268	6	323	52	0	42	94	34	292	48	374	
Peak Factor				0.741				0.896				0.715				0.973	



City Traffic Counters
626.256.4171

File Name : SunHilg
Site Code : 00000000
Start Date : 2/19/2008
Page No : 1

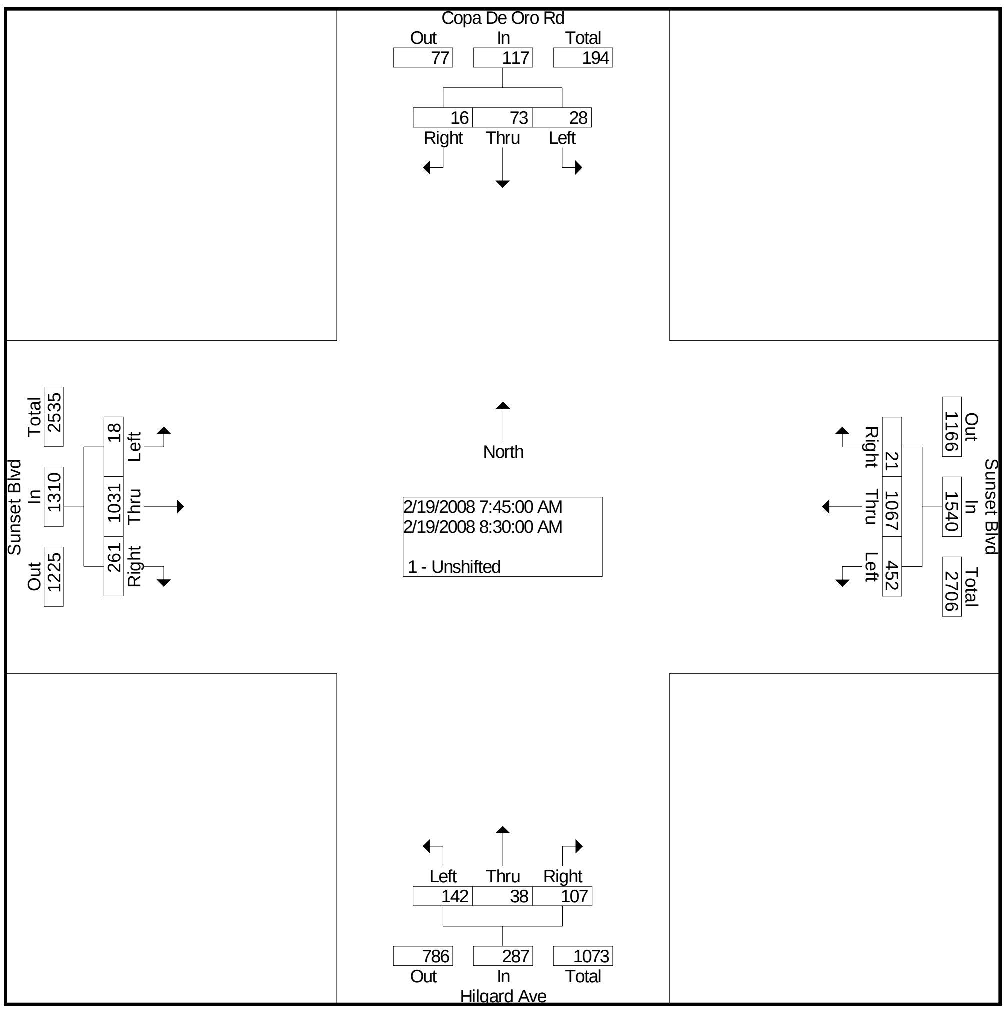
Groups Printed- 1 - Unshifted

	Copa De Oro Rd Southbound			Sunset Blvd Westbound			Hilgard Ave Northbound			Sunset Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	3	1	93	205	6	15	8	15	4	136	26	512
07:15 AM	3	7	3	106	234	8	21	8	22	3	165	35	615
07:30 AM	1	7	3	121	274	7	20	6	21	8	244	42	754
07:45 AM	6	20	8	124	286	5	40	11	25	4	219	74	822
Total	10	37	15	444	999	26	96	33	83	19	764	177	2703
08:00 AM	7	16	2	101	274	5	37	7	29	4	260	72	814
08:15 AM	7	21	4	118	257	7	25	9	28	5	267	59	807
08:30 AM	8	16	2	109	250	4	40	11	25	5	285	56	811
08:45 AM	11	15	3	99	175	3	48	4	34	7	252	62	713
Total	33	68	11	427	956	19	150	31	116	21	1064	249	3145
04:00 PM	12	25	8	55	189	9	81	7	48	1	233	25	693
04:15 PM	13	20	5	33	241	2	67	6	76	3	289	21	776
04:30 PM	11	26	8	27	209	0	61	1	86	0	302	27	758
04:45 PM	6	11	5	46	219	3	56	6	94	0	324	34	804
Total	42	82	26	161	858	14	265	20	304	4	1148	107	3031
05:00 PM	5	12	2	52	202	2	76	20	108	0	230	38	747
05:15 PM	9	7	2	44	206	3	51	13	109	1	223	29	697
05:30 PM	4	9	2	59	259	6	63	14	107	0	214	53	790
05:45 PM	6	8	1	47	282	2	45	10	95	0	235	57	788
Total	24	36	7	202	949	13	235	57	419	1	902	177	3022
Grand Total	109	223	59	1234	3762	72	746	141	922	45	3878	710	11901
Apprch %	27.9	57.0	15.1	24.3	74.2	1.4	41.2	7.8	51.0	1.0	83.7	15.3	
Total %	0.9	1.9	0.5	10.4	31.6	0.6	6.3	1.2	7.7	0.4	32.6	6.0	

City Traffic Counters
626.256.4171

File Name : SunHilg
Site Code : 00000000
Start Date : 2/19/2008
Page No : 2

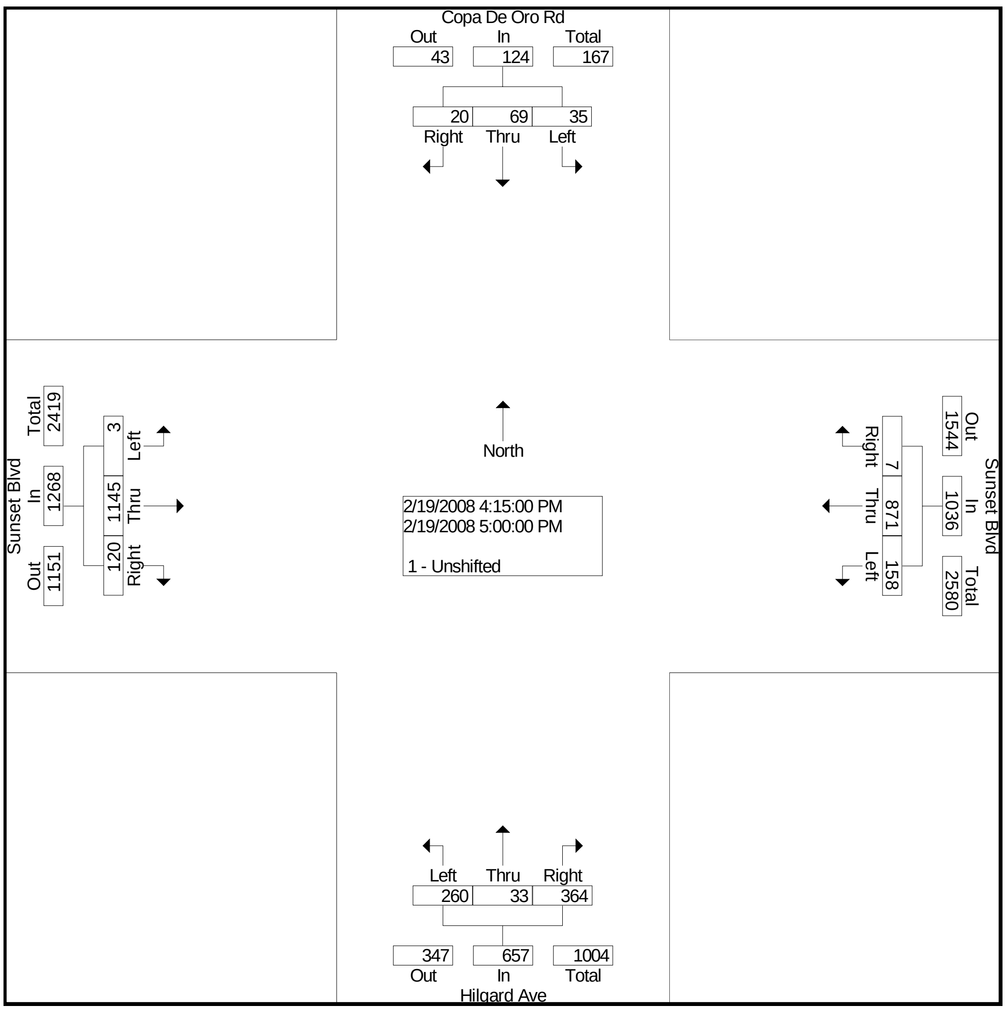
	Copa De Oro Rd Southbound				Sunset Blvd Westbound				Hilgard Ave Northbound				Sunset Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	28	73	16	117	452	1067	21	1540	142	38	107	287	18	1031	261	1310	3254
Percent	23.9	62.4	13.7		29.4	69.3	1.4		49.5	13.2	37.3		1.4	78.7	19.9		
07:45 Volume	6	20	8	34	124	286	5	415	40	11	25	76	4	219	74	297	822
Peak Factor																	0.990
High Int.	07:45 AM				07:45 AM				07:45 AM				08:30 AM				
Volume	6	20	8	34	124	286	5	415	40	11	25	76	5	285	56	346	
Peak Factor				0.860				0.928				0.944				0.947	



City Traffic Counters
626.256.4171

File Name : SunHilg
Site Code : 00000000
Start Date : 2/19/2008
Page No : 3

	Copa De Oro Rd Southbound				Sunset Blvd Westbound				Hilgard Ave Northbound				Sunset Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:15 PM																
Volume	35	69	20	124	158	871	7	1036	260	33	364	657	3	1145	120	1268	3085
Percent	28.2	55.6	16.1		15.3	84.1	0.7		39.6	5.0	55.4		0.2	90.3	9.5		
04:45 Volume	6	11	5	22	46	219	3	268	56	6	94	156	0	324	34	358	804
Peak Factor																	0.959
High Int.	04:30 PM				04:15 PM				05:00 PM				04:45 PM				
Volume	11	26	8	45	33	241	2	276	76	20	108	204	0	324	34	358	
Peak Factor				0.689				0.938				0.805				0.885	



City Traffic Counters
626.256.4171

File Name : SunBGbelA
Site Code : 00000000
Start Date : 2/19/2008
Page No : 1

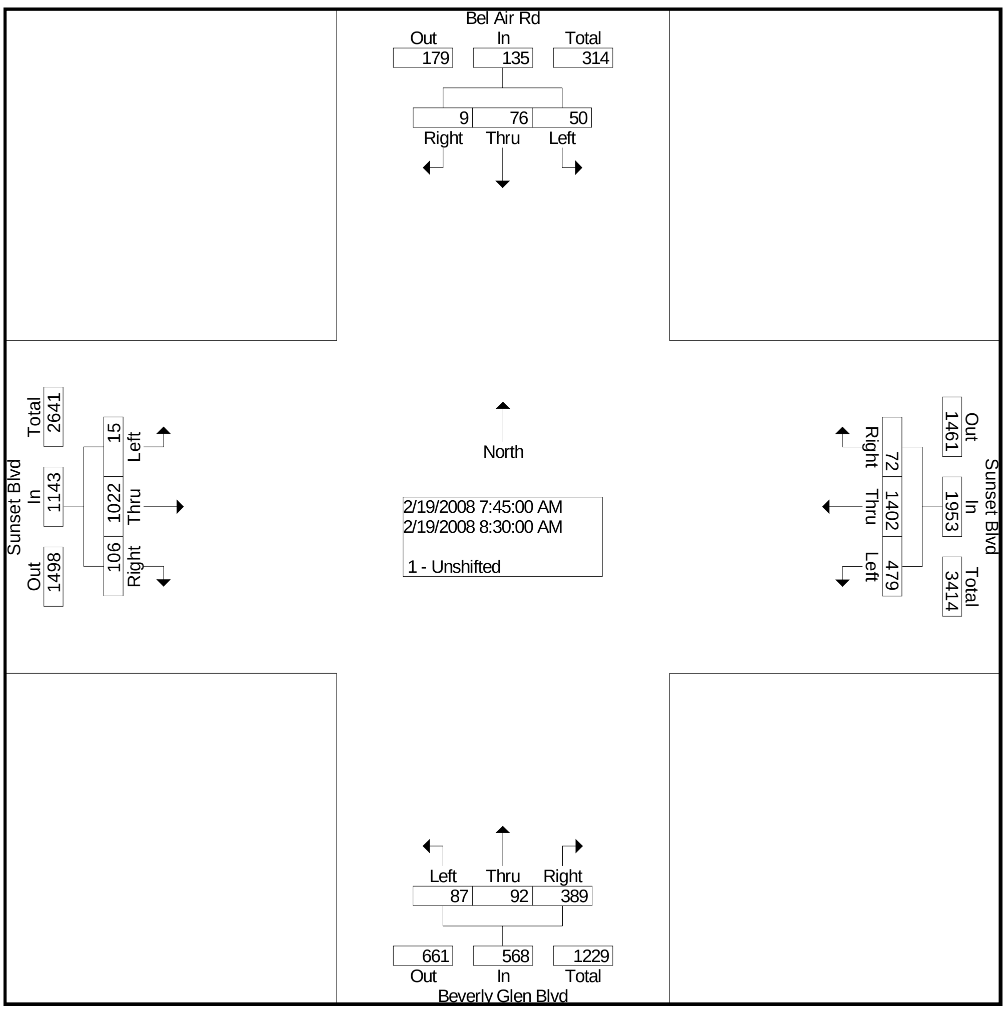
Groups Printed- 1 - Unshifted

	Bel Air Rd Southbound			Sunset Blvd Westbound			Beverly Glen Blvd Northbound			Sunset Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	4	10	1	92	288	20	8	53	28	20	109	5	638
07:15 AM	14	8	1	80	346	17	15	13	59	6	156	10	725
07:30 AM	16	12	2	98	359	29	32	19	54	3	246	17	887
07:45 AM	12	16	5	93	370	37	29	26	103	7	228	19	945
Total	46	46	9	363	1363	103	84	111	244	36	739	51	3195
08:00 AM	13	13	0	125	349	21	16	28	92	2	247	24	930
08:15 AM	12	16	1	139	356	4	19	16	86	2	261	30	942
08:30 AM	13	31	3	122	327	10	23	22	108	4	286	33	982
08:45 AM	18	31	2	164	257	8	23	11	94	5	250	23	886
Total	56	91	6	550	1289	43	81	77	380	13	1044	110	3740
04:00 PM	26	28	5	77	212	18	28	17	71	7	281	8	778
04:15 PM	41	22	5	70	212	15	65	28	106	2	351	16	933
04:30 PM	21	32	11	87	190	22	41	56	125	12	362	16	975
04:45 PM	26	22	4	94	219	21	41	13	129	2	417	12	1000
Total	114	104	25	328	833	76	175	114	431	23	1411	52	3686
05:00 PM	31	21	3	101	215	19	58	44	158	5	328	14	997
05:15 PM	20	16	5	91	202	34	59	40	140	3	335	17	962
05:30 PM	27	18	7	94	291	19	42	43	120	4	299	17	981
05:45 PM	26	13	4	103	252	7	63	40	163	4	324	12	1011
Total	104	68	19	389	960	79	222	167	581	16	1286	60	3951
Grand Total	320	309	59	1630	4445	301	562	469	1636	88	4480	273	14572
Apprch %	46.5	44.9	8.6	25.6	69.7	4.7	21.1	17.6	61.3	1.8	92.5	5.6	
Total %	2.2	2.1	0.4	11.2	30.5	2.1	3.9	3.2	11.2	0.6	30.7	1.9	

City Traffic Counters
626.256.4171

File Name : SunBGbelA
Site Code : 00000000
Start Date : 2/19/2008
Page No : 2

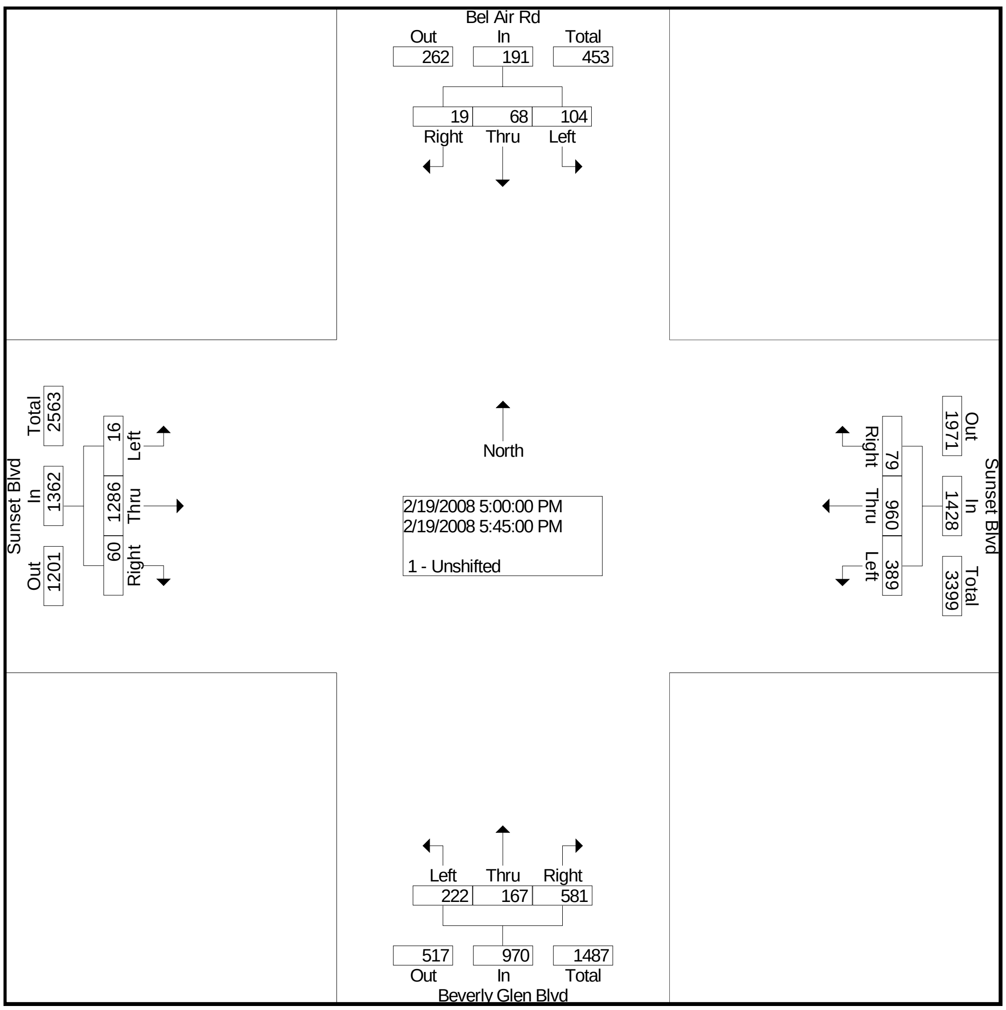
	Bel Air Rd Southbound				Sunset Blvd Westbound				Beverly Glen Blvd Northbound				Sunset Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	50	76	9	135	479	1402	72	1953	87	92	389	568	15	1022	106	1143	3799
Percent	37.0	56.3	6.7		24.5	71.8	3.7		15.3	16.2	68.5		1.3	89.4	9.3		
08:30 Volume	13	31	3	47	122	327	10	459	23	22	108	153	4	286	33	323	982
Peak Factor																	0.967
High Int.	08:30 AM				07:45 AM				07:45 AM				08:30 AM				
Volume	13	31	3	47	93	370	37	500	29	26	103	158	4	286	33	323	
Peak Factor				0.718				0.977				0.899				0.885	



City Traffic Counters
626.256.4171

File Name : SunBGbelA
Site Code : 00000000
Start Date : 2/19/2008
Page No : 3

	Bel Air Rd Southbound				Sunset Blvd Westbound				Beverly Glen Blvd Northbound				Sunset Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	104	68	19	191	389	960	79	1428	222	167	581	970	16	1286	60	1362	3951
Percent	54.5	35.6	9.9		27.2	67.2	5.5		22.9	17.2	59.9		1.2	94.4	4.4		
05:45 Volume	26	13	4	43	103	252	7	362	63	40	163	266	4	324	12	340	1011
Peak Factor																	0.977
High Int.	05:00 PM				05:30 PM				05:45 PM				05:15 PM				
Volume	31	21	3	55	94	291	19	404	63	40	163	266	3	335	17	355	
Peak Factor				0.868				0.884				0.912				0.959	



City Traffic Counters
626.256.4171

File Name : SunBevG
Site Code : 00000000
Start Date : 2/19/2008
Page No : 1

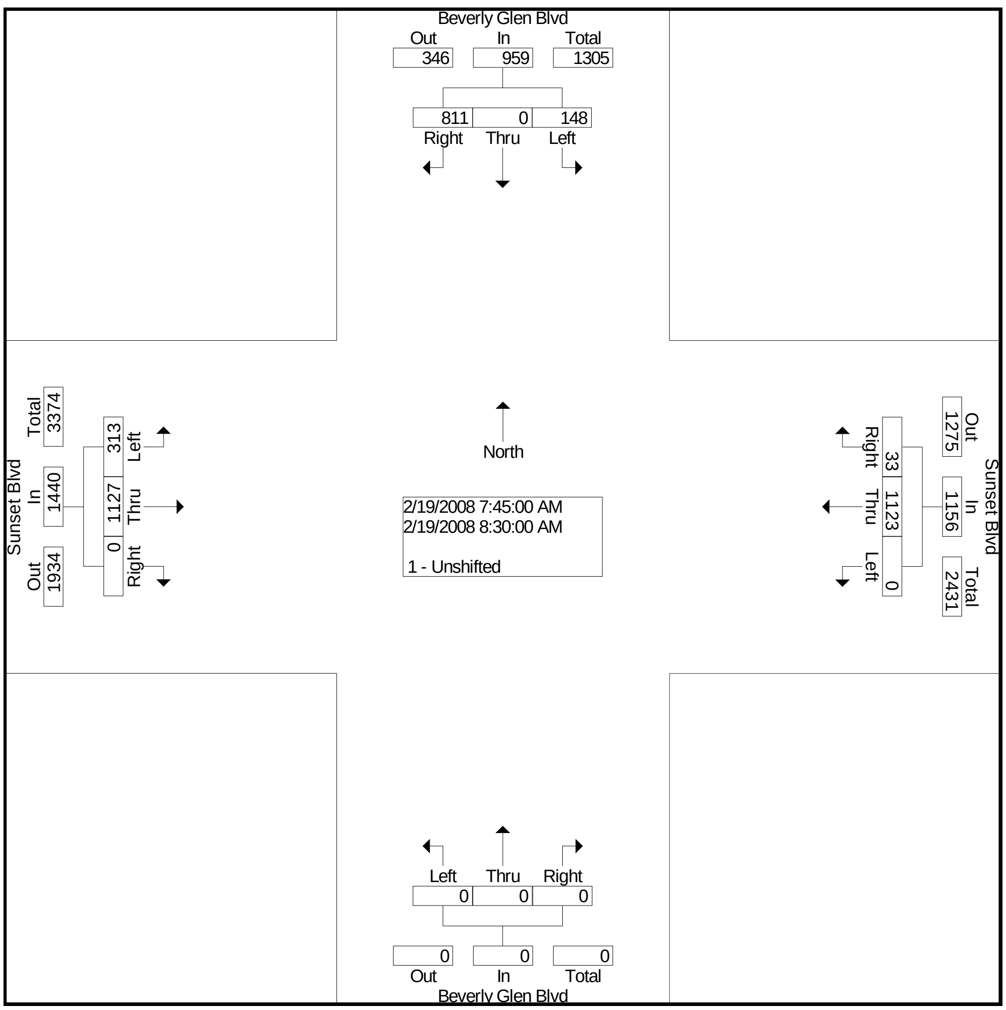
Groups Printed- 1 - Unshifted

	Beverly Glen Blvd Southbound			Sunset Blvd Westbound			Beverly Glen Blvd Northbound			Sunset Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	32	0	148	0	262	7	0	0	0	32	121	0	602
07:15 AM	38	0	144	0	295	6	0	0	0	43	189	0	715
07:30 AM	35	0	182	0	310	6	0	0	0	74	232	0	839
07:45 AM	29	0	183	0	321	5	0	0	0	91	259	0	888
Total	134	0	657	0	1188	24	0	0	0	240	801	0	3044
08:00 AM	38	0	191	0	299	9	0	0	0	69	273	0	879
08:15 AM	38	0	223	0	270	13	0	0	0	76	277	0	897
08:30 AM	43	0	214	0	233	6	0	0	0	77	318	0	891
08:45 AM	40	0	220	0	222	5	0	0	0	76	301	0	864
Total	159	0	848	0	1024	33	0	0	0	298	1169	0	3531
04:00 PM	46	0	93	0	226	22	0	0	0	130	238	0	755
04:15 PM	43	0	94	0	216	39	0	0	0	222	294	0	908
04:30 PM	26	0	71	0	234	32	0	0	0	188	301	0	852
04:45 PM	24	0	89	0	241	22	0	0	0	225	325	0	926
Total	139	0	347	0	917	115	0	0	0	765	1158	0	3441
05:00 PM	22	0	110	0	217	33	0	0	0	227	306	0	915
05:15 PM	28	0	103	0	229	23	0	0	0	183	294	0	860
05:30 PM	29	0	99	0	301	34	0	0	0	195	240	0	898
05:45 PM	25	0	76	0	276	26	0	0	0	214	305	0	922
Total	104	0	388	0	1023	116	0	0	0	819	1145	0	3595
Grand Total	536	0	2240	0	4152	288	0	0	0	2122	4273	0	13611
Apprch %	19.3	0.0	80.7	0.0	93.5	6.5	0.0	0.0	0.0	33.2	66.8	0.0	
Total %	3.9	0.0	16.5	0.0	30.5	2.1	0.0	0.0	0.0	15.6	31.4	0.0	

City Traffic Counters
626.256.4171

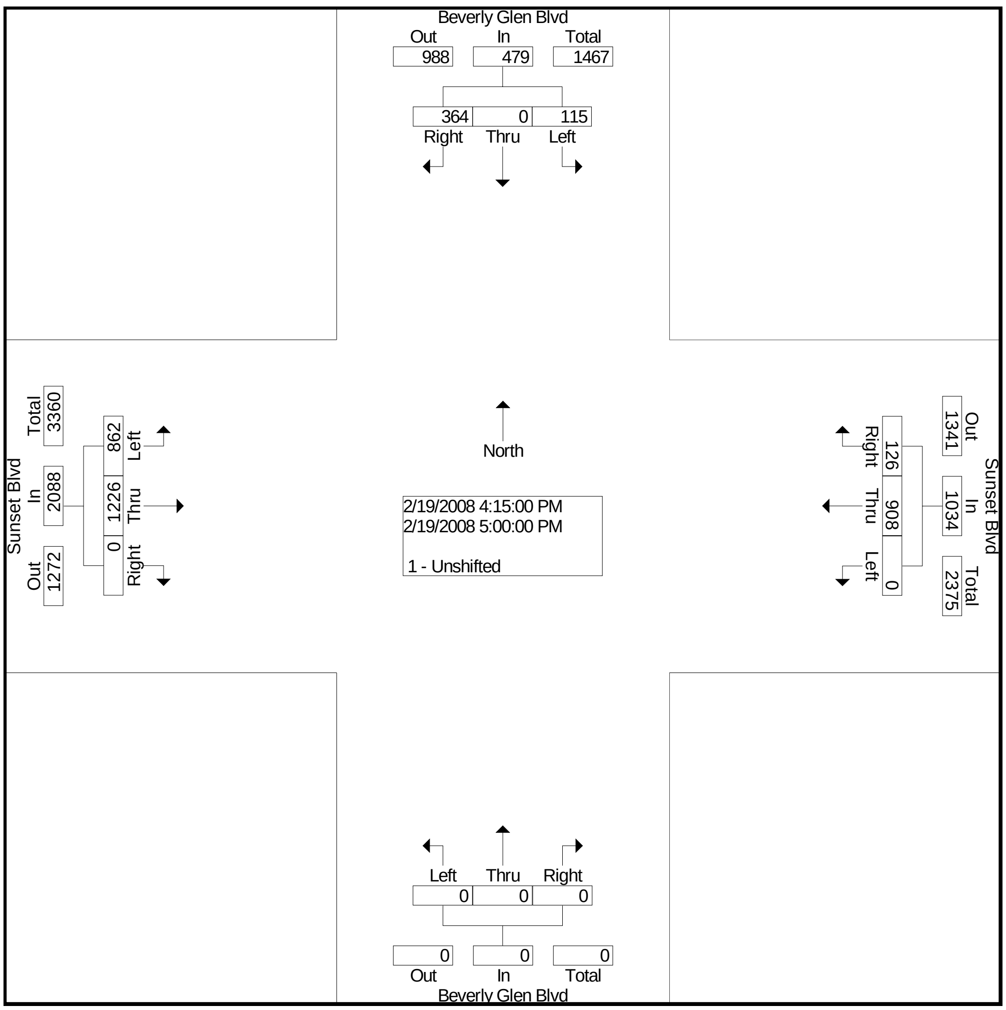
File Name : SunBevG
Site Code : 00000000
Start Date : 2/19/2008
Page No : 2

	Beverly Glen Blvd Southbound				Sunset Blvd Westbound				Beverly Glen Blvd Northbound				Sunset Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	148	0	811	959	0	1123	33	1156	0	0	0	0	313	1127	0	1440	3555
Percent	15.4	0.0	84.6		0.0	97.1	2.9		0.0	0.0	0.0		21.7	78.3	0.0		
08:15 Volume	38	0	223	261	0	270	13	283	0	0	0	0	76	277	0	353	897
Peak Factor																	0.991
High Int.	08:15 AM				07:45 AM				6:45:00 AM				08:30 AM				
Volume	38	0	223	261	0	321	5	326	0	0	0	0	77	318	0	395	
Peak Factor				0.919				0.887								0.911	



File Name : SunBevG
Site Code : 00000000
Start Date : 2/19/2008
Page No : 3

	Beverly Glen Blvd Southbound				Sunset Blvd Westbound				Beverly Glen Blvd Northbound				Sunset Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:15 PM																
Volume	115	0	364	479	0	908	126	1034	0	0	0	0	862	1226	0	2088	3601
Percent	24.0	0.0	76.0		0.0	87.8	12.2		0.0	0.0	0.0		41.3	58.7	0.0		
04:45 Volume	24	0	89	113	0	241	22	263	0	0	0	0	225	325	0	550	926
Peak Factor																	0.972
High Int.	04:15 PM				04:30 PM								04:45 PM				
Volume	43	0	94	137	0	234	32	266	0	0	0	0	225	325	0	550	
Peak Factor				0.874				0.972								0.949	



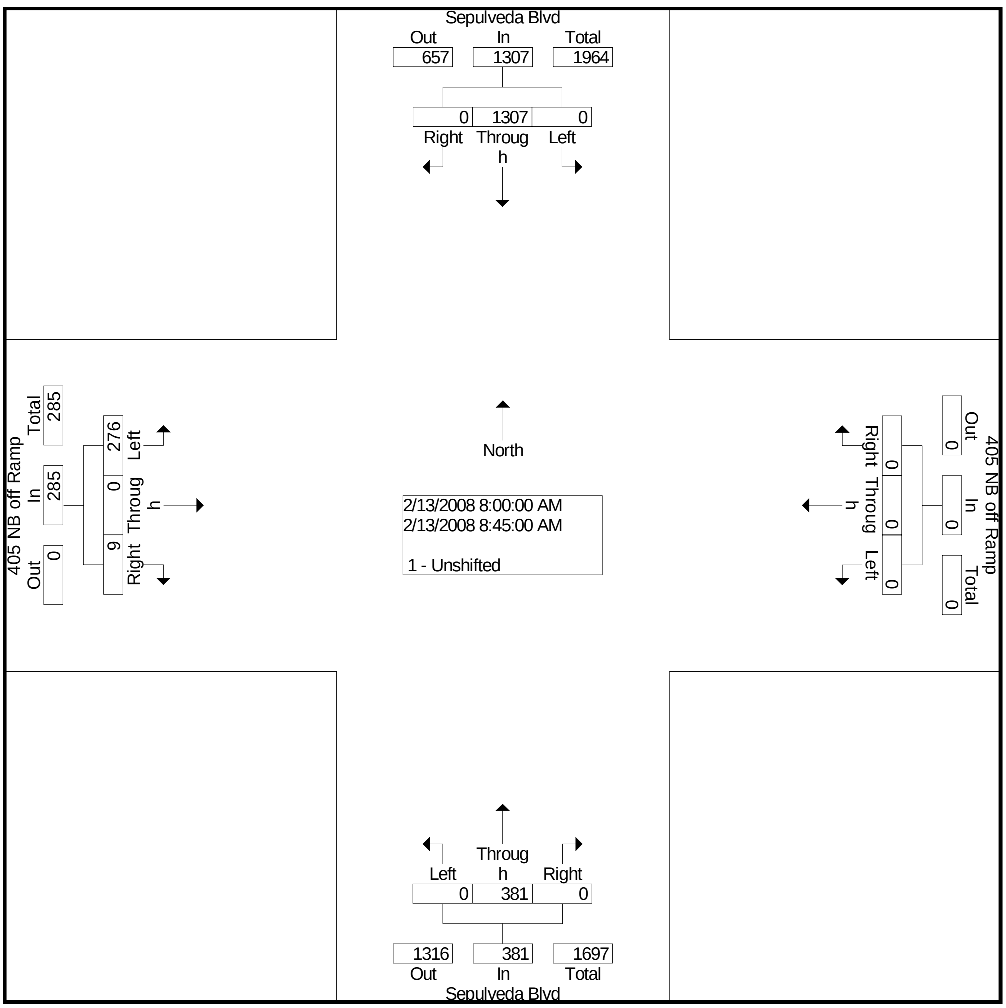
City Traffic Counters
(626) 256-4171

File Name : Sep405NB
Site Code : 00000000
Start Date : 2/13/2008
Page No : 1

Groups Printed- 1 - Unshifted

	Sepulveda Blvd Southbound			405 NB off Ramp Westbound			Sepulveda Blvd Northbound			405 NB off Ramp Eastbound			
Start Time	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	240	0	0	0	0	0	51	0	78	0	8	377
07:15 AM	0	275	0	0	0	0	0	61	0	72	0	2	410
07:30 AM	0	292	0	0	0	0	0	79	0	93	0	1	465
07:45 AM	0	297	0	0	0	0	0	75	0	83	0	6	461
Total	0	1104	0	0	0	0	0	266	0	326	0	17	1713
08:00 AM	0	325	0	0	0	0	0	94	0	59	0	2	480
08:15 AM	0	327	0	0	0	0	0	93	0	59	0	1	480
08:30 AM	0	325	0	0	0	0	0	95	0	65	0	3	488
08:45 AM	0	330	0	0	0	0	0	99	0	93	0	3	525
Total	0	1307	0	0	0	0	0	381	0	276	0	9	1973
04:00 PM	0	152	0	0	0	0	0	405	0	28	0	7	592
04:15 PM	0	180	0	0	0	0	0	401	0	34	0	3	618
04:30 PM	0	231	0	0	0	0	0	377	0	18	0	8	634
04:45 PM	0	233	0	0	0	0	0	431	0	24	0	5	693
Total	0	796	0	0	0	0	0	1614	0	104	0	23	2537
05:00 PM	0	211	0	0	0	0	0	392	0	16	0	9	628
05:15 PM	0	220	0	0	0	0	0	351	0	26	0	4	601
05:30 PM	0	228	0	0	0	0	0	243	0	22	0	5	498
05:45 PM	0	240	0	0	0	0	0	291	0	15	0	6	552
Total	0	899	0	0	0	0	0	1277	0	79	0	24	2279
Grand Total	0	4106	0	0	0	0	0	3538	0	785	0	73	8502
Apprch %	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	91.5	0.0	8.5	
Total %	0.0	48.3	0.0	0.0	0.0	0.0	0.0	41.6	0.0	9.2	0.0	0.9	

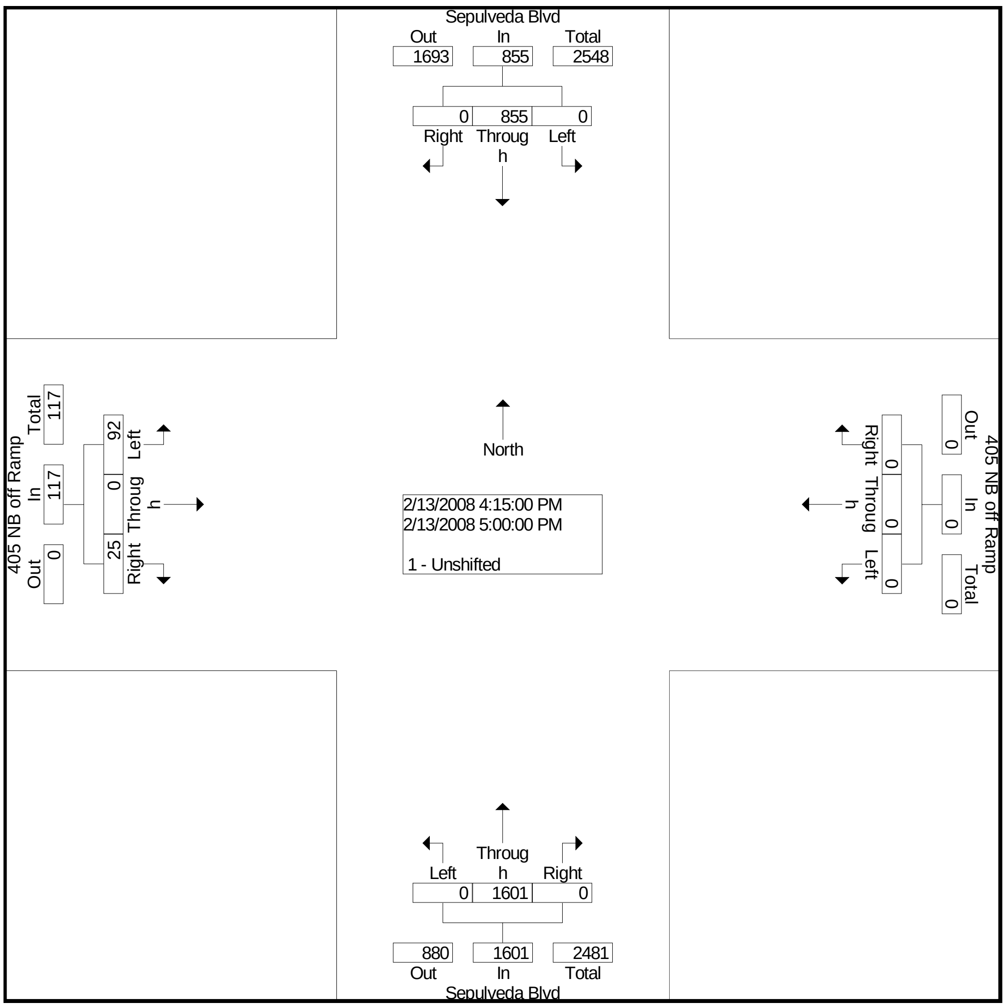
	Sepulveda Blvd Southbound				405 NB off Ramp Westbound				Sepulveda Blvd Northbound				405 NB off Ramp Eastbound				
Start Time	Left	Thro ug h	Right	App. Total	Left	Thro ug h	Right	App. Total	Left	Thro ug h	Right	App. Total	Left	Thro ug h	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	0	1307	0	1307	0	0	0	0	0	381	0	381	276	0	9	285	1973
Percent	0.0	100.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		96.8	0.0	3.2		
08:45 Volume	0	330	0	330	0	0	0	0	0	99	0	99	93	0	3	96	525
Peak Factor																	0.940
High Int.	08:45 AM				6:45:00 AM				08:45 AM				08:45 AM				
Volume	0	330	0	330	0	0	0	0	0	99	0	99	93	0	3	96	
Peak Factor				0.990								0.962				0.742	



City Traffic Counters
(626) 256-4171

File Name : Sep405NB
Site Code : 00000000
Start Date : 2/13/2008
Page No : 3

	Sepulveda Blvd Southbound				405 NB off Ramp Westbound				Sepulveda Blvd Northbound				405 NB off Ramp Eastbound				
Start Time	Left	Thro ug h	Right	App. Total	Left	Thro ug h	Right	App. Total	Left	Thro ug h	Right	App. Total	Left	Thro ug h	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:15 PM																
Volume	0	855	0	855	0	0	0	0	0	1601	0	1601	92	0	25	117	2573
Percent	0.0	100.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		78.6	0.0	21.4		
04:45 Volume	0	233	0	233	0	0	0	0	0	431	0	431	24	0	5	29	693
Peak Factor																	0.928
High Int.	04:45 PM								04:45 PM				04:15 PM				
Volume	0	233	0	233	0	0	0	0	0	431	0	431	34	0	3	37	
Peak Factor				0.917								0.929				0.791	



City Traffic Counters
(626) 256-4171

File Name : SepMontana
Site Code : 00000000
Start Date : 2/13/2008
Page No : 1

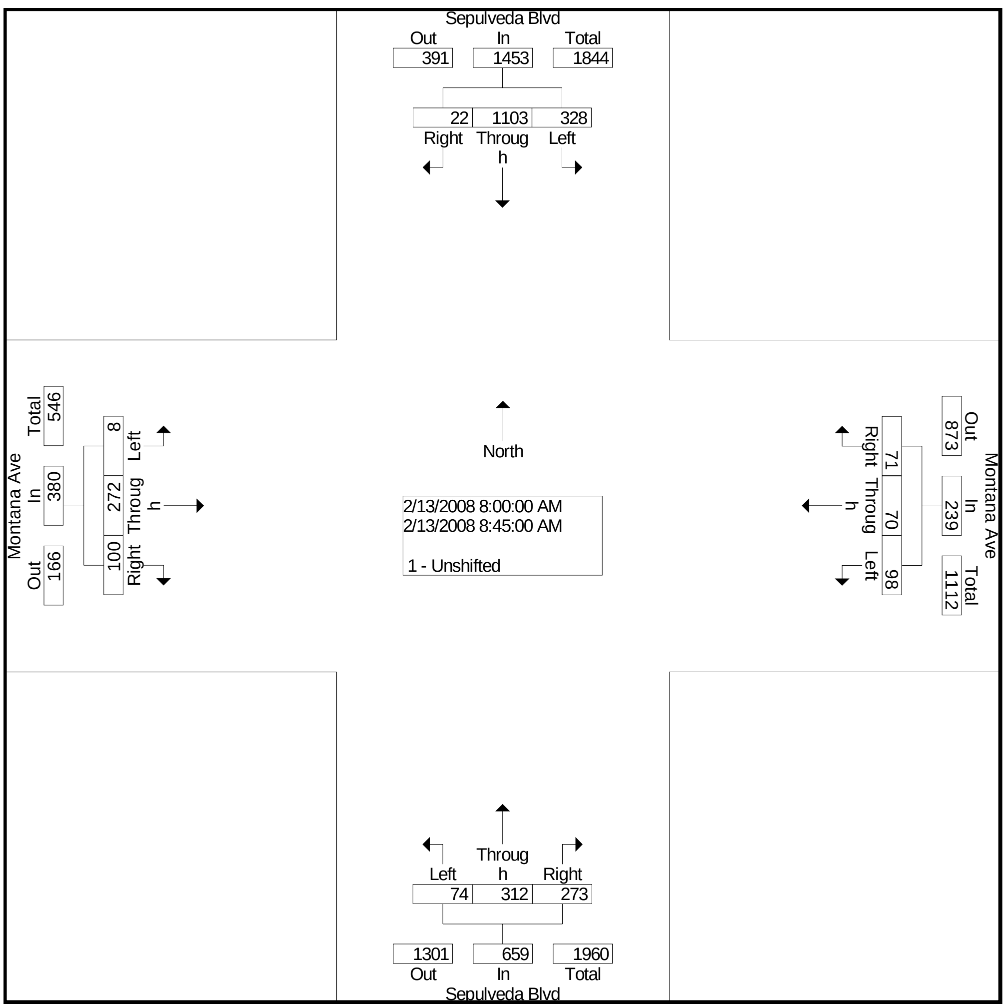
Groups Printed- 1 - Unshifted

	Sepulveda Blvd Southbound			Montana Ave Westbound			Sepulveda Blvd Northbound			Montana Ave Eastbound			
Start Time	Left	Throug h	Right	Left	Throug h	Right	Left	Throug h	Right	Left	Throug h	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	86	215	5	16	13	20	23	45	64	2	40	10	539
07:15 AM	101	243	3	17	17	20	18	48	68	0	42	15	592
07:30 AM	97	260	1	25	22	23	20	65	76	2	52	10	653
07:45 AM	86	255	1	27	19	32	16	54	77	1	64	18	650
Total	370	973	10	85	71	95	77	212	285	5	198	53	2434
08:00 AM	79	277	5	23	19	15	21	64	69	3	82	21	678
08:15 AM	97	279	6	23	16	20	13	71	69	3	60	28	685
08:30 AM	83	269	2	25	13	16	20	76	64	1	60	29	658
08:45 AM	69	278	9	27	22	20	20	101	71	1	70	22	710
Total	328	1103	22	98	70	71	74	312	273	8	272	100	2731
04:00 PM	9	106	3	21	41	66	36	361	29	3	22	27	724
04:15 PM	15	121	3	34	42	71	31	372	27	7	21	26	770
04:30 PM	20	174	4	31	35	55	19	359	22	0	16	29	764
04:45 PM	12	171	5	36	40	62	27	349	39	3	30	25	799
Total	56	572	15	122	158	254	113	1441	117	13	89	107	3057
05:00 PM	14	145	2	37	38	73	36	391	30	0	21	33	820
05:15 PM	10	139	4	57	76	64	45	305	26	0	24	27	777
05:30 PM	16	164	6	42	68	45	18	213	26	2	34	22	656
05:45 PM	12	165	0	44	72	69	27	254	24	0	57	37	761
Total	52	613	12	180	254	251	126	1163	106	2	136	119	3014
Grand Total	806	3261	59	485	553	671	390	3128	781	28	695	379	11236
Apprch %	19.5	79.0	1.4	28.4	32.4	39.3	9.1	72.8	18.2	2.5	63.1	34.4	
Total %	7.2	29.0	0.5	4.3	4.9	6.0	3.5	27.8	7.0	0.2	6.2	3.4	

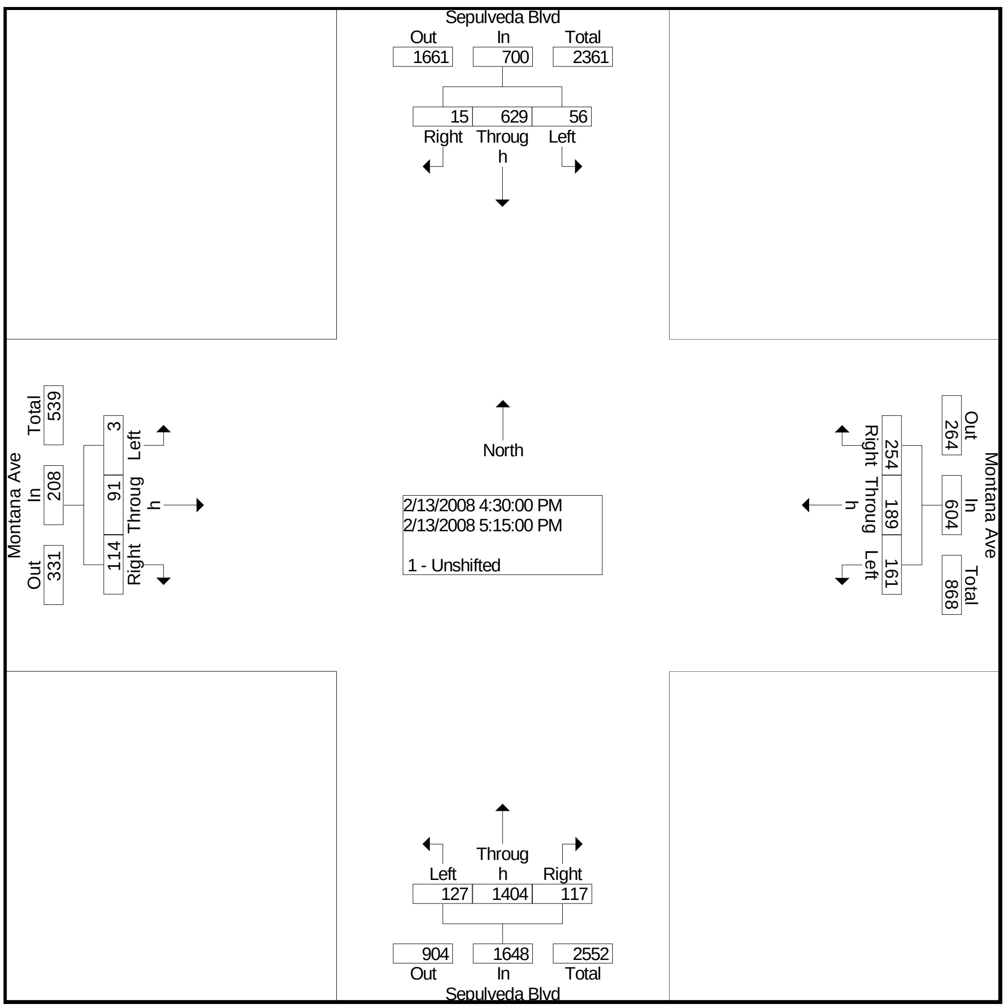
City Traffic Counters
(626) 256-4171

File Name : SepMontana
Site Code : 00000000
Start Date : 2/13/2008
Page No : 2

	Sepulveda Blvd Southbound				Montana Ave Westbound				Sepulveda Blvd Northbound				Montana Ave Eastbound				
Start Time	Left	Thro ug h	Right	App. Total	Left	Thro ug h	Right	App. Total	Left	Thro ug h	Right	App. Total	Left	Thro ug h	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	328	1103	22	1453	98	70	71	239	74	312	273	659	8	272	100	380	2731
Percent	22.6	75.9	1.5		41.0	29.3	29.7		11.2	47.3	41.4		2.1	71.6	26.3		
08:45 Volume	69	278	9	356	27	22	20	69	20	101	71	192	1	70	22	93	710
Peak Factor																	0.962
High Int.	08:15 AM				08:45 AM				08:45 AM				08:00 AM				
Volume	97	279	6	382	27	22	20	69	20	101	71	192	3	82	21	106	
Peak Factor				0.951				0.866				0.858				0.896	



	Sepulveda Blvd Southbound				Montana Ave Westbound				Sepulveda Blvd Northbound				Montana Ave Eastbound				
Start Time	Left	Thro ug h	Right	App. Total	Left	Thro ug h	Right	App. Total	Left	Thro ug h	Right	App. Total	Left	Thro ug h	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	56	629	15	700	161	189	254	604	127	1404	117	1648	3	91	114	208	3160
Percent	8.0	89.9	2.1		26.7	31.3	42.1		7.7	85.2	7.1		1.4	43.8	54.8		
05:00 Volume	14	145	2	161	37	38	73	148	36	391	30	457	0	21	33	54	820
Peak Factor																	0.963
High Int.	04:30 PM				05:15 PM				05:00 PM				04:45 PM				
Volume	20	174	4	198	57	76	64	197	36	391	30	457	3	30	25	58	
Peak Factor				0.884				0.766				0.902				0.897	



City Traffic Counters
626.256.4171

File Name : LevMont
Site Code : 00000000
Start Date : 2/7/2008
Page No : 1

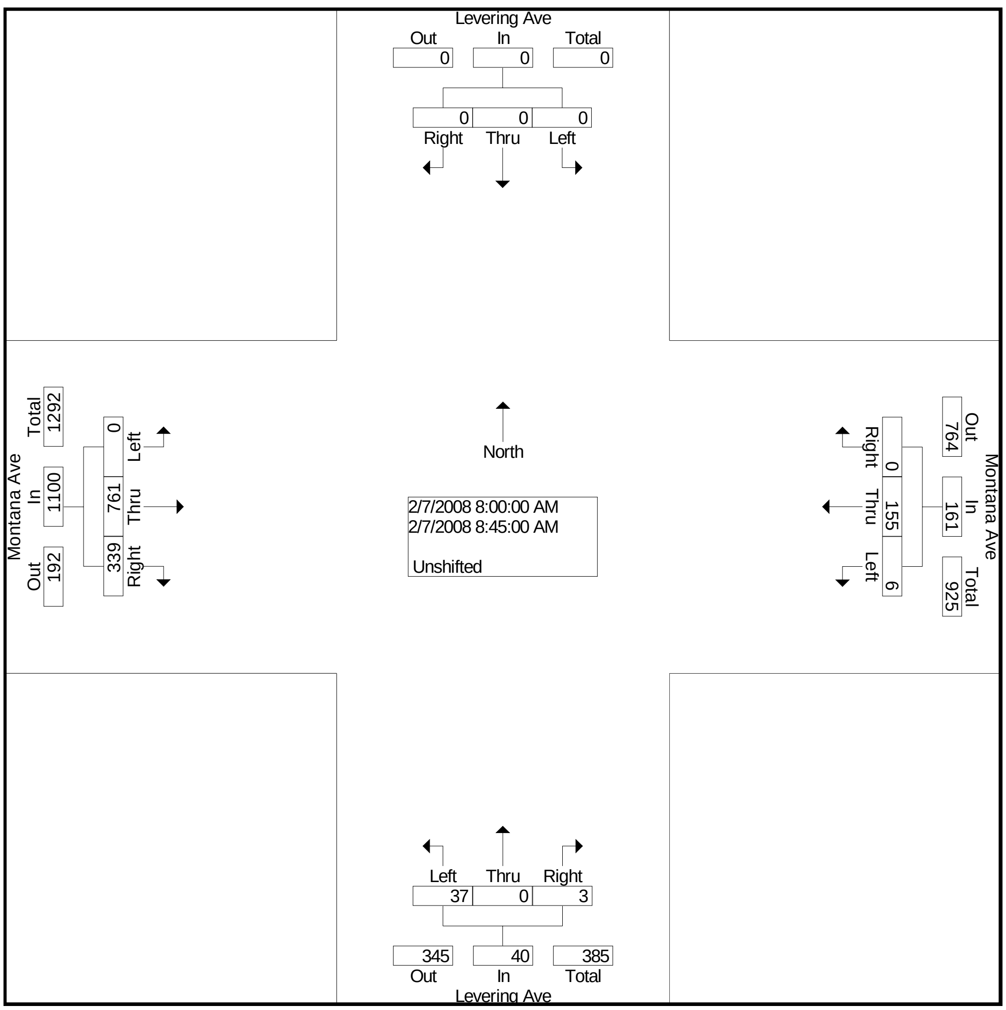
Groups Printed- Unshifted

	Levering Ave Southbound			Montana Ave Westbound			Levering Ave Northbound			Montana Ave Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	0	0	1	32	0	9	0	2	0	164	71	279
07:15 AM	0	0	0	1	39	0	10	0	6	0	171	68	295
07:30 AM	0	0	0	2	37	0	8	0	2	0	194	77	320
07:45 AM	0	0	0	0	42	0	14	0	0	0	157	74	287
Total	0	0	0	4	150	0	41	0	10	0	686	290	1181
08:00 AM	0	0	0	1	45	0	11	0	1	0	185	102	345
08:15 AM	0	0	0	1	36	0	7	0	0	0	213	84	341
08:30 AM	0	0	0	1	44	0	12	0	1	0	190	69	317
08:45 AM	0	0	0	3	30	0	7	0	1	0	173	84	298
Total	0	0	0	6	155	0	37	0	3	0	761	339	1301
04:00 PM	0	0	0	0	133	0	51	0	2	0	64	21	271
04:15 PM	0	0	0	0	122	0	39	0	2	0	52	13	228
04:30 PM	0	0	0	1	118	0	52	0	1	0	66	20	258
04:45 PM	0	0	0	2	129	0	36	0	0	0	65	22	254
Total	0	0	0	3	502	0	178	0	5	0	247	76	1011
05:00 PM	0	0	0	0	137	0	68	0	1	0	74	24	304
05:15 PM	0	0	0	0	122	0	68	0	2	0	86	27	305
05:30 PM	0	0	0	0	137	0	61	0	0	0	86	33	317
05:45 PM	0	0	0	1	110	0	56	0	5	0	76	22	270
Total	0	0	0	1	506	0	253	0	8	0	322	106	1196
Grand Total	0	0	0	14	1313	0	509	0	26	0	2016	811	4689
Apprch %	0.0	0.0	0.0	1.1	98.9	0.0	95.1	0.0	4.9	0.0	71.3	28.7	
Total %	0.0	0.0	0.0	0.3	28.0	0.0	10.9	0.0	0.6	0.0	43.0	17.3	

City Traffic Counters
626.256.4171

File Name : LevMont
Site Code : 00000000
Start Date : 2/7/2008
Page No : 2

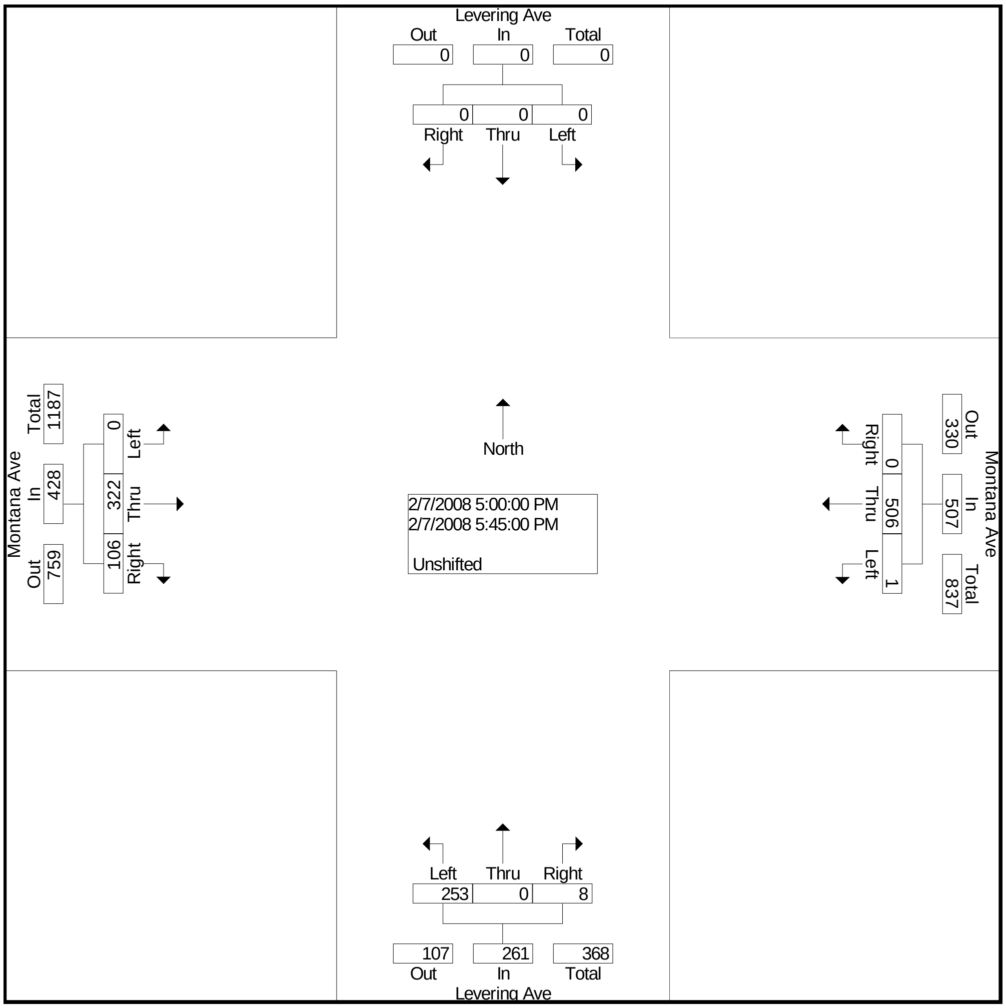
	Levering Ave Southbound				Montana Ave Westbound				Levering Ave Northbound				Montana Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	0	0	0	0	6	155	0	161	37	0	3	40	0	761	339	1100	1301
Percent	0.0	0.0	0.0		3.7	96.3	0.0		92.5	0.0	7.5		0.0	69.2	30.8		
08:00 Volume	0	0	0	0	1	45	0	46	11	0	1	12	0	185	102	287	345
Peak Factor																	0.943
High Int.	6:45:00 AM				08:00 AM				08:30 AM				08:15 AM				
Volume	0	0	0	0	1	45	0	46	12	0	1	13	0	213	84	297	
Peak Factor								0.875				0.769				0.926	



City Traffic Counters
626.256.4171

File Name : LevMont
Site Code : 00000000
Start Date : 2/7/2008
Page No : 3

	Levering Ave Southbound				Montana Ave Westbound				Levering Ave Northbound				Montana Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	0	0	0	0	1	506	0	507	253	0	8	261	0	322	106	428	1196
Percent	0.0	0.0	0.0		0.2	99.8	0.0		96.9	0.0	3.1		0.0	75.2	24.8		
05:30 Volume	0	0	0	0	0	137	0	137	61	0	0	61	0	86	33	119	317
Peak Factor																	0.943
High Int.					05:00 PM				05:15 PM				05:30 PM				
Volume	0	0	0	0	0	137	0	137	68	0	2	70	0	86	33	119	
Peak Factor								0.925				0.932				0.899	



City Traffic Counters
626.256.4171

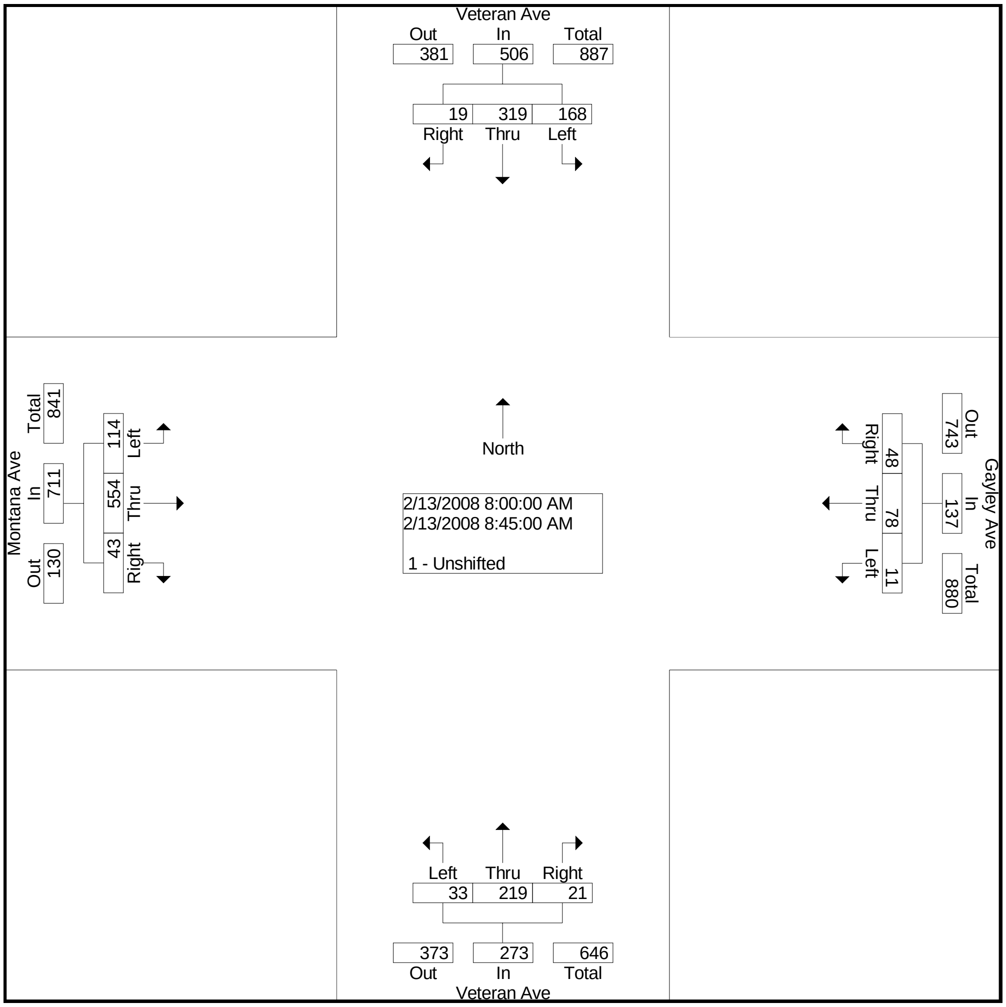
File Name : VetMonGay
Site Code : 00000000
Start Date : 2/13/2008
Page No : 1

Groups Printed- 1 - Unshifted

	Veteran Ave Southbound			Gayley Ave Westbound			Veteran Ave Northbound			Montana Ave Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	19	30	9	1	11	2	4	19	3	10	207	9	324
07:15 AM	24	39	7	4	20	3	3	22	6	14	113	5	260
07:30 AM	41	69	5	2	17	3	8	38	1	25	150	10	369
07:45 AM	37	77	6	1	28	11	10	51	3	24	141	5	394
Total	121	215	27	8	76	19	25	130	13	73	611	29	1347
08:00 AM	46	77	7	3	20	14	11	50	2	16	159	9	414
08:15 AM	40	67	3	0	18	10	10	46	7	29	133	13	376
08:30 AM	40	79	4	3	19	9	6	64	8	35	125	10	402
08:45 AM	42	96	5	5	21	15	6	59	4	34	137	11	435
Total	168	319	19	11	78	48	33	219	21	114	554	43	1627
04:00 PM	12	89	4	8	102	41	21	105	9	20	34	13	458
04:15 PM	24	93	9	6	123	53	11	116	1	25	31	14	506
04:30 PM	16	65	7	3	70	49	16	114	6	16	29	11	402
04:45 PM	14	79	10	4	85	57	20	100	4	28	41	4	446
Total	66	326	30	21	380	200	68	435	20	89	135	42	1812
05:00 PM	14	65	9	9	96	60	10	106	4	30	38	13	454
05:15 PM	17	93	19	5	114	81	13	127	6	33	36	8	552
05:30 PM	13	78	13	5	110	86	12	115	5	27	39	13	516
05:45 PM	14	58	8	3	99	57	19	104	11	25	45	18	461
Total	58	294	49	22	419	284	54	452	26	115	158	52	1983
Grand Total	413	1154	125	62	953	551	180	1236	80	391	1458	166	6769
Apprch %	24.4	68.2	7.4	4.0	60.9	35.2	12.0	82.6	5.3	19.4	72.4	8.2	
Total %	6.1	17.0	1.8	0.9	14.1	8.1	2.7	18.3	1.2	5.8	21.5	2.5	

File Name : VetMonGay
Site Code : 00000000
Start Date : 2/13/2008
Page No : 2

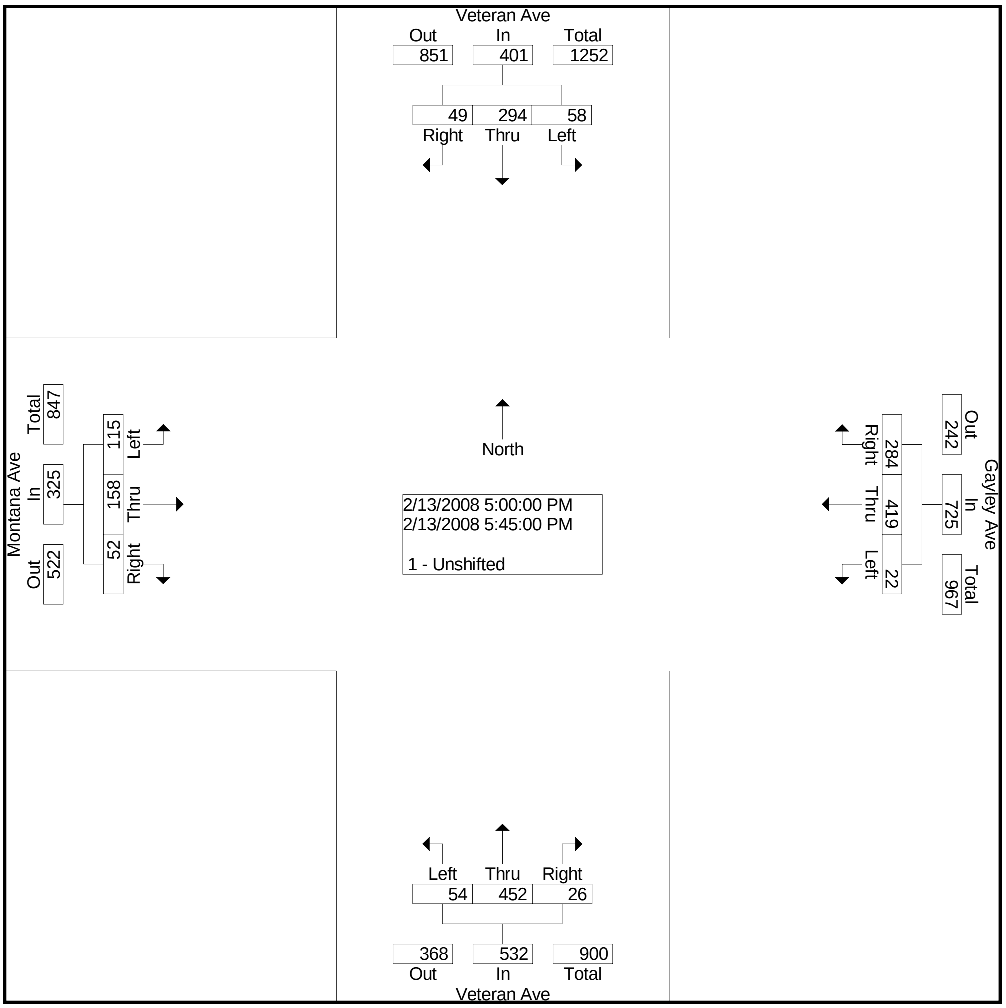
	Veteran Ave Southbound				Gayley Ave Westbound				Veteran Ave Northbound				Montana Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	168	319	19	506	11	78	48	137	33	219	21	273	114	554	43	711	1627
Percent	33.2	63.0	3.8		8.0	56.9	35.0		12.1	80.2	7.7		16.0	77.9	6.0		
08:45 Volume	42	96	5	143	5	21	15	41	6	59	4	69	34	137	11	182	435
Peak Factor																	0.935
High Int.	08:45 AM				08:45 AM				08:30 AM				08:00 AM				
Volume	42	96	5	143	5	21	15	41	6	64	8	78	16	159	9	184	
Peak Factor				0.885				0.835				0.875				0.966	



City Traffic Counters
626.256.4171

File Name : VetMonGay
Site Code : 00000000
Start Date : 2/13/2008
Page No : 3

	Veteran Ave Southbound				Gayley Ave Westbound				Veteran Ave Northbound				Montana Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	58	294	49	401	22	419	284	725	54	452	26	532	115	158	52	325	1983
Percent	14.5	73.3	12.2		3.0	57.8	39.2		10.2	85.0	4.9		35.4	48.6	16.0		
05:15 Volume	17	93	19	129	5	114	81	200	13	127	6	146	33	36	8	77	552
Peak Factor																	0.898
High Int.	05:15 PM				05:30 PM				05:15 PM				05:45 PM				
Volume	17	93	19	129	5	110	86	201	13	127	6	146	25	45	18	88	
Peak Factor				0.777				0.902				0.911				0.923	



City Traffic Counters
626.256.4171

File Name : GayStrath
Site Code : 00000000
Start Date : 2/19/2008
Page No : 1

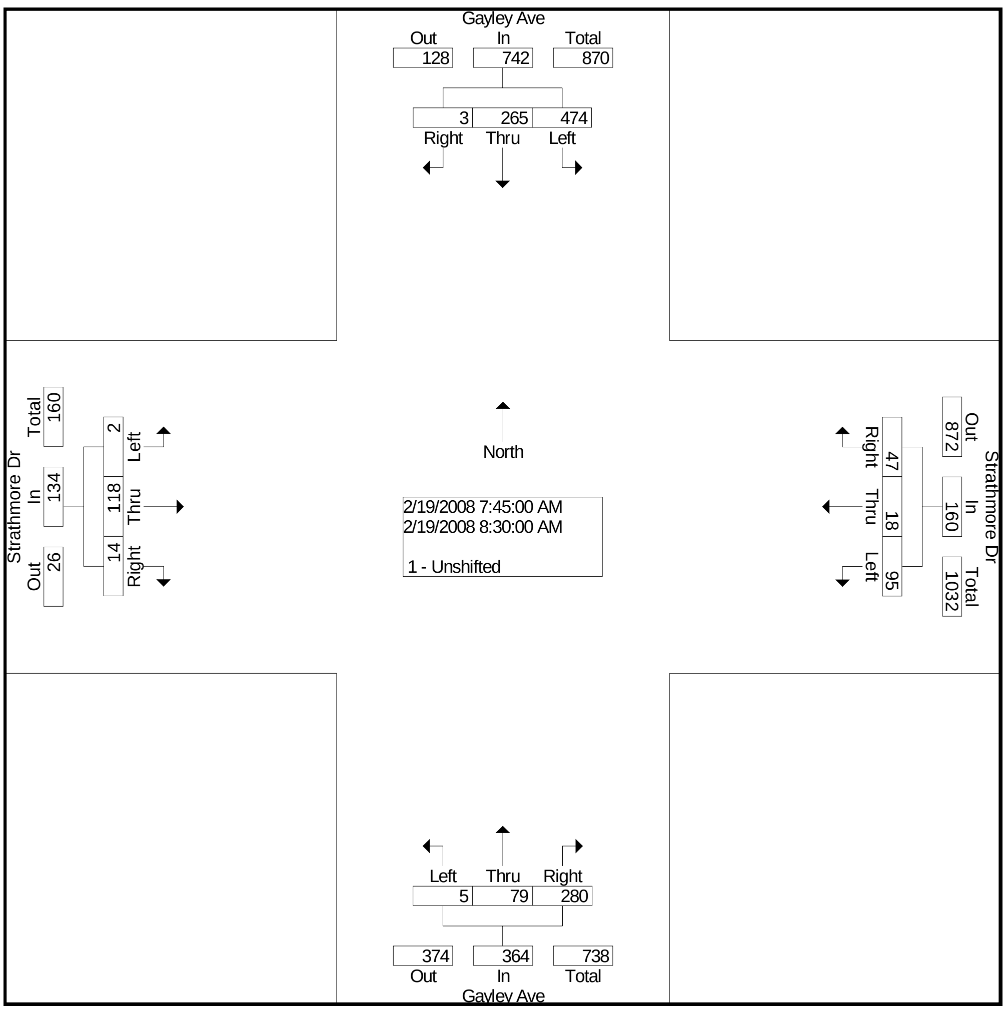
Groups Printed- 1 - Unshifted

	Gayley Ave Southbound			Strathmore Dr Westbound			Gayley Ave Northbound			Strathmore Dr Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	96	71	2	24	2	9	3	13	52	1	12	2	287
07:15 AM	104	58	2	22	5	15	1	14	53	2	19	1	296
07:30 AM	130	49	2	17	4	10	0	18	70	0	27	0	327
07:45 AM	121	76	0	30	3	19	1	23	71	1	41	2	388
Total	451	254	6	93	14	53	5	68	246	4	99	5	1298
08:00 AM	119	60	0	23	5	9	1	16	80	0	30	3	346
08:15 AM	117	63	0	14	5	6	1	20	59	1	15	4	305
08:30 AM	117	66	3	28	5	13	2	20	70	0	32	5	361
08:45 AM	128	55	0	25	10	15	2	17	54	4	27	1	338
Total	481	244	3	90	25	43	6	73	263	5	104	13	1350
04:00 PM	24	34	9	65	27	83	6	93	32	4	8	5	390
04:15 PM	24	29	3	55	22	83	6	71	38	4	11	2	348
04:30 PM	19	24	3	51	28	81	5	83	38	1	16	4	353
04:45 PM	34	34	4	68	33	68	6	99	44	0	33	5	428
Total	101	121	19	239	110	315	23	346	152	9	68	16	1519
05:00 PM	24	46	1	97	51	96	6	98	41	4	25	3	492
05:15 PM	30	27	6	89	32	89	4	78	46	2	22	4	429
05:30 PM	33	49	2	65	36	83	6	88	40	2	22	6	432
05:45 PM	40	44	2	66	18	75	8	85	34	6	18	4	400
Total	127	166	11	317	137	343	24	349	161	14	87	17	1753
Grand Total	1160	785	39	739	286	754	58	836	822	32	358	51	5920
Apprch %	58.5	39.6	2.0	41.5	16.1	42.4	3.4	48.7	47.9	7.3	81.2	11.6	
Total %	19.6	13.3	0.7	12.5	4.8	12.7	1.0	14.1	13.9	0.5	6.0	0.9	

City Traffic Counters
626.256.4171

File Name : GayStrath
Site Code : 00000000
Start Date : 2/19/2008
Page No : 2

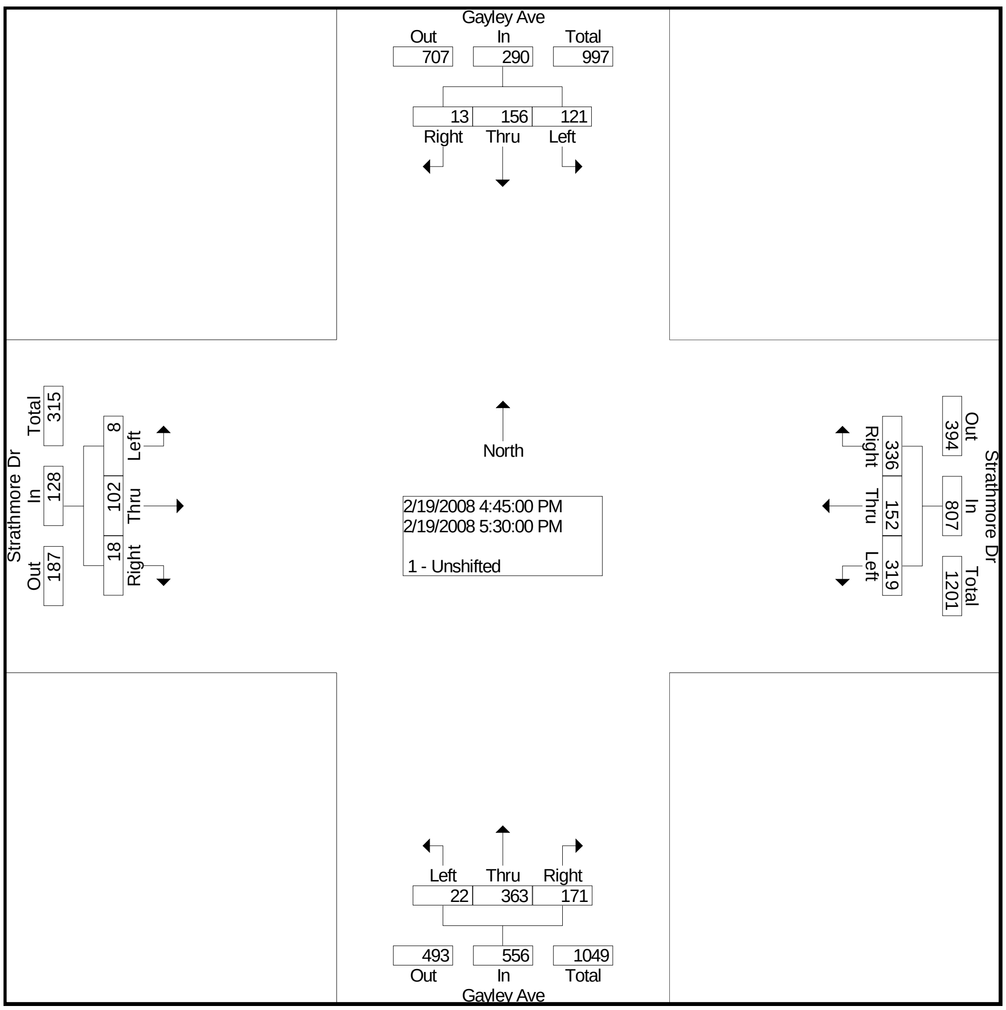
	Gayley Ave Southbound				Strathmore Dr Westbound				Gayley Ave Northbound				Strathmore Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	474	265	3	742	95	18	47	160	5	79	280	364	2	118	14	134	1400
Percent	63.9	35.7	0.4		59.4	11.3	29.4		1.4	21.7	76.9		1.5	88.1	10.4		
07:45 Volume	121	76	0	197	30	3	19	52	1	23	71	95	1	41	2	44	388
Peak Factor																	0.902
High Int.	07:45 AM				07:45 AM				08:00 AM				07:45 AM				
Volume	121	76	0	197	30	3	19	52	1	16	80	97	1	41	2	44	
Peak Factor				0.942				0.769				0.938				0.761	



City Traffic Counters
626.256.4171

File Name : GayStrath
Site Code : 00000000
Start Date : 2/19/2008
Page No : 3

	Gayley Ave Southbound				Strathmore Dr Westbound				Gayley Ave Northbound				Strathmore Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	121	156	13	290	319	152	336	807	22	363	171	556	8	102	18	128	1781
Percent	41.7	53.8	4.5		39.5	18.8	41.6		4.0	65.3	30.8		6.3	79.7	14.1		
05:00 Volume	24	46	1	71	97	51	96	244	6	98	41	145	4	25	3	32	492
Peak Factor																	0.905
High Int.	05:30 PM				05:00 PM				04:45 PM				04:45 PM				
Volume	33	49	2	84	97	51	96	244	6	99	44	149	0	33	5	38	
Peak Factor				0.863				0.827				0.933				0.842	



City Traffic Counters
626.256.4171

File Name : VetLev
Site Code : 00000000
Start Date : 2/13/2008
Page No : 1

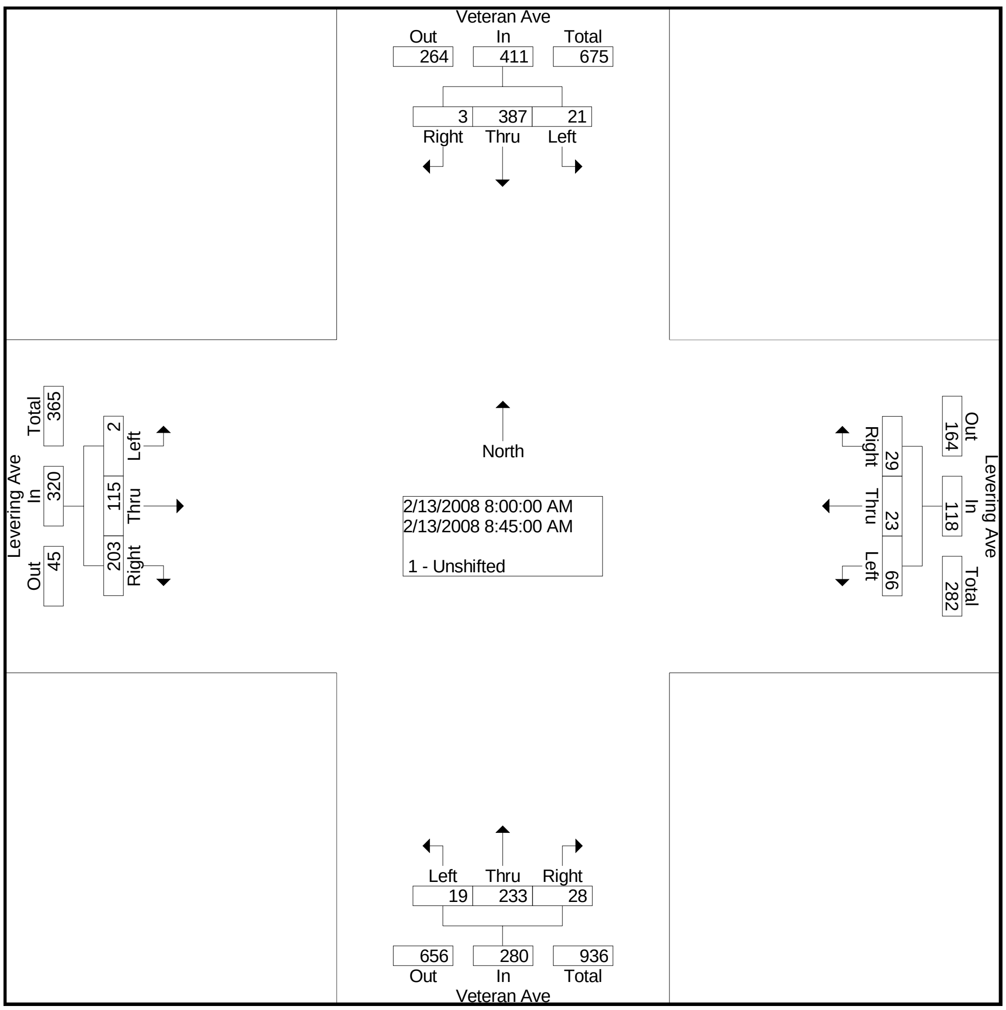
Groups Printed- 1 - Unshifted

	Veteran Ave Southbound			Levering Ave Westbound			Veteran Ave Northbound			Levering Ave Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	2	52	0	7	1	3	2	25	2	1	8	25	128
07:15 AM	2	83	1	10	4	5	4	30	2	0	23	31	195
07:30 AM	5	85	2	16	6	2	8	41	2	0	28	50	245
07:45 AM	4	93	1	7	11	3	2	40	7	2	23	57	250
Total	13	313	4	40	22	13	16	136	13	3	82	163	818
08:00 AM	7	77	1	17	4	2	3	54	5	0	39	50	259
08:15 AM	6	101	2	18	6	12	4	55	3	0	23	54	284
08:30 AM	3	94	0	14	7	8	5	72	10	1	29	65	308
08:45 AM	5	115	0	17	6	7	7	52	10	1	24	34	278
Total	21	387	3	66	23	29	19	233	28	2	115	203	1129
04:00 PM	7	103	1	9	19	14	25	110	13	0	9	11	321
04:15 PM	1	102	0	7	15	6	27	127	6	1	10	18	320
04:30 PM	11	81	0	13	20	11	34	125	7	0	11	20	333
04:45 PM	2	83	1	11	13	6	39	119	10	0	11	16	311
Total	21	369	2	40	67	37	125	481	36	1	41	65	1285
05:00 PM	5	83	2	8	20	14	38	146	11	0	9	21	357
05:15 PM	4	110	1	15	23	17	48	143	8	0	8	20	397
05:30 PM	8	74	2	15	25	16	38	125	16	0	11	27	357
05:45 PM	5	84	0	14	28	21	50	133	5	0	13	15	368
Total	22	351	5	52	96	68	174	547	40	0	41	83	1479
Grand Total	77	1420	14	198	208	147	334	1397	117	6	279	514	4711
Apprch %	5.1	94.0	0.9	35.8	37.6	26.6	18.1	75.6	6.3	0.8	34.9	64.3	
Total %	1.6	30.1	0.3	4.2	4.4	3.1	7.1	29.7	2.5	0.1	5.9	10.9	

City Traffic Counters
626.256.4171

File Name : VetLev
Site Code : 00000000
Start Date : 2/13/2008
Page No : 2

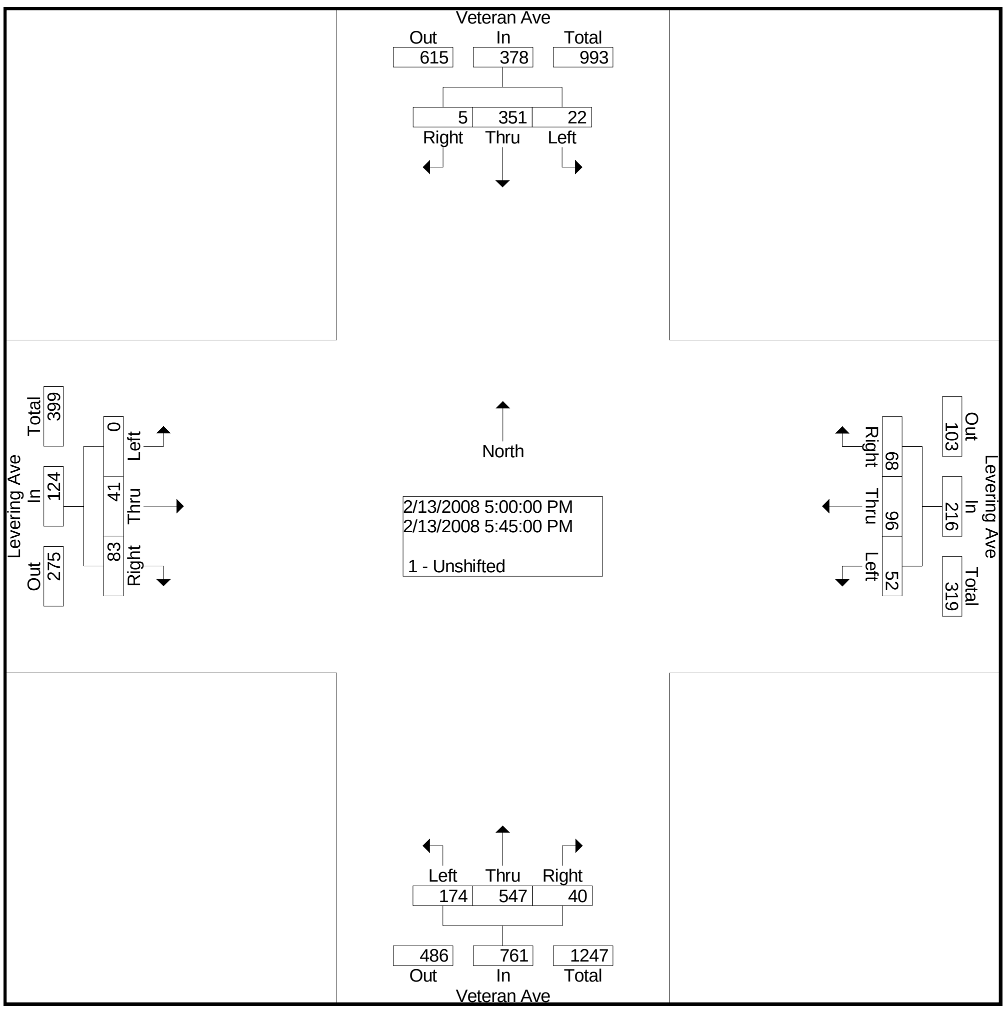
	Veteran Ave Southbound				Levering Ave Westbound				Veteran Ave Northbound				Levering Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	21	387	3	411	66	23	29	118	19	233	28	280	2	115	203	320	1129
Percent	5.1	94.2	0.7		55.9	19.5	24.6		6.8	83.2	10.0		0.6	35.9	63.4		
08:30 Volume	3	94	0	97	14	7	8	29	5	72	10	87	1	29	65	95	308
Peak Factor																	0.916
High Int.	08:45 AM				08:15 AM				08:30 AM				08:30 AM				
Volume	5	115	0	120	18	6	12	36	5	72	10	87	1	29	65	95	
Peak Factor				0.856				0.819				0.805				0.842	



City Traffic Counters
626.256.4171

File Name : VetLev
Site Code : 00000000
Start Date : 2/13/2008
Page No : 3

	Veteran Ave Southbound				Levering Ave Westbound				Veteran Ave Northbound				Levering Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	22	351	5	378	52	96	68	216	174	547	40	761	0	41	83	124	1479
Percent	5.8	92.9	1.3		24.1	44.4	31.5		22.9	71.9	5.3		0.0	33.1	66.9		
05:15 Volume	4	110	1	115	15	23	17	55	48	143	8	199	0	8	20	28	397
Peak Factor																	0.931
High Int.	05:15 PM				05:45 PM				05:15 PM				05:30 PM				
Volume	4	110	1	115	14	28	21	63	48	143	8	199	0	11	27	38	
Peak Factor				0.822				0.857				0.956				0.816	



City Traffic Counters
626.256.4171

File Name : HilgWyton
Site Code : 00000000
Start Date : 1/30/2008
Page No : 1

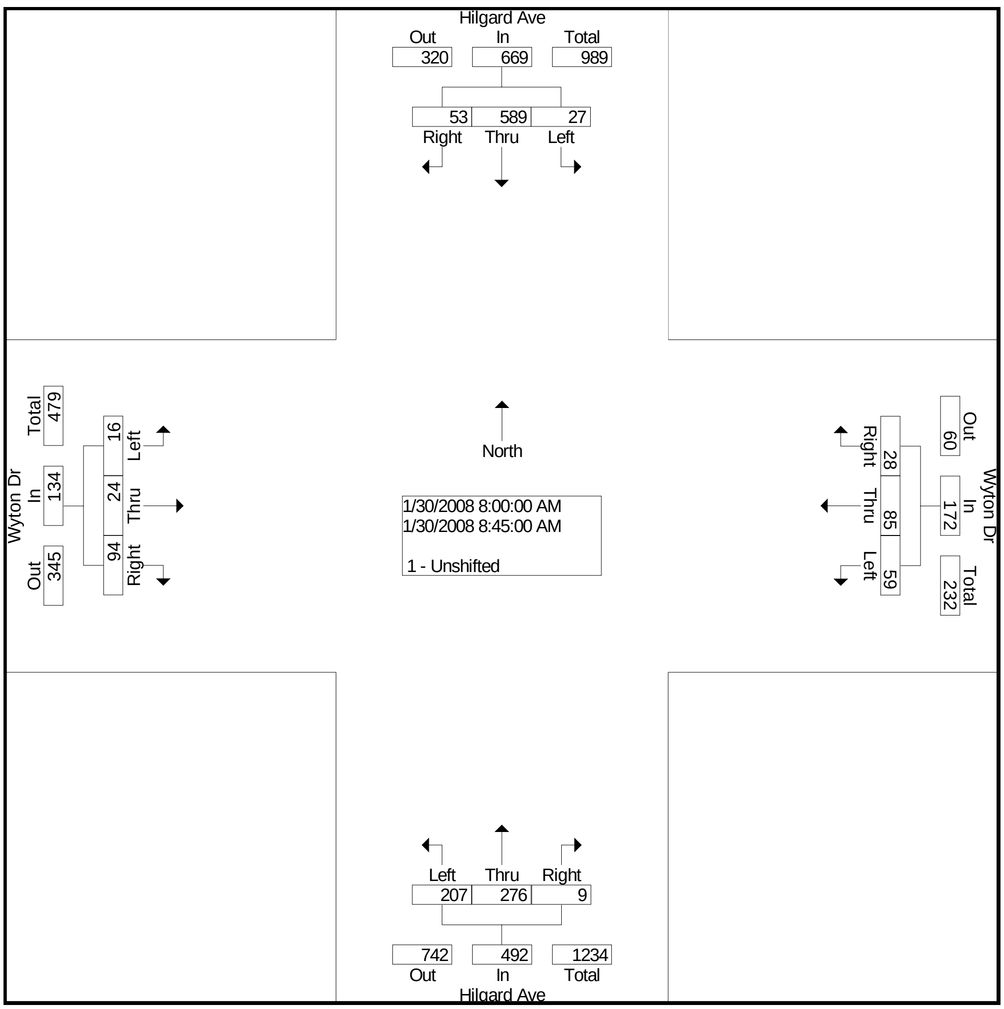
Groups Printed- 1 - Unshifted

	Hilgard Ave Southbound			Wyton Dr Westbound			Hilgard Ave Northbound			Wyton Dr Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	3	140	6	3	2	0	18	28	0	1	1	4	206
07:15 AM	2	102	9	3	9	5	18	48	2	1	0	11	210
07:30 AM	4	125	7	13	7	8	25	49	3	2	0	9	252
07:45 AM	6	155	5	4	17	7	40	70	0	4	1	12	321
Total	15	522	27	23	35	20	101	195	5	8	2	36	989
08:00 AM	10	169	10	17	17	4	56	66	2	2	5	21	379
08:15 AM	6	149	5	14	44	9	50	73	2	6	7	29	394
08:30 AM	5	128	16	13	10	9	43	73	3	3	4	27	334
08:45 AM	6	143	22	15	14	6	58	64	2	5	8	17	360
Total	27	589	53	59	85	28	207	276	9	16	24	94	1467
04:00 PM	3	88	9	10	5	5	20	148	3	15	15	45	366
04:15 PM	6	86	5	6	3	9	23	122	9	8	14	61	352
04:30 PM	4	89	5	2	5	3	20	136	8	12	20	68	372
04:45 PM	10	99	4	6	3	2	27	146	8	17	26	76	424
Total	23	362	23	24	16	19	90	552	28	52	75	250	1514
05:00 PM	11	98	10	7	7	5	35	162	11	14	29	104	493
05:15 PM	8	88	4	5	11	2	35	179	16	7	35	72	462
05:30 PM	3	87	9	6	10	2	23	129	13	9	20	53	364
05:45 PM	5	75	17	6	6	6	34	139	11	11	16	64	390
Total	27	348	40	24	34	15	127	609	51	41	100	293	1709
Grand Total	92	1821	143	130	170	82	525	1632	93	117	201	673	5679
Apprch %	4.5	88.6	7.0	34.0	44.5	21.5	23.3	72.5	4.1	11.8	20.3	67.9	
Total %	1.6	32.1	2.5	2.3	3.0	1.4	9.2	28.7	1.6	2.1	3.5	11.9	

City Traffic Counters
626.256.4171

File Name : HilgWyton
Site Code : 00000000
Start Date : 1/30/2008
Page No : 2

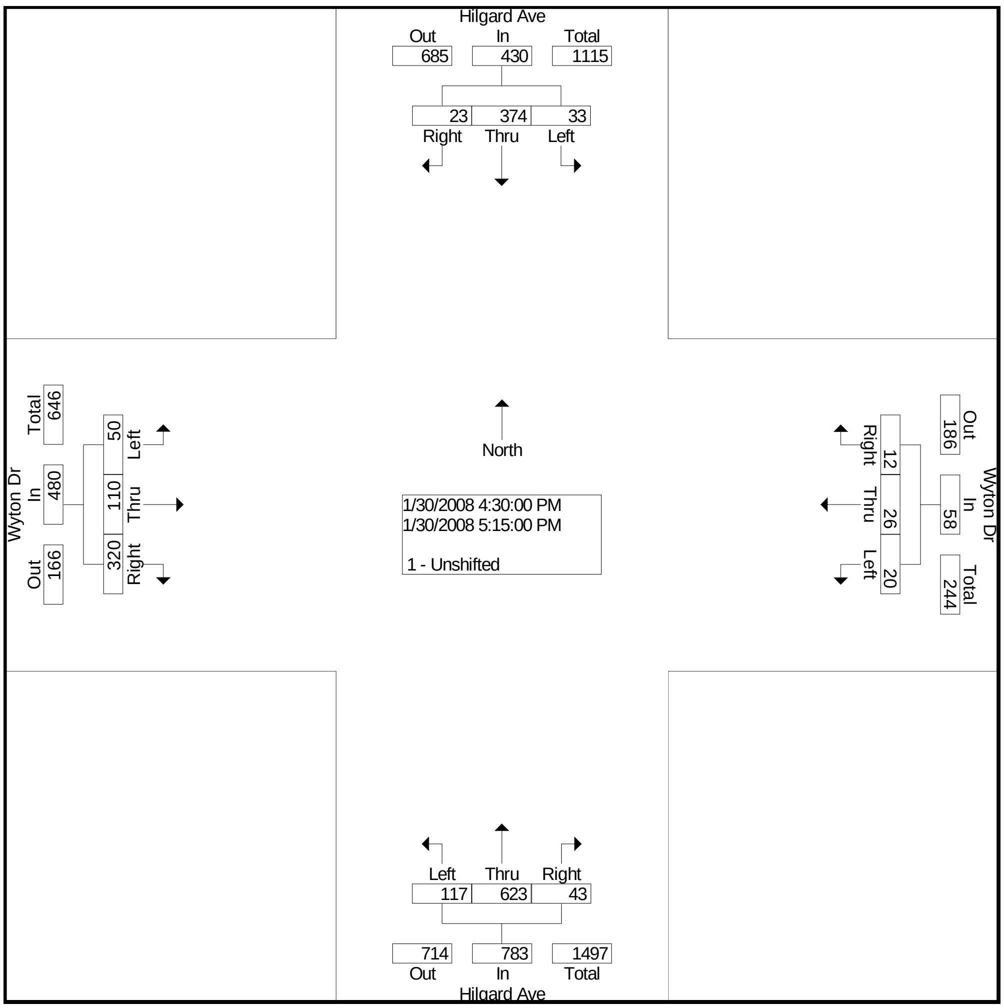
	Hilgard Ave Southbound				Wyton Dr Westbound				Hilgard Ave Northbound				Wyton Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	27	589	53	669	59	85	28	172	207	276	9	492	16	24	94	134	1467
Percent	4.0	88.0	7.9		34.3	49.4	16.3		42.1	56.1	1.8		11.9	17.9	70.1		
08:15 Volume	6	149	5	160	14	44	9	67	50	73	2	125	6	7	29	42	394
Peak Factor																	0.931
High Int.	08:00 AM				08:15 AM				08:15 AM				08:15 AM				
Volume	10	169	10	189	14	44	9	67	50	73	2	125	6	7	29	42	
Peak Factor				0.885				0.642				0.984				0.798	



City Traffic Counters
626.256.4171

File Name : HilgWyton
Site Code : 00000000
Start Date : 1/30/2008
Page No : 3

	Hilgard Ave Southbound				Wyton Dr Westbound				Hilgard Ave Northbound				Wyton Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	33	374	23	430	20	26	12	58	117	623	43	783	50	110	320	480	1751
Percent	7.7	87.0	5.3		34.5	44.8	20.7		14.9	79.6	5.5		10.4	22.9	66.7		
05:00 Volume	11	98	10	119	7	7	5	19	35	162	11	208	14	29	104	147	493
Peak Factor																	0.888
High Int.	05:00 PM				05:00 PM				05:15 PM				05:00 PM				
Volume	11	98	10	119	7	7	5	19	35	179	16	230	14	29	104	147	
Peak Factor				0.903				0.763				0.851				0.816	



City Traffic Counters
626.256.4171

File Name : Wyton_2
Site Code : 00000000
Start Date : 5/1/2008
Page No : 1

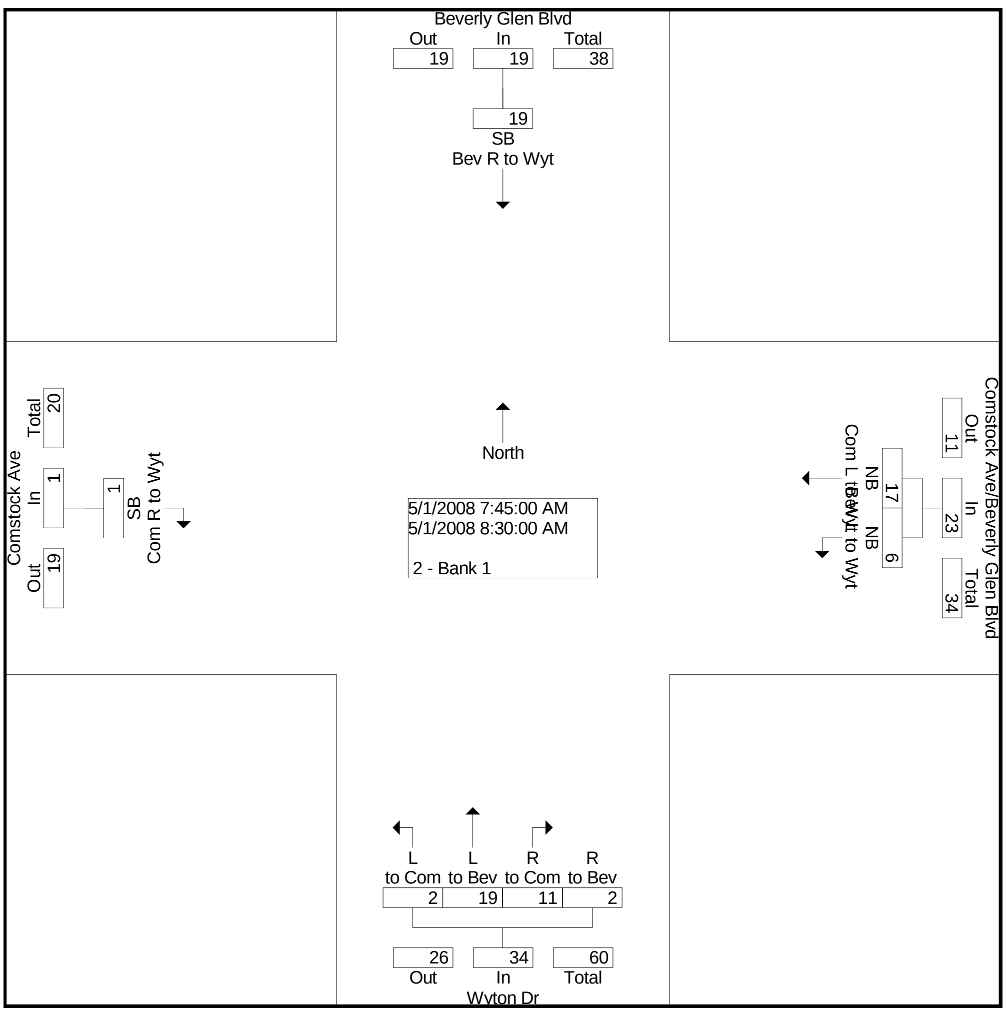
Groups Printed- 2 - Bank 1

	Beverly Glen Blvd Southbound	Comstock Ave/Beverly Glen Blvd Westbound		Wyton Dr Northbound				Comstock Ave Eastbound	
Start Time	SB Bev R to Wyt	NB Bev L to Wyt	NB Com L to Wyt	L to Com	L to Bev	R to Com	R to Bev	SB Com R to Wyt	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	1	0	1	2	0	0	1	0	5
07:15 AM	2	0	1	0	3	2	0	0	8
07:30 AM	1	2	5	0	2	1	1	1	13
07:45 AM	4	0	5	0	3	2	0	0	14
Total	8	2	12	2	8	5	2	1	40
08:00 AM	9	1	5	0	6	2	0	0	23
08:15 AM	5	2	4	1	6	5	1	1	25
08:30 AM	1	3	3	1	4	2	1	0	15
08:45 AM	0	0	3	0	2	2	1	0	8
Total	15	6	15	2	18	11	3	1	71
04:00 PM	8	5	3	1	8	4	8	1	38
04:15 PM	6	0	9	0	12	5	2	1	35
04:30 PM	1	0	8	1	15	3	0	0	28
04:45 PM	4	1	5	1	13	3	1	1	29
Total	19	6	25	3	48	15	11	3	130
05:00 PM	0	4	2	4	18	9	2	0	39
05:15 PM	5	1	2	2	10	7	0	1	28
05:30 PM	3	1	6	0	22	12	2	1	47
05:45 PM	1	0	3	2	5	4	2	0	17
Total	9	6	13	8	55	32	6	2	131
Grand Total	51	20	65	15	129	63	22	7	372
Apprch %	100.0	23.5	76.5	6.6	56.3	27.5	9.6	100.0	
Total %	13.7	5.4	17.5	4.0	34.7	16.9	5.9	1.9	

City Traffic Counters
626.256.4171

File Name : Wyton_2
Site Code : 00000000
Start Date : 5/1/2008
Page No : 2

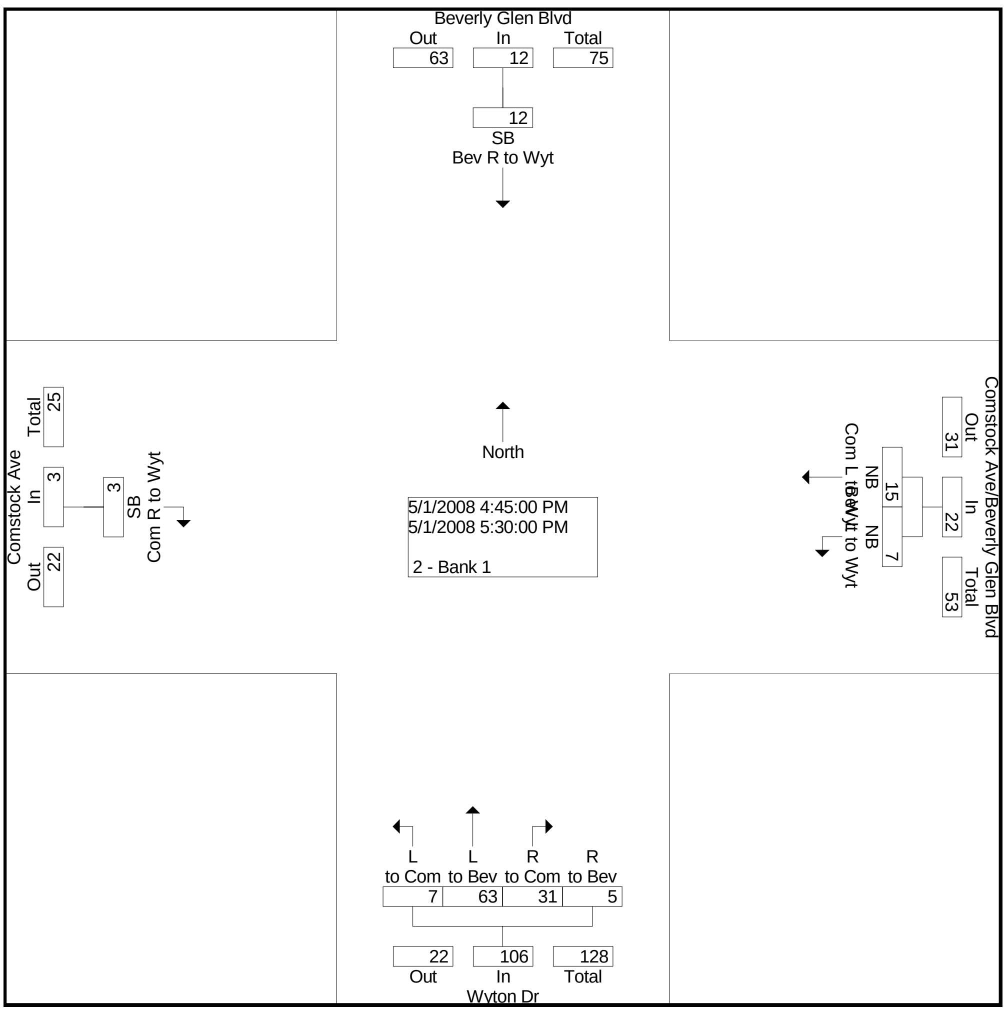
	Beverly Glen Blvd Southbound		Comstock Ave/Beverly Glen Blvd Westbound			Wyton Dr Northbound					Comstock Ave Eastbound		
Start Time	SB Bev R to Wyt	App. Total	NB Bev L to Wyt	NB Com L to Wyt	App. Total	L to Com	L to Bev	R to Com	R to Bev	App. Total	SB Com R to Wyt	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1													
Intersection	07:45 AM												
Volume	19	19	6	17	23	2	19	11	2	34	1	1	77
Percent	100.0		26.1	73.9		5.9	55.9	32.4	5.9		100.0		
08:15 Volume	5	5	2	4	6	1	6	5	1	13	1	1	25
Peak Factor													0.770
High Int.	08:00 AM		08:00 AM			08:15 AM					08:15 AM		
Volume	9	9	1	5	6	1	6	5	1	13	1	1	
Peak Factor		0.528			0.958					0.654		0.250	



City Traffic Counters
626.256.4171

File Name : Wyton_2
Site Code : 00000000
Start Date : 5/1/2008
Page No : 3

	Beverly Glen Blvd Southbound		Comstock Ave/Beverly Glen Blvd Westbound			Wyton Dr Northbound					Comstock Ave Eastbound		
Start Time	SB Bev R to Wyt	App. Total	NB Bev L to Wyt	NB Com L to Wyt	App. Total	L to Com	L to Bev	R to Com	R to Bev	App. Total	SB Com R to Wyt	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1													
Intersection	04:45 PM												
Volume	12	12	7	15	22	7	63	31	5	106	3	3	143
Percent	100.0		31.8	68.2		6.6	59.4	29.2	4.7		100.0		
05:30 Volume	3	3	1	6	7	0	22	12	2	36	1	1	47
Peak Factor													0.761
High Int.	05:15 PM		05:30 PM			05:30 PM					04:45 PM		
Volume	5	5	1	6	7	0	22	12	2	36	1	1	
Peak Factor		0.600			0.786					0.736		0.750	



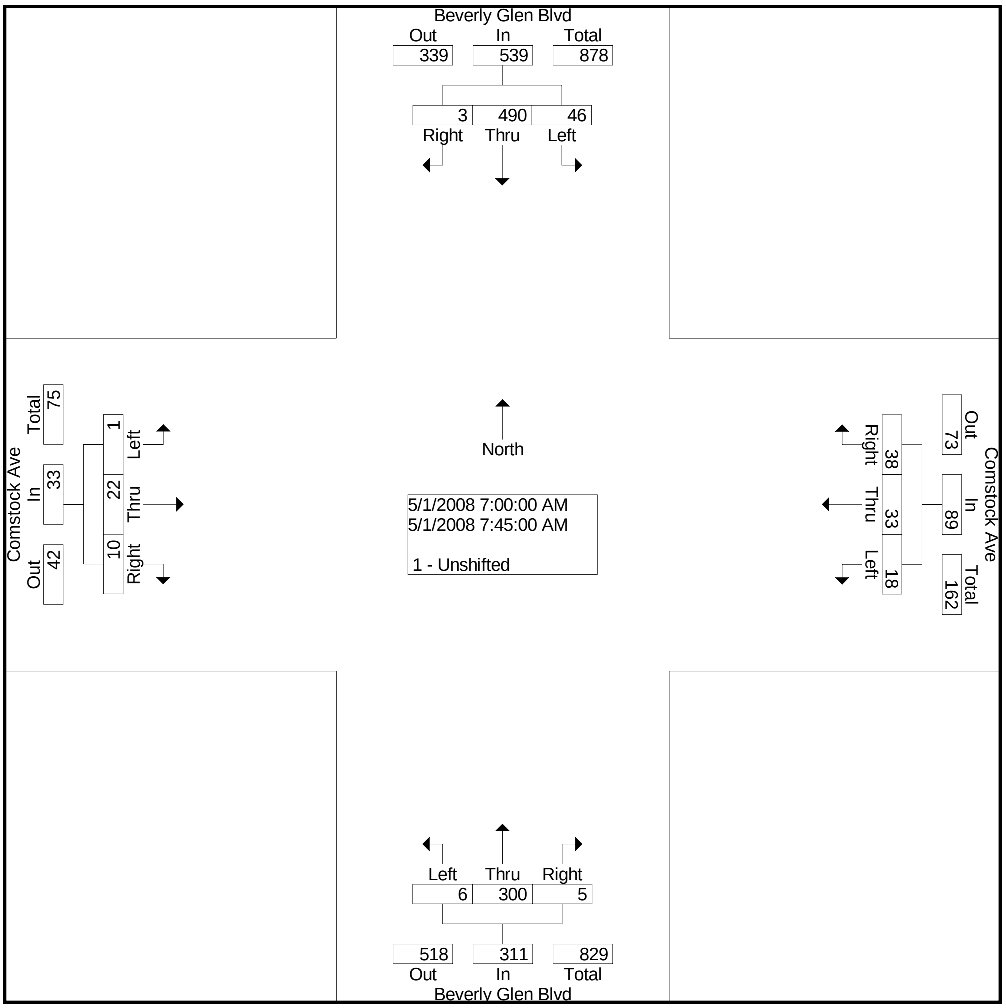
City Traffic Counters
626.256.4171

File Name : BevCom_2
Site Code : 00000000
Start Date : 5/1/2008
Page No : 1

Groups Printed- 1 - Unshifted

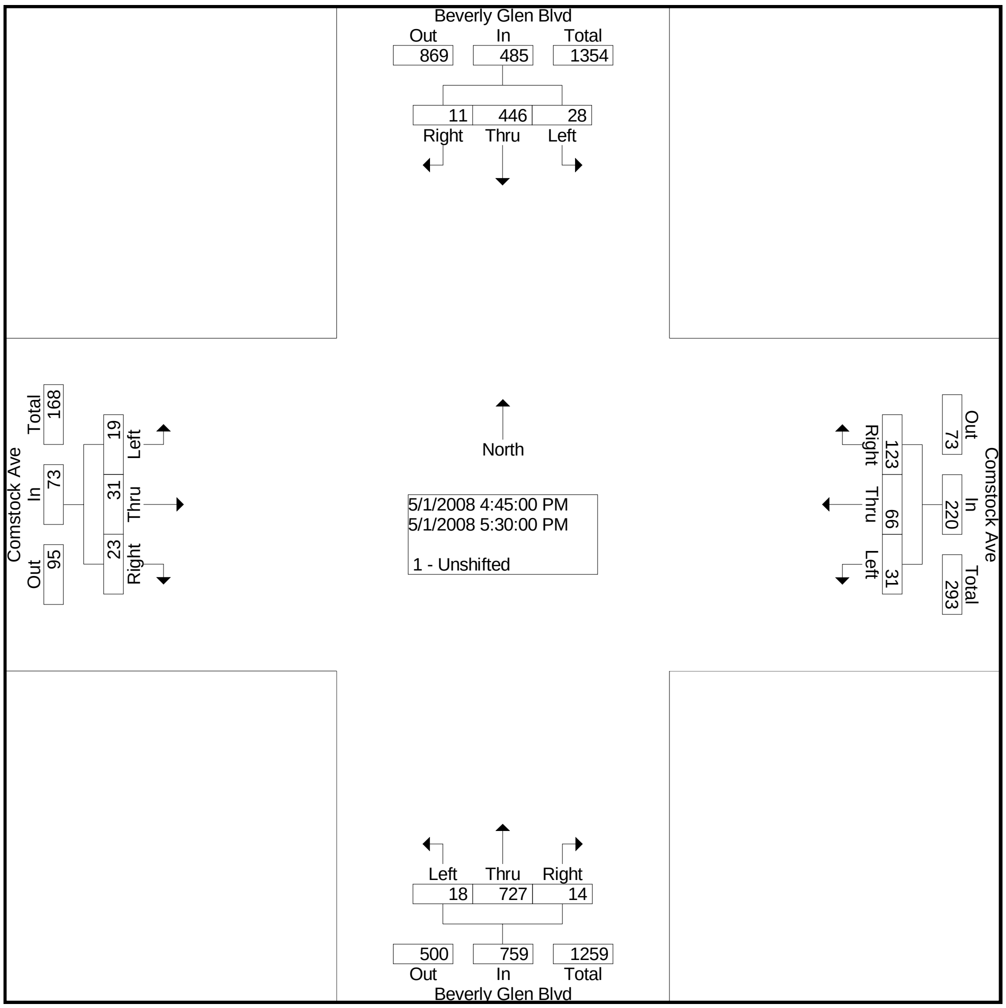
	Beverly Glen Blvd Southbound			Comstock Ave Westbound			Beverly Glen Blvd Northbound			Comstock Ave Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	16	127	2	2	9	9	0	63	2	0	3	0	233
07:15 AM	9	147	0	3	9	18	2	66	2	0	4	0	260
07:30 AM	9	111	1	5	5	4	1	57	1	0	4	2	200
07:45 AM	12	105	0	8	10	7	3	114	0	1	11	8	279
Total	46	490	3	18	33	38	6	300	5	1	22	10	972
08:00 AM	6	84	5	4	11	9	3	52	0	0	7	0	181
08:15 AM	5	81	4	11	14	17	0	64	2	2	10	2	212
08:30 AM	7	98	3	2	15	3	3	58	0	0	8	2	199
08:45 AM	14	107	2	7	5	3	3	67	1	1	5	2	217
Total	32	370	14	24	45	32	9	241	3	3	30	6	809
04:00 PM	12	113	2	11	8	32	4	172	3	5	0	10	372
04:15 PM	12	119	2	2	9	27	3	173	3	4	6	6	366
04:30 PM	3	101	1	5	12	23	10	161	0	2	7	4	329
04:45 PM	5	99	3	6	15	24	6	175	2	1	9	4	349
Total	32	432	8	24	44	106	23	681	8	12	22	24	1416
05:00 PM	9	111	2	9	13	29	5	191	2	3	8	9	391
05:15 PM	4	113	2	8	11	37	6	188	7	5	6	7	394
05:30 PM	10	123	4	8	27	33	1	173	3	10	8	3	403
05:45 PM	0	57	14	5	16	23	6	110	4	1	2	3	241
Total	23	404	22	30	67	122	18	662	16	19	24	22	1429
Grand Total	133	1696	47	96	189	298	56	1884	32	35	98	62	4626
Apprch %	7.1	90.4	2.5	16.5	32.4	51.1	2.8	95.5	1.6	17.9	50.3	31.8	
Total %	2.9	36.7	1.0	2.1	4.1	6.4	1.2	40.7	0.7	0.8	2.1	1.3	

	Beverly Glen Blvd Southbound				Comstock Ave Westbound				Beverly Glen Blvd Northbound				Comstock Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:00 AM																
Volume	46	490	3	539	18	33	38	89	6	300	5	311	1	22	10	33	972
Percent	8.5	90.9	0.6		20.2	37.1	42.7		1.9	96.5	1.6		3.0	66.7	30.3		
07:45 Volume	12	105	0	117	8	10	7	25	3	114	0	117	1	11	8	20	279
Peak Factor																	0.871
High Int.	07:15 AM				07:15 AM				07:45 AM				07:45 AM				
Volume	9	147	0	156	3	9	18	30	3	114	0	117	1	11	8	20	
Peak Factor				0.864				0.742				0.665				0.413	



File Name : BevCom_2
Site Code : 00000000
Start Date : 5/1/2008
Page No : 3

	Beverly Glen Blvd Southbound				Comstock Ave Westbound				Beverly Glen Blvd Northbound				Comstock Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	28	446	11	485	31	66	123	220	18	727	14	759	19	31	23	73	1537
Percent	5.8	92.0	2.3		14.1	30.0	55.9		2.4	95.8	1.8		26.0	42.5	31.5		
05:30 Volume	10	123	4	137	8	27	33	68	1	173	3	177	10	8	3	21	403
Peak Factor																	0.953
High Int.	05:30 PM				05:30 PM				05:15 PM				05:30 PM				
Volume	10	123	4	137	8	27	33	68	6	188	7	201	10	8	3	21	
Peak Factor				0.885				0.809				0.944				0.869	



City Traffic Counters
626.256.4171

File Name : HilgWest
Site Code : 00000000
Start Date : 1/30/2008
Page No : 1

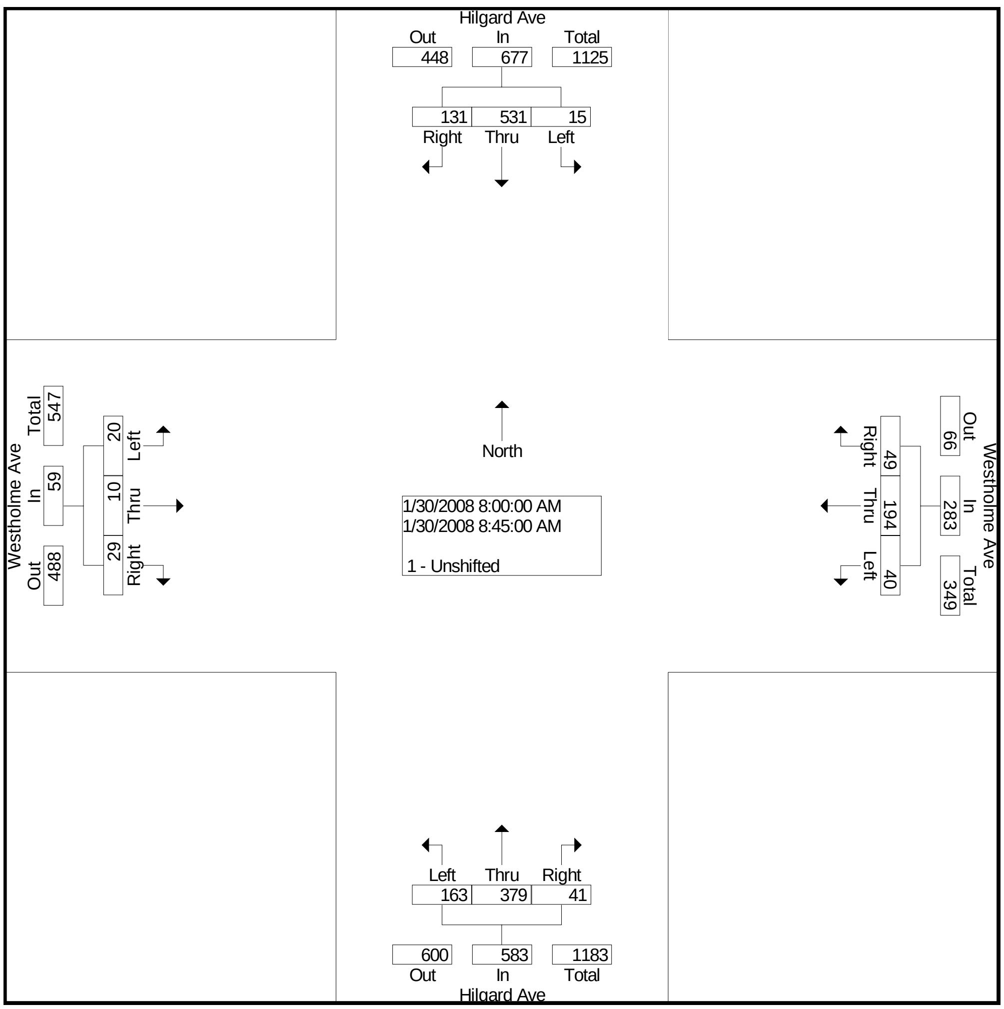
Groups Printed- 1 - Unshifted

	Hilgard Ave Southbound			Westholme Ave Westbound			Hilgard Ave Northbound			Westholme Ave Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	1	107	19	0	12	9	11	39	2	3	1	3	207
07:15 AM	3	96	21	5	12	5	14	61	4	6	0	2	229
07:30 AM	0	104	22	6	13	13	15	53	3	1	2	5	237
07:45 AM	4	121	47	3	36	15	32	79	3	1	2	8	351
Total	8	428	109	14	73	42	72	232	12	11	5	18	1024
08:00 AM	3	121	40	8	53	8	42	96	7	6	4	8	396
08:15 AM	4	133	24	16	45	13	53	92	22	5	2	3	412
08:30 AM	6	138	42	8	51	15	34	90	4	5	2	8	403
08:45 AM	2	139	25	8	45	13	34	101	8	4	2	10	391
Total	15	531	131	40	194	49	163	379	41	20	10	29	1602
04:00 PM	13	116	11	4	4	11	24	128	7	40	19	22	399
04:15 PM	10	110	9	5	4	19	22	112	5	27	25	31	379
04:30 PM	9	134	10	10	8	4	34	98	1	46	26	29	409
04:45 PM	26	123	4	3	5	10	28	121	3	43	29	28	423
Total	58	483	34	22	21	44	108	459	16	156	99	110	1610
05:00 PM	26	151	14	4	20	7	28	130	8	55	73	45	561
05:15 PM	15	158	9	8	9	16	18	161	4	70	99	43	610
05:30 PM	17	122	7	4	11	12	17	122	10	33	33	35	423
05:45 PM	14	106	9	11	11	12	34	148	9	37	26	27	444
Total	72	537	39	27	51	47	97	561	31	195	231	150	2038
Grand Total	153	1979	313	103	339	182	440	1631	100	382	345	307	6274
Apprch %	6.3	80.9	12.8	16.5	54.3	29.2	20.3	75.1	4.6	36.9	33.4	29.7	
Total %	2.4	31.5	5.0	1.6	5.4	2.9	7.0	26.0	1.6	6.1	5.5	4.9	

City Traffic Counters
626.256.4171

File Name : HilgWest
Site Code : 00000000
Start Date : 1/30/2008
Page No : 2

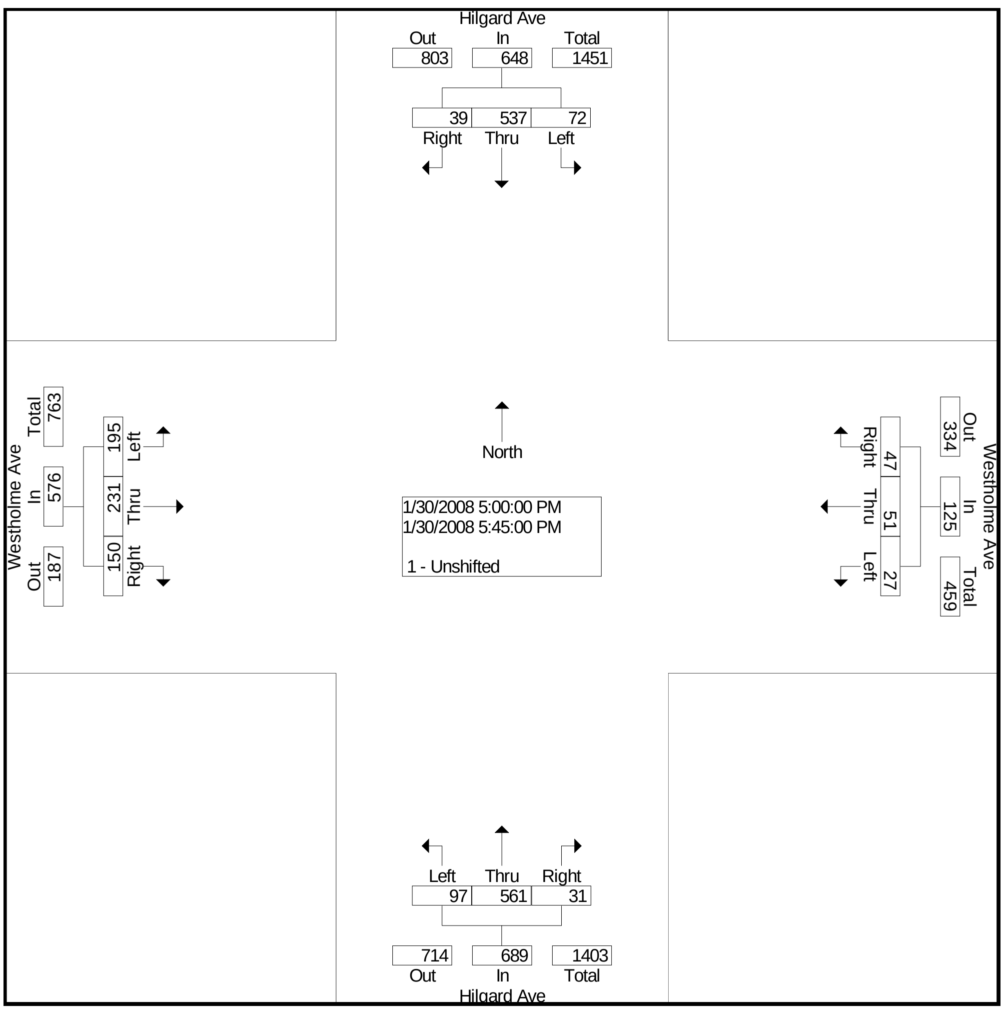
	Hilgard Ave Southbound				Westholme Ave Westbound				Hilgard Ave Northbound				Westholme Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	15	531	131	677	40	194	49	283	163	379	41	583	20	10	29	59	1602
Percent	2.2	78.4	19.4		14.1	68.6	17.3		28.0	65.0	7.0		33.9	16.9	49.2		
08:15 Volume	4	133	24	161	16	45	13	74	53	92	22	167	5	2	3	10	412
Peak Factor																	0.972
High Int.	08:30 AM				08:15 AM				08:15 AM				08:00 AM				
Volume	6	138	42	186	16	45	13	74	53	92	22	167	6	4	8	18	
Peak Factor				0.910				0.956				0.873				0.819	



City Traffic Counters
626.256.4171

File Name : HilgWest
Site Code : 00000000
Start Date : 1/30/2008
Page No : 3

	Hilgard Ave Southbound				Westholme Ave Westbound				Hilgard Ave Northbound				Westholme Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	72	537	39	648	27	51	47	125	97	561	31	689	195	231	150	576	2038
Percent	11.1	82.9	6.0		21.6	40.8	37.6		14.1	81.4	4.5		33.9	40.1	26.0		
05:15 Volume	15	158	9	182	8	9	16	33	18	161	4	183	70	99	43	212	610
Peak Factor																	0.835
High Int.	05:00 PM				05:45 PM				05:45 PM				05:15 PM				
Volume	26	151	14	191	11	11	12	34	34	148	9	191	70	99	43	212	
Peak Factor				0.848				0.919				0.902				0.679	



City Traffic Counters
626.256.4171

File Name : Hilmann
Site Code : 00000000
Start Date : 1/30/2008
Page No : 1

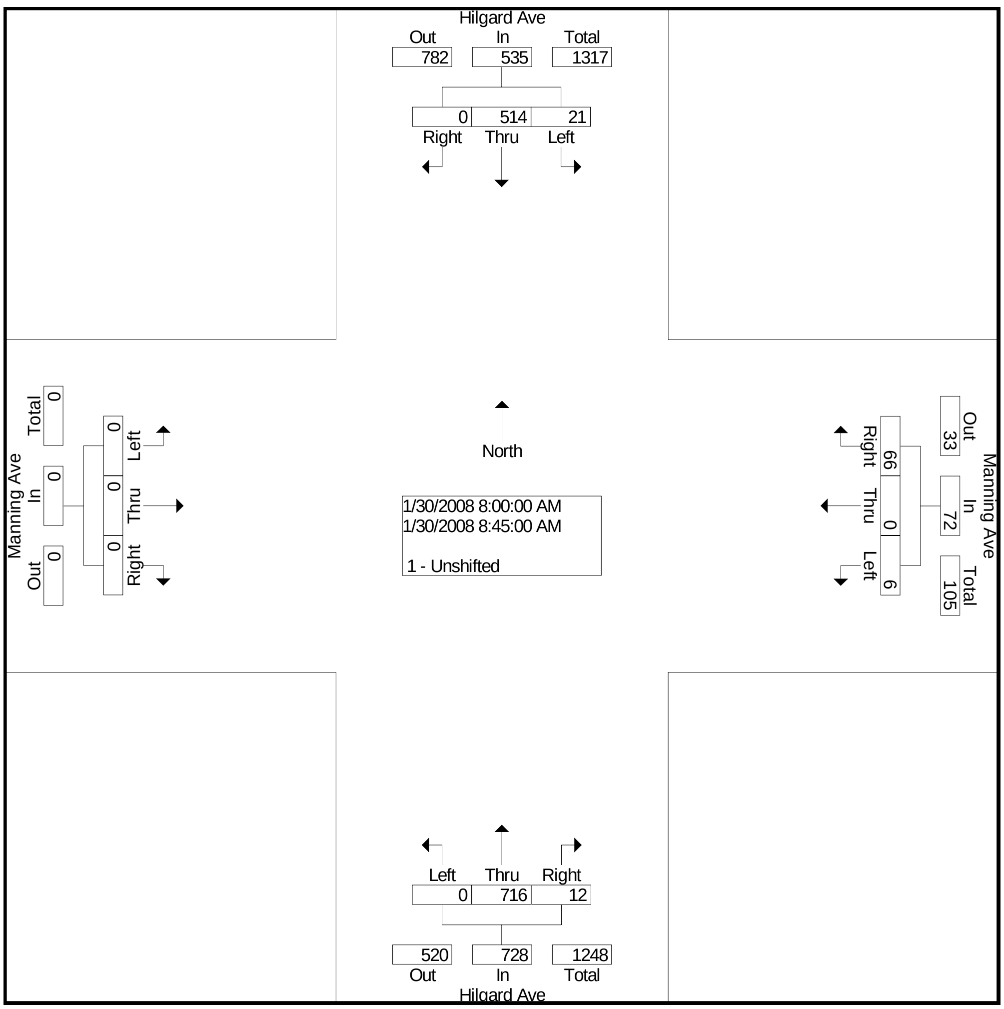
Groups Printed- 1 - Unshifted

	Hilgard Ave Southbound			Manning Ave Westbound			Hilgard Ave Northbound			Manning Ave Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	79	0	0	0	12	0	55	0	0	0	0	146
07:15 AM	1	84	0	1	0	12	0	82	1	0	0	0	181
07:30 AM	0	103	0	1	0	8	0	105	1	0	0	0	218
07:45 AM	0	97	0	1	0	13	0	138	1	0	0	0	250
Total	1	363	0	3	0	45	0	380	3	0	0	0	795
08:00 AM	6	108	0	2	0	21	0	175	0	0	0	0	312
08:15 AM	4	136	0	1	0	17	0	197	5	0	0	0	360
08:30 AM	3	140	0	1	0	19	0	174	3	0	0	0	340
08:45 AM	8	130	0	2	0	9	0	170	4	0	0	0	323
Total	21	514	0	6	0	66	0	716	12	0	0	0	1335
04:00 PM	11	166	0	1	0	10	0	151	3	0	0	0	342
04:15 PM	12	184	0	3	0	5	0	156	3	0	0	0	363
04:30 PM	20	174	0	5	0	5	0	138	3	0	0	0	345
04:45 PM	17	188	0	2	0	6	0	147	5	0	0	0	365
Total	60	712	0	11	0	26	0	592	14	0	0	0	1415
05:00 PM	10	227	0	2	0	6	0	160	0	0	0	0	405
05:15 PM	16	235	0	3	0	9	0	181	2	0	0	0	446
05:30 PM	21	202	0	3	0	2	0	140	1	0	0	0	369
05:45 PM	21	170	0	1	0	9	0	156	6	0	0	0	363
Total	68	834	0	9	0	26	0	637	9	0	0	0	1583
Grand Total	150	2423	0	29	0	163	0	2325	38	0	0	0	5128
Apprch %	5.8	94.2	0.0	15.1	0.0	84.9	0.0	98.4	1.6	0.0	0.0	0.0	
Total %	2.9	47.3	0.0	0.6	0.0	3.2	0.0	45.3	0.7	0.0	0.0	0.0	

City Traffic Counters
626.256.4171

File Name : Hilmann
Site Code : 00000000
Start Date : 1/30/2008
Page No : 2

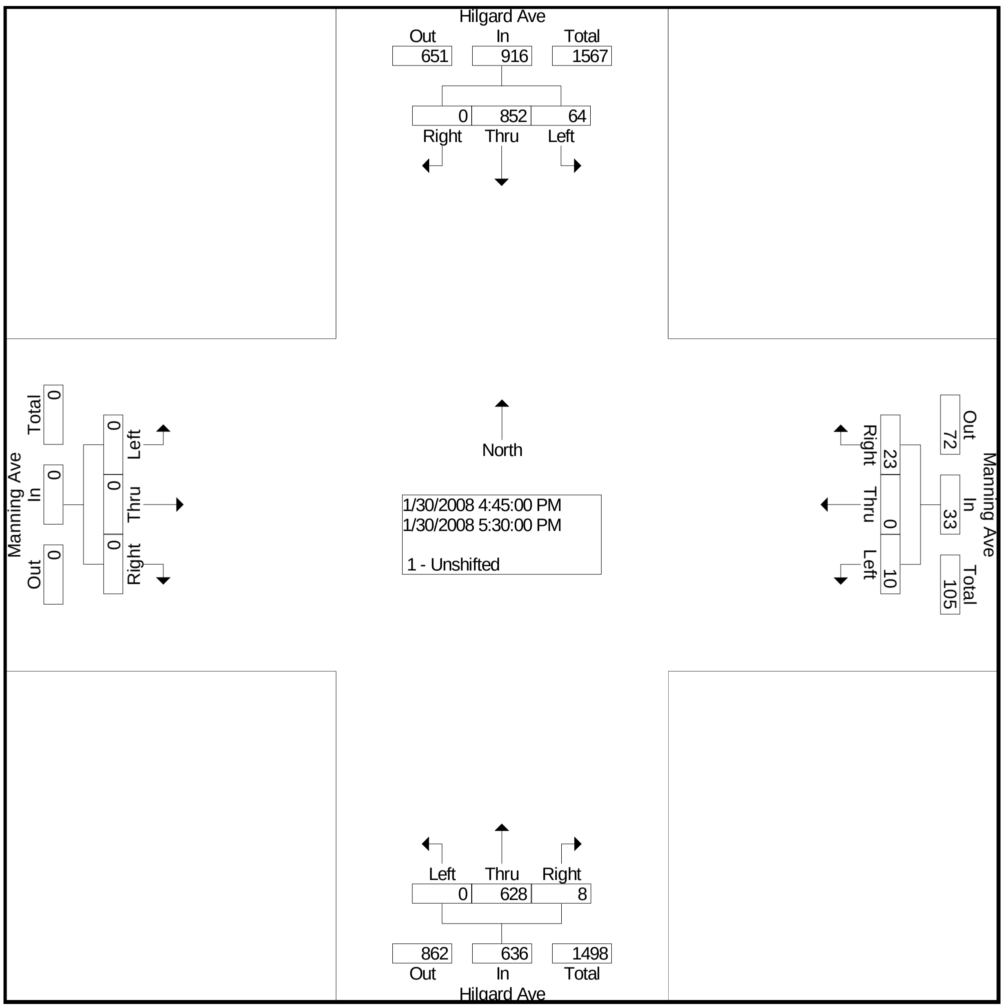
	Hilgard Ave Southbound				Manning Ave Westbound				Hilgard Ave Northbound				Manning Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	21	514	0	535	6	0	66	72	0	716	12	728	0	0	0	0	1335
Percent	3.9	96.1	0.0		8.3	0.0	91.7		0.0	98.4	1.6		0.0	0.0	0.0		
08:15 Volume	4	136	0	140	1	0	17	18	0	197	5	202	0	0	0	0	360
Peak Factor																	0.927
High Int.	08:30 AM				08:00 AM				08:15 AM				6:45:00 AM				
Volume	3	140	0	143	2	0	21	23	0	197	5	202					
Peak Factor				0.935				0.783				0.901					



City Traffic Counters
626.256.4171

File Name : Hilmann
Site Code : 00000000
Start Date : 1/30/2008
Page No : 3

	Hilgard Ave Southbound				Manning Ave Westbound				Hilgard Ave Northbound				Manning Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	64	852	0	916	10	0	23	33	0	628	8	636	0	0	0	0	1585
Percent	7.0	93.0	0.0		30.3	0.0	69.7		0.0	98.7	1.3		0.0	0.0	0.0		
05:15 Volume	16	235	0	251	3	0	9	12	0	181	2	183	0	0	0	0	446
Peak Factor																	0.888
High Int.	05:15 PM				05:15 PM				05:15 PM								
Volume	16	235	0	251	3	0	9	12	0	181	2	183					
Peak Factor				0.912				0.688				0.869					



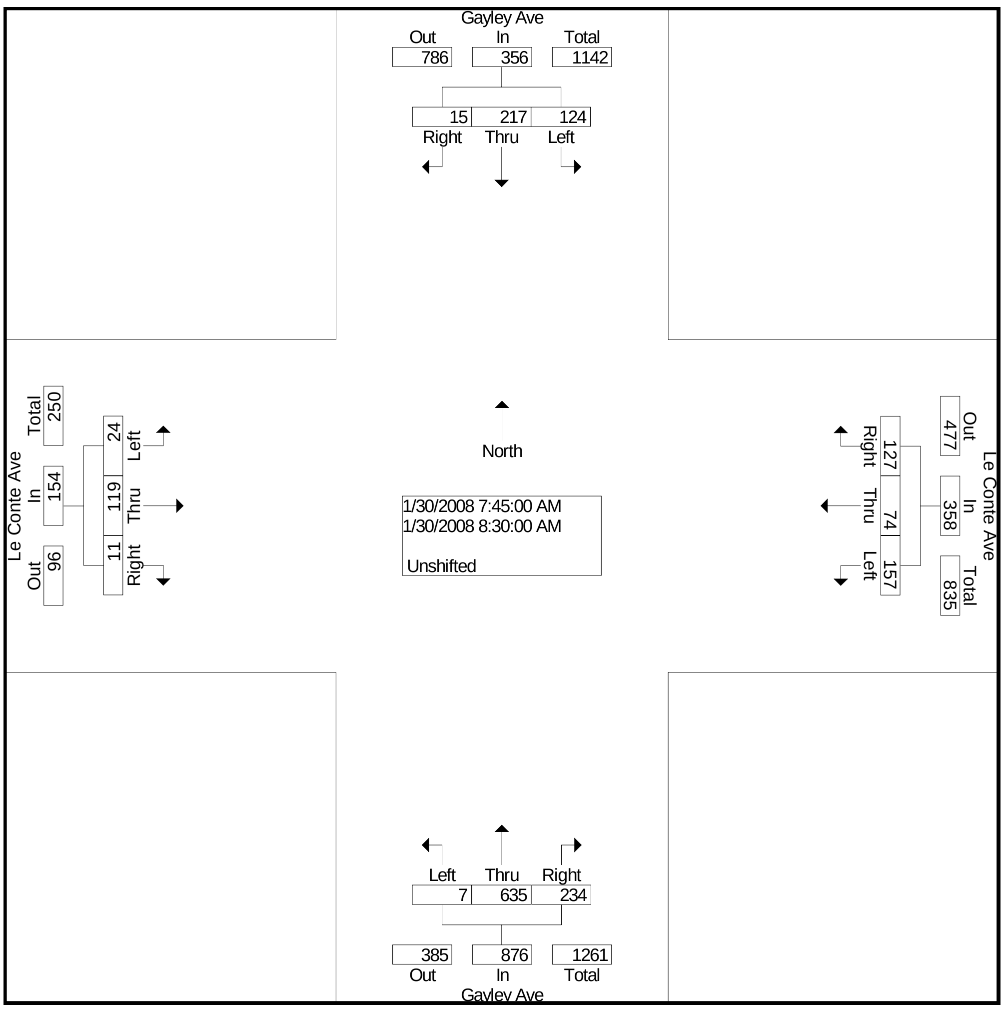
City Traffic Counters
626.256.4171

File Name : GayLeConte
Site Code : 00000000
Start Date : 1/30/2008
Page No : 1

Groups Printed- Unshifted

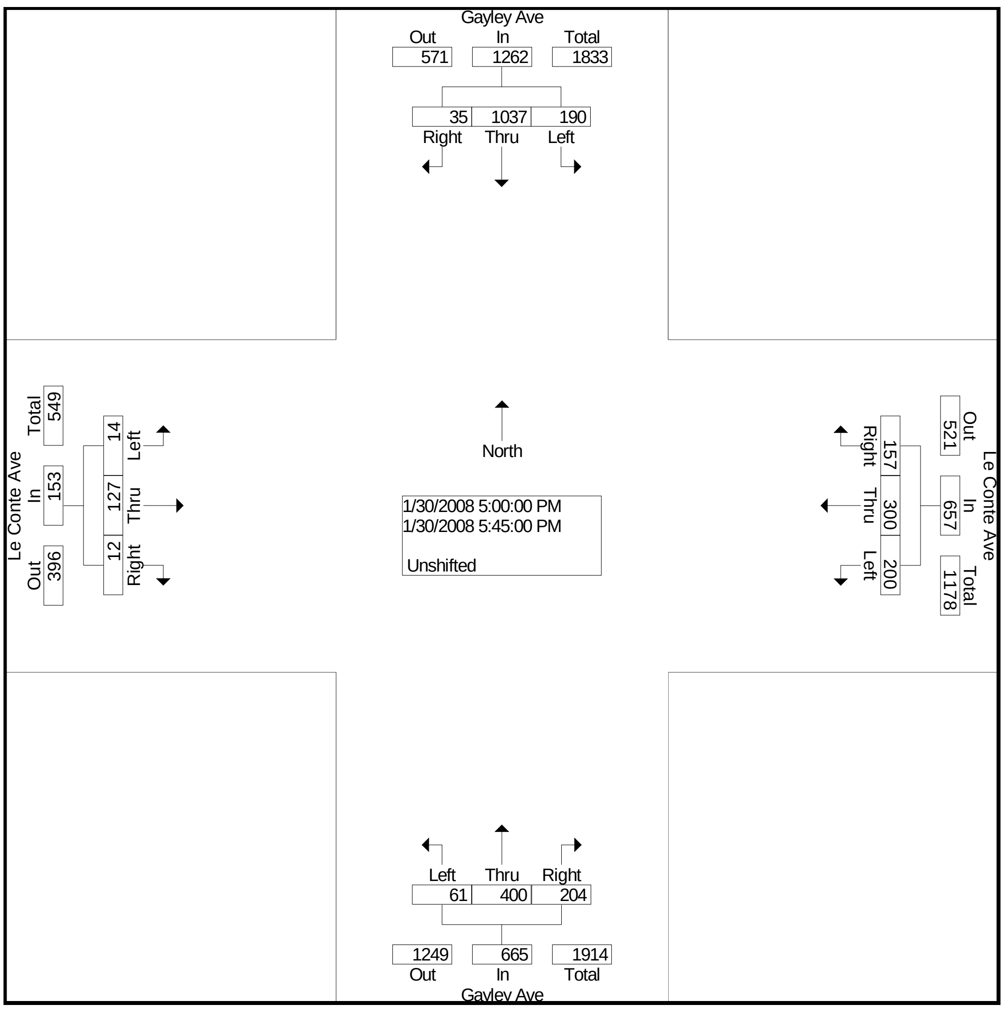
	Gayley Ave Southbound			Le Conte Ave Westbound			Gayley Ave Northbound			Le Conte Ave Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	28	52	1	35	5	30	1	123	37	3	16	0	331
07:15 AM	24	41	2	46	7	25	2	156	45	3	15	0	366
07:30 AM	20	50	1	54	13	38	0	134	58	8	23	2	401
07:45 AM	28	43	4	50	24	32	0	210	50	4	27	4	476
Total	100	186	8	185	49	125	3	623	190	18	81	6	1574
08:00 AM	38	62	9	32	12	36	3	144	57	7	39	3	442
08:15 AM	27	55	1	31	21	26	2	144	61	9	27	3	407
08:30 AM	31	57	1	44	17	33	2	137	66	4	26	1	419
08:45 AM	34	74	1	35	11	29	1	142	69	5	41	1	443
Total	130	248	12	142	61	124	8	567	253	25	133	8	1711
04:00 PM	48	287	8	54	62	32	9	94	54	5	24	2	679
04:15 PM	35	234	3	37	54	27	3	69	35	1	19	4	521
04:30 PM	44	230	7	64	75	38	17	85	50	6	17	1	634
04:45 PM	45	242	10	64	62	40	15	86	40	6	28	2	640
Total	172	993	28	219	253	137	44	334	179	18	88	9	2474
05:00 PM	47	312	9	58	87	37	13	91	57	2	23	4	740
05:15 PM	47	251	10	45	75	31	15	88	47	3	36	2	650
05:30 PM	52	234	8	56	61	46	23	118	42	5	35	4	684
05:45 PM	44	240	8	41	77	43	10	103	58	4	33	2	663
Total	190	1037	35	200	300	157	61	400	204	14	127	12	2737
Grand Total	592	2464	83	746	663	543	116	1924	826	75	429	35	8496
Apprch %	18.9	78.5	2.6	38.2	34.0	27.8	4.0	67.1	28.8	13.9	79.6	6.5	
Total %	7.0	29.0	1.0	8.8	7.8	6.4	1.4	22.6	9.7	0.9	5.0	0.4	

	Gayley Ave Southbound				Le Conte Ave Westbound				Gayley Ave Northbound				Le Conte Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	124	217	15	356	157	74	127	358	7	635	234	876	24	119	11	154	1744
Percent	34.8	61.0	4.2		43.9	20.7	35.5		0.8	72.5	26.7		15.6	77.3	7.1		
07:45 Volume	28	43	4	75	50	24	32	106	0	210	50	260	4	27	4	35	476
Peak Factor																	0.916
High Int.	08:00 AM				07:45 AM				07:45 AM				08:00 AM				
Volume	38	62	9	109	50	24	32	106	0	210	50	260	7	39	3	49	
Peak Factor				0.817				0.844				0.842				0.786	



File Name : GayLeConte
Site Code : 00000000
Start Date : 1/30/2008
Page No : 3

	Gayley Ave Southbound				Le Conte Ave Westbound				Gayley Ave Northbound				Le Conte Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	190	1037	35	1262	200	300	157	657	61	400	204	665	14	127	12	153	2737
Percent	15.1	82.2	2.8		30.4	45.7	23.9		9.2	60.2	30.7		9.2	83.0	7.8		
05:00 Volume	47	312	9	368	58	87	37	182	13	91	57	161	2	23	4	29	740
Peak Factor																	0.925
High Int.	05:00 PM				05:00 PM				05:30 PM				05:30 PM				
Volume	47	312	9	368	58	87	37	182	23	118	42	183	5	35	4	44	
Peak Factor				0.857				0.902				0.908				0.869	



City Traffic Counters
626.256.4171

File Name : WestLeConte
Site Code : 00000000
Start Date : 1/30/2008
Page No : 1

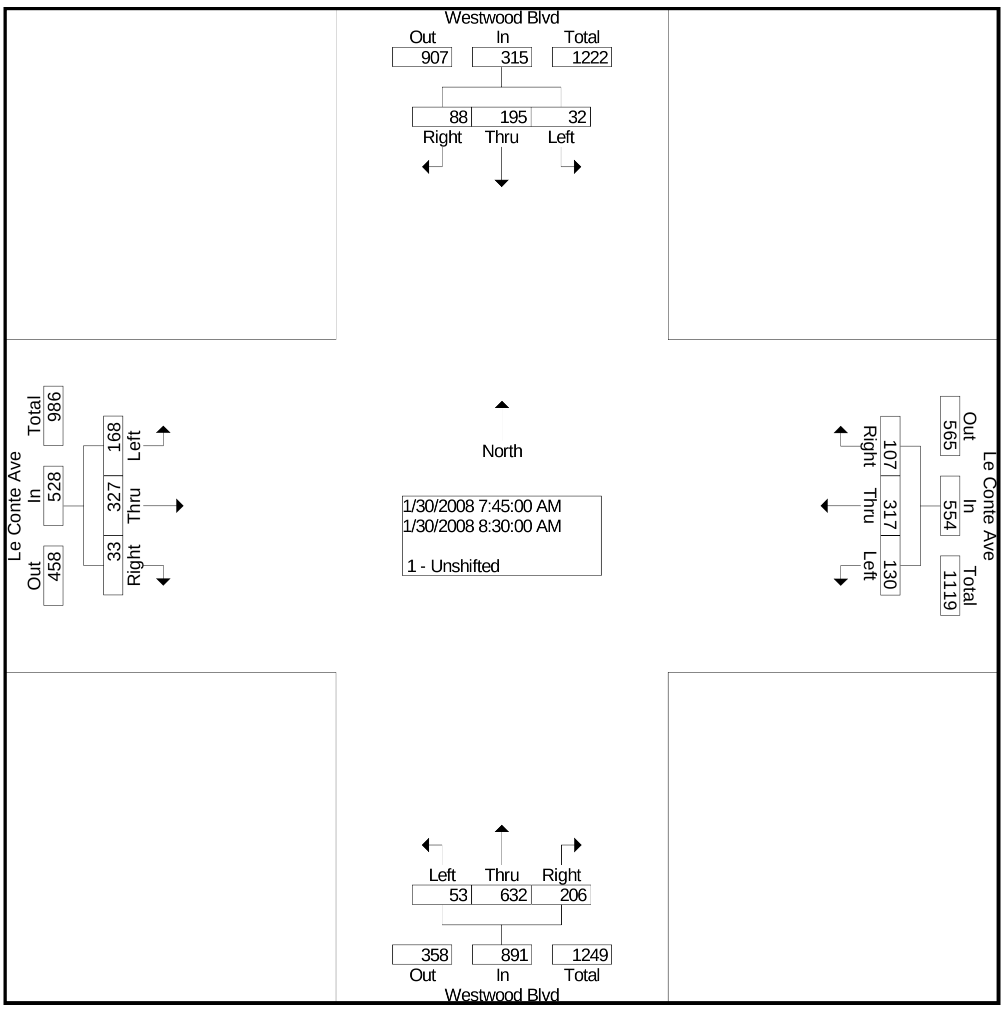
Groups Printed- 1 - Unshifted

	Westwood Blvd Southbound			Le Conte Ave Westbound			Westwood Blvd Northbound			Le Conte Ave Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	4	36	20	22	48	16	10	131	24	26	45	4	386
07:15 AM	3	31	23	36	67	28	11	129	48	37	39	12	464
07:30 AM	4	54	16	30	84	26	6	150	51	38	55	10	524
07:45 AM	9	55	34	37	92	34	15	177	56	44	65	5	623
Total	20	176	93	125	291	104	42	587	179	145	204	31	1997
08:00 AM	6	44	21	33	71	21	20	145	51	38	89	6	545
08:15 AM	7	45	13	30	80	30	9	153	40	38	96	12	553
08:30 AM	10	51	20	30	74	22	9	157	59	48	77	10	567
08:45 AM	18	60	21	27	68	19	23	116	37	36	58	10	493
Total	41	200	75	120	293	92	61	571	187	160	320	38	2158
04:00 PM	24	74	52	41	83	18	19	87	56	28	107	17	606
04:15 PM	27	95	45	44	78	22	26	66	39	27	88	25	582
04:30 PM	26	112	51	36	125	14	17	83	55	22	94	19	654
04:45 PM	27	90	38	37	75	13	19	80	48	15	99	25	566
Total	104	371	186	158	361	67	81	316	198	92	388	86	2408
05:00 PM	25	107	60	36	117	13	21	75	40	29	100	21	644
05:15 PM	31	115	60	40	101	17	19	91	37	15	98	26	650
05:30 PM	24	117	52	38	80	18	20	77	29	17	102	30	604
05:45 PM	23	109	40	48	98	14	40	86	47	29	109	25	668
Total	103	448	212	162	396	62	100	329	153	90	409	102	2566
Grand Total	268	1195	566	565	1341	325	284	1803	717	487	1321	257	9129
Apprch %	13.2	58.9	27.9	25.3	60.1	14.6	10.1	64.3	25.6	23.6	64.0	12.4	
Total %	2.9	13.1	6.2	6.2	14.7	3.6	3.1	19.8	7.9	5.3	14.5	2.8	

City Traffic Counters
626.256.4171

File Name : WestLeConte
Site Code : 00000000
Start Date : 1/30/2008
Page No : 2

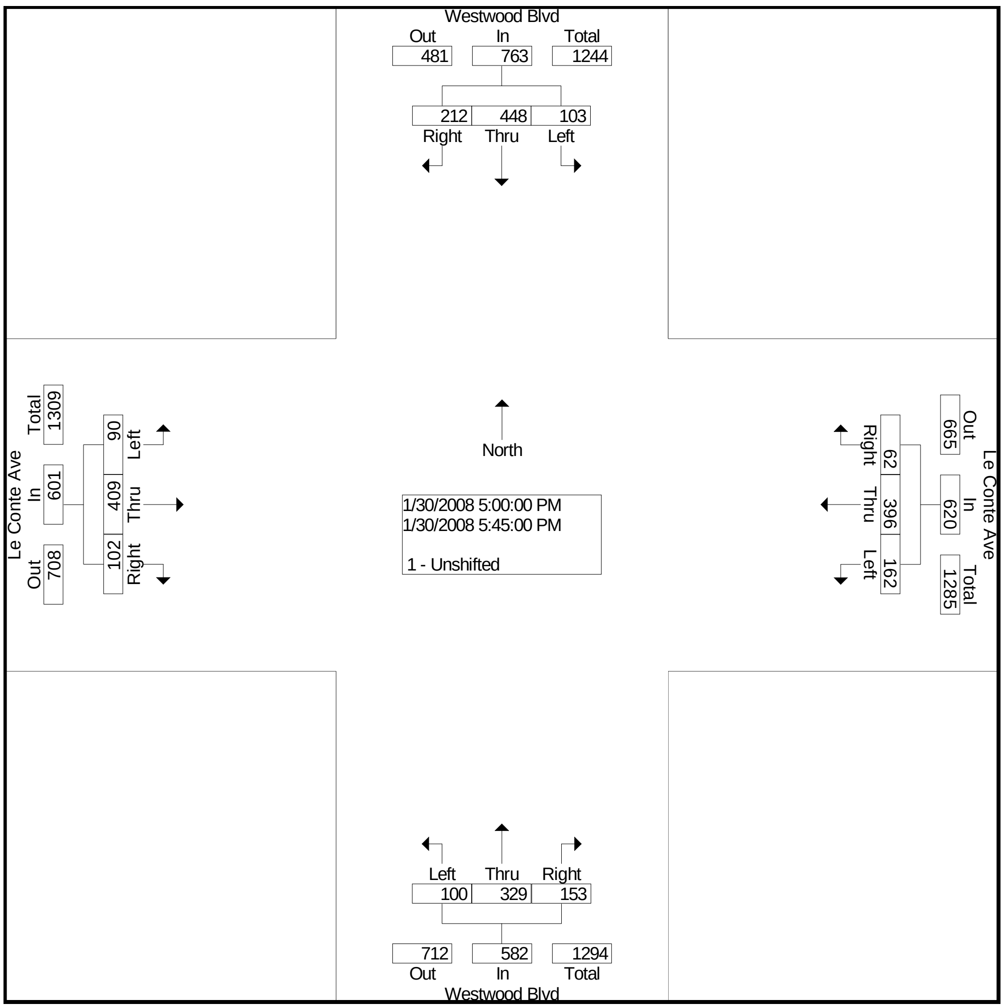
	Westwood Blvd Southbound				Le Conte Ave Westbound				Westwood Blvd Northbound				Le Conte Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	32	195	88	315	130	317	107	554	53	632	206	891	168	327	33	528	2288
Percent	10.2	61.9	27.9		23.5	57.2	19.3		5.9	70.9	23.1		31.8	61.9	6.3		
07:45 Volume	9	55	34	98	37	92	34	163	15	177	56	248	44	65	5	114	623
Peak Factor																	0.918
High Int.	07:45 AM				07:45 AM				07:45 AM				08:15 AM				
Volume	9	55	34	98	37	92	34	163	15	177	56	248	38	96	12	146	
Peak Factor				0.804				0.850				0.898				0.904	



City Traffic Counters
626.256.4171

File Name : WestLeConte
Site Code : 00000000
Start Date : 1/30/2008
Page No : 3

	Westwood Blvd Southbound				Le Conte Ave Westbound				Westwood Blvd Northbound				Le Conte Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	103	448	212	763	162	396	62	620	100	329	153	582	90	409	102	601	2566
Percent	13.5	58.7	27.8		26.1	63.9	10.0		17.2	56.5	26.3		15.0	68.1	17.0		
05:45 Volume	23	109	40	172	48	98	14	160	40	86	47	173	29	109	25	163	668
Peak Factor																	0.960
High Int.	05:15 PM				05:00 PM				05:45 PM				05:45 PM				
Volume	31	115	60	206	36	117	13	166	40	86	47	173	29	109	25	163	
Peak Factor				0.926				0.934				0.841				0.922	



City Traffic Counters
626.256.4171

File Name : TivLeConte
Site Code : 00000000
Start Date : 1/30/2008
Page No : 1

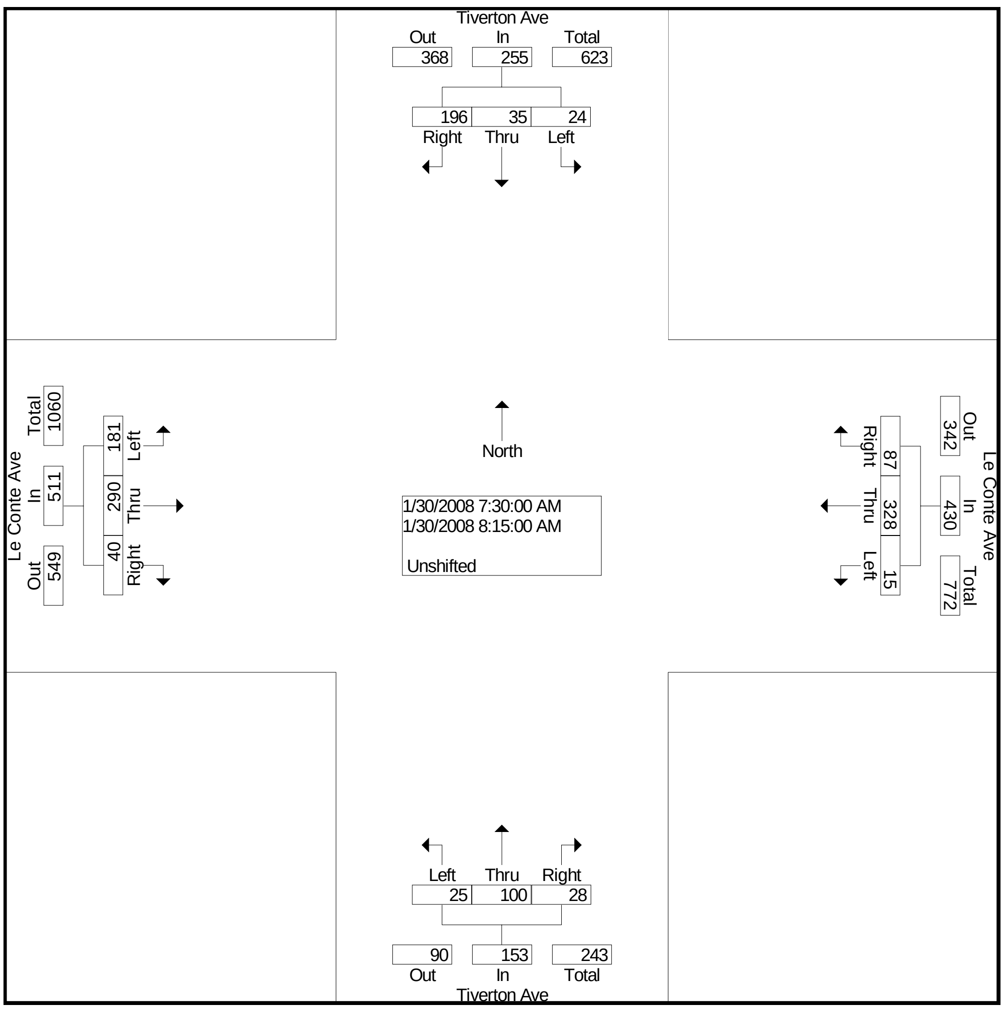
Groups Printed- Unshifted

	Tiverton Ave Southbound			Le Conte Ave Westbound			Tiverton Ave Northbound			Le Conte Ave Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	8	7	45	2	60	12	5	19	3	36	25	7	229
07:15 AM	5	6	50	2	61	16	4	26	6	46	37	6	265
07:30 AM	7	14	77	3	75	17	8	27	8	45	51	8	340
07:45 AM	7	10	52	5	87	22	6	29	3	59	69	7	356
Total	27	37	224	12	283	67	23	101	20	186	182	28	1190
08:00 AM	7	6	37	2	74	25	6	17	7	41	94	11	327
08:15 AM	3	5	30	5	92	23	5	27	10	36	76	14	326
08:30 AM	3	3	32	3	104	22	5	28	9	45	69	3	326
08:45 AM	2	6	26	7	75	22	5	23	1	55	84	9	315
Total	15	20	125	17	345	92	21	95	27	177	323	37	1294
04:00 PM	24	19	57	6	104	12	10	5	6	28	108	29	408
04:15 PM	17	14	44	5	94	5	12	9	5	20	96	20	341
04:30 PM	11	18	60	7	99	8	6	14	8	36	114	28	409
04:45 PM	22	21	48	6	105	10	6	17	5	36	107	28	411
Total	74	72	209	24	402	35	34	45	24	120	425	105	1569
05:00 PM	23	26	57	4	132	5	11	17	15	36	118	25	469
05:15 PM	31	25	41	8	108	11	8	17	12	27	131	37	456
05:30 PM	16	8	48	4	108	13	10	17	9	29	128	40	430
05:45 PM	18	7	41	7	96	11	6	13	9	23	121	35	387
Total	88	66	187	23	444	40	35	64	45	115	498	137	1742
Grand Total	204	195	745	76	1474	234	113	305	116	598	1428	307	5795
Apprch %	17.8	17.0	65.1	4.3	82.6	13.1	21.2	57.1	21.7	25.6	61.2	13.2	
Total %	3.5	3.4	12.9	1.3	25.4	4.0	1.9	5.3	2.0	10.3	24.6	5.3	

City Traffic Counters
626.256.4171

File Name : TivLeConte
Site Code : 00000000
Start Date : 1/30/2008
Page No : 2

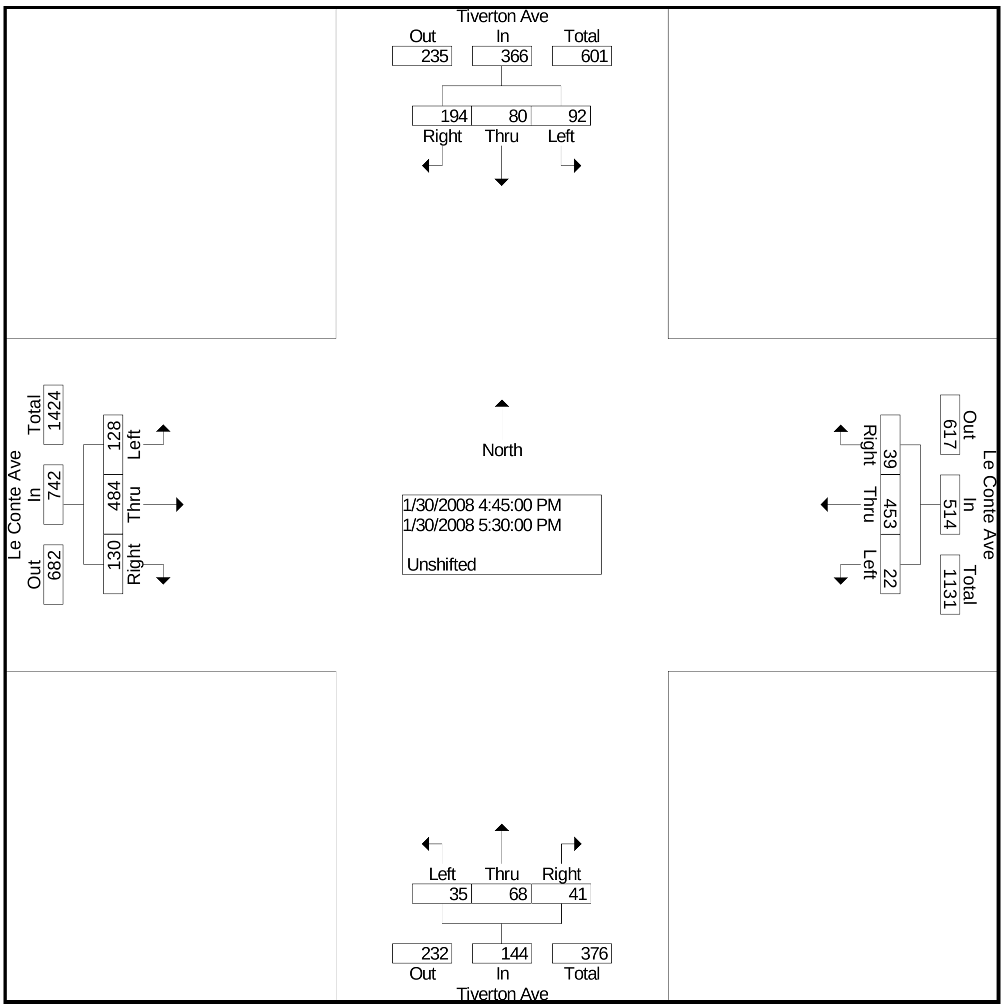
	Tiverton Ave Southbound				Le Conte Ave Westbound				Tiverton Ave Northbound				Le Conte Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	24	35	196	255	15	328	87	430	25	100	28	153	181	290	40	511	1349
Percent	9.4	13.7	76.9		3.5	76.3	20.2		16.3	65.4	18.3		35.4	56.8	7.8		
07:45 Volume	7	10	52	69	5	87	22	114	6	29	3	38	59	69	7	135	356
Peak Factor																	0.947
High Int.	07:30 AM				08:15 AM				07:30 AM				08:00 AM				
Volume	7	14	77	98	5	92	23	120	8	27	8	43	41	94	11	146	
Peak Factor				0.651				0.896				0.890				0.875	



City Traffic Counters
626.256.4171

File Name : TivLeConte
Site Code : 00000000
Start Date : 1/30/2008
Page No : 3

	Tiverton Ave Southbound				Le Conte Ave Westbound				Tiverton Ave Northbound				Le Conte Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	92	80	194	366	22	453	39	514	35	68	41	144	128	484	130	742	1766
Percent	25.1	21.9	53.0		4.3	88.1	7.6		24.3	47.2	28.5		17.3	65.2	17.5		
05:00 Volume	23	26	57	106	4	132	5	141	11	17	15	43	36	118	25	179	469
Peak Factor																	0.941
High Int.	05:00 PM				05:00 PM				05:00 PM				05:30 PM				
Volume	23	26	57	106	4	132	5	141	11	17	15	43	29	128	40	197	
Peak Factor				0.863				0.911				0.837				0.942	



City Traffic Counters
626.256.4171

File Name : HilLeConte
Site Code : 00000000
Start Date : 1/30/2008
Page No : 1

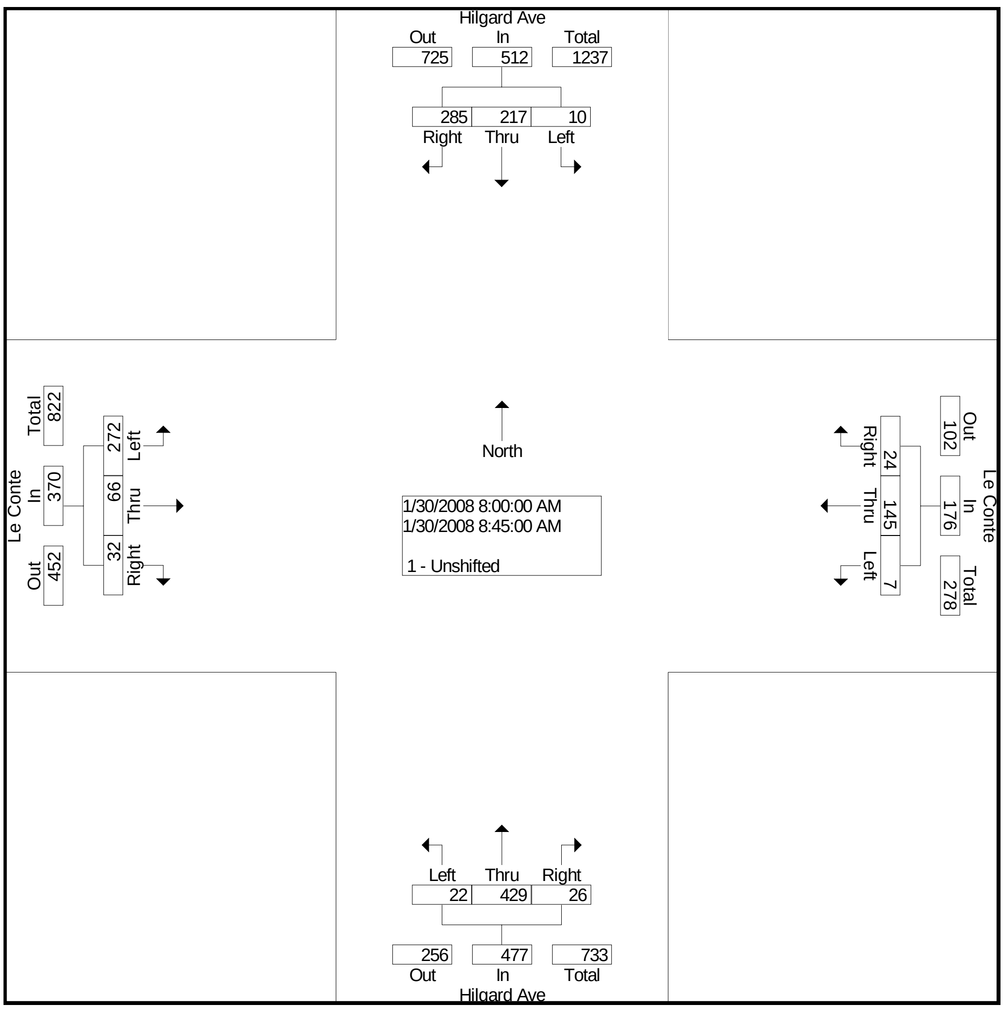
Groups Printed- 1 - Unshifted

	Hilgard Ave Southbound			Le Conte Westbound			Hilgard Ave Northbound			Le Conte Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	36	45	2	21	4	11	34	1	21	2	5	182
07:15 AM	0	36	50	1	22	4	5	50	5	30	7	7	217
07:30 AM	2	34	71	1	20	6	6	54	6	49	9	5	263
07:45 AM	0	45	53	4	39	11	24	68	5	61	17	8	335
Total	2	151	219	8	102	25	46	206	17	161	35	25	997
08:00 AM	2	51	57	2	36	5	6	105	11	69	20	8	372
08:15 AM	4	53	75	2	39	7	8	120	5	78	20	7	418
08:30 AM	2	62	78	1	43	8	8	101	6	58	14	9	390
08:45 AM	2	51	75	2	27	4	0	103	4	67	12	8	355
Total	10	217	285	7	145	24	22	429	26	272	66	32	1535
04:00 PM	1	88	82	2	28	8	17	56	5	93	38	14	432
04:15 PM	2	103	81	3	22	4	15	74	2	82	44	19	451
04:30 PM	2	107	73	4	30	10	12	62	4	67	42	16	429
04:45 PM	3	106	83	0	27	7	12	64	0	85	46	27	460
Total	8	404	319	9	107	29	56	256	11	327	170	76	1772
05:00 PM	10	120	104	4	22	10	17	72	0	82	49	14	504
05:15 PM	8	140	91	4	26	9	13	87	7	81	56	20	542
05:30 PM	4	104	90	2	22	2	14	63	3	74	57	20	455
05:45 PM	4	94	71	2	30	3	13	75	7	82	39	15	435
Total	26	458	356	12	100	24	57	297	17	319	201	69	1936
Grand Total	46	1230	1179	36	454	102	181	1188	71	1079	472	202	6240
Apprch %	1.9	50.1	48.0	6.1	76.7	17.2	12.6	82.5	4.9	61.6	26.9	11.5	
Total %	0.7	19.7	18.9	0.6	7.3	1.6	2.9	19.0	1.1	17.3	7.6	3.2	

City Traffic Counters
626.256.4171

File Name : HilLeConte
Site Code : 00000000
Start Date : 1/30/2008
Page No : 2

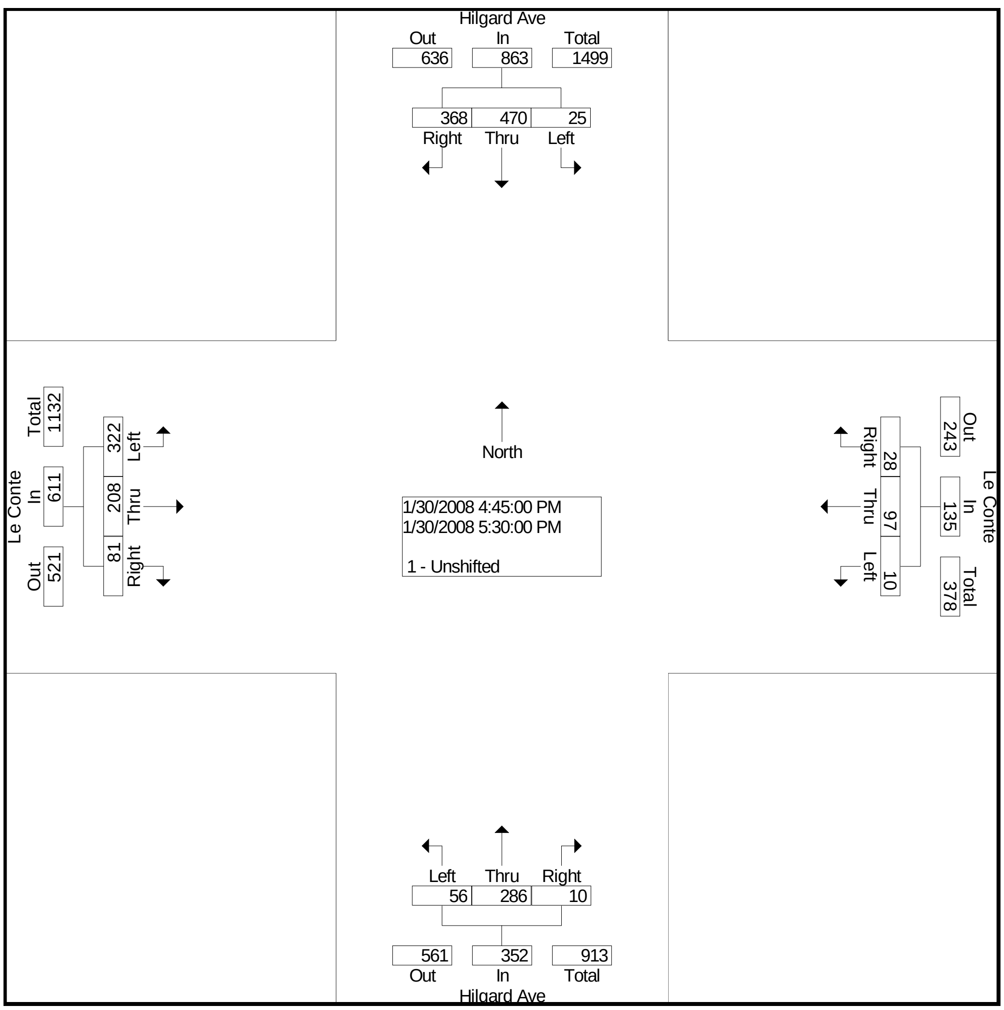
	Hilgard Ave Southbound				Le Conte Westbound				Hilgard Ave Northbound				Le Conte Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	10	217	285	512	7	145	24	176	22	429	26	477	272	66	32	370	1535
Percent	2.0	42.4	55.7		4.0	82.4	13.6		4.6	89.9	5.5		73.5	17.8	8.6		
08:15 Volume	4	53	75	132	2	39	7	48	8	120	5	133	78	20	7	105	418
Peak Factor																	0.918
High Int.	08:30 AM				08:30 AM				08:15 AM				08:15 AM				
Volume	2	62	78	142	1	43	8	52	8	120	5	133	78	20	7	105	
Peak Factor				0.901				0.846				0.897				0.881	



City Traffic Counters
626.256.4171

File Name : HilLeConte
Site Code : 00000000
Start Date : 1/30/2008
Page No : 3

	Hilgard Ave Southbound				Le Conte Westbound				Hilgard Ave Northbound				Le Conte Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	25	470	368	863	10	97	28	135	56	286	10	352	322	208	81	611	1961
Percent	2.9	54.5	42.6		7.4	71.9	20.7		15.9	81.3	2.8		52.7	34.0	13.3		
05:15 Volume	8	140	91	239	4	26	9	39	13	87	7	107	81	56	20	157	542
Peak Factor																	0.905
High Int.	05:15 PM				05:15 PM				05:15 PM				04:45 PM				
Volume	8	140	91	239	4	26	9	39	13	87	7	107	85	46	27	158	
Peak Factor				0.903				0.865				0.822				0.967	



City Traffic Counters
626.256.4171

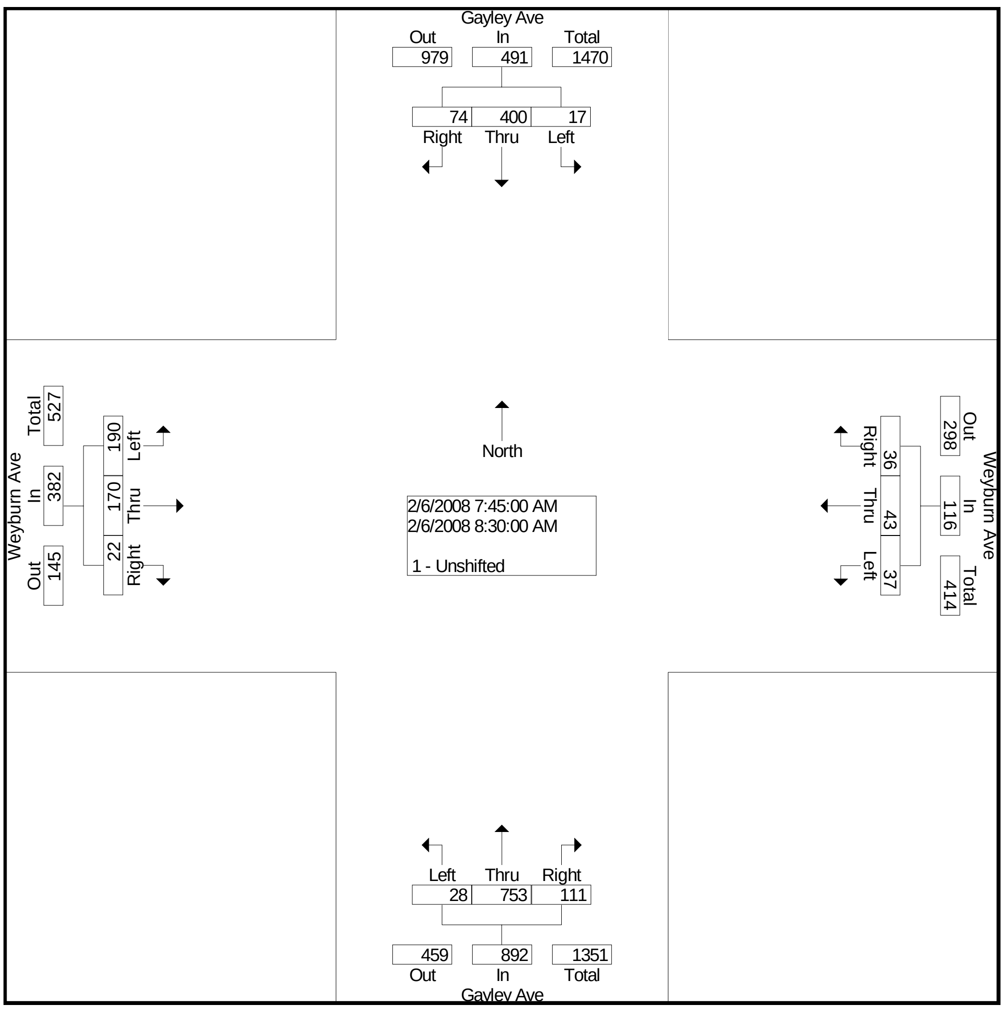
File Name : gayWey
Site Code : 00000000
Start Date : 2/6/2008
Page No : 1

Groups Printed- 1 - Unshifted

	Gayley Ave Southbound			Weyburn Ave Westbound			Gayley Ave Northbound			Weyburn Ave Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	6	71	17	16	10	6	2	138	17	27	28	10	348
07:15 AM	3	90	21	6	11	8	4	135	21	59	25	8	391
07:30 AM	7	102	23	8	17	4	1	183	28	38	29	4	444
07:45 AM	4	100	17	7	14	10	7	198	21	51	43	9	481
Total	20	363	78	37	52	28	14	654	87	175	125	31	1664
08:00 AM	7	102	22	9	9	11	5	196	27	46	43	4	481
08:15 AM	3	99	23	9	10	13	8	190	30	46	38	3	472
08:30 AM	3	99	12	12	10	2	8	169	33	47	46	6	447
08:45 AM	12	115	17	8	9	4	6	149	33	52	50	4	459
Total	25	415	74	38	38	30	27	704	123	191	177	17	1859
04:00 PM	12	179	60	26	44	17	8	102	35	21	21	8	533
04:15 PM	8	170	49	17	32	15	14	102	25	7	14	10	463
04:30 PM	8	199	64	28	45	17	18	119	26	25	25	16	590
04:45 PM	12	186	70	21	33	16	19	126	37	28	44	8	600
Total	40	734	243	92	154	65	59	449	123	81	104	42	2186
05:00 PM	15	227	81	25	52	19	13	105	44	16	40	12	649
05:15 PM	17	256	70	35	50	18	13	127	41	23	38	4	692
05:30 PM	16	264	76	24	37	29	18	131	44	18	39	7	703
05:45 PM	15	197	54	26	27	22	15	132	76	31	49	9	653
Total	63	944	281	110	166	88	59	495	205	88	166	32	2697
Grand Total	148	2456	676	277	410	211	159	2302	538	535	572	122	8406
Apprch %	4.5	74.9	20.6	30.8	45.7	23.5	5.3	76.8	17.9	43.5	46.5	9.9	
Total %	1.8	29.2	8.0	3.3	4.9	2.5	1.9	27.4	6.4	6.4	6.8	1.5	

File Name : gayWey
Site Code : 00000000
Start Date : 2/6/2008
Page No : 2

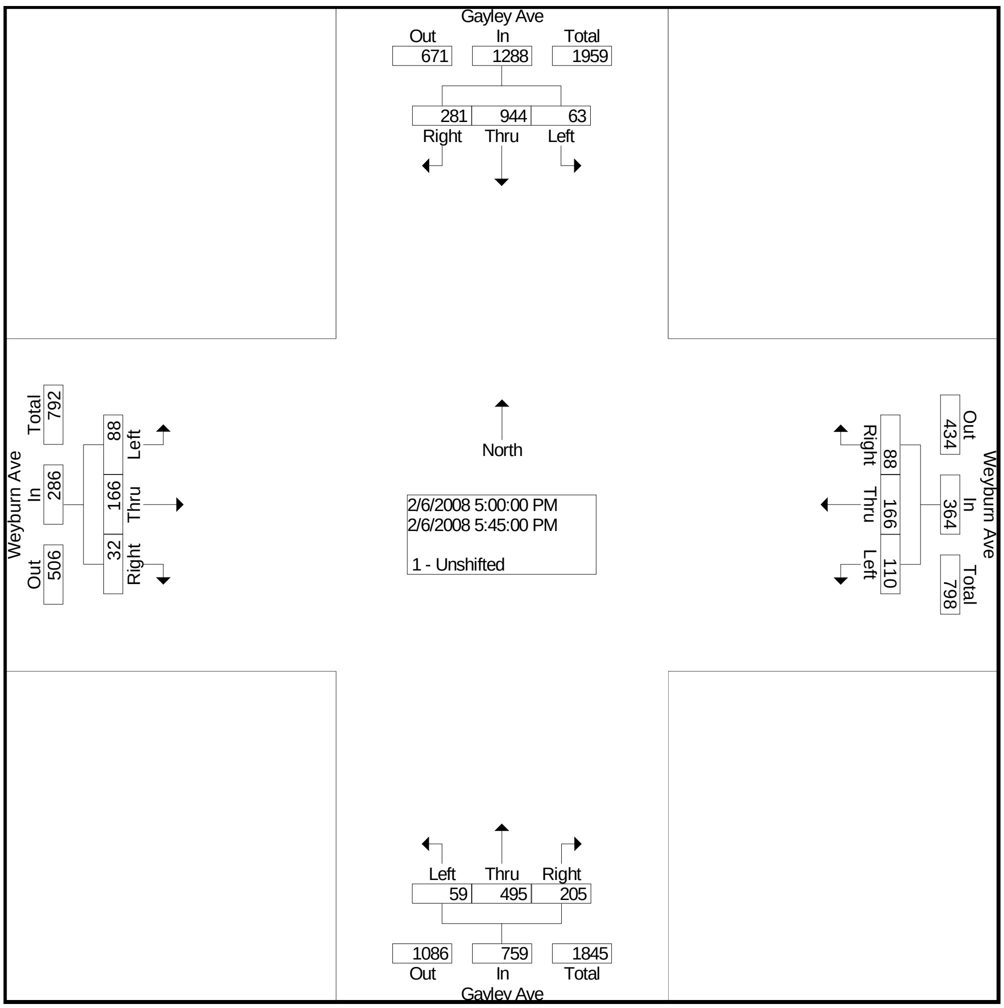
	Gayley Ave Southbound				Weyburn Ave Westbound				Gayley Ave Northbound				Weyburn Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	17	400	74	491	37	43	36	116	28	753	111	892	190	170	22	382	1881
Percent	3.5	81.5	15.1		31.9	37.1	31.0		3.1	84.4	12.4		49.7	44.5	5.8		
08:00 Volume	7	102	22	131	9	9	11	29	5	196	27	228	46	43	4	93	481
Peak Factor																	0.978
High Int.	08:00 AM				08:15 AM				08:00 AM				07:45 AM				
Volume	7	102	22	131	9	10	13	32	5	196	27	228	51	43	9	103	
Peak Factor				0.937				0.906				0.978				0.927	



City Traffic Counters
626.256.4171

File Name : gayWey
Site Code : 00000000
Start Date : 2/6/2008
Page No : 3

	Gayley Ave Southbound				Weyburn Ave Westbound				Gayley Ave Northbound				Weyburn Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	63	944	281	1288	110	166	88	364	59	495	205	759	88	166	32	286	2697
Percent	4.9	73.3	21.8		30.2	45.6	24.2		7.8	65.2	27.0		30.8	58.0	11.2		
05:30 Volume	16	264	76	356	24	37	29	90	18	131	44	193	18	39	7	64	703
Peak Factor																	0.959
High Int.	05:30 PM				05:15 PM				05:45 PM				05:45 PM				
Volume	16	264	76	356	35	50	18	103	15	132	76	223	31	49	9	89	
Peak Factor				0.904				0.883				0.851				0.803	



City Traffic Counters
626.256.4171

File Name : WestWey
Site Code : 00000000
Start Date : 1/31/2008
Page No : 1

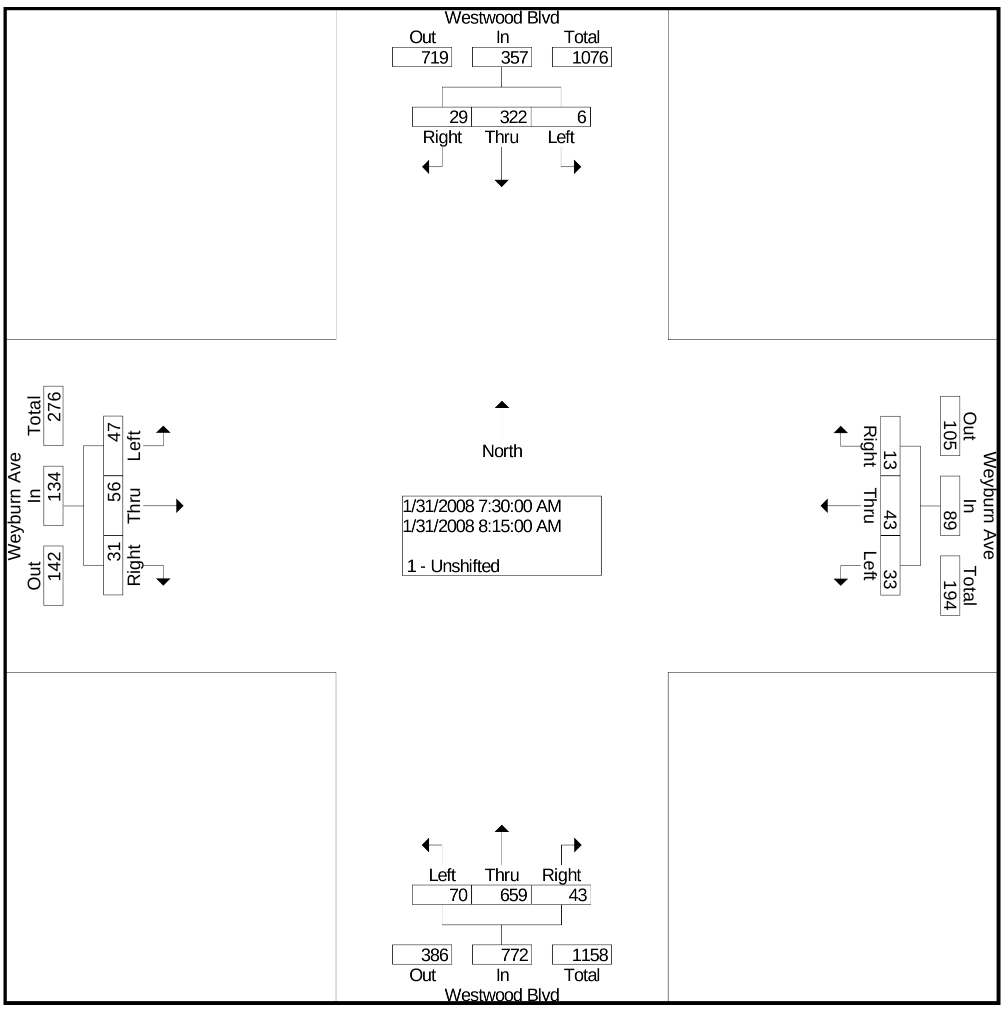
Groups Printed- 1 - Unshifted

	Westwood Blvd Southbound			Weyburn Ave Westbound			Westwood Blvd Northbound			Weyburn Ave Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	2	53	4	13	11	2	14	133	12	14	18	10	286
07:15 AM	1	73	8	6	5	3	18	162	19	8	5	10	318
07:30 AM	2	86	7	8	13	1	16	173	6	13	5	10	340
07:45 AM	0	80	10	7	5	8	28	180	13	11	16	8	366
Total	5	292	29	34	34	14	76	648	50	46	44	38	1310
08:00 AM	1	81	6	7	14	3	10	149	10	8	19	5	313
08:15 AM	3	75	6	11	11	1	16	157	14	15	16	8	333
08:30 AM	2	59	1	7	13	6	13	170	17	12	9	7	316
08:45 AM	2	80	5	8	7	2	16	164	14	8	15	7	328
Total	8	295	18	33	45	12	55	640	55	43	59	27	1290
04:00 PM	3	176	21	17	39	7	21	132	26	12	18	24	496
04:15 PM	6	145	15	17	23	4	24	128	12	21	21	31	447
04:30 PM	5	161	17	25	48	6	27	151	19	17	24	25	525
04:45 PM	4	170	17	21	36	17	34	140	20	25	21	31	536
Total	18	652	70	80	146	34	106	551	77	75	84	111	2004
05:00 PM	10	181	33	24	50	5	26	137	27	27	32	41	593
05:15 PM	16	195	29	29	58	10	39	171	26	16	40	30	659
05:30 PM	7	137	17	20	52	16	34	152	26	16	38	25	540
05:45 PM	7	153	21	23	59	17	47	186	31	20	34	41	639
Total	40	666	100	96	219	48	146	646	110	79	144	137	2431
Grand Total	71	1905	217	243	444	108	383	2485	292	243	331	313	7035
Apprch %	3.2	86.9	9.9	30.6	55.8	13.6	12.1	78.6	9.2	27.4	37.3	35.3	
Total %	1.0	27.1	3.1	3.5	6.3	1.5	5.4	35.3	4.2	3.5	4.7	4.4	

City Traffic Counters
626.256.4171

File Name : WestWey
Site Code : 00000000
Start Date : 1/31/2008
Page No : 2

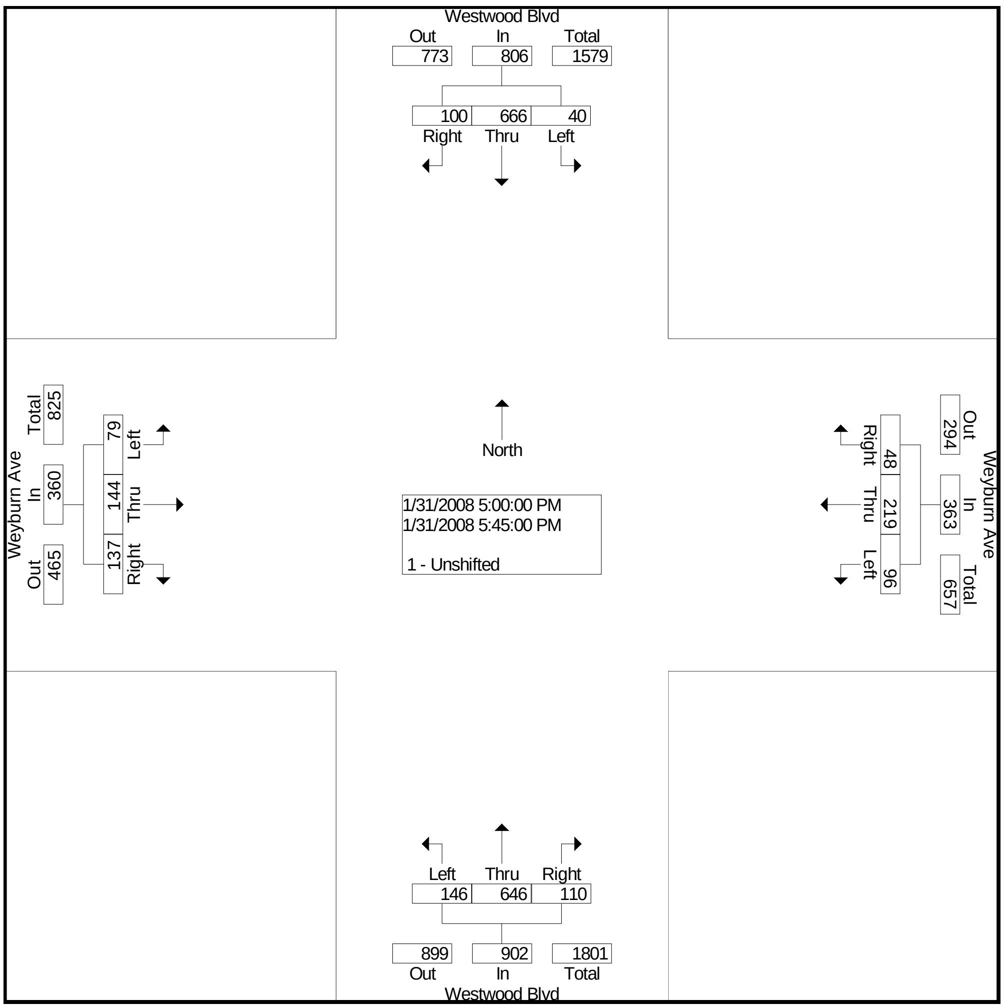
	Westwood Blvd Southbound				Weyburn Ave Westbound				Westwood Blvd Northbound				Weyburn Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	6	322	29	357	33	43	13	89	70	659	43	772	47	56	31	134	1352
Percent	1.7	90.2	8.1		37.1	48.3	14.6		9.1	85.4	5.6		35.1	41.8	23.1		
07:45 Volume	0	80	10	90	7	5	8	20	28	180	13	221	11	16	8	35	366
Peak Factor																	0.923
High Int.	07:30 AM				08:00 AM				07:45 AM				08:15 AM				
Volume	2	86	7	95	7	14	3	24	28	180	13	221	15	16	8	39	
Peak Factor				0.939				0.927				0.873				0.859	



City Traffic Counters
626.256.4171

File Name : WestWey
Site Code : 00000000
Start Date : 1/31/2008
Page No : 3

	Westwood Blvd Southbound				Weyburn Ave Westbound				Westwood Blvd Northbound				Weyburn Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	40	666	100	806	96	219	48	363	146	646	110	902	79	144	137	360	2431
Percent	5.0	82.6	12.4		26.4	60.3	13.2		16.2	71.6	12.2		21.9	40.0	38.1		
05:15 Volume	16	195	29	240	29	58	10	97	39	171	26	236	16	40	30	86	659
Peak Factor																	0.922
High Int.	05:15 PM				05:45 PM				05:45 PM				05:00 PM				
Volume	16	195	29	240	23	59	17	99	47	186	31	264	27	32	41	100	
Peak Factor				0.840				0.917				0.854				0.900	



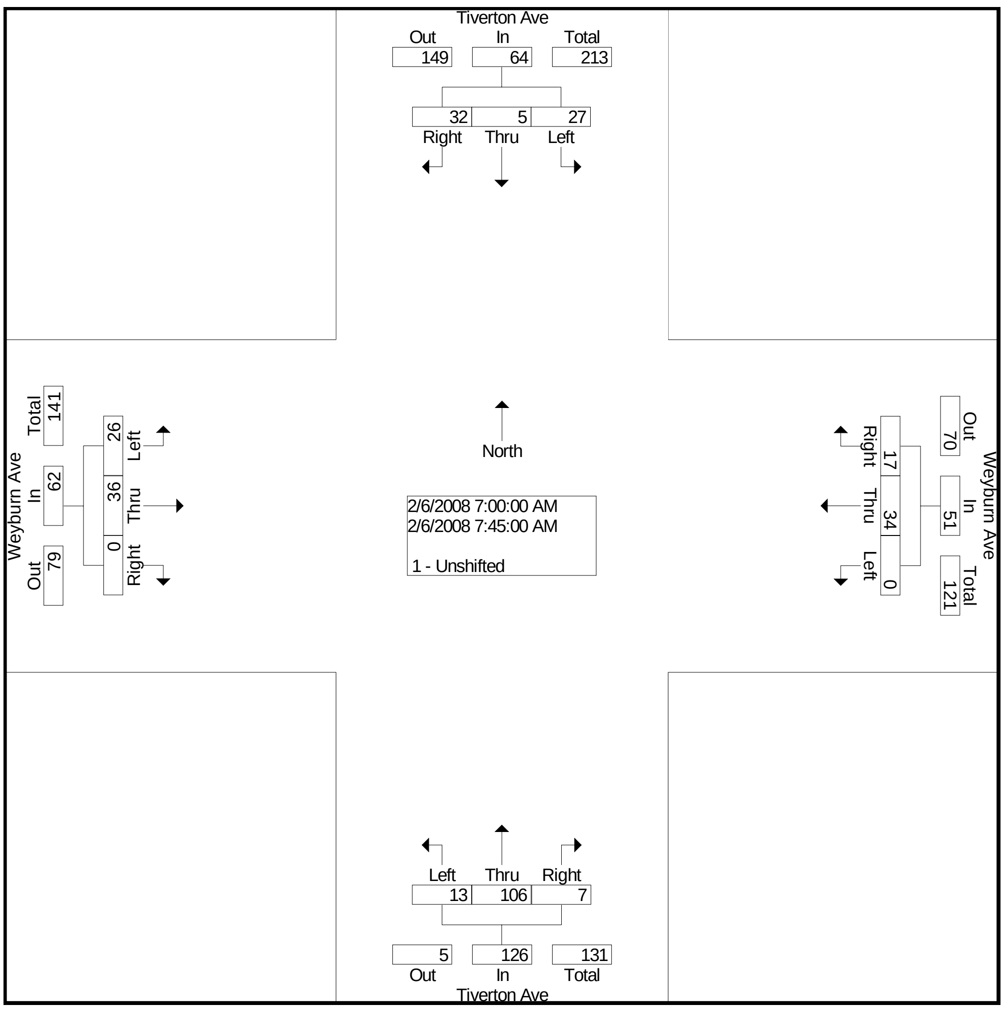
City Traffic Counters
626.256.4171

File Name : TivWey
Site Code : 00000000
Start Date : 2/6/2008
Page No : 1

Groups Printed- 1 - Unshifted

	Tiverton Ave Southbound			Weyburn Ave Westbound			Tiverton Ave Northbound			Weyburn Ave Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	5	0	13	0	4	2	7	38	2	5	7	0	83
07:15 AM	2	5	7	0	10	5	3	27	1	8	6	0	74
07:30 AM	15	0	6	0	11	5	3	19	2	6	11	0	78
07:45 AM	5	0	6	0	9	5	0	22	2	7	12	0	68
Total	27	5	32	0	34	17	13	106	7	26	36	0	303
08:00 AM	1	0	1	0	7	1	3	18	4	5	10	1	51
08:15 AM	4	0	8	0	9	4	4	17	0	6	10	2	64
08:30 AM	6	3	8	0	6	4	4	22	7	9	7	0	76
08:45 AM	3	3	7	0	14	9	4	29	9	7	18	1	104
Total	14	6	24	0	36	18	15	86	20	27	45	4	295
04:00 PM	21	4	39	0	17	4	3	11	7	10	22	0	138
04:15 PM	11	2	32	1	21	7	3	10	8	7	25	1	128
04:30 PM	22	5	23	0	11	4	4	8	6	6	27	1	117
04:45 PM	27	0	23	0	17	11	8	11	12	11	26	2	148
Total	81	11	117	1	66	26	18	40	33	34	100	4	531
05:00 PM	26	1	38	0	26	10	4	16	8	19	39	0	187
05:15 PM	30	2	34	0	24	7	4	17	11	12	46	1	188
05:30 PM	17	1	47	0	22	10	7	13	7	14	46	0	184
05:45 PM	26	1	43	1	23	4	7	15	19	22	38	0	199
Total	99	5	162	1	95	31	22	61	45	67	169	1	758
Grand Total	221	27	335	2	231	92	68	293	105	154	350	9	1887
Apprch %	37.9	4.6	57.5	0.6	71.1	28.3	14.6	62.9	22.5	30.0	68.2	1.8	
Total %	11.7	1.4	17.8	0.1	12.2	4.9	3.6	15.5	5.6	8.2	18.5	0.5	

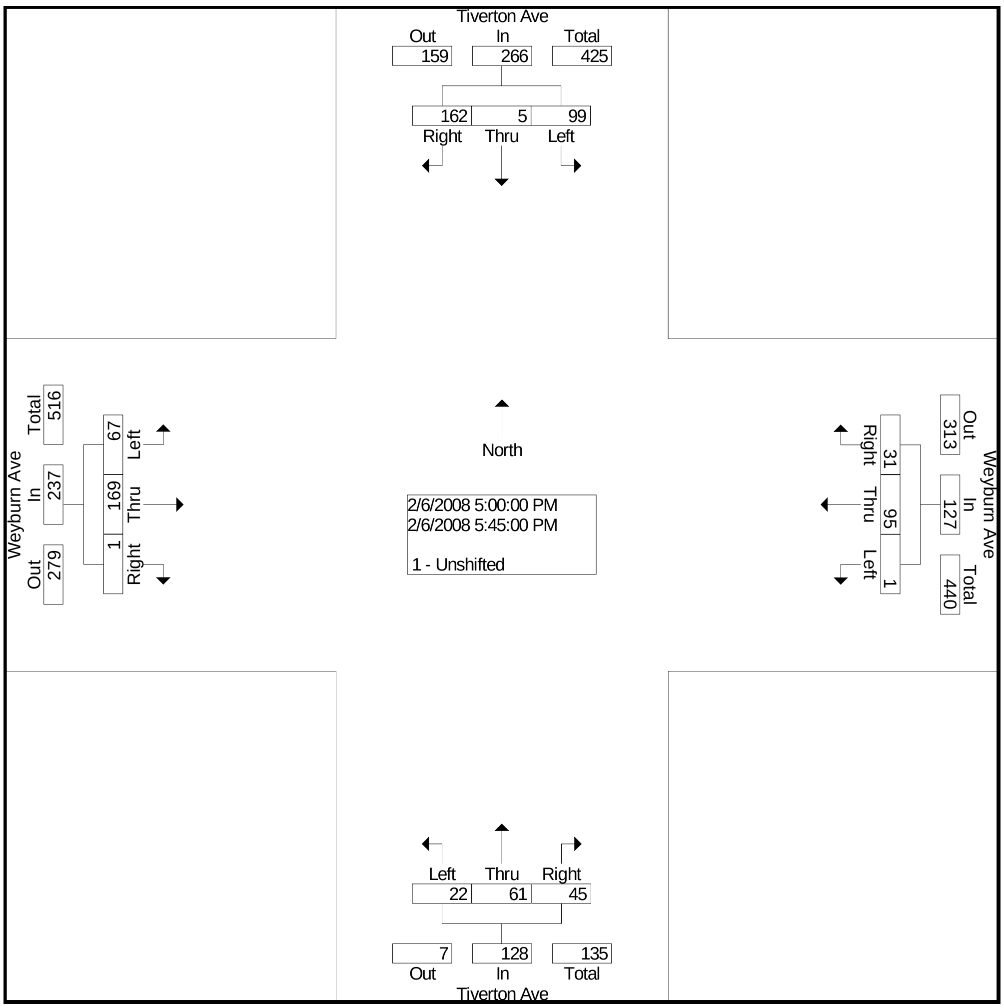
	Tiverton Ave Southbound				Weyburn Ave Westbound				Tiverton Ave Northbound				Weyburn Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:00 AM																
Volume	27	5	32	64	0	34	17	51	13	106	7	126	26	36	0	62	303
Percent	42.2	7.8	50.0		0.0	66.7	33.3		10.3	84.1	5.6		41.9	58.1	0.0		
07:00 Volume	5	0	13	18	0	4	2	6	7	38	2	47	5	7	0	12	83
Peak Factor																	0.913
High Int.	07:30 AM				07:30 AM				07:00 AM				07:45 AM				
Volume	15	0	6	21	0	11	5	16	7	38	2	47	7	12	0	19	
Peak Factor				0.762				0.797				0.670				0.816	



City Traffic Counters
626.256.4171

File Name : TivWey
Site Code : 00000000
Start Date : 2/6/2008
Page No : 3

	Tiverton Ave Southbound				Weyburn Ave Westbound				Tiverton Ave Northbound				Weyburn Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	99	5	162	266	1	95	31	127	22	61	45	128	67	169	1	237	758
Percent	37.2	1.9	60.9		0.8	74.8	24.4		17.2	47.7	35.2		28.3	71.3	0.4		
05:45 Volume	26	1	43	70	1	23	4	28	7	15	19	41	22	38	0	60	199
Peak Factor																	0.952
High Int.	05:45 PM				05:00 PM				05:45 PM				05:30 PM				
Volume	26	1	43	70	0	26	10	36	7	15	19	41	14	46	0	60	
Peak Factor				0.950				0.882				0.780				0.988	



City Traffic Counters
626.256.4171

File Name : HilWey
Site Code : 00000000
Start Date : 2/6/2008
Page No : 1

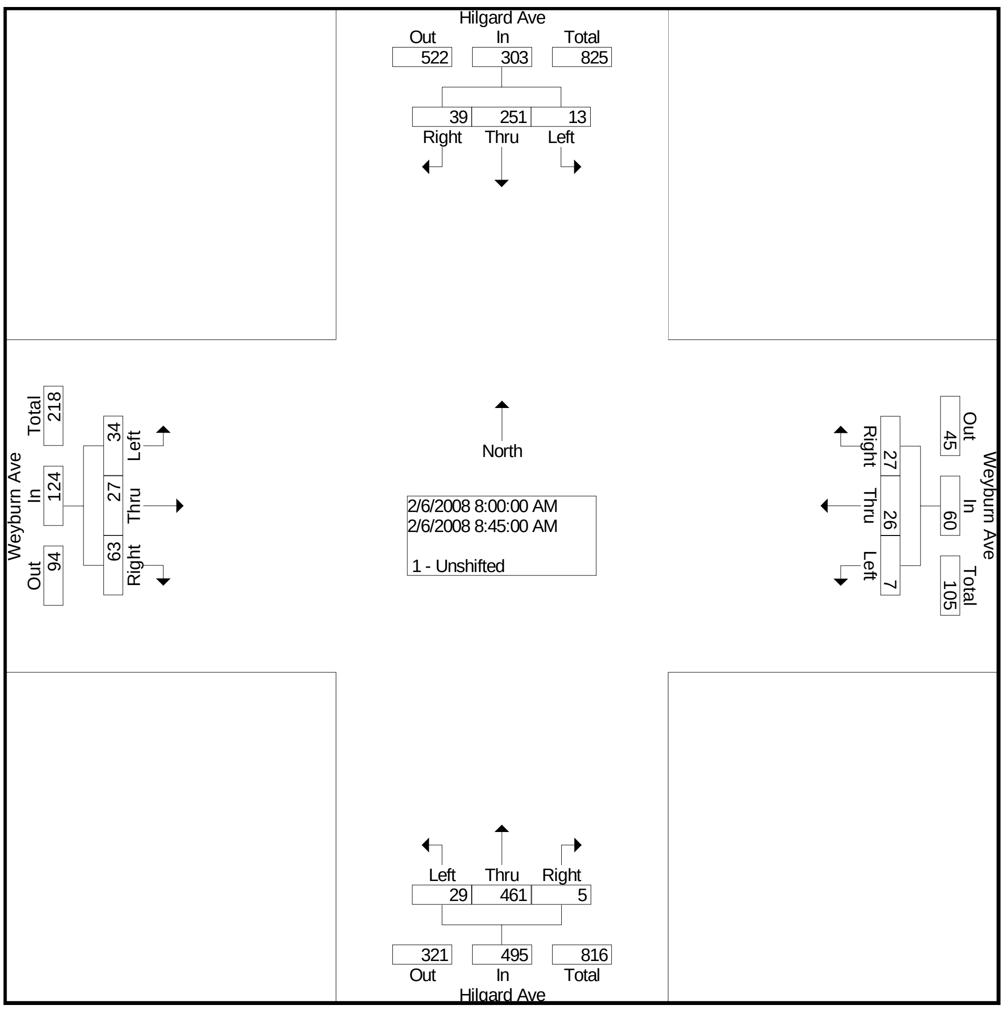
Groups Printed- 1 - Unshifted

	Hilgard Ave Southbound			Weyburn Ave Westbound			Hilgard Ave Northbound			Weyburn Ave Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	1	33	4	1	4	8	2	56	1	5	2	6	123
07:15 AM	0	38	5	1	4	1	6	59	2	1	3	8	128
07:30 AM	1	51	4	2	8	5	6	83	2	3	2	27	194
07:45 AM	1	47	6	2	7	8	12	106	0	5	4	15	213
Total	3	169	19	6	23	22	26	304	5	14	11	56	658
08:00 AM	2	62	11	1	2	11	6	113	2	7	5	20	242
08:15 AM	4	56	11	1	9	4	10	106	0	9	10	9	229
08:30 AM	3	74	6	4	6	9	6	103	2	11	3	13	240
08:45 AM	4	59	11	1	9	3	7	139	1	7	9	21	271
Total	13	251	39	7	26	27	29	461	5	34	27	63	982
04:00 PM	1	94	20	2	8	6	5	65	1	11	18	18	249
04:15 PM	5	85	8	0	12	6	2	63	2	10	15	33	241
04:30 PM	7	94	8	1	9	5	7	85	3	11	19	37	286
04:45 PM	4	126	7	1	7	9	10	101	6	15	18	36	340
Total	17	399	43	4	36	26	24	314	12	47	70	124	1116
05:00 PM	11	132	16	4	12	4	11	78	2	10	30	32	342
05:15 PM	6	136	11	5	11	4	11	83	5	13	34	41	360
05:30 PM	6	133	19	2	3	4	15	92	7	12	15	45	353
05:45 PM	3	133	4	2	10	8	12	90	7	20	20	49	358
Total	26	534	50	13	36	20	49	343	21	55	99	167	1413
Grand Total	59	1353	151	30	121	95	128	1422	43	150	207	410	4169
Apprch %	3.8	86.6	9.7	12.2	49.2	38.6	8.0	89.3	2.7	19.6	27.0	53.5	
Total %	1.4	32.5	3.6	0.7	2.9	2.3	3.1	34.1	1.0	3.6	5.0	9.8	

City Traffic Counters
626.256.4171

File Name : HilWey
Site Code : 00000000
Start Date : 2/6/2008
Page No : 2

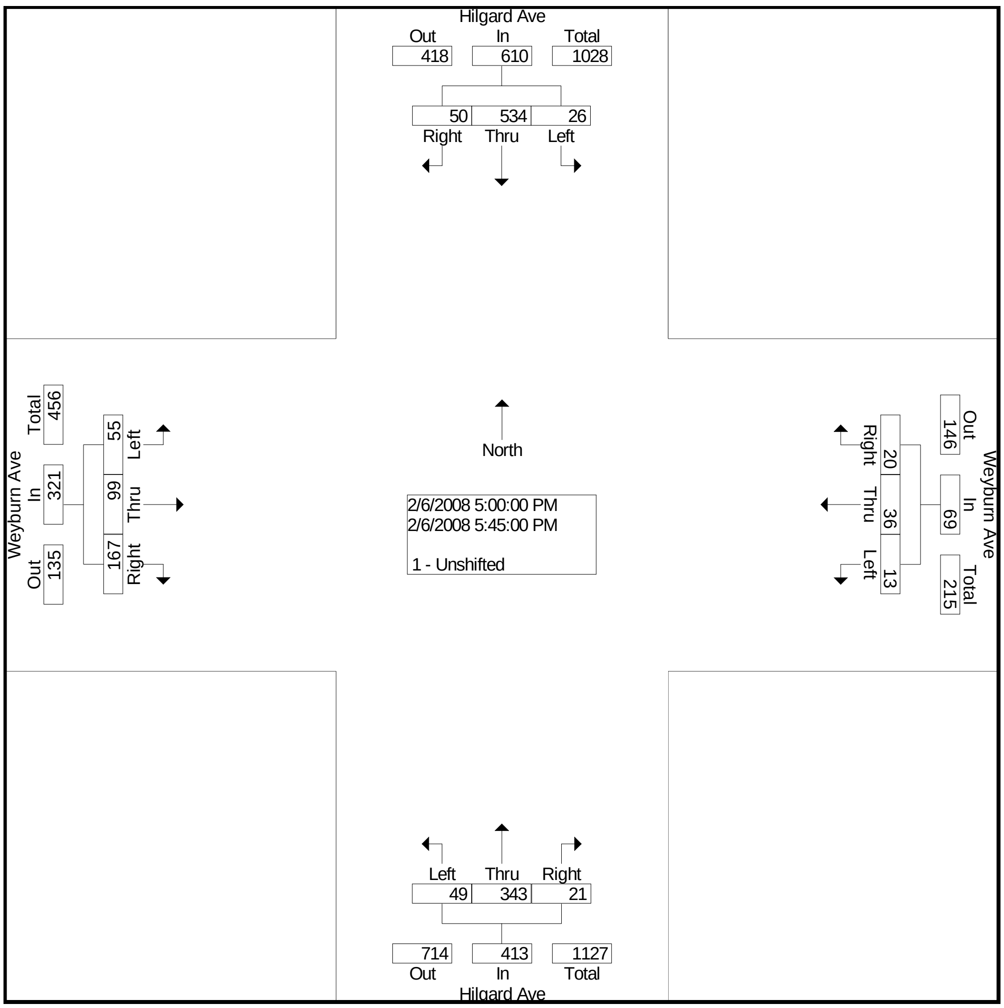
	Hilgard Ave Southbound				Weyburn Ave Westbound				Hilgard Ave Northbound				Weyburn Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	13	251	39	303	7	26	27	60	29	461	5	495	34	27	63	124	982
Percent	4.3	82.8	12.9		11.7	43.3	45.0		5.9	93.1	1.0		27.4	21.8	50.8		
08:45 Volume	4	59	11	74	1	9	3	13	7	139	1	147	7	9	21	37	271
Peak Factor																	0.906
High Int.	08:30 AM				08:30 AM				08:45 AM				08:45 AM				
Volume	3	74	6	83	4	6	9	19	7	139	1	147	7	9	21	37	
Peak Factor				0.913				0.789				0.842				0.838	



City Traffic Counters
626.256.4171

File Name : HilWey
Site Code : 00000000
Start Date : 2/6/2008
Page No : 3

	Hilgard Ave Southbound				Weyburn Ave Westbound				Hilgard Ave Northbound				Weyburn Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	26	534	50	610	13	36	20	69	49	343	21	413	55	99	167	321	1413
Percent	4.3	87.5	8.2		18.8	52.2	29.0		11.9	83.1	5.1		17.1	30.8	52.0		
05:15 Volume	6	136	11	153	5	11	4	20	11	83	5	99	13	34	41	88	360
Peak Factor																	0.981
High Int.	05:00 PM				05:00 PM				05:30 PM				05:45 PM				
Volume	11	132	16	159	4	12	4	20	15	92	7	114	20	20	49	89	
Peak Factor				0.959				0.863				0.906				0.902	



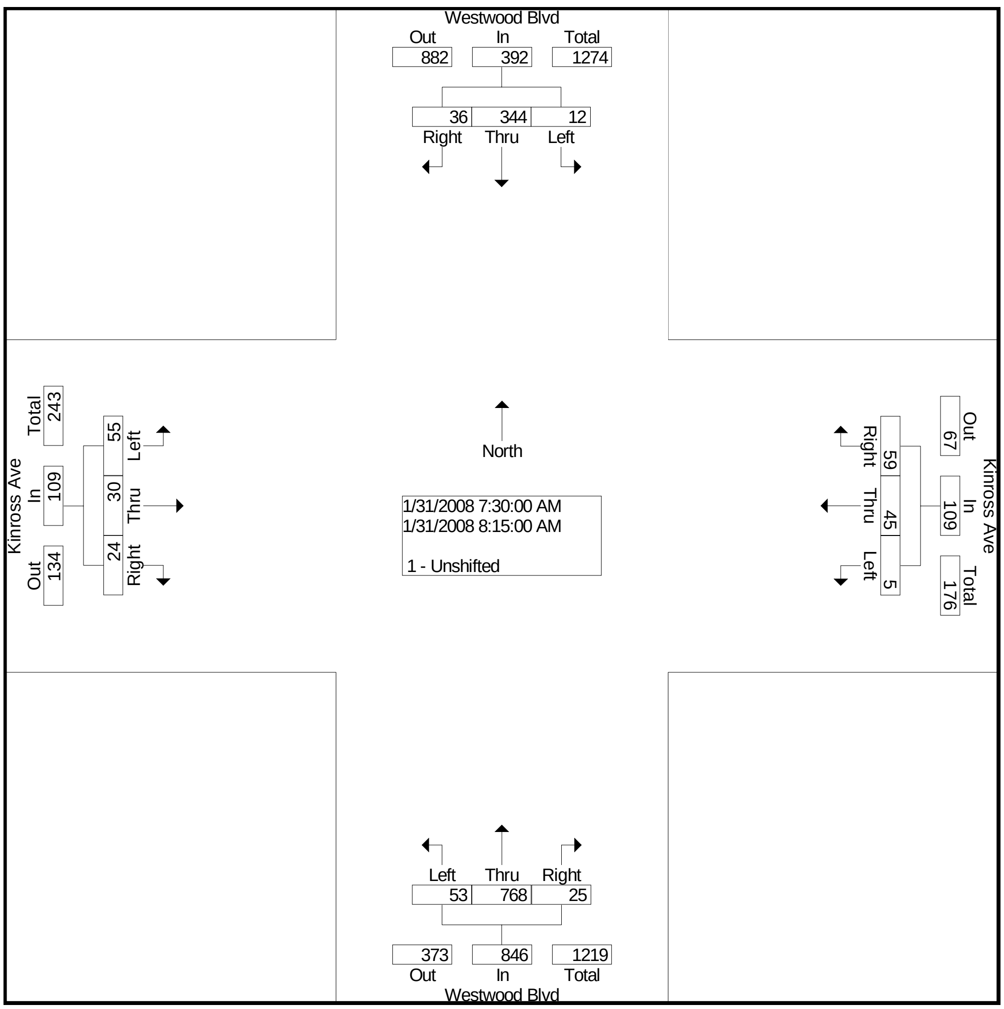
City Traffic Counters
626.256.4171

File Name : WestKin
Site Code : 00000000
Start Date : 1/31/2008
Page No : 1

Groups Printed- 1 - Unshifted

	Westwood Blvd Southbound			Kinross Ave Westbound			Westwood Blvd Northbound			Kinross Ave Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	3	74	3	1	8	21	7	149	5	9	9	6	295
07:15 AM	1	73	12	0	11	24	11	179	5	9	7	7	339
07:30 AM	5	90	9	1	14	15	11	194	7	9	10	4	369
07:45 AM	7	81	11	2	17	18	19	197	4	14	3	4	377
Total	16	318	35	4	50	78	48	719	21	41	29	21	1380
08:00 AM	0	79	8	2	8	17	17	193	4	18	8	8	362
08:15 AM	0	94	8	0	6	9	6	184	10	14	9	8	348
08:30 AM	4	75	4	2	11	7	9	181	7	14	18	6	338
08:45 AM	6	74	10	2	7	14	9	167	9	15	11	3	327
Total	10	322	30	6	32	47	41	725	30	61	46	25	1375
04:00 PM	11	184	32	2	17	13	12	158	12	14	25	16	496
04:15 PM	8	169	22	6	17	16	11	152	7	13	13	13	447
04:30 PM	16	188	25	3	18	14	14	194	2	17	31	11	533
04:45 PM	13	194	33	4	21	14	17	179	16	27	19	22	559
Total	48	735	112	15	73	57	54	683	37	71	88	62	2035
05:00 PM	14	191	27	2	15	11	18	186	14	23	51	22	574
05:15 PM	10	196	32	2	30	7	23	158	5	22	46	26	557
05:30 PM	6	165	30	7	33	9	20	181	8	24	49	28	560
05:45 PM	7	192	29	5	50	13	17	214	7	27	69	18	648
Total	37	744	118	16	128	40	78	739	34	96	215	94	2339
Grand Total	111	2119	295	41	283	222	221	2866	122	269	378	202	7129
Apprch %	4.4	83.9	11.7	7.5	51.8	40.7	6.9	89.3	3.8	31.7	44.5	23.8	
Total %	1.6	29.7	4.1	0.6	4.0	3.1	3.1	40.2	1.7	3.8	5.3	2.8	

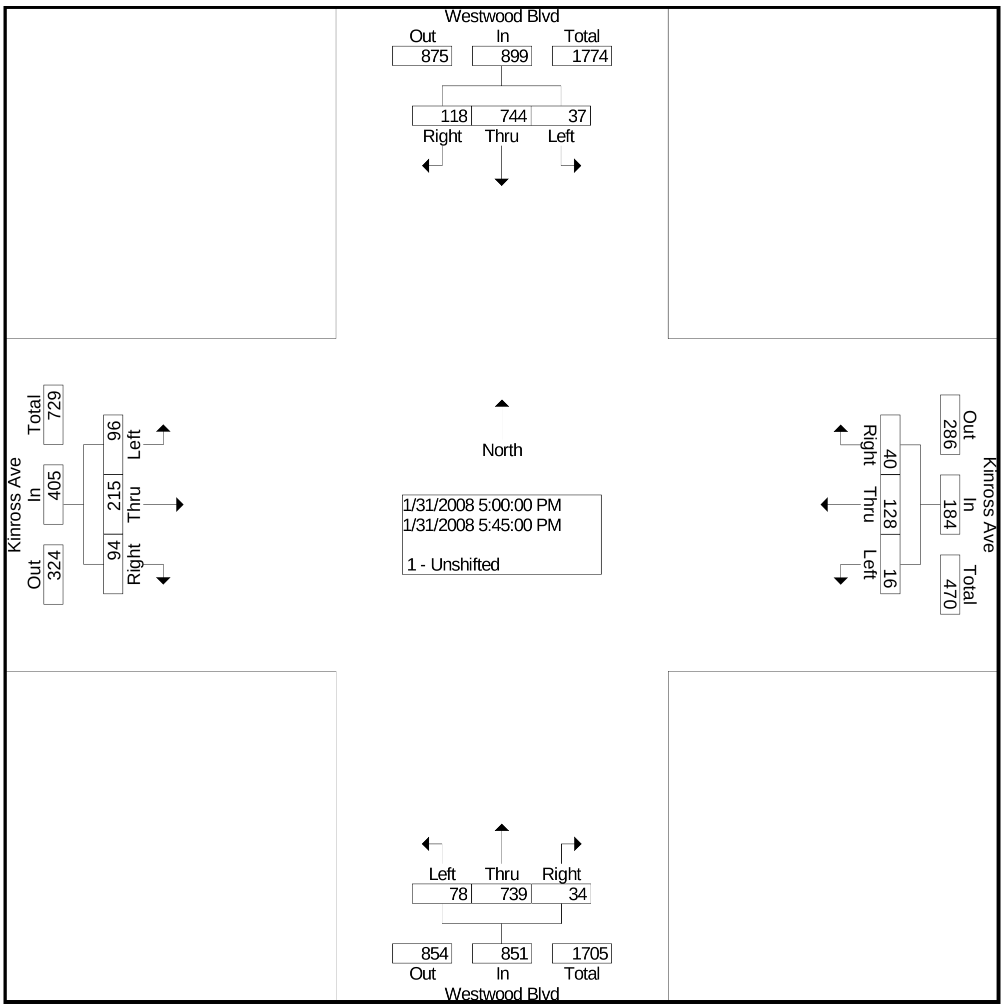
	Westwood Blvd Southbound				Kinross Ave Westbound				Westwood Blvd Northbound				Kinross Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	12	344	36	392	5	45	59	109	53	768	25	846	55	30	24	109	1456
Percent	3.1	87.8	9.2		4.6	41.3	54.1		6.3	90.8	3.0		50.5	27.5	22.0		
07:45 Volume	7	81	11	99	2	17	18	37	19	197	4	220	14	3	4	21	377
Peak Factor																	0.966
High Int.	07:30 AM				07:45 AM				07:45 AM				08:00 AM				
Volume	5	90	9	104	2	17	18	37	19	197	4	220	18	8	8	34	
Peak Factor				0.942				0.736				0.961				0.801	



City Traffic Counters
626.256.4171

File Name : WestKin
Site Code : 00000000
Start Date : 1/31/2008
Page No : 3

	Westwood Blvd Southbound				Kinross Ave Westbound				Westwood Blvd Northbound				Kinross Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	37	744	118	899	16	128	40	184	78	739	34	851	96	215	94	405	2339
Percent	4.1	82.8	13.1		8.7	69.6	21.7		9.2	86.8	4.0		23.7	53.1	23.2		
05:45 Volume	7	192	29	228	5	50	13	68	17	214	7	238	27	69	18	114	648
Peak Factor																	0.902
High Int.	05:15 PM				05:45 PM				05:45 PM				05:45 PM				
Volume	10	196	32	238	5	50	13	68	17	214	7	238	27	69	18	114	
Peak Factor				0.944				0.676				0.894				0.888	



City Traffic Counters
626.256.4171

File Name : WestLindb
Site Code : 00000000
Start Date : 1/31/2008
Page No : 1

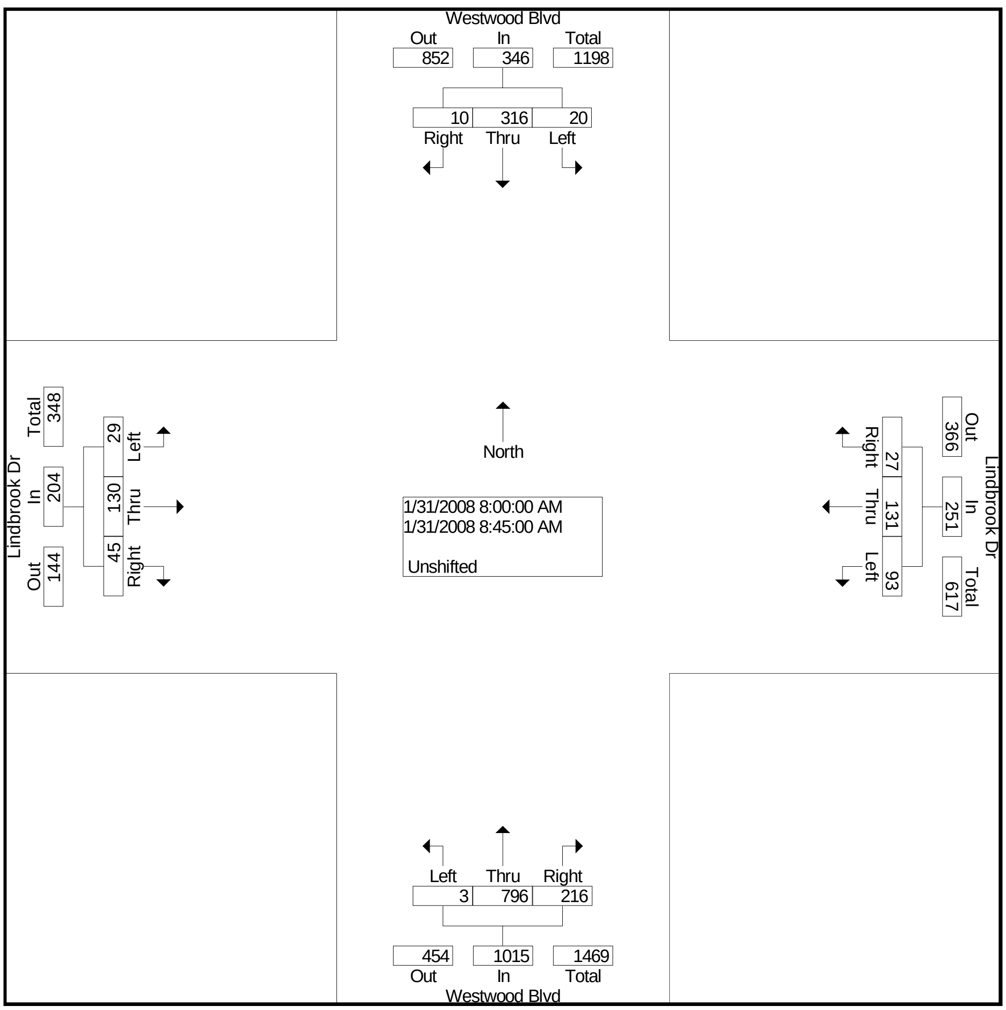
Groups Printed- Unshifted

	Westwood Blvd Southbound			Lindbrook Dr Westbound			Westwood Blvd Northbound			Lindbrook Dr Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	2	69	3	11	10	7	0	154	31	6	8	9	310
07:15 AM	2	74	4	17	23	4	1	185	38	7	14	2	371
07:30 AM	2	87	0	13	20	12	0	196	42	3	26	4	405
07:45 AM	2	70	1	16	26	11	0	220	51	8	27	5	437
Total	8	300	8	57	79	34	1	755	162	24	75	20	1523
08:00 AM	12	73	0	18	33	7	1	208	55	5	21	15	448
08:15 AM	3	82	5	20	41	5	2	194	53	6	34	8	453
08:30 AM	3	73	2	30	30	6	0	188	51	12	31	12	438
08:45 AM	2	88	3	25	27	9	0	206	57	6	44	10	477
Total	20	316	10	93	131	27	3	796	216	29	130	45	1816
04:00 PM	12	187	8	32	45	11	2	165	39	4	36	12	553
04:15 PM	10	170	3	33	42	5	6	147	30	8	32	16	502
04:30 PM	10	196	3	31	53	10	1	144	47	6	28	16	545
04:45 PM	6	209	4	25	48	12	0	147	40	6	28	20	545
Total	38	762	18	121	188	38	9	603	156	24	124	64	2145
05:00 PM	6	212	2	28	52	17	1	169	54	9	30	21	601
05:15 PM	8	206	3	24	76	13	0	166	47	9	38	10	600
05:30 PM	10	195	6	20	63	5	0	185	32	4	32	12	564
05:45 PM	4	202	4	17	51	7	0	191	40	8	30	11	565
Total	28	815	15	89	242	42	1	711	173	30	130	54	2330
Grand Total	94	2193	51	360	640	141	14	2865	707	107	459	183	7814
Apprch %	4.0	93.8	2.2	31.6	56.1	12.4	0.4	79.9	19.7	14.3	61.3	24.4	
Total %	1.2	28.1	0.7	4.6	8.2	1.8	0.2	36.7	9.0	1.4	5.9	2.3	

City Traffic Counters
626.256.4171

File Name : WestLindb
Site Code : 00000000
Start Date : 1/31/2008
Page No : 2

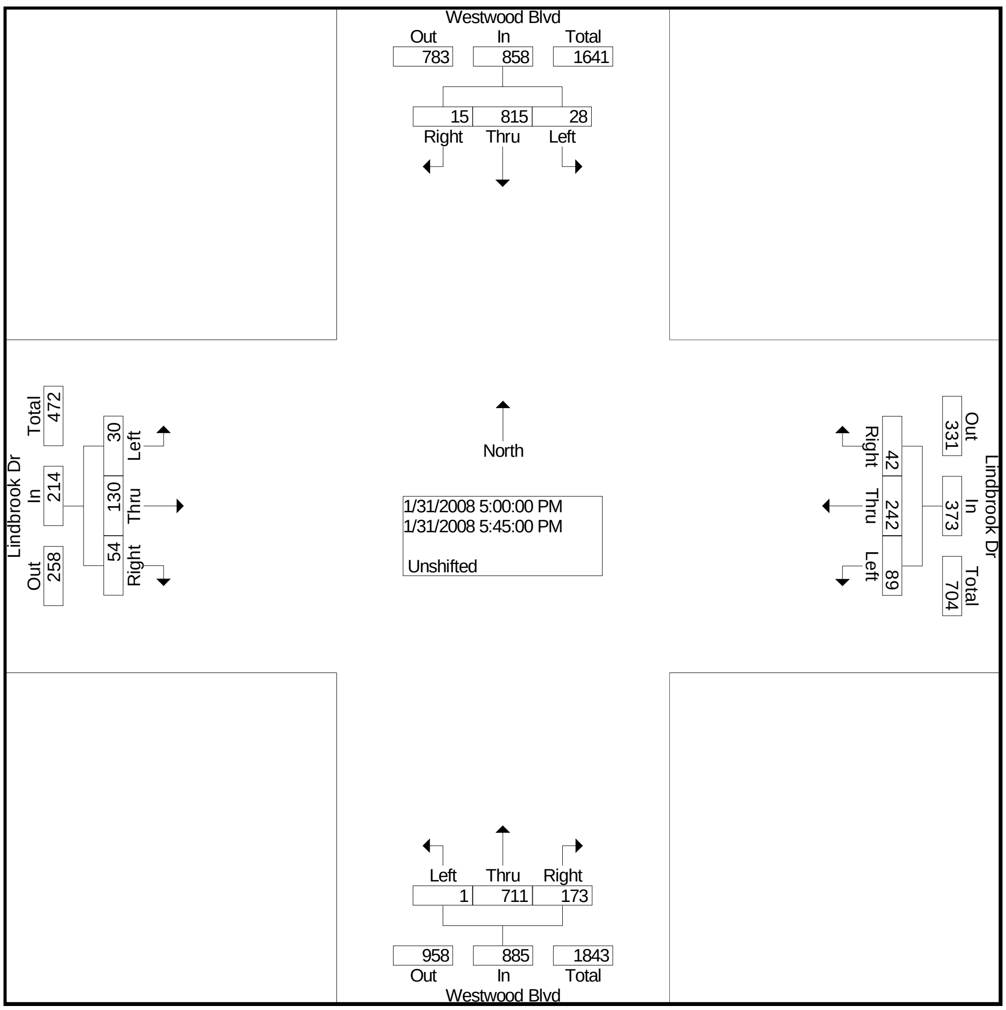
	Westwood Blvd Southbound				Lindbrook Dr Westbound				Westwood Blvd Northbound				Lindbrook Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	20	316	10	346	93	131	27	251	3	796	216	1015	29	130	45	204	1816
Percent	5.8	91.3	2.9		37.1	52.2	10.8		0.3	78.4	21.3		14.2	63.7	22.1		
08:45 Volume	2	88	3	93	25	27	9	61	0	206	57	263	6	44	10	60	477
Peak Factor																	0.952
High Int.	08:45 AM				08:15 AM				08:00 AM				08:45 AM				
Volume	2	88	3	93	20	41	5	66	1	208	55	264	6	44	10	60	
Peak Factor				0.930				0.951				0.961				0.850	



City Traffic Counters
626.256.4171

File Name : WestLindb
Site Code : 00000000
Start Date : 1/31/2008
Page No : 3

	Westwood Blvd Southbound				Lindbrook Dr Westbound				Westwood Blvd Northbound				Lindbrook Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	28	815	15	858	89	242	42	373	1	711	173	885	30	130	54	214	2330
Percent	3.3	95.0	1.7		23.9	64.9	11.3		0.1	80.3	19.5		14.0	60.7	25.2		
05:00 Volume	6	212	2	220	28	52	17	97	1	169	54	224	9	30	21	60	601
Peak Factor																	0.969
High Int.	05:00 PM				05:15 PM				05:45 PM				05:00 PM				
Volume	6	212	2	220	24	76	13	113	0	191	40	231	9	30	21	60	
Peak Factor				0.975				0.825				0.958				0.892	



City Traffic Counters
626.256.4171

File Name : LindTivGlen
Site Code : 00000000
Start Date : 2/6/2008
Page No : 1

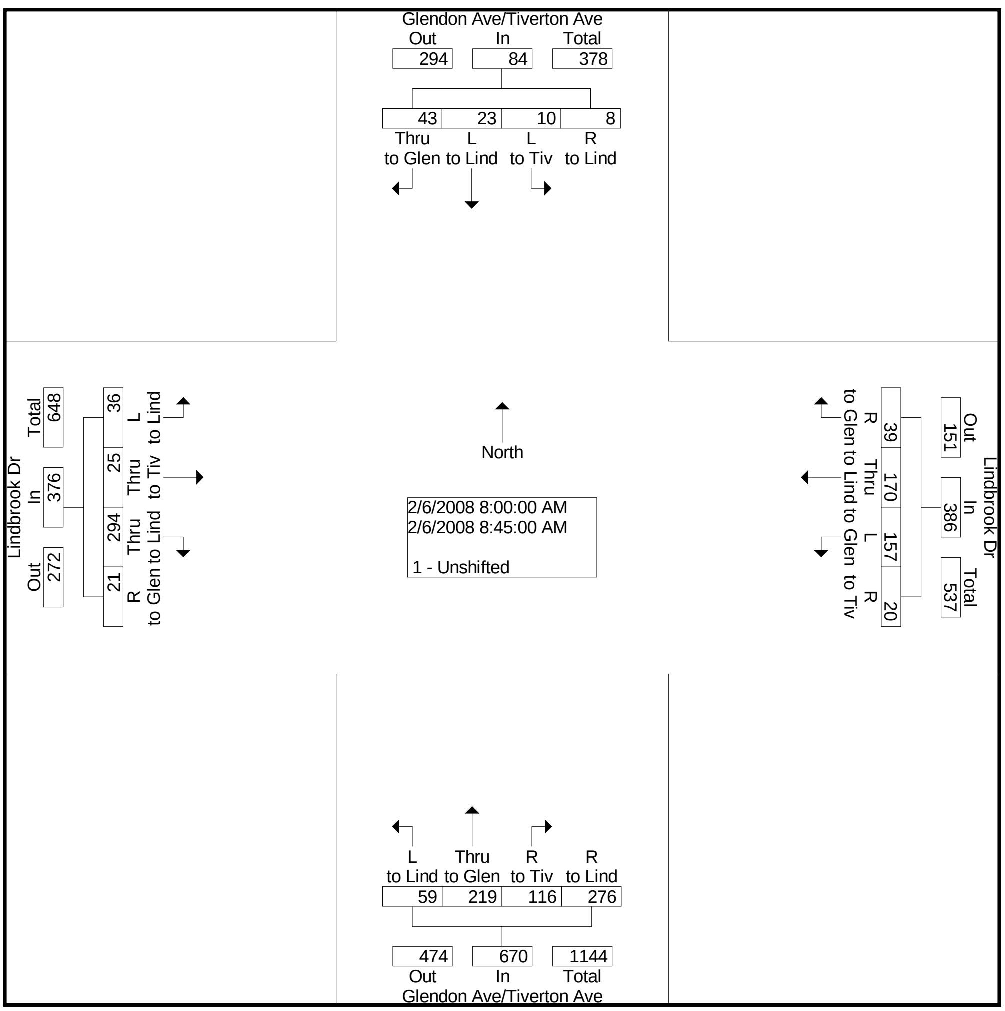
Groups Printed- 1 - Unshifted

	Glendon Ave/Tiverton Ave Southbound				Lindbrook Dr Westbound				Glendon Ave/Tiverton Ave Northbound				Lindbrook Dr Eastbound				
Start Time	L to Tiv	L to Lind	Thru to Glen	R to Lind	L to Glen	Thru to Lind	R to Glen	R to Tiv	L to Lind	Thru to Glen	R to Tiv	R to Lind	L to Lind	Thru to Tiv	Thru to Lind	R to Glen	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	1	1	2	2	19	18	4	0	17	35	23	41	5	18	17	2	205
07:15 AM	1	2	2	0	25	22	3	5	8	37	23	37	4	7	37	3	216
07:30 AM	2	7	2	1	31	32	8	7	11	36	16	70	2	9	45	5	284
07:45 AM	1	5	4	2	40	34	10	4	19	44	20	89	3	10	53	3	341
Total	5	15	10	5	115	106	25	16	55	152	82	237	14	44	152	13	1046
08:00 AM	1	4	8	2	37	51	15	5	13	51	37	68	6	1	67	7	373
08:15 AM	2	5	7	2	35	37	10	3	15	50	25	67	7	5	71	6	347
08:30 AM	0	8	16	3	45	51	7	7	15	57	28	69	10	9	68	2	395
08:45 AM	7	6	12	1	40	31	7	5	16	61	26	72	13	10	88	6	401
Total	10	23	43	8	157	170	39	20	59	219	116	276	36	25	294	21	1516
04:00 PM	4	21	19	5	78	66	3	4	5	17	14	13	4	25	33	10	321
04:15 PM	6	18	22	8	69	56	5	8	9	25	20	19	5	12	41	9	332
04:30 PM	3	20	29	10	83	58	3	6	5	30	13	30	3	9	55	10	367
04:45 PM	3	23	21	8	78	61	5	10	8	18	14	35	4	11	54	4	357
Total	16	82	91	31	308	241	16	28	27	90	61	97	16	57	183	33	1377
05:00 PM	2	31	46	6	110	61	8	5	3	40	22	36	9	7	48	4	438
05:15 PM	9	29	51	10	108	73	21	8	10	35	16	32	10	10	42	5	469
05:30 PM	4	23	35	12	99	62	19	7	9	32	17	12	8	9	43	5	396
05:45 PM	2	20	37	11	78	53	11	5	9	29	15	16	10	14	37	8	355
Total	17	103	169	39	395	249	59	25	31	136	70	96	37	40	170	22	1658
Grand Total	48	223	313	83	975	766	139	89	172	597	329	706	103	166	799	89	5597
Apprch %	7.2	33.4	46.9	12.4	49.5	38.9	7.1	4.5	9.5	33.1	18.2	39.1	8.9	14.3	69.1	7.7	
Total %	0.9	4.0	5.6	1.5	17.4	13.7	2.5	1.6	3.1	10.7	5.9	12.6	1.8	3.0	14.3	1.6	

City Traffic Counters
626.256.4171

File Name : LindTivGlen
Site Code : 00000000
Start Date : 2/6/2008
Page No : 2

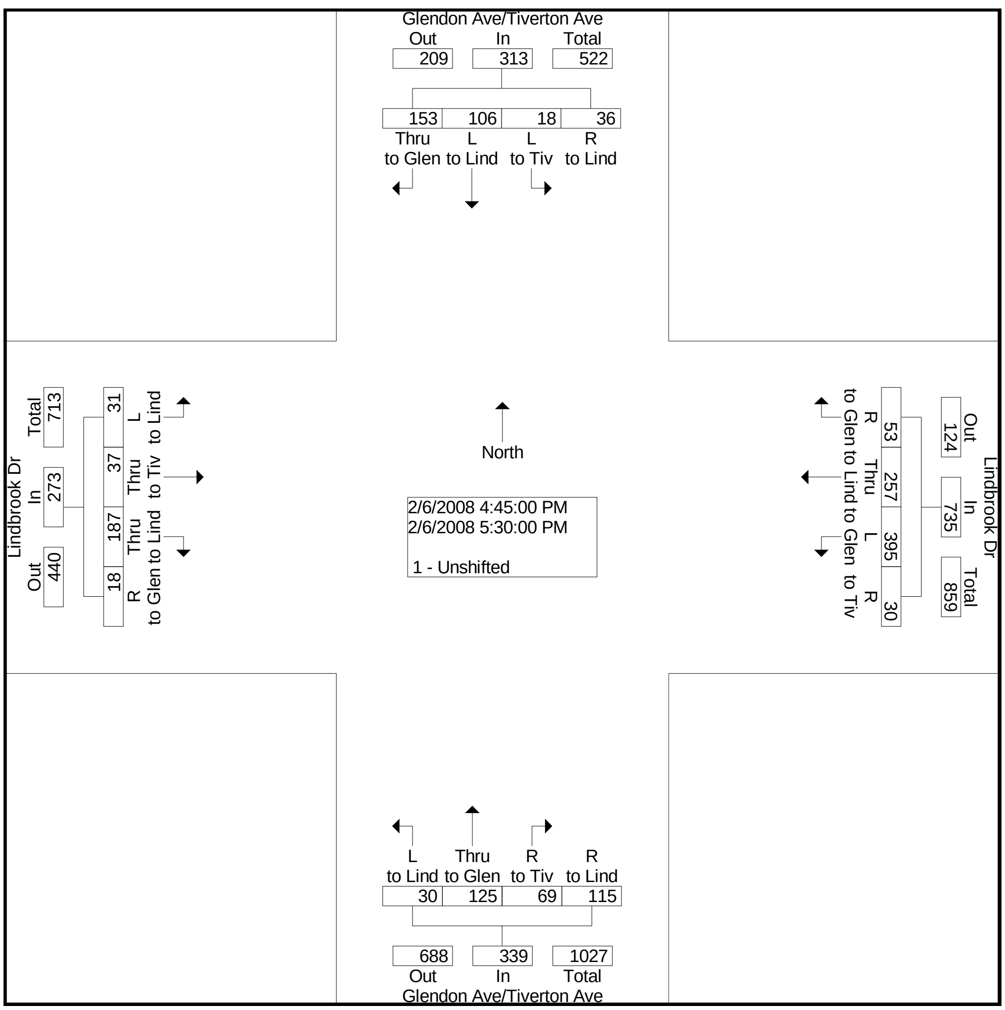
	Glendon Ave/Tiverton Ave Southbound					Lindbrook Dr Westbound					Glendon Ave/Tiverton Ave Northbound					Lindbrook Dr Eastbound					
Start Time	L to Tiv	L to Lind	Thru to Glen	R to Lind	App. Total	L to Glen	Thru to Lind	R to Glen	R to Tiv	App. Total	L to Lind	Thru to Glen	R to Tiv	R to Lind	App. Total	L to Lind	Thru to Tiv	Thru to Lind	R to Glen	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	10	23	43	8	84	157	170	39	20	386	59	219	116	276	670	36	25	294	21	376	1516
Percent	11.9	27.4	51.2	9.5		40.7	44.0	10.1	5.2		8.8	32.7	17.3	41.2		9.6	6.6	78.2	5.6		
08:45 Volume	7	6	12	1	26	40	31	7	5	83	16	61	26	72	175	13	10	88	6	117	401
Peak Factor																					0.945
High Int.	08:30 AM					08:30 AM					08:45 AM					08:45 AM					
Volume	0	8	16	3	27	45	51	7	7	110	16	61	26	72	175	13	10	88	6	117	
Peak Factor					0.778					0.877					0.957					0.803	



City Traffic Counters
626.256.4171

File Name : LindTivGlen
Site Code : 00000000
Start Date : 2/6/2008
Page No : 3

	Glendon Ave/Tiverton Ave Southbound					Lindbrook Dr Westbound					Glendon Ave/Tiverton Ave Northbound					Lindbrook Dr Eastbound					
Start Time	L to Tiv	L to Lind	Thru to Glen	R to Lind	App. Total	L to Glen	Thru to Lind	R to Glen	R to Tiv	App. Total	L to Lind	Thru to Glen	R to Tiv	R to Lind	App. Total	L to Lind	Thru to Tiv	Thru to Lind	R to Glen	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	18	106	153	36	313	395	257	53	30	735	30	125	69	115	339	31	37	187	18	273	1660
Percent	5.8	33.9	48.9	11.5		53.7	35.0	7.2	4.1		8.8	36.9	20.4	33.9		11.4	13.6	68.5	6.6		
05:15 Volume	9	29	51	10	99	108	73	21	8	210	10	35	16	32	93	10	10	42	5	67	469
Peak Factor																					0.885
High Int.	05:15 PM					05:15 PM					05:00 PM					04:45 PM					
Volume	9	29	51	10	99	108	73	21	8	210	3	40	22	36	101	4	11	54	4	73	
Peak Factor					0.790					0.875					0.839					0.935	



City Traffic Counters
626.256.4171

File Name : SepConst
Site Code : 00000000
Start Date : 2/13/2008
Page No : 1

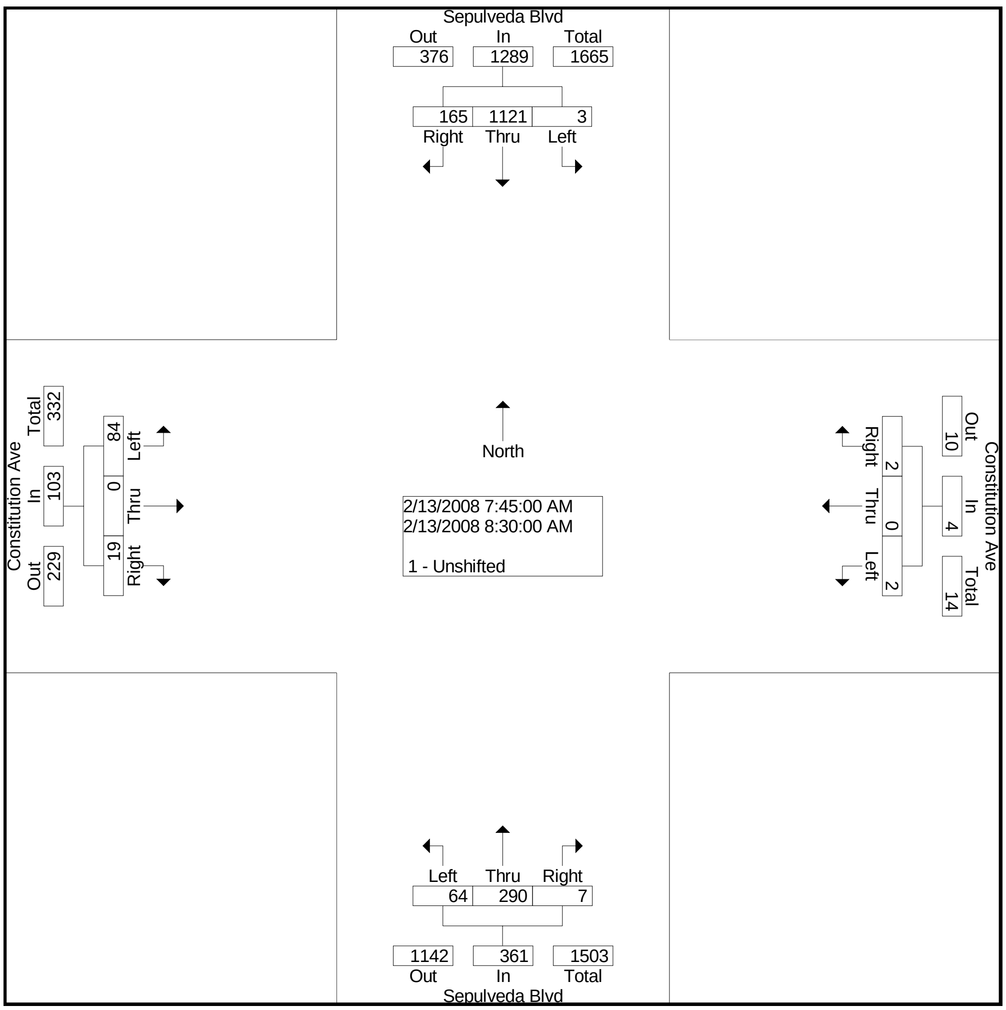
Groups Printed- 1 - Unshifted

	Sepulveda Blvd Southbound			Constitution Ave Westbound			Sepulveda Blvd Northbound			Constitution Ave Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	1	210	41	0	1	0	8	36	1	5	1	7	311
07:15 AM	0	262	29	1	0	0	18	51	1	7	0	5	374
07:30 AM	0	267	44	0	0	0	15	67	0	9	0	0	402
07:45 AM	0	280	44	0	0	0	18	66	2	16	0	2	428
Total	1	1019	158	1	1	0	59	220	4	37	1	14	1515
08:00 AM	0	286	42	1	0	0	18	77	2	20	0	6	452
08:15 AM	1	291	35	0	0	0	12	72	2	25	0	7	445
08:30 AM	2	264	44	1	0	2	16	75	1	23	0	4	432
08:45 AM	1	271	28	0	0	1	14	78	1	22	0	10	426
Total	4	1112	149	2	0	3	60	302	6	90	0	27	1755
04:00 PM	0	141	13	0	1	0	2	275	1	125	0	16	574
04:15 PM	0	181	26	2	0	1	5	270	1	132	0	22	640
04:30 PM	2	229	22	3	2	0	4	258	0	130	0	23	673
04:45 PM	1	220	26	4	2	2	8	246	0	138	1	17	665
Total	3	771	87	9	5	3	19	1049	2	525	1	78	2552
05:00 PM	1	194	26	1	1	2	2	265	1	131	1	14	639
05:15 PM	0	216	27	0	0	0	1	235	0	128	0	17	624
05:30 PM	0	213	39	0	0	1	1	198	1	105	1	35	594
05:45 PM	1	237	23	0	1	1	0	211	1	126	0	28	629
Total	2	860	115	1	2	4	4	909	3	490	2	94	2486
Grand Total	10	3762	509	13	8	10	142	2480	15	1142	4	213	8308
Apprch %	0.2	87.9	11.9	41.9	25.8	32.3	5.4	94.0	0.6	84.0	0.3	15.7	
Total %	0.1	45.3	6.1	0.2	0.1	0.1	1.7	29.9	0.2	13.7	0.0	2.6	

City Traffic Counters
626.256.4171

File Name : SepConst
Site Code : 00000000
Start Date : 2/13/2008
Page No : 2

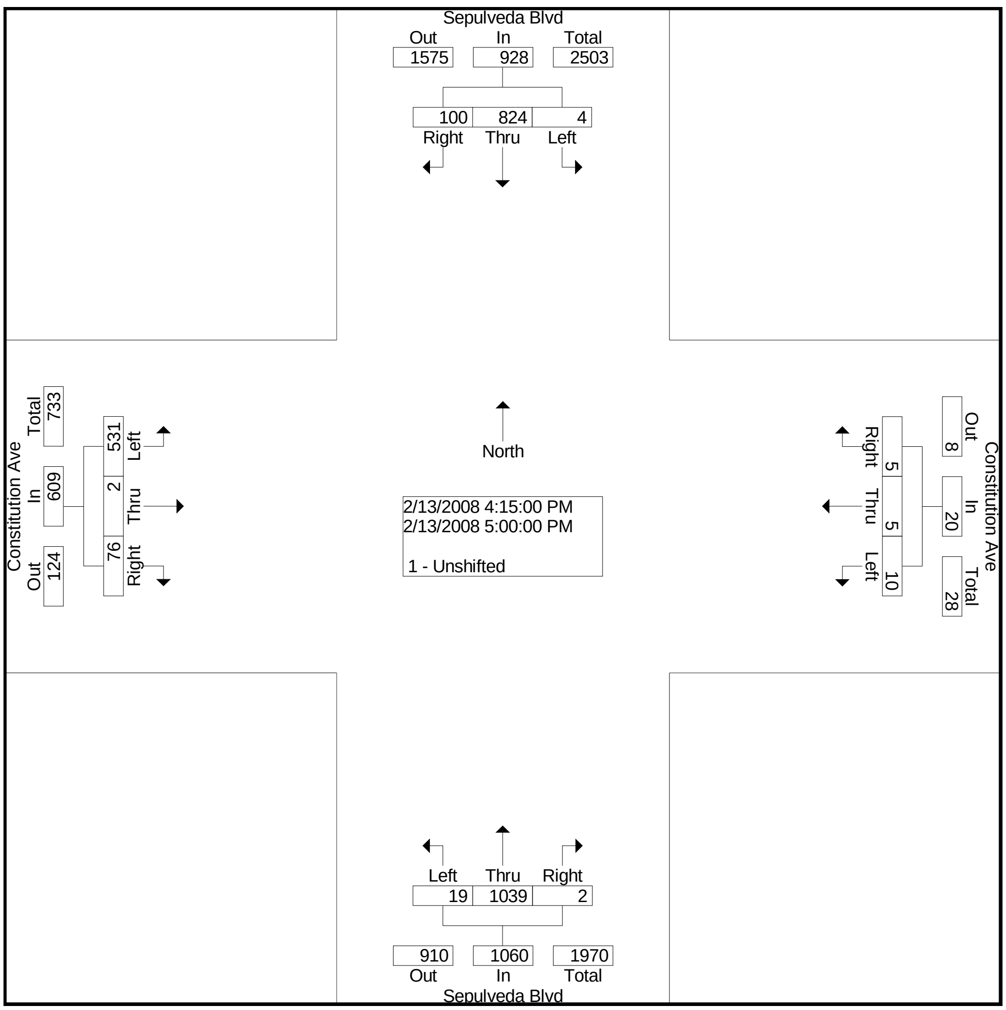
	Sepulveda Blvd Southbound				Constitution Ave Westbound				Sepulveda Blvd Northbound				Constitution Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	3	1121	165	1289	2	0	2	4	64	290	7	361	84	0	19	103	1757
Percent	0.2	87.0	12.8		50.0	0.0	50.0		17.7	80.3	1.9		81.6	0.0	18.4		
08:00 Volume	0	286	42	328	1	0	0	1	18	77	2	97	20	0	6	26	452
Peak Factor																	0.972
High Int.	08:00 AM				08:30 AM				08:00 AM				08:15 AM				
Volume	0	286	42	328	1	0	2	3	18	77	2	97	25	0	7	32	
Peak Factor				0.982				0.333				0.930				0.805	



City Traffic Counters
626.256.4171

File Name : SepConst
Site Code : 00000000
Start Date : 2/13/2008
Page No : 3

	Sepulveda Blvd Southbound				Constitution Ave Westbound				Sepulveda Blvd Northbound				Constitution Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:15 PM																
Volume	4	824	100	928	10	5	5	20	19	1039	2	1060	531	2	76	609	2617
Percent	0.4	88.8	10.8		50.0	25.0	25.0		1.8	98.0	0.2		87.2	0.3	12.5		
04:30 Volume	2	229	22	253	3	2	0	5	4	258	0	262	130	0	23	153	673
Peak Factor																	0.972
High Int.	04:30 PM				04:45 PM				04:15 PM				04:45 PM				
Volume	2	229	22	253	4	2	2	8	5	270	1	276	138	1	17	156	
Peak Factor				0.917				0.625				0.960				0.976	



City Traffic Counters
626.256.4171

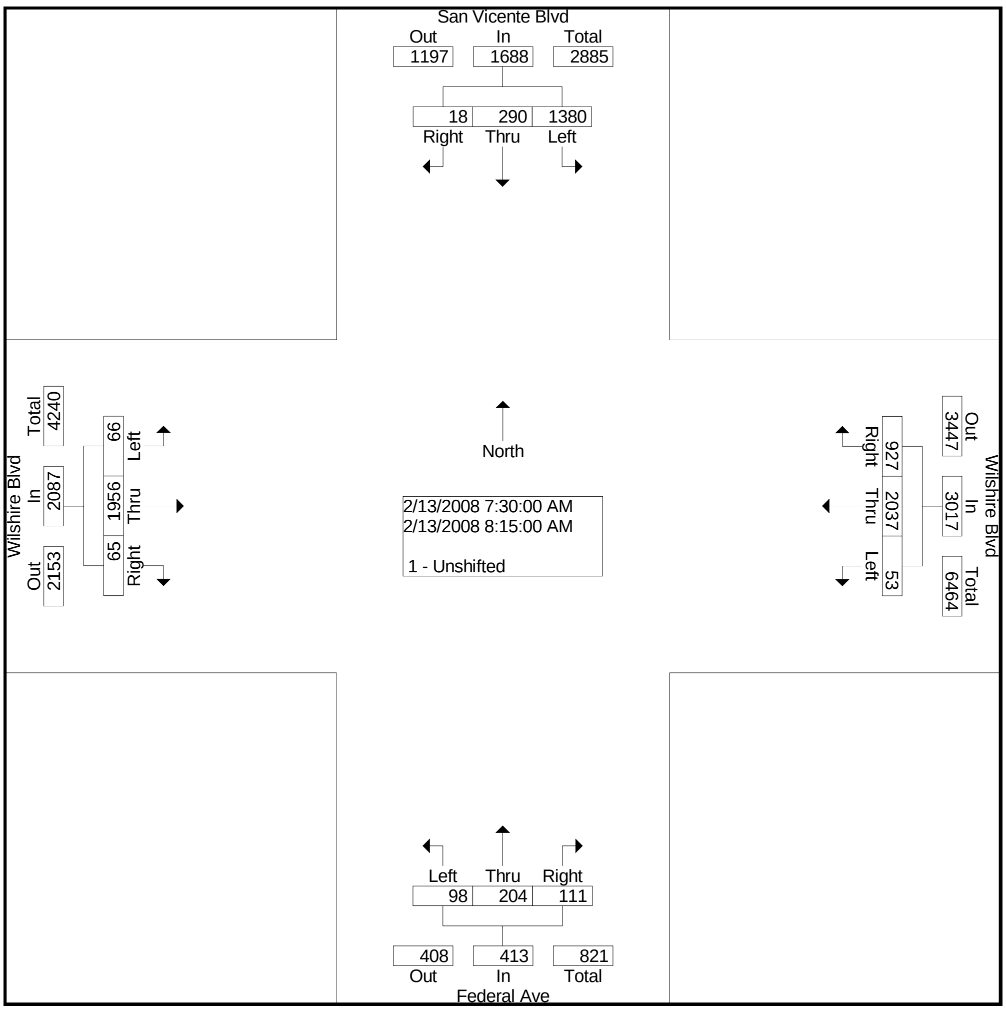
File Name : WilSanVfed
Site Code : 00000000
Start Date : 2/13/2008
Page No : 1

Groups Printed- 1 - Unshifted

	San Vicente Blvd Southbound			Wilshire Blvd Westbound			Federal Ave Northbound			Wilshire Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	188	30	3	10	353	189	8	37	17	6	361	2	1204
07:15 AM	241	34	5	6	398	267	8	51	17	30	428	13	1498
07:30 AM	389	59	4	11	447	260	8	41	27	13	500	16	1775
07:45 AM	359	73	2	16	507	246	26	51	30	14	527	12	1863
Total	1177	196	14	43	1705	962	50	180	91	63	1816	43	6340
08:00 AM	306	65	8	15	522	226	38	59	23	22	516	21	1821
08:15 AM	326	93	4	11	561	195	26	53	31	17	413	16	1746
08:30 AM	322	63	16	20	550	202	23	47	18	15	407	24	1707
08:45 AM	307	72	9	18	501	220	38	67	24	5	359	15	1635
Total	1261	293	37	64	2134	843	125	226	96	59	1695	76	6909
04:00 PM	279	84	12	53	439	170	19	66	43	9	316	10	1500
04:15 PM	266	55	10	30	405	198	10	80	55	6	233	6	1354
04:30 PM	240	77	5	31	392	218	22	77	54	5	248	8	1377
04:45 PM	282	89	13	20	392	191	22	98	49	0	300	5	1461
Total	1067	305	40	134	1628	777	73	321	201	20	1097	29	5692
05:00 PM	273	91	13	38	414	203	17	87	60	4	202	5	1407
05:15 PM	273	70	12	29	444	179	27	91	59	6	243	5	1438
05:30 PM	238	71	9	39	468	215	29	95	62	0	239	5	1470
05:45 PM	228	89	6	26	443	234	19	81	48	4	223	5	1406
Total	1012	321	40	132	1769	831	92	354	229	14	907	20	5721
Grand Total	4517	1115	131	373	7236	3413	340	1081	617	156	5515	168	24662
Apprch %	78.4	19.3	2.3	3.4	65.7	31.0	16.7	53.0	30.3	2.7	94.5	2.9	
Total %	18.3	4.5	0.5	1.5	29.3	13.8	1.4	4.4	2.5	0.6	22.4	0.7	

File Name : WilSanVfed
Site Code : 00000000
Start Date : 2/13/2008
Page No : 2

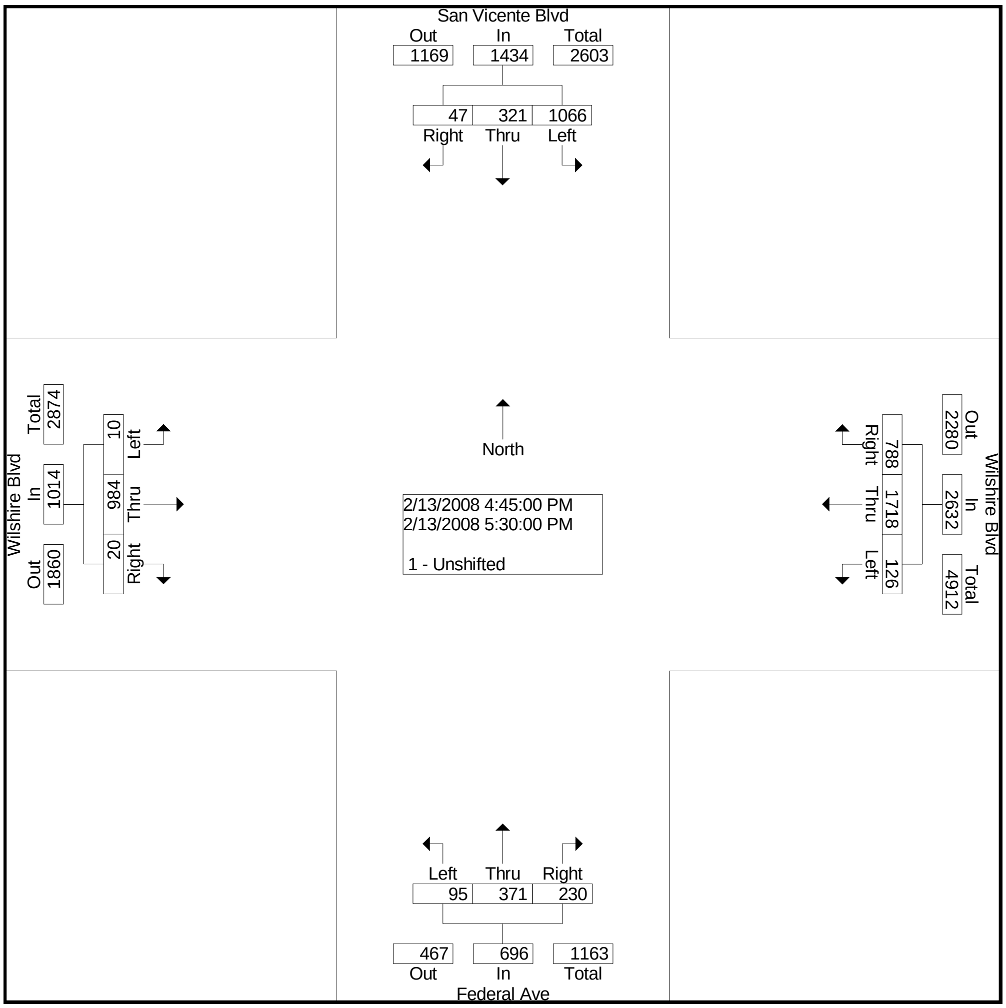
	San Vicente Blvd Southbound				Wilshire Blvd Westbound				Federal Ave Northbound				Wilshire Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	1380	290	18	1688	53	2037	927	3017	98	204	111	413	66	1956	65	2087	7205
Percent	81.8	17.2	1.1		1.8	67.5	30.7		23.7	49.4	26.9		3.2	93.7	3.1		
07:45 Volume	359	73	2	434	16	507	246	769	26	51	30	107	14	527	12	553	1863
Peak Factor																	0.967
High Int.	07:30 AM				07:45 AM				08:00 AM				08:00 AM				
Volume	389	59	4	452	16	507	246	769	38	59	23	120	22	516	21	559	
Peak Factor				0.934				0.981				0.860				0.933	



City Traffic Counters
626.256.4171

File Name : WilSanVfed
Site Code : 00000000
Start Date : 2/13/2008
Page No : 3

	San Vicente Blvd Southbound				Wilshire Blvd Westbound				Federal Ave Northbound				Wilshire Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	1066	321	47	1434	126	1718	788	2632	95	371	230	696	10	984	20	1014	5776
Percent	74.3	22.4	3.3		4.8	65.3	29.9		13.6	53.3	33.0		1.0	97.0	2.0		
05:30 Volume	238	71	9	318	39	468	215	722	29	95	62	186	0	239	5	244	1470
Peak Factor																	0.982
High Int.	04:45 PM				05:30 PM				05:30 PM				04:45 PM				
Volume	282	89	13	384	39	468	215	722	29	95	62	186	0	300	5	305	
Peak Factor				0.934				0.911				0.935				0.831	



City Traffic Counters
626.256.4171

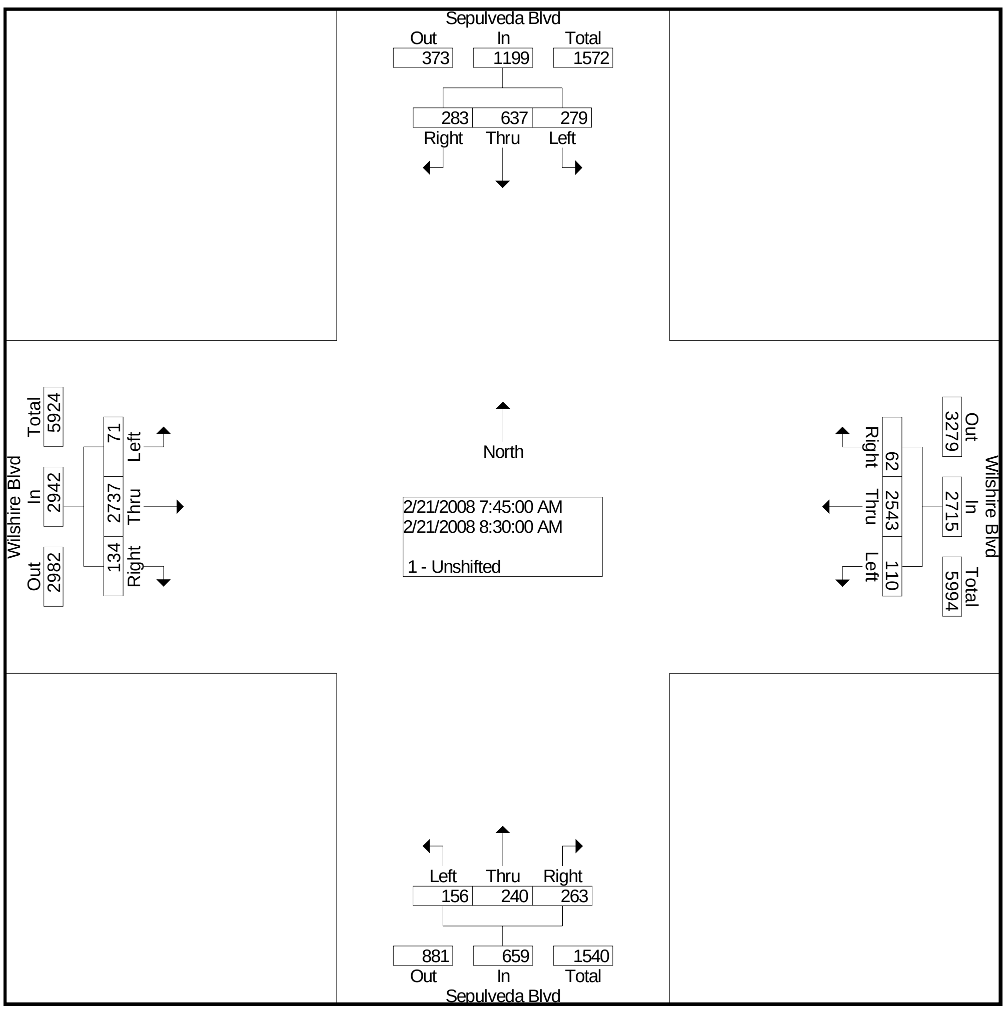
File Name : SepWil
Site Code : 00000000
Start Date : 2/21/2008
Page No : 1

Groups Printed- 1 - Unshifted

	Sepulveda Blvd Southbound			Wilshire Blvd Westbound			Sepulveda Blvd Northbound			Wilshire Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	50	128	81	13	543	13	25	33	39	6	440	38	1409
07:15 AM	52	141	88	16	662	13	31	35	49	8	601	48	1744
07:30 AM	63	152	83	25	604	23	40	59	49	12	669	45	1824
07:45 AM	82	157	77	24	656	16	43	63	67	14	706	28	1933
Total	247	578	329	78	2465	65	139	190	204	40	2416	159	6910
08:00 AM	57	140	65	26	614	17	46	61	61	19	691	45	1842
08:15 AM	65	160	67	28	623	16	37	59	62	24	709	38	1888
08:30 AM	75	180	74	32	650	13	30	57	73	14	631	23	1852
08:45 AM	60	164	76	26	638	9	43	66	84	8	545	39	1758
Total	257	644	282	112	2525	55	156	243	280	65	2576	145	7340
04:00 PM	30	120	31	47	507	69	22	130	61	34	399	9	1459
04:15 PM	28	92	29	44	487	57	23	151	48	40	441	9	1449
04:30 PM	33	98	31	57	537	67	35	155	66	37	480	9	1605
04:45 PM	29	85	36	53	467	49	16	134	59	41	520	13	1502
Total	120	395	127	201	1998	242	96	570	234	152	1840	40	6015
05:00 PM	27	97	36	59	566	36	32	144	54	37	451	13	1552
05:15 PM	29	122	33	79	567	41	29	142	63	37	511	14	1667
05:30 PM	24	105	32	74	584	48	35	131	74	36	425	4	1572
05:45 PM	28	111	29	78	564	44	27	138	68	30	450	8	1575
Total	108	435	130	290	2281	169	123	555	259	140	1837	39	6366
Grand Total	732	2052	868	681	9269	531	514	1558	977	397	8669	383	26631
Apprch %	20.0	56.2	23.8	6.5	88.4	5.1	16.9	51.1	32.0	4.2	91.7	4.1	
Total %	2.7	7.7	3.3	2.6	34.8	2.0	1.9	5.9	3.7	1.5	32.6	1.4	

File Name : SepWil
Site Code : 00000000
Start Date : 2/21/2008
Page No : 2

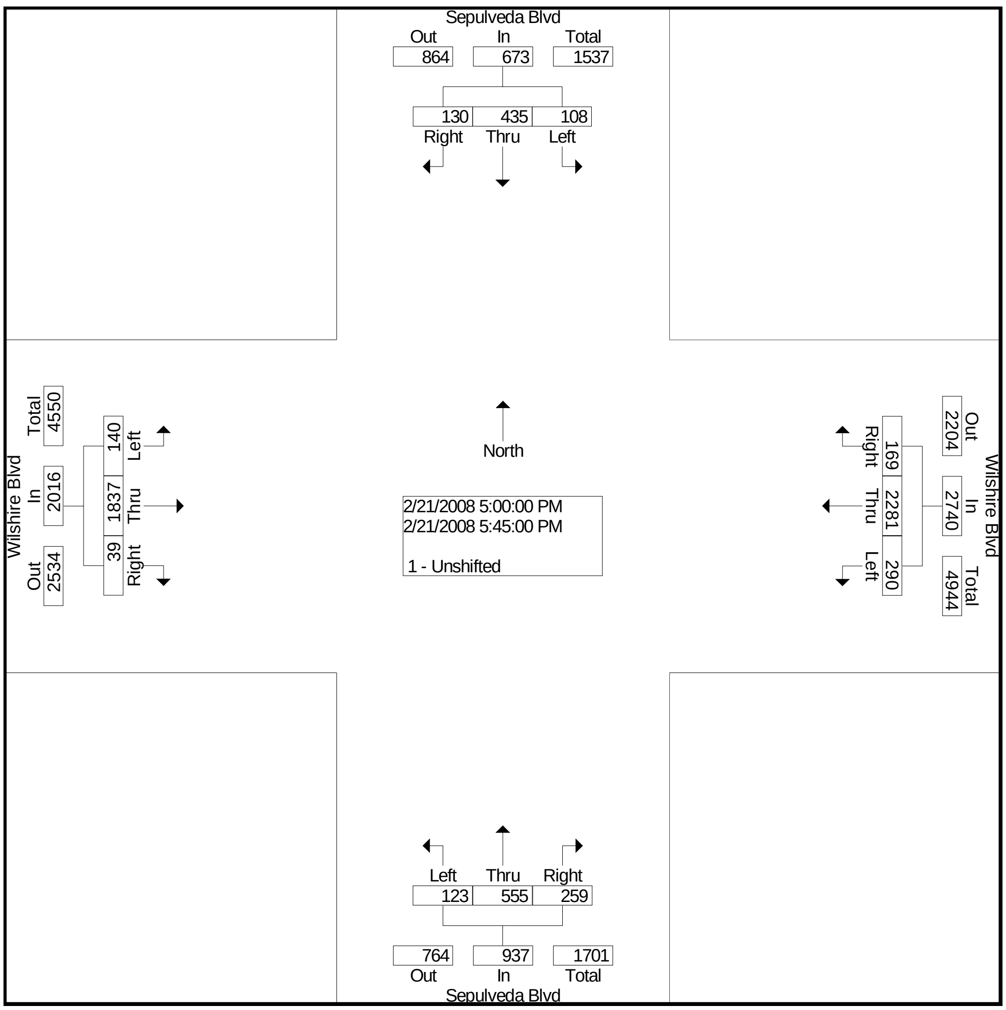
	Sepulveda Blvd Southbound				Wilshire Blvd Westbound				Sepulveda Blvd Northbound				Wilshire Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	279	637	283	1199	110	2543	62	2715	156	240	263	659	71	2737	134	2942	7515
Percent	23.3	53.1	23.6		4.1	93.7	2.3		23.7	36.4	39.9		2.4	93.0	4.6		
07:45 Volume	82	157	77	316	24	656	16	696	43	63	67	173	14	706	28	748	1933
Peak Factor																	0.972
High Int.	08:30 AM				07:45 AM				07:45 AM				08:15 AM				
Volume	75	180	74	329	24	656	16	696	43	63	67	173	24	709	38	771	
Peak Factor				0.911				0.975				0.952				0.954	



City Traffic Counters
626.256.4171

File Name : SepWil
Site Code : 00000000
Start Date : 2/21/2008
Page No : 3

	Sepulveda Blvd Southbound				Wilshire Blvd Westbound				Sepulveda Blvd Northbound				Wilshire Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	108	435	130	673	290	2281	169	2740	123	555	259	937	140	1837	39	2016	6366
Percent	16.0	64.6	19.3		10.6	83.2	6.2		13.1	59.2	27.6		6.9	91.1	1.9		
05:15 Volume	29	122	33	184	79	567	41	687	29	142	63	234	37	511	14	562	1667
Peak Factor																	0.955
High Int.	05:15 PM				05:30 PM				05:30 PM				05:15 PM				
Volume	29	122	33	184	74	584	48	706	35	131	74	240	37	511	14	562	
Peak Factor				0.914				0.970				0.976				0.897	



City Traffic Counters
626.256.4171

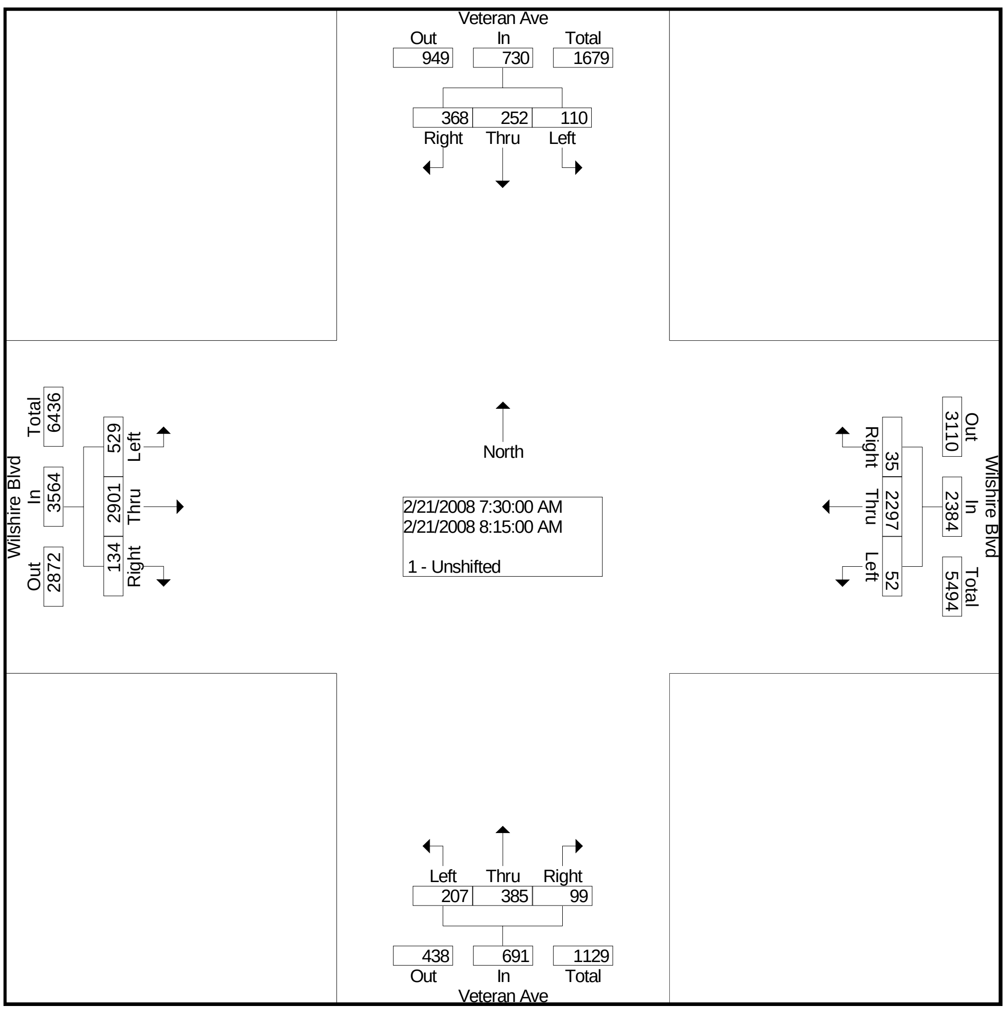
File Name : VetWil
Site Code : 00000000
Start Date : 2/21/2008
Page No : 1

Groups Printed- 1 - Unshifted

	Veteran Ave Southbound			Wilshire Blvd Westbound			Veteran Ave Northbound			Wilshire Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	14	18	60	8	414	3	36	30	10	112	557	42	1304
07:15 AM	20	28	89	14	473	7	45	69	12	147	690	42	1636
07:30 AM	27	73	87	9	563	4	42	70	23	141	712	46	1797
07:45 AM	22	53	106	14	604	5	60	100	25	141	769	25	1924
Total	83	172	342	45	2054	19	183	269	70	541	2728	155	6661
08:00 AM	28	69	89	20	521	11	53	117	27	127	717	29	1808
08:15 AM	33	57	86	9	609	15	52	98	24	120	703	34	1840
08:30 AM	40	90	80	22	547	14	52	106	28	152	617	27	1775
08:45 AM	37	63	84	15	503	10	57	106	38	138	640	48	1739
Total	138	279	339	66	2180	50	214	427	117	537	2677	138	7162
04:00 PM	24	164	206	22	539	7	44	145	39	96	477	11	1774
04:15 PM	22	174	215	11	577	6	51	152	34	97	493	18	1850
04:30 PM	28	193	316	19	593	4	49	152	44	108	490	30	2026
04:45 PM	21	165	300	14	606	7	49	127	39	100	550	10	1988
Total	95	696	1037	66	2315	24	193	576	156	401	2010	69	7638
05:00 PM	21	199	278	12	598	12	49	172	25	102	531	3	2002
05:15 PM	17	253	427	13	597	6	68	149	55	114	502	16	2217
05:30 PM	23	268	426	8	642	3	54	171	31	97	519	15	2257
05:45 PM	17	302	397	9	584	8	51	153	29	89	520	12	2171
Total	78	1022	1528	42	2421	29	222	645	140	402	2072	46	8647
Grand Total	394	2169	3246	219	8970	122	812	1917	483	1881	9487	408	30108
Apprch %	6.8	37.3	55.9	2.4	96.3	1.3	25.3	59.7	15.0	16.0	80.6	3.5	
Total %	1.3	7.2	10.8	0.7	29.8	0.4	2.7	6.4	1.6	6.2	31.5	1.4	

File Name : VetWil
Site Code : 00000000
Start Date : 2/21/2008
Page No : 2

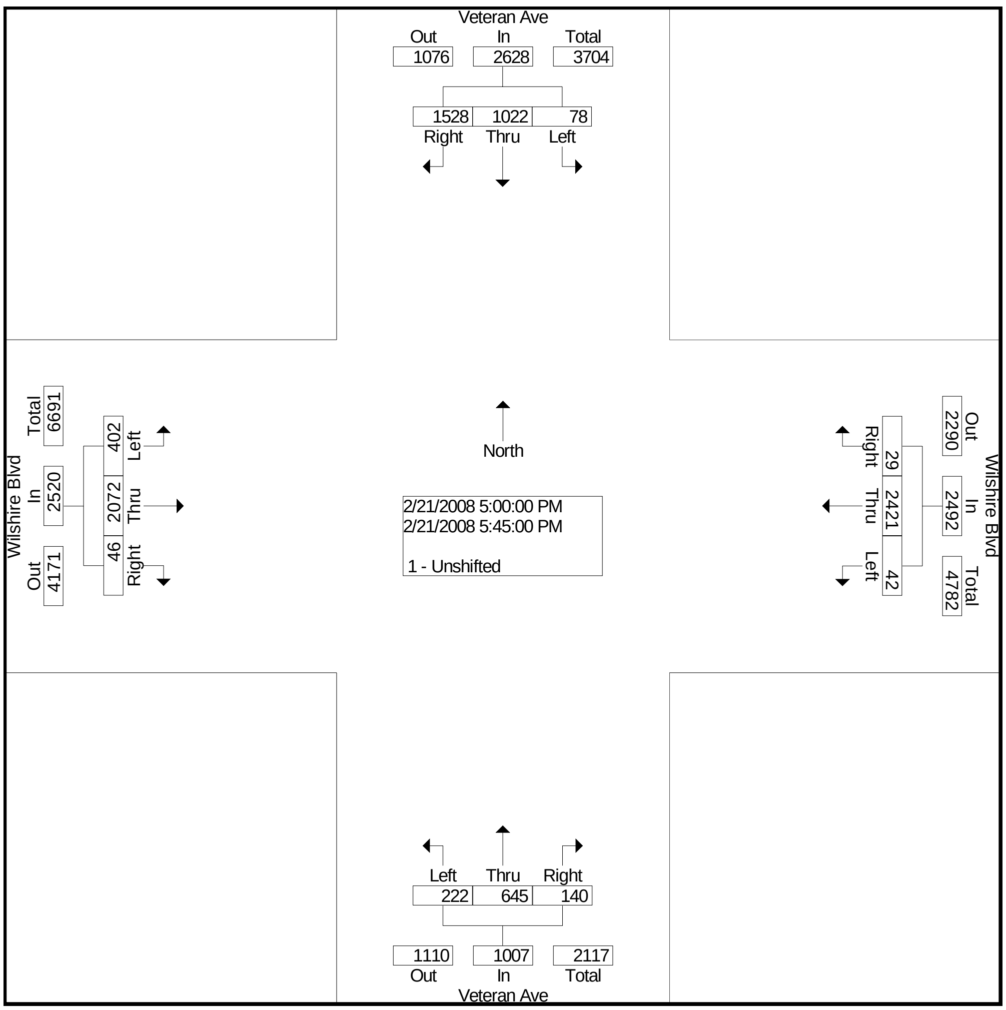
	Veteran Ave Southbound				Wilshire Blvd Westbound				Veteran Ave Northbound				Wilshire Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	110	252	368	730	52	2297	35	2384	207	385	99	691	529	2901	134	3564	7369
Percent	15.1	34.5	50.4		2.2	96.4	1.5		30.0	55.7	14.3		14.8	81.4	3.8		
07:45 Volume	22	53	106	181	14	604	5	623	60	100	25	185	141	769	25	935	1924
Peak Factor																	0.958
High Int.	07:30 AM				08:15 AM				08:00 AM				07:45 AM				
Volume	27	73	87	187	9	609	15	633	53	117	27	197	141	769	25	935	
Peak Factor				0.976				0.942				0.877				0.953	



City Traffic Counters
626.256.4171

File Name : VetWil
Site Code : 00000000
Start Date : 2/21/2008
Page No : 3

	Veteran Ave Southbound				Wilshire Blvd Westbound				Veteran Ave Northbound				Wilshire Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	78	1022	1528	2628	42	2421	29	2492	222	645	140	1007	402	2072	46	2520	8647
Percent	3.0	38.9	58.1		1.7	97.2	1.2		22.0	64.1	13.9		16.0	82.2	1.8		
05:30 Volume	23	268	426	717	8	642	3	653	54	171	31	256	97	519	15	631	2257
Peak Factor																	0.958
High Int.	05:30 PM				05:30 PM				05:15 PM				05:00 PM				
Volume	23	268	426	717	8	642	3	653	68	149	55	272	102	531	3	636	
Peak Factor				0.916				0.954				0.926				0.991	



City Traffic Counters
626.256.4171

File Name : WilshireGay
Site Code : 00000000
Start Date : 2/13/2008
Page No : 1

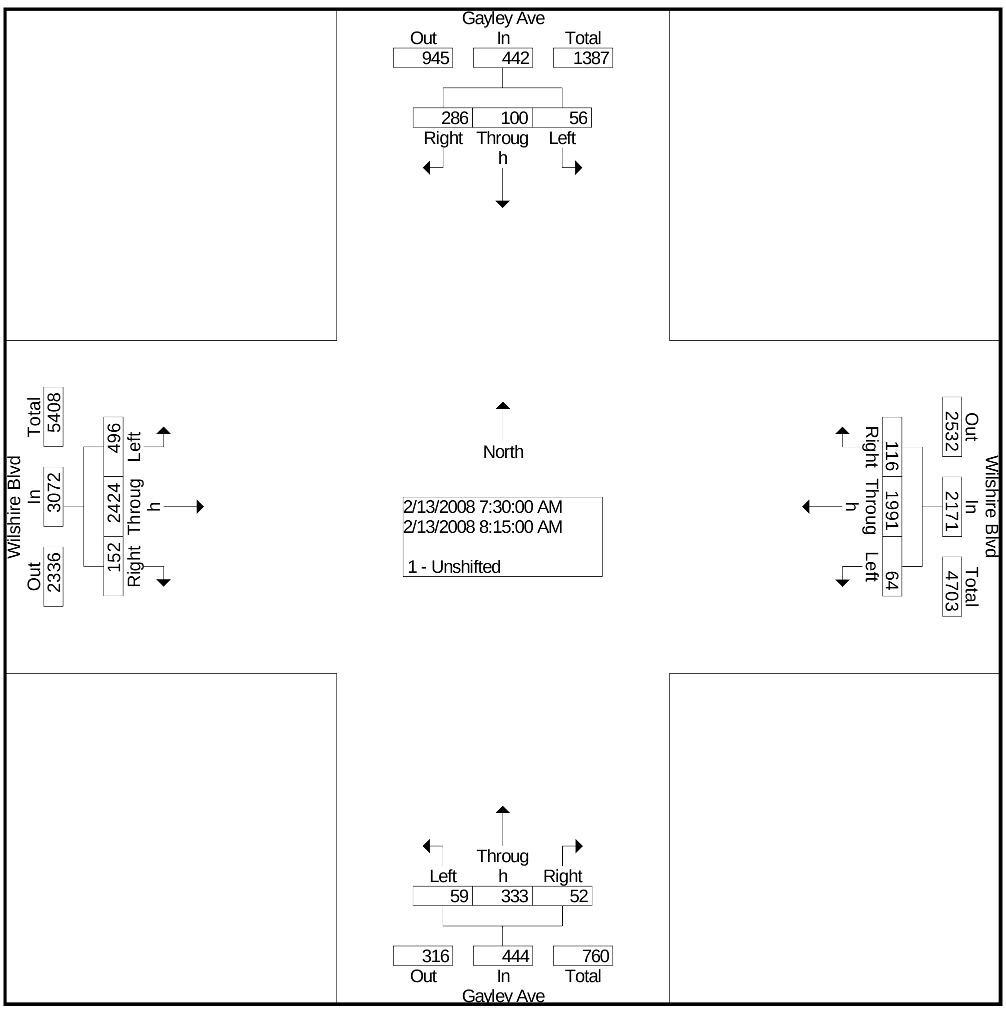
Groups Printed- 1 - Unshifted

	Gayley Ave Southbound			Wilshire Blvd Westbound			Gayley Ave Northbound			Wilshire Blvd Eastbound			
Start Time	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	7	8	63	15	330	21	11	60	7	112	430	31	1095
07:15 AM	9	16	65	9	409	28	17	60	7	120	571	35	1346
07:30 AM	11	18	79	9	489	25	11	63	12	133	590	27	1467
07:45 AM	8	31	77	20	511	30	15	106	10	129	634	38	1609
Total	35	73	284	53	1739	104	54	289	36	494	2225	131	5517
08:00 AM	16	19	67	22	476	31	13	78	10	128	595	43	1498
08:15 AM	21	32	63	13	515	30	20	86	20	106	605	44	1555
08:30 AM	19	24	58	16	430	24	26	71	21	93	540	34	1356
08:45 AM	38	61	70	33	388	29	38	70	23	129	562	34	1475
Total	94	136	258	84	1809	114	97	305	74	456	2302	155	5884
04:00 PM	34	79	129	12	423	21	41	53	12	78	451	25	1358
04:15 PM	32	83	140	4	440	22	35	33	16	71	453	19	1348
04:30 PM	41	87	143	8	464	25	34	50	21	73	451	22	1419
04:45 PM	25	98	164	7	429	31	41	54	17	88	495	16	1465
Total	132	347	576	31	1756	99	151	190	66	310	1850	82	5590
05:00 PM	29	95	168	8	414	14	54	68	32	80	485	17	1464
05:15 PM	31	85	178	2	386	28	57	71	28	79	469	33	1447
05:30 PM	32	117	163	15	424	21	43	69	17	94	440	24	1459
05:45 PM	38	153	138	13	417	18	58	82	25	79	446	18	1485
Total	130	450	647	38	1641	81	212	290	102	332	1840	92	5855
Grand Total	391	1006	1765	206	6945	398	514	1074	278	1592	8217	460	22846
Apprch %	12.4	31.8	55.8	2.7	92.0	5.3	27.5	57.6	14.9	15.5	80.0	4.5	
Total %	1.7	4.4	7.7	0.9	30.4	1.7	2.2	4.7	1.2	7.0	36.0	2.0	

City Traffic Counters
626.256.4171

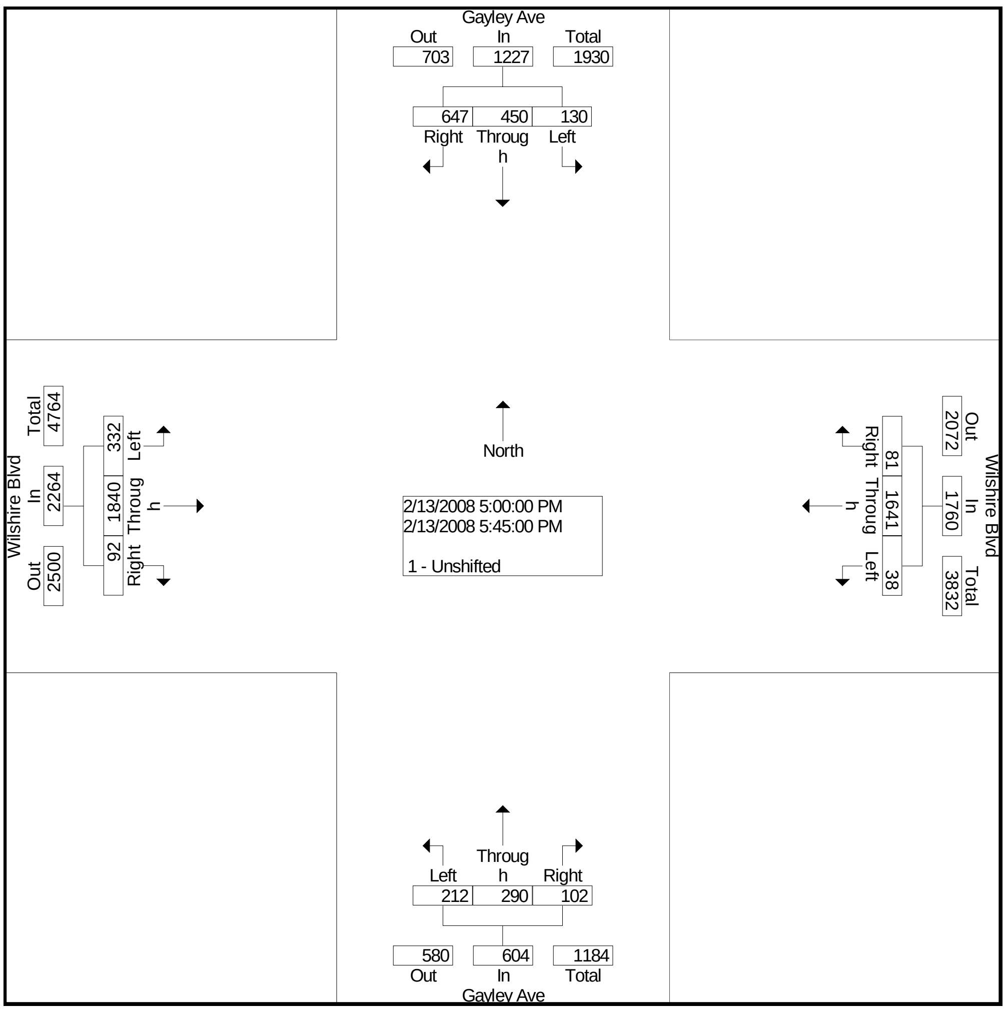
File Name : WilshireGay
Site Code : 00000000
Start Date : 2/13/2008
Page No : 2

	Gayley Ave Southbound				Wilshire Blvd Westbound				Gayley Ave Northbound				Wilshire Blvd Eastbound				
Start Time	Left	Thro ug h	Right	App. Total	Left	Thro ug h	Right	App. Total	Left	Thro ug h	Right	App. Total	Left	Thro ug h	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	56	100	286	442	64	1991	116	2171	59	333	52	444	496	2424	152	3072	6129
Percent	12.7	22.6	64.7		2.9	91.7	5.3		13.3	75.0	11.7		16.1	78.9	4.9		
07:45 Volume	8	31	77	116	20	511	30	561	15	106	10	131	129	634	38	801	1609
Peak Factor																	0.952
High Int.	07:45 AM				07:45 AM				07:45 AM				07:45 AM				
Volume	8	31	77	116	20	511	30	561	15	106	10	131	129	634	38	801	
Peak Factor				0.953				0.967				0.847				0.959	



File Name : WilshireGay
Site Code : 00000000
Start Date : 2/13/2008
Page No : 3

	Gayley Ave Southbound				Wilshire Blvd Westbound				Gayley Ave Northbound				Wilshire Blvd Eastbound				
Start Time	Left	Thro ug h	Right	App. Total	Left	Thro ug h	Right	App. Total	Left	Thro ug h	Right	App. Total	Left	Thro ug h	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	130	450	647	1227	38	1641	81	1760	212	290	102	604	332	1840	92	2264	5855
Percent	10.6	36.7	52.7		2.2	93.2	4.6		35.1	48.0	16.9		14.7	81.3	4.1		
05:45 Volume	38	153	138	329	13	417	18	448	58	82	25	165	79	446	18	543	1485
Peak Factor																	0.986
High Int.	05:45 PM				05:30 PM				05:45 PM				05:00 PM				
Volume	38	153	138	329	15	424	21	460	58	82	25	165	80	485	17	582	
Peak Factor				0.932				0.957				0.915				0.973	



City Traffic Counters
626.256.4171

File Name : WestWil
Site Code : 00000000
Start Date : 2/7/2008
Page No : 1

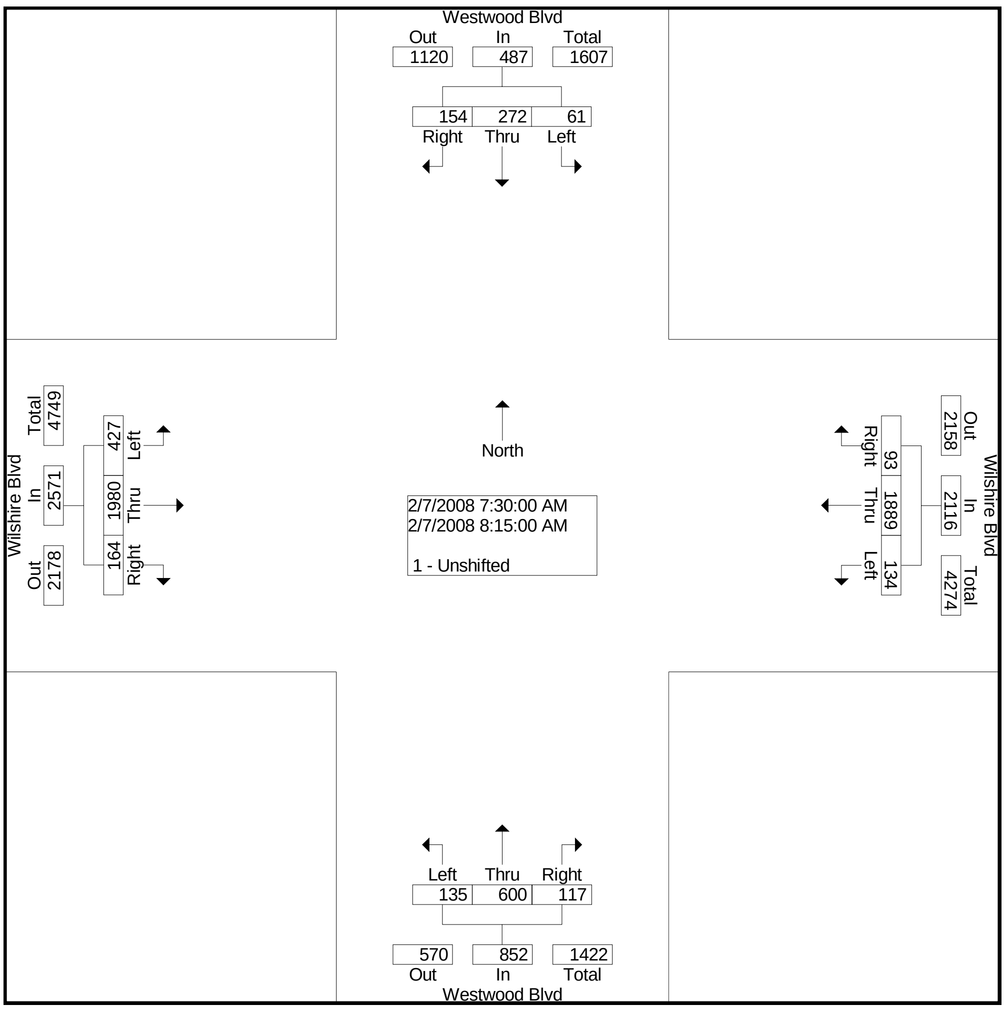
Groups Printed- 1 - Unshifted

	Westwood Blvd Southbound			Wilshire Blvd Westbound			Westwood Blvd Northbound			Wilshire Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	9	52	30	14	293	32	17	80	12	71	309	23	942
07:15 AM	15	50	34	30	391	24	28	118	14	108	434	58	1304
07:30 AM	14	69	46	30	470	15	35	133	30	104	476	51	1473
07:45 AM	13	63	34	30	489	21	33	154	26	108	543	47	1561
Total	51	234	144	104	1643	92	113	485	82	391	1762	179	5280
08:00 AM	18	75	35	37	469	27	37	158	29	111	472	28	1496
08:15 AM	16	65	39	37	461	30	30	155	32	104	489	38	1496
08:30 AM	26	76	43	63	373	30	26	161	25	72	449	36	1380
08:45 AM	34	74	36	69	384	43	40	172	28	81	471	62	1494
Total	94	290	153	206	1687	130	133	646	114	368	1881	164	5866
04:00 PM	31	154	71	29	380	30	34	122	42	52	417	55	1417
04:15 PM	32	157	52	42	373	20	50	96	45	50	405	59	1381
04:30 PM	44	141	56	45	386	29	32	127	44	54	420	61	1439
04:45 PM	57	149	57	48	395	24	34	130	47	53	443	62	1499
Total	164	601	236	164	1534	103	150	475	178	209	1685	237	5736
05:00 PM	39	167	57	34	340	19	38	131	44	56	448	42	1415
05:15 PM	33	146	53	24	296	19	40	153	35	53	443	46	1341
05:30 PM	42	160	51	23	385	17	39	159	41	35	419	51	1422
05:45 PM	41	165	40	57	367	25	51	143	48	54	366	54	1411
Total	155	638	201	138	1388	80	168	586	168	198	1676	193	5589
Grand Total	464	1763	734	612	6252	405	564	2192	542	1166	7004	773	22471
Apprch %	15.7	59.5	24.8	8.4	86.0	5.6	17.1	66.5	16.4	13.0	78.3	8.6	
Total %	2.1	7.8	3.3	2.7	27.8	1.8	2.5	9.8	2.4	5.2	31.2	3.4	

City Traffic Counters
626.256.4171

File Name : WestWil
Site Code : 00000000
Start Date : 2/7/2008
Page No : 2

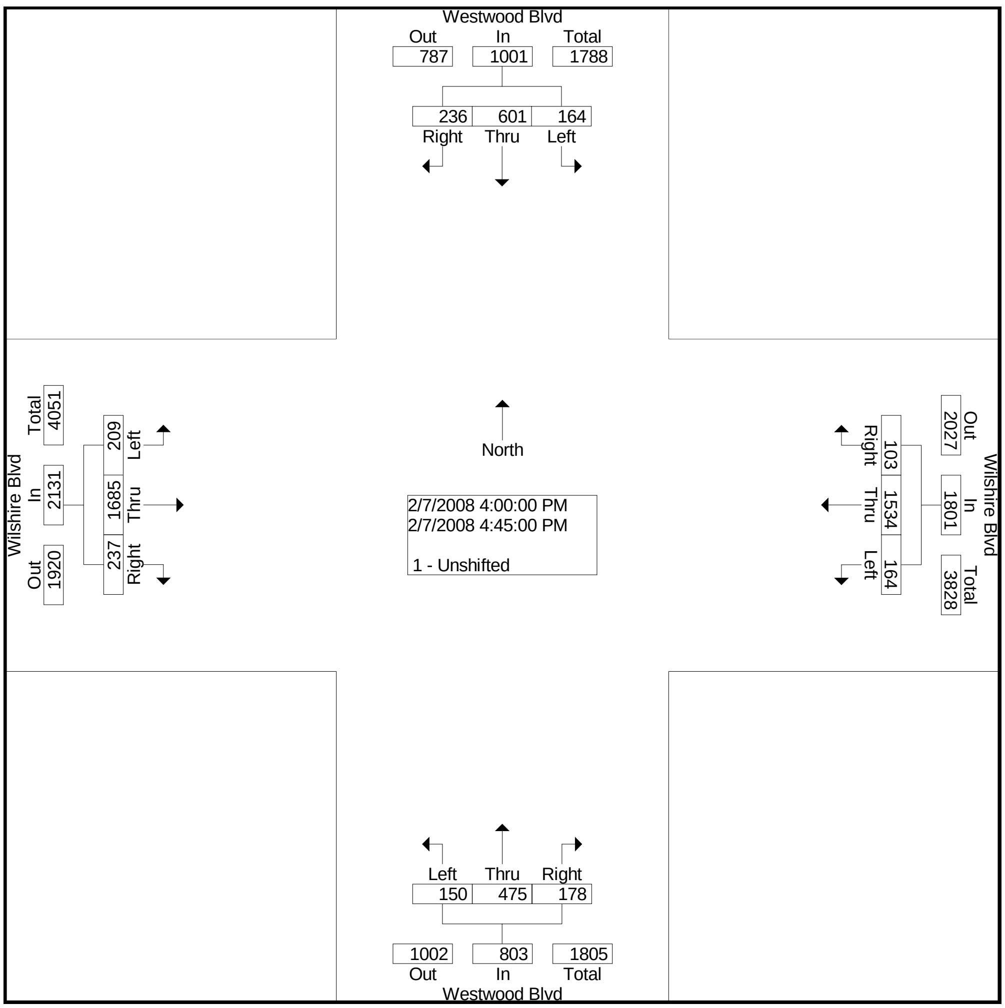
	Westwood Blvd Southbound				Wilshire Blvd Westbound				Westwood Blvd Northbound				Wilshire Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	61	272	154	487	134	1889	93	2116	135	600	117	852	427	1980	164	2571	6026
Percent	12.5	55.9	31.6		6.3	89.3	4.4		15.8	70.4	13.7		16.6	77.0	6.4		
07:45 Volume	13	63	34	110	30	489	21	540	33	154	26	213	108	543	47	698	1561
Peak Factor																	0.965
High Int.	07:30 AM				07:45 AM				08:00 AM				07:45 AM				
Volume	14	69	46	129	30	489	21	540	37	158	29	224	108	543	47	698	
Peak Factor				0.944				0.980				0.951				0.921	



City Traffic Counters
626.256.4171

File Name : WestWil
Site Code : 00000000
Start Date : 2/7/2008
Page No : 3

	Westwood Blvd Southbound				Wilshire Blvd Westbound				Westwood Blvd Northbound				Wilshire Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:00 PM																
Volume	164	601	236	1001	164	1534	103	1801	150	475	178	803	209	1685	237	2131	5736
Percent	16.4	60.0	23.6		9.1	85.2	5.7		18.7	59.2	22.2		9.8	79.1	11.1		
04:45 Volume	57	149	57	263	48	395	24	467	34	130	47	211	53	443	62	558	1499
Peak Factor																	0.957
High Int.	04:45 PM				04:45 PM				04:45 PM				04:45 PM				
Volume	57	149	57	263	48	395	24	467	34	130	47	211	53	443	62	558	
Peak Factor				0.952				0.964				0.951				0.955	



City Traffic Counters
626.256.4171

File Name : WilGlen
Site Code : 00000000
Start Date : 2/7/2008
Page No : 1

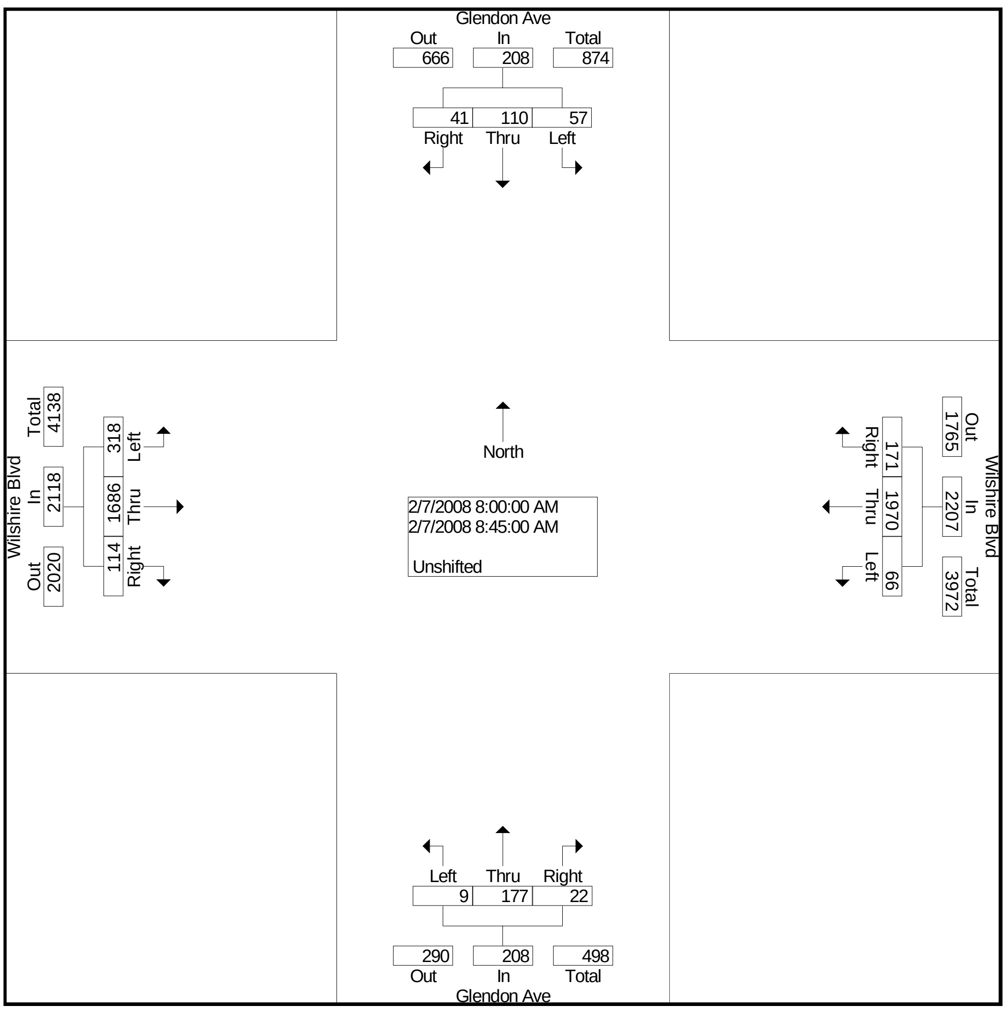
Groups Printed- Unshifted

	Glendon Ave Southbound			Wilshire Blvd Westbound			Glendon Ave Northbound			Wilshire Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	5	5	8	4	360	34	1	27	2	44	268	27	785
07:15 AM	11	7	3	6	429	44	1	24	3	112	321	20	981
07:30 AM	9	9	3	11	484	51	1	26	10	80	405	24	1113
07:45 AM	11	7	4	6	521	35	3	29	5	97	441	27	1186
Total	36	28	18	27	1794	164	6	106	20	333	1435	98	4065
08:00 AM	12	16	7	13	509	39	2	41	7	84	410	23	1163
08:15 AM	15	21	11	18	522	35	3	46	4	75	421	33	1204
08:30 AM	12	44	5	15	469	56	2	53	5	70	412	27	1170
08:45 AM	18	29	18	20	470	41	2	37	6	89	443	31	1204
Total	57	110	41	66	1970	171	9	177	22	318	1686	114	4741
04:00 PM	40	30	33	4	402	12	4	29	20	16	449	11	1050
04:15 PM	41	26	39	6	395	16	6	41	18	19	440	9	1056
04:30 PM	28	47	34	5	408	22	13	33	15	30	469	8	1112
04:45 PM	26	60	24	4	410	16	16	53	8	33	498	12	1160
Total	135	163	130	19	1615	66	39	156	61	98	1856	40	4378
05:00 PM	35	84	23	5	357	19	14	63	15	27	489	8	1139
05:15 PM	41	80	28	4	308	24	14	56	8	27	462	8	1060
05:30 PM	36	78	30	3	369	8	6	35	13	19	470	14	1081
05:45 PM	22	78	23	2	381	9	7	63	8	8	447	12	1060
Total	134	320	104	14	1415	60	41	217	44	81	1868	42	4340
Grand Total	362	621	293	126	6794	461	95	656	147	830	6845	294	17524
Apprch %	28.4	48.7	23.0	1.7	92.0	6.2	10.6	73.1	16.4	10.4	85.9	3.7	
Total %	2.1	3.5	1.7	0.7	38.8	2.6	0.5	3.7	0.8	4.7	39.1	1.7	

City Traffic Counters
626.256.4171

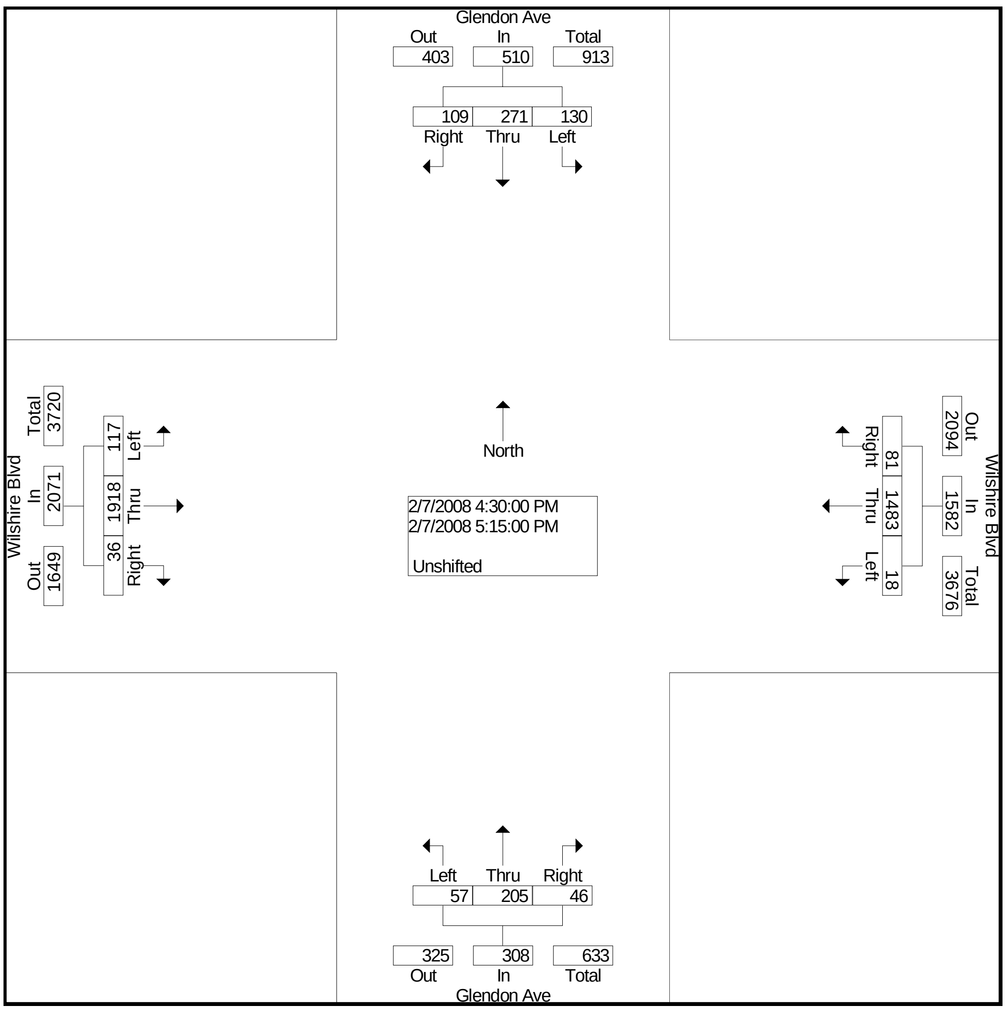
File Name : WilGlen
Site Code : 00000000
Start Date : 2/7/2008
Page No : 2

	Glendon Ave Southbound				Wilshire Blvd Westbound				Glendon Ave Northbound				Wilshire Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	57	110	41	208	66	1970	171	2207	9	177	22	208	318	1686	114	2118	4741
Percent	27.4	52.9	19.7		3.0	89.3	7.7		4.3	85.1	10.6		15.0	79.6	5.4		
08:45 Volume	18	29	18	65	20	470	41	531	2	37	6	45	89	443	31	563	1204
Peak Factor																	0.984
High Int.	08:45 AM				08:15 AM				08:30 AM				08:45 AM				
Volume	18	29	18	65	18	522	35	575	2	53	5	60	89	443	31	563	
Peak Factor				0.800				0.960				0.867				0.940	



File Name : WilGlen
Site Code : 00000000
Start Date : 2/7/2008
Page No : 3

	Glendon Ave Southbound				Wilshire Blvd Westbound				Glendon Ave Northbound				Wilshire Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	130	271	109	510	18	1483	81	1582	57	205	46	308	117	1918	36	2071	4471
Percent	25.5	53.1	21.4		1.1	93.7	5.1		18.5	66.6	14.9		5.6	92.6	1.7		
04:45 Volume	26	60	24	110	4	410	16	430	16	53	8	77	33	498	12	543	1160
Peak Factor																	0.964
High Int.	05:15 PM				04:30 PM				05:00 PM				04:45 PM				
Volume	41	80	28	149	5	408	22	435	14	63	15	92	33	498	12	543	
Peak Factor				0.856				0.909				0.837				0.953	



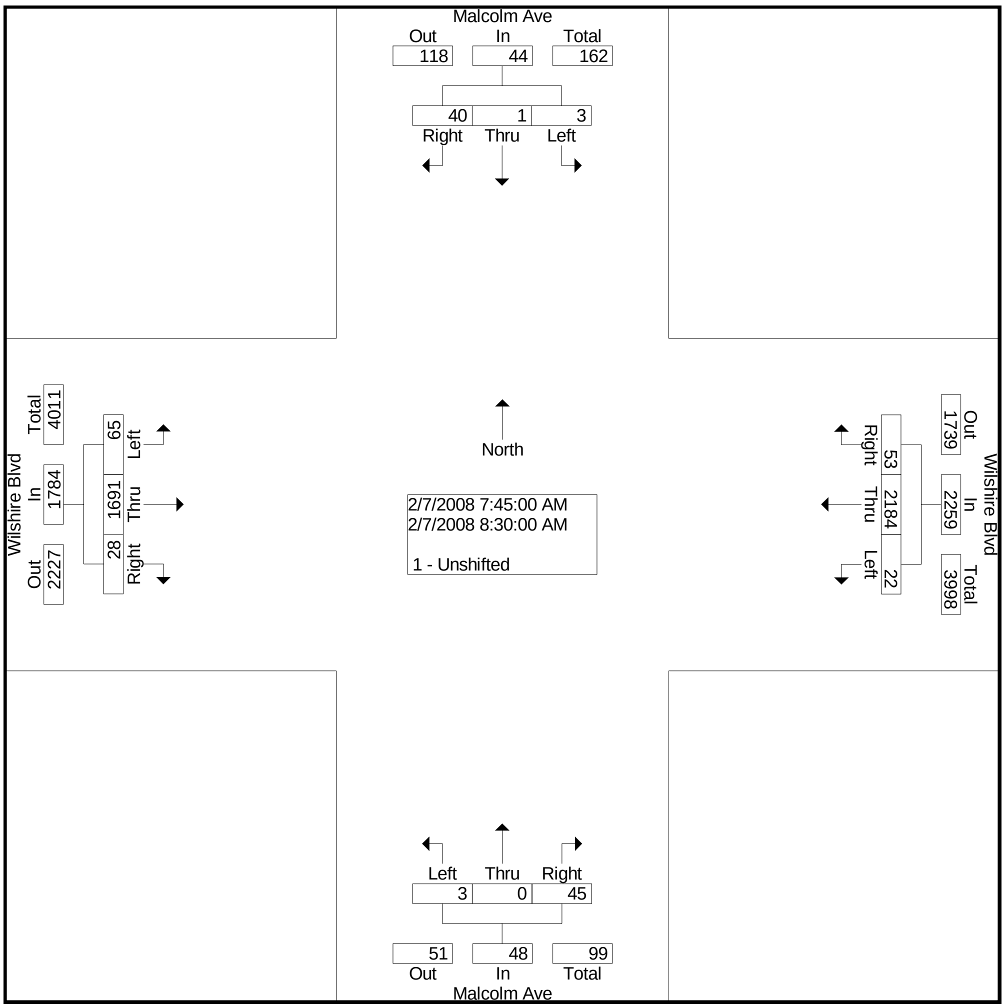
City Traffic Counters
626.256.4171

File Name : MalWil
Site Code : 00000000
Start Date : 2/7/2008
Page No : 1

Groups Printed- 1 - Unshifted

	Malcolm Ave Southbound			Wilshire Blvd Westbound			Malcolm Ave Northbound			Wilshire Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	1	0	8	4	403	6	1	0	13	25	235	2	698
07:15 AM	1	0	11	1	491	7	3	0	7	17	315	3	856
07:30 AM	0	0	8	5	532	12	2	0	13	15	395	2	984
07:45 AM	1	1	11	4	559	16	3	0	22	25	427	8	1077
Total	3	1	38	14	1985	41	9	0	55	82	1372	15	3615
08:00 AM	1	0	9	6	547	15	0	0	12	17	401	9	1017
08:15 AM	0	0	12	4	567	9	0	0	7	15	415	6	1035
08:30 AM	1	0	8	8	511	13	0	0	4	8	448	5	1006
08:45 AM	1	0	10	4	499	11	2	0	8	13	459	5	1012
Total	3	0	39	22	2124	48	2	0	31	53	1723	25	4070
04:00 PM	0	0	10	7	405	5	0	1	5	9	477	11	930
04:15 PM	0	1	10	4	410	12	0	0	9	5	472	15	938
04:30 PM	6	0	23	0	401	9	1	0	10	8	484	12	954
04:45 PM	4	0	8	6	404	6	1	1	12	5	504	13	964
Total	10	1	51	17	1620	32	2	2	36	27	1937	51	3786
05:00 PM	1	0	9	6	375	4	1	0	9	8	524	17	954
05:15 PM	0	0	1	20	319	11	0	0	8	8	478	18	863
05:30 PM	1	2	1	10	372	7	0	0	7	7	479	12	898
05:45 PM	4	1	6	14	376	4	1	0	15	8	455	13	897
Total	6	3	17	50	1442	26	2	0	39	31	1936	60	3612
Grand Total	22	5	145	103	7171	147	15	2	161	193	6968	151	15083
Apprch %	12.8	2.9	84.3	1.4	96.6	2.0	8.4	1.1	90.4	2.6	95.3	2.1	
Total %	0.1	0.0	1.0	0.7	47.5	1.0	0.1	0.0	1.1	1.3	46.2	1.0	

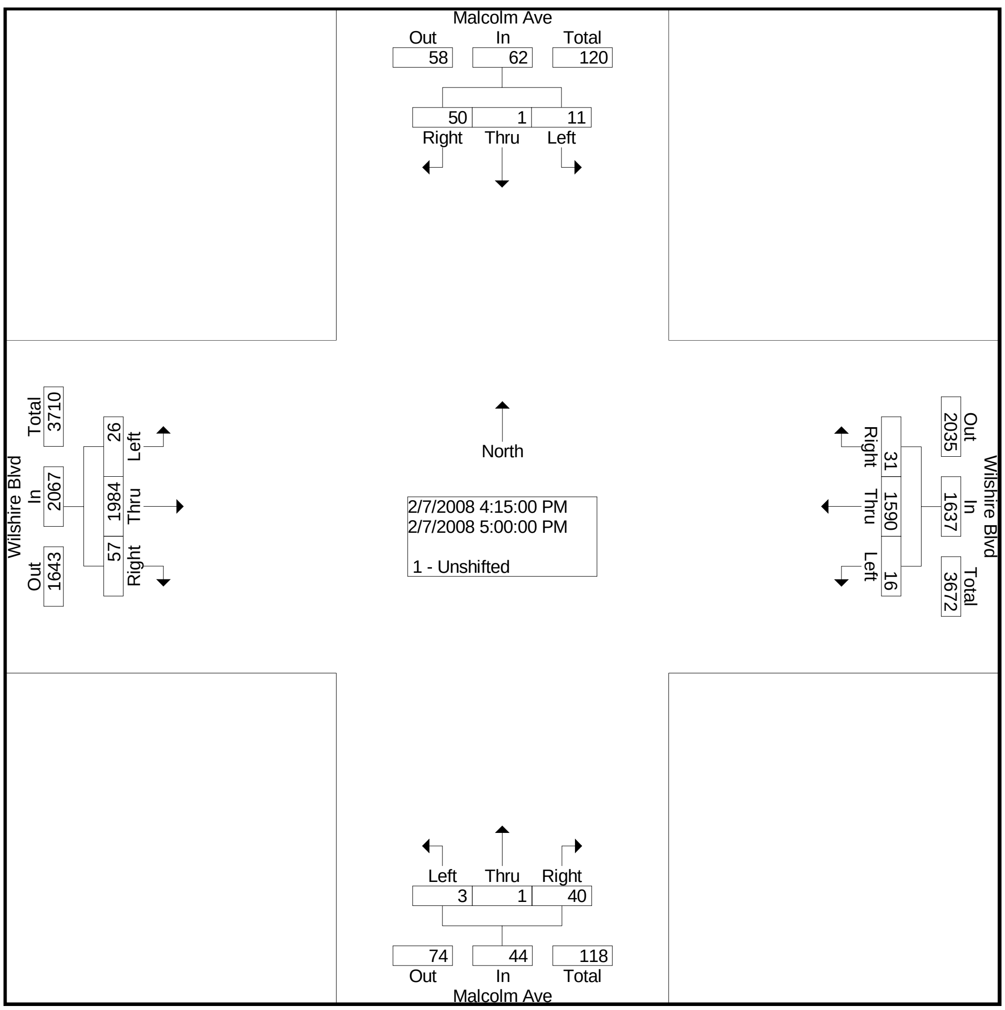
	Malcolm Ave Southbound				Wilshire Blvd Westbound				Malcolm Ave Northbound				Wilshire Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	3	1	40	44	22	2184	53	2259	3	0	45	48	65	1691	28	1784	4135
Percent	6.8	2.3	90.9		1.0	96.7	2.3		6.3	0.0	93.8		3.6	94.8	1.6		
07:45 Volume	1	1	11	13	4	559	16	579	3	0	22	25	25	427	8	460	1077
Peak Factor																	0.960
High Int.	07:45 AM				08:15 AM				07:45 AM				08:30 AM				
Volume	1	1	11	13	4	567	9	580	3	0	22	25	8	448	5	461	
Peak Factor				0.846				0.974				0.480				0.967	



City Traffic Counters
626.256.4171

File Name : MalWil
Site Code : 00000000
Start Date : 2/7/2008
Page No : 3

	Malcolm Ave Southbound				Wilshire Blvd Westbound				Malcolm Ave Northbound				Wilshire Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:15 PM																
Volume	11	1	50	62	16	1590	31	1637	3	1	40	44	26	1984	57	2067	3810
Percent	17.7	1.6	80.6		1.0	97.1	1.9		6.8	2.3	90.9		1.3	96.0	2.8		
04:45 Volume	4	0	8	12	6	404	6	416	1	1	12	14	5	504	13	522	964
Peak Factor																	0.988
High Int.	04:30 PM				04:15 PM				04:45 PM				05:00 PM				
Volume	6	0	23	29	4	410	12	426	1	1	12	14	8	524	17	549	
Peak Factor				0.534				0.961				0.786				0.941	



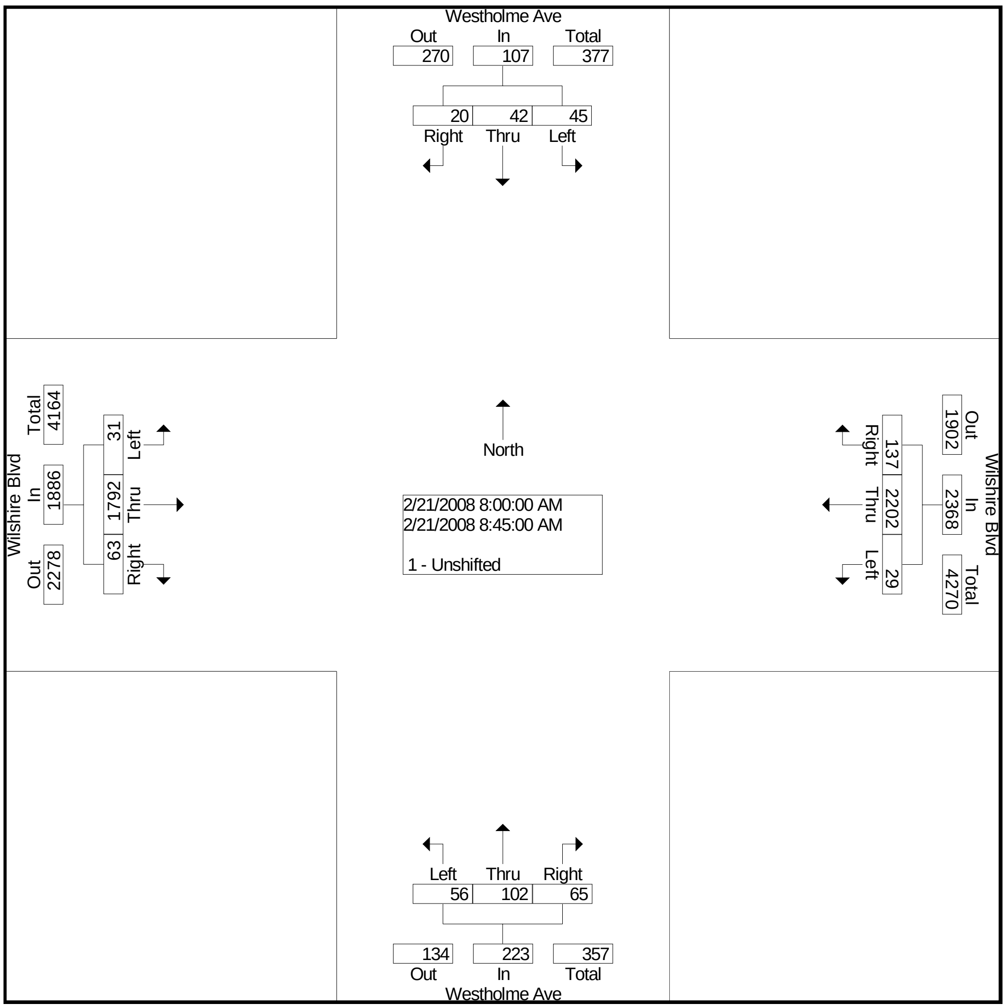
City Traffic Counters
626.256.4171

File Name : WestHwil
Site Code : 00000000
Start Date : 2/21/2008
Page No : 1

Groups Printed- 1 - Unshifted

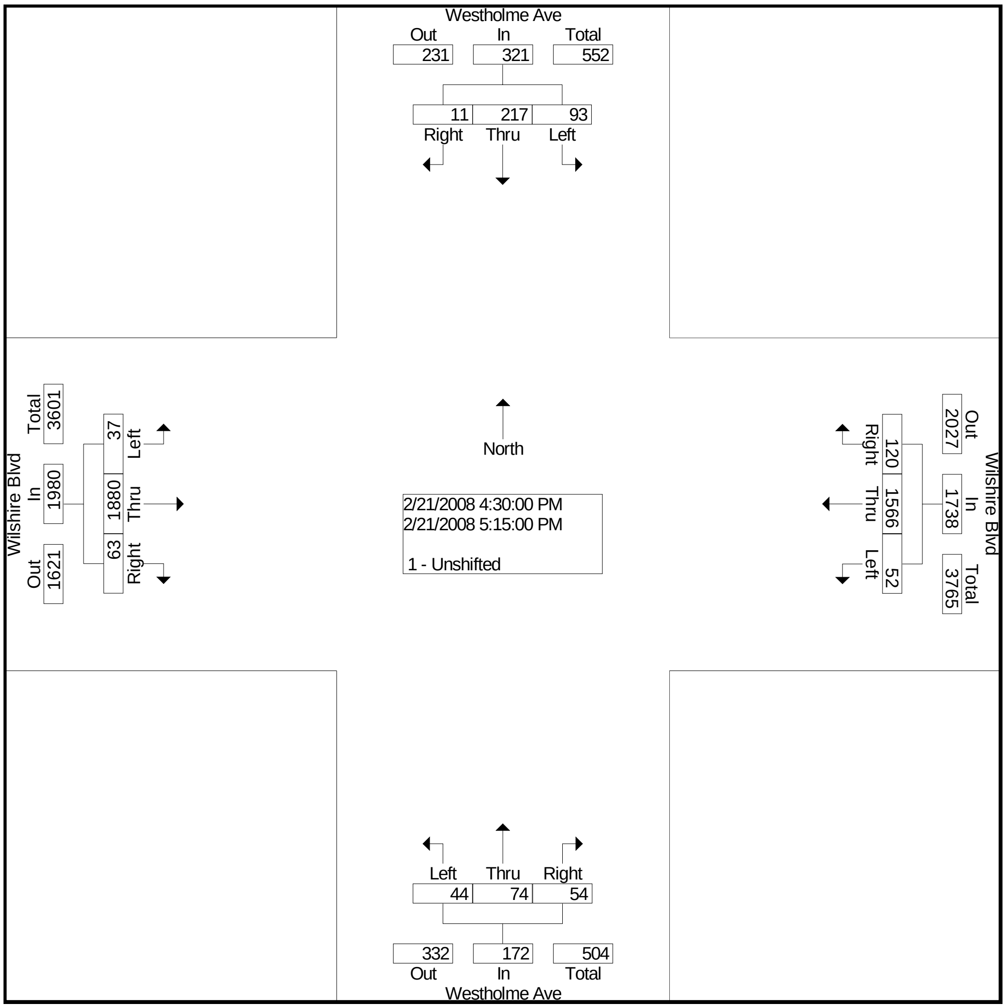
	Westholme Ave Southbound			Wilshire Blvd Westbound			Westholme Ave Northbound			Wilshire Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	5	6	1	2	364	12	18	11	1	7	261	8	696
07:15 AM	3	4	5	1	460	10	11	7	8	2	343	14	868
07:30 AM	9	5	3	4	510	49	15	18	7	11	410	13	1054
07:45 AM	12	4	4	4	539	16	11	19	12	5	433	23	1082
Total	29	19	13	11	1873	87	55	55	28	25	1447	58	3700
08:00 AM	15	7	7	5	525	23	20	31	18	9	412	14	1086
08:15 AM	8	11	6	6	584	15	7	23	15	5	454	15	1149
08:30 AM	8	13	7	8	564	18	22	21	11	8	458	11	1149
08:45 AM	14	11	0	10	529	81	7	27	21	9	468	23	1200
Total	45	42	20	29	2202	137	56	102	65	31	1792	63	4584
04:00 PM	13	30	7	2	440	9	15	11	18	3	463	9	1020
04:15 PM	12	27	4	10	411	6	7	19	9	6	464	10	985
04:30 PM	14	52	5	17	432	19	10	22	11	8	471	18	1079
04:45 PM	21	45	3	5	411	19	13	15	21	15	476	16	1060
Total	60	154	19	34	1694	53	45	67	59	32	1874	53	4144
05:00 PM	29	58	2	12	376	19	9	22	10	9	463	18	1027
05:15 PM	29	62	1	18	347	63	12	15	12	5	470	11	1045
05:30 PM	19	47	3	18	381	38	7	26	19	4	441	17	1020
05:45 PM	21	34	7	9	376	20	10	17	10	6	400	19	929
Total	98	201	13	57	1480	140	38	80	51	24	1774	65	4021
Grand Total	232	416	65	131	7249	417	194	304	203	112	6887	239	16449
Apprch %	32.5	58.3	9.1	1.7	93.0	5.3	27.7	43.4	29.0	1.5	95.2	3.3	
Total %	1.4	2.5	0.4	0.8	44.1	2.5	1.2	1.8	1.2	0.7	41.9	1.5	

	Westholme Ave Southbound				Wilshire Blvd Westbound				Westholme Ave Northbound				Wilshire Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	45	42	20	107	29	2202	137	2368	56	102	65	223	31	1792	63	1886	4584
Percent	42.1	39.3	18.7		1.2	93.0	5.8		25.1	45.7	29.1		1.6	95.0	3.3		
08:45 Volume	14	11	0	25	10	529	81	620	7	27	21	55	9	468	23	500	1200
Peak Factor																	0.955
High Int.	08:00 AM				08:45 AM				08:00 AM				08:45 AM				
Volume	15	7	7	29	10	529	81	620	20	31	18	69	9	468	23	500	
Peak Factor				0.922				0.955				0.808				0.943	



File Name : WestHwil
Site Code : 00000000
Start Date : 2/21/2008
Page No : 3

	Westholme Ave Southbound				Wilshire Blvd Westbound				Westholme Ave Northbound				Wilshire Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	93	217	11	321	52	1566	120	1738	44	74	54	172	37	1880	63	1980	4211
Percent	29.0	67.6	3.4		3.0	90.1	6.9		25.6	43.0	31.4		1.9	94.9	3.2		
04:30 Volume	14	52	5	71	17	432	19	468	10	22	11	43	8	471	18	497	1079
Peak Factor																	0.976
High Int.	05:15 PM				04:30 PM				04:45 PM				04:45 PM				
Volume	29	62	1	92	17	432	19	468	13	15	21	49	15	476	16	507	
Peak Factor				0.872				0.928				0.878				0.976	



City Traffic Counters
626.256.4171

File Name : WarWil
Site Code : 00000000
Start Date : 2/21/2008
Page No : 1

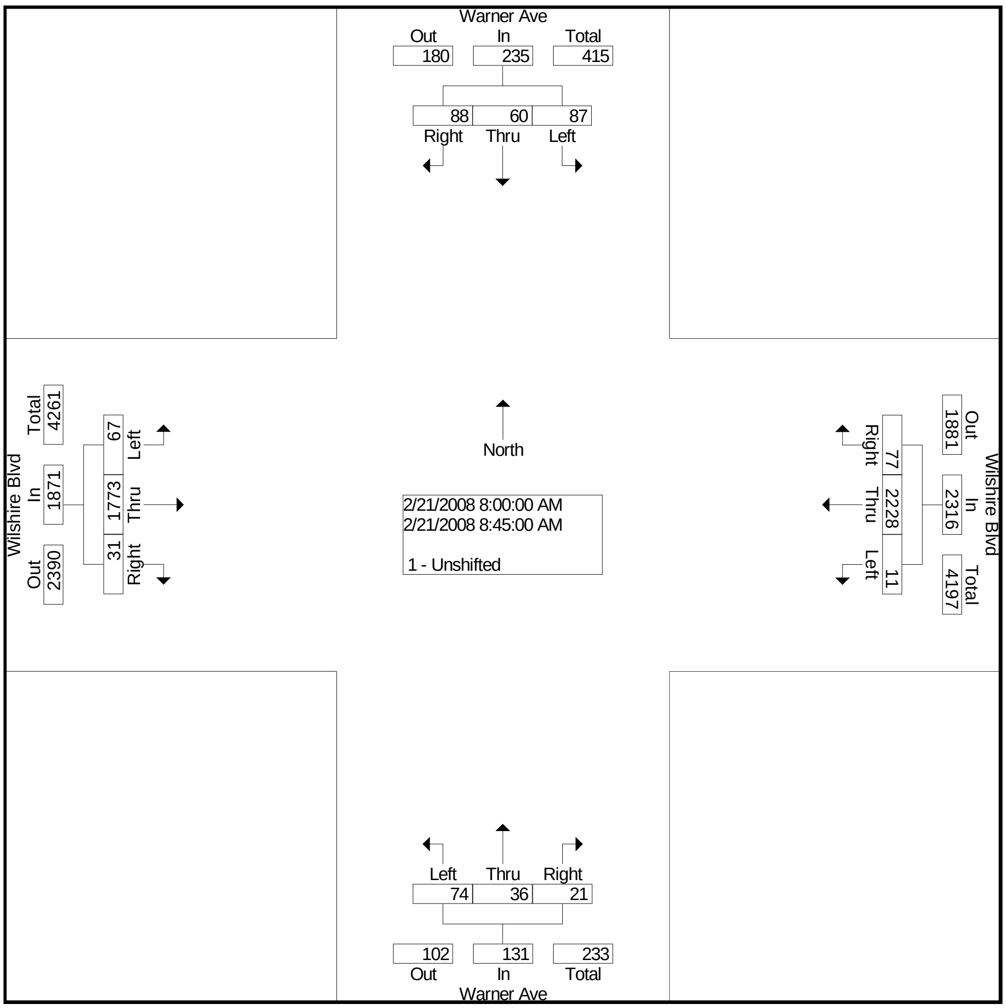
Groups Printed- 1 - Unshifted

	Warner Ave Southbound			Wilshire Blvd Westbound			Warner Ave Northbound			Wilshire Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	1	3	15	1	342	5	6	1	2	8	249	6	639
07:15 AM	7	2	22	0	454	14	7	5	1	7	343	4	866
07:30 AM	9	6	24	2	522	11	8	8	6	6	429	6	1037
07:45 AM	15	6	25	3	533	22	22	12	4	18	444	5	1109
Total	32	17	86	6	1851	52	43	26	13	39	1465	21	3651
08:00 AM	20	8	20	3	526	20	32	11	4	27	410	10	1091
08:15 AM	25	19	32	2	559	27	12	9	7	17	426	8	1143
08:30 AM	22	22	26	2	563	17	18	11	4	14	448	7	1154
08:45 AM	20	11	10	4	580	13	12	5	6	9	489	6	1165
Total	87	60	88	11	2228	77	74	36	21	67	1773	31	4553
04:00 PM	15	22	20	5	424	13	12	8	9	15	471	13	1027
04:15 PM	24	12	19	2	426	12	7	4	13	12	464	12	1007
04:30 PM	14	10	12	5	461	17	9	10	5	4	488	7	1042
04:45 PM	19	16	6	0	428	7	9	5	8	7	505	2	1012
Total	72	60	57	12	1739	49	37	27	35	38	1928	34	4088
05:00 PM	28	27	5	3	411	13	11	4	6	10	504	6	1028
05:15 PM	26	20	9	4	404	16	12	8	5	11	480	12	1007
05:30 PM	19	20	11	5	421	12	12	5	2	6	456	5	974
05:45 PM	17	15	8	2	433	8	11	13	2	15	413	10	947
Total	90	82	33	14	1669	49	46	30	15	42	1853	33	3956
Grand Total	281	219	264	43	7487	227	200	119	84	186	7019	119	16248
Apprch %	36.8	28.7	34.6	0.6	96.5	2.9	49.6	29.5	20.8	2.5	95.8	1.6	
Total %	1.7	1.3	1.6	0.3	46.1	1.4	1.2	0.7	0.5	1.1	43.2	0.7	

City Traffic Counters
626.256.4171

File Name : WarWil
Site Code : 00000000
Start Date : 2/21/2008
Page No : 2

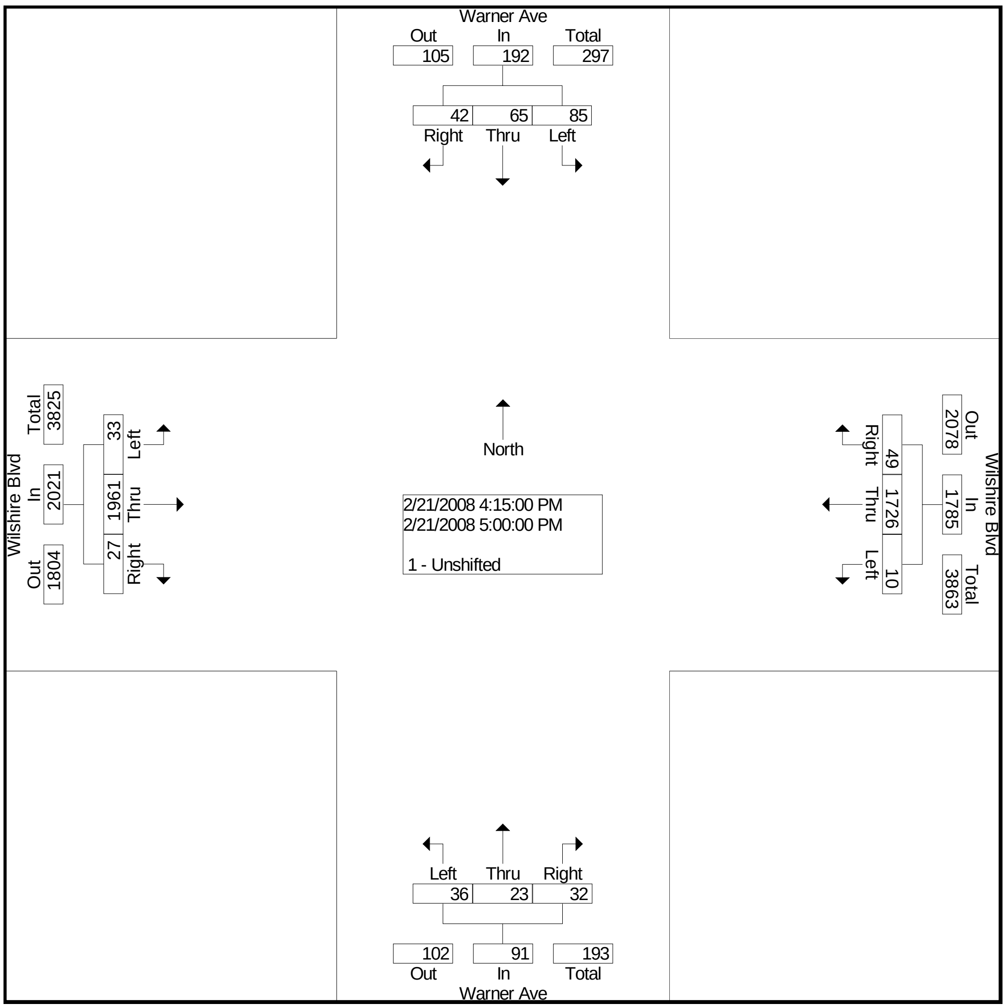
	Warner Ave Southbound				Wilshire Blvd Westbound				Warner Ave Northbound				Wilshire Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	87	60	88	235	11	2228	77	2316	74	36	21	131	67	1773	31	1871	4553
Percent	37.0	25.5	37.4		0.5	96.2	3.3		56.5	27.5	16.0		3.6	94.8	1.7		
08:45 Volume	20	11	10	41	4	580	13	597	12	5	6	23	9	489	6	504	1165
Peak Factor																	0.977
High Int.	08:15 AM				08:45 AM				08:00 AM				08:45 AM				
Volume	25	19	32	76	4	580	13	597	32	11	4	47	9	489	6	504	
Peak Factor				0.773				0.970				0.697				0.928	



City Traffic Counters
626.256.4171

File Name : WarWil
Site Code : 00000000
Start Date : 2/21/2008
Page No : 3

	Warner Ave Southbound				Wilshire Blvd Westbound				Warner Ave Northbound				Wilshire Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:15 PM																
Volume	85	65	42	192	10	1726	49	1785	36	23	32	91	33	1961	27	2021	4089
Percent	44.3	33.9	21.9		0.6	96.7	2.7		39.6	25.3	35.2		1.6	97.0	1.3		
04:30 Volume	14	10	12	36	5	461	17	483	9	10	5	24	4	488	7	499	1042
Peak Factor																	0.981
High Int.	05:00 PM				04:30 PM				04:15 PM				05:00 PM				
Volume	28	27	5	60	5	461	17	483	7	4	13	24	10	504	6	520	
Peak Factor				0.800				0.924				0.948				0.972	



City Traffic Counters
626.256.4171

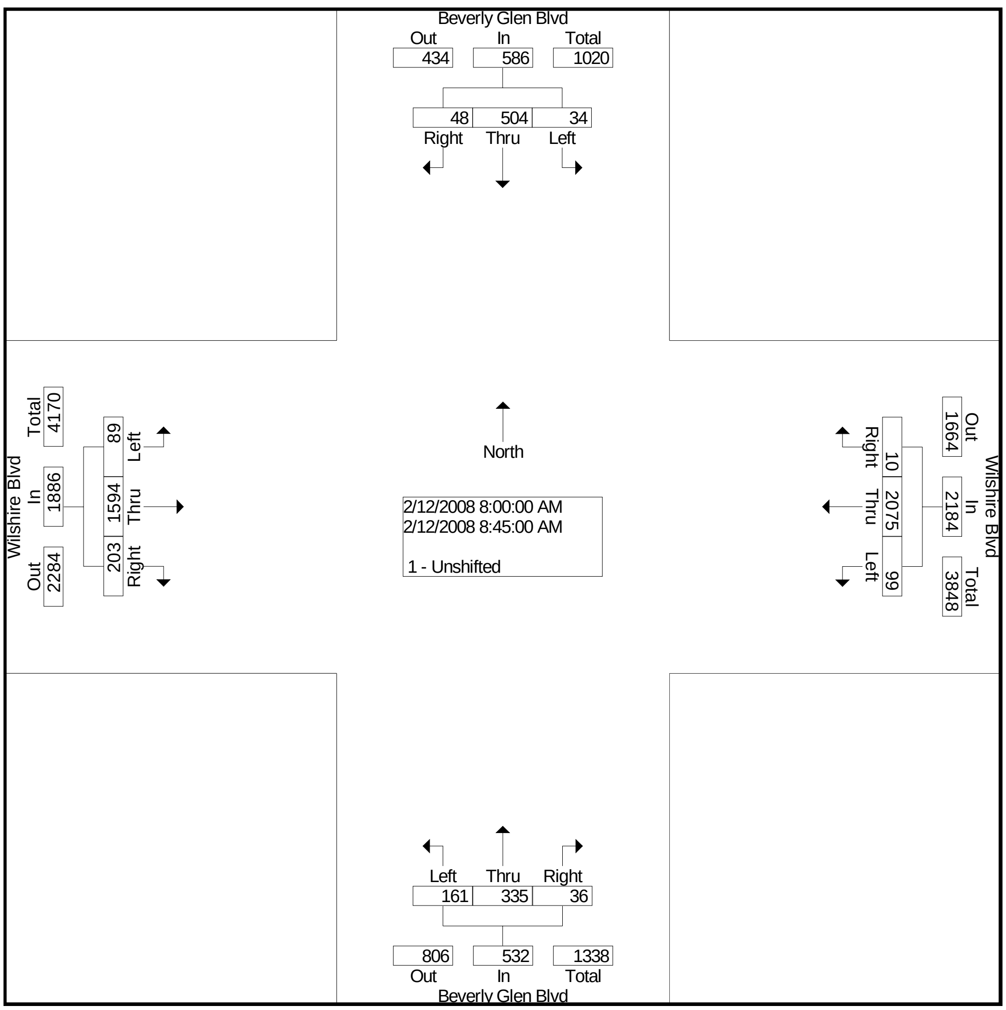
File Name : BevGlenWil
Site Code : 00000000
Start Date : 2/12/2008
Page No : 1

Groups Printed- 1 - Unshifted

	Beverly Glen Blvd Southbound			Wilshire Blvd Westbound			Beverly Glen Blvd Northbound			Wilshire Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	9	56	12	8	313	10	24	50	4	11	223	42	762
07:15 AM	11	85	20	11	361	12	31	81	4	20	280	40	956
07:30 AM	10	86	18	21	473	6	42	93	3	27	350	58	1187
07:45 AM	7	100	14	30	481	5	42	97	5	35	365	75	1256
Total	37	327	64	70	1628	33	139	321	16	93	1218	215	4161
08:00 AM	10	102	8	21	487	3	41	89	13	19	395	45	1233
08:15 AM	7	144	14	23	520	3	46	88	11	29	353	51	1289
08:30 AM	10	117	12	26	537	0	34	80	4	18	418	56	1312
08:45 AM	7	141	14	29	531	4	40	78	8	23	428	51	1354
Total	34	504	48	99	2075	10	161	335	36	89	1594	203	5188
04:00 PM	9	119	8	31	382	14	32	117	5	33	382	57	1189
04:15 PM	23	90	8	28	394	7	37	110	9	36	411	74	1227
04:30 PM	11	108	15	28	438	8	35	106	12	28	391	69	1249
04:45 PM	14	78	18	23	377	20	37	97	18	32	415	71	1200
Total	57	395	49	110	1591	49	141	430	44	129	1599	271	4865
05:00 PM	13	110	9	23	388	3	41	118	14	31	437	55	1242
05:15 PM	16	96	11	27	395	16	42	138	10	23	441	66	1281
05:30 PM	14	114	10	20	399	18	47	120	15	28	407	53	1245
05:45 PM	8	96	8	24	419	12	24	124	7	31	375	52	1180
Total	51	416	38	94	1601	49	154	500	46	113	1660	226	4948
Grand Total	179	1642	199	373	6895	141	595	1586	142	424	6071	915	19162
Apprch %	8.9	81.3	9.9	5.0	93.1	1.9	25.6	68.3	6.1	5.7	81.9	12.3	
Total %	0.9	8.6	1.0	1.9	36.0	0.7	3.1	8.3	0.7	2.2	31.7	4.8	

File Name : BevGlenWil
Site Code : 00000000
Start Date : 2/12/2008
Page No : 2

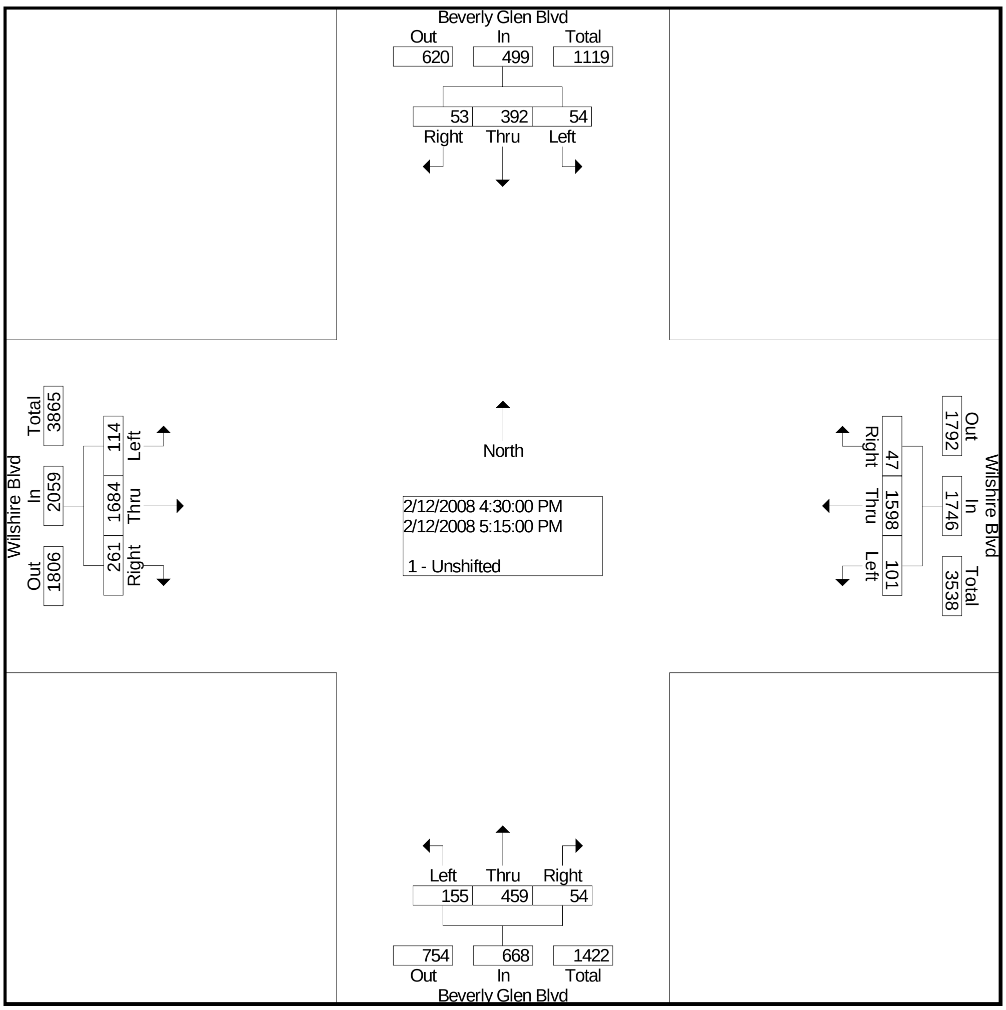
	Beverly Glen Blvd Southbound				Wilshire Blvd Westbound				Beverly Glen Blvd Northbound				Wilshire Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	34	504	48	586	99	2075	10	2184	161	335	36	532	89	1594	203	1886	5188
Percent	5.8	86.0	8.2		4.5	95.0	0.5		30.3	63.0	6.8		4.7	84.5	10.8		
08:45 Volume	7	141	14	162	29	531	4	564	40	78	8	126	23	428	51	502	1354
Peak Factor																	0.958
High Int.	08:15 AM				08:45 AM				08:15 AM				08:45 AM				
Volume	7	144	14	165	29	531	4	564	46	88	11	145	23	428	51	502	
Peak Factor				0.888				0.968				0.917				0.939	



City Traffic Counters
626.256.4171

File Name : BevGlenWil
Site Code : 00000000
Start Date : 2/12/2008
Page No : 3

	Beverly Glen Blvd Southbound				Wilshire Blvd Westbound				Beverly Glen Blvd Northbound				Wilshire Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	54	392	53	499	101	1598	47	1746	155	459	54	668	114	1684	261	2059	4972
Percent	10.8	78.6	10.6		5.8	91.5	2.7		23.2	68.7	8.1		5.5	81.8	12.7		
05:15 Volume	16	96	11	123	27	395	16	438	42	138	10	190	23	441	66	530	1281
Peak Factor																	0.970
High Int.	04:30 PM				04:30 PM				05:15 PM				05:15 PM				
Volume	11	108	15	134	28	438	8	474	42	138	10	190	23	441	66	530	
Peak Factor				0.931				0.921				0.879				0.971	



City Traffic Counters
626.256.4171

File Name : SawOhio
Site Code : 00000000
Start Date : 2/13/2008
Page No : 1

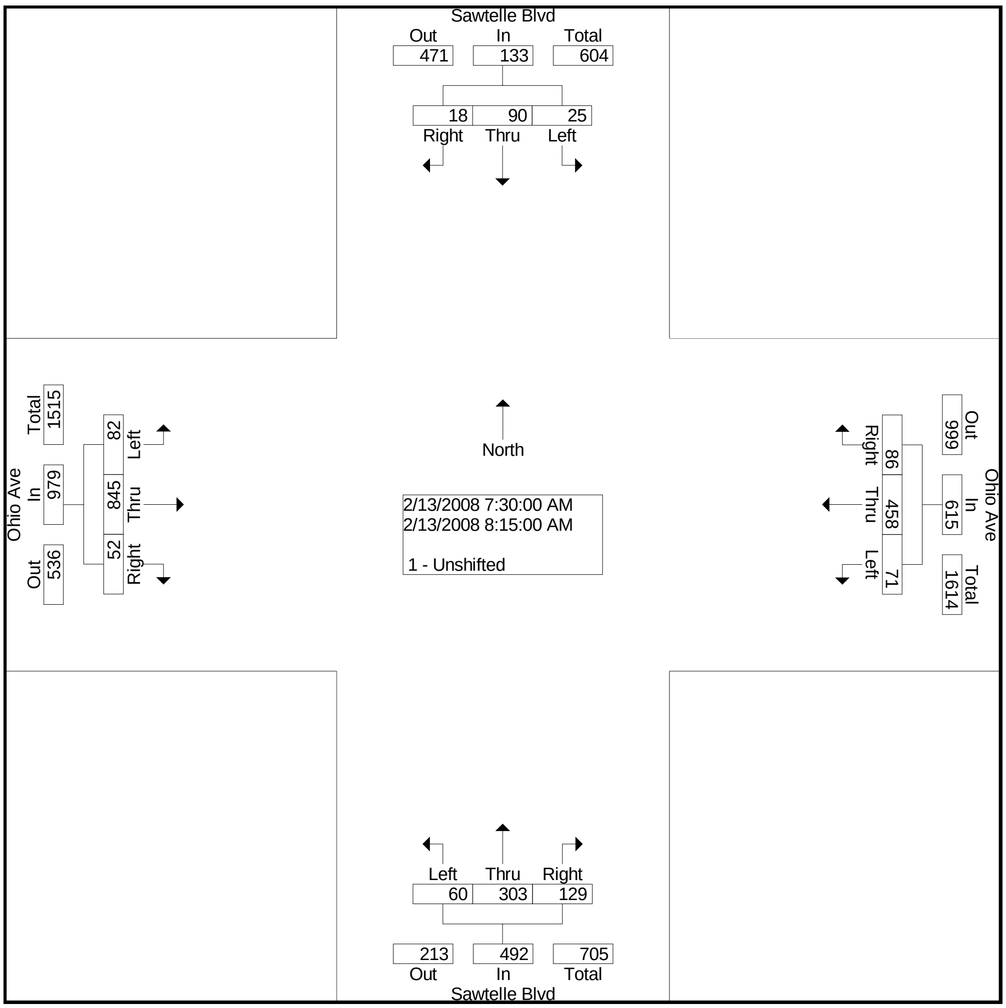
Groups Printed- 1 - Unshifted

	Sawtelle Blvd Southbound			Ohio Ave Westbound			Sawtelle Blvd Northbound			Ohio Ave Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	4	13	3	13	44	29	7	59	14	9	87	12	294
07:15 AM	11	16	5	10	76	33	13	87	13	18	128	8	418
07:30 AM	2	22	4	18	109	29	21	86	24	20	175	14	524
07:45 AM	5	17	2	19	140	22	15	97	33	27	217	12	606
Total	22	68	14	60	369	113	56	329	84	74	607	46	1842
08:00 AM	7	26	7	18	89	26	7	67	29	23	227	14	540
08:15 AM	11	25	5	16	120	9	17	53	43	12	226	12	549
08:30 AM	8	23	5	17	100	18	8	46	43	9	217	15	509
08:45 AM	2	14	8	18	118	13	16	70	47	7	219	12	544
Total	28	88	25	69	427	66	48	236	162	51	889	53	2142
04:00 PM	18	126	27	23	126	9	13	30	30	16	107	2	527
04:15 PM	11	98	32	24	122	12	17	13	23	17	123	10	502
04:30 PM	26	117	25	27	129	15	12	22	20	16	105	5	519
04:45 PM	19	96	36	20	147	14	14	24	20	4	101	14	509
Total	74	437	120	94	524	50	56	89	93	53	436	31	2057
05:00 PM	12	97	25	28	148	14	14	22	19	8	97	11	495
05:15 PM	13	87	9	27	147	6	15	36	24	6	91	9	470
05:30 PM	16	88	21	30	166	13	15	24	22	7	86	12	500
05:45 PM	13	59	17	49	135	5	13	20	20	11	103	10	455
Total	54	331	72	134	596	38	57	102	85	32	377	42	1920
Grand Total	178	924	231	357	1916	267	217	756	424	210	2309	172	7961
Apprch %	13.4	69.3	17.3	14.1	75.4	10.5	15.5	54.1	30.4	7.8	85.8	6.4	
Total %	2.2	11.6	2.9	4.5	24.1	3.4	2.7	9.5	5.3	2.6	29.0	2.2	

City Traffic Counters
626.256.4171

File Name : SawOhio
Site Code : 00000000
Start Date : 2/13/2008
Page No : 2

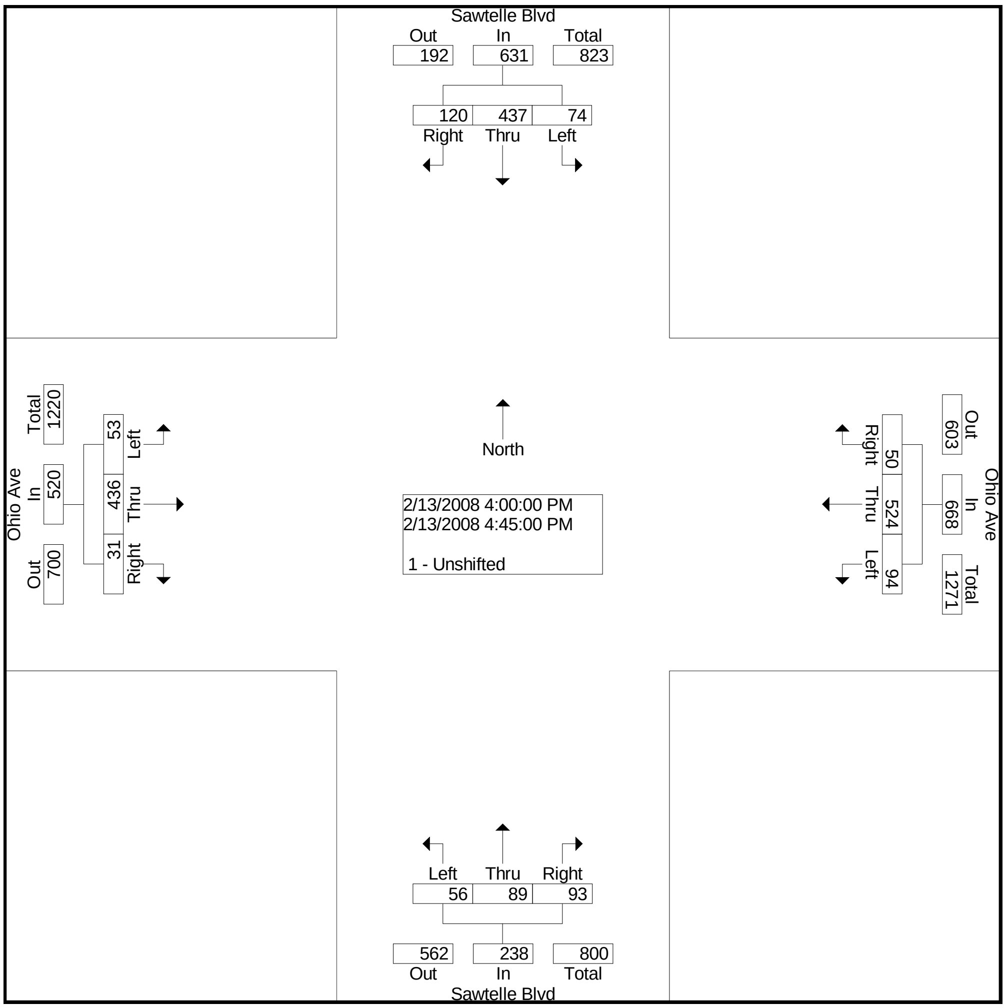
	Sawtelle Blvd Southbound				Ohio Ave Westbound				Sawtelle Blvd Northbound				Ohio Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	25	90	18	133	71	458	86	615	60	303	129	492	82	845	52	979	2219
Percent	18.8	67.7	13.5		11.5	74.5	14.0		12.2	61.6	26.2		8.4	86.3	5.3		
07:45 Volume	5	17	2	24	19	140	22	181	15	97	33	145	27	217	12	256	606
Peak Factor																	0.915
High Int.	08:15 AM				07:45 AM				07:45 AM				08:00 AM				
Volume	11	25	5	41	19	140	22	181	15	97	33	145	23	227	14	264	
Peak Factor				0.811				0.849				0.848				0.927	



City Traffic Counters
626.256.4171

File Name : SawOhio
Site Code : 00000000
Start Date : 2/13/2008
Page No : 3

	Sawtelle Blvd Southbound				Ohio Ave Westbound				Sawtelle Blvd Northbound				Ohio Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:00 PM																
Volume	74	437	120	631	94	524	50	668	56	89	93	238	53	436	31	520	2057
Percent	11.7	69.3	19.0		14.1	78.4	7.5		23.5	37.4	39.1		10.2	83.8	6.0		
04:00 Volume	18	126	27	171	23	126	9	158	13	30	30	73	16	107	2	125	527
Peak Factor																	0.976
High Int.	04:00 PM				04:45 PM				04:00 PM				04:15 PM				
Volume	18	126	27	171	20	147	14	181	13	30	30	73	17	123	10	150	
Peak Factor				0.923				0.923				0.815				0.867	



City Traffic Counters
626.256.4171

File Name : SepOhio
Site Code : 00000000
Start Date : 2/13/2008
Page No : 1

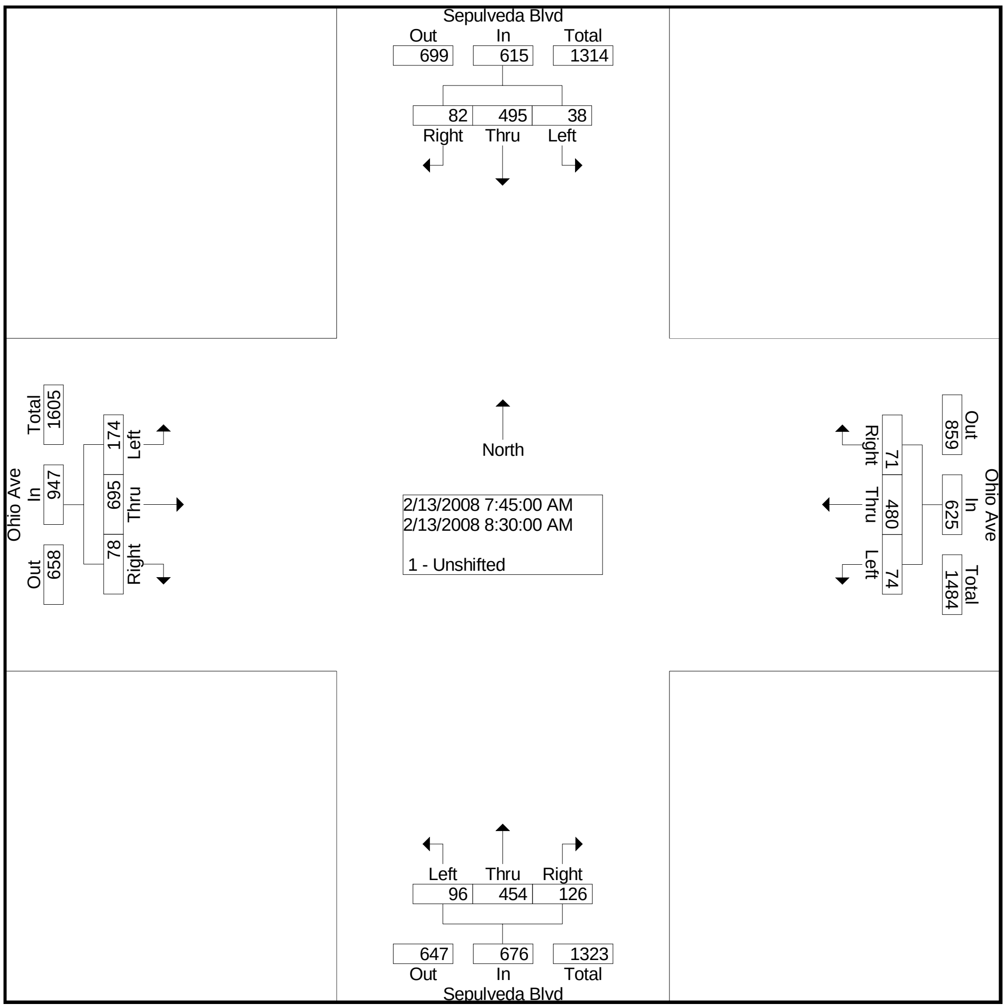
Groups Printed- 1 - Unshifted

	Sepulveda Blvd Southbound			Ohio Ave Westbound			Sepulveda Blvd Northbound			Ohio Ave Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	4	102	17	11	63	15	23	88	27	36	71	12	469
07:15 AM	4	137	21	25	105	5	23	114	25	33	105	19	616
07:30 AM	15	112	26	27	130	15	31	96	34	29	159	14	688
07:45 AM	10	111	14	16	148	19	31	106	25	47	169	25	721
Total	33	462	78	79	446	54	108	404	111	145	504	70	2494
08:00 AM	6	135	15	24	113	15	25	124	28	29	171	20	705
08:15 AM	10	131	23	16	118	19	19	112	36	53	173	17	727
08:30 AM	12	118	30	18	101	18	21	112	37	45	182	16	710
08:45 AM	10	124	23	14	128	13	25	95	24	48	177	16	697
Total	38	508	91	72	460	65	90	443	125	175	703	69	2839
04:00 PM	15	189	52	20	135	15	35	141	22	16	127	13	780
04:15 PM	11	197	35	18	110	25	26	171	27	28	106	13	767
04:30 PM	25	182	45	17	114	10	40	142	29	32	109	15	760
04:45 PM	34	160	38	13	116	13	29	146	26	25	106	18	724
Total	85	728	170	68	475	63	130	600	104	101	448	59	3031
05:00 PM	24	213	41	15	125	8	38	159	42	20	77	10	772
05:15 PM	20	211	53	12	130	8	36	172	34	23	110	11	820
05:30 PM	35	211	52	24	119	10	43	172	26	19	106	12	829
05:45 PM	35	213	51	17	103	10	28	156	25	32	104	10	784
Total	114	848	197	68	477	36	145	659	127	94	397	43	3205
Grand Total	270	2546	536	287	1858	218	473	2106	467	515	2052	241	11569
Apprch %	8.1	76.0	16.0	12.1	78.6	9.2	15.5	69.1	15.3	18.3	73.1	8.6	
Total %	2.3	22.0	4.6	2.5	16.1	1.9	4.1	18.2	4.0	4.5	17.7	2.1	

City Traffic Counters
626.256.4171

File Name : SepOhio
Site Code : 00000000
Start Date : 2/13/2008
Page No : 2

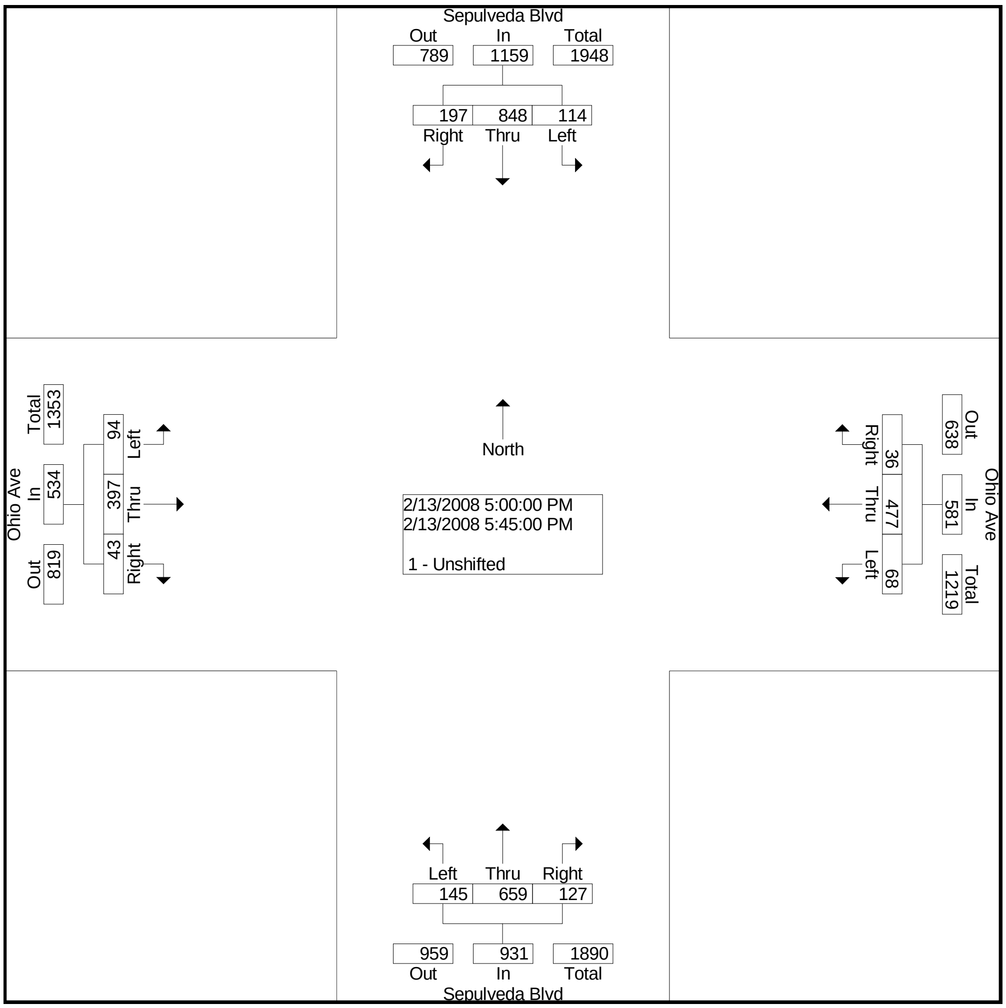
	Sepulveda Blvd Southbound				Ohio Ave Westbound				Sepulveda Blvd Northbound				Ohio Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	38	495	82	615	74	480	71	625	96	454	126	676	174	695	78	947	2863
Percent	6.2	80.5	13.3		11.8	76.8	11.4		14.2	67.2	18.6		18.4	73.4	8.2		
08:15 Volume	10	131	23	164	16	118	19	153	19	112	36	167	53	173	17	243	727
Peak Factor																	0.985
High Int.	08:15 AM				07:45 AM				08:00 AM				08:15 AM				
Volume	10	131	23	164	16	148	19	183	25	124	28	177	53	173	17	243	
Peak Factor				0.938				0.854				0.955				0.974	



City Traffic Counters
626.256.4171

File Name : SepOhio
Site Code : 00000000
Start Date : 2/13/2008
Page No : 3

	Sepulveda Blvd Southbound				Ohio Ave Westbound				Sepulveda Blvd Northbound				Ohio Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	114	848	197	1159	68	477	36	581	145	659	127	931	94	397	43	534	3205
Percent	9.8	73.2	17.0		11.7	82.1	6.2		15.6	70.8	13.6		17.6	74.3	8.1		
05:30 Volume	35	211	52	298	24	119	10	153	43	172	26	241	19	106	12	137	829
Peak Factor																	0.967
High Int.	05:45 PM				05:30 PM				05:15 PM				05:45 PM				
Volume	35	213	51	299	24	119	10	153	36	172	34	242	32	104	10	146	
Peak Factor				0.969				0.949				0.962				0.914	



City Traffic Counters
626.256.4171

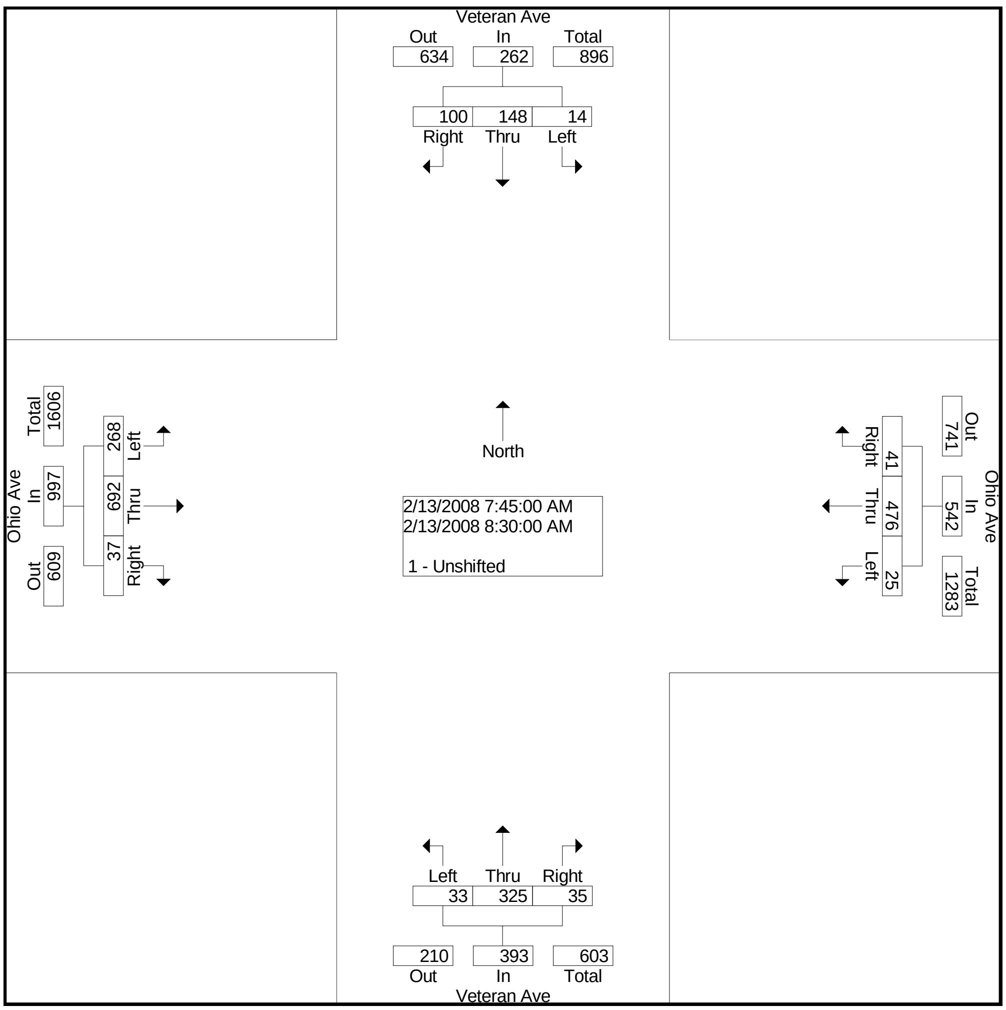
File Name : VetOhio
Site Code : 00000000
Start Date : 2/13/2008
Page No : 1

Groups Printed- 1 - Unshifted

	Veteran Ave Southbound			Ohio Ave Westbound			Veteran Ave Northbound			Ohio Ave Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	2	13	9	3	65	7	4	27	2	34	70	6	242
07:15 AM	5	27	12	2	89	10	3	53	3	33	88	7	332
07:30 AM	4	33	23	6	134	15	4	50	6	46	177	9	507
07:45 AM	3	33	18	6	148	11	12	82	8	70	190	10	591
Total	14	106	62	17	436	43	23	212	19	183	525	32	1672
08:00 AM	2	27	22	6	133	12	5	80	4	59	159	7	516
08:15 AM	4	52	29	6	108	6	13	78	13	65	166	11	551
08:30 AM	5	36	31	7	87	12	3	85	10	74	177	9	536
08:45 AM	8	43	25	10	122	11	6	94	9	62	174	13	577
Total	19	158	107	29	450	41	27	337	36	260	676	40	2180
04:00 PM	6	96	36	17	115	9	10	71	10	41	112	21	544
04:15 PM	3	91	48	25	92	9	15	78	2	42	108	9	522
04:30 PM	7	98	42	24	124	11	3	92	7	24	134	13	579
04:45 PM	6	90	38	30	108	12	7	93	6	32	129	7	558
Total	22	375	164	96	439	41	35	334	25	139	483	50	2203
05:00 PM	2	93	47	32	125	9	6	86	9	46	126	13	594
05:15 PM	5	89	28	43	123	10	8	66	11	33	133	14	563
05:30 PM	4	96	43	40	124	12	5	83	19	34	114	12	586
05:45 PM	1	78	34	44	101	7	9	74	10	41	113	10	522
Total	12	356	152	159	473	38	28	309	49	154	486	49	2265
Grand Total	67	995	485	301	1798	163	113	1192	129	736	2170	171	8320
Apprch %	4.3	64.3	31.4	13.3	79.5	7.2	7.9	83.1	9.0	23.9	70.5	5.6	
Total %	0.8	12.0	5.8	3.6	21.6	2.0	1.4	14.3	1.6	8.8	26.1	2.1	

File Name : VetOhio
Site Code : 00000000
Start Date : 2/13/2008
Page No : 2

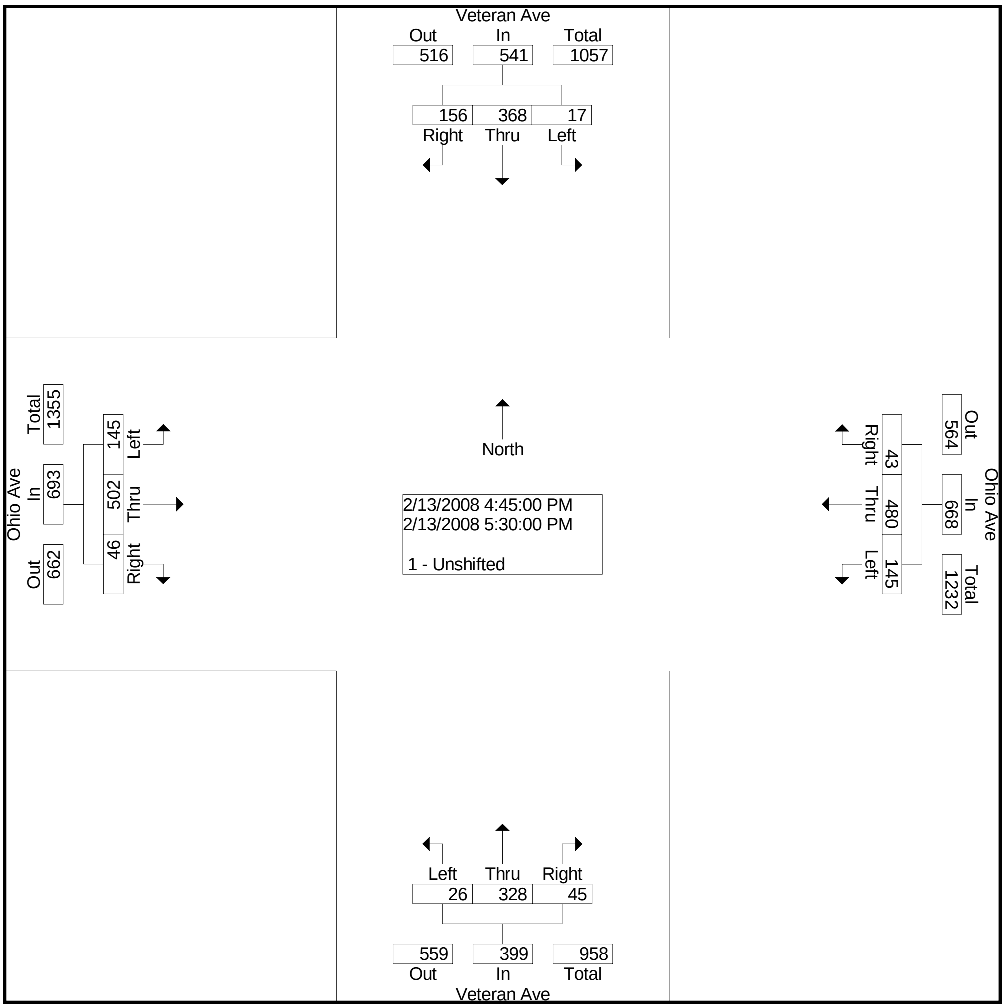
	Veteran Ave Southbound				Ohio Ave Westbound				Veteran Ave Northbound				Ohio Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	14	148	100	262	25	476	41	542	33	325	35	393	268	692	37	997	2194
Percent	5.3	56.5	38.2		4.6	87.8	7.6		8.4	82.7	8.9		26.9	69.4	3.7		
07:45 Volume	3	33	18	54	6	148	11	165	12	82	8	102	70	190	10	270	591
Peak Factor																	0.928
High Int.	08:15 AM				07:45 AM				08:15 AM				07:45 AM				
Volume	4	52	29	85	6	148	11	165	13	78	13	104	70	190	10	270	
Peak Factor				0.771				0.821				0.945				0.923	



City Traffic Counters
626.256.4171

File Name : VetOhio
Site Code : 00000000
Start Date : 2/13/2008
Page No : 3

	Veteran Ave Southbound				Ohio Ave Westbound				Veteran Ave Northbound				Ohio Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	17	368	156	541	145	480	43	668	26	328	45	399	145	502	46	693	2301
Percent	3.1	68.0	28.8		21.7	71.9	6.4		6.5	82.2	11.3		20.9	72.4	6.6		
05:00 Volume	2	93	47	142	32	125	9	166	6	86	9	101	46	126	13	185	594
Peak Factor																	0.968
High Int.	05:30 PM				05:15 PM				05:30 PM				05:00 PM				
Volume	4	96	43	143	43	123	10	176	5	83	19	107	46	126	13	185	
Peak Factor				0.946				0.949				0.932				0.936	



City Traffic Counters
626.256.4171

File Name : WestOhio
Site Code : 00000000
Start Date : 2/7/2008
Page No : 1

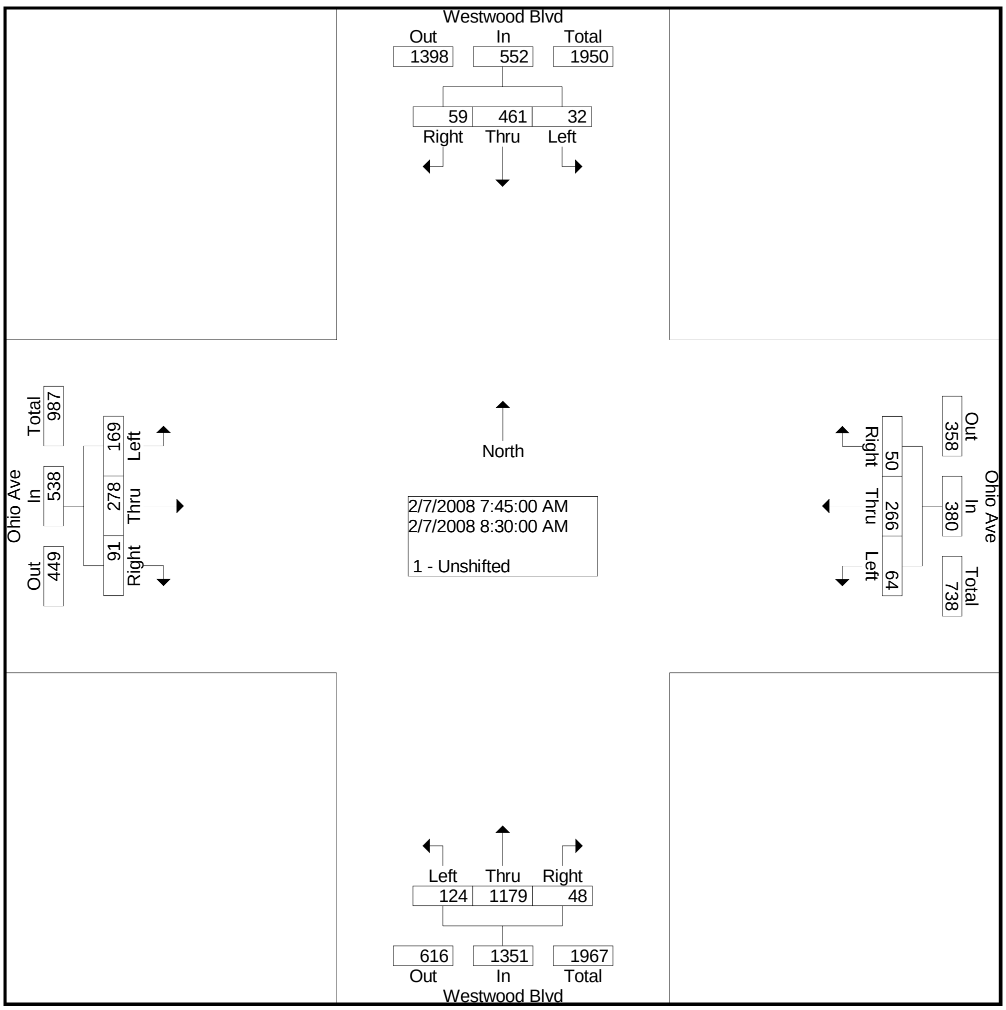
Groups Printed- 1 - Unshifted

	Westwood Blvd Southbound			Ohio Ave Westbound			Westwood Blvd Northbound			Ohio Ave Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	4	61	9	10	21	5	18	152	10	21	18	14	343
07:15 AM	5	72	8	13	38	13	14	218	10	26	33	8	458
07:30 AM	15	89	7	24	65	15	35	217	13	32	70	9	591
07:45 AM	9	107	14	20	95	18	41	288	14	31	95	13	745
Total	33	329	38	67	219	51	108	875	47	110	216	44	2137
08:00 AM	7	112	20	18	68	14	24	300	14	43	52	27	699
08:15 AM	7	122	13	17	50	8	33	261	6	41	50	20	628
08:30 AM	9	120	12	9	53	10	26	330	14	54	81	31	749
08:45 AM	6	135	10	11	54	8	20	267	6	49	79	17	662
Total	29	489	55	55	225	40	103	1158	40	187	262	95	2738
04:00 PM	9	272	25	26	51	11	23	204	8	31	58	25	743
04:15 PM	11	329	29	22	48	12	23	209	6	31	57	17	794
04:30 PM	11	300	34	17	56	6	19	231	6	30	49	27	786
04:45 PM	9	306	20	14	52	9	21	220	3	16	52	21	743
Total	40	1207	108	79	207	38	86	864	23	108	216	90	3066
05:00 PM	11	322	30	22	53	11	19	211	7	23	47	20	776
05:15 PM	9	289	34	28	66	7	24	200	13	25	52	18	765
05:30 PM	15	306	32	21	75	14	27	228	18	25	81	20	862
05:45 PM	7	313	3	14	56	16	27	176	6	32	51	22	723
Total	42	1230	99	85	250	48	97	815	44	105	231	80	3126
Grand Total	144	3255	300	286	901	177	394	3712	154	510	925	309	11067
Apprch %	3.9	88.0	8.1	21.0	66.1	13.0	9.2	87.1	3.6	29.2	53.0	17.7	
Total %	1.3	29.4	2.7	2.6	8.1	1.6	3.6	33.5	1.4	4.6	8.4	2.8	

City Traffic Counters
626.256.4171

File Name : WestOhio
Site Code : 00000000
Start Date : 2/7/2008
Page No : 2

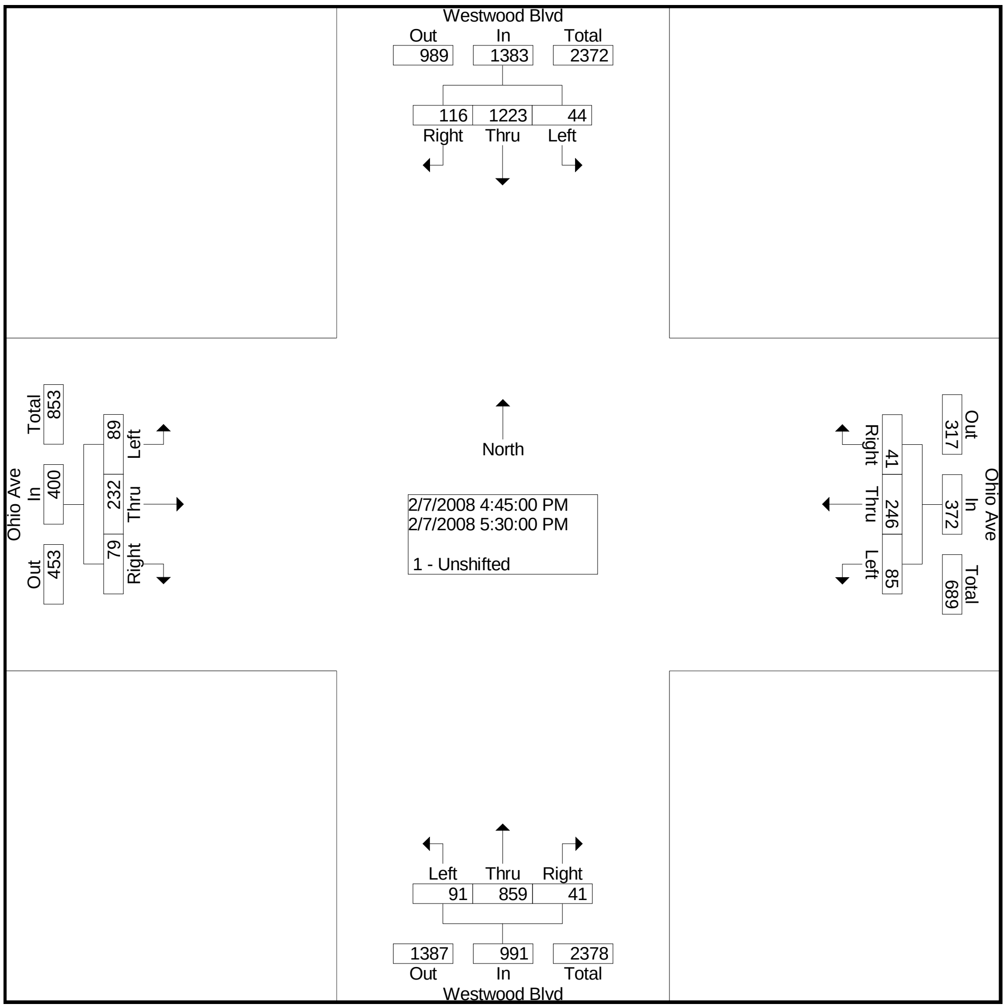
	Westwood Blvd Southbound				Ohio Ave Westbound				Westwood Blvd Northbound				Ohio Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	32	461	59	552	64	266	50	380	124	1179	48	1351	169	278	91	538	2821
Percent	5.8	83.5	10.7		16.8	70.0	13.2		9.2	87.3	3.6		31.4	51.7	16.9		
08:30 Volume	9	120	12	141	9	53	10	72	26	330	14	370	54	81	31	166	749
Peak Factor																	0.942
High Int.	08:15 AM				07:45 AM				08:30 AM				08:30 AM				
Volume	7	122	13	142	20	95	18	133	26	330	14	370	54	81	31	166	
Peak Factor				0.972				0.714				0.913				0.810	



City Traffic Counters
626.256.4171

File Name : WestOhio
Site Code : 00000000
Start Date : 2/7/2008
Page No : 3

	Westwood Blvd Southbound				Ohio Ave Westbound				Westwood Blvd Northbound				Ohio Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	44	1223	116	1383	85	246	41	372	91	859	41	991	89	232	79	400	3146
Percent	3.2	88.4	8.4		22.8	66.1	11.0		9.2	86.7	4.1		22.3	58.0	19.8		
05:30 Volume	15	306	32	353	21	75	14	110	27	228	18	273	25	81	20	126	862
Peak Factor																	0.912
High Int.	05:00 PM				05:30 PM				05:30 PM				05:30 PM				
Volume	11	322	30	363	21	75	14	110	27	228	18	273	25	81	20	126	
Peak Factor				0.952				0.845				0.908				0.794	



City Traffic Counters
626.256.4171

File Name : SawSM
Site Code : 00000000
Start Date : 2/14/2008
Page No : 1

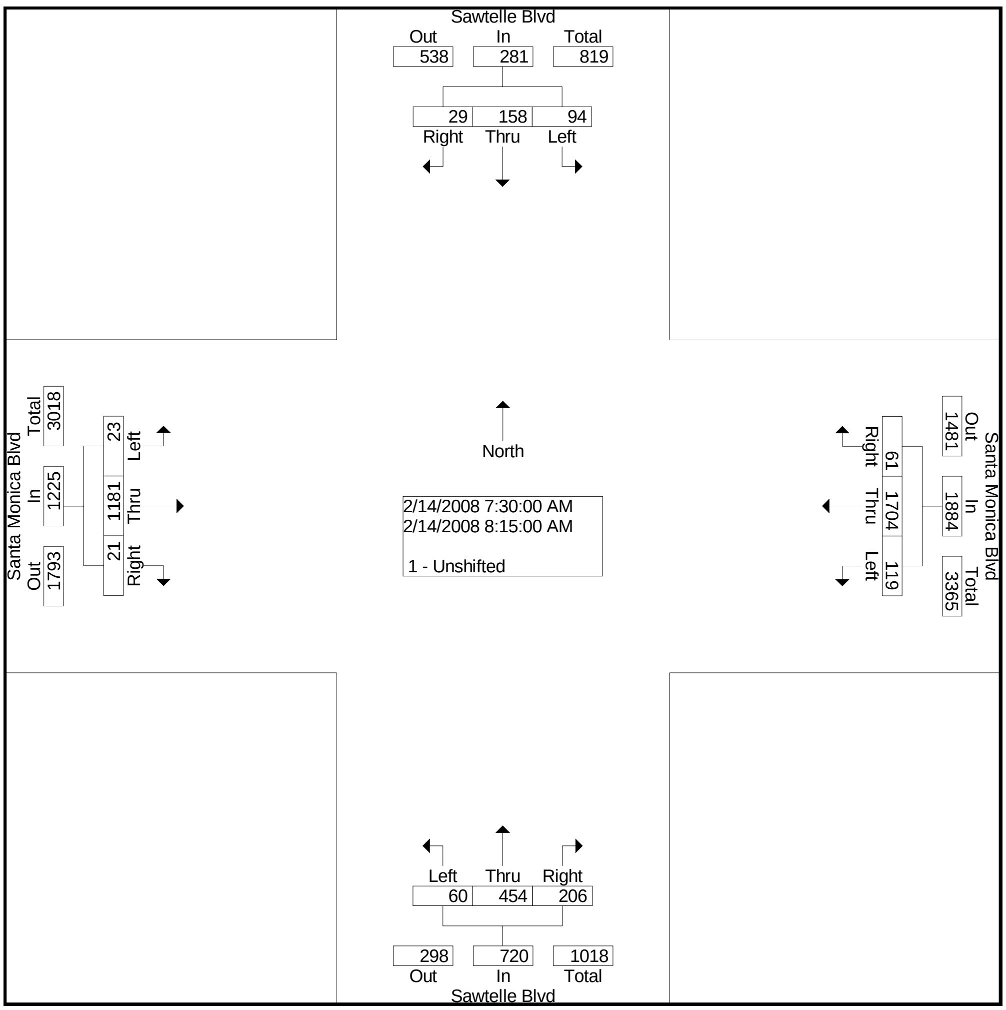
Groups Printed- 1 - Unshifted

	Sawtelle Blvd Southbound			Santa Monica Blvd Westbound			Sawtelle Blvd Northbound			Santa Monica Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	29	25	6	31	268	33	8	52	33	3	225	6	719
07:15 AM	8	20	0	31	331	38	17	66	25	2	244	6	788
07:30 AM	32	30	2	27	388	15	15	91	50	3	310	2	965
07:45 AM	18	37	6	41	470	14	18	117	48	6	317	6	1098
Total	87	112	14	130	1457	100	58	326	156	14	1096	20	3570
08:00 AM	23	54	13	19	412	14	15	113	53	8	292	11	1027
08:15 AM	21	37	8	32	434	18	12	133	55	6	262	2	1020
08:30 AM	21	35	5	27	411	9	6	85	65	3	274	6	947
08:45 AM	20	40	9	34	501	18	9	104	56	1	227	3	1022
Total	85	166	35	112	1758	59	42	435	229	18	1055	22	4016
04:00 PM	33	108	15	41	280	23	21	61	100	2	299	10	993
04:15 PM	32	111	4	46	276	17	11	124	93	2	366	7	1089
04:30 PM	30	168	7	35	321	15	20	53	97	3	291	12	1052
04:45 PM	25	144	5	47	325	13	22	121	103	7	332	2	1146
Total	120	531	31	169	1202	68	74	359	393	14	1288	31	4280
05:00 PM	50	129	10	26	279	22	10	71	126	0	259	2	984
05:15 PM	24	107	6	27	273	9	6	55	118	4	307	9	945
05:30 PM	33	82	6	40	283	13	6	78	122	2	309	3	977
05:45 PM	37	64	7	35	287	6	5	51	149	3	238	5	887
Total	144	382	29	128	1122	50	27	255	515	9	1113	19	3793
Grand Total	436	1191	109	539	5539	277	201	1375	1293	55	4552	92	15659
Apprch %	25.1	68.6	6.3	8.5	87.2	4.4	7.0	47.9	45.1	1.2	96.9	2.0	
Total %	2.8	7.6	0.7	3.4	35.4	1.8	1.3	8.8	8.3	0.4	29.1	0.6	

City Traffic Counters
626.256.4171

File Name : SawSM
Site Code : 00000000
Start Date : 2/14/2008
Page No : 2

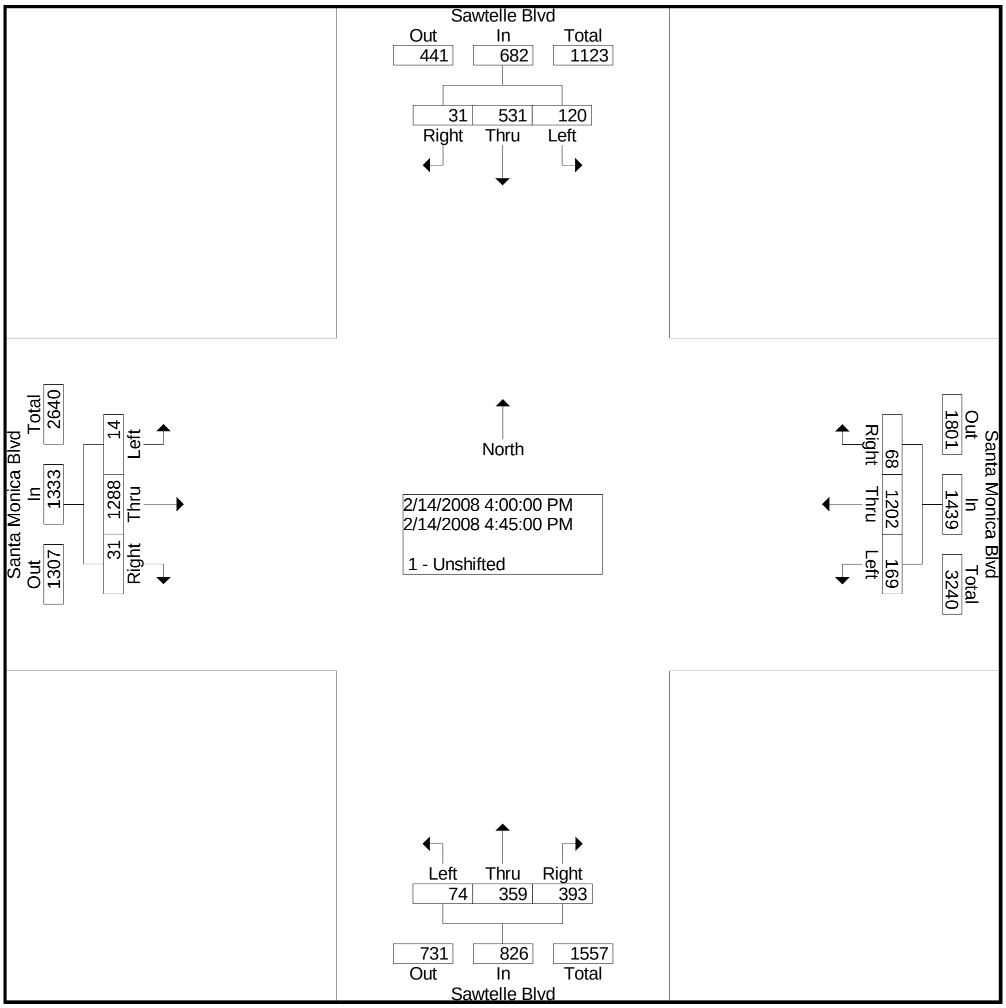
	Sawtelle Blvd Southbound				Santa Monica Blvd Westbound				Sawtelle Blvd Northbound				Santa Monica Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	94	158	29	281	119	1704	61	1884	60	454	206	720	23	1181	21	1225	4110
Percent	33.5	56.2	10.3		6.3	90.4	3.2		8.3	63.1	28.6		1.9	96.4	1.7		
07:45 Volume	18	37	6	61	41	470	14	525	18	117	48	183	6	317	6	329	1098
Peak Factor																	0.936
High Int.	08:00 AM				07:45 AM				08:15 AM				07:45 AM				
Volume	23	54	13	90	41	470	14	525	12	133	55	200	6	317	6	329	
Peak Factor				0.781				0.897				0.900				0.931	



City Traffic Counters
626.256.4171

File Name : SawSM
Site Code : 00000000
Start Date : 2/14/2008
Page No : 3

	Sawtelle Blvd Southbound				Santa Monica Blvd Westbound				Sawtelle Blvd Northbound				Santa Monica Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:00 PM																
Volume	120	531	31	682	169	1202	68	1439	74	359	393	826	14	1288	31	1333	4280
Percent	17.6	77.9	4.5		11.7	83.5	4.7		9.0	43.5	47.6		1.1	96.6	2.3		
04:45 Volume	25	144	5	174	47	325	13	385	22	121	103	246	7	332	2	341	1146
Peak Factor																	0.934
High Int.	04:30 PM				04:45 PM				04:45 PM				04:15 PM				
Volume	30	168	7	205	47	325	13	385	22	121	103	246	2	366	7	375	
Peak Factor				0.832				0.934				0.839				0.889	



City Traffic Counters
626.256.4171

File Name : 405sbSM
Site Code : 00000000
Start Date : 2/14/2008
Page No : 1

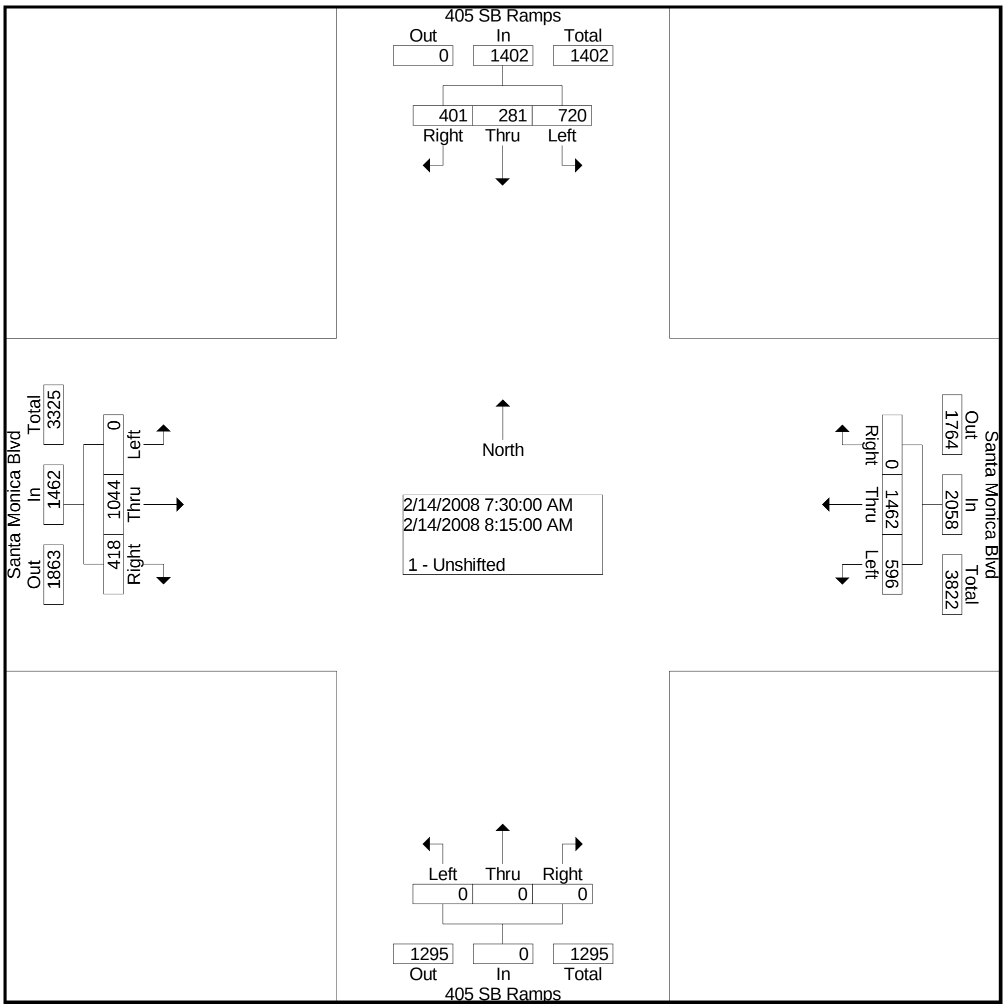
Groups Printed- 1 - Unshifted

	405 SB Ramps Southbound			Santa Monica Blvd Westbound			405 SB Ramps Northbound			Santa Monica Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	115	52	69	141	257	0	0	0	0	0	180	90	904
07:15 AM	151	54	60	168	329	0	0	0	0	0	172	98	1032
07:30 AM	160	71	79	146	360	0	0	0	0	0	265	128	1209
07:45 AM	176	74	101	154	410	0	0	0	0	0	262	114	1291
Total	602	251	309	609	1356	0	0	0	0	0	879	430	4436
08:00 AM	189	71	113	136	322	0	0	0	0	0	269	91	1191
08:15 AM	195	65	108	160	370	0	0	0	0	0	248	85	1231
08:30 AM	216	46	148	136	289	0	0	0	0	0	269	99	1203
08:45 AM	210	59	162	159	386	0	0	0	0	0	245	64	1285
Total	810	241	531	591	1367	0	0	0	0	0	1031	339	4910
04:00 PM	68	130	30	133	300	0	0	0	0	0	371	53	1085
04:15 PM	71	109	38	158	296	0	0	0	0	0	430	55	1157
04:30 PM	76	127	44	132	312	0	0	0	0	0	348	67	1106
04:45 PM	73	121	44	168	324	0	0	0	0	0	400	56	1186
Total	288	487	156	591	1232	0	0	0	0	0	1549	231	4534
05:00 PM	109	148	59	144	273	0	0	0	0	0	367	75	1175
05:15 PM	97	136	42	139	284	0	0	0	0	0	392	63	1153
05:30 PM	98	125	48	109	298	0	0	0	0	0	418	54	1150
05:45 PM	97	119	41	162	271	0	0	0	0	0	359	46	1095
Total	401	528	190	554	1126	0	0	0	0	0	1536	238	4573
Grand Total	2101	1507	1186	2345	5081	0	0	0	0	0	4995	1238	18453
Apprch %	43.8	31.4	24.7	31.6	68.4	0.0	0.0	0.0	0.0	0.0	80.1	19.9	
Total %	11.4	8.2	6.4	12.7	27.5	0.0	0.0	0.0	0.0	0.0	27.1	6.7	

City Traffic Counters
626.256.4171

File Name : 405sbSM
Site Code : 00000000
Start Date : 2/14/2008
Page No : 2

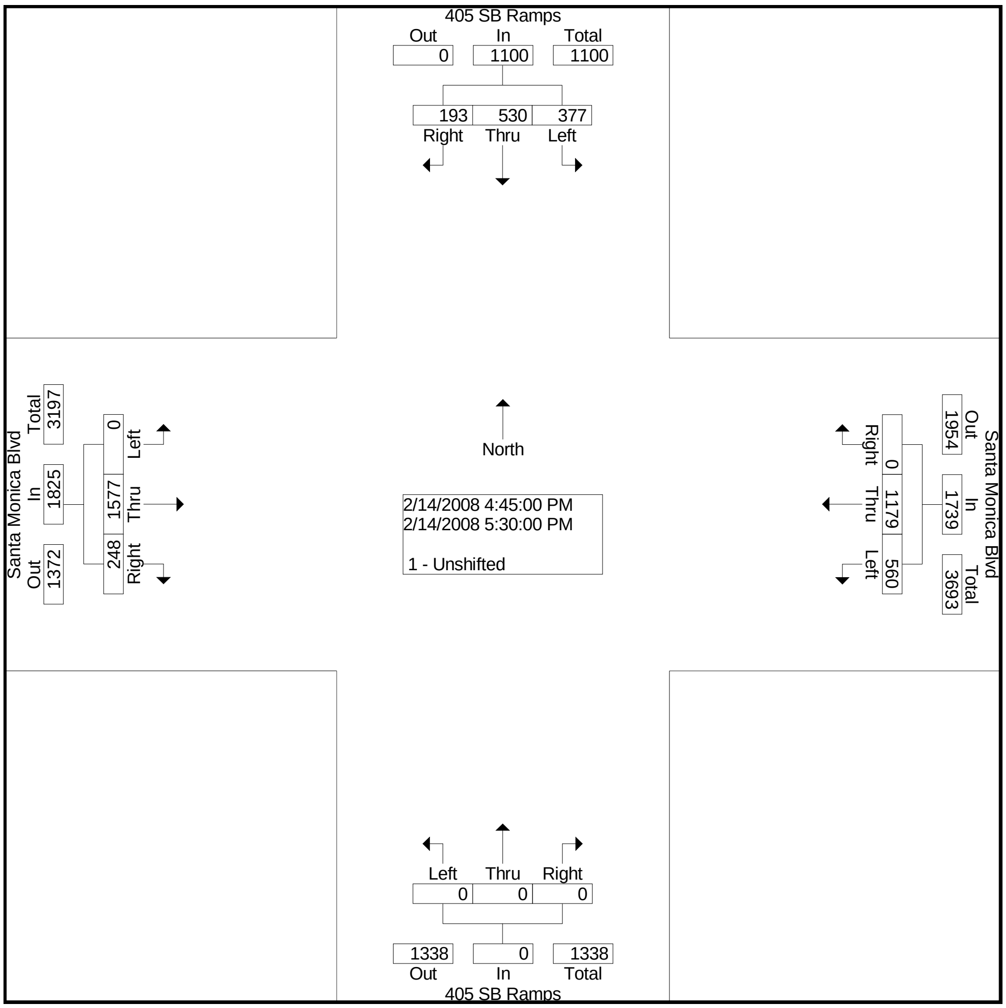
	405 SB Ramps Southbound				Santa Monica Blvd Westbound				405 SB Ramps Northbound				Santa Monica Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	720	281	401	1402	596	1462	0	2058	0	0	0	0	0	1044	418	1462	4922
Percent	51.4	20.0	28.6		29.0	71.0	0.0		0.0	0.0	0.0		0.0	71.4	28.6		
07:45 Volume	176	74	101	351	154	410	0	564	0	0	0	0	0	262	114	376	1291
Peak Factor																	0.953
High Int.	08:00 AM				07:45 AM				6:45:00 AM				07:30 AM				
Volume	189	71	113	373	154	410	0	564	0	0	0	0	0	265	128	393	
Peak Factor				0.940				0.912								0.930	



City Traffic Counters
626.256.4171

File Name : 405sbSM
Site Code : 00000000
Start Date : 2/14/2008
Page No : 3

	405 SB Ramps Southbound				Santa Monica Blvd Westbound				405 SB Ramps Northbound				Santa Monica Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	377	530	193	1100	560	1179	0	1739	0	0	0	0	0	1577	248	1825	4664
Percent	34.3	48.2	17.5		32.2	67.8	0.0		0.0	0.0	0.0		0.0	86.4	13.6		
04:45 Volume	73	121	44	238	168	324	0	492	0	0	0	0	0	400	56	456	1186
Peak Factor																	0.983
High Int.	05:00 PM				04:45 PM								05:30 PM				
Volume	109	148	59	316	168	324	0	492	0	0	0	0	0	418	54	472	
Peak Factor				0.870				0.884								0.967	



City Traffic Counters
626.256.4171

File Name : 405nbSM
Site Code : 00000000
Start Date : 2/14/2008
Page No : 1

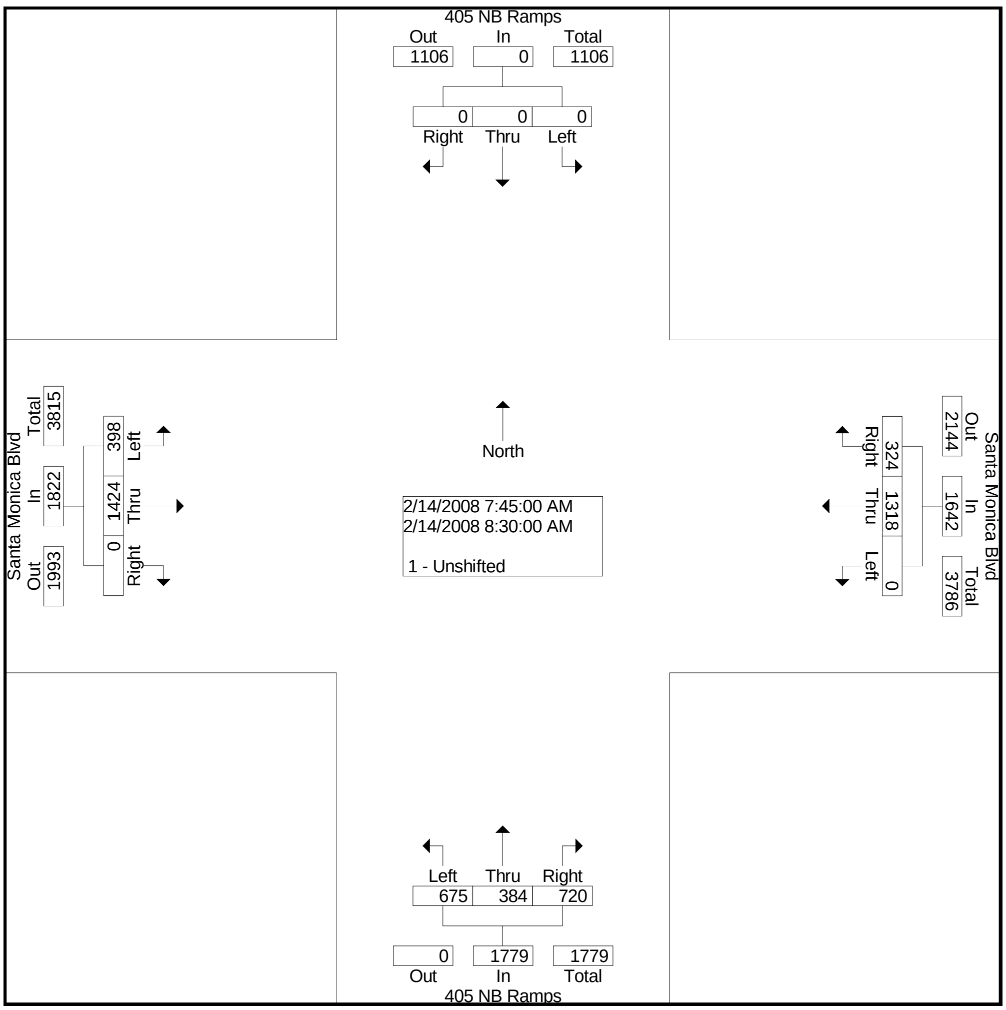
Groups Printed- 1 - Unshifted

	405 NB Ramps Southbound			Santa Monica Blvd Westbound			405 NB Ramps Northbound			Santa Monica Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	0	0	0	246	44	159	66	199	80	207	0	1001
07:15 AM	0	0	0	0	292	82	197	89	184	66	251	0	1161
07:30 AM	0	0	0	0	307	70	196	82	150	72	343	0	1220
07:45 AM	0	0	0	0	356	81	223	111	175	94	355	0	1395
Total	0	0	0	0	1201	277	775	348	708	312	1156	0	4777
08:00 AM	0	0	0	0	294	88	164	90	179	99	355	0	1269
08:15 AM	0	0	0	0	372	77	152	96	191	88	350	0	1326
08:30 AM	0	0	0	0	296	78	136	87	175	117	364	0	1253
08:45 AM	0	0	0	0	372	86	159	98	194	110	337	0	1356
Total	0	0	0	0	1334	329	611	371	739	414	1406	0	5204
04:00 PM	0	0	0	0	328	106	116	122	116	133	297	0	1218
04:15 PM	0	0	0	0	343	116	101	112	81	128	379	0	1260
04:30 PM	0	0	0	0	339	113	108	144	121	114	295	0	1234
04:45 PM	0	0	0	0	371	134	118	109	103	128	345	0	1308
Total	0	0	0	0	1381	469	443	487	421	503	1316	0	5020
05:00 PM	0	0	0	0	299	111	121	139	105	128	349	0	1252
05:15 PM	0	0	0	0	300	91	116	118	84	147	332	0	1188
05:30 PM	0	0	0	0	277	92	128	158	112	134	369	0	1270
05:45 PM	0	0	0	2	319	128	111	124	98	127	334	0	1243
Total	0	0	0	2	1195	422	476	539	399	536	1384	0	4953
Grand Total	0	0	0	2	5111	1497	2305	1745	2267	1765	5262	0	19954
Apprch %	0.0	0.0	0.0	0.0	77.3	22.6	36.5	27.6	35.9	25.1	74.9	0.0	
Total %	0.0	0.0	0.0	0.0	25.6	7.5	11.6	8.7	11.4	8.8	26.4	0.0	

City Traffic Counters
626.256.4171

File Name : 405nbSM
Site Code : 00000000
Start Date : 2/14/2008
Page No : 2

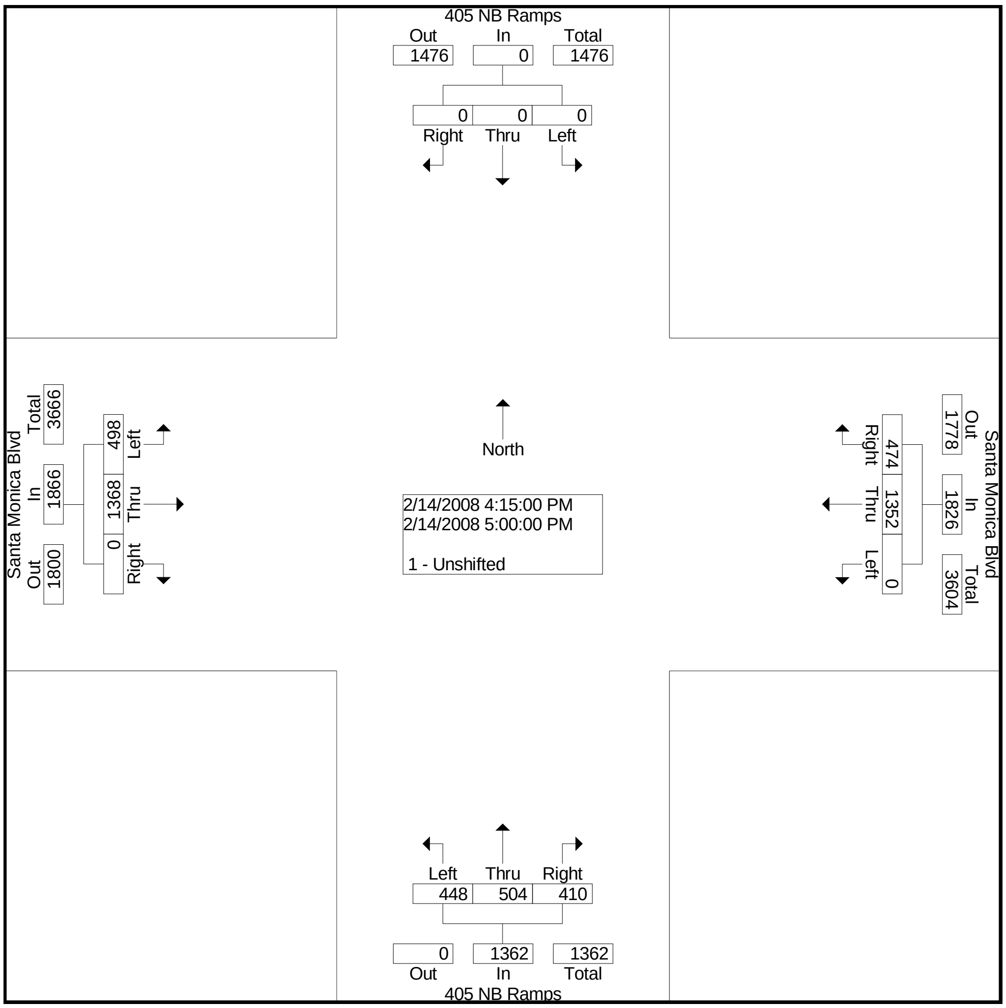
	405 NB Ramps Southbound				Santa Monica Blvd Westbound				405 NB Ramps Northbound				Santa Monica Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	0	0	0	0	0	1318	324	1642	675	384	720	1779	398	1424	0	1822	5243
Percent	0.0	0.0	0.0		0.0	80.3	19.7		37.9	21.6	40.5		21.8	78.2	0.0		
07:45 Volume	0	0	0	0	0	356	81	437	223	111	175	509	94	355	0	449	1395
Peak Factor																	0.940
High Int.	6:45:00 AM				08:15 AM				07:45 AM				08:30 AM				
Volume	0	0	0	0	0	372	77	449	223	111	175	509	117	364	0	481	
Peak Factor								0.914				0.874				0.947	



City Traffic Counters
626.256.4171

File Name : 405nbSM
Site Code : 00000000
Start Date : 2/14/2008
Page No : 3

	405 NB Ramps Southbound				Santa Monica Blvd Westbound				405 NB Ramps Northbound				Santa Monica Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:15 PM																
Volume	0	0	0	0	0	1352	474	1826	448	504	410	1362	498	1368	0	1866	5054
Percent	0.0	0.0	0.0		0.0	74.0	26.0		32.9	37.0	30.1		26.7	73.3	0.0		
04:45 Volume	0	0	0	0	0	371	134	505	118	109	103	330	128	345	0	473	1308
Peak Factor																	0.966
High Int.					04:45 PM				04:30 PM				04:15 PM				
Volume	0	0	0	0	0	371	134	505	108	144	121	373	128	379	0	507	
Peak Factor								0.904				0.913				0.920	



City Traffic Counters
626.256.4171

File Name : SepSM
Site Code : 00000000
Start Date : 2/19/2008
Page No : 1

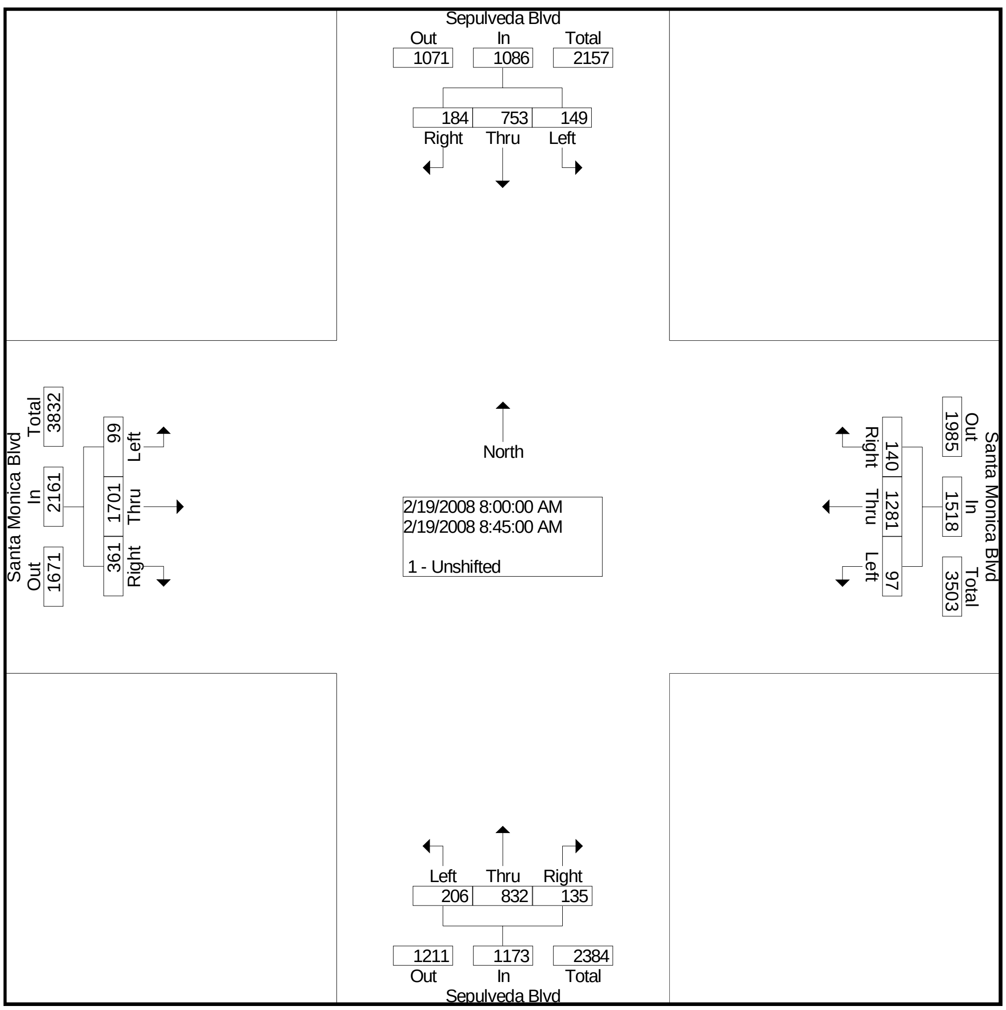
Groups Printed- 1 - Unshifted

	Sepulveda Blvd Southbound			Santa Monica Blvd Westbound			Sepulveda Blvd Northbound			Santa Monica Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	30	106	32	30	232	15	40	155	21	35	227	90	1013
07:15 AM	34	136	45	25	306	23	50	124	29	40	308	94	1214
07:30 AM	25	144	65	23	314	34	48	294	46	30	373	81	1477
07:45 AM	39	139	61	31	335	33	40	195	33	31	401	104	1442
Total	128	525	203	109	1187	105	178	768	129	136	1309	369	5146
08:00 AM	34	168	43	22	341	31	46	197	47	34	417	85	1465
08:15 AM	34	157	47	27	333	34	49	221	35	24	440	76	1477
08:30 AM	43	211	49	28	317	39	55	203	28	21	436	89	1519
08:45 AM	38	217	45	20	290	36	56	211	25	20	408	111	1477
Total	149	753	184	97	1281	140	206	832	135	99	1701	361	5938
04:00 PM	33	248	46	42	354	34	40	268	38	38	349	55	1545
04:15 PM	33	232	42	45	363	41	37	166	41	41	388	66	1495
04:30 PM	36	282	50	44	338	31	36	217	45	35	394	70	1578
04:45 PM	29	250	38	44	382	51	38	186	39	41	338	83	1519
Total	131	1012	176	175	1437	157	151	837	163	155	1469	274	6137
05:00 PM	42	289	56	57	325	38	49	213	59	36	359	70	1593
05:15 PM	39	302	56	45	305	42	43	180	60	33	313	81	1499
05:30 PM	44	278	64	45	274	54	45	226	56	41	361	90	1578
05:45 PM	43	233	60	41	323	49	50	205	65	34	315	97	1515
Total	168	1102	236	188	1227	183	187	824	240	144	1348	338	6185
Grand Total	576	3392	799	569	5132	585	722	3261	667	534	5827	1342	23406
Apprch %	12.1	71.2	16.8	9.1	81.6	9.3	15.5	70.1	14.3	6.9	75.6	17.4	
Total %	2.5	14.5	3.4	2.4	21.9	2.5	3.1	13.9	2.8	2.3	24.9	5.7	

City Traffic Counters
626.256.4171

File Name : SepSM
Site Code : 00000000
Start Date : 2/19/2008
Page No : 2

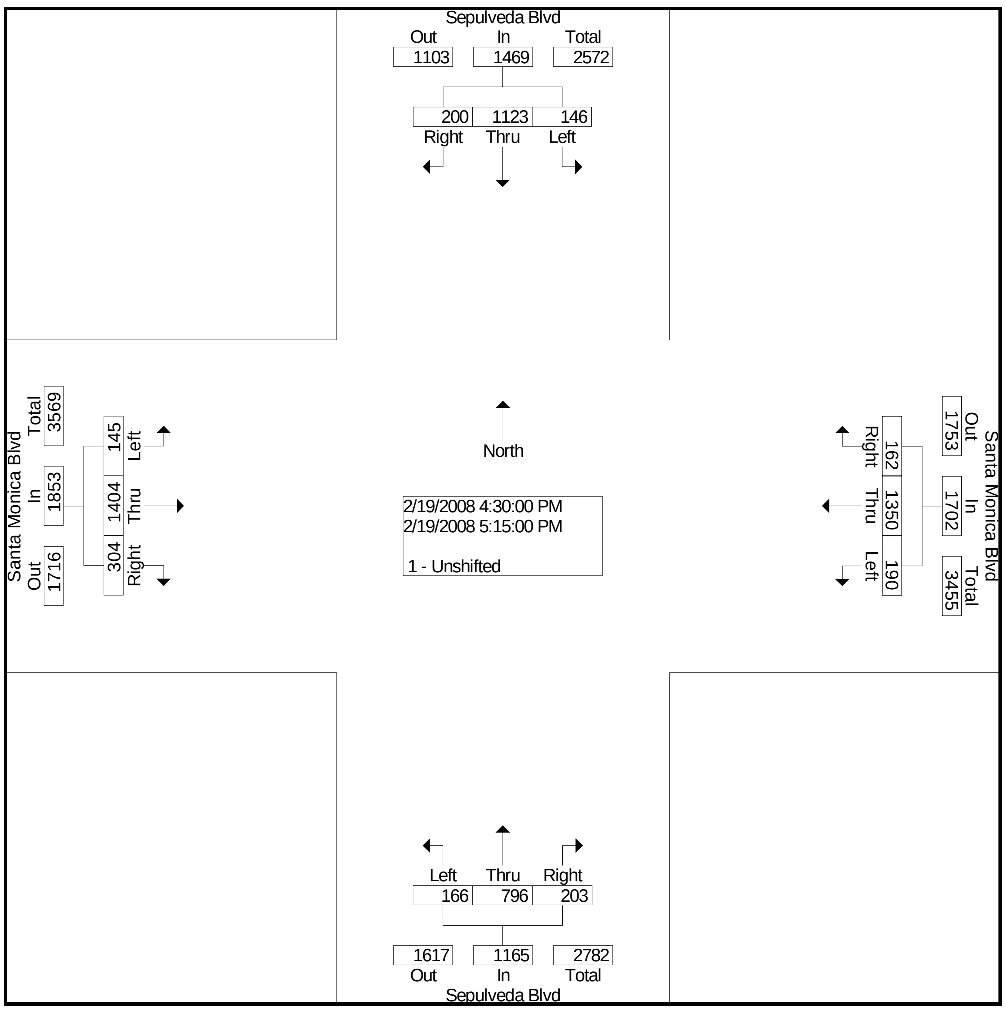
	Sepulveda Blvd Southbound				Santa Monica Blvd Westbound				Sepulveda Blvd Northbound				Santa Monica Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	149	753	184	1086	97	1281	140	1518	206	832	135	1173	99	1701	361	2161	5938
Percent	13.7	69.3	16.9		6.4	84.4	9.2		17.6	70.9	11.5		4.6	78.7	16.7		
08:30 Volume	43	211	49	303	28	317	39	384	55	203	28	286	21	436	89	546	1519
Peak Factor																	0.977
High Int.	08:30 AM				08:00 AM				08:15 AM				08:30 AM				
Volume	43	211	49	303	22	341	31	394	49	221	35	305	21	436	89	546	
Peak Factor				0.896				0.963				0.961				0.989	



City Traffic Counters
626.256.4171

File Name : SepSM
Site Code : 00000000
Start Date : 2/19/2008
Page No : 3

	Sepulveda Blvd Southbound				Santa Monica Blvd Westbound				Sepulveda Blvd Northbound				Santa Monica Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	146	1123	200	1469	190	1350	162	1702	166	796	203	1165	145	1404	304	1853	6189
Percent	9.9	76.4	13.6		11.2	79.3	9.5		14.2	68.3	17.4		7.8	75.8	16.4		
05:00 Volume	42	289	56	387	57	325	38	420	49	213	59	321	36	359	70	465	1593
Peak Factor																	0.971
High Int.	05:15 PM				04:45 PM				05:00 PM				04:30 PM				
Volume	39	302	56	397	44	382	51	477	49	213	59	321	35	394	70	499	
Peak Factor				0.925				0.892				0.907				0.928	



City Traffic Counters
626.256.4171

File Name : VetSM
Site Code : 00000000
Start Date : 2/14/2008
Page No : 1

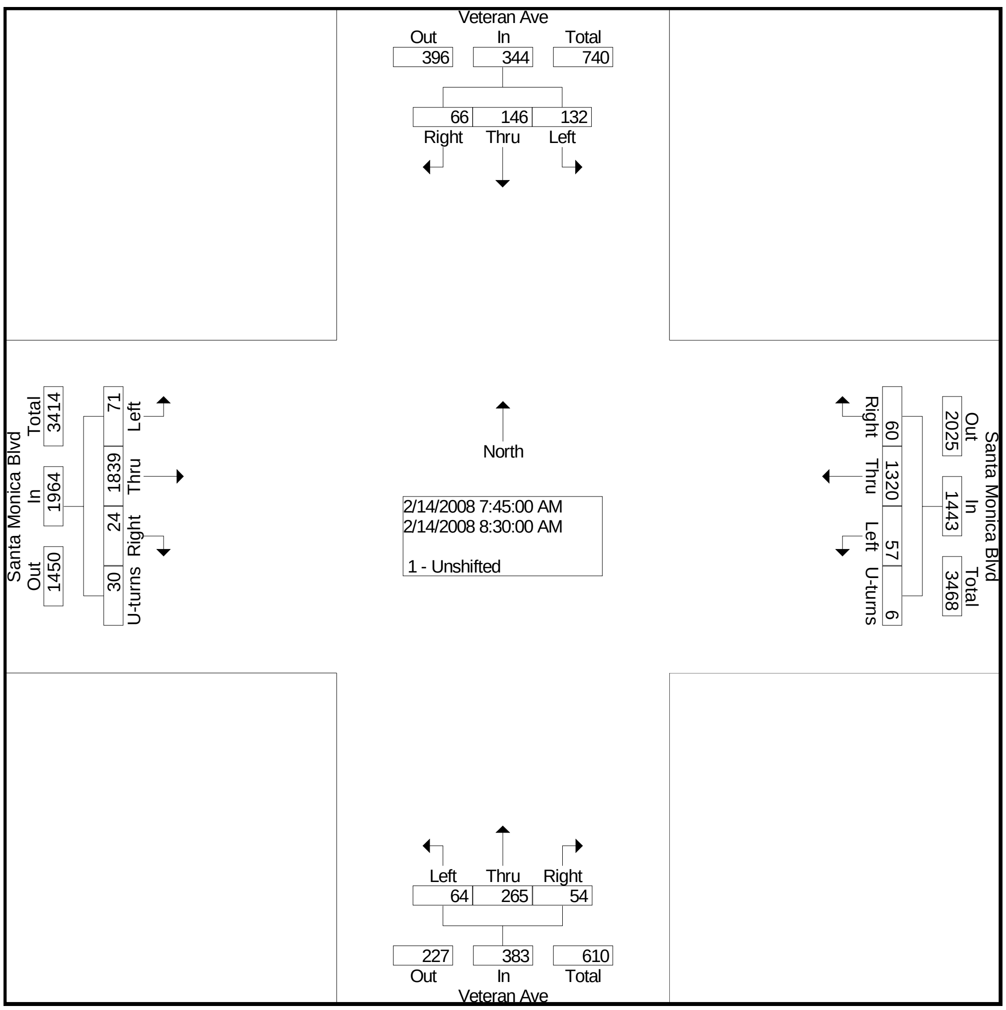
Groups Printed- 1 - Unshifted

	Veteran Ave Southbound			Santa Monica Blvd Westbound				Veteran Ave Northbound			Santa Monica Blvd Eastbound				
Start Time	Left	Thru	Right	Left	Thru	Right	U-turns	Left	Thru	Right	Left	Thru	Right	U-turns	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	14	18	16	2	261	9	0	15	24	5	9	313	8	12	706
07:15 AM	16	17	11	9	318	17	0	7	43	5	12	347	6	15	823
07:30 AM	25	22	14	8	335	11	0	20	68	6	20	405	5	8	947
07:45 AM	33	36	16	15	346	12	1	20	60	6	16	438	6	5	1010
Total	88	93	57	34	1260	49	1	62	195	22	57	1503	25	40	3486
08:00 AM	27	30	16	13	314	16	0	19	54	9	18	460	9	5	990
08:15 AM	34	32	17	15	327	14	2	15	82	21	20	472	5	8	1064
08:30 AM	38	48	17	14	333	18	3	10	69	18	17	469	4	12	1070
08:45 AM	32	39	19	20	301	13	2	12	84	15	9	436	9	11	1002
Total	131	149	69	62	1275	61	7	56	289	63	64	1837	27	36	4126
04:00 PM	27	109	24	20	317	84	2	8	61	5	29	375	10	4	1075
04:15 PM	37	103	19	15	358	31	1	15	47	4	38	385	33	12	1098
04:30 PM	31	119	18	11	259	32	1	4	60	10	31	419	11	9	1015
04:45 PM	24	138	13	25	367	32	2	15	61	12	40	363	9	9	1110
Total	119	469	74	71	1301	179	6	42	229	31	138	1542	63	34	4298
05:00 PM	41	135	19	21	360	16	4	14	82	13	29	416	9	7	1166
05:15 PM	30	124	12	17	337	24	1	14	59	10	36	378	9	6	1057
05:30 PM	28	137	15	19	348	14	0	19	82	11	43	392	4	4	1116
05:45 PM	28	94	17	33	385	19	0	5	60	9	74	351	10	3	1088
Total	127	490	63	90	1430	73	5	52	283	43	182	1537	32	20	4427
Grand Total	465	1201	263	257	5266	362	19	212	996	159	441	6419	147	130	16337
Apprch %	24.1	62.3	13.6	4.4	89.2	6.1	0.3	15.5	72.9	11.6	6.2	89.9	2.1	1.8	
Total %	2.8	7.4	1.6	1.6	32.2	2.2	0.1	1.3	6.1	1.0	2.7	39.3	0.9	0.8	

City Traffic Counters
626.256.4171

File Name : VetSM
Site Code : 00000000
Start Date : 2/14/2008
Page No : 2

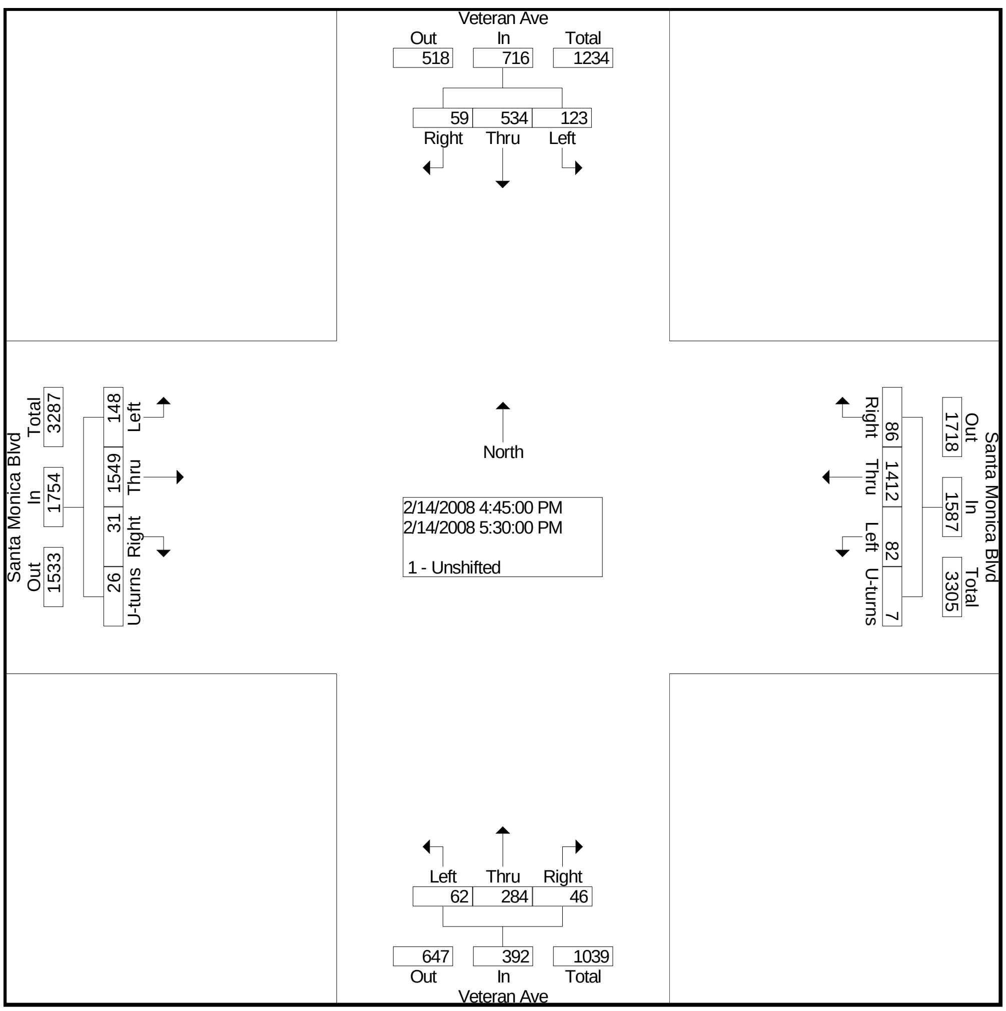
	Veteran Ave Southbound				Santa Monica Blvd Westbound					Veteran Ave Northbound				Santa Monica Blvd Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-turns	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-turns	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																			
Intersection	07:45 AM																		
Volume	132	146	66	344	57	1320	60	6	1443	64	265	54	383	71	1839	24	30	1964	4134
Percent	38.4	42.4	19.2		4.0	91.5	4.2	0.4		16.7	69.2	14.1		3.6	93.6	1.2	1.5		
08:30 Volume	38	48	17	103	14	333	18	3	368	10	69	18	97	17	469	4	12	502	1070
Peak Factor																			0.966
High Int.	08:30 AM				07:45 AM					08:15 AM				08:15 AM					
Volume	38	48	17	103	15	346	12	1	374	15	82	21	118	20	472	5	8	505	
Peak Factor				0.835					0.965				0.811					0.972	



City Traffic Counters
626.256.4171

File Name : VetSM
Site Code : 00000000
Start Date : 2/14/2008
Page No : 3

	Veteran Ave Southbound				Santa Monica Blvd Westbound					Veteran Ave Northbound				Santa Monica Blvd Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-turns	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-turns	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																			
Intersection	04:45 PM																		
Volume	123	534	59	716	82	1412	86	7	1587	62	284	46	392	148	1549	31	26	1754	4449
Percent	17.2	74.6	8.2		5.2	89.0	5.4	0.4		15.8	72.4	11.7		8.4	88.3	1.8	1.5		
05:00 Volume	41	135	19	195	21	360	16	4	401	14	82	13	109	29	416	9	7	461	1166
Peak Factor																			0.954
High Int.	05:00 PM				04:45 PM					05:30 PM				05:00 PM					
Volume	41	135	19	195	25	367	32	2	426	19	82	11	112	29	416	9	7	461	
Peak Factor				0.918					0.931				0.875					0.951	



City Traffic Counters
626.256.4171

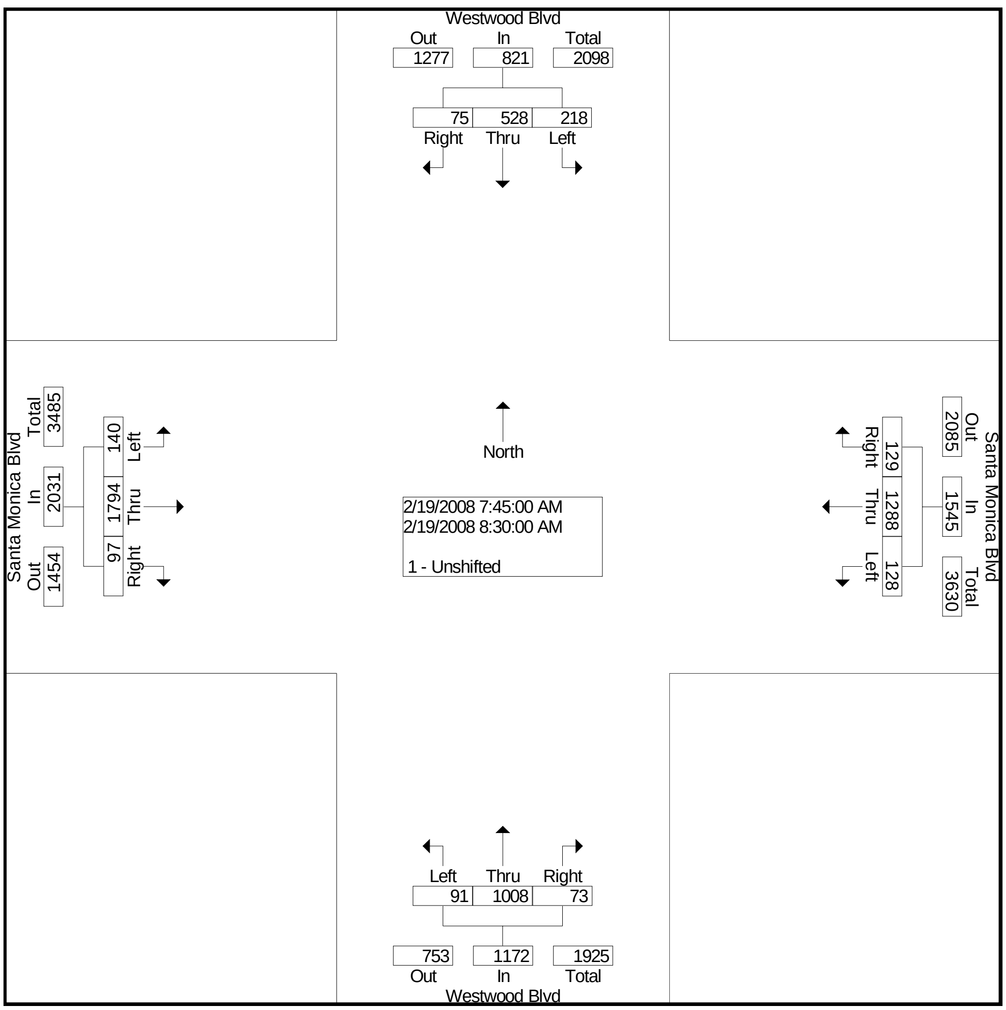
File Name : WestSM
Site Code : 00000000
Start Date : 2/19/2008
Page No : 1

Groups Printed- 1 - Unshifted

	Westwood Blvd Southbound			Santa Monica Blvd Westbound			Westwood Blvd Northbound			Santa Monica Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	22	65	14	19	231	22	16	160	9	26	311	17	912
07:15 AM	31	80	21	31	261	26	32	202	18	23	328	20	1073
07:30 AM	32	120	20	33	363	42	36	236	18	44	384	24	1352
07:45 AM	52	158	21	37	306	43	20	249	18	41	430	21	1396
Total	137	423	76	120	1161	133	104	847	63	134	1453	82	4733
08:00 AM	39	112	14	39	337	27	27	218	15	31	444	26	1329
08:15 AM	68	124	24	27	291	27	26	276	21	35	459	26	1404
08:30 AM	59	134	16	25	354	32	18	265	19	33	461	24	1440
08:45 AM	45	165	20	36	305	38	10	238	21	26	440	26	1370
Total	211	535	74	127	1287	124	81	997	76	125	1804	102	5543
04:00 PM	59	307	40	33	387	52	15	170	30	32	365	34	1524
04:15 PM	60	295	29	52	337	52	21	198	35	34	355	30	1498
04:30 PM	44	280	31	44	341	48	20	186	23	44	373	25	1459
04:45 PM	52	320	28	45	299	46	23	236	19	38	357	36	1499
Total	215	1202	128	174	1364	198	79	790	107	148	1450	125	5980
05:00 PM	46	329	31	45	352	63	37	196	20	33	404	31	1587
05:15 PM	46	371	30	61	322	65	23	227	29	46	327	39	1586
05:30 PM	49	343	30	49	375	49	24	198	25	42	369	28	1581
05:45 PM	56	315	31	40	327	53	22	246	25	43	324	33	1515
Total	197	1358	122	195	1376	230	106	867	99	164	1424	131	6269
Grand Total	760	3518	400	616	5188	685	370	3501	345	571	6131	440	22525
Apprch %	16.2	75.2	8.6	9.5	80.0	10.6	8.8	83.0	8.2	8.0	85.8	6.2	
Total %	3.4	15.6	1.8	2.7	23.0	3.0	1.6	15.5	1.5	2.5	27.2	2.0	

File Name : WestSM
Site Code : 00000000
Start Date : 2/19/2008
Page No : 2

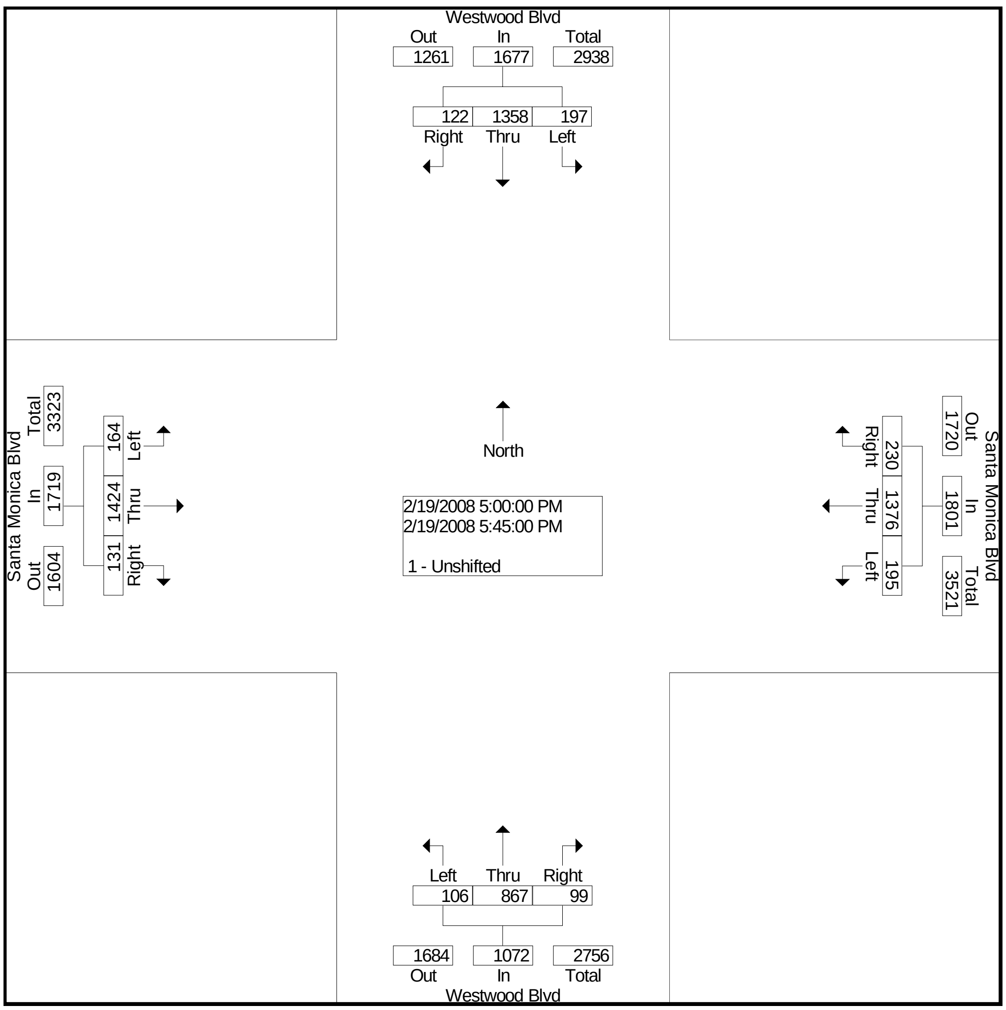
	Westwood Blvd Southbound				Santa Monica Blvd Westbound				Westwood Blvd Northbound				Santa Monica Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	218	528	75	821	128	1288	129	1545	91	1008	73	1172	140	1794	97	2031	5569
Percent	26.6	64.3	9.1		8.3	83.4	8.3		7.8	86.0	6.2		6.9	88.3	4.8		
08:30 Volume	59	134	16	209	25	354	32	411	18	265	19	302	33	461	24	518	1440
Peak Factor																	0.967
High Int.	07:45 AM				08:30 AM				08:15 AM				08:15 AM				
Volume	52	158	21	231	25	354	32	411	26	276	21	323	35	459	26	520	
Peak Factor				0.889				0.940				0.907				0.976	



City Traffic Counters
626.256.4171

File Name : WestSM
Site Code : 00000000
Start Date : 2/19/2008
Page No : 3

	Westwood Blvd Southbound				Santa Monica Blvd Westbound				Westwood Blvd Northbound				Santa Monica Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	197	1358	122	1677	195	1376	230	1801	106	867	99	1072	164	1424	131	1719	6269
Percent	11.7	81.0	7.3		10.8	76.4	12.8		9.9	80.9	9.2		9.5	82.8	7.6		
05:00 Volume	46	329	31	406	45	352	63	460	37	196	20	253	33	404	31	468	1587
Peak Factor																	0.988
High Int.	05:15 PM				05:30 PM				05:45 PM				05:00 PM				
Volume	46	371	30	447	49	375	49	473	22	246	25	293	33	404	31	468	
Peak Factor				0.938				0.952				0.915				0.918	



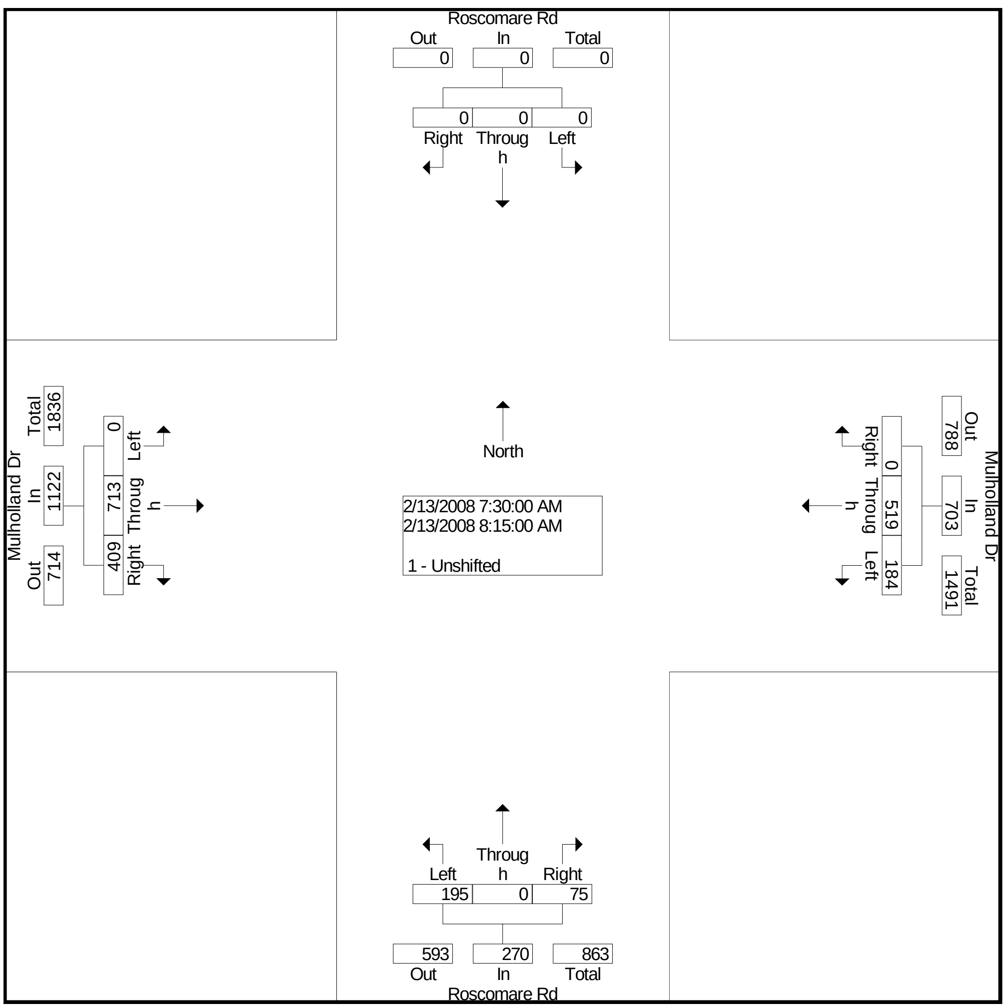
City Traffic Counters
(626) 256-4171

File Name : RoscoMul
Site Code : 00000000
Start Date : 2/13/2008
Page No : 1

Groups Printed- 1 - Unshifted

	Roscomare Rd Southbound			Mulholland Dr Westbound			Roscomare Rd Northbound			Mulholland Dr Eastbound			
Start Time	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	0	0	29	66	0	27	0	4	0	98	47	271
07:15 AM	0	0	0	35	102	0	31	0	4	0	115	59	346
07:30 AM	0	0	0	37	136	0	43	0	11	0	172	99	498
07:45 AM	0	0	0	49	148	0	51	0	11	0	152	97	508
Total	0	0	0	150	452	0	152	0	30	0	537	302	1623
08:00 AM	0	0	0	56	116	0	41	0	19	0	187	121	540
08:15 AM	0	0	0	42	119	0	60	0	34	0	202	92	549
08:30 AM	0	0	0	30	69	0	37	0	14	0	161	88	399
08:45 AM	0	0	0	33	108	0	32	0	3	0	131	74	381
Total	0	0	0	161	412	0	170	0	70	0	681	375	1869
04:00 PM	0	0	0	15	127	0	85	0	27	0	72	22	348
04:15 PM	0	0	0	14	116	0	50	0	25	0	69	23	297
04:30 PM	0	0	0	12	129	0	54	0	39	0	55	23	312
04:45 PM	0	0	0	12	140	0	74	0	30	0	90	23	369
Total	0	0	0	53	512	0	263	0	121	0	286	91	1326
05:00 PM	0	0	0	14	141	0	67	0	40	0	82	25	369
05:15 PM	0	0	0	7	145	0	72	0	45	0	65	27	361
05:30 PM	0	0	0	12	167	0	75	0	30	0	84	27	395
05:45 PM	0	0	0	14	160	0	62	0	31	0	57	24	348
Total	0	0	0	47	613	0	276	0	146	0	288	103	1473
Grand Total	0	0	0	411	1989	0	861	0	367	0	1792	871	6291
Apprch %	0.0	0.0	0.0	17.1	82.9	0.0	70.1	0.0	29.9	0.0	67.3	32.7	
Total %	0.0	0.0	0.0	6.5	31.6	0.0	13.7	0.0	5.8	0.0	28.5	13.8	

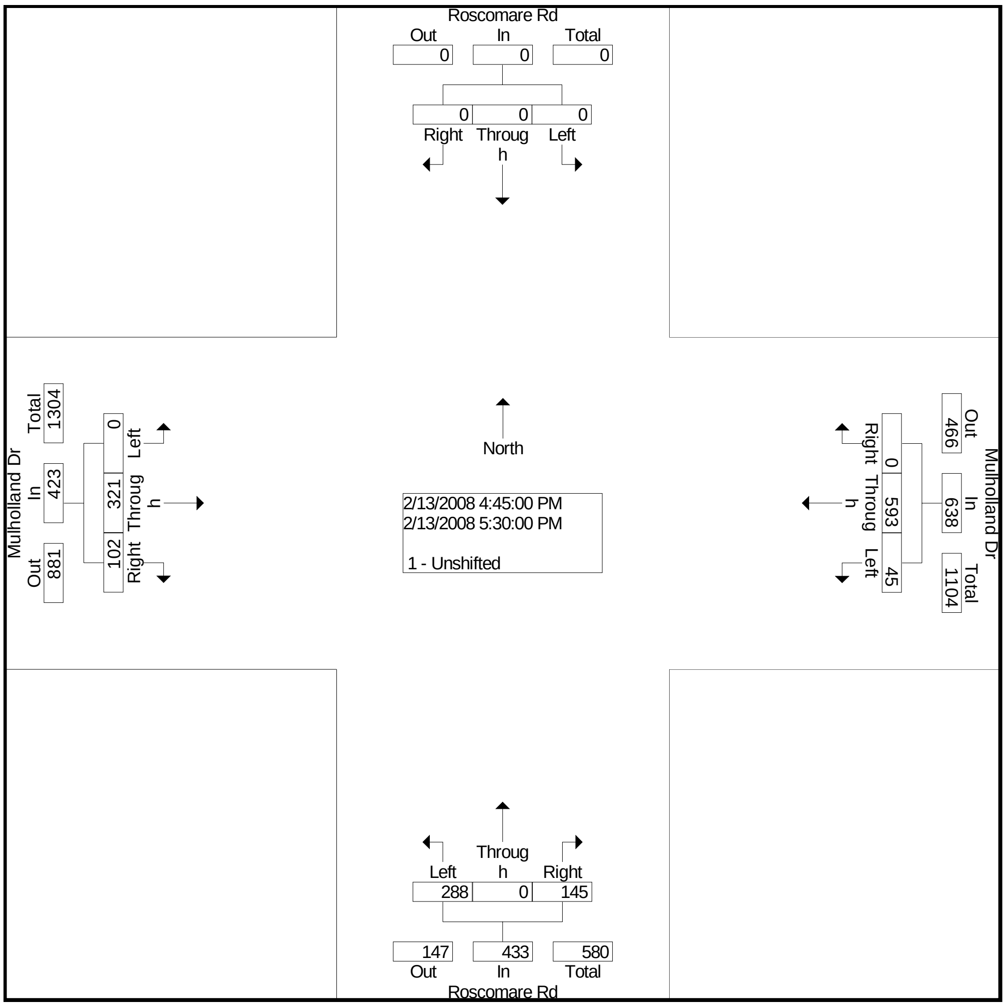
	Roscomare Rd Southbound				Mulholland Dr Westbound				Roscomare Rd Northbound				Mulholland Dr Eastbound				
Start Time	Left	Thro ug h	Right	App. Total	Left	Thro ug h	Right	App. Total	Left	Thro ug h	Right	App. Total	Left	Thro ug h	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	0	0	0	0	184	519	0	703	195	0	75	270	0	713	409	1122	2095
Percent	0.0	0.0	0.0		26.2	73.8	0.0		72.2	0.0	27.8		0.0	63.5	36.5		
08:15 Volume	0	0	0	0	42	119	0	161	60	0	34	94	0	202	92	294	549
Peak Factor																	0.954
High Int.	6:45:00 AM				07:45 AM				08:15 AM				08:00 AM				
Volume	0	0	0	0	49	148	0	197	60	0	34	94	0	187	121	308	
Peak Factor								0.892				0.718				0.911	



City Traffic Counters
(626) 256-4171

File Name : RoscoMul
Site Code : 00000000
Start Date : 2/13/2008
Page No : 3

	Roscomare Rd Southbound				Mulholland Dr Westbound				Roscomare Rd Northbound				Mulholland Dr Eastbound				
Start Time	Left	Throug h	Right	App. Total	Left	Throug h	Right	App. Total	Left	Throug h	Right	App. Total	Left	Throug h	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	0	0	0	0	45	593	0	638	288	0	145	433	0	321	102	423	1494
Percent	0.0	0.0	0.0		7.1	92.9	0.0		66.5	0.0	33.5		0.0	75.9	24.1		
05:30 Volume	0	0	0	0	12	167	0	179	75	0	30	105	0	84	27	111	395
Peak Factor																	0.946
High Int.					05:30 PM				05:15 PM				04:45 PM				
Volume	0	0	0	0	12	167	0	179	72	0	45	117	0	90	23	113	
Peak Factor								0.891				0.925				0.936	



City Traffic Counters
626.256.4171

File Name : RoseLinStra
Site Code : 00000000
Start Date : 2/21/2008
Page No : 1

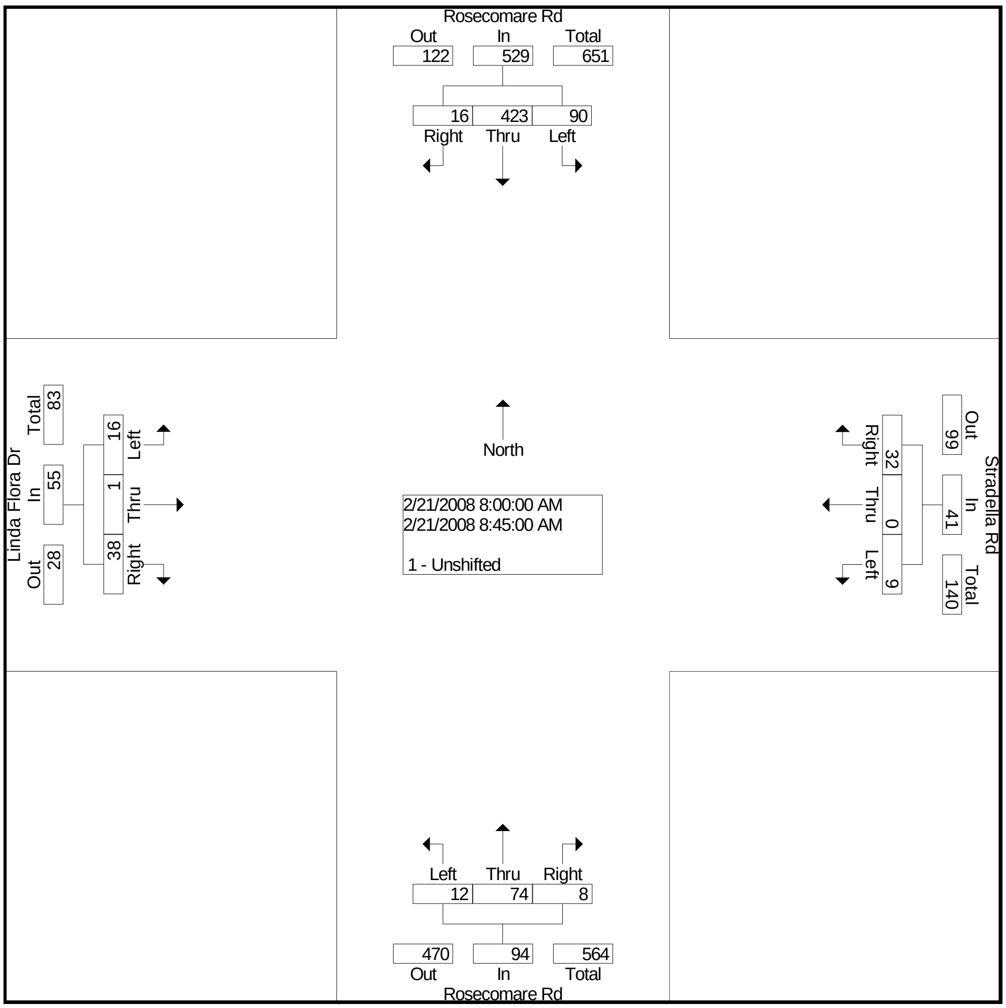
Groups Printed- 1 - Unshifted

	Rosecomare Rd Southbound			Stradella Rd Westbound			Rosecomare Rd Northbound			Linda Flora Dr Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	14	43	5	2	0	7	5	4	1	2	3	8	94
07:15 AM	21	76	1	3	0	13	0	8	1	5	0	6	134
07:30 AM	16	106	1	2	0	11	1	16	1	5	1	9	169
07:45 AM	12	99	3	3	0	19	0	10	3	1	0	10	160
Total	63	324	10	10	0	50	6	38	6	13	4	33	557
08:00 AM	22	78	6	4	0	21	2	37	4	7	0	5	186
08:15 AM	17	128	4	3	0	4	5	13	0	4	0	8	186
08:30 AM	29	94	5	1	0	3	4	9	0	1	0	14	160
08:45 AM	22	123	1	1	0	4	1	15	4	4	1	11	187
Total	90	423	16	9	0	32	12	74	8	16	1	38	719
04:00 PM	11	25	4	3	0	14	6	69	1	4	0	2	139
04:15 PM	10	17	4	2	0	15	11	98	2	2	0	3	164
04:30 PM	7	15	3	0	0	15	5	93	1	3	0	2	144
04:45 PM	15	13	2	2	0	12	4	96	1	6	0	4	155
Total	43	70	13	7	0	56	26	356	5	15	0	11	602
05:00 PM	5	13	3	2	1	17	2	103	2	3	0	1	152
05:15 PM	5	16	5	0	0	10	2	108	6	2	0	4	158
05:30 PM	7	9	4	0	0	12	9	102	2	3	0	1	149
05:45 PM	7	11	2	0	1	6	3	87	2	2	1	3	125
Total	24	49	14	2	2	45	16	400	12	10	1	9	584
Grand Total	220	866	53	28	2	183	60	868	31	54	6	91	2462
Apprch %	19.3	76.0	4.7	13.1	0.9	85.9	6.3	90.5	3.2	35.8	4.0	60.3	
Total %	8.9	35.2	2.2	1.1	0.1	7.4	2.4	35.3	1.3	2.2	0.2	3.7	

City Traffic Counters
626.256.4171

File Name : RoseLinStra
Site Code : 00000000
Start Date : 2/21/2008
Page No : 2

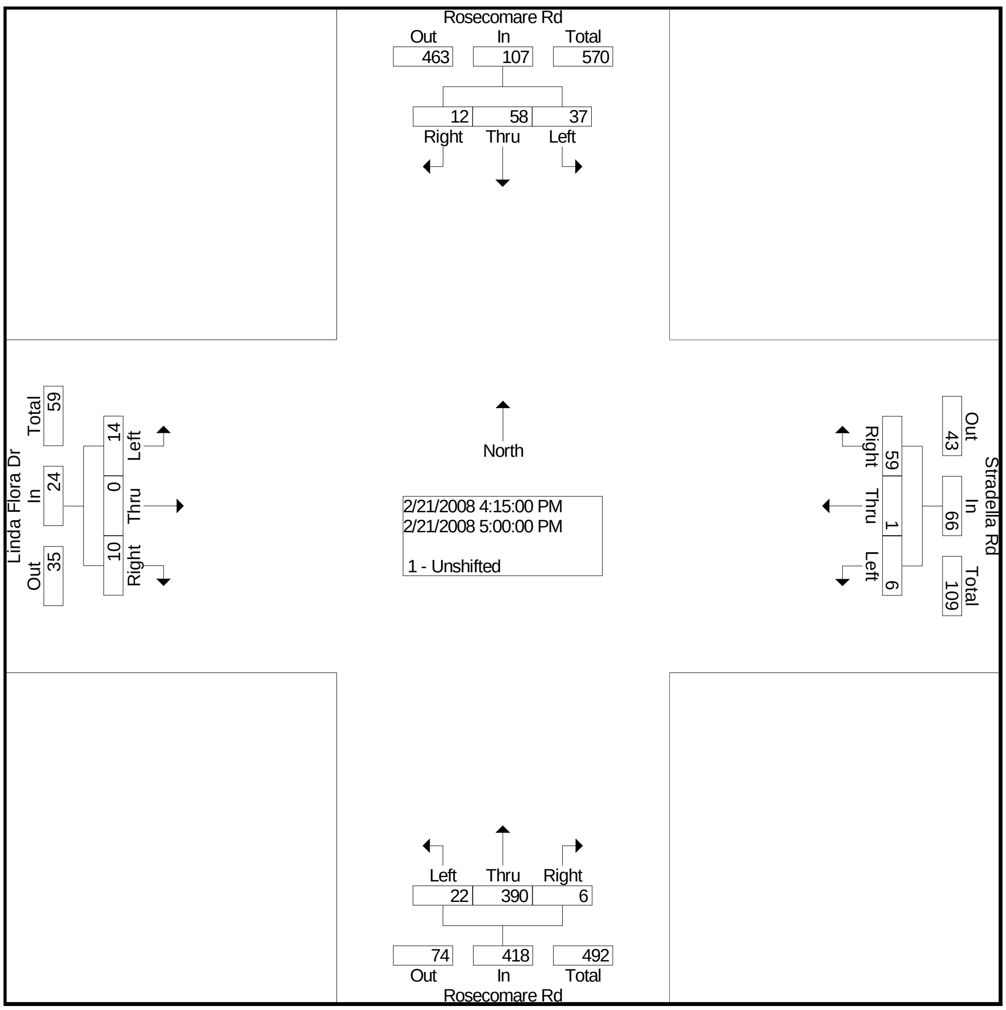
	Rosecomare Rd Southbound				Stradella Rd Westbound				Rosecomare Rd Northbound				Linda Flora Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	90	423	16	529	9	0	32	41	12	74	8	94	16	1	38	55	719
Percent	17.0	80.0	3.0		22.0	0.0	78.0		12.8	78.7	8.5		29.1	1.8	69.1		
08:45 Volume	22	123	1	146	1	0	4	5	1	15	4	20	4	1	11	16	187
Peak Factor																	0.961
High Int.	08:15 AM				08:00 AM				08:00 AM				08:45 AM				
Volume	17	128	4	149	4	0	21	25	2	37	4	43	4	1	11	16	
Peak Factor				0.888				0.410				0.547				0.859	



City Traffic Counters
626.256.4171

File Name : RoseLinStra
Site Code : 00000000
Start Date : 2/21/2008
Page No : 3

	Rosecomare Rd Southbound				Stradella Rd Westbound				Rosecomare Rd Northbound				Linda Flora Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:15 PM																
Volume	37	58	12	107	6	1	59	66	22	390	6	418	14	0	10	24	615
Percent	34.6	54.2	11.2		9.1	1.5	89.4		5.3	93.3	1.4		58.3	0.0	41.7		
04:15 Volume	10	17	4	31	2	0	15	17	11	98	2	111	2	0	3	5	164
Peak Factor																	0.938
High Int.	04:15 PM				05:00 PM				04:15 PM				04:45 PM				
Volume	10	17	4	31	2	1	17	20	11	98	2	111	6	0	4	10	
Peak Factor				0.863				0.825				0.941				0.600	



City Traffic Counters
626.256.4171

File Name : BellChal
Site Code : 00000000
Start Date : 2/21/2008
Page No : 1

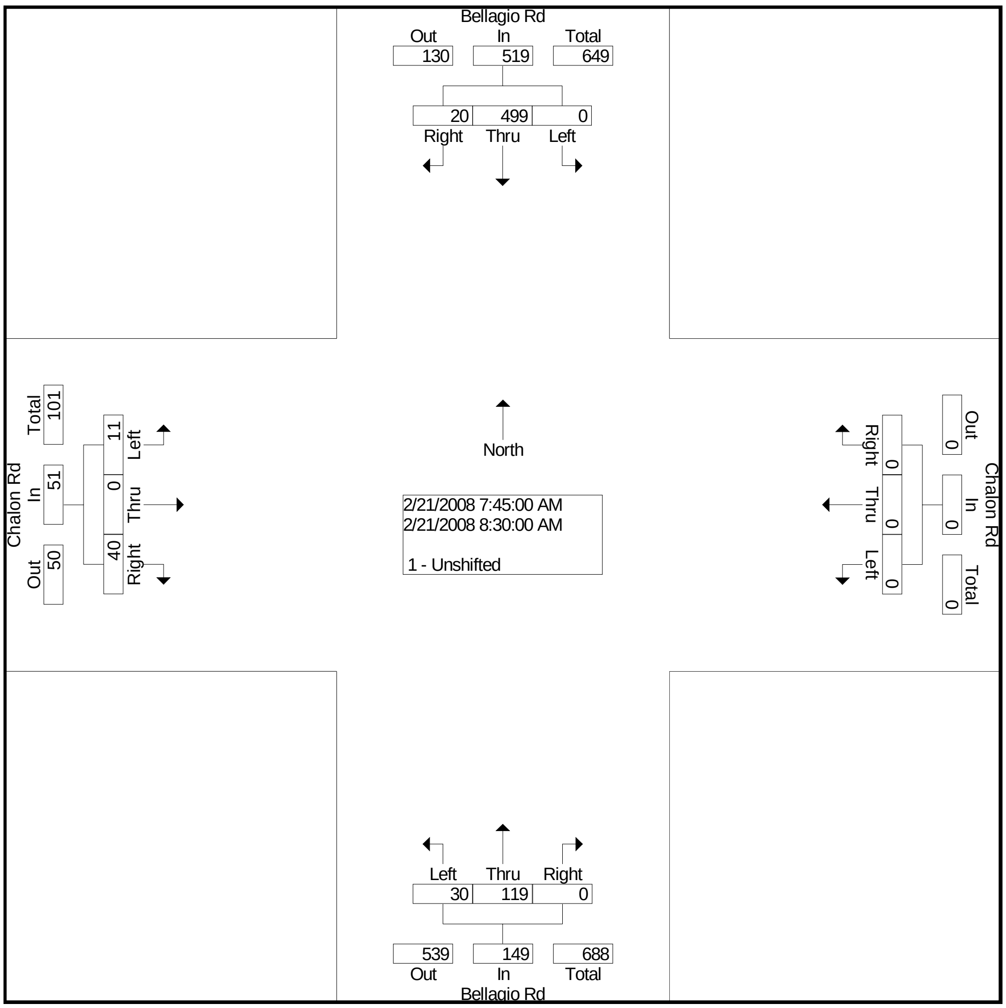
Groups Printed- 1 - Unshifted

	Bellagio Rd Southbound			Chalon Rd Westbound			Bellagio Rd Northbound			Chalon Rd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	66	1	0	0	0	4	18	0	2	0	7	98
07:15 AM	0	83	2	0	0	0	3	23	0	1	0	6	118
07:30 AM	0	102	4	0	0	0	2	21	0	4	0	10	143
07:45 AM	0	124	10	0	0	0	9	27	0	1	0	12	183
Total	0	375	17	0	0	0	18	89	0	8	0	35	542
08:00 AM	0	131	3	0	0	0	9	39	0	2	0	11	195
08:15 AM	0	124	3	0	0	0	5	29	0	3	0	7	171
08:30 AM	0	120	4	0	0	0	7	24	0	5	0	10	170
08:45 AM	0	118	1	0	0	0	7	22	0	2	0	7	157
Total	0	493	11	0	0	0	28	114	0	12	0	35	693
04:00 PM	0	31	7	0	0	0	7	98	0	1	0	2	146
04:15 PM	0	35	8	0	0	0	8	108	0	2	0	2	163
04:30 PM	0	27	10	0	0	0	6	102	0	6	0	5	156
04:45 PM	0	29	5	0	0	0	12	126	0	4	0	4	180
Total	0	122	30	0	0	0	33	434	0	13	0	13	645
05:00 PM	0	28	7	0	0	0	10	131	0	2	0	2	180
05:15 PM	0	22	3	0	0	0	17	127	0	1	0	5	175
05:30 PM	0	25	6	0	0	0	17	122	0	5	0	2	177
05:45 PM	0	23	8	0	0	0	23	128	0	3	0	3	188
Total	0	98	24	0	0	0	67	508	0	11	0	12	720
Grand Total	0	1088	82	0	0	0	146	1145	0	44	0	95	2600
Apprch %	0.0	93.0	7.0	0.0	0.0	0.0	11.3	88.7	0.0	31.7	0.0	68.3	
Total %	0.0	41.8	3.2	0.0	0.0	0.0	5.6	44.0	0.0	1.7	0.0	3.7	

City Traffic Counters
626.256.4171

File Name : BellChal
Site Code : 00000000
Start Date : 2/21/2008
Page No : 2

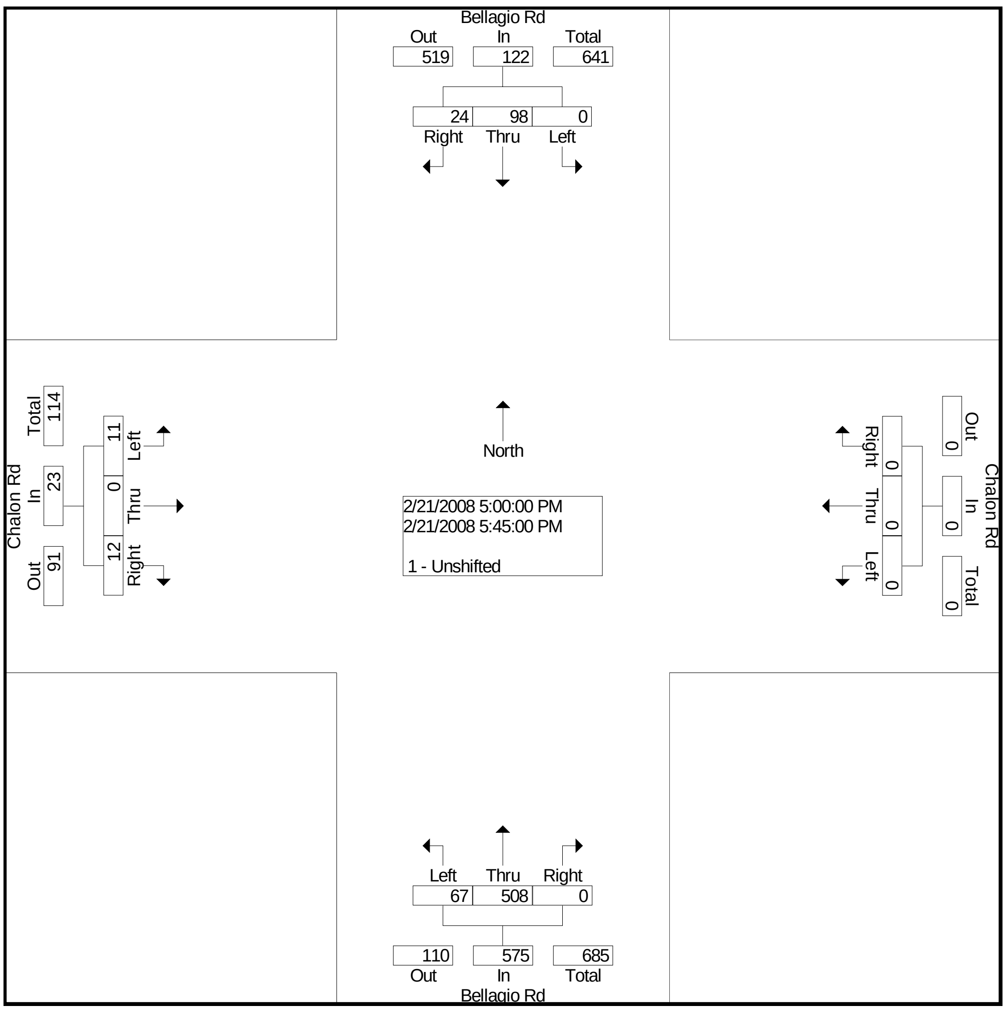
	Bellagio Rd Southbound				Chalon Rd Westbound				Bellagio Rd Northbound				Chalon Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	0	499	20	519	0	0	0	0	30	119	0	149	11	0	40	51	719
Percent	0.0	96.1	3.9		0.0	0.0	0.0		20.1	79.9	0.0		21.6	0.0	78.4		
08:00 Volume	0	131	3	134	0	0	0	0	9	39	0	48	2	0	11	13	195
Peak Factor																	0.922
High Int.	07:45 AM				6:45:00 AM				08:00 AM				08:30 AM				
Volume	0	124	10	134	0	0	0	0	9	39	0	48	5	0	10	15	
Peak Factor				0.968								0.776				0.850	



City Traffic Counters
626.256.4171

File Name : BellChal
Site Code : 00000000
Start Date : 2/21/2008
Page No : 3

	Bellagio Rd Southbound				Chalon Rd Westbound				Bellagio Rd Northbound				Chalon Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	0	98	24	122	0	0	0	0	67	508	0	575	11	0	12	23	720
Percent	0.0	80.3	19.7		0.0	0.0	0.0		11.7	88.3	0.0		47.8	0.0	52.2		
05:45 Volume	0	23	8	31	0	0	0	0	23	128	0	151	3	0	3	6	188
Peak Factor																	0.957
High Int.	05:00 PM								05:45 PM				05:30 PM				
Volume	0	28	7	35	0	0	0	0	23	128	0	151	5	0	2	7	
Peak Factor				0.871								0.952				0.821	



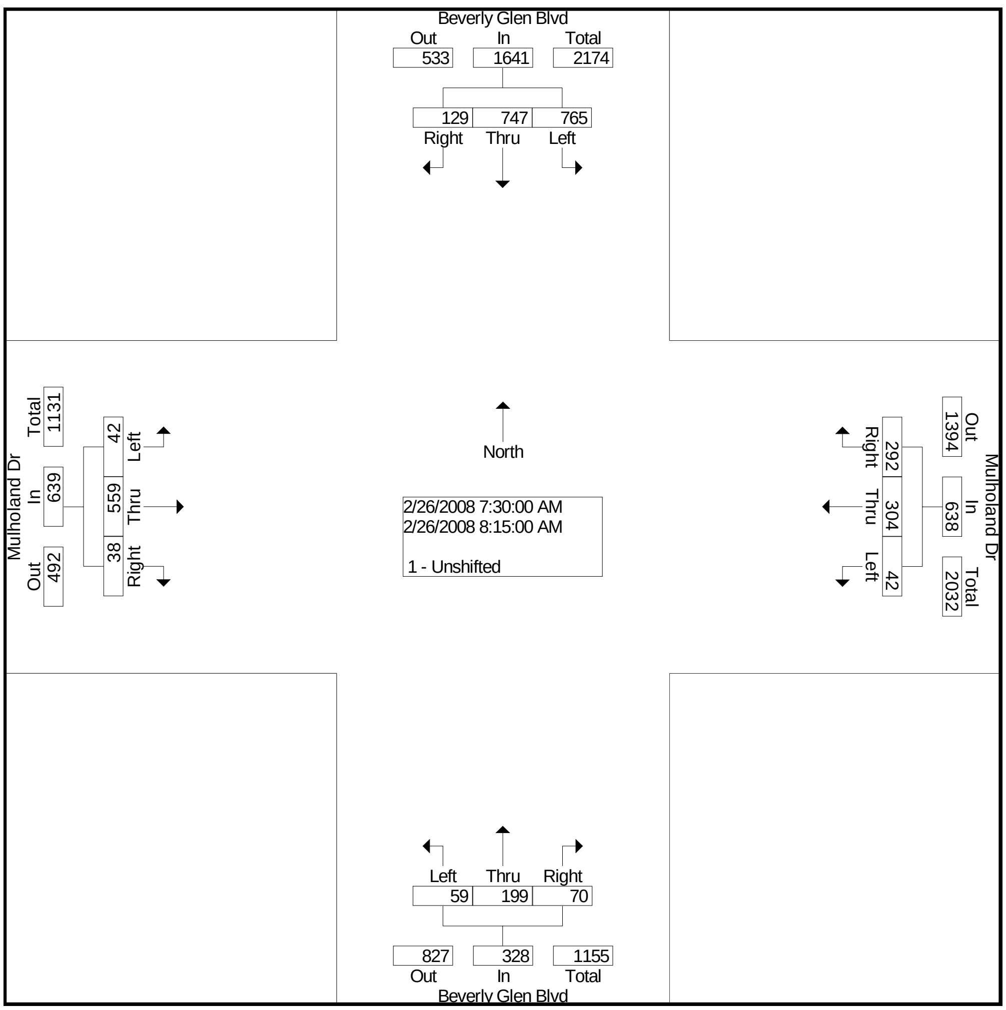
City Traffic Counters
626.256.4171

File Name : BevGmulh
Site Code : 00000000
Start Date : 2/26/2008
Page No : 1

Groups Printed- 1 - Unshifted

	Beverly Glen Blvd Southbound			Mulholand Dr Westbound			Beverly Glen Blvd Northbound			Mulholand Dr Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	145	205	20	14	33	33	6	22	7	6	91	8	590
07:15 AM	140	206	25	12	60	42	8	33	19	6	98	10	659
07:30 AM	188	215	27	14	77	71	15	44	18	8	116	7	800
07:45 AM	174	161	38	9	89	89	21	55	25	7	156	12	836
Total	647	787	110	49	259	235	50	154	69	27	461	37	2885
08:00 AM	192	185	35	11	80	75	12	52	9	12	135	10	808
08:15 AM	211	186	29	8	58	57	11	48	18	15	152	9	802
08:30 AM	221	201	24	8	47	59	9	60	24	11	125	5	794
08:45 AM	203	202	20	9	43	55	11	51	15	11	156	1	777
Total	827	774	108	36	228	246	43	211	66	49	568	25	3181
04:00 PM	63	84	16	21	77	146	15	156	19	15	57	12	681
04:15 PM	58	75	13	15	107	158	7	166	18	16	42	15	690
04:30 PM	64	75	14	8	138	177	15	173	22	5	52	6	749
04:45 PM	53	87	14	14	155	156	8	174	20	9	59	5	754
Total	238	321	57	58	477	637	45	669	79	45	210	38	2874
05:00 PM	31	58	8	10	158	169	10	182	13	14	39	5	697
05:15 PM	58	89	11	11	118	159	12	223	30	10	46	8	775
05:30 PM	52	93	10	9	133	187	7	212	26	12	47	6	794
05:45 PM	65	119	7	15	126	189	11	155	12	15	62	18	794
Total	206	359	36	45	535	704	40	772	81	51	194	37	3060
Grand Total	1918	2241	311	188	1499	1822	178	1806	295	172	1433	137	12000
Apprch %	42.9	50.1	7.0	5.4	42.7	51.9	7.8	79.2	12.9	9.9	82.3	7.9	
Total %	16.0	18.7	2.6	1.6	12.5	15.2	1.5	15.1	2.5	1.4	11.9	1.1	

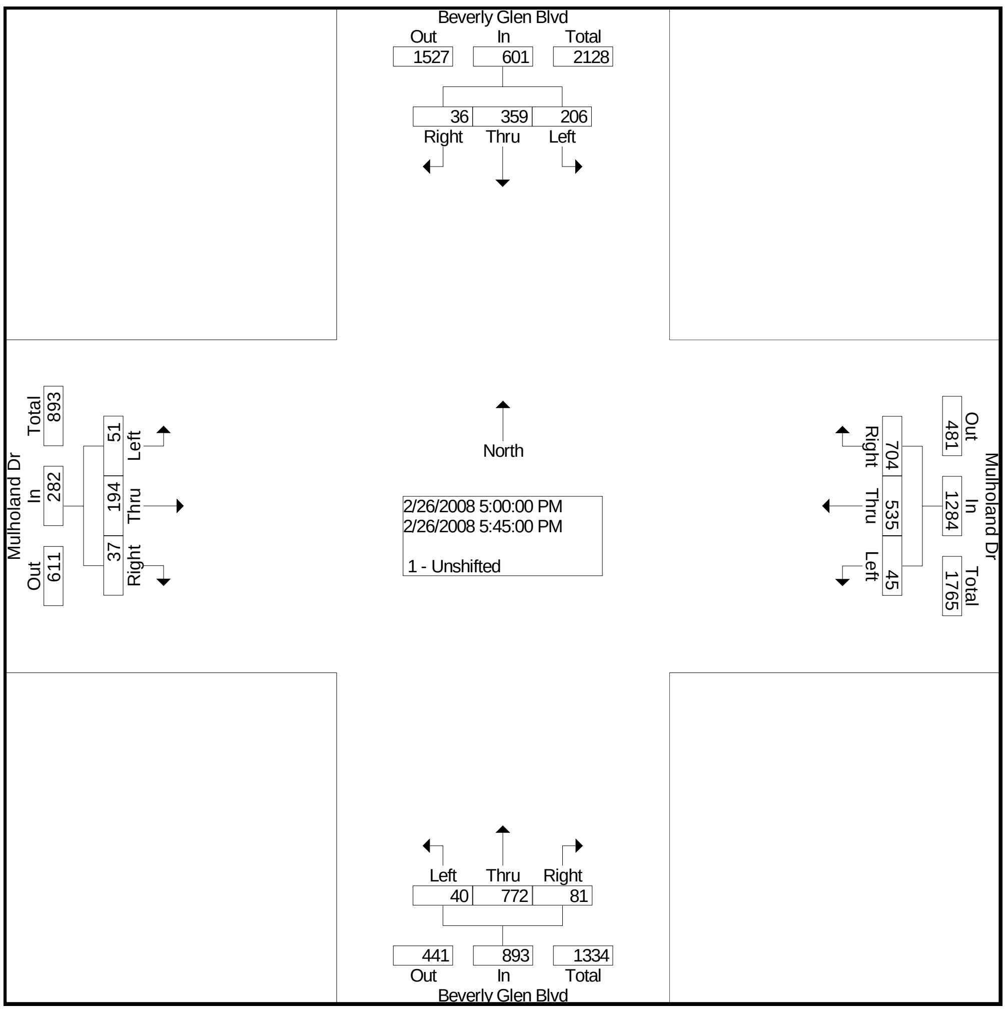
	Beverly Glen Blvd Southbound				Mulholand Dr Westbound				Beverly Glen Blvd Northbound				Mulholand Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	765	747	129	1641	42	304	292	638	59	199	70	328	42	559	38	639	3246
Percent	46.6	45.5	7.9		6.6	47.6	45.8		18.0	60.7	21.3		6.6	87.5	5.9		
07:45 Volume	174	161	38	373	9	89	89	187	21	55	25	101	7	156	12	175	836
Peak Factor																	0.971
High Int.	07:30 AM				07:45 AM				07:45 AM				08:15 AM				
Volume	188	215	27	430	9	89	89	187	21	55	25	101	15	152	9	176	
Peak Factor				0.954				0.853				0.812				0.908	



City Traffic Counters
626.256.4171

File Name : BevGmulh
Site Code : 00000000
Start Date : 2/26/2008
Page No : 3

	Beverly Glen Blvd Southbound				Mulholand Dr Westbound				Beverly Glen Blvd Northbound				Mulholand Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	206	359	36	601	45	535	704	1284	40	772	81	893	51	194	37	282	3060
Percent	34.3	59.7	6.0		3.5	41.7	54.8		4.5	86.5	9.1		18.1	68.8	13.1		
05:45 Volume	65	119	7	191	15	126	189	330	11	155	12	178	15	62	18	95	794
Peak Factor																	0.963
High Int.	05:45 PM				05:00 PM				05:15 PM				05:45 PM				
Volume	65	119	7	191	10	158	169	337	12	223	30	265	15	62	18	95	
Peak Factor				0.787				0.953				0.842				0.742	



City Traffic Counters
626.256.4171

File Name : BevGgrennd
Site Code : 00000000
Start Date : 2/5/2008
Page No : 1

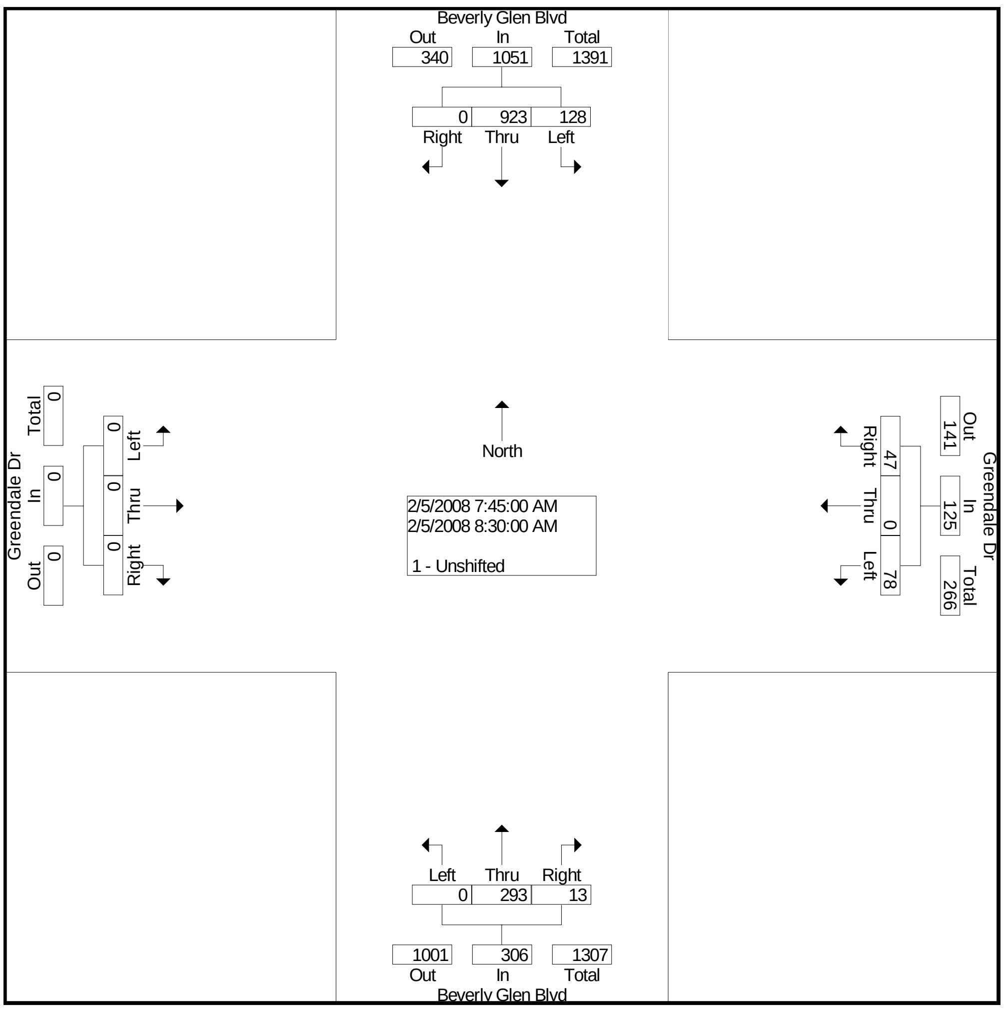
Groups Printed- 1 - Unshifted

	Beverly Glen Blvd Southbound			Greendale Dr Westbound			Beverly Glen Blvd Northbound			Greendale Dr Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	28	253	0	6	0	12	0	38	3	0	0	0	340
07:15 AM	32	218	0	13	0	12	0	60	6	0	0	0	341
07:30 AM	36	211	0	39	0	27	0	53	2	0	0	0	368
07:45 AM	41	200	0	55	0	26	0	65	2	0	0	0	389
Total	137	882	0	113	0	77	0	216	13	0	0	0	1438
08:00 AM	27	245	0	11	0	10	0	76	1	0	0	0	370
08:15 AM	25	240	0	5	0	5	0	68	5	0	0	0	348
08:30 AM	35	238	0	7	0	6	0	84	5	0	0	0	375
08:45 AM	26	258	0	4	0	10	0	74	2	0	0	0	374
Total	113	981	0	27	0	31	0	302	13	0	0	0	1467
04:00 PM	14	84	0	15	0	57	0	250	2	0	0	0	422
04:15 PM	17	102	0	9	0	51	0	282	4	0	0	0	465
04:30 PM	16	99	0	10	0	59	0	234	3	0	0	0	421
04:45 PM	9	115	0	7	0	57	0	270	1	0	0	0	459
Total	56	400	0	41	0	224	0	1036	10	0	0	0	1767
05:00 PM	20	97	0	18	0	53	0	298	1	0	0	0	487
05:15 PM	12	94	0	12	0	68	0	233	3	0	0	0	422
05:30 PM	11	109	0	17	0	68	0	219	2	0	0	0	426
05:45 PM	7	81	0	9	0	79	0	173	1	0	0	0	350
Total	50	381	0	56	0	268	0	923	7	0	0	0	1685
Grand Total	356	2644	0	237	0	600	0	2477	43	0	0	0	6357
Apprch %	11.9	88.1	0.0	28.3	0.0	71.7	0.0	98.3	1.7	0.0	0.0	0.0	
Total %	5.6	41.6	0.0	3.7	0.0	9.4	0.0	39.0	0.7	0.0	0.0	0.0	

City Traffic Counters
626.256.4171

File Name : BevGgrennd
Site Code : 00000000
Start Date : 2/5/2008
Page No : 2

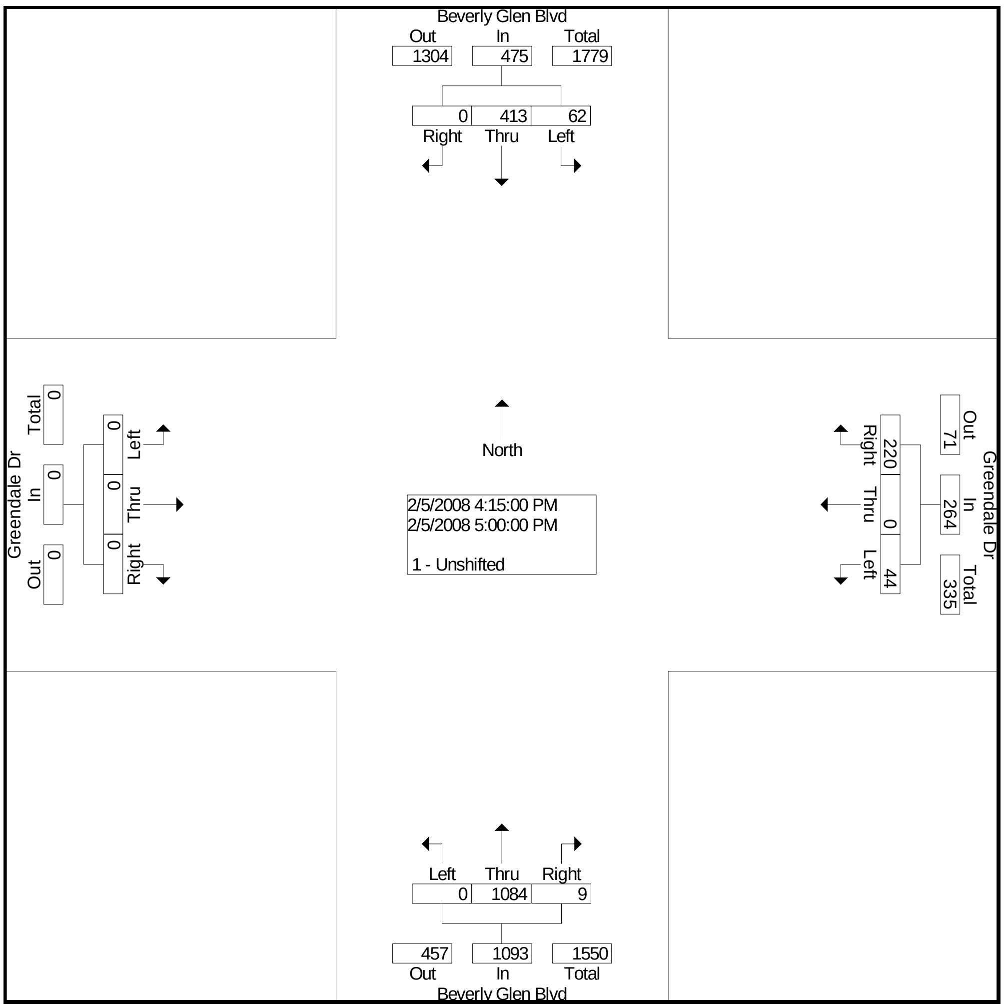
	Beverly Glen Blvd Southbound				Greendale Dr Westbound				Beverly Glen Blvd Northbound				Greendale Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	128	923	0	1051	78	0	47	125	0	293	13	306	0	0	0	0	1482
Percent	12.2	87.8	0.0		62.4	0.0	37.6		0.0	95.8	4.2		0.0	0.0	0.0		
07:45 Volume	41	200	0	241	55	0	26	81	0	65	2	67	0	0	0	0	389
Peak Factor																	0.952
High Int.	08:30 AM				07:45 AM				08:30 AM				6:45:00 AM				
Volume	35	238	0	273	55	0	26	81	0	84	5	89					
Peak Factor				0.962				0.386				0.860					



City Traffic Counters
626.256.4171

File Name : BevGgrennd
Site Code : 00000000
Start Date : 2/5/2008
Page No : 3

	Beverly Glen Blvd Southbound				Greendale Dr Westbound				Beverly Glen Blvd Northbound				Greendale Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:15 PM																
Volume	62	413	0	475	44	0	220	264	0	1084	9	1093	0	0	0	0	1832
Percent	13.1	86.9	0.0		16.7	0.0	83.3		0.0	99.2	0.8		0.0	0.0	0.0		
05:00 Volume	20	97	0	117	18	0	53	71	0	298	1	299	0	0	0	0	487
Peak Factor																	0.940
High Int.	04:45 PM				05:00 PM				05:00 PM								
Volume	9	115	0	124	18	0	53	71	0	298	1	299					
Peak Factor				0.958				0.930				0.914					



Appendix B: LOS Worksheets

1) Existing 2008
2) Future 2013 Without Project
3) Future 2013 With Project

Unsignalized Intersections Analyzed as 2-Phase Signalized Intersections with a Capacity of 1,200 VPH (per LADOT Traffic Study Policies and Procedures):

1) Existing 2008
2) Future 2013 Without Project
3) Future 2013 With Project

Westwood and Le Conte Analyzed with Scramble Phase

1) Existing 2008
2) Future 2013 Without Project
3) Future 2013 With Project

Existing LOS Analysis

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Existing 2008 AM Peak

Scenario Report

Scenario:	Existing AM Peak
Command:	Existing AM Peak
Volume:	Existing AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	AM Peak
Trip Distribution:	Project
Paths:	Project
Routes:	Default Route
Configuration:	Existing

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Existing 2008 AM Peak

Turning Movement Report
AM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Sepulveda Boulevard and Church Ln/Ovada Pl													
Base	12	485	72	4	1321	531	84	52	26	87	144	0	2818
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	12	485	72	4	1321	531	84	52	26	87	144	0	2818
#2 Church Lane and San Diego Fwy SB On/Off Ramp													
Base	0	143	317	223	656	0	0	2	1	1435	1	22	2800
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	143	317	223	656	0	0	2	1	1435	1	22	2800
#3 Church Lane and Sunset Boulevard													
Base	51	7	102	652	158	962	99	1713	111	6	1170	432	5463
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	51	7	102	652	158	962	99	1713	111	6	1170	432	5463
#4 San Diego Fwy NB On/Off Ramps and Sunset Boulevard													
Base	642	0	521	0	0	0	0	1473	949	0	976	0	4561
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	642	0	521	0	0	0	0	1473	949	0	976	0	4561
#5 Veteran Avenue and Sunset Boulevard													
Base	57	0	347	0	0	0	0	1726	185	295	926	0	3536
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	57	0	347	0	0	0	0	1726	185	295	926	0	3536
#6 Bellagio Way and Sunset Boulevard													
Base	41	5	8	172	50	254	178	1680	226	17	923	96	3650
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	41	5	8	172	50	254	178	1680	226	17	923	96	3650
#7 Westwood Bouevard and Sunset Boulevard													
Base	26	0	21	0	0	0	0	1434	376	175	1016	0	3048
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	26	0	21	0	0	0	0	1434	376	175	1016	0	3048
#8 Stone Canyon Road and Sunset Boulevard													
Base	49	1	43	0	0	60	57	1270	240	89	1153	22	2984
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	49	1	43	0	0	60	57	1270	240	89	1153	22	2984
#9 Hilgard Avenue/Copa De Oro Road and Sunset Boulevard													
Base	142	38	107	28	73	16	18	1031	261	452	1067	21	3254
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	142	38	107	28	73	16	18	1031	261	452	1067	21	3254

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Existing 2008 AM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#10 Beverly Glen Boulevard and Sunset Boulevard													
Base	87	92	389	50	76	9	15	1022	106	479	1402	72	3799
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	87	92	389	50	76	9	15	1022	106	479	1402	72	3799
#11 Beverly Glen Boulevard and Sunset Boulevard (East I/S)													
Base	0	0	0	148	0	811	313	1127	0	0	1123	33	3555
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	148	0	811	313	1127	0	0	1123	33	3555
#12 Sepulveda Boulevard and San Diego Fwy NB Off-Ramp													
Base	0	381	0	0	1307	0	276	0	9	0	0	0	1973
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	381	0	0	1307	0	276	0	9	0	0	0	1973
#13 Sepulveda Boulevard and Montana Avenue													
Base	74	312	273	328	1103	22	8	272	100	98	70	71	2731
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	74	312	273	328	1103	22	8	272	100	98	70	71	2731
#14 Levering Avenue and Montana Avenue													
Base	37	0	3	0	0	0	0	761	339	6	155	0	1301
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	37	0	3	0	0	0	0	761	339	6	155	0	1301
#15 Veteran Avenue and Montana Avenue/Galey Avenue													
Base	33	219	21	168	319	19	114	554	43	11	78	48	1627
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	33	219	21	168	319	19	114	554	43	11	78	48	1627
#16 Galey Avenue and Strathmore Place													
Base	5	79	280	474	265	3	2	118	14	95	18	47	1400
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	79	280	474	265	3	2	118	14	95	18	47	1400
#17 Veteran Avenue and Levering Avenue													
Base	19	233	28	21	387	3	2	115	203	66	23	29	1129
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	19	233	28	21	387	3	2	115	203	66	23	29	1129
#18 Hilgard Avenue and Wyton Drive													
Base	207	276	9	27	589	53	16	24	94	59	85	28	1467
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	207	276	9	27	589	53	16	24	94	59	85	28	1467

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Existing 2008 AM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#19 Beverly Glen Blvd and Wyton Dr/Comstock Ave [5-Leg Intersection- Wyton Split													
Base	8	300	5	46	498	3	1	22	11	30	33	38	995
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	300	5	46	498	3	1	22	11	30	33	38	995
#20 Hilgard Avenue and Westholme Avenue													
Base	163	379	41	15	531	131	20	10	29	40	194	49	1602
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	163	379	41	15	531	131	20	10	29	40	194	49	1602
#21 Hilgard Avenue and Manning Avenue													
Base	0	716	12	21	514	0	0	0	0	6	0	66	1335
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	716	12	21	514	0	0	0	0	6	0	66	1335
#22 Gayley Avenue and Le Conte Avenue													
Base	7	635	234	124	217	15	24	119	11	157	74	127	1744
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	635	234	124	217	15	24	119	11	157	74	127	1744
#23 Westwood Boulevard and Le Conte Avenue													
Base	53	632	206	32	195	88	168	327	33	130	317	107	2288
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	53	632	206	32	195	88	168	327	33	130	317	107	2288
#24 Tiverton Drive and Le Conte Avenue													
Base	25	100	28	24	35	196	181	290	40	15	328	87	1349
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	25	100	28	24	35	196	181	290	40	15	328	87	1349
#25 Hilgard Avenue and Le Conte Avenue													
Base	22	429	26	10	217	285	272	66	32	7	145	24	1535
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	429	26	10	217	285	272	66	32	7	145	24	1535
#26 Gayley Avenue and Weyburn Avenue													
Base	28	753	111	17	400	74	190	170	22	37	43	36	1881
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	28	753	111	17	400	74	190	170	22	37	43	36	1881
#27 Westwood Boulevard and Weyburn Avenue													
Base	70	659	43	6	322	29	47	56	31	33	43	13	1352
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	659	43	6	322	29	47	56	31	33	43	13	1352

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Existing 2008 AM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#28 Tiverton Drvie and Weyburn Avenue													
Base	13	106	7	27	0	32	26	36	0	0	34	17	298
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	13	106	7	27	0	32	26	36	0	0	34	17	298
#29 Hilgard Avenue and Weyburn Avenue													
Base	29	461	5	13	251	39	34	27	63	7	26	27	982
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	29	461	5	13	251	39	34	27	63	7	26	27	982
#30 Westwood Boulevard and Kinross Avenue													
Base	53	768	25	12	344	36	55	30	24	5	45	59	1456
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	53	768	25	12	344	36	55	30	24	5	45	59	1456
#31 Westwood Boulevard and Lindbrook Drive													
Base	3	796	216	20	316	10	29	130	45	93	131	27	1816
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	796	216	20	316	10	29	130	45	93	131	27	1816
#32 Glendon/Tiverton/Lindbrook													
Base	59	219	392	8	24	43	36	319	21	157	170	39	1487
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	59	219	392	8	24	43	36	319	21	157	170	39	1487
#33 Sepulveda Boulevard and Constitution Avenue													
Base	64	290	7	3	1121	165	84	0	19	2	0	2	1757
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	64	290	7	3	1121	165	84	0	19	2	0	2	1757
#34 San Vicente Bouevard and Wilshire Bouelvard													
Base	98	204	111	1380	290	18	66	1956	65	53	2037	927	7205
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	98	204	111	1380	290	18	66	1956	65	53	2037	927	7205
#35 Sepulveda Boulevard and Wilshire Boulevard													
Base	156	240	263	279	637	283	71	2737	134	110	2543	62	7515
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	156	240	263	279	637	283	71	2737	134	110	2543	62	7515
#36 Veteran Avenue and Wilshire Boulevard													
Base	207	385	99	110	252	368	529	2901	134	52	2297	35	7369
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	207	385	99	110	252	368	529	2901	134	52	2297	35	7369

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Existing 2008 AM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#37 Gayley Avenue and Wilshire Boulevard													
Base	59	333	52	56	100	286	496	2424	152	64	1991	116	6129
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	59	333	52	56	100	286	496	2424	152	64	1991	116	6129
#38 Westwood Boulevard and Wilshire Boulevard													
Base	135	600	117	61	272	154	427	1980	164	134	1889	93	6026
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	135	600	117	61	272	154	427	1980	164	134	1889	93	6026
#39 Glendon Avenue and Wilshire Bouelvard													
Base	9	177	22	57	110	41	318	1686	114	66	1970	171	4741
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	177	22	57	110	41	318	1686	114	66	1970	171	4741
#40 Malcolm Avenue and Wilshire Boulevard													
Base	3	0	45	3	1	40	65	1691	28	22	2184	53	4135
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	0	45	3	1	40	65	1691	28	22	2184	53	4135
#41 Westholme Avenue and Wilshire Boulevard													
Base	56	102	65	45	42	20	31	1792	63	29	2202	137	4584
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	56	102	65	45	42	20	31	1792	63	29	2202	137	4584
#42 Warner Avenue and Wilshire Boulevard													
Base	74	36	21	87	60	88	67	1773	31	11	2228	77	4553
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	74	36	21	87	60	88	67	1773	31	11	2228	77	4553
#43 Beverly Glen Boulevard and Wilshire Boulevard													
Base	161	335	36	34	504	48	89	1594	203	99	2075	10	5188
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	161	335	36	34	504	48	89	1594	203	99	2075	10	5188
#44 Sawtelle Boulevard and Ohio Avenue													
Base	60	303	129	25	90	18	82	845	52	71	458	86	2219
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	303	129	25	90	18	82	845	52	71	458	86	2219
#45 Sepulveda Boulevard and Ohio Avenue													
Base	96	454	126	38	495	82	174	695	78	74	480	71	2863
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	96	454	126	38	495	82	174	695	78	74	480	71	2863

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Existing 2008 AM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#46 Veteran Avenue and Ohio Avenue													
Base	33	325	35	14	148	100	268	692	37	25	476	41	2194
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	33	325	35	14	148	100	268	692	37	25	476	41	2194
#47 Westwood Boulevard and Ohio Avenue													
Base	124	1179	48	32	461	59	169	278	91	64	266	50	2821
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	124	1179	48	32	461	59	169	278	91	64	266	50	2821
#48 Sawtelle Boulevard and Santa Monica Boulevard													
Base	60	454	206	94	158	29	23	1181	21	119	1704	61	4110
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	454	206	94	158	29	23	1181	21	119	1704	61	4110
#49 San Diego Fwy SB Ramps and Santa Monica Boulevard													
Base	0	0	0	720	281	401	0	1044	418	596	1462	0	4922
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	720	281	401	0	1044	418	596	1462	0	4922
#50 San Diego Fwy NB Ramps and Santa Monica Boulevard													
Base	675	384	720	0	0	0	398	1424	0	0	1318	324	5243
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	675	384	720	0	0	0	398	1424	0	0	1318	324	5243
#51 Sepulveda Boulevard and Santa Monica Boulevard													
Base	206	832	135	149	753	184	99	1701	361	97	1281	140	5938
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	206	832	135	149	753	184	99	1701	361	97	1281	140	5938
#52 Veteran Avenue and Santa Monica Boulevard													
Base	64	265	54	132	146	66	101	1839	24	63	1320	60	4134
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	64	265	54	132	146	66	101	1839	24	63	1320	60	4134
#53 Westwood Boulevard and Santa Monica Boulevard													
Base	91	1008	73	218	528	75	140	1794	97	128	1288	129	5569
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	91	1008	73	218	528	75	140	1794	97	128	1288	129	5569
#54 Mulholland Drive and Roscomare Road													
Base	195	0	75	0	0	0	0	713	409	184	519	0	2095
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	195	0	75	0	0	0	0	713	409	184	519	0	2095

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Existing 2008 AM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#55 Roscomare Road and Stradella Road/Linda Flora Drive													
Base	12	74	8	90	423	16	16	1	38	9	0	32	719
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	12	74	8	90	423	16	16	1	38	9	0	32	719
#56 Bellagio Road and Chalon Road													
Base	30	119	0	0	499	20	11	0	40	0	0	0	719
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	119	0	0	499	20	11	0	40	0	0	0	719
#57 Beverly Glen Boulevard and Mulholland Drive													
Base	59	199	70	765	747	129	42	559	38	42	304	292	3246
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	59	199	70	765	747	129	42	559	38	42	304	292	3246
#58 Beverly Glen Boulevard and Greendale Drive													
Base	0	293	13	128	923	0	0	0	0	78	0	47	1482
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	293	13	128	923	0	0	0	0	78	0	47	1482

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Existing 2008 AM Peak

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Sepulveda Boulevard and Church	D	xxxxx	0.822	D	xxxxx	0.822	+ 0.000 V/C
# 2 Church Lane and San Diego Fwy	C	xxxxx	0.794	C	xxxxx	0.794	+ 0.000 V/C
# 3 Church Lane and Sunset Bouleva	D	xxxxx	0.892	D	xxxxx	0.892	+ 0.000 V/C
# 4 San Diego Fwy NB On/Off Ramps	E	xxxxx	0.967	E	xxxxx	0.967	+ 0.000 V/C
# 5 Veteran Avenue and Sunset Boul	E	xxxxx	0.918	E	xxxxx	0.918	+ 0.000 V/C
# 6 Bellagio Way and Sunset Boulev	E	xxxxx	0.908	E	xxxxx	0.908	+ 0.000 V/C
# 7 Westwood Bouevard and Sunset B	B	xxxxx	0.641	B	xxxxx	0.641	+ 0.000 V/C
# 8 Stone Canyon Road and Sunset B	A	xxxxx	0.564	A	xxxxx	0.564	+ 0.000 V/C
# 9 Hilgard Avenue/Copa De Oro Roa	E	xxxxx	0.959	E	xxxxx	0.959	+ 0.000 V/C
# 10 Beverly Glen Boulevard and Sun	E	xxxxx	0.924	E	xxxxx	0.924	+ 0.000 V/C
# 11 Beverly Glen Boulevard and Sun	F	xxxxx	1.183	F	xxxxx	1.183	+ 0.000 V/C
# 12 Sepulveda Boulevard and San Di	A	xxxxx	0.568	A	xxxxx	0.568	+ 0.000 V/C
# 13 Sepulveda Boulevard and Montan	C	xxxxx	0.782	C	xxxxx	0.782	+ 0.000 V/C
# 14 Levering Avenue and Montana Av	C	22.9	0.000	C	22.9	0.000	+ 0.000 D/V
# 15 Veteran Avenue and Montana Ave	D	xxxxx	0.841	D	xxxxx	0.841	+ 0.000 V/C
# 16 Galey Avenue and Strathmore Pl	B	xxxxx	0.690	B	xxxxx	0.690	+ 0.000 V/C
# 17 Veteran Avenue and Levering Av	A	xxxxx	0.544	A	xxxxx	0.544	+ 0.000 V/C
# 18 Hilgard Avenue and Wyton Drive	A	xxxxx	0.460	A	xxxxx	0.460	+ 0.000 V/C
# 19 Beverly Glen Blvd and Wyton Dr	A	xxxxx	0.405	A	xxxxx	0.405	+ 0.000 V/C
# 20 Hilgard Avenue and Westholme A	A	xxxxx	0.531	A	xxxxx	0.531	+ 0.000 V/C
# 21 Hilgard Avenue and Manning Ave	A	xxxxx	0.321	A	xxxxx	0.321	+ 0.000 V/C
# 22 Gayley Avenue and Le Conte Ave	A	xxxxx	0.564	A	xxxxx	0.564	+ 0.000 V/C
# 23 Westwood Boulevard and Le Cont	C	xxxxx	0.779	C	xxxxx	0.779	+ 0.000 V/C

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Existing 2008 AM Peak

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 24 Tiverton Drive and Le Conte Av	A	xxxxx	0.487	A	xxxxx	0.487	+ 0.000 V/C
# 25 Hilgard Avenue and Le Conte Av	A	xxxxx	0.561	A	xxxxx	0.561	+ 0.000 V/C
# 26 Gayley Avenue and Weyburn Aven	A	xxxxx	0.479	A	xxxxx	0.479	+ 0.000 V/C
# 27 Westwood Boulevard and Weyburn	A	xxxxx	0.438	A	xxxxx	0.438	+ 0.000 V/C
# 28 Tiverton Drvie and Weyburn Ave	A	7.7	0.150	A	7.7	0.150	+ 0.000 V/C
# 29 Hilgard Avenue and Weyburn Ave	A	xxxxx	0.441	A	xxxxx	0.441	+ 0.000 V/C
# 30 Westwood Boulevard and Kinross	D	xxxxx	0.835	D	xxxxx	0.835	+ 0.000 V/C
# 31 Westwood Boulevard and Lindbro	A	xxxxx	0.548	A	xxxxx	0.548	+ 0.000 V/C
# 32 Glendon/Tiverton/Lindbrook	B	xxxxx	0.608	B	xxxxx	0.608	+ 0.000 V/C
# 33 Sepulveda Boulevard and Consti	A	xxxxx	0.541	A	xxxxx	0.541	+ 0.000 V/C
# 34 San Vicente Bouevard and Wilsh	E	xxxxx	0.943	E	xxxxx	0.943	+ 0.000 V/C
# 35 Sepulveda Boulevard and Wilshi	F	xxxxx	1.352	F	xxxxx	1.352	+ 0.000 V/C
# 36 Veteran Avenue and Wilshire Bo	F	xxxxx	1.170	F	xxxxx	1.170	+ 0.000 V/C
# 37 Gayley Avenue and Wilshire Bou	E	xxxxx	0.956	E	xxxxx	0.956	+ 0.000 V/C
# 38 Westwood Boulevard and Wilshir	E	xxxxx	0.999	E	xxxxx	0.999	+ 0.000 V/C
# 39 Glendon Avenue and Wilshire Bo	E	xxxxx	0.912	E	xxxxx	0.912	+ 0.000 V/C
# 40 Malcolm Avenue and Wilshire Bo	F	467.1	0.000	F	467.1	0.000	+ 0.000 D/V
# 41 Westholme Avenue and Wilshire	C	xxxxx	0.757	C	xxxxx	0.757	+ 0.000 V/C
# 42 Warner Avenue and Wilshire Bou	B	xxxxx	0.695	B	xxxxx	0.695	+ 0.000 V/C
# 43 Beverly Glen Boulevard and Wil	D	xxxxx	0.888	D	xxxxx	0.888	+ 0.000 V/C
# 44 Sawtelle Boulevard and Ohio Av	E	xxxxx	0.990	E	xxxxx	0.990	+ 0.000 V/C
# 45 Sepulveda Boulevard and Ohio A	D	xxxxx	0.821	D	xxxxx	0.821	+ 0.000 V/C
# 46 Veteran Avenue and Ohio Avenue	C	xxxxx	0.795	C	xxxxx	0.795	+ 0.000 V/C
# 47 Westwood Boulevard and Ohio Av	C	xxxxx	0.738	C	xxxxx	0.738	+ 0.000 V/C
# 48 Sawtelle Boulevard and Santa M	F	xxxxx	1.334	F	xxxxx	1.334	+ 0.000 V/C

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Existing 2008 AM Peak

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in
# 49 San Diego Fwy SB Ramps and San	F	xxxxx	1.068	F	xxxxx	1.068	+ 0.000 V/C
# 50 San Diego Fwy NB Ramps and San	D	xxxxx	0.884	D	xxxxx	0.884	+ 0.000 V/C
# 51 Sepulveda Boulevard and Santa	F	xxxxx	1.209	F	xxxxx	1.209	+ 0.000 V/C
# 52 Veteran Avenue and Santa Monic	C	xxxxx	0.721	C	xxxxx	0.721	+ 0.000 V/C
# 53 Westwood Boulevard and Santa M	F	xxxxx	1.038	F	xxxxx	1.038	+ 0.000 V/C
# 54 Mulholland Drive and Roscomare	D	xxxxx	0.819	D	xxxxx	0.819	+ 0.000 V/C
# 55 Roscomare Road and Stradella R	B	12.5	0.632	B	12.5	0.632	+ 0.000 V/C
# 56 Bellagio Road and Chalon Road	B	11.9	0.603	B	11.9	0.603	+ 0.000 V/C
# 57 Beverly Glen Boulevard and Mul	E	xxxxx	0.957	E	xxxxx	0.957	+ 0.000 V/C
# 58 Beverly Glen Boulevard and Gre	D	xxxxx	0.825	D	xxxxx	0.825	+ 0.000 V/C

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Existing 2008 AM Peak

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                      Level Of Service Computation Report
          Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #1 Sepulveda Boulevard and Church Ln/Ovada Pl
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap.(X):        0.822
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      104               Level Of Service:                 D
********************************************************************************
Street Name:       Sepulveda Boulevard          Church Lane/Ovada Place
Approach:     North Bound     South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted      Split Phase      Split Phase
Rights:          Include          Include         Include          Include
Min. Green:    0    0     0    0    0     0    0    0     0    0    0     0
Lanes:       0  1  2  0  1   0  1  0  1  0   1  0  1! 0  0   1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Feb 2008 << 730-830
Base Vol:     12  485    72     4 1321   531    84   52    26    87  144     0
Growth Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  12  485    72     4 1321   531    84   52    26    87  144     0
User Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   12  485    72     4 1321   531    84   52    26    87  144     0
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  12  485    72     4 1321   531    84   52    26    87  144     0
PCE Adj:    6.00 1.00  1.00  2.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
FinalVolume:  72  485    72     8 1321   531    92   52    26    87  144     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:      0.57 2.43  1.00  0.01 1.42  0.57  1.08 0.61  0.31  1.00 1.00  0.00
Final Sat.:  816 3459  1425     6 2030   814  1545  870   435  1425 1425     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.01 0.14  0.05  0.65 0.65  0.65  0.06 0.06  0.06  0.06 0.10  0.00
Crit Volume:  12                           930              85         144
Crit Moves: ****                          ****              ****        ****
********************************************************************************
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                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                            Existing 2008 AM Peak
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                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #2 Church Lane and San Diego Fwy SB On/Off Ramp
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        0.794
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       90              Level Of Service:                 C
********************************************************************************
Street Name:             Church Lane             San Diego Fwy SB On/Off Ramps
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted       Split Phase      Split Phase
Rights:            Ignore          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  1  1  0  2   1  0  1  1  0   0  0  0  1  0   1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Feb 2008 << 715-815
Base Vol:       0  143   317   223  656     0     0    2     1  1435    1    22
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  143   317   223  656     0     0    2     1  1435    1    22
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  143     0   223  656     0     0    2     1  1435    1    22
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  143     0   223  656     0     0    2     1  1435    1    22
PCE Adj:     4.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
FinalVolume:    0  143     0   223  656     0     0    2     1  1579    1    22
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  2.00  1.00 2.00  0.00  0.00 0.67  0.33  1.97 0.01  0.02
Final Sat.:     0 2850  2850  1425 2850     0     0  950   475  2809    2    39
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.05  0.00  0.16 0.23  0.00  0.00 0.00  0.00  0.56 0.56  0.56
Crit Volume:    0                    328                 3        801
Crit Moves:  ****                   ****              ****       ****
********************************************************************************
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                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                            Existing 2008 AM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #3 Church Lane and Sunset Boulevard
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        0.892
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      172              Level Of Service:                 D
********************************************************************************
Street Name:             Church Lane                      Sunset Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Split Phase      Split Phase       Protected        Permitted
Rights:           Include            Ovl            Include            Ovl
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  1  1  0   1  1  0  0  2   2  0  3  1  0   1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 800-900
Base Vol:      51    7   102   652  158   962    99 1713   111     6 1170   432
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   51    7   102   652  158   962    99 1713   111     6 1170   432
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    51    7   102   652  158   962    99 1713   111     6 1170   432
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   51    7   102   652  158   962    99 1713   111     6 1170   432
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.10  1.10 1.00  1.00  1.00 1.00  1.00
FinalVolume:   51    7   102   717  158  1058   109 1713   111     6 1170   432
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  1.00  1.64 0.36  2.00  2.00 3.76  0.24  1.00 2.00  1.00
Final Sat.:  1425 1425  1425  2335  515  2850  2850 5353   347  1425 2850  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.00  0.07  0.31 0.31  0.37  0.04 0.32  0.32  0.00 0.41  0.30
Crit Volume:             102               529    54                     585
Crit Moves:             ****              ****  ****                    ****
********************************************************************************
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                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                             Existing 2008 AM Peak
--------------------------------------------------------------------------------
                       Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #4 San Diego Fwy NB On/Off Ramps and Sunset Boulevard
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap.(X):        0.967
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      180               Level Of Service:                 E
********************************************************************************
Street Name:  San Diego Fwy NB On/Off Ramps            Sunset Boulevard
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted         Permitted
Rights:           Include          Include            Ovl              Ignore
Min. Green:    0    0     0    0    0     0    0    0     0    0    0     0
Lanes:       1  0  0  0  1   0  0  0  0  0   0  0  2  0  2   0  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Feb 2008 << 800-900
Base Vol:     642    0   521     0    0     0     0 1473   949     0  976     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  642    0   521     0    0     0     0 1473   949     0  976     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:   642    0   521     0    0     0     0 1473   949     0  976     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  642    0   521     0    0     0     0 1473   949     0  976     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  0.00
FinalVolume:  642    0   521     0    0     0     0 1473  1044     0  976     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.00  1.00  0.00 0.00  0.00  0.00 2.00  2.00  0.00 3.00  1.00
Final Sat.:  1425    0  1425     0    0     0     0 2850  2850     0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.45 0.00  0.37  0.00 0.00  0.00  0.00 0.52  0.37  0.00 0.23  0.00
Crit Volume:  642                     0                737            0
Crit Moves:  ****                                     ****        ****
********************************************************************************
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                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                             Existing 2008 AM Peak
--------------------------------------------------------------------------------
                       Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #5 Veteran Avenue and Sunset Boulevard
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap.(X):        0.918
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      180               Level Of Service:                 E
********************************************************************************
Street Name:           Veteran Avenue                    Sunset Boulevard
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Prot+Permit
Rights:             Ovl            Include          Include          Include
Min. Green:    0    0     0    0    0     0    0    0     0    0    0     0
Lanes:       1  0  0  0  1   0  0  0  0  0   0  0  1  1  0   1  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 745-845
Base Vol:      57    0   347     0    0     0     0 1726   185   295  926     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   57    0   347     0    0     0     0 1726   185   295  926     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    57    0   347     0    0     0     0 1726   185   295  926     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   57    0   347     0    0     0     0 1726   185   295  926     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   57    0   347     0    0     0     0 1726   185   295  926     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.00  1.00  0.00 0.00  0.00  0.00 1.81  0.19  1.00 2.00  0.00
Final Sat.:  1425    0  1425     0    0     0     0 2574   276  1425 2850     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.00  0.24  0.00 0.00  0.00  0.00 0.67  0.67  0.21 0.32  0.00
Crit Volume:   57                     0                956          295
Crit Moves:  ****                                     ****        ****
********************************************************************************
```

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                    UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                             Existing 2008 AM Peak
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                       Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #6 Bellagio Way and Sunset Boulevard
********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        0.908
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180             Level Of Service:                E
********************************************************************************
Street Name:           Bellagio Way                 Sunset Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Split Phase      Split Phase      Prot+Permit        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  1  0  0  1   0  1  0  0  1   1  0  1  1  0   1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 745-845
Base Vol:      41    5    8   172   50   254   178 1680   226    17  923    96
Growth Adj:  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   41    5    8   172   50   254   178 1680   226    17  923    96
User Adj:    1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    41    5    8   172   50   254   178 1680   226    17  923    96
Reduct Vol:     0    0    0     0    0     0     0    0     0     0    0     0
Reduced Vol:   41    5    8   172   50   254   178 1680   226    17  923    96
PCE Adj:     1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   45    5    8   172   50   254   178 1680   226    17  923    96
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375 1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.80 0.20 1.00  0.77 0.23  1.00  1.00 1.76  0.24  1.00 1.81  0.19
Final Sat.:  2476  274 1375  1065  310  1375  1375 2424   326  1375 2491   259
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.02 0.01  0.16 0.16  0.18  0.13 0.69  0.69  0.01 0.37  0.37
Crit Volume:   25                      254                 953    17
Crit Moves:  ****                     ****                ****  ****
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                    UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                             Existing 2008 AM Peak
--------------------------------------------------------------------------------
                       Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #7 Westwood Bouevard and Sunset Boulevard
********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        0.641
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       52             Level Of Service:                B
********************************************************************************
Street Name:        Westwood Boulevard                 Sunset Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Split Phase      Split Phase       Permitted         Protected
Rights:          Include          Include            Ovl            Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       2  0  0  0  1   0  0  0  0  0   0  0  2  0  1   1  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Feb 2008 << 730-830
Base Vol:      26    0   21     0    0     0     0 1434   376   175 1016     0
Growth Adj:  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   26    0   21     0    0     0     0 1434   376   175 1016     0
User Adj:    1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    26    0   21     0    0     0     0 1434   376   175 1016     0
Reduct Vol:     0    0    0     0    0     0     0    0     0     0    0     0
Reduced Vol:   26    0   21     0    0     0     0 1434   376   175 1016     0
PCE Adj:     1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   29    0   21     0    0     0     0 1434   376   175 1016     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00 1.00  0.00 0.00  0.00  0.00 2.00  1.00  1.00 2.00  0.00
Final Sat.:  2850    0 1425     0    0     0     0 2850  1425  1425 2850     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.00 0.01  0.00 0.00  0.00  0.00 0.50  0.26  0.12 0.36  0.00
Crit Volume:             21          0                717         175
Crit Moves:            ****                          ****        ****
********************************************************************************
```

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                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                            Existing 2008 AM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #8 Stone Canyon Road and Sunset Boulevard
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        0.564
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       52              Level Of Service:                 A
********************************************************************************
Street Name:            Stone Canyon                   Sunset Boulevard
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Split Phase      Split Phase       Protected        Protected
Rights:          Include           Ovl            Ignore           Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  1! 0  0   0  0  0  0  1   1  0  2  0  1   1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 26 Feb 2008 << 745-845
Base Vol:     49    1   43     0    0   60    57 1270  240    89 1153   22
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  49    1   43     0    0   60    57 1270  240    89 1153   22
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 1.00
PHF Volume:   49    1   43     0    0   60    57 1270    0    89 1153   22
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  49    1   43     0    0   60    57 1270    0    89 1153   22
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 1.00
MLF Adj:     1.10 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 1.00
FinalVolume:  54    1   43     0    0   60    57 1270    0    89 1153   22
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375 1375  1375 1375 1375  1375 1375 1375  1375 1375 1375
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       1.10 0.02 0.88  0.00 0.00 1.00  1.00 2.00 1.00  1.00 1.96 0.04
Final Sat.:  1514   28 1208     0    0 1375  1375 2750 1375  1375 2699   51
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.04 0.04  0.00 0.00 0.04  0.04 0.46 0.00  0.06 0.43 0.43
Crit Volume:  49                           60        635         89
Crit Moves:  ****                         ****       ****       ****
********************************************************************************
```



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                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                            Existing 2008 AM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #9 Hilgard Avenue/Copa De Oro Road and Sunset Boulevard
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        0.959
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      180              Level Of Service:                 E
********************************************************************************
Street Name: Hilgard Avenue/Copa De Oro Road          Sunset Boulevard
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Split Phase      Split Phase       Protected        Protected
Rights:            Ovl           Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  1! 0  1   0  0  1! 0  0   1  0  1  1  0   1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 745-845
Base Vol:    142   38  107    28   73   16    18 1031  261   452 1067   21
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 142   38  107    28   73   16    18 1031  261   452 1067   21
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  142   38  107    28   73   16    18 1031  261   452 1067   21
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 142   38  107    28   73   16    18 1031  261   452 1067   21
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.10 1.00 1.10  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume: 156   38  118    28   73   16    18 1031  261   452 1067   21
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375 1375  1375 1375 1375  1375 1375 1375  1375 1375 1375
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       1.50 0.37 1.13  0.24 0.62 0.14  1.00 1.60 0.40  1.00 1.96 0.04
Final Sat.:  2066  503 1557   329  858  188  1375 2194  556  1375 2697   53
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.08 0.08  0.09 0.09 0.09  0.01 0.47 0.47  0.33 0.40 0.40
Crit Volume: 104                  117             646        452
Crit Moves:  ****                 ****            ****       ****
********************************************************************************
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                 UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                           Existing 2008 AM Peak
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #10 Beverly Glen Boulevard and Sunset Boulevard
********************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):        0.924
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       180              Level Of Service:                 E
********************************************************************************
Street Name:      Beverly Glen Boulevard             Sunset Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted      Prot+Permit
Rights:           Ignore           Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  1  0  1   0  0  1! 0  0   1  0  1  1  0   1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 745-845
Base Vol:      87   92   389    50   76     9    15 1022   106   479 1402    72
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   87   92   389    50   76     9    15 1022   106   479 1402    72
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    87   92     0    50   76     9    15 1022   106   479 1402    72
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   87   92     0    50   76     9    15 1022   106   479 1402    72
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   87   92     0    50   76     9    15 1022   106   479 1402    72
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  1.00  0.37 0.56  0.07  1.00 1.81  0.19  1.00 1.90  0.10
Final Sat.:  1375 1375  1375   509  774    92  1375 2492   258  1375 2616   134
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.07  0.00  0.10 0.10  0.10  0.01 0.41  0.41  0.35 0.54  0.54
Crit Volume:        92               135              564        479
Crit Moves:       ****              ****             ****       ****
********************************************************************************
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                 UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                           Existing 2008 AM Peak
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #11 Beverly Glen Boulevard and Sunset Boulevard (East I/S)
********************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):        1.183
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       180              Level Of Service:                 F
********************************************************************************
Street Name:      Beverly Glen Boulevard       Sunset Boulevard (East I/S)
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase      Prot+Permit        Permitted
Rights:           Include          Include          Include           Ignore
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  0  0  0   0  1  0  1  0   1  0  2  0  0   0  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 745-845
Base Vol:       0    0     0   148    0   811   313 1127     0     0 1123    33
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0   148    0   811   313 1127     0     0 1123    33
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:     0    0     0   148    0   811   313 1127     0     0 1123     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0   148    0   811   313 1127     0     0 1123     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
FinalVolume:    0    0     0   148    0   811   313 1127     0     0 1123     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.00  0.00  0.31 0.69  1.00  1.00 2.00  0.00  0.00 2.00  1.00
Final Sat.:     0    0     0   440  985  1425  1425 2850     0     0 2850  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.34 0.00  0.57  0.22 0.40  0.00  0.00 0.39  0.00
Crit Volume:         0                    811   313                    562
Crit Moves:                              ****  ****                   ****
********************************************************************************
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                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                           Existing 2008 AM Peak
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                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #12 Sepulveda Boulevard and San Diego Fwy NB Off-Ramp
********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):         0.568
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       43             Level Of Service:                  A
********************************************************************************
Street Name:       Sepulveda Boulevard           San Diego Fwy NB Off-Ramp
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted         Permitted       Split Phase      Split Phase
Rights:            Include           Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  2  0  0   0  0  2  0  0   1  0  1! 0  0   0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 800-900
Base Vol:      0  381     0     0 1307     0   276    0     9     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   0  381     0     0 1307     0   276    0     9     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    0  381     0     0 1307     0   276    0     9     0    0     0
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   0  381     0     0 1307     0   276    0     9     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
FinalVolume:   0  381     0     0 1307     0   304    0     9     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  0.00  0.00 2.00  0.00  1.94 0.00  0.06  0.00 0.00  0.00
Final Sat.:    0 2850     0     0 2850     0  2768    0    82     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.13  0.00  0.00 0.46  0.00  0.11 0.00  0.11  0.00 0.00  0.00
Crit Volume:   0                    654                    156          0
Crit Moves:  ****                  ****                   ****
********************************************************************************
```



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--------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                           Existing 2008 AM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #13 Sepulveda Boulevard and Montana Avenue
********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):         0.782
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       85             Level Of Service:                  C
********************************************************************************
Street Name:       Sepulveda Boulevard                  Montana Avenue
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Prot+Permit        Permitted        Permitted        Permitted
Rights:            Include           Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  2  0  1   1  0  1  1  0   0  0  1! 0  0   0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 800-900
Base Vol:     74  312   273   328 1103    22     8  272   100    98   70    71
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  74  312   273   328 1103    22     8  272   100    98   70    71
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   74  312   273   328 1103    22     8  272   100    98   70    71
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  74  312   273   328 1103    22     8  272   100    98   70    71
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  2.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  74  312   273   328 1103    22     8  272   100   196   70    71
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 1.96  0.04  0.02 0.72  0.26  1.00 0.58  0.42
Final Sat.:  1425 2850  1425  1425 2794    56    30 1020   375  1425  825   600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.11  0.19  0.23 0.39  0.39  0.27 0.27  0.27  0.07 0.08  0.12
Crit Volume:  74                          563        380         98
Crit Moves:  ****                        ****       ****        ****
********************************************************************************
```

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---------------------------------------------------------------------------------
                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                            Existing 2008 AM Peak
---------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
*********************************************************************************
Intersection #14 Levering Avenue and Montana Avenue
*********************************************************************************
Average Delay (sec/veh):      0.8       Worst Case Level Of Service: C[ 22.9]
*********************************************************************************
Street Name:           Levering Avenue                   Montana Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0   0  0  0  0  0   0  0  0  1  0   0  1  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Feb 2008 << 800-900
Base Vol:       37    0     3     0    0     0     0  761   339     6  155     0
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    37    0     3     0    0     0     0  761   339     6  155     0
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     37    0     3     0    0     0     0  761   339     6  155     0
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    37    0     3     0    0     0     0  761   339     6  155     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4  6.5   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1098 1098   931  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1100 xxxx xxxxx
Potent Cap.:  238  215   327  xxxx xxxx xxxxx  xxxx xxxx xxxxx   642 xxxx xxxxx
Move Cap.:    236  213   327  xxxx xxxx xxxxx  xxxx xxxx xxxxx   642 xxxx xxxxx
Volume/Cap:  0.16 0.00  0.01  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.01 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  10.7 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  241 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.6 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel:xxxxx 22.9 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  10.7 xxxx xxxxx
Shared LOS:     *    C     *     *    *     *     *    *     *     B    *     *
ApproachDel:       22.9           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         C               *                *                *
*********************************************************************************
Note: Queue reported is the number of cars per lane.
*********************************************************************************
```



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                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                            Existing 2008 AM Peak
---------------------------------------------------------------------------------
                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*********************************************************************************
Intersection #15 Veteran Avenue and Montana Avenue/Galey Avenue
*********************************************************************************
Cycle (sec):          100               Critical Vol./Cap.(X):          0.841
Loss Time (sec):        0 (Y+R=4.0 sec) Average Delay (sec/veh):       xxxxxx
Optimal Cycle:         90               Level Of Service:                   D
*********************************************************************************
Street Name:            Veteran Avenue             Montana Avenue/Galey Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 800-900
Base Vol:       33  219    21   168  319    19   114  554    43    11   78    48
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    33  219    21   168  319    19   114  554    43    11   78    48
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     33  219    21   168  319    19   114  554    43    11   78    48
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    33  219    21   168  319    19   114  554    43    11   78    48
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    33  219    21   168  319    19   114  554    43    11   78    48
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:        0.12 0.80  0.08  0.33 0.63  0.04  0.16 0.78  0.06  0.08 0.57  0.35
Final Sat.:    181 1203   115   498  946    56   241 1169    91   120  854   526
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.18 0.18  0.18  0.34 0.34  0.34  0.47 0.47  0.47  0.09 0.09  0.09
Crit Volume:    33                     506         711         11
Crit Moves:   ****                    ****        ****        ****
*********************************************************************************
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                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                             Existing 2008 AM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #16 Galey Avenue and Strathmore Place
********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        0.690
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       60             Level Of Service:                 B
********************************************************************************
Street Name:           Galey Avenue                    Strathmore Place
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted       Prot+Permit        Permitted        Permitted
Rights:          Include          Include           Include            Ovl
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Lanes:       1  0  1  0  1   1  0  1  1  0   0  0  1! 0  0   1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 745-845
Base Vol:      5   79   280   474  265     3     2  118    14    95   18    47
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   5   79   280   474  265     3     2  118    14    95   18    47
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    5   79   280   474  265     3     2  118    14    95   18    47
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   5   79   280   474  265     3     2  118    14    95   18    47
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   5   79   280   474  265     3     2  118    14    95   18    47
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  1.00  1.00 1.98  0.02  0.01 0.89  0.10  1.00 1.00  1.00
Final Sat.:  1425 1425  1425  1425 2818    32    21 1255   149  1425 1425  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.06  0.20  0.33 0.09  0.09  0.09 0.09  0.09  0.07 0.01  0.03
Crit Volume:              280   474                    134           95
Crit Moves:              ****  ****                   ****         ****
********************************************************************************
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                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                             Existing 2008 AM Peak
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                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #17 Veteran Avenue and Levering Avenue
********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        0.544
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       32             Level Of Service:                 A
********************************************************************************
Street Name:           Veteran Avenue                   Levering Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Lanes:       0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 800-900
Base Vol:     19  233    28    21  387     3     2  115   203    66   23    29
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  19  233    28    21  387     3     2  115   203    66   23    29
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   19  233    28    21  387     3     2  115   203    66   23    29
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  19  233    28    21  387     3     2  115   203    66   23    29
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  19  233    28    21  387     3     2  115   203    66   23    29
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.07 0.83  0.10  0.05 0.94  0.01  0.01 0.36  0.63  0.56 0.19  0.25
Final Sat.:   102 1248   150    77 1412    11     9  539   952   839  292   369
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.19  0.19  0.27 0.27  0.27  0.21 0.21  0.21  0.08 0.08  0.08
Crit Volume:   19                    411                320           66
Crit Moves:  ****                   ****               ****         ****
********************************************************************************
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--------------------------------------------------------------------------------
                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                            Existing 2008 AM Peak
--------------------------------------------------------------------------------
                       Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #18 Hilgard Avenue and Wyton Drive
********************************************************************************
Cycle (sec):        100            Critical Vol./Cap.(X):        0.460
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       27            Level Of Service:                 A
********************************************************************************
Street Name:          Hilgard Avenue                   Wyton Drive
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        1  0  1  1  0   1  0  2  0  1   1  0  1  0  1   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 30 Jan 2008 << 800-900
Base Vol:     207  276    9    27  589   53    16   24   94    59   85   28
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  207  276    9    27  589   53    16   24   94    59   85   28
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   207  276    9    27  589   53    16   24   94    59   85   28
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  207  276    9    27  589   53    16   24   94    59   85   28
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:  207  276    9    27  589   53    16   24   94    59   85   28
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500 1500  1500 1500 1500  1500 1500 1500  1500 1500 1500
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       1.00 1.94 0.06  1.00 2.00 1.00  1.00 1.00 1.00  0.34 0.50 0.16
Final Sat.:  1500 2905   95  1500 3000 1500  1500 1500 1500   515  741  244
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.09 0.10  0.02 0.20 0.04  0.01 0.02 0.06  0.11 0.11 0.11
Crit Volume:  207                   295         16                    172
Crit Moves:  ****                  ****        ****                  ****
********************************************************************************
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                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                            Existing 2008 AM Peak
--------------------------------------------------------------------------------
                       Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
t incl.]tion #19 Beverly Glen Blvd and Wyton Dr/Comstock Ave [5-Leg Intersection
********************************************************************************
Cycle (sec):        100            Critical Vol./Cap.(X):        0.405
Loss Time (sec):      0 (Y+R=15.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       24            Level Of Service:                 A
********************************************************************************
Street Name:      Beverly Glen Boulevard        Wyton Drive/Comstock Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        1  0  1  0  1   1  0  1  0  1   0  0  1! 0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 May 2008 << 700-800
Base Vol:       8  300    5    46  498    3     1   22   11    30   33   38
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    8  300    5    46  498    3     1   22   11    30   33   38
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     8  300    5    46  498    3     1   22   11    30   33   38
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    8  300    5    46  498    3     1   22   11    30   33   38
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:    8  300    5    46  498    3     1   22   11    30   33   38
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500 1500  1500 1500 1500  1500 1500 1500  1500 1500 1500
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       1.00 1.00 1.00  1.00 1.00 1.00  0.03 0.65 0.32  0.30 0.33 0.37
Final Sat.:  1500 1500 1500  1500 1500 1500    44  971  485   446  490  564
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.20 0.00  0.03 0.33 0.00  0.02 0.02 0.02  0.07 0.07 0.07
Crit Volume:    8                   498          1                    101
Crit Moves:  ****                  ****        ****                  ****
********************************************************************************
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                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                           Existing 2008 AM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #20 Hilgard Avenue and Westholme Avenue
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):         0.531
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       31              Level Of Service:                  A
********************************************************************************
Street Name:          Hilgard Avenue                  Westholme Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0    0    0     0    0    0     0    0    0     0
Lanes:        1  0  1  1  0   1  0  1  1  0   0  1  0  1  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 30 Jan 2008 << 800-900
Base Vol:     163  379    41    15  531   131    20   10    29    40  194    49
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  163  379    41    15  531   131    20   10    29    40  194    49
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   163  379    41    15  531   131    20   10    29    40  194    49
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  163  379    41    15  531   131    20   10    29    40  194    49
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  163  379    41    15  531   131    20   10    29    40  194    49
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.80  0.20  1.00 1.60  0.40  0.68 0.34  0.98  0.14 0.69  0.17
Final Sat.:  1500 2707   293  1500 2406   594  1017  508  1475   212 1028   260
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.14  0.14  0.01 0.22  0.22  0.02 0.02  0.02  0.19 0.19  0.19
Crit Volume:  163                     331          20                       283
Crit Moves:  ****                    ****        ****                      ****
********************************************************************************
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--------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                           Existing 2008 AM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #21 Hilgard Avenue and Manning Avenue
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):         0.321
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       27              Level Of Service:                  A
********************************************************************************
Street Name:          Hilgard Avenue                   Manning Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0    0    0     0    0    0     0    0    0     0
Lanes:        0  0  1  1  0   1  0  2  0  0   0  0  0  0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 30 Jan 2008 << 800-900
Base Vol:       0  716    12    21  514     0     0    0     0     6    0    66
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  716    12    21  514     0     0    0     0     6    0    66
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  716    12    21  514     0     0    0     0     6    0    66
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  716    12    21  514     0     0    0     0     6    0    66
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  716    12    21  514     0     0    0     0     6    0    66
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.97  0.03  1.00 2.00  0.00  0.00 0.00  0.00  0.08 0.00  0.92
Final Sat.:     0 2803    47  1425 2850     0     0    0     0   119    0  1306
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.26  0.26  0.01 0.18  0.00  0.00 0.00  0.00  0.05 0.00  0.05
Crit Volume:              364    21                      0                   72
Crit Moves:              ****  ****                                        ****
********************************************************************************
```

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--------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                          Existing 2008 AM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #22 Gayley Avenue and Le Conte Avenue
********************************************************************************
Cycle (sec):         100             Critical Vol./Cap.(X):         0.564
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:        33             Level Of Service:                  A
********************************************************************************
Street Name:           Gayley Avenue                   Le Conte Avenue
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0    0    0     0    0    0     0    0    0     0
Lanes:         1  0  1  1  0   1  0  1  1  0   1  0  0  1  0   1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 30 Jan 2008 << 745-845
Base Vol:       7  635   234   124  217    15    24  119    11   157   74   127
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    7  635   234   124  217    15    24  119    11   157   74   127
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     7  635   234   124  217    15    24  119    11   157   74   127
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    7  635   234   124  217    15    24  119    11   157   74   127
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    7  635   234   124  217    15    24  119    11   157   74   127
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.46  0.54  1.00 1.87  0.13  1.00 0.92  0.08  1.00 1.00  1.00
Final Sat.:  1500 2192   808  1500 2806   194  1500 1373   127  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.29  0.29  0.08 0.08  0.08  0.02 0.09  0.09  0.10 0.05  0.08
Crit Volume:       435         124                     130         157
Crit Moves:        ****        ****                    ****        ****
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                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                          Existing 2008 AM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #23 Westwood Boulevard and Le Conte Avenue
********************************************************************************
Cycle (sec):         100             Critical Vol./Cap.(X):         0.779
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:        84             Level Of Service:                  C
********************************************************************************
Street Name:        Westwood Boulevard                 Le Conte Avenue
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted       Prot+Permit
Rights:              Ovl            Include          Include          Include
Min. Green:     0    0     0    0    0     0    0    0     0    0    0     0
Lanes:         1  0  2  0  1   1  0  2  0  1   1  0  1  1  0   1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 30 Jan 2008 << 745-845
Base Vol:      53  632   206    32  195    88   168  327    33   130  317   107
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   53  632   206    32  195    88   168  327    33   130  317   107
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    53  632   206    32  195    88   168  327    33   130  317   107
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   53  632   206    32  195    88   168  327    33   130  317   107
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   53  632   206    32  195    88   168  327    33   130  317   107
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 1.82  0.18  1.00 1.00  1.00
Final Sat.:  1069 2138  1069  1069 2138  1069  1069 1942   196  1069 1069  1069
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.30  0.19  0.03 0.09  0.08  0.16 0.17  0.17  0.12 0.30  0.10
Crit Volume:       316          32           168                     317
Crit Moves:        ****        ****         ****                    ****
********************************************************************************
```

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                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                            Existing 2008 AM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #24 Tiverton Drive and Le Conte Avenue
********************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):        0.487
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:        28              Level Of Service:                 A
********************************************************************************
Street Name:          Tiverton Drive                  Le Conte Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Ignore
Min. Green:    0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1! 0  0   0  1  0  0  1   1  0  1  0  1   1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 30 Jan 2008 << 730-830
Base Vol:      25  100    28    24   35   196   181  290    40    15  328    87
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   25  100    28    24   35   196   181  290    40    15  328    87
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:    25  100    28    24   35   196   181  290    40    15  328     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   25  100    28    24   35   196   181  290    40    15  328     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
FinalVolume:   25  100    28    24   35   196   181  290    40    15  328     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.16 0.66  0.18  0.41 0.59  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:   245  980   275   610  890  1500  1500 1500  1500  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.10  0.10  0.04 0.04  0.13  0.12 0.19  0.03  0.01 0.22  0.00
Crit Volume:   25                         196   181                   328
Crit Moves:  ****                        ****  ****                  ****
********************************************************************************
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                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                            Existing 2008 AM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #25 Hilgard Avenue and Le Conte Avenue
********************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):        0.561
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:        42              Level Of Service:                 A
********************************************************************************
Street Name:          Hilgard Avenue                  Le Conte Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted       Split Phase      Split Phase
Rights:          Include          Include          Include          Include
Min. Green:    0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  0  1  0   1  0  1  0  1   1  1  0  0  1   0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 30 Jan 2008 << 800-900
Base Vol:      22  429    26    10  217   285   272   66    32     7  145    24
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   22  429    26    10  217   285   272   66    32     7  145    24
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    22  429    26    10  217   285   272   66    32     7  145    24
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   22  429    26    10  217   285   272   66    32     7  145    24
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
FinalVolume:   22  429    26    10  217   285   299   66    32     7  145    24
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.94  0.06  1.00 1.00  1.00  1.64 0.36  1.00  0.05 0.95  1.00
Final Sat.:  1425 1344    81  1425 1425  1425  2335  515  1425    66 1359  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.32  0.32  0.01 0.15  0.20  0.13 0.13  0.02  0.11 0.11  0.02
Crit Volume:             455    10                     183               152
Crit Moves:             ****  ****                    ****              ****
********************************************************************************
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                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                           Existing 2008 AM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #26 Gayley Avenue and Weyburn Avenue
********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):         0.479
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       28             Level Of Service:                  A
********************************************************************************
Street Name:           Gayley Avenue                     Weyburn Avenue
Approach:      North Bound    South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        1  0  1  1  0   1  0  1  1  0   0  1  0  1  0   1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Feb 2008 << 745-845
Base Vol:      28  753   111    17  400    74   190  170    22    37   43    36
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   28  753   111    17  400    74   190  170    22    37   43    36
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    28  753   111    17  400    74   190  170    22    37   43    36
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   28  753   111    17  400    74   190  170    22    37   43    36
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   28  753   111    17  400    74   190  170    22    37   43    36
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.74  0.26  1.00 1.69  0.31  0.99 0.89  0.12  1.00 0.54  0.46
Final Sat.:  1500 2615   385  1500 2532   468  1492 1335   173  1500  816   684
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.29  0.29  0.01 0.16  0.16  0.13 0.13  0.13  0.02 0.05  0.05
Crit Volume:       432          17              190                          79
Crit Moves:       ****        ****             ****                        ****
********************************************************************************
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                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                           Existing 2008 AM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #27 Westwood Boulevard and Weyburn Avenue
********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):         0.438
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       26             Level Of Service:                  A
********************************************************************************
Street Name:         Westwood Boulevard                  Weyburn Avenue
Approach:      North Bound    South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        1  0  1  1  0   0  1  1  0  1   0  1  0  1  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 31 Jan 2008 << 730-830
Base Vol:      70  659    43     6  322    29    47   56    31    33   43    13
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   70  659    43     6  322    29    47   56    31    33   43    13
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    70  659    43     6  322    29    47   56    31    33   43    13
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   70  659    43     6  322    29    47   56    31    33   43    13
PCE Adj:     1.00 1.00  1.00  4.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   70  659    43    24  322    29    47   56    31    33   43    13
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       1.00 1.88  0.12  0.15 1.85  1.00  0.70 0.84  0.46  0.37 0.48  0.15
Final Sat.:  1125 2112   138   174 2076  1125   789  940   521   417  544   164
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.31  0.31  0.03 0.16  0.03  0.06 0.06  0.06  0.08 0.08  0.08
Crit Volume:             351     6               47                          89
Crit Moves:             ****  ****             ****                        ****
********************************************************************************
```

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--------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                            Existing 2008 AM Peak
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                    Level Of Service Computation Report
             2000 HCM 4-Way Stop Method (Base Volume Alternative)
********************************************************************************
Intersection #28 Tiverton Drvie and Weyburn Avenue
********************************************************************************
Cycle (sec):        100           Critical Vol./Cap.(X):        0.150
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     7.7
Optimal Cycle:        0           Level Of Service:                 A
********************************************************************************
Street Name:           Tiverton Drive                  Weyburn Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  1! 0  0   0  0  1! 0  0   0  1  0  0  0   0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Feb 2008 << 700-800
Base Vol:      13  106     7    27    0    32    26   36     0     0   34    17
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   13  106     7    27    0    32    26   36     0     0   34    17
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    13  106     7    27    0    32    26   36     0     0   34    17
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   13  106     7    27    0    32    26   36     0     0   34    17
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   13  106     7    27    0    32    26   36     0     0   34    17
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.10 0.84  0.06  0.46 0.00  0.54  0.42 0.58  0.00  0.00 0.67  0.33
Final Sat.:    87  706    47   396    0   469   329  455     0     0  554   277
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.15  0.15  0.07 xxxx  0.07  0.08 0.08  xxxx  xxxx 0.06  0.06
Crit Moves:       ****        ****                   ****                   ****
Delay/Veh:    7.9  7.9   7.9   7.3  0.0   7.3   7.8  7.8   0.0   0.0  7.4   7.4
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   7.9  7.9   7.9   7.3  0.0   7.3   7.8  7.8   0.0   0.0  7.4   7.4
LOS by Move:    A    A     A     A    *     A     A    A     *     *    A     A
ApproachDel:         7.9              7.3              7.8              7.4
Delay Adj:          1.00             1.00             1.00             1.00
ApprAdjDel:          7.9              7.3              7.8              7.4
LOS by Appr:          A                A                A                A
AllWayAvgQ:   0.2  0.2   0.2   0.1  0.1   0.1   0.1  0.1   0.1   0.1  0.1   0.1
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                            Existing 2008 AM Peak
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
             Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #29 Hilgard Avenue and Weyburn Avenue
********************************************************************************
Cycle (sec):        100           Critical Vol./Cap.(X):        0.441
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):  xxxxxx
Optimal Cycle:       33           Level Of Service:                 A
********************************************************************************
Street Name:           Hilgard Avenue                  Weyburn Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  0  1  0   1  0  1  0  1   1  0  0  1  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Feb 2008 << 800-900
Base Vol:      29  461     5    13  251    39    34   27    63     7   26    27
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   29  461     5    13  251    39    34   27    63     7   26    27
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    29  461     5    13  251    39    34   27    63     7   26    27
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   29  461     5    13  251    39    34   27    63     7   26    27
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   29  461     5    13  251    39    34   27    63     7   26    27
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.99  0.01  1.00 1.00  1.00  1.00 0.30  0.70  0.12 0.43  0.45
Final Sat.:  1425 1410    15  1425 1425  1425  1425  428   998   166  618   641
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.33  0.33  0.01 0.18  0.03  0.02 0.06  0.06  0.04 0.04  0.04
Crit Volume:       466          13                    90                    60
Crit Moves:       ****        ****                  ****                  ****
********************************************************************************
```

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-------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                           Existing 2008 AM Peak
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #30 Westwood Boulevard and Kinross Avenue
*******************************************************************************
Cycle (sec):         100             Critical Vol./Cap.(X):        0.835
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        87             Level Of Service:                 D
*******************************************************************************
Street Name:        Westwood Boulevard                  Kinross Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Lanes:       1  0  1  0  1   0  1  1  1  0   0  1  0  1  0   1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 31 Jan 2008 << 730-830
Base Vol:      53  768    25    12  344    36    55   30    24     5   45    59
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   53  768    25    12  344    36    55   30    24     5   45    59
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    53  768    25    12  344    36    55   30    24     5   45    59
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   53  768    25    12  344    36    55   30    24     5   45    59
PCE Adj:     1.00 1.00  1.00  4.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   53  768    25    48  344    36    55   30    24     5   45    59
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       1.00 1.00  1.00  0.45 2.30  0.25  1.00 0.56  0.44  1.00 0.43  0.57
Final Sat.:  1125 1125  1125   506 2585   284  1125  630   495  1125  487   638
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.68  0.02  0.02 0.13  0.13  0.05 0.05  0.05  0.00 0.09  0.09
Crit Volume:       768          12              55                          104
Crit Moves:       ****        ****            ****                         ****
*******************************************************************************
```



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-------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                           Existing 2008 AM Peak
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #31 Westwood Boulevard and Lindbrook Drive
*******************************************************************************
Cycle (sec):         100             Critical Vol./Cap.(X):        0.548
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        32             Level Of Service:                 A
*******************************************************************************
Street Name:        Westwood Bouelvard                  Lindbrook Drive
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Lanes:       0  1  1  0  1   0  1  1  1  0   0  1  0  1  0   0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 31 Jan 2008 << 800-900
Base Vol:       3  796   216    20  316    10    29  130    45    93  131    27
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    3  796   216    20  316    10    29  130    45    93  131    27
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     3  796   216    20  316    10    29  130    45    93  131    27
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    3  796   216    20  316    10    29  130    45    93  131    27
PCE Adj:     2.00 1.00  1.00  4.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    6  796   216    80  316    10    29  130    45    93  131    27
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       0.02 1.98  1.00  1.00 1.93  0.07  0.28 1.28  0.44  0.74 1.04  0.22
Final Sat.:    17 2233  1125  1125 2167    83   320 1434   496   834 1174   242
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.18 0.36  0.19  0.02 0.15  0.12  0.09 0.09  0.09  0.11 0.11  0.11
Crit Volume:       401          20                   102         93
Crit Moves:       ****        ****                  ****        ****
*******************************************************************************
```

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                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                           Existing 2008 AM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #32 Glendon/Tiverton/Lindbrook
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        0.608
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       37              Level Of Service:                 B
********************************************************************************
Street Name:  Glendon Avenue/Tiverton Avenue           Lindbrook Drive
Approach:     North Bound    South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0     0    0    0     0    0    0     0    0    0     0
Lanes:        1  0  1  0  1   1  0  2  1  0   0  1  0  0  1   0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Feb 2008 << 800-900
Base Vol:      59  219   392     8   24    43    36  319    21   157  170    39
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   59  219   392     8   24    43    36  319    21   157  170    39
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    59  219   392     8   24    43    36  319    21   157  170    39
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   59  219   392     8   24    43    36  319    21   157  170    39
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  2.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   59  219   392     8   24    43    36  319    21   314  170    39
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  1.00  1.00 2.00  1.00  0.10 0.90  1.00  1.00 0.85  0.15
Final Sat.:  1500 1500  1500  1500 3000  1500   152 1348  1500  1500 1276   224
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.15  0.26  0.01 0.01  0.03  0.24 0.24  0.01  0.10 0.13  0.17
Crit Volume:             392     8                   355         157
Crit Moves:             ****  ****                  ****        ****
********************************************************************************
```



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                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                           Existing 2008 AM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #33 Sepulveda Boulevard and Constitution Avenue
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        0.541
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       31              Level Of Service:                 A
********************************************************************************
Street Name:       Sepulveda Boulevard            Constitution Avenue
Approach:     North Bound    South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0     0    0    0     0    0    0     0    0    0     0
Lanes:        1  0  1  1  0   1  0  1  1  0   0  0  1! 0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 745-845
Base Vol:      64  290     7     3 1121   165    84    0    19     2    0     2
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   64  290     7     3 1121   165    84    0    19     2    0     2
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    64  290     7     3 1121   165    84    0    19     2    0     2
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   64  290     7     3 1121   165    84    0    19     2    0     2
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   64  290     7     3 1121   165    84    0    19     2    0     2
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.95  0.05  1.00 1.74  0.26  0.82 0.00  0.18  0.50 0.00  0.50
Final Sat.:  1500 2929    71  1500 2615   385  1223    0   277   750    0   750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.10  0.10  0.00 0.43  0.43  0.07 0.00  0.07  0.00 0.00  0.00
Crit Volume:   64                     643                103     2
Crit Moves:  ****                    ****               ****  ****
********************************************************************************
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                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                             Existing 2008 AM Peak
---------------------------------------------------------------------------------
                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*********************************************************************************
Intersection #34 San Vicente Bouevard and Wilshire Bouelvard
*********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):          0.943
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      180             Level Of Service:                   E
*********************************************************************************
Street Name:       San Vicente Bouevard               Wilshire Bouelvard
Approach:     North Bound     South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted        Protected
Rights:            Ovl            Include          Include           Ignore
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  2  0  1   2  1  0  1  0   1  0  2  1  0   1  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 730-830
Base Vol:      98  204   111  1380  290    18    66 1956    65    53 2037   927
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   98  204   111  1380  290    18    66 1956    65    53 2037   927
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:    98  204   111  1380  290    18    66 1956    65    53 2037     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   98  204   111  1380  290    18    66 1956    65    53 2037     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
FinalVolume:   98  204   111  1518  290    18    66 1956    65    53 2037     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  3.00 0.94  0.06  1.00 2.90  0.10  1.00 3.00  1.00
Final Sat.:  1425 2850  1425  4275 1342    83  1425 4138   137  1425 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.07  0.08  0.36 0.22  0.22  0.05 0.47  0.47  0.04 0.48  0.00
Crit Volume:             111   506                           674    53
Crit Moves:             ****  ****                          ****  ****
*********************************************************************************
```



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---------------------------------------------------------------------------------
                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                             Existing 2008 AM Peak
---------------------------------------------------------------------------------
                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*********************************************************************************
Intersection #35 Sepulveda Boulevard and Wilshire Boulevard
*********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):          1.352
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      180             Level Of Service:                   F
*********************************************************************************
Street Name:       Sepulveda Boulevard                Wilshire Boulevard
Approach:     North Bound     South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  1  1  0   1  0  1  1  0   1  0  3  1  0   2  0  4  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Feb 2008 << 745-845
Base Vol:     156  240   263   279  637   283    71 2737   134   110 2543    62
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  156  240   263   279  637   283    71 2737   134   110 2543    62
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   156  240   263   279  637   283    71 2737   134   110 2543    62
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  156  240   263   279  637   283    71 2737   134   110 2543    62
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
FinalVolume:  156  240   263   279  637   283    71 2737   134   121 2543    62
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       1.00 1.00  1.00  1.00 1.38  0.62  1.00 3.81  0.19  2.00 4.88  0.12
Final Sat.:  1031 1031  1031  1031 1428   634  1031 3932   193  2063 5034   123
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.23  0.26  0.27 0.45  0.45  0.07 0.70  0.70  0.06 0.51  0.51
Crit Volume:  156                     460         718         61
Crit Moves:  ****                    ****        ****        ****
*********************************************************************************
```

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                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                          Existing 2008 AM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #36 Veteran Avenue and Wilshire Boulevard
********************************************************************************
Cycle (sec):         100            Critical Vol./Cap.(X):         1.170
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180            Level Of Service:                  F
********************************************************************************
Street Name:          Veteran Avenue                 Wilshire Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit        Permitted        Protected         Protected
Rights:            Ovl               Ovl             Include           Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        1  0  2  0  1   1  0  2  0  2   2  0  3  1  0   2  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Feb 2008 << 730-830
Base Vol:     207  385   99   110  252  368   529 2901  134    52 2297   35
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  207  385   99   110  252  368   529 2901  134    52 2297   35
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   207  385   99   110  252  368   529 2901  134    52 2297   35
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  207  385   99   110  252  368   529 2901  134    52 2297   35
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.10  1.10 1.00 1.00  1.10 1.00 1.00
FinalVolume:  207  385   99   110  252  405   582 2901  134    57 2297   35
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375 1375  1375 1375 1375  1375 1375 1375  1375 1375 1375
Adjustment:  0.75 0.75 0.75  0.75 0.75 0.75  0.75 0.75 0.75  0.75 0.75 0.75
Lanes:       1.00 2.00 1.00  1.00 2.00 2.00  2.00 3.82 0.18  2.00 3.94 0.06
Final Sat.:  1031 2063 1031  1031 2063 2063  2063 3943  182  2063 4063   62
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.20 0.19 0.10  0.11 0.12 0.20  0.28 0.74 0.74  0.03 0.57 0.57
Crit Volume:  207                   126       291                   583
Crit Moves:  ****                  ****      ****                  ****
********************************************************************************
```



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--------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                          Existing 2008 AM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #37 Gayley Avenue and Wilshire Boulevard
********************************************************************************
Cycle (sec):         100            Critical Vol./Cap.(X):         0.956
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180            Level Of Service:                  E
********************************************************************************
Street Name:          Gayley Avenue                  Wilshire Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit        Permitted        Protected         Permitted
Rights:          Include             Ovl             Include           Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        1  0  2  0  1   1  0  1  0  2   2  0  3  1  0   1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 730-830
Base Vol:      59  333   52    56  100  286   496 2424  152    64 1991  116
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   59  333   52    56  100  286   496 2424  152    64 1991  116
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    59  333   52    56  100  286   496 2424  152    64 1991  116
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   59  333   52    56  100  286   496 2424  152    64 1991  116
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.10  1.10 1.00 1.00  1.00 1.00 1.00
FinalVolume:   59  333   52    56  100  315   546 2424  152    64 1991  116
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425  1425 1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:  0.75 0.75 0.75  0.75 0.75 0.75  0.75 0.75 0.75  0.75 0.75 0.75
Lanes:       1.00 2.00 1.00  1.00 1.00 2.00  2.00 3.76 0.24  1.00 3.78 0.22
Final Sat.:  1069 2138 1069  1069 1069 2138  2138 4023  252  1069 4040  235
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.16 0.05  0.05 0.09 0.15  0.26 0.60 0.60  0.06 0.49 0.49
Crit Volume:       167         56                273                  527
Crit Moves:       ****       ****               ****                 ****
********************************************************************************
```

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                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                             Existing 2008 AM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #38 Westwood Boulevard and Wilshire Boulevard
********************************************************************************
Cycle (sec):         100             Critical Vol./Cap.(X):        0.999
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       180             Level Of Service:                 E
********************************************************************************
Street Name:        Westwood Boulevard                Wilshire Boulevard
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R   L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit       Protected         Protected
Rights:           Include           Ovl            Include           Include
Min. Green:     0    0    0    0    0    0     0    0    0     0    0    0
Lanes:        1  0  2  1  0   1  0  3  0  1   2  0  3  1  0   2  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Feb 2008 << 730-830
Base Vol:      135  600   117    61  272   154   427 1980   164   134 1889    93
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   135  600   117    61  272   154   427 1980   164   134 1889    93
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    135  600   117    61  272   154   427 1980   164   134 1889    93
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   135  600   117    61  272   154   427 1980   164   134 1889    93
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
FinalVolume:   135  600   117    61  272   154   470 1980   164   147 1889    93
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:   0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:        1.00 2.51  0.49  1.00 3.00  1.00  2.00 3.69  0.31  2.00 3.81  0.19
Final Sat.:   1031 2589   505  1031 3094  1031  2063 3809   316  2063 3931   194
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.13 0.23  0.23  0.06 0.09  0.15  0.23 0.52  0.52  0.07 0.48  0.48
Crit Volume:        239          61              235                          496
Crit Moves:        ****        ****             ****                         ****
********************************************************************************
```



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                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                             Existing 2008 AM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #39 Glendon Avenue and Wilshire Bouelvard
********************************************************************************
Cycle (sec):         100             Critical Vol./Cap.(X):        0.912
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       180             Level Of Service:                 E
********************************************************************************
Street Name:          Glendon Avenue                  Wilshire Bouelvard
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R   L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Protected         Permitted
Rights:           Include           Ovl            Include           Include
Min. Green:     0    0    0    0    0    0     0    0    0     0    0    0
Lanes:        0  0  1! 0  0   1  0  1  0  2   2  0  3  1  0   1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Feb 2008 << 800-900
Base Vol:        9  177    22    57  110    41   318 1686   114    66 1970   171
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:     9  177    22    57  110    41   318 1686   114    66 1970   171
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:      9  177    22    57  110    41   318 1686   114    66 1970   171
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:     9  177    22    57  110    41   318 1686   114    66 1970   171
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      1.00 1.00  1.00  1.00 1.00  1.10  1.10 1.00  1.00  1.00 1.00  1.00
FinalVolume:     9  177    22    57  110    45   350 1686   114    66 1970   171
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:   0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:        0.04 0.85  0.11  1.00 1.00  2.00  2.00 3.75  0.25  1.00 3.68  0.32
Final Sat.:     46  909   113  1069 1069  2138  2138 4004   271  1069 3934   341
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.19 0.19  0.19  0.05 0.10  0.02  0.16 0.42  0.42  0.06 0.50  0.50
Crit Volume:        208          57              175                  535
Crit Moves:        ****        ****             ****                 ****
********************************************************************************
```

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---------------------------------------------------------------------------------
                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                             Existing 2008 AM Peak
---------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
*********************************************************************************
Intersection #40 Malcolm Avenue and Wilshire Boulevard
*********************************************************************************
Average Delay (sec/veh):      7.3       Worst Case Level Of Service: F[467.1]
*********************************************************************************
Street Name:             Malcolm Avenue                 Wilshire Boulevard
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  2  1  0    1  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Feb 2008 << 745-845
Base Vol:        3    0    45     3    1    40    65 1691    28    22 2184    53
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:     3    0    45     3    1    40    65 1691    28    22 2184    53
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:      3    0    45     3    1    40    65 1691    28    22 2184    53
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:     3    0    45     3    1    40    65 1691    28    22 2184    53
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 2608 4116   578  2948 4104   755  2237 xxxx xxxxx  1719 xxxx xxxxx
Potent Cap.:   12    2   464     7    3   356   235 xxxx xxxxx   373 xxxx xxxxx
Move Cap.:      5    2   464     5    2   356   235 xxxx xxxxx   373 xxxx xxxxx
Volume/Cap:  0.66 0.00  0.10  0.66 0.58  0.11  0.28 xxxx  xxxx  0.06 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   1.1 xxxx xxxxx   0.2 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  26.1 xxxx xxxxx  15.2 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     D    *     *     C    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx   64 xxxxx  xxxx   33 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  3.4 xxxxx xxxxx  4.8 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx  155 xxxxx xxxxx  467 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    F     *     *    F     *     *    *     *     *    *     *
ApproachDel:      154.6            467.1            xxxxxx           xxxxxx
ApproachLOS:        F                F                *                *
*********************************************************************************
Note: Queue reported is the number of cars per lane.
*********************************************************************************
```



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---------------------------------------------------------------------------------
                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                             Existing 2008 AM Peak
---------------------------------------------------------------------------------
                      Level Of Service Computation Report
             Circular 212 Planning Method (Base Volume Alternative)
*********************************************************************************
Intersection #41 Westholme Avenue and Wilshire Boulevard
*********************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):        0.757
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        77              Level Of Service:                 C
*********************************************************************************
Street Name:          Westholme Avenue                 Wilshire Boulevard
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  3  0  1    1  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Feb 2008 << 800-900
Base Vol:       56  102    65    45   42    20    31 1792    63    29 2202   137
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    56  102    65    45   42    20    31 1792    63    29 2202   137
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     56  102    65    45   42    20    31 1792    63    29 2202   137
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    56  102    65    45   42    20    31 1792    63    29 2202   137
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    56  102    65    45   42    20    31 1792    63    29 2202   137
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:        0.25 0.46  0.29  0.42 0.39  0.19  1.00 3.00  1.00  1.00 2.82  0.18
Final Sat.:    358  652   415   599  559   266  1425 4275  1425  1425 4025   250
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.16 0.16  0.16  0.08 0.08  0.08  0.02 0.42  0.04  0.02 0.55  0.55
Crit Volume:               223    45                31                     780
Crit Moves:               ****  ****              ****                    ****
*********************************************************************************
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--------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                           Existing 2008 AM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #42 Warner Avenue and Wilshire Boulevard
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        0.695
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      180              Level Of Service:                 B
********************************************************************************
Street Name:          Warner Avenue                Wilshire Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Protected
Rights:            Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        1  0  1  0  1   1  0  0  1  0   1  0  2  1  0   1  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Feb 2008 << 800-900
Base Vol:      74   36    21    87   60    88    67 1773    31    11 2228    77
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   74   36    21    87   60    88    67 1773    31    11 2228    77
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    74   36    21    87   60    88    67 1773    31    11 2228    77
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   74   36    21    87   60    88    67 1773    31    11 2228    77
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   74   36    21    87   60    88    67 1773    31    11 2228    77
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  1.00  1.00 0.41  0.59  1.00 2.95  0.05  1.00 2.90  0.10
Final Sat.:  1425 1425  1425  1425  578   847  1425 4202    73  1425 4132   143
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.03  0.01  0.06 0.10  0.10  0.05 0.42  0.42  0.01 0.54  0.54
Crit Volume:   74                     148              601                768
Crit Moves:  ****                    ****                               ****
********************************************************************************
```



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--------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                           Existing 2008 AM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #43 Beverly Glen Boulevard and Wilshire Boulevard
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        0.888
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      180              Level Of Service:                 D
********************************************************************************
Street Name:      Beverly Glen Boulevard           Wilshire Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Prot+Permit        Permitted        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        1  0  1  1  0   1  0  1  1  0   1  0  3  0  1   1  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Feb 2008 << 800-900
Base Vol:     161  335    36    34  504    48    89 1594   203    99 2075    10
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  161  335    36    34  504    48    89 1594   203    99 2075    10
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   161  335    36    34  504    48    89 1594   203    99 2075    10
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  161  335    36    34  504    48    89 1594   203    99 2075    10
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  161  335    36    34  504    48    89 1594   203    99 2075    10
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.81  0.19  1.00 1.83  0.17  1.00 3.00  1.00  1.00 2.99  0.01
Final Sat.:  1375 2483   267  1375 2511   239  1375 4125  1375  1375 4105    20
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.13  0.13  0.02 0.20  0.20  0.06 0.39  0.15  0.07 0.51  0.51
Crit Volume:  161                           276    89                       695
Crit Moves:  ****                          ****  ****                      ****
********************************************************************************
```

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Existing AM Peak           Thu Jul 17, 2008 10:27:51              Page 47-1
-------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                           Existing 2008 AM Peak
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #44 Sawtelle Boulevard and Ohio Avenue
*******************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        0.990
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180             Level Of Service:                 E
*******************************************************************************
Street Name:        Sawtelle Boulevard                Ohio Avenue
Approach:     North Bound     South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  1! 0  0   0  0  1! 0  0   1  0  0  1  0   1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 730-830
Base Vol:      60  303   129    25   90    18    82  845    52    71  458    86
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   60  303   129    25   90    18    82  845    52    71  458    86
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    60  303   129    25   90    18    82  845    52    71  458    86
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   60  303   129    25   90    18    82  845    52    71  458    86
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   60  303   129    25   90    18    82  845    52    71  458    86
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.12 0.62  0.26  0.19 0.68  0.13  1.00 0.94  0.06  1.00 0.84  0.16
Final Sat.:   183  924   393   282 1015   203  1500 1413    87  1500 1263   237
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.33 0.33  0.33  0.09 0.09  0.09  0.05 0.60  0.60  0.05 0.36  0.36
Crit Volume:             492    25                         897    71
Crit Moves:             ****  ****                        ****  ****
*******************************************************************************
```



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Existing AM Peak           Thu Jul 17, 2008 10:27:51              Page 48-1
-------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                           Existing 2008 AM Peak
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #45 Sepulveda Boulevard and Ohio Avenue
*******************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        0.821
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       80             Level Of Service:                 D
*******************************************************************************
Street Name:       Sepulveda Boulevard                Ohio Avenue
Approach:     North Bound     South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        1  0  1  1  0   1  0  1  1  0   1  0  0  1  0   1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 745-845
Base Vol:      96  454   126    38  495    82   174  695    78    74  480    71
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   96  454   126    38  495    82   174  695    78    74  480    71
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    96  454   126    38  495    82   174  695    78    74  480    71
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   96  454   126    38  495    82   174  695    78    74  480    71
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   96  454   126    38  495    82   174  695    78    74  480    71
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.57  0.43  1.00 1.72  0.28  1.00 0.90  0.10  1.00 0.87  0.13
Final Sat.:  1500 2348   652  1500 2574   426  1500 1349   151  1500 1307   193
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.19  0.19  0.03 0.19  0.19  0.12 0.52  0.52  0.05 0.37  0.37
Crit Volume:   96                      289               773    74
Crit Moves:  ****                     ****              ****  ****
*******************************************************************************
```

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                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                            Existing 2008 AM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #46 Veteran Avenue and Ohio Avenue
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap.(X):        0.795
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       70               Level Of Service:                 C
********************************************************************************
Street Name:           Veteran Avenue                     Ohio Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  1! 0  0   0  0  1! 0  0   1  0  0  1  0   1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 745-845
Base Vol:      33  325    35    14  148   100   268  692    37    25  476    41
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   33  325    35    14  148   100   268  692    37    25  476    41
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    33  325    35    14  148   100   268  692    37    25  476    41
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   33  325    35    14  148   100   268  692    37    25  476    41
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   33  325    35    14  148   100   268  692    37    25  476    41
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.08 0.83  0.09  0.05 0.57  0.38  1.00 0.95  0.05  1.00 0.92  0.08
Final Sat.:   126 1240   134    80  847   573  1500 1424    76  1500 1381   119
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.26 0.26  0.26  0.17 0.17  0.17  0.18 0.49  0.49  0.02 0.34  0.34
Crit Volume:       393          14           268                          517
Crit Moves:       ****        ****          ****                         ****
********************************************************************************
```



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                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                            Existing 2008 AM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #47 Westwood Boulevard and Ohio Avenue
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap.(X):        0.738
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       55               Level Of Service:                 C
********************************************************************************
Street Name:         Westwood Boulevard                   Ohio Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  2  0  1   1  0  2  0  1   1  0  0  1  0   1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Feb 2008 << 745-845
Base Vol:     124 1179    48    32  461    59   169  278    91    64  266    50
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  124 1179    48    32  461    59   169  278    91    64  266    50
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   124 1179    48    32  461    59   169  278    91    64  266    50
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  124 1179    48    32  461    59   169  278    91    64  266    50
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  124 1179    48    32  461    59   169  278    91    64  266    50
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 0.75  0.25  1.00 0.84  0.16
Final Sat.:  1500 3000  1500  1500 3000  1500  1500 1130   370  1500 1263   237
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.39  0.03  0.02 0.15  0.04  0.11 0.25  0.25  0.04 0.21  0.21
Crit Volume:       590          32           169                          316
Crit Moves:       ****        ****          ****                         ****
********************************************************************************
```

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--------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                           Existing 2008 AM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #48 Sawtelle Boulevard and Santa Monica Boulevard
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        1.334
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      180              Level Of Service:                 F
********************************************************************************
Street Name:        Sawtelle Boulevard           Santa Monica Boulevard
Approach:      North Bound     South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted       Permitted        Permitted      Prot+Permit
Rights:          Include         Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  1! 0  0   0  0  1! 0  0   1  0  2  1  0   1  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Feb 2008 << 730-830
Base Vol:      60  454   206    94  158    29    23 1181    21   119 1704    61
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   60  454   206    94  158    29    23 1181    21   119 1704    61
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    60  454   206    94  158    29    23 1181    21   119 1704    61
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   60  454   206    94  158    29    23 1181    21   119 1704    61
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   60  454   206    94  158    29    23 1181    21   119 1704    61
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       0.08 0.63  0.29  0.33 0.57  0.10  1.00 2.95  0.05  1.00 2.90  0.10
Final Sat.:    89  674   306   358  601   110  1069 3150    56  1069 3095   111
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.67 0.67  0.67  0.26 0.26  0.26  0.02 0.37  0.37  0.11 0.55  0.55
Crit Volume:       720           94              23                   588
Crit Moves:       ****         ****            ****                  ****
********************************************************************************
```



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                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                           Existing 2008 AM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #49 San Diego Fwy SB Ramps and Santa Monica Boulevard
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        1.068
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      180              Level Of Service:                 F
********************************************************************************
Street Name:      San Diego Fwy SB Ramps         Santa Monica Boulevard
Approach:      North Bound     South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase     Split Phase       Permitted        Protected
Rights:          Include         Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  0  0  0   1  1  0  1  1   0  0  3  1  0   2  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Feb 2008 << 730-830
Base Vol:       0    0     0   720  281   401     0 1044   418   596 1462     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0   720  281   401     0 1044   418   596 1462     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0   720  281   401     0 1044   418   596 1462     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0   720  281   401     0 1044   418   596 1462     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
FinalVolume:    0    0     0   792  281   441     0 1044   418   656 1462     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       0.00 0.00  0.00  2.00 0.78  1.22  0.00 3.00  1.00  2.00 3.00  0.00
Final Sat.:     0    0     0  2138  832  1306     0 3206  1069  2138 3206     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.37 0.34  0.34  0.00 0.33  0.39  0.31 0.46  0.00
Crit Volume:         0         396                         418   328
Crit Moves:                   ****                         ****  ****
********************************************************************************
```

```
--------------------------------------------------------------------------------
                 UCLA NHIP and Amended LRDP Traffic Study
                             Los Angeles, CA
                           Existing 2008 AM Peak
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #50 San Diego Fwy NB Ramps and Santa Monica Boulevard
********************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):         0.884
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       160              Level Of Service:                  D
********************************************************************************
Street Name:      San Diego Fwy NB Ramps          Santa Monica Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  1  1  1  1   0  0  0  0  0   2  0  3  0  0   0  0  4  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Feb 2008 << 745-845
Base Vol:     675  384   720     0    0     0   398 1424     0     0 1318   324
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  675  384   720     0    0     0   398 1424     0     0 1318   324
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   675  384   720     0    0     0   398 1424     0     0 1318   324
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  675  384   720     0    0     0   398 1424     0     0 1318   324
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
FinalVolume:  743  384   792     0    0     0   438 1424     0     0 1318   324
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       1.98 1.02  2.00  0.00 0.00  0.00  2.00 3.00  0.00  0.00 4.00  1.00
Final Sat.:  2113 1093  2138     0    0     0  2138 3206     0     0 4275  1069
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.35 0.35  0.37  0.00 0.00  0.00  0.20 0.44  0.00  0.00 0.31  0.30
Crit Volume:             396          0          219                   330
Crit Moves:             ****                    ****                  ****
********************************************************************************
```



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--------------------------------------------------------------------------------
                 UCLA NHIP and Amended LRDP Traffic Study
                             Los Angeles, CA
                           Existing 2008 AM Peak
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #51 Sepulveda Boulevard and Santa Monica Boulevard
********************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):         1.209
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180              Level Of Service:                  F
********************************************************************************
Street Name:       Sepulveda Boulevard              Santa Monica Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include            Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  1   1  0  2  0  1   1  0  3  0  1   1  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 800-900
Base Vol:     206  832   135   149  753   184    99 1701   361    97 1281   140
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  206  832   135   149  753   184    99 1701   361    97 1281   140
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   206  832   135   149  753   184    99 1701   361    97 1281   140
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  206  832   135   149  753   184    99 1701   361    97 1281   140
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  206  832   135   149  753   184    99 1701   361    97 1281   140
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 3.00  1.00  1.00 3.00  1.00
Final Sat.:  1031 2063  1031  1031 2063  1031  1031 3094  1031  1031 3094  1031
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.20 0.40  0.13  0.14 0.37  0.18  0.10 0.55  0.35  0.09 0.41  0.14
Crit Volume:  206                     377              567         97
Crit Moves:  ****                    ****             ****        ****
********************************************************************************
```

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-------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                          Existing 2008 AM Peak
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #52 Veteran Avenue and Santa Monica Boulevard
*******************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        0.721
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       82              Level Of Service:                 C
*******************************************************************************
Street Name:          Veteran Avenue              Santa Monica Boulevard
Approach:     North Bound     South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit       Protected        Protected
Rights:          Include          Include          Include            Ovl
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Lanes:       1  0  0  1  0   1  0  0  1  0   1  0  3  1  0   1  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Feb 2008 << 745-845
Base Vol:      64  265    54   132  146    66   101 1839    24    63 1320    60
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   64  265    54   132  146    66   101 1839    24    63 1320    60
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    64  265    54   132  146    66   101 1839    24    63 1320    60
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   64  265    54   132  146    66   101 1839    24    63 1320    60
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   64  265    54   132  146    66   101 1839    24    63 1320    60
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.83  0.17  1.00 0.69  0.31  1.00 3.95  0.05  1.00 3.00  1.00
Final Sat.:  1375 1142   233  1375  947   428  1375 5429    71  1375 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.23  0.23  0.10 0.15  0.15  0.07 0.34  0.34  0.05 0.32  0.04
Crit Volume:             319   132              101                    440
Crit Moves:             ****  ****             ****                   ****
*******************************************************************************
```



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-------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                          Existing 2008 AM Peak
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #53 Westwood Boulevard and Santa Monica Boulevard
*******************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        1.038
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      180              Level Of Service:                 F
*******************************************************************************
Street Name:        Westwood Boulevard            Santa Monica Boulevard
Approach:     North Bound     South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit       Protected        Protected
Rights:          Include          Include            Ovl              Ovl
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Lanes:       1  0  1  1  0   1  0  2  0  1   2  0  3  0  1   2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 745-845
Base Vol:      91 1008    73   218  528    75   140 1794    97   128 1288   129
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   91 1008    73   218  528    75   140 1794    97   128 1288   129
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    91 1008    73   218  528    75   140 1794    97   128 1288   129
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   91 1008    73   218  528    75   140 1794    97   128 1288   129
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
FinalVolume:   91 1008    73   218  528    75   154 1794    97   141 1288   129
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.86  0.14  1.00 2.00  1.00  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1375 2564   186  1375 2750  1375  2750 4125  1375  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.39  0.39  0.16 0.19  0.05  0.06 0.43  0.07  0.05 0.31  0.09
Crit Volume:        541         218                   598          70
Crit Moves:        ****        ****                  ****        ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                 UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                           Existing 2008 AM Peak
-------------------------------------------------------------------------------
                   Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #54 Mulholland Drive and Roscomare Road
*******************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        0.819
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      126              Level Of Service:                 D
*******************************************************************************
Street Name:          Mulholland Drive                   Roscomare Road
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase      Prot+Permit      Prot+Permit
Rights:           Include          Include           Ovl            Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  1! 0  0   0  0  0  0  0   0  0  1  0  1   1  0  1  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 730-830
Base Vol:     195    0    75    0    0    0    0  713   409   184  519    0
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:  195    0    75    0    0    0    0  713   409   184  519    0
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:   195    0    75    0    0    0    0  713   409   184  519    0
Reduct Vol:     0    0     0    0    0    0    0    0     0     0    0    0
Reduced Vol:  195    0    75    0    0    0    0  713   409   184  519    0
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:  195    0    75    0    0    0    0  713   409   184  519    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425 1425 1425  1425 1425 1425  1425 1425 1425  1425
Adjustment:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:       0.72 0.00  0.28 0.00 0.00  0.00 0.00 1.00  1.00 1.00 1.00  0.00
Final Sat.:  1029    0   396    0    0     0    0 1425  1425 1425 1425    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.00  0.19 0.00 0.00  0.00 0.00 0.50  0.29 0.13 0.36  0.00
Crit Volume:             270         0               713        184
Crit Moves:             ****                        ****        ****
*******************************************************************************
```



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-------------------------------------------------------------------------------
                 UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                           Existing 2008 AM Peak
-------------------------------------------------------------------------------
                   Level Of Service Computation Report
             2000 HCM 4-Way Stop Method (Base Volume Alternative)
*******************************************************************************
Intersection #55 Roscomare Road and Stradella Road/Linda Flora Drive
*******************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        0.632
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):        12.5
Optimal Cycle:        0              Level Of Service:                 B
*******************************************************************************
Street Name:           Roscomare Road          Stradella Road/Linda Flora Drive
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Feb 2008 << 800-900
Base Vol:      12   74     8   90  423    16   16    1    38     9    0   32
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:   12   74     8   90  423    16   16    1    38     9    0   32
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:    12   74     8   90  423    16   16    1    38     9    0   32
Reduct Vol:     0    0     0    0    0     0    0    0     0     0    0    0
Reduced Vol:   12   74     8   90  423    16   16    1    38     9    0   32
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:   12   74     8   90  423    16   16    1    38     9    0   32
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:       0.13 0.79  0.08 0.17 0.80  0.03 0.29 0.02  0.69 0.22 0.00  0.78
Final Sat.:    95  588    64  142  669    25  191   12   453   144    0  513
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.13  0.13 0.63 0.63  0.63 0.08 0.08  0.08 0.06 xxxx  0.06
Crit Moves:  ****                ****        ****              ****
Delay/Veh:    8.3  8.3   8.3 14.1 14.1  14.1  8.3  8.3   8.3   8.2  0.0  8.2
Delay Adj:   1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh:   8.3  8.3   8.3 14.1 14.1  14.1  8.3  8.3   8.3   8.2  0.0  8.2
LOS by Move:   A    A     A    B    B     B    A    A     A     A    *    A
ApproachDel:       8.3             14.1              8.3              8.2
Delay Adj:        1.00             1.00             1.00             1.00
ApprAdjDel:        8.3             14.1              8.3              8.2
LOS by Appr:        A                B                A                A
AllWayAvgQ:   0.1  0.1   0.1  1.6  1.6   1.6  0.1  0.1   0.1   0.1  0.1  0.1
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```

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--------------------------------------------------------------------------------
                    UCLA NHIP and Amended LRDP Traffic Study
                                 Los Angeles, CA
                            Existing 2008 AM Peak
--------------------------------------------------------------------------------
                       Level Of Service Computation Report
             2000 HCM 4-Way Stop Method (Base Volume Alternative)
********************************************************************************
Intersection #56 Bellagio Road and Chalon Road
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        0.603
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      11.9
Optimal Cycle:        0              Level Of Service:                B
********************************************************************************
Street Name:          Bellagio Road                    Chalon Road
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  1  0  0  0   0  0  0  1  0   0  0  1! 0  0   0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Feb 2008 << 745-845
Base Vol:      30  119    0    0  499   20   11    0   40    0    0    0
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   30  119    0    0  499   20   11    0   40    0    0    0
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    30  119    0    0  499   20   11    0   40    0    0    0
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   30  119    0    0  499   20   11    0   40    0    0    0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   30  119    0    0  499   20   11    0   40    0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       0.20 0.80 0.00 0.00 0.96 0.04 0.22 0.00 0.78 0.00 0.00 0.00
Final Sat.:   155  615    0    0  828   33  145    0  526    0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.19 xxxx xxxx 0.60 0.60 0.08 xxxx 0.08 xxxx xxxx xxxx
Crit Moves:  ****                ****                ****
Delay/Veh:    8.6  8.6  0.0  0.0 13.2 13.2  8.2  0.0  8.2  0.0  0.0  0.0
Delay Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:   8.6  8.6  0.0  0.0 13.2 13.2  8.2  0.0  8.2  0.0  0.0  0.0
LOS by Move:    A    A    *    *    B    B    A    *    A    *    *    *
ApproachDel:       8.6             13.2              8.2            xxxxxx
Delay Adj:        1.00             1.00             1.00             xxxxx
ApprAdjDel:        8.6             13.2              8.2            xxxxxx
LOS by Appr:         A                B                A                 *
AllWayAvgQ:   0.2  0.2  0.2  1.4  1.4  1.4  0.1  0.1  0.1  0.0  0.0  0.0
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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--------------------------------------------------------------------------------
                    UCLA NHIP and Amended LRDP Traffic Study
                                 Los Angeles, CA
                            Existing 2008 AM Peak
--------------------------------------------------------------------------------
                       Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #57 Beverly Glen Boulevard and Mulholland Drive
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        0.957
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:      180              Level Of Service:                E
********************************************************************************
Street Name:      Beverly Glen Boulevard              Mulholland Drive
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted        Permitted
Rights:          Include          Include          Include           Ignore
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  1  0  0  1   0  1  1  0  1   1  0  1  1  0   1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 26 Feb 2008 << 730-830
Base Vol:      59  199   70  765  747  129   42  559   38   42  304  292
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   59  199   70  765  747  129   42  559   38   42  304  292
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:    59  199   70  765  747  129   42  559   38   42  304    0
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   59  199   70  765  747  129   42  559   38   42  304    0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:   59  199   70  765  747  129   42  559   38   42  304    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       0.23 0.77 1.00 1.00 1.00 1.00 1.00 1.87 0.13 1.00 2.00 1.00
Final Sat.:   326 1099 1425 1425 1425 1425 1425 2669  181 1425 2850 1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.18 0.18 0.05 0.54 0.52 0.09 0.03 0.21 0.21 0.03 0.11 0.00
Crit Volume:       258       765                  299        42
Crit Moves:       ****      ****                 ****      ****
********************************************************************************
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--------------------------------------------------------------------------------
                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                            Existing 2008 AM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #58 Beverly Glen Boulevard and Greendale Drive
********************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):        0.825
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       106              Level Of Service:                 D
********************************************************************************
Street Name:      Beverly Glen Boulevard              Greendale Drive
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Lanes:       0  0  0  1  0   0  1  0  0  0   0  0  0  0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Feb 2008 << 745-845
Base Vol:      0  293    13   128  923    0     0    0    0    78    0    47
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   0  293    13   128  923    0     0    0    0    78    0    47
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    0  293    13   128  923    0     0    0    0    78    0    47
Reduct Vol:    0    0     0     0    0    0     0    0    0     0    0     0
Reduced Vol:   0  293    13   128  923    0     0    0    0    78    0    47
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   0  293    13   128  923    0     0    0    0    78    0    47
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.96  0.04  0.12 0.88  0.00  0.00 0.00  0.00  0.62 0.00  0.38
Final Sat.:    0 1364    61   174 1251    0     0    0    0   889    0   536
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.21  0.21  0.74 0.74  0.00  0.00 0.00  0.00  0.09 0.00  0.09
Crit Volume:   0                   1051              0                     125
Crit Moves:  ****                  ****                                   ****
********************************************************************************
```

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Existing 2008 PM Peak

Scenario Report

Scenario: Existing PM Peak

Command: Existing PM Peak
Volume: Existing PM
Geometry: Existing
Impact Fee: Default Impact Fee
Trip Generation: PM Peak
Trip Distribution: Project
Paths: Project
Routes: Default Route
Configuration: Existing

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Existing 2008 PM Peak

Turning Movement Report
PM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Sepulveda Boulevard and Church Ln/Ovada Pl													
Base	4	1621	226	3	879	365	558	102	18	65	96	7	3944
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	1621	226	3	879	365	558	102	18	65	96	7	3944
#2 Church Lane and San Diego Fwy SB On/Off Ramp													
Base	6	636	249	96	456	0	5	3	9	900	1	26	2387
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	636	249	96	456	0	5	3	9	900	1	26	2387
#3 Church Lane and Sunset Boulevard													
Base	126	39	77	532	92	717	407	1219	33	28	861	422	4553
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	126	39	77	532	92	717	407	1219	33	28	861	422	4553
#4 San Diego Fwy NB On/Off Ramps and Sunset Boulevard													
Base	97	0	83	0	0	0	0	996	870	0	1220	0	3266
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	97	0	83	0	0	0	0	996	870	0	1220	0	3266
#5 Veteran Avenue and Sunset Boulevard													
Base	373	0	396	0	0	0	0	859	151	274	1347	0	3400
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	373	0	396	0	0	0	0	859	151	274	1347	0	3400
#6 Bellagio Way and Sunset Boulevard													
Base	261	96	30	55	6	136	333	856	82	15	1233	112	3215
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	261	96	30	55	6	136	333	856	82	15	1233	112	3215
#7 Westwood Bouevard and Sunset Boulevard													
Base	195	0	191	0	0	0	0	870	94	46	1206	0	2602
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	195	0	191	0	0	0	0	870	94	46	1206	0	2602
#8 Stone Canyon Road and Sunset Boulevard													
Base	139	0	130	62	0	101	119	1213	124	158	978	22	3046
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	139	0	130	62	0	101	119	1213	124	158	978	22	3046
#9 Hilgard Avenue/Copa De Oro Road and Sunset Boulevard													
Base	260	33	364	35	69	20	3	1145	120	158	871	7	3085
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	260	33	364	35	69	20	3	1145	120	158	871	7	3085

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Existing 2008 PM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#10 Beverly Glen Boulevard and Sunset Boulevard													
Base	222	167	581	104	68	19	16	1286	60	389	960	79	3951
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	222	167	581	104	68	19	16	1286	60	389	960	79	3951
#11 Beverly Glen Boulevard and Sunset Boulevard (East I/S)													
Base	0	0	0	115	0	364	862	1226	0	0	908	126	3601
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	115	0	364	862	1226	0	0	908	126	3601
#12 Sepulveda Boulevard and San Diego Fwy NB Off-Ramp													
Base	0	1601	0	0	855	0	92	0	25	0	0	0	2573
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1601	0	0	855	0	92	0	25	0	0	0	2573
#13 Sepulveda Boulevard and Montana Avenue													
Base	127	1404	117	56	629	15	3	91	114	161	189	254	3160
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	127	1404	117	56	629	15	3	91	114	161	189	254	3160
#14 Levering Avenue and Montana Avenue													
Base	253	0	8	0	0	0	0	322	106	1	506	0	1196
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	253	0	8	0	0	0	0	322	106	1	506	0	1196
#15 Veteran Avenue and Montana Avenue/Galey Avenue													
Base	54	452	26	58	294	49	115	158	52	22	419	284	1983
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	54	452	26	58	294	49	115	158	52	22	419	284	1983
#16 Galey Avenue and Strathmore Place													
Base	22	363	171	121	156	13	8	102	18	319	152	336	1781
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	363	171	121	156	13	8	102	18	319	152	336	1781
#17 Veteran Avenue and Levering Avenue													
Base	174	547	40	22	351	5	0	41	83	52	96	68	1479
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	174	547	40	22	351	5	0	41	83	52	96	68	1479
#18 Hilgard Avenue and Wyton Drive													
Base	117	623	43	33	374	23	50	110	320	20	26	12	1751
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	117	623	43	33	374	23	50	110	320	20	26	12	1751

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Existing 2008 PM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#19 Beverly Glen Blvd and Wyton Dr/Comstock Ave [5-Leg Intersection- Wyton Split													
Base	25	727	14	28	458	11	19	31	26	46	66	123	1574
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	25	727	14	28	458	11	19	31	26	46	66	123	1574
#20 Hilgard Avenue and Westholme Avenue													
Base	97	561	31	72	537	39	195	231	150	27	51	47	2038
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	97	561	31	72	537	39	195	231	150	27	51	47	2038
#21 Hilgard Avenue and Manning Avenue													
Base	0	628	8	64	852	0	0	0	0	10	0	23	1585
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	628	8	64	852	0	0	0	0	10	0	23	1585
#22 Gayley Avenue and Le Conte Avenue													
Base	61	400	204	190	1037	35	14	127	12	200	300	157	2737
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	61	400	204	190	1037	35	14	127	12	200	300	157	2737
#23 Westwood Boulevard and Le Conte Avenue													
Base	100	329	153	103	448	212	90	409	102	162	396	62	2566
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	100	329	153	103	448	212	90	409	102	162	396	62	2566
#24 Tiverton Drive and Le Conte Avenue													
Base	35	68	41	92	80	194	128	484	130	22	453	39	1766
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	35	68	41	92	80	194	128	484	130	22	453	39	1766
#25 Hilgard Avenue and Le Conte Avenue													
Base	56	286	10	25	470	368	322	208	81	10	97	28	1961
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	56	286	10	25	470	368	322	208	81	10	97	28	1961
#26 Gayley Avenue and Weyburn Avenue													
Base	59	495	205	63	944	281	88	166	32	110	166	88	2697
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	59	495	205	63	944	281	88	166	32	110	166	88	2697
#27 Westwood Boulevard and Weyburn Avenue													
Base	146	646	110	40	666	100	79	144	137	96	219	48	2431
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	146	646	110	40	666	100	79	144	137	96	219	48	2431

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Existing 2008 PM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#28 Tiverton Drvie and Weyburn Avenue													
Base	22	61	45	99	0	162	67	169	1	1	95	31	753
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	61	45	99	0	162	67	169	1	1	95	31	753
#29 Hilgard Avenue and Weyburn Avenue													
Base	49	343	21	26	534	50	55	99	167	13	36	20	1413
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	49	343	21	26	534	50	55	99	167	13	36	20	1413
#30 Westwood Boulevard and Kinross Avenue													
Base	78	739	34	37	744	118	96	215	94	16	128	40	2339
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	78	739	34	37	744	118	96	215	94	16	128	40	2339
#31 Westwood Boulevard and Lindbrook Drive													
Base	1	711	173	28	815	15	30	130	54	89	242	42	2330
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	711	173	28	815	15	30	130	54	89	242	42	2330
#32 Glendon/Tiverton/Lindbrook													
Base	30	125	184	36	124	153	31	224	18	395	257	53	1630
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	125	184	36	124	153	31	224	18	395	257	53	1630
#33 Sepulveda Boulevard and Constitution Avenue													
Base	19	1039	2	4	824	100	531	2	76	10	5	5	2617
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	19	1039	2	4	824	100	531	2	76	10	5	5	2617
#34 San Vicente Bouevard and Wilshire Bouelvard													
Base	95	371	230	1066	321	47	10	984	20	126	1718	788	5776
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	95	371	230	1066	321	47	10	984	20	126	1718	788	5776
#35 Sepulveda Boulevard and Wilshire Boulevard													
Base	123	555	259	108	435	130	140	1837	39	290	2281	169	6366
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	123	555	259	108	435	130	140	1837	39	290	2281	169	6366
#36 Veteran Avenue and Wilshire Boulevard													
Base	222	645	140	78	1022	1528	402	2072	46	42	2421	29	8647
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	222	645	140	78	1022	1528	402	2072	46	42	2421	29	8647

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Existing 2008 PM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#37 Gayley Avenue and Wilshire Boulevard													
Base	212	290	102	130	450	647	332	1840	92	38	1641	81	5855
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	212	290	102	130	450	647	332	1840	92	38	1641	81	5855
#38 Westwood Boulevard and Wilshire Boulevard													
Base	150	475	178	164	601	236	209	1685	237	164	1534	103	5736
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	150	475	178	164	601	236	209	1685	237	164	1534	103	5736
#39 Glendon Avenue and Wilshire Bouelvard													
Base	57	205	46	130	271	109	117	1918	36	18	1483	81	4471
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	57	205	46	130	271	109	117	1918	36	18	1483	81	4471
#40 Malcolm Avenue and Wilshire Boulevard													
Base	3	1	40	11	1	50	26	1984	57	16	1590	31	3810
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	1	40	11	1	50	26	1984	57	16	1590	31	3810
#41 Westholme Avenue and Wilshire Boulevard													
Base	44	74	54	93	217	11	37	1880	63	52	1566	120	4211
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	44	74	54	93	217	11	37	1880	63	52	1566	120	4211
#42 Warner Avenue and Wilshire Boulevard													
Base	36	23	32	85	65	42	33	1961	27	10	1726	49	4089
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	36	23	32	85	65	42	33	1961	27	10	1726	49	4089
#43 Beverly Glen Boulevard and Wilshire Boulevard													
Base	155	459	54	54	392	53	114	1684	261	101	1598	47	4972
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	155	459	54	54	392	53	114	1684	261	101	1598	47	4972
#44 Sawtelle Boulevard and Ohio Avenue													
Base	56	89	93	74	437	120	53	436	31	94	524	50	2057
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	56	89	93	74	437	120	53	436	31	94	524	50	2057
#45 Sepulveda Boulevard and Ohio Avenue													
Base	145	659	127	114	848	197	94	397	43	68	477	36	3205
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	145	659	127	114	848	197	94	397	43	68	477	36	3205

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Existing 2008 PM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#46 Veteran Avenue and Ohio Avenue													
Base	26	328	45	17	368	156	145	502	46	145	480	43	2301
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	26	328	45	17	368	156	145	502	46	145	480	43	2301
#47 Westwood Boulevard and Ohio Avenue													
Base	91	859	41	44	1223	116	89	232	79	85	246	41	3146
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	91	859	41	44	1223	116	89	232	79	85	246	41	3146
#48 Sawtelle Boulevard and Santa Monica Boulevard													
Base	74	359	393	120	531	31	14	1288	31	169	1202	68	4280
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	74	359	393	120	531	31	14	1288	31	169	1202	68	4280
#49 San Diego Fwy SB Ramps and Santa Monica Boulevard													
Base	0	0	0	377	530	193	0	1577	248	560	1179	0	4664
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	377	530	193	0	1577	248	560	1179	0	4664
#50 San Diego Fwy NB Ramps and Santa Monica Boulevard													
Base	448	504	410	0	0	0	498	1368	0	0	1352	474	5054
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	448	504	410	0	0	0	498	1368	0	0	1352	474	5054
#51 Sepulveda Boulevard and Santa Monica Boulevard													
Base	166	796	203	146	1123	200	145	1404	304	190	1350	162	6189
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	166	796	203	146	1123	200	145	1404	304	190	1350	162	6189
#52 Veteran Avenue and Santa Monica Boulevard													
Base	62	284	46	123	534	59	174	1549	31	89	1412	86	4449
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	62	284	46	123	534	59	174	1549	31	89	1412	86	4449
#53 Westwood Boulevard and Santa Monica Boulevard													
Base	106	867	99	197	1358	122	164	1424	131	195	1376	230	6269
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	106	867	99	197	1358	122	164	1424	131	195	1376	230	6269
#54 Mulholland Drive and Roscomare Road													
Base	288	0	145	0	0	0	0	321	102	45	593	0	1494
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	288	0	145	0	0	0	0	321	102	45	593	0	1494

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Existing 2008 PM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#55 Roscomare Road and Stradella Road/Linda Flora Drive													
Base	22	390	6	37	58	12	14	0	10	6	1	59	615
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	390	6	37	58	12	14	0	10	6	1	59	615
#56 Bellagio Road and Chalon Road													
Base	67	508	0	0	98	24	11	0	12	0	0	0	720
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	67	508	0	0	98	24	11	0	12	0	0	0	720
#57 Beverly Glen Boulevard and Mulholland Drive													
Base	40	772	81	206	359	36	51	194	37	45	535	704	3060
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	772	81	206	359	36	51	194	37	45	535	704	3060
#58 Beverly Glen Boulevard and Greendale Drive													
Base	0	1084	9	62	413	0	0	0	0	44	0	220	1832
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1084	9	62	413	0	0	0	0	44	0	220	1832

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Existing 2008 PM Peak

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/C	Future LOS	Future Del/ Veh	Future V/C	Change in
# 1 Sepulveda Boulevard and Church	C	xxxxx	0.775	C	xxxxx	0.775	+ 0.000 V/C
# 2 Church Lane and San Diego Fwy	B	xxxxx	0.664	B	xxxxx	0.664	+ 0.000 V/C
# 3 Church Lane and Sunset Bouleva	D	xxxxx	0.824	D	xxxxx	0.824	+ 0.000 V/C
# 4 San Diego Fwy NB On/Off Ramps	A	xxxxx	0.418	A	xxxxx	0.418	+ 0.000 V/C
# 5 Veteran Avenue and Sunset Boul	D	xxxxx	0.808	D	xxxxx	0.808	+ 0.000 V/C
# 6 Bellagio Way and Sunset Boulev	E	xxxxx	0.969	E	xxxxx	0.969	+ 0.000 V/C
# 7 Westwood Bouevard and Sunset B	A	xxxxx	0.557	A	xxxxx	0.557	+ 0.000 V/C
# 8 Stone Canyon Road and Sunset B	C	xxxxx	0.777	C	xxxxx	0.777	+ 0.000 V/C
# 9 Hilgard Avenue/Copa De Oro Roa	D	xxxxx	0.839	D	xxxxx	0.839	+ 0.000 V/C
# 10 Beverly Glen Boulevard and Sun	F	xxxxx	1.073	F	xxxxx	1.073	+ 0.000 V/C
# 11 Beverly Glen Boulevard and Sun	F	xxxxx	1.179	F	xxxxx	1.179	+ 0.000 V/C
# 12 Sepulveda Boulevard and San Di	B	xxxxx	0.606	B	xxxxx	0.606	+ 0.000 V/C
# 13 Sepulveda Boulevard and Montan	C	xxxxx	0.791	C	xxxxx	0.791	+ 0.000 V/C
# 14 Levering Avenue and Montana Av	E	49.5	0.000	E	49.5	0.000	+ 0.000 D/V
# 15 Veteran Avenue and Montana Ave	E	xxxxx	0.953	E	xxxxx	0.953	+ 0.000 V/C
# 16 Galey Avenue and Strathmore Pl	B	xxxxx	0.653	B	xxxxx	0.653	+ 0.000 V/C
# 17 Veteran Avenue and Levering Av	B	xxxxx	0.666	B	xxxxx	0.666	+ 0.000 V/C
# 18 Hilgard Avenue and Wyton Drive	A	xxxxx	0.471	A	xxxxx	0.471	+ 0.000 V/C
# 19 Beverly Glen Blvd and Wyton Dr	B	xxxxx	0.673	B	xxxxx	0.673	+ 0.000 V/C
# 20 Hilgard Avenue and Westholme A	A	xxxxx	0.470	A	xxxxx	0.470	+ 0.000 V/C
# 21 Hilgard Avenue and Manning Ave	A	xxxxx	0.322	A	xxxxx	0.322	+ 0.000 V/C
# 22 Gayley Avenue and Le Conte Ave	B	xxxxx	0.624	B	xxxxx	0.624	+ 0.000 V/C
# 23 Westwood Boulevard and Le Cont	C	xxxxx	0.758	C	xxxxx	0.758	+ 0.000 V/C

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Existing 2008 PM Peak

Intersection	Base LOS	Base Del/ Veh	Base V/C	Future LOS	Future Del/ Veh	Future V/C	Change in
# 24 Tiverton Drive and Le Conte Av	A	xxxxx	0.545	A	xxxxx	0.545	+ 0.000 V/C
# 25 Hilgard Avenue and Le Conte Av	B	xxxxx	0.641	B	xxxxx	0.641	+ 0.000 V/C
# 26 Gayley Avenue and Weyburn Aven	B	xxxxx	0.676	B	xxxxx	0.676	+ 0.000 V/C
# 27 Westwood Boulevard and Weyburn	E	xxxxx	0.930	E	xxxxx	0.930	+ 0.000 V/C
# 28 Tiverton Drvie and Weyburn Ave	A	9.9	0.358	A	9.9	0.358	+ 0.000 V/C
# 29 Hilgard Avenue and Weyburn Ave	B	xxxxx	0.644	B	xxxxx	0.644	+ 0.000 V/C
# 30 Westwood Boulevard and Kinross	E	xxxxx	0.924	E	xxxxx	0.924	+ 0.000 V/C
# 31 Westwood Boulevard and Lindbro	A	xxxxx	0.535	A	xxxxx	0.535	+ 0.000 V/C
# 32 Glendon/Tiverton/Lindbrook	A	xxxxx	0.580	A	xxxxx	0.580	+ 0.000 V/C
# 33 Sepulveda Boulevard and Consti	C	xxxxx	0.762	C	xxxxx	0.762	+ 0.000 V/C
# 34 San Vicente Bouevard and Wilsh	D	xxxxx	0.838	D	xxxxx	0.838	+ 0.000 V/C
# 35 Sepulveda Boulevard and Wilshi	F	xxxxx	1.110	F	xxxxx	1.110	+ 0.000 V/C
# 36 Veteran Avenue and Wilshire Bo	F	xxxxx	1.624	F	xxxxx	1.624	+ 0.000 V/C
# 37 Gayley Avenue and Wilshire Bou	F	xxxxx	1.193	F	xxxxx	1.193	+ 0.000 V/C
# 38 Westwood Boulevard and Wilshir	E	xxxxx	0.924	E	xxxxx	0.924	+ 0.000 V/C
# 39 Glendon Avenue and Wilshire Bo	D	xxxxx	0.867	D	xxxxx	0.867	+ 0.000 V/C
# 40 Malcolm Avenue and Wilshire Bo	F	319.9	0.000	F	319.9	0.000	+ 0.000 D/V
# 41 Westholme Avenue and Wilshire	C	xxxxx	0.732	C	xxxxx	0.732	+ 0.000 V/C
# 42 Warner Avenue and Wilshire Bou	A	xxxxx	0.572	A	xxxxx	0.572	+ 0.000 V/C
# 43 Beverly Glen Boulevard and Wil	C	xxxxx	0.756	C	xxxxx	0.756	+ 0.000 V/C
# 44 Sawtelle Boulevard and Ohio Av	D	xxxxx	0.876	D	xxxxx	0.876	+ 0.000 V/C
# 45 Sepulveda Boulevard and Ohio A	D	xxxxx	0.850	D	xxxxx	0.850	+ 0.000 V/C
# 46 Veteran Avenue and Ohio Avenue	D	xxxxx	0.840	D	xxxxx	0.840	+ 0.000 V/C
# 47 Westwood Boulevard and Ohio Av	C	xxxxx	0.732	C	xxxxx	0.732	+ 0.000 V/C
# 48 Sawtelle Boulevard and Santa M	F	xxxxx	1.455	F	xxxxx	1.455	+ 0.000 V/C

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Existing 2008 PM Peak

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in
# 49 San Diego Fwy SB Ramps and San	F	xxxxx	1.031	F	xxxxx	1.031	+ 0.000 V/C
# 50 San Diego Fwy NB Ramps and San	F	xxxxx	1.011	F	xxxxx	1.011	+ 0.000 V/C
# 51 Sepulveda Boulevard and Santa	F	xxxxx	1.344	F	xxxxx	1.344	+ 0.000 V/C
# 52 Veteran Avenue and Santa Monic	E	xxxxx	0.945	E	xxxxx	0.945	+ 0.000 V/C
# 53 Westwood Boulevard and Santa M	E	xxxxx	0.994	E	xxxxx	0.994	+ 0.000 V/C
# 54 Mulholland Drive and Roscomare	C	xxxxx	0.720	C	xxxxx	0.720	+ 0.000 V/C
# 55 Roscomare Road and Stradella R	B	10.2	0.497	B	10.2	0.497	+ 0.000 V/C
# 56 Bellagio Road and Chalon Road	B	13.2	0.657	B	13.2	0.657	+ 0.000 V/C
# 57 Beverly Glen Boulevard and Mul	E	xxxxx	0.992	E	xxxxx	0.992	+ 0.000 V/C
# 58 Beverly Glen Boulevard and Gre	E	xxxxx	0.996	E	xxxxx	0.996	+ 0.000 V/C

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Existing 2008 PM Peak

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 Sepulveda Boulevard and Church Ln/Ovada Pl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.775
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	C

Street Name:	Sepulveda Boulevard		Church Lane/Ovada Place	
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 2 0 1	0 1 0 1 0	1 0 1! 0 0	1 0 0 1 0

Volume Module: >> Count Date: 14 Feb 2008 << 445-545

	NB L	NB T	NB R	SB L	SB T	SB R	EB L	EB T	EB R	WB L	WB T	WB R
Base Vol:	4	1621	226	3	879	365	558	102	18	65	96	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	1621	226	3	879	365	558	102	18	65	96	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	1621	226	3	879	365	558	102	18	65	96	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1621	226	3	879	365	558	102	18	65	96	7
PCE Adj:	6.00	1.00	1.00	6.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	1621	226	18	879	365	614	102	18	65	96	7

Saturation Flow Module:

	NB L	NB T	NB R	SB L	SB T	SB R	EB L	EB T	EB R	WB L	WB T	WB R
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	2.95	1.00	0.01	1.41	0.58	1.67	0.28	0.05	1.00	0.93	0.07
Final Sat.:	65	4210	1425	7	2019	824	2384	396	70	1425	1328	97

Capacity Analysis Module:

	NB L	NB T	NB R	SB L	SB T	SB R	EB L	EB T	EB R	WB L	WB T	WB R
Vol/Sat:	0.06	0.39	0.16	0.43	0.44	0.44	0.26	0.26	0.26	0.05	0.07	0.07
Crit Volume:	4					631		367				103
Crit Moves:	****					****		****				****

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                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                            Existing 2008 PM Peak
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                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #2 Church Lane and San Diego Fwy SB On/Off Ramp
********************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):         0.664
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        55              Level Of Service:                  B
********************************************************************************
Street Name:           Church Lane              San Diego Fwy SB On/Off Ramps
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted       Split Phase      Split Phase
Rights:           Ignore           Include          Include          Include
Min. Green:    0     0     0    0     0     0    0     0     0    0     0     0
Lanes:       0  1  1  0  2   1  0  1  1  0   0  0  1! 0  0   1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Feb 2008 << 500-600
Base Vol:        6  636   249    96  456     0     5     3     9   900     1    26
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:     6  636   249    96  456     0     5     3     9   900     1    26
User Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:      6  636     0    96  456     0     5     3     9   900     1    26
Reduct Vol:      0    0     0     0    0     0     0     0     0     0     0     0
Reduced Vol:     6  636     0    96  456     0     5     3     9   900     1    26
PCE Adj:      2.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
FinalVolume:    12  636     0    96  456     0     5     3     9   990     1    26
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:        0.04 1.96  2.00  1.00 2.00  0.00  0.29 0.18  0.53  1.94 0.01  0.05
Final Sat.:     54 2796  2850  1425 2850     0   419  251   754  2774     3    73
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.11 0.23  0.00  0.07 0.16  0.00  0.01 0.01  0.01  0.36 0.36  0.36
Crit Volume:        324           96                          17   509
Crit Moves:        ****         ****                         ****  ****
********************************************************************************
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                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                            Existing 2008 PM Peak
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                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #3 Church Lane and Sunset Boulevard
********************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):         0.824
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       106              Level Of Service:                  D
********************************************************************************
Street Name:           Church Lane                    Sunset Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Permitted
Rights:           Include           Ovl            Include           Ovl
Min. Green:    0     0     0    0     0     0    0     0     0    0     0     0
Lanes:       1  0  1  1  0   1  1  0  0  2   2  0  3  1  0   1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 500-600
Base Vol:      126   39    77   532   92   717   407 1219    33    28  861   422
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   126   39    77   532   92   717   407 1219    33    28  861   422
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    126   39    77   532   92   717   407 1219    33    28  861   422
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   126   39    77   532   92   717   407 1219    33    28  861   422
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      1.00 1.00  1.00  1.10 1.00  1.10  1.10 1.00  1.00  1.00 1.00  1.00
FinalVolume:   126   39    77   585   92   789   448 1219    33    28  861   422
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:        1.00 1.00  1.00  1.73 0.27  2.00  2.00 3.89  0.11  1.00 2.00  1.00
Final Sat.:   1425 1425  1425  2463  387  2850  2850 5550   150  1425 2850  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.09 0.03  0.05  0.24 0.24  0.28  0.16 0.22  0.22  0.02 0.30  0.30
Crit Volume:   126                         394   224                      431
Crit Moves:   ****                        ****  ****                     ****
********************************************************************************
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                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                            Existing 2008 PM Peak
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                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*********************************************************************************
Intersection #4 San Diego Fwy NB On/Off Ramps and Sunset Boulevard
*********************************************************************************
Cycle (sec):        100            Critical Vol./Cap.(X):         0.418
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       32            Level Of Service:                  A
*********************************************************************************
Street Name:  San Diego Fwy NB On/Off Ramps            Sunset Boulevard
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted        Permitted
Rights:           Include          Include            Ovl              Ignore
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  0  0  1   0  0  0  0  0   0  0  2  0  2   0  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Feb 2008 << 500-600
Base Vol:      97    0   83     0    0    0     0  996  870     0 1220    0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   97    0   83     0    0    0     0  996  870     0 1220    0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00
PHF Volume:    97    0   83     0    0    0     0  996  870     0 1220    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   97    0   83     0    0    0     0  996  870     0 1220    0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.10  1.00 1.00 0.00
FinalVolume:   97    0   83     0    0    0     0  996  957     0 1220    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425  1425 1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       1.00 0.00 1.00  0.00 0.00 0.00  0.00 2.00 2.00  0.00 3.00 1.00
Final Sat.:  1425    0 1425     0    0    0     0 2850 2850     0 4275 1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.00 0.06  0.00 0.00 0.00  0.00 0.35 0.34  0.00 0.29 0.00
Crit Volume:   97                   0              498            0
Crit Moves:  ****                                  ****         ****
*********************************************************************************
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                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                            Existing 2008 PM Peak
---------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*********************************************************************************
Intersection #5 Veteran Avenue and Sunset Boulevard
*********************************************************************************
Cycle (sec):        100            Critical Vol./Cap.(X):         0.808
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      119            Level Of Service:                  D
*********************************************************************************
Street Name:            Veteran Avenue                    Sunset Boulevard
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Prot+Permit
Rights:            Ovl             Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  0  0  1   0  0  0  0  0   0  0  1  1  0   1  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 500-600
Base Vol:     373    0  396     0    0    0     0  859  151   274 1347    0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  373    0  396     0    0    0     0  859  151   274 1347    0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   373    0  396     0    0    0     0  859  151   274 1347    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  373    0  396     0    0    0     0  859  151   274 1347    0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:  373    0  396     0    0    0     0  859  151   274 1347    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425  1425 1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       1.00 0.00 1.00  0.00 0.00 0.00  0.00 1.70 0.30  1.00 2.00 0.00
Final Sat.:  1425    0 1425     0    0    0     0 2424  426  1425 2850    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.26 0.00 0.28  0.00 0.00 0.00  0.00 0.35 0.35  0.19 0.47 0.00
Crit Volume:  373                   0              505          274
Crit Moves:  ****                                  ****         ****
*********************************************************************************
```

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-------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                           Existing 2008 PM Peak
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #6 Bellagio Way and Sunset Boulevard
*******************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        0.969
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      180             Level Of Service:                  E
*******************************************************************************
Street Name:           Bellagio Way                 Sunset Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase      Prot+Permit        Permitted
Rights:           Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        1  1  0  0  1   0  1  0  0  1   1  0  1  1  0   1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 500-600
Base Vol:     261   96    30    55    6   136   333  856    82    15 1233   112
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  261   96    30    55    6   136   333  856    82    15 1233   112
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   261   96    30    55    6   136   333  856    82    15 1233   112
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  261   96    30    55    6   136   333  856    82    15 1233   112
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  287   96    30    55    6   136   333  856    82    15 1233   112
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.50 0.50  1.00  0.90 0.10  1.00  1.00 1.83  0.17  1.00 1.83  0.17
Final Sat.:  2061  689  1375  1240  135  1375  1375 2510   240  1375 2521   229
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.14  0.02  0.04 0.04  0.10  0.24 0.34  0.34  0.01 0.49  0.49
Crit Volume:       192                    136   333                         673
Crit Moves:       ****                   ****  ****                        ****
*******************************************************************************
```



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-------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                           Existing 2008 PM Peak
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #7 Westwood Bouevard and Sunset Boulevard
*******************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        0.557
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      135             Level Of Service:                  A
*******************************************************************************
Street Name:         Westwood Boulevard                Sunset Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted        Protected
Rights:           Include          Include             Ovl          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        2  0  0  0  1   0  0  0  0  0   0  0  2  0  1   1  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Feb 2008 << 500-600
Base Vol:     195    0   191     0    0     0     0  870    94    46 1206     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  195    0   191     0    0     0     0  870    94    46 1206     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   195    0   191     0    0     0     0  870    94    46 1206     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  195    0   191     0    0     0     0  870    94    46 1206     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  215    0   191     0    0     0     0  870    94    46 1206     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.00 0.00  0.00  0.00 2.00  1.00  1.00 2.00  0.00
Final Sat.:  2850    0  1425     0    0     0     0 2850  1425  1425 2850     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.00  0.13  0.00 0.00  0.00  0.00 0.31  0.07  0.03 0.42  0.00
Crit Volume:              191          0                435          603
Crit Moves:              ****                                        ****
*******************************************************************************
```

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                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                             Existing 2008 PM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #8 Stone Canyon Road and Sunset Boulevard
********************************************************************************
Cycle (sec):        100            Critical Vol./Cap.(X):         0.777
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      102            Level Of Service:                  C
********************************************************************************
Street Name:           Stone Canyon                 Sunset Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include           Ovl             Ignore           Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  1! 0  0   0  0  1! 0  0   1  0  2  0  1   1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 26 Feb 2008 << 400-500
Base Vol:     139    0   130    62    0   101   119 1213   124   158  978    22
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  139    0   130    62    0   101   119 1213   124   158  978    22
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:   139    0   130    62    0   101   119 1213     0   158  978    22
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  139    0   130    62    0   101   119 1213     0   158  978    22
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
FinalVolume:  153    0   130    62    0   101   119 1213     0   158  978    22
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.08 xxxx  0.92  0.38 0.00  0.62  1.00 2.00  1.00  1.00 1.96  0.04
Final Sat.:  1486    0  1264   523    0   852  1375 2750  1375  1375 2689    61
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.00  0.10  0.12 0.00  0.12  0.09 0.44  0.00  0.11 0.36  0.36
Crit Volume:             141   163                   607         158
Crit Moves:             ****  ****                  ****        ****
********************************************************************************
```



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                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                             Existing 2008 PM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #9 Hilgard Avenue/Copa De Oro Road and Sunset Boulevard
********************************************************************************
Cycle (sec):        100            Critical Vol./Cap.(X):         0.839
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      142            Level Of Service:                  D
********************************************************************************
Street Name: Hilgard Avenue/Copa De Oro Road          Sunset Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:             Ovl           Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  1! 0  1   0  0  1! 0  0   1  0  1  1  0   1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 415-515
Base Vol:     260   33   364    35   69    20     3 1145   120   158  871     7
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  260   33   364    35   69    20     3 1145   120   158  871     7
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   260   33   364    35   69    20     3 1145   120   158  871     7
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  260   33   364    35   69    20     3 1145   120   158  871     7
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  286   33   400    35   69    20     3 1145   120   158  871     7
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.19 0.14  1.67  0.28 0.56  0.16  1.00 1.81  0.19  1.00 1.98  0.02
Final Sat.:  1640  189  2296   388  765   222  1375 2489   261  1375 2728    22
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.17  0.17  0.09 0.09  0.09  0.00 0.46  0.46  0.11 0.32  0.32
Crit Volume:  240                         124         633         158
Crit Moves:  ****                        ****        ****        ****
********************************************************************************
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                    UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                             Existing 2008 PM Peak
--------------------------------------------------------------------------------
                       Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #10 Beverly Glen Boulevard and Sunset Boulevard
********************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):        1.073
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180              Level Of Service:                 F
********************************************************************************
Street Name:      Beverly Glen Boulevard             Sunset Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted      Prot+Permit
Rights:           Ignore           Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        1  0  1  0  1   0  0  1! 0  0   1  0  1  1  0   1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 500-600
Base Vol:     222  167   581   104   68    19    16 1286    60   389  960    79
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  222  167   581   104   68    19    16 1286    60   389  960    79
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   222  167     0   104   68    19    16 1286    60   389  960    79
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  222  167     0   104   68    19    16 1286    60   389  960    79
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  222  167     0   104   68    19    16 1286    60   389  960    79
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  1.00  0.54 0.36  0.10  1.00 1.91  0.09  1.00 1.85  0.15
Final Sat.:  1375 1375  1375   749  490   137  1375 2627   123  1375 2541   209
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.16 0.12  0.00  0.14 0.14  0.14  0.01 0.49  0.49  0.28 0.38  0.38
Crit Volume:  222                           191        673         389
Crit Moves:  ****                          ****       ****        ****
********************************************************************************
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                    UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                             Existing 2008 PM Peak
--------------------------------------------------------------------------------
                       Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #11 Beverly Glen Boulevard and Sunset Boulevard (East I/S)
********************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):        1.179
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180              Level Of Service:                 F
********************************************************************************
Street Name:      Beverly Glen Boulevard       Sunset Boulevard (East I/S)
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase      Prot+Permit        Permitted
Rights:           Include          Include          Include           Ignore
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        0  0  0  0  0   0  1  0  1  0   1  0  2  0  0   0  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 415-515
Base Vol:       0    0     0   115    0   364   862 1226     0     0  908   126
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0   115    0   364   862 1226     0     0  908   126
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:     0    0     0   115    0   364   862 1226     0     0  908     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0   115    0   364   862 1226     0     0  908     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
FinalVolume:    0    0     0   115    0   364   862 1226     0     0  908     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.00  0.00  0.48 0.52  1.00  1.00 2.00  0.00  0.00 2.00  1.00
Final Sat.:     0    0     0   684  741  1425  1425 2850     0     0 2850  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.17 0.00  0.26  0.60 0.43  0.00  0.00 0.32  0.00
Crit Volume:         0                  364   862                    454
Crit Moves:                            ****  ****                   ****
********************************************************************************
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                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                             Existing 2008 PM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #12 Sepulveda Boulevard and San Diego Fwy NB Off-Ramp
********************************************************************************
Cycle (sec):         100            Critical Vol./Cap.(X):        0.606
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        47            Level Of Service:                 B
********************************************************************************
Street Name:       Sepulveda Boulevard          San Diego Fwy NB Off-Ramp
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  2  0  0   0  0  2  0  0   1  0  1! 0  0   0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 415-515
Base Vol:      0 1601    0    0  855    0   92    0   25    0    0    0
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0 1601    0    0  855    0   92    0   25    0    0    0
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 1601    0    0  855    0   92    0   25    0    0    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   0 1601    0    0  855    0   92    0   25    0    0    0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
FinalVolume:   0 1601    0    0  855    0  101    0   25    0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       0.00 2.00 0.00 0.00 2.00 0.00 1.60 0.00 0.40 0.00 0.00 0.00
Final Sat.:    0 2850    0    0 2850    0 2285    0  565    0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.56 0.00 0.00 0.30 0.00 0.04 0.00 0.04 0.00 0.00 0.00
Crit Volume:      800            0                        63           0
Crit Moves:       ****        ****                       ****
********************************************************************************
```



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--------------------------------------------------------------------------------
                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                             Existing 2008 PM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #13 Sepulveda Boulevard and Montana Avenue
********************************************************************************
Cycle (sec):         100            Critical Vol./Cap.(X):        0.791
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        89            Level Of Service:                 C
********************************************************************************
Street Name:       Sepulveda Boulevard                   Montana Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Prot+Permit       Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  2  0  1   1  0  1  1  0   0  0  1! 0  0   0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 430-530
Base Vol:    127 1404  117   56  629   15    3   91  114  161  189  254
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 127 1404  117   56  629   15    3   91  114  161  189  254
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  127 1404  117   56  629   15    3   91  114  161  189  254
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol: 127 1404  117   56  629   15    3   91  114  161  189  254
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 127 1404  117   56  629   15    3   91  114  161  189  254
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       1.00 2.00 1.00 1.00 1.95 0.05 0.01 0.44 0.55 0.53 0.63 0.84
Final Sat.:  1425 2850 1425 1425 2784   66   21  623  781  760  892 1199
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.49 0.08 0.04 0.23 0.23 0.15 0.15 0.15 0.21 0.21 0.21
Crit Volume:      702          56                   208          161
Crit Moves:       ****        ****                  ****         ****
********************************************************************************
```

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--------------------------------------------------------------------------------
                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                             Existing 2008 PM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #14 Levering Avenue and Montana Avenue
********************************************************************************
Average Delay (sec/veh):     10.8       Worst Case Level Of Service: E[ 49.5]
********************************************************************************
Street Name:          Levering Avenue                    Montana Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:          Include          Include          Include          Include
Lanes:       0  0  1! 0  0   0  0  0  0  0   0  0  0  1  0   0  1  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Feb 2008 << 500-600
Base Vol:     253    0     8     0    0     0     0  322   106     1  506     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  253    0     8     0    0     0     0  322   106     1  506     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   253    0     8     0    0     0     0  322   106     1  506     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  253    0     8     0    0     0     0  322   106     1  506     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4  6.5   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  883  883   375  xxxx xxxx xxxxx  xxxx xxxx xxxxx   428 xxxx xxxxx
Potent Cap.:  319  287   676  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1142 xxxx xxxxx
Move Cap.:    319  287   676  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1142 xxxx xxxxx
Volume/Cap:  0.79 0.00  0.01  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.2 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     A    *     *
Movement:      LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  324 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  6.7 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel:xxxxx 49.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.2 xxxx xxxxx
Shared LOS:     *    E     *     *    *     *     *    *     *     A    *     *
ApproachDel:      49.5           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:        E               *                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```



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                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                             Existing 2008 PM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
          Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #15 Veteran Avenue and Montana Avenue/Galey Avenue
********************************************************************************
Cycle (sec):         100            Critical Vol./Cap.(X):        0.953
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180            Level Of Service:                 E
********************************************************************************
Street Name:          Veteran Avenue           Montana Avenue/Galey Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:       0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 500-600
Base Vol:      54  452    26    58  294    49   115  158    52    22  419   284
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   54  452    26    58  294    49   115  158    52    22  419   284
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    54  452    26    58  294    49   115  158    52    22  419   284
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   54  452    26    58  294    49   115  158    52    22  419   284
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   54  452    26    58  294    49   115  158    52    22  419   284
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.10 0.85  0.05  0.14 0.74  0.12  0.35 0.49  0.16  0.03 0.58  0.39
Final Sat.:   152 1274    73   217 1100   183   531  729   240    46  867   588
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.35 0.35  0.35  0.27 0.27  0.27  0.22 0.22  0.22  0.48 0.48  0.48
Crit Volume:             532    58               115                    725
Crit Moves:             ****  ****              ****                   ****
********************************************************************************
```

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--------------------------------------------------------------------------------
                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                             Existing 2008 PM Peak
--------------------------------------------------------------------------------
                       Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #16 Galey Avenue and Strathmore Place
********************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):        0.653
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        54              Level Of Service:                 B
********************************************************************************
Street Name:               Galey Avenue                  Strathmore Place
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted      Prot+Permit        Permitted        Permitted
Rights:            Include          Include          Include            Ovl
Min. Green:     0    0     0    0    0     0    0    0     0    0    0     0
Lanes:        1  0  1  0  1   1  0  1  1  0   0  0  1! 0  0   1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 445-545
Base Vol:      22  363   171   121  156    13     8  102    18   319  152   336
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   22  363   171   121  156    13     8  102    18   319  152   336
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    22  363   171   121  156    13     8  102    18   319  152   336
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   22  363   171   121  156    13     8  102    18   319  152   336
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   22  363   171   121  156    13     8  102    18   319  152   336
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  1.00  1.00 1.85  0.15  0.06 0.80  0.14  1.00 1.00  1.00
Final Sat.:  1425 1425  1425  1425 2631   219    89 1136   200  1425 1425  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.25  0.12  0.08 0.06  0.06  0.09 0.09  0.09  0.22 0.11  0.24
Crit Volume:       363         121                         128   319
Crit Moves:       ****        ****                        ****  ****
********************************************************************************
```



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                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                             Existing 2008 PM Peak
--------------------------------------------------------------------------------
                       Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #17 Veteran Avenue and Levering Avenue
********************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):        0.666
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        43              Level Of Service:                 B
********************************************************************************
Street Name:              Veteran Avenue                 Levering Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0    0    0     0    0    0     0    0    0     0
Lanes:        0  0  1! 0  0   0  0  1! 0  0   0  0  0  1  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 500-600
Base Vol:     174  547    40    22  351     5     0   41    83    52   96    68
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  174  547    40    22  351     5     0   41    83    52   96    68
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   174  547    40    22  351     5     0   41    83    52   96    68
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  174  547    40    22  351     5     0   41    83    52   96    68
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  174  547    40    22  351     5     0   41    83    52   96    68
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.23 0.72  0.05  0.06 0.93  0.01  0.00 0.33  0.67  0.24 0.45  0.31
Final Sat.:   343 1078    79    87 1393    20     0  496  1004   361  667   472
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.51 0.51  0.51  0.25 0.25  0.25  0.00 0.08  0.08  0.14 0.14  0.14
Crit Volume:       761          22                0                         216
Crit Moves:       ****        ****             ****                        ****
********************************************************************************
```

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-------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                            Existing 2008 PM Peak
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #18 Hilgard Avenue and Wyton Drive
********************************************************************************
Cycle (sec):         100            Critical Vol./Cap.(X):         0.471
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        27            Level Of Service:                  A
********************************************************************************
Street Name:          Hilgard Avenue                    Wyton Drive
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        1  0  1  1  0   1  0  2  0  1   1  0  1  0  1   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 30 Jan 2008 << 430-530
Base Vol:     117  623    43    33  374    23    50  110   320    20   26    12
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  117  623    43    33  374    23    50  110   320    20   26    12
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   117  623    43    33  374    23    50  110   320    20   26    12
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  117  623    43    33  374    23    50  110   320    20   26    12
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  117  623    43    33  374    23    50  110   320    20   26    12
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.87  0.13  1.00 2.00  1.00  1.00 1.00  1.00  0.34 0.45  0.21
Final Sat.:  1500 2806   194  1500 3000  1500  1500 1500  1500   517  672   310
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.22  0.22  0.02 0.12  0.02  0.03 0.07  0.21  0.04 0.04  0.04
Crit Volume:             333    33                         320    20
Crit Moves:             ****  ****                        ****  ****
********************************************************************************
```



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-------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                            Existing 2008 PM Peak
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
t incl.]tion #19 Beverly Glen Blvd and Wyton Dr/Comstock Ave [5-Leg Intersection
********************************************************************************
Cycle (sec):         100            Critical Vol./Cap.(X):         0.673
Loss Time (sec):       0 (Y+R=15.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        44            Level Of Service:                  B
********************************************************************************
Street Name:       Beverly Glen Boulevard        Wyton Drive/Comstock Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        1  0  1  0  1   1  0  1  0  1   0  0  1! 0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 May 2008 << 445-545
Base Vol:      25  727    14    28  458    11    19   31    26    46   66   123
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   25  727    14    28  458    11    19   31    26    46   66   123
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    25  727    14    28  458    11    19   31    26    46   66   123
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   25  727    14    28  458    11    19   31    26    46   66   123
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   25  727    14    28  458    11    19   31    26    46   66   123
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  1.00  1.00 1.00  1.00  0.25 0.41  0.34  0.20 0.28  0.52
Final Sat.:  1500 1500  1500  1500 1500  1500   375  612   513   294  421   785
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.48  0.01  0.02 0.31  0.01  0.05 0.05  0.05  0.16 0.16  0.16
Crit Volume:        727          28              19                         235
Crit Moves:        ****        ****            ****                        ****
********************************************************************************
```

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---------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                           Existing 2008 PM Peak
---------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*********************************************************************************
Intersection #20 Hilgard Avenue and Westholme Avenue
*********************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):         0.470
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        27              Level Of Service:                  A
*********************************************************************************
Street Name:          Hilgard Avenue                  Westholme Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        1  0  1  1  0   1  0  1  1  0   0  1  0  1  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 30 Jan 2008 << 500-600
Base Vol:      97  561    31    72  537    39   195  231   150    27   51    47
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   97  561    31    72  537    39   195  231   150    27   51    47
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    97  561    31    72  537    39   195  231   150    27   51    47
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   97  561    31    72  537    39   195  231   150    27   51    47
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   97  561    31    72  537    39   195  231   150    27   51    47
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.90  0.10  1.00 1.86  0.14  0.68 0.80  0.52  0.21 0.41  0.38
Final Sat.:  1500 2843   157  1500 2797   203  1016 1203   781   324  612   564
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.20  0.20  0.05 0.19  0.19  0.19 0.19  0.19  0.08 0.08  0.08
Crit Volume:   97                    288         195                     125
Crit Moves:  ****                   ****        ****                    ****
*********************************************************************************
```



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---------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                           Existing 2008 PM Peak
---------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*********************************************************************************
Intersection #21 Hilgard Avenue and Manning Avenue
*********************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):         0.322
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        27              Level Of Service:                  A
*********************************************************************************
Street Name:          Hilgard Avenue                   Manning Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        0  0  1  1  0   1  0  2  0  0   0  0  0  0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 30 Jan 2008 << 445-545
Base Vol:       0  628     8    64  852     0     0    0     0    10    0    23
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  628     8    64  852     0     0    0     0    10    0    23
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  628     8    64  852     0     0    0     0    10    0    23
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  628     8    64  852     0     0    0     0    10    0    23
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  628     8    64  852     0     0    0     0    10    0    23
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.97  0.03  1.00 2.00  0.00  0.00 0.00  0.00  0.30 0.00  0.70
Final Sat.:     0 2814    36  1425 2850     0     0    0     0   432    0   993
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.22  0.22  0.04 0.30  0.00  0.00 0.00  0.00  0.02 0.00  0.02
Crit Volume:    0                    426              0                       33
Crit Moves:  ****                   ****                                    ****
*********************************************************************************
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--------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                           Existing 2008 PM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #22 Gayley Avenue and Le Conte Avenue
********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        0.624
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       38             Level Of Service:                 B
********************************************************************************
Street Name:          Gayley Avenue                    Le Conte Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:    0    0     0    0    0     0    0    0     0    0    0     0
Lanes:       1  0  1  1  0   1  0  1  1  0   1  0  0  1  0   1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 30 Jan 2008 << 500-600
Base Vol:      61  400   204   190 1037    35    14  127    12   200  300   157
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   61  400   204   190 1037    35    14  127    12   200  300   157
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    61  400   204   190 1037    35    14  127    12   200  300   157
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   61  400   204   190 1037    35    14  127    12   200  300   157
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   61  400   204   190 1037    35    14  127    12   200  300   157
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.32  0.68  1.00 1.93  0.07  1.00 0.91  0.09  1.00 1.00  1.00
Final Sat.:  1500 1987  1013  1500 2902    98  1500 1371   129  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.20  0.20  0.13 0.36  0.36  0.01 0.09  0.09  0.13 0.20  0.10
Crit Volume:   61                     536                  139   200
Crit Moves:  ****                     ****                 ****  ****
********************************************************************************
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--------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                           Existing 2008 PM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #23 Westwood Boulevard and Le Conte Avenue
********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        0.758
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       77             Level Of Service:                 C
********************************************************************************
Street Name:        Westwood Boulevard                 Le Conte Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted       Prot+Permit
Rights:             Ovl            Include          Include          Include
Min. Green:    0    0     0    0    0     0    0    0     0    0    0     0
Lanes:       1  0  2  0  1   1  0  2  0  1   1  0  1  1  0   1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 30 Jan 2008 << 500-600
Base Vol:     100  329   153   103  448   212    90  409   102   162  396    62
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  100  329   153   103  448   212    90  409   102   162  396    62
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   100  329   153   103  448   212    90  409   102   162  396    62
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  100  329   153   103  448   212    90  409   102   162  396    62
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  100  329   153   103  448   212    90  409   102   162  396    62
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 1.60  0.40  1.00 1.00  1.00
Final Sat.:  1069 2138  1069  1069 2138  1069  1069 1711   427  1069 1069  1069
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.15  0.14  0.10 0.21  0.20  0.08 0.24  0.24  0.15 0.37  0.06
Crit Volume:  100                224          90                     396
Crit Moves:  ****                ****        ****                    ****
********************************************************************************
```

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--------------------------------------------------------------------------------
                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                             Existing 2008 PM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #24 Tiverton Drive and Le Conte Avenue
********************************************************************************
Cycle (sec):         100             Critical Vol./Cap.(X):         0.545
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        32             Level Of Service:                  A
********************************************************************************
Street Name:          Tiverton Drive                  Le Conte Avenue
Approach:     North Bound      South Bound       East Bound        West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Ignore
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  1! 0  0   0  1  0  0  1   1  0  1  0  1   1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 30 Jan 2008 << 445-545
Base Vol:      35   68    41    92   80   194   128  484   130    22  453    39
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   35   68    41    92   80   194   128  484   130    22  453    39
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:    35   68    41    92   80   194   128  484   130    22  453     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   35   68    41    92   80   194   128  484   130    22  453     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
FinalVolume:   35   68    41    92   80   194   128  484   130    22  453     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.24 0.48  0.28  0.53 0.47  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:   365  708   427   802  698  1500  1500 1500  1500  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.10  0.10  0.11 0.11  0.13  0.09 0.32  0.09  0.01 0.30  0.00
Crit Volume:             144    92              128                    453
Crit Moves:             ****  ****             ****                   ****
********************************************************************************
```



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--------------------------------------------------------------------------------
                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                             Existing 2008 PM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #25 Hilgard Avenue and Le Conte Avenue
********************************************************************************
Cycle (sec):         100             Critical Vol./Cap.(X):         0.641
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        52             Level Of Service:                  B
********************************************************************************
Street Name:          Hilgard Avenue                  Le Conte Avenue
Approach:     North Bound      South Bound       East Bound        West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted       Split Phase      Split Phase
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  0  1  0   1  0  1  0  1   1  1  0  0  1   0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 30 Jan 2008 << 445-545
Base Vol:      56  286    10    25  470   368   322  208    81    10   97    28
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   56  286    10    25  470   368   322  208    81    10   97    28
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    56  286    10    25  470   368   322  208    81    10   97    28
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   56  286    10    25  470   368   322  208    81    10   97    28
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
FinalVolume:   56  286    10    25  470   368   354  208    81    10   97    28
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.97  0.03  1.00 1.00  1.00  1.26 0.74  1.00  0.09 0.91  1.00
Final Sat.:  1425 1377    48  1425 1425  1425  1796 1054  1425   133 1292  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.21  0.21  0.02 0.33  0.26  0.20 0.20  0.06  0.08 0.08  0.02
Crit Volume:   56                    470         281                   107
Crit Moves:  ****                   ****        ****                  ****
********************************************************************************
```

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----------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                           Existing 2008 PM Peak
----------------------------------------------------------------------------------
                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
**********************************************************************************
Intersection #26 Gayley Avenue and Weyburn Avenue
**********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):          0.676
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       44             Level Of Service:                   B
**********************************************************************************
Street Name:          Gayley Avenue                     Weyburn Avenue
Approach:       North Bound     South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0     0    0    0     0    0    0     0    0    0     0
Lanes:       1  0  1  1  0   1  0  1  1  0   0  1  0  1  0   1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Feb 2008 << 500-600
Base Vol:     59  495   205   63  944   281   88  166    32  110  166    88
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:  59  495   205   63  944   281   88  166    32  110  166    88
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:   59  495   205   63  944   281   88  166    32  110  166    88
Reduct Vol:    0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:  59  495   205   63  944   281   88  166    32  110  166    88
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:  59  495   205   63  944   281   88  166    32  110  166    88
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500 1500 1500  1500 1500 1500  1500 1500 1500  1500
Adjustment:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:       1.00 1.41  0.59 1.00 1.54  0.46 0.62 1.16  0.22 1.00 0.65  0.35
Final Sat.:  1500 2121   879 1500 2312   688  923 1741   336 1500  980   520
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.23  0.23 0.04 0.41  0.41 0.10 0.10  0.10 0.07 0.17  0.17
Crit Volume:  59                    613         88                    254
Crit Moves:  ****                  ****        ****                  ****
**********************************************************************************
```



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----------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                           Existing 2008 PM Peak
----------------------------------------------------------------------------------
                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
**********************************************************************************
Intersection #27 Westwood Boulevard and Weyburn Avenue
**********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):          0.930
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      180             Level Of Service:                   E
**********************************************************************************
Street Name:        Westwood Boulevard                  Weyburn Avenue
Approach:       North Bound     South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0     0    0    0     0    0    0     0    0    0     0
Lanes:       1  0  1  1  0   0  1  1  0  1   0  1  0  1  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 31 Jan 2008 << 500-600
Base Vol:    146  646   110   40  666   100   79  144   137   96  219    48
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse: 146  646   110   40  666   100   79  144   137   96  219    48
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:  146  646   110   40  666   100   79  144   137   96  219    48
Reduct Vol:    0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol: 146  646   110   40  666   100   79  144   137   96  219    48
PCE Adj:     1.00 1.00  1.00 4.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume: 146  646   110  160  666   100   79  144   137   96  219    48
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500 1500 1500  1500 1500 1500  1500 1500 1500  1500
Adjustment:  0.75 0.75  0.75 0.75 0.75  0.75 0.75 0.75  0.75 0.75 0.75  0.75
Lanes:       1.00 1.71  0.29 0.55 1.45  1.00 0.44 0.80  0.76 0.26 0.61  0.13
Final Sat.:  1125 1923   327  614 1636  1125  494  900   856  298  679   149
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.34  0.34 0.07 0.41  0.09 0.16 0.16  0.16 0.32 0.32  0.32
Crit Volume: 146                    458         79                          363
Crit Moves:  ****                  ****        ****                        ****
**********************************************************************************
```

```
-------------------------------------------------------------------------------
                 UCLA NHIP and Amended LRDP Traffic Study
                             Los Angeles, CA
                          Existing 2008 PM Peak
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
             2000 HCM 4-Way Stop Method (Base Volume Alternative)
*******************************************************************************
Intersection #28 Tiverton Drvie and Weyburn Avenue
*******************************************************************************
Cycle (sec):         100            Critical Vol./Cap.(X):         0.358
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):      9.9
Optimal Cycle:         0            Level Of Service:                  A
*******************************************************************************
Street Name:          Tiverton Drive                  Weyburn Avenue
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Min. Green:    0     0     0    0     0     0    0     0     0    0     0     0
Lanes:       0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Feb 2008 << 500-600
Base Vol:      22    61    45    99     0   162    67   169     1     1    95    31
Growth Adj:  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:   22    61    45    99     0   162    67   169     1     1    95    31
User Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:    22    61    45    99     0   162    67   169     1     1    95    31
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:   22    61    45    99     0   162    67   169     1     1    95    31
PCE Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
FinalVolume:   22    61    45    99     0   162    67   169     1     1    95    31
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:       0.17  0.48  0.35  0.38  0.00  0.62  0.28  0.71  0.01  0.01  0.75  0.24
Final Sat.:   115   320   236   276     0   452   191   482     3     5   497   162
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.19  0.19  0.19  0.36  xxxx  0.36  0.35  0.35  0.35  0.19  0.19  0.19
Crit Moves:        ****        ****                    ****              ****
Delay/Veh:    9.0   9.0   9.0  10.1   0.0  10.1  10.5  10.5  10.5   9.1   9.1   9.1
Delay Adj:   1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
AdjDel/Veh:   9.0   9.0   9.0  10.1   0.0  10.1  10.5  10.5  10.5   9.1   9.1   9.1
LOS by Move:    A     A     A     B     *     B     B     B     B     A     A     A
ApproachDel:        9.0              10.1              10.5               9.1
Delay Adj:         1.00              1.00              1.00              1.00
ApprAdjDel:         9.0              10.1              10.5               9.1
LOS by Appr:          A                 B                 B                 A
AllWayAvgQ:   0.2   0.2   0.2   0.5   0.5   0.5   0.5   0.5   0.5   0.2   0.2   0.2
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```



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-------------------------------------------------------------------------------
                 UCLA NHIP and Amended LRDP Traffic Study
                             Los Angeles, CA
                          Existing 2008 PM Peak
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
          Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #29 Hilgard Avenue and Weyburn Avenue
*******************************************************************************
Cycle (sec):         100            Critical Vol./Cap.(X):         0.644
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):     xxxxxx
Optimal Cycle:        52            Level Of Service:                  B
*******************************************************************************
Street Name:          Hilgard Avenue                  Weyburn Avenue
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:    0     0     0    0     0     0    0     0     0    0     0     0
Lanes:       1  0  0  1  0   1  0  1  0  1   1  0  0  1  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Feb 2008 << 500-600
Base Vol:      49   343    21    26   534    50    55    99   167    13    36    20
Growth Adj:  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:   49   343    21    26   534    50    55    99   167    13    36    20
User Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:    49   343    21    26   534    50    55    99   167    13    36    20
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:   49   343    21    26   534    50    55    99   167    13    36    20
PCE Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
FinalVolume:   49   343    21    26   534    50    55    99   167    13    36    20
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425  1425  1425  1425  1425  1425  1425  1425  1425  1425  1425  1425
Adjustment:  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:       1.00  0.94  0.06  1.00  1.00  1.00  1.00  0.37  0.63  0.19  0.52  0.29
Final Sat.:  1425  1343    82  1425  1425  1425  1425   530   895   268   743   413
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03  0.26  0.26  0.02  0.37  0.04  0.04  0.19  0.19  0.05  0.05  0.05
Crit Volume:   49                     534               266                69
Crit Moves:  ****                    ****              ****              ****
*******************************************************************************
```

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---------------------------------------------------------------------------
                 UCLA NHIP and Amended LRDP Traffic Study
                             Los Angeles, CA
                          Existing 2008 PM Peak
---------------------------------------------------------------------------
                    Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
***************************************************************************
Intersection #30 Westwood Boulevard and Kinross Avenue
***************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):         0.924
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      180             Level Of Service:                  E
***************************************************************************
Street Name:        Westwood Boulevard                 Kinross Avenue
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted       Permitted       Permitted       Permitted
Rights:          Include         Include         Include         Include
Min. Green:     0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        1  0  1  0  1   0  1  1  1  0   0  1  0  1  0   1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 31 Jan 2008 << 500-600
Base Vol:      78  739    34    37  744   118    96  215    94    16  128    40
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   78  739    34    37  744   118    96  215    94    16  128    40
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    78  739    34    37  744   118    96  215    94    16  128    40
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   78  739    34    37  744   118    96  215    94    16  128    40
PCE Adj:     1.00 1.00  1.00  4.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   78  739    34   148  744   118    96  215    94    16  128    40
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       1.00 1.00  1.00  0.66 1.99  0.35  0.47 1.07  0.46  1.00 0.76  0.24
Final Sat.:  1125 1125  1125   738 2243   394   533 1194   522  1125  857   268
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.66  0.03  0.05 0.33  0.30  0.18 0.18  0.18  0.01 0.15  0.15
Crit Volume:       739          37                96                           168
Crit Moves:        ****        ****              ****                         ****
***************************************************************************
```



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---------------------------------------------------------------------------
                 UCLA NHIP and Amended LRDP Traffic Study
                             Los Angeles, CA
                          Existing 2008 PM Peak
---------------------------------------------------------------------------
                    Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
***************************************************************************
Intersection #31 Westwood Boulevard and Lindbrook Drive
***************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):         0.535
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       31             Level Of Service:                  A
***************************************************************************
Street Name:        Westwood Bouelvard                 Lindbrook Drive
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted       Permitted       Permitted       Permitted
Rights:          Include         Include         Include         Include
Min. Green:     0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        0  1  1  0  1   0  1  1  1  0   0  1  0  1  0   0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 31 Jan 2008 << 500-600
Base Vol:       1  711   173    28  815    15    30  130    54    89  242    42
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1  711   173    28  815    15    30  130    54    89  242    42
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     1  711   173    28  815    15    30  130    54    89  242    42
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1  711   173    28  815    15    30  130    54    89  242    42
PCE Adj:     4.00 1.00  1.00  4.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    4  711   173   112  815    15    30  130    54    89  242    42
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       0.01 1.99  1.00  0.49 2.46  0.05  0.28 1.22  0.50  0.48 1.30  0.22
Final Sat.:    13 2237  1125   548 2773    54   315 1367   568   537 1460   253
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.32  0.15  0.05 0.29  0.28  0.10 0.10  0.10  0.17 0.17  0.17
Crit Volume:       358          28                30                     187
Crit Moves:        ****        ****              ****                   ****
***************************************************************************
```

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                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                             Existing 2008 PM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #32 Glendon/Tiverton/Lindbrook
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap.(X):         0.580
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       34               Level Of Service:                  A
********************************************************************************
Street Name:  Glendon Avenue/Tiverton Avenue           Lindbrook Drive
Approach:     North Bound     South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        1  0  1  0  1   1  0  2  1  0   0  1  0  0  1   0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Feb 2008 << 445-545
Base Vol:      30  125   184    36  124   153    31  224    18   395  257    53
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   30  125   184    36  124   153    31  224    18   395  257    53
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    30  125   184    36  124   153    31  224    18   395  257    53
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   30  125   184    36  124   153    31  224    18   395  257    53
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  2.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   30  125   184    36  124   153    62  224    18   395  257    53
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  1.00  1.00 2.00  1.00  0.12 0.88  1.00  1.00 0.85  0.15
Final Sat.:  1500 1500  1500  1500 3000  1500   182 1318  1500  1500 1274   226
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.08  0.12  0.02 0.04  0.10  0.17 0.17  0.01  0.26 0.20  0.24
Crit Volume:             184    36                   255         395
Crit Moves:             ****  ****                  ****        ****
********************************************************************************
```



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--------------------------------------------------------------------------------
                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                             Existing 2008 PM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #33 Sepulveda Boulevard and Constitution Avenue
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap.(X):         0.762
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       61               Level Of Service:                  C
********************************************************************************
Street Name:       Sepulveda Boulevard              Constitution Avenue
Approach:     North Bound     South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        1  0  1  1  0   1  0  1  1  0   0  0  1! 0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 415-515
Base Vol:      19 1039     2     4  824   100   531    2    76    10    5     5
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   19 1039     2     4  824   100   531    2    76    10    5     5
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    19 1039     2     4  824   100   531    2    76    10    5     5
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   19 1039     2     4  824   100   531    2    76    10    5     5
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   19 1039     2     4  824   100   531    2    76    10    5     5
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.99  0.01  1.00 1.78  0.22  0.87 0.01  0.12  0.50 0.25  0.25
Final Sat.:  1500 2994     6  1500 2675   325  1308    5   187   750  375   375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.35  0.35  0.00 0.31  0.31  0.41 0.41  0.41  0.01 0.01  0.01
Crit Volume:       521           4                         609    10
Crit Moves:       ****        ****                        ****  ****
********************************************************************************
```

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--------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                            Existing 2008 PM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #34 San Vicente Bouevard and Wilshire Bouelvard
********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        0.838
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180             Level Of Service:                 D
********************************************************************************
Street Name:       San Vicente Bouevard              Wilshire Bouelvard
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Split Phase      Split Phase        Permitted        Protected
Rights:            Ovl            Include          Include          Ignore
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  2  0  1   2  1  0  1  0   1  0  2  1  0   1  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 445-545
Base Vol:      95  371   230  1066  321    47    10  984    20   126 1718   788
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   95  371   230  1066  321    47    10  984    20   126 1718   788
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:    95  371   230  1066  321    47    10  984    20   126 1718     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   95  371   230  1066  321    47    10  984    20   126 1718     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
FinalVolume:   95  371   230  1173  321    47    10  984    20   126 1718     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  3.00 0.87  0.13  1.00 2.94  0.06  1.00 3.00  1.00
Final Sat.:  1425 2850  1425  4275 1243   182  1425 4190    85  1425 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.13  0.16  0.27 0.26  0.26  0.01 0.23  0.23  0.09 0.40  0.00
Crit Volume:             230   391                     335              573
Crit Moves:             ****  ****                                     ****
********************************************************************************
```



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                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                            Existing 2008 PM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #35 Sepulveda Boulevard and Wilshire Boulevard
********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        1.110
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180             Level Of Service:                 F
********************************************************************************
Street Name:       Sepulveda Boulevard               Wilshire Boulevard
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Protected        Protected        Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  1  1  0   1  0  1  1  0   1  0  3  1  0   2  0  4  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Feb 2008 << 500-600
Base Vol:     123  555   259   108  435   130   140 1837    39   290 2281   169
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  123  555   259   108  435   130   140 1837    39   290 2281   169
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   123  555   259   108  435   130   140 1837    39   290 2281   169
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  123  555   259   108  435   130   140 1837    39   290 2281   169
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
FinalVolume:  123  555   259   108  435   130   140 1837    39   319 2281   169
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       1.00 1.36  0.64  1.00 1.54  0.46  1.00 3.92  0.08  2.00 4.66  0.34
Final Sat.:  1031 1406   656  1031 1588   475  1031 4039    86  2063 4801   356
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.39  0.39  0.10 0.27  0.27  0.14 0.45  0.45  0.15 0.48  0.48
Crit Volume:       407         108               140                          490
Crit Moves:       ****        ****              ****                         ****
********************************************************************************
```

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--------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                           Existing 2008 PM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #36 Veteran Avenue and Wilshire Boulevard
********************************************************************************
Cycle (sec):         100               Critical Vol./Cap.(X):         1.624
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180               Level Of Service:                  F
********************************************************************************
Street Name:          Veteran Avenue               Wilshire Boulevard
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit        Permitted       Protected        Protected
Rights:            Ovl              Ovl            Include          Include
Min. Green:   0    0    0     0    0    0     0    0    0     0    0    0
Lanes:       1  0  2  0  1   1  0  2  0  2   2  0  3  1  0   2  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Feb 2008 << 500-600
Base Vol:     222  645   140    78 1022  1528   402 2072    46    42 2421    29
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  222  645   140    78 1022  1528   402 2072    46    42 2421    29
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   222  645   140    78 1022  1528   402 2072    46    42 2421    29
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  222  645   140    78 1022  1528   402 2072    46    42 2421    29
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.10  1.10 1.00  1.00  1.10 1.00  1.00
FinalVolume:  222  645   140    78 1022  1681   442 2072    46    46 2421    29
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       1.00 2.00  1.00  1.00 2.00  2.00  2.00 3.91  0.09  2.00 3.95  0.05
Final Sat.:  1031 2063  1031  1031 2063  2063  2063 4035    90  2063 4076    49
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.22 0.31  0.14  0.08 0.50  0.81  0.21 0.51  0.51  0.02 0.59  0.59
Crit Volume:  222                          840     0                          613
Crit Moves:  ****                         ****  ****                         ****
********************************************************************************
```



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                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                           Existing 2008 PM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #37 Gayley Avenue and Wilshire Boulevard
********************************************************************************
Cycle (sec):         100               Critical Vol./Cap.(X):         1.193
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180               Level Of Service:                  F
********************************************************************************
Street Name:          Gayley Avenue                Wilshire Boulevard
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit        Permitted       Protected        Permitted
Rights:          Include            Ovl            Include          Include
Min. Green:   0    0    0     0    0    0     0    0    0     0    0    0
Lanes:       1  0  2  0  1   1  0  1  0  2   2  0  3  1  0   1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 500-600
Base Vol:     212  290   102   130  450   647   332 1840    92    38 1641    81
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  212  290   102   130  450   647   332 1840    92    38 1641    81
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   212  290   102   130  450   647   332 1840    92    38 1641    81
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  212  290   102   130  450   647   332 1840    92    38 1641    81
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.10  1.10 1.00  1.00  1.00 1.00  1.00
FinalVolume:  212  290   102   130  450   712   365 1840    92    38 1641    81
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       1.00 2.00  1.00  1.00 1.00  2.00  2.00 3.81  0.19  1.00 3.81  0.19
Final Sat.:  1069 2138  1069  1069 1069  2138  2138 4071   204  1069 4074   201
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.20 0.14  0.10  0.12 0.42  0.33  0.17 0.45  0.45  0.04 0.40  0.40
Crit Volume:  212                   450          183                          431
Crit Moves:  ****                  ****         ****                         ****
********************************************************************************
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                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                            Existing 2008 PM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #38 Westwood Boulevard and Wilshire Boulevard
********************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):         0.924
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180              Level Of Service:                  E
********************************************************************************
Street Name:        Westwood Boulevard               Wilshire Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit       Protected        Protected
Rights:           Include            Ovl            Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  2  1  0   1  0  3  0  1   2  0  3  1  0   2  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Feb 2008 << 400-500
Base Vol:     150  475   178   164  601   236   209 1685   237   164 1534   103
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  150  475   178   164  601   236   209 1685   237   164 1534   103
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   150  475   178   164  601   236   209 1685   237   164 1534   103
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  150  475   178   164  601   236   209 1685   237   164 1534   103
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
FinalVolume:  150  475   178   164  601   236   230 1685   237   180 1534   103
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       1.00 2.18  0.82  1.00 3.00  1.00  2.00 3.51  0.49  2.00 3.75  0.25
Final Sat.:  1031 2250   843  1031 3094  1031  2063 3616   509  2063 3865   260
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.21  0.21  0.16 0.19  0.23  0.11 0.47  0.47  0.09 0.40  0.40
Crit Volume:       218         164                         481    90
Crit Moves:       ****        ****                        ****  ****
********************************************************************************
```



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                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                            Existing 2008 PM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #39 Glendon Avenue and Wilshire Bouelvard
********************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):         0.867
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180              Level Of Service:                  D
********************************************************************************
Street Name:          Glendon Avenue                 Wilshire Bouelvard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted       Protected        Permitted
Rights:           Include            Ovl            Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  1! 0  0   1  0  1  0  2   2  0  3  1  0   1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Feb 2008 << 430-530
Base Vol:      57  205    46   130  271   109   117 1918    36    18 1483    81
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   57  205    46   130  271   109   117 1918    36    18 1483    81
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    57  205    46   130  271   109   117 1918    36    18 1483    81
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   57  205    46   130  271   109   117 1918    36    18 1483    81
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.10  1.10 1.00  1.00  1.00 1.00  1.00
FinalVolume:   57  205    46   130  271   120   129 1918    36    18 1483    81
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       0.18 0.67  0.15  1.00 1.00  2.00  2.00 3.93  0.07  1.00 3.79  0.21
Final Sat.:   198  711   160  1069 1069  2138  2138 4196    79  1069 4054   221
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.29 0.29  0.29  0.12 0.25  0.06  0.06 0.46  0.46  0.02 0.37  0.37
Crit Volume:       308         130                   488              391
Crit Moves:       ****        ****                  ****
********************************************************************************
```

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--------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                           Existing 2008 PM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #40 Malcolm Avenue and Wilshire Boulevard
********************************************************************************
Average Delay (sec/veh):      7.2       Worst Case Level Of Service: F[319.9]
********************************************************************************
Street Name:            Malcolm Avenue                Wilshire Boulevard
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0   0  0  1! 0  0   1  0  2  1  0   1  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Feb 2008 << 415-515
Base Vol:        3    1    40    11    1    50    26 1984    57    16 1590    31
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:     3    1    40    11    1    50    26 1984    57    16 1590    31
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:      3    1    40    11    1    50    26 1984    57    16 1590    31
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:     3    1    40    11    1    50    26 1984    57    16 1590    31
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 2627 3718   690  2351 3731   546  1621 xxxx xxxxx  2041 xxxx xxxxx
Potent Cap.:   12    5   392    20    5   487   407 xxxx xxxxx   280 xxxx xxxxx
Move Cap.:      8    4   392    13    4   487   407 xxxx xxxxx   280 xxxx xxxxx
Volume/Cap:  0.38 0.25  0.10  0.85 0.25  0.10  0.06 xxxx  xxxx  0.06 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx xxxxx   0.2 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  14.4 xxxx xxxxx  18.6 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     B    *     *     C    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx   60 xxxxx  xxxx   52 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  3.2 xxxxx xxxxx  5.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx  156 xxxxx xxxxx  320 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    F     *     *    F     *     *    *     *     *    *     *
ApproachDel:     155.9            319.9           xxxxxx           xxxxxx
ApproachLOS:        F                F                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```



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                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                           Existing 2008 PM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #41 Westholme Avenue and Wilshire Boulevard
********************************************************************************
Cycle (sec):         100            Critical Vol./Cap.(X):         0.732
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):       xxxxxx
Optimal Cycle:        70            Level Of Service:                  C
********************************************************************************
Street Name:          Westholme Avenue              Wilshire Boulevard
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1! 0  0   0  0  1! 0  0   1  0  3  0  1   1  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Feb 2008 << 430-530
Base Vol:       44   74    54    93  217    11    37 1880    63    52 1566   120
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    44   74    54    93  217    11    37 1880    63    52 1566   120
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     44   74    54    93  217    11    37 1880    63    52 1566   120
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    44   74    54    93  217    11    37 1880    63    52 1566   120
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    44   74    54    93  217    11    37 1880    63    52 1566   120
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.26 0.43  0.31  0.29 0.68  0.03  1.00 3.00  1.00  1.00 2.79  0.21
Final Sat.:   365  613   447   413  963    49  1425 4275  1425  1425 3971   304
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.12  0.12  0.23 0.23  0.23  0.03 0.44  0.04  0.04 0.39  0.39
Crit Volume:   44                    321              627          52
Crit Moves:  ****                   ****             ****         ****
********************************************************************************
```

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--------------------------------------------------------------------------------
                 UCLA NHIP and Amended LRDP Traffic Study
                             Los Angeles, CA
                          Existing 2008 PM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #42 Warner Avenue and Wilshire Boulevard
********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        0.572
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       43             Level Of Service:                 A
********************************************************************************
Street Name:          Warner Avenue                Wilshire Boulevard
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Protected
Rights:           Include          Include          Include          Include
Min. Green:    0    0     0    0    0     0    0    0     0    0    0     0
Lanes:       1  0  1  0  1   1  0  0  1  0   1  0  2  1  0   1  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Feb 2008 << 415-515
Base Vol:       36   23    32    85   65    42    33 1961    27    10 1726    49
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    36   23    32    85   65    42    33 1961    27    10 1726    49
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     36   23    32    85   65    42    33 1961    27    10 1726    49
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    36   23    32    85   65    42    33 1961    27    10 1726    49
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    36   23    32    85   65    42    33 1961    27    10 1726    49
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:        1.00 1.00  1.00  1.00 0.61  0.39  1.00 2.96  0.04  1.00 2.92  0.08
Final Sat.:   1425 1425  1425  1425  866   559  1425 4217    58  1425 4157   118
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.03 0.02  0.02  0.06 0.08  0.08  0.02 0.47  0.47  0.01 0.42  0.42
Crit Volume:    36                           107        663          10
Crit Moves:   ****                          ****       ****        ****
********************************************************************************
```



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                 UCLA NHIP and Amended LRDP Traffic Study
                             Los Angeles, CA
                          Existing 2008 PM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #43 Beverly Glen Boulevard and Wilshire Boulevard
********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        0.756
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       94             Level Of Service:                 C
********************************************************************************
Street Name:      Beverly Glen Boulevard           Wilshire Boulevard
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Prot+Permit        Permitted        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:    0    0     0    0    0     0    0    0     0    0    0     0
Lanes:       1  0  1  1  0   1  0  1  1  0   1  0  3  0  1   1  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Feb 2008 << 430-530
Base Vol:      155  459    54    54  392    53   114 1684   261   101 1598    47
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   155  459    54    54  392    53   114 1684   261   101 1598    47
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    155  459    54    54  392    53   114 1684   261   101 1598    47
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   155  459    54    54  392    53   114 1684   261   101 1598    47
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   155  459    54    54  392    53   114 1684   261   101 1598    47
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:        1.00 1.79  0.21  1.00 1.76  0.24  1.00 3.00  1.00  1.00 2.91  0.09
Final Sat.:   1375 2461   289  1375 2422   328  1375 4125  1375  1375 4007   118
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.11 0.19  0.19  0.04 0.16  0.16  0.08 0.41  0.19  0.07 0.40  0.40
Crit Volume:   155                     223         114                        548
Crit Moves:   ****                    ****        ****                       ****
********************************************************************************
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                   UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                            Existing 2008 PM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #44 Sawtelle Boulevard and Ohio Avenue
********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        0.876
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      116             Level Of Service:                 D
********************************************************************************
Street Name:        Sawtelle Boulevard                 Ohio Avenue
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  1! 0  0   0  0  1! 0  0   1  0  0  1  0   1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 400-500
Base Vol:      56   89    93    74  437   120    53  436    31    94  524    50
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   56   89    93    74  437   120    53  436    31    94  524    50
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    56   89    93    74  437   120    53  436    31    94  524    50
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   56   89    93    74  437   120    53  436    31    94  524    50
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   56   89    93    74  437   120    53  436    31    94  524    50
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.24 0.37  0.39  0.12 0.69  0.19  1.00 0.93  0.07  1.00 0.91  0.09
Final Sat.:   353  561   586   176 1039   285  1500 1400   100  1500 1369   131
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.16 0.16  0.16  0.42 0.42  0.42  0.04 0.31  0.31  0.06 0.38  0.38
Crit Volume:   56                     631    53                           574
Crit Moves:  ****                    ****  ****                          ****
********************************************************************************
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                   UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                            Existing 2008 PM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #45 Sepulveda Boulevard and Ohio Avenue
********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        0.850
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       96             Level Of Service:                 D
********************************************************************************
Street Name:        Sepulveda Boulevard                Ohio Avenue
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  1  1  0   1  0  1  1  0   1  0  0  1  0   1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 500-600
Base Vol:     145  659   127   114  848   197    94  397    43    68  477    36
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  145  659   127   114  848   197    94  397    43    68  477    36
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   145  659   127   114  848   197    94  397    43    68  477    36
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  145  659   127   114  848   197    94  397    43    68  477    36
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  145  659   127   114  848   197    94  397    43    68  477    36
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.68  0.32  1.00 1.62  0.38  1.00 0.90  0.10  1.00 0.93  0.07
Final Sat.:  1500 2515   485  1500 2434   566  1500 1353   147  1500 1395   105
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.26  0.26  0.08 0.35  0.35  0.06 0.29  0.29  0.05 0.34  0.34
Crit Volume:  145                523          94                   513
Crit Moves:  ****               ****        ****                  ****
********************************************************************************
```

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--------------------------------------------------------------------------------
                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                            Existing 2008 PM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #46 Veteran Avenue and Ohio Avenue
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        0.840
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       90              Level Of Service:                 D
********************************************************************************
Street Name:          Veteran Avenue                    Ohio Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  1! 0  0   0  0  1! 0  0   1  0  0  1  0   1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 445-545
Base Vol:      26  328    45    17  368   156   145  502    46   145  480    43
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   26  328    45    17  368   156   145  502    46   145  480    43
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    26  328    45    17  368   156   145  502    46   145  480    43
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   26  328    45    17  368   156   145  502    46   145  480    43
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   26  328    45    17  368   156   145  502    46   145  480    43
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.07 0.82  0.11  0.03 0.68  0.29  1.00 0.92  0.08  1.00 0.92  0.08
Final Sat.:    98 1233   169    47 1020   433  1500 1374   126  1500 1377   123
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.27 0.27  0.27  0.36 0.36  0.36  0.10 0.37  0.37  0.10 0.35  0.35
Crit Volume:   26                     541              548         145
Crit Moves:  ****                    ****             ****        ****
********************************************************************************
```



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--------------------------------------------------------------------------------
                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                            Existing 2008 PM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #47 Westwood Boulevard and Ohio Avenue
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        0.732
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       54              Level Of Service:                 C
********************************************************************************
Street Name:        Westwood Boulevard                  Ohio Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  2  0  1   1  0  2  0  1   1  0  0  1  0   1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Feb 2008 << 445-545
Base Vol:      91  859    41    44 1223   116    89  232    79    85  246    41
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   91  859    41    44 1223   116    89  232    79    85  246    41
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    91  859    41    44 1223   116    89  232    79    85  246    41
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   91  859    41    44 1223   116    89  232    79    85  246    41
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   91  859    41    44 1223   116    89  232    79    85  246    41
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 0.75  0.25  1.00 0.86  0.14
Final Sat.:  1500 3000  1500  1500 3000  1500  1500 1119   381  1500 1286   214
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.29  0.03  0.03 0.41  0.08  0.06 0.21  0.21  0.06 0.19  0.19
Crit Volume:   91                     612              311          85
Crit Moves:  ****                    ****             ****        ****
********************************************************************************
```

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                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                           Existing 2008 PM Peak
---------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*********************************************************************************
Intersection #48 Sawtelle Boulevard and Santa Monica Boulevard
*********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        1.455
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180              Level Of Service:                 F
*********************************************************************************
Street Name:         Sawtelle Boulevard            Santa Monica Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted       Prot+Permit
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Lanes:       0  0  1! 0  0   0  0  1! 0  0   1  0  2  1  0   1  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Feb 2008 << 400-500
Base Vol:      74  359   393   120  531    31    14 1288    31   169 1202    68
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   74  359   393   120  531    31    14 1288    31   169 1202    68
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    74  359   393   120  531    31    14 1288    31   169 1202    68
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   74  359   393   120  531    31    14 1288    31   169 1202    68
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   74  359   393   120  531    31    14 1288    31   169 1202    68
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       0.09 0.43  0.48  0.18 0.78  0.04  1.00 2.93  0.07  1.00 2.84  0.16
Final Sat.:    96  465   508   188  832    49  1069 3131    75  1069 3035   172
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.77 0.77  0.77  0.64 0.64  0.64  0.01 0.41  0.41  0.16 0.40  0.40
Crit Volume:             826   120                           440   169
Crit Moves:             ****  ****                          ****  ****
*********************************************************************************
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---------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                           Existing 2008 PM Peak
---------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*********************************************************************************
Intersection #49 San Diego Fwy SB Ramps and Santa Monica Boulevard
*********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        1.031
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180              Level Of Service:                 F
*********************************************************************************
Street Name:       San Diego Fwy SB Ramps          Santa Monica Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted        Protected
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Lanes:       0  0  0  0  0   1  1  0  1  1   0  0  3  1  0   2  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Feb 2008 << 445-545
Base Vol:       0    0     0   377  530   193     0 1577   248   560 1179     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0   377  530   193     0 1577   248   560 1179     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0   377  530   193     0 1577   248   560 1179     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0   377  530   193     0 1577   248   560 1179     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
FinalVolume:    0    0     0   415  530   212     0 1577   248   616 1179     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       0.00 0.00  0.00  1.43 1.57  1.00  0.00 3.46  0.54  2.00 3.00  0.00
Final Sat.:     0    0     0  1531 1675  1069     0 3694   581  2138 3206     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.27 0.32  0.20  0.00 0.43  0.43  0.29 0.37  0.00
Crit Volume:        0              338               456        308
Crit Moves:                       ****              ****       ****
*********************************************************************************
```

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--------------------------------------------------------------------------------
                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                             Existing 2008 PM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #50 San Diego Fwy NB Ramps and Santa Monica Boulevard
********************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):         1.011
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180              Level Of Service:                  F
********************************************************************************
Street Name:      San Diego Fwy NB Ramps        Santa Monica Boulevard
Approach:      North Bound     South Bound     East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected         Permitted
Rights:           Include          Include          Include          Include
Min. Green:    0    0     0    0    0     0    0    0     0    0    0     0
Lanes:       1  1  1  1  1   0  0  0  0  0   2  0  3  0  0   0  0  4  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Feb 2008 << 415-515
Base Vol:     448  504   410     0    0     0   498 1368     0     0 1352   474
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  448  504   410     0    0     0   498 1368     0     0 1352   474
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   448  504   410     0    0     0   498 1368     0     0 1352   474
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  448  504   410     0    0     0   498 1368     0     0 1352   474
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
FinalVolume:  493  504   451     0    0     0   548 1368     0     0 1352   474
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       1.48 2.10  1.42  0.00 0.00  0.00  2.00 3.00  0.00  0.00 4.00  1.00
Final Sat.:  1585 2244  1514     0    0     0  2138 3206     0     0 4275  1069
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.31 0.22  0.30  0.00 0.00  0.00  0.26 0.43  0.00  0.00 0.32  0.44
Crit Volume:  332                    0          274                          474
Crit Moves:  ****                              ****                         ****
********************************************************************************
```



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                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                             Existing 2008 PM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #51 Sepulveda Boulevard and Santa Monica Boulevard
********************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):         1.344
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180              Level Of Service:                  F
********************************************************************************
Street Name:       Sepulveda Boulevard           Santa Monica Boulevard
Approach:      North Bound     South Bound     East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include            Ovl              Ovl              Ovl
Min. Green:    0    0     0    0    0     0    0    0     0    0    0     0
Lanes:       1  0  2  0  1   1  0  2  0  1   1  0  3  0  1   1  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 430-530
Base Vol:     166  796   203   146 1123   200   145 1404   304   190 1350   162
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  166  796   203   146 1123   200   145 1404   304   190 1350   162
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   166  796   203   146 1123   200   145 1404   304   190 1350   162
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  166  796   203   146 1123   200   145 1404   304   190 1350   162
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  166  796   203   146 1123   200   145 1404   304   190 1350   162
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 3.00  1.00  1.00 3.00  1.00
Final Sat.:  1031 2063  1031  1031 2063  1031  1031 3094  1031  1031 3094  1031
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.16 0.39  0.20  0.14 0.54  0.19  0.14 0.45  0.29  0.18 0.44  0.16
Crit Volume:  166                  562              468        190
Crit Moves:  ****                 ****             ****       ****
********************************************************************************
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---------------------------------------------------------------------------
               UCLA NHIP and Amended LRDP Traffic Study
                           Los Angeles, CA
                        Existing 2008 PM Peak
---------------------------------------------------------------------------
                    Level Of Service Computation Report
          Circular 212 Planning Method (Base Volume Alternative)
***************************************************************************
Intersection #52 Veteran Avenue and Santa Monica Boulevard
***************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        0.945
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180             Level Of Service:                 E
***************************************************************************
Street Name:          Veteran Avenue             Santa Monica Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit       Protected        Protected
Rights:           Include          Include          Include           Ovl
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  0  1  0   1  0  0  1  0   1  0  3  1  0   1  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Feb 2008 << 445-545
Base Vol:      62  284    46   123  534    59   174 1549    31    89 1412    86
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   62  284    46   123  534    59   174 1549    31    89 1412    86
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    62  284    46   123  534    59   174 1549    31    89 1412    86
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   62  284    46   123  534    59   174 1549    31    89 1412    86
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   62  284    46   123  534    59   174 1549    31    89 1412    86
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.86  0.14  1.00 0.90  0.10  1.00 3.92  0.08  1.00 3.00  1.00
Final Sat.:  1375 1183   192  1375 1238   137  1375 5392   108  1375 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.24  0.24  0.09 0.43  0.43  0.13 0.29  0.29  0.06 0.34  0.06
Crit Volume:   62                           593   174                   471
Crit Moves:  ****                          ****  ****                  ****
***************************************************************************
```



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---------------------------------------------------------------------------
               UCLA NHIP and Amended LRDP Traffic Study
                           Los Angeles, CA
                        Existing 2008 PM Peak
---------------------------------------------------------------------------
                    Level Of Service Computation Report
          Circular 212 Planning Method (Base Volume Alternative)
***************************************************************************
Intersection #53 Westwood Boulevard and Santa Monica Boulevard
***************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        0.994
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180             Level Of Service:                 E
***************************************************************************
Street Name:         Westwood Boulevard          Santa Monica Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit       Protected        Protected
Rights:           Include          Include            Ovl              Ovl
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  1  1  0   1  0  2  0  1   2  0  3  0  1   2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 500-600
Base Vol:     106  867    99   197 1358   122   164 1424   131   195 1376   230
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  106  867    99   197 1358   122   164 1424   131   195 1376   230
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   106  867    99   197 1358   122   164 1424   131   195 1376   230
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  106  867    99   197 1358   122   164 1424   131   195 1376   230
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
FinalVolume:  106  867    99   197 1358   122   180 1424   131   215 1376   230
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.80  0.20  1.00 2.00  1.00  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1375 2468   282  1375 2750  1375  2750 4125  1375  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.35  0.35  0.14 0.49  0.09  0.07 0.35  0.10  0.08 0.33  0.17
Crit Volume:  106                  679               475         107
Crit Moves:  ****                 ****              ****        ****
***************************************************************************
```

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-------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                           Existing 2008 PM Peak
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #54 Mulholland Drive and Roscomare Road
********************************************************************************
Cycle (sec):        100            Critical Vol./Cap.(X):        0.720
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):    xxxxxx
Optimal Cycle:       81            Level Of Service:                 C
********************************************************************************
Street Name:         Mulholland Drive                 Roscomare Road
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase      Prot+Permit      Prot+Permit
Rights:           Include          Include           Ovl            Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  1! 0  0   0  0  0  0  0   0  0  1  0  1   1  0  1  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 445-545
Base Vol:     288    0   145     0    0     0     0  321   102    45  593     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  288    0   145     0    0     0     0  321   102    45  593     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   288    0   145     0    0     0     0  321   102    45  593     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  288    0   145     0    0     0     0  321   102    45  593     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  288    0   145     0    0     0     0  321   102    45  593     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.67 0.00  0.33  0.00 0.00  0.00  0.00 1.00  1.00  1.00 1.00  0.00
Final Sat.:   948    0   477     0    0     0     0 1425  1425  1425 1425     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.30 0.00  0.30  0.00 0.00  0.00  0.00 0.23  0.07  0.03 0.42  0.00
Crit Volume:             433          0             0                 593
Crit Moves:             ****                     ****                ****
********************************************************************************
```



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-------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                           Existing 2008 PM Peak
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           2000 HCM 4-Way Stop Method (Base Volume Alternative)
********************************************************************************
Intersection #55 Roscomare Road and Stradella Road/Linda Flora Drive
********************************************************************************
Cycle (sec):        100            Critical Vol./Cap.(X):        0.497
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      10.2
Optimal Cycle:        0            Level Of Service:                 B
********************************************************************************
Street Name:          Roscomare Road         Stradella Road/Linda Flora Drive
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Feb 2008 << 415-515
Base Vol:      22  390     6    37   58    12    14    0    10     6    1    59
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   22  390     6    37   58    12    14    0    10     6    1    59
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    22  390     6    37   58    12    14    0    10     6    1    59
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   22  390     6    37   58    12    14    0    10     6    1    59
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   22  390     6    37   58    12    14    0    10     6    1    59
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.05 0.94  0.01  0.35 0.54  0.11  0.58 0.00  0.42  0.09 0.02  0.89
Final Sat.:    44  785    12   266  418    86   383    0   274    66   11   645
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.50 0.50  0.50  0.14 0.14  0.14  0.04 xxxx  0.04  0.09 0.09  0.09
Crit Moves:  ****              ****              ****                   ****
Delay/Veh:   11.2 11.2  11.2   8.2  8.2   8.2   8.1  0.0   8.1   7.9  7.9   7.9
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  11.2 11.2  11.2   8.2  8.2   8.2   8.1  0.0   8.1   7.9  7.9   7.9
LOS by Move:    B    B     B     A    A     A     A    *     A     A    A     A
ApproachDel:      11.2               8.2               8.1               7.9
Delay Adj:        1.00              1.00              1.00              1.00
ApprAdjDel:       11.2               8.2               8.1               7.9
LOS by Appr:         B                 A                 A                 A
AllWayAvgQ:   0.9  0.9   0.9   0.1  0.1   0.1   0.0  0.0   0.0   0.1  0.1   0.1
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                             Existing 2008 PM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
             2000 HCM 4-Way Stop Method (Base Volume Alternative)
********************************************************************************
Intersection #56 Bellagio Road and Chalon Road
********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        0.657
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      13.2
Optimal Cycle:        0             Level Of Service:                 B
********************************************************************************
Street Name:          Bellagio Road                    Chalon Road
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        0  1  0  0  0   0  0  0  1  0   0  0  1! 0  0   0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Feb 2008 << 500-600
Base Vol:      67  508    0    0   98   24   11    0   12    0    0    0
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   67  508    0    0   98   24   11    0   12    0    0    0
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    67  508    0    0   98   24   11    0   12    0    0    0
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   67  508    0    0   98   24   11    0   12    0    0    0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   67  508    0    0   98   24   11    0   12    0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       0.12 0.88 0.00 0.00 0.80 0.20 0.48 0.00 0.52 0.00 0.00 0.00
Final Sat.:   102  773    0    0  647  158  304    0  332    0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.66 0.66 xxxx xxxx 0.15 0.15 0.04 xxxx 0.04 xxxx xxxx xxxx
Crit Moves:  ****                ****      ****
Delay/Veh:   14.5 14.5  0.0  0.0  8.1  8.1  8.2  0.0  8.2  0.0  0.0  0.0
Delay Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  14.5 14.5  0.0  0.0  8.1  8.1  8.2  0.0  8.2  0.0  0.0  0.0
LOS by Move:    B    B    *    *    A    A    A    *    A    *    *    *
ApproachDel:      14.5              8.1              8.2            xxxxxx
Delay Adj:        1.00             1.00             1.00             xxxxx
ApprAdjDel:       14.5              8.1              8.2            xxxxxx
LOS by Appr:        B                A                A                *
AllWayAvgQ:   1.8  1.8  1.8  0.2  0.2  0.2  0.0  0.0  0.0  0.0  0.0  0.0
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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--------------------------------------------------------------------------------
                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                             Existing 2008 PM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #57 Beverly Glen Boulevard and Mulholland Drive
********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        0.992
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      180             Level Of Service:                 E
********************************************************************************
Street Name:      Beverly Glen Boulevard              Mulholland Drive
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted        Permitted
Rights:           Include          Include          Include           Ignore
Min. Green:     0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        0  1  0  0  1   0  1  1  0  1   1  0  1  1  0   1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 26 Feb 2008 << 500-600
Base Vol:      40  772   81  206  359   36   51  194   37   45  535  704
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   40  772   81  206  359   36   51  194   37   45  535  704
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:    40  772   81  206  359   36   51  194   37   45  535    0
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   40  772   81  206  359   36   51  194   37   45  535    0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:   40  772   81  206  359   36   51  194   37   45  535    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       0.05 0.95 1.00 0.73 1.27 1.00 1.00 1.68 0.32 1.00 2.00 1.00
Final Sat.:    70 1355 1425 1039 1811 1425 1425 2394  456 1425 2850 1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.57 0.57 0.06 0.20 0.20 0.03 0.04 0.08 0.08 0.03 0.19 0.00
Crit Volume:       812              282         51                    267
Crit Moves:       ****             ****       ****                   ****
********************************************************************************
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--------------------------------------------------------------------------------
                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                             Existing 2008 PM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #58 Beverly Glen Boulevard and Greendale Drive
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        0.996
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      180              Level Of Service:                 E
********************************************************************************
Street Name:     Beverly Glen Boulevard              Greendale Drive
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted      Split Phase      Split Phase
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Lanes:       0  0  0  1  0   0  1  0  0  0   0  0  0  0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Feb 2008 << 415-515
Base Vol:      0 1084    9    62  413    0     0    0    0    44    0   220
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   0 1084    9    62  413    0     0    0    0    44    0   220
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    0 1084    9    62  413    0     0    0    0    44    0   220
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0     0
Reduced Vol:   0 1084    9    62  413    0     0    0    0    44    0   220
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   0 1084    9    62  413    0     0    0    0    44    0   220
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.99  0.01  0.13 0.87  0.00  0.00 0.00  0.00  0.17 0.00  0.83
Final Sat.:    0 1413    12   186 1239    0     0    0    0   238    0  1188
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.77  0.77  0.33 0.33  0.00  0.00 0.00  0.00  0.19 0.00  0.19
Crit Volume:            1093    62                    0                     264
Crit Moves:             ****  ****                                         ****
********************************************************************************
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Future Without Project LOS Analysis

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- AM Peak

Scenario Report

Scenario:	Future Without Project AM Peak
Command:	Future Without Project AM Peak
Volume:	Future AM
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	AM Peak
Trip Distribution:	Project
Paths:	Project
Routes:	Default Route
Configuration:	Future

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- AM Peak

Trip Generation Report

Forecast for AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	#1- NA FBI	1.00	FBI Office- 11	0.00	0.00	0	0	0	0.0
2	#2	1.00	Palazzo Westwo	114.00	119.00	114	119	233	4.5
	Zone 2 Subtotal					114	119	233	4.5
3	#3	1.00	Mixed-Use - S/	149.00	45.00	149	45	194	3.7
	Zone 3 Subtotal					149	45	194	3.7
4	#4	1.00	Theater Expans	1.00	0.00	1	0	1	0.0
	Zone 4 Subtotal					1	0	1	0.0
5	#5, 17	1.00	Mixed-Use- 108	-5.00	3.00	-5	3	-2	-0.0
5	#5, 17	1.00	Residential Ho	15.00	9.00	15	9	24	0.5
	Zone 5 Subtotal					10	12	22	0.4
6	#6	1.00	Apartments- 86	2.00	8.00	2	8	10	0.2
	Zone 6 Subtotal					2	8	10	0.2
7	#7	1.00	Condos- 10804	7.00	34.00	7	34	41	0.8
	Zone 7 Subtotal					7	34	41	0.8
8	#8, 25, 61	1.00	Condos- 10776	-14.00	29.00	-14	29	15	0.3
8	#8, 25, 61	1.00	Condos-10763 W	4.00	22.00	4	22	26	0.5
8	#8, 25, 61	1.00	Condos- 10710	5.00	23.00	5	23	28	0.5
	Zone 8 Subtotal					-5	74	69	1.3
9	#9	1.00	Private School	9.00	0.00	9	0	9	0.2
	Zone 9 Subtotal					9	0	9	0.2
10	#10	1.00	Fox Studio Exp	420.00	30.00	420	30	450	8.7
	Zone 10 Subtotal					420	30	450	8.7
11	#11, 12, 45,	1.00	High School Ex	92.00	40.00	92	40	132	2.5
11	#11, 12, 45,	1.00	Private School	94.00	55.00	94	55	149	2.9
11	#11, 12, 45,	1.00	Condos- 1333 S	0.00	2.00	0	2	2	0.0
11	#11, 12, 45,	1.00	Condos- 552-55	1.00	3.00	1	3	4	0.1
	Zone 11 Subtotal					187	100	287	5.5
12	#13	1.00	Wilshire/Comst	3.00	12.00	3	12	15	0.3
	Zone 12 Subtotal					3	12	15	0.3
13	#14, 15, 43	1.00	ABC Entertainm	101.00	-181.00	101	-181	-80	-1.
13	#14, 15, 43	1.00	Condos- 10131	-37.00	85.00	-37	85	48	0.9
	Zone 13 Subtotal					64	-96	-32	-0.6

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
14	#16, 35	1.00	Condos- 527 Mi	12.00	61.00	12	61	73	1.4
14	#16, 35	1.00	Condos- 430 Ke	3.00	15.00	3	15	18	0.3
	Zone 14 Subtotal					15	76	91	1.8
15	#18	1.00	Health/Fitness	-20.00	-28.00	-20	-28	-48	-0.9
	Zone 15 Subtotal					-20	-28	-48	-0.9
16	# 19	1.00	Condos-1826 S	1.00	6.00	1	6	7	0.1
	Zone 16 Subtotal					1	6	7	0.1
17	#20	1.00	Condos- 1417 S	1.00	6.00	1	6	7	0.1
	Zone 17 Subtotal					1	6	7	0.1
18	#21	1.00	New Car Sales-	4.00	2.00	4	2	6	0.1
	Zone 18 Subtotal					4	2	6	0.1
19	#22, 70	1.00	Condos- 1625 S	1.00	7.00	1	7	8	0.2
19	#22, 70	1.00	Mixed-Use- 115	10.00	46.00	10	46	56	1.1
	Zone 19 Subtotal					11	53	64	1.2
20	#23, 24	1.00	Condos- 1525 S	1.00	7.00	1	7	8	0.2
20	#23, 24	1.00	Condos- 1633 S	1.00	6.00	1	6	7	0.1
	Zone 20 Subtotal					2	13	15	0.3
21	#26	1.00	Condos- 2037 S	1.00	6.00	1	6	7	0.1
	Zone 21 Subtotal					1	6	7	0.1
22	#27, 63, 65	1.00	Office- 12233	10.00	56.00	10	56	66	1.3
22	#27, 63, 65	1.00	Westside Media	24.00	32.00	24	32	56	1.1
22	#27, 63, 65	1.00	SM Apt Project	11.00	46.00	11	46	57	1.1
	Zone 22 Subtotal					45	134	179	3.5
23	#28, 32	1.00	Condos- 1511 S	1.00	6.00	1	6	7	0.1
23	#28, 32	1.00	Condos- 1517 B	2.00	8.00	2	8	10	0.2
	Zone 23 Subtotal					3	14	17	0.3
24	#29, 54	1.00	Mixed-Use- 116	60.00	26.00	60	26	86	1.7
24	#29, 54	1.00	Office- 11677	205.00	28.00	205	28	233	4.5
	Zone 24 Subtotal					265	54	319	6.2
25	#30	1.00	Mausoleum Bldg	1.00	0.00	1	0	1	0.0
	Zone 25 Subtotal					1	0	1	0.0
26	#31	1.00	Condos- 10617	1.00	6.00	1	6	7	0.1
	Zone 26 Subtotal					1	6	7	0.1

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
27	#33	1.00	Apts- 1817 S B	2.00	6.00	2	6	8	0.2
	Zone 27 Subtotal					2	6	8	0.2
28	#34	1.00	Live/Work- 115	9.00	34.00	9	34	43	0.8
	Zone 28 Subtotal					9	34	43	0.8
29	#36	1.00	Restaurant- 10	2.00	2.00	2	2	4	0.1
	Zone 29 Subtotal					2	2	4	0.1
30	#37, 56, 57	1.00	Condos- 1807 S	1.00	6.00	1	6	7	0.1
30	#37, 56, 57	1.00	Auto Service-	4.00	2.00	4	2	6	0.1
30	#37, 56, 57	1.00	Office- SW Cor	55.00	7.00	55	7	62	1.2
	Zone 30 Subtotal					60	15	75	1.4
31	#38	1.00	Condos- 2263 S	1.00	6.00	1	6	7	0.1
	Zone 31 Subtotal					1	6	7	0.1
32	#39	1.00	Cooking School	4.00	2.00	4	2	6	0.1
	Zone 32 Subtotal					4	2	6	0.1
33	#40	1.00	Bank- 1762 Wes	3.00	8.00	3	8	11	0.2
	Zone 33 Subtotal					3	8	11	0.2
34	#41- NA-Alre	1.00	Westside Pavil	0.00	0.00	0	0	0	0.0
35	#42, 49	1.00	Le Lycee Franc	171.00	109.00	171	109	280	5.4
35	#42, 49	1.00	Mixed-Use- 106	5.00	7.00	5	7	12	0.2
	Zone 35 Subtotal					176	116	292	5.6
36	#44, 60, 67	1.00	Discounted Sto	20.00	10.00	20	10	30	0.6
36	#44, 60, 67	1.00	Olympic-Stoner	2.00	0.00	2	0	2	0.0
36	#44, 60, 67	1.00	Bed, Bath & Be	0.00	0.00	0	0	0	0.0
	Zone 36 Subtotal					22	10	32	0.6
37	#46	1.00	Belmont Villag	17.00	8.00	17	8	25	0.5
	Zone 37 Subtotal					17	8	25	0.5
38	#47, B12, B3	1.00	Apts- 10000 W	-167.00	115.00	-167	115	-52	-1.
38	#47, B12, B3	1.00	Hotel- 150 Las	15.00	9.00	15	9	24	0.5
38	#47, B12, B3	1.00	Beverly Hilton	48.00	94.00	48	94	142	2.7
	Zone 38 Subtotal					-104	218	114	2.2
39	#48	1.00	Mixed-Use- 109	9.00	18.00	9	18	27	0.5
	Zone 39 Subtotal					9	18	27	0.5
40	#50	1.00	Regent Westwoo	140.00	47.00	140	47	187	3.6
	Zone 40 Subtotal					140	47	187	3.6

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
41	#51	1.00	Office- 1100 W	70.00	10.00	70	10	80	1.5
	Zone 41 Subtotal					70	10	80	1.5
42	#52	1.00	Del Capri Hote	9.00	36.00	9	36	45	0.9
	Zone 42 Subtotal					9	36	45	0.9
43	#53	1.00	Condos- 11611	2.00	7.00	2	7	9	0.2
	Zone 43 Subtotal					2	7	9	0.2
44	#55	1.00	Retail- 11305	7.00	4.00	7	4	11	0.2
	Zone 44 Subtotal					7	4	11	0.2
45	#58	1.00	Fastfood- 1086	75.00	50.00	75	50	125	2.4
	Zone 45 Subtotal					75	50	125	2.4
46	#59	1.00	Brentwood Reta	2.00	1.00	2	1	3	0.1
	Zone 46 Subtotal					2	1	3	0.1
47	#B1, B5, B11	1.00	Young Israel-	16.00	9.00	16	9	25	0.5
47	#B1, B5, B11	1.00	Retail Expansi	1.00	1.00	1	1	2	0.0
47	#B1, B5, B11	1.00	Cultural Cente	34.00	21.00	34	21	55	1.1
47	#B1, B5, B11	1.00	Condos- 437-44	1.00	6.00	1	6	7	0.1
47	#B1, B5, B11	1.00	Service Facili	101.00	55.00	101	55	156	3.0
47	#B1, B5, B11	1.00	Mixed-Use- 421	29.00	9.00	29	9	38	0.7
47	#B1, B5, B11	1.00	Condos- 432 N	3.00	12.00	3	12	15	0.3
	Zone 47 Subtotal					185	113	298	5.8
48	#B2, B3, B6,	1.00	Beverly Hills	86.00	57.00	86	57	143	2.8
48	#B2, B3, B6,	1.00	Mixed-Use- 265	103.00	30.00	103	30	133	2.6
48	#B2, B3, B6,	1.00	Condos- 125 S	3.00	15.00	3	15	18	0.3
48	#B2, B3, B6,	1.00	Medical Plaza-	77.00	22.00	77	22	99	1.9
48	#B2, B3, B6,	1.00	Commercial/Ret	8.00	6.00	8	6	14	0.3
48	#B2, B3, B6,	1.00	Mixed-Use- 131	64.00	43.00	64	43	107	2.1
48	#B2, B3, B6,	1.00	Assisted Care	6.00	7.00	6	7	13	0.3
48	#B2, B3, B6,	1.00	Senior Congreg	3.00	2.00	3	2	5	0.1
48	#B2, B3, B6,	1.00	Screening Room	1.00	0.00	1	0	1	0.0
48	#B2, B3, B6,	1.00	Condos- 261-28	0.00	-1.00	0	-1	-1	-0.0
48	#B2, B3, B6,	1.00	Mixed-Use- 920	10.00	23.00	10	23	33	0.6
48	#B2, B3, B6,	1.00	Mixed-Use- 959	11.00	27.00	11	27	38	0.7
48	#B2, B3, B6,	1.00	Hotel- 9730 Wi	70.00	44.00	70	44	114	2.2
48	#B2, B3, B6,	1.00	Condos- 140-14	1.00	4.00	1	4	5	0.1
48	#B2, B3, B6,	1.00	Condos- 133 Sp	0.00	2.00	0	2	2	0.0
48	#B2, B3, B6,	1.00	Office/Medical	14.00	4.00	14	4	18	0.3
48	#B2, B3, B6,	1.00	Condos- 156-16	1.00	6.00	1	6	7	0.1
48	#B2, B3, B6,	1.00	Condos- 144 Re	0.00	1.00	0	1	1	0.0
48	#B2, B3, B6,	1.00	Condos- 155 N	0.00	1.00	0	1	1	0.0
	Zone 48 Subtotal					458	293	751	14.5

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
49	#B4, B14, B2	1.00	Church Expansi	1.00	0.00	1	0	1	0.0
49	#B4, B14, B2	1.00	Synagogue/Priv	23.00	13.00	23	13	36	0.7
49	#B4, B14, B2	1.00	Apts- 428-430	0.00	1.00	0	1	1	0.0
49	#B4, B14, B2	1.00	Condos- 313-31	1.00	3.00	1	3	4	0.1
	Zone 49 Subtotal					25	17	42	0.8
50	#B18, B21	1.00	Beverly Hills	131.00	-4.00	131	-4	127	2.5
50	#B18, B21	1.00	Robinson's May	34.00	116.00	34	116	150	2.9
	Zone 50 Subtotal					165	112	277	5.3
51	#B27	1.00	Health Spa- 96	1.00	1.00	1	1	2	0.0
	Zone 51 Subtotal					1	1	2	0.0
52	#62-NA Whole	1.00	Whole Foods Ma	0.00	0.00	0	0	0	0.0
53	#64	1.00	New West Middl	126.00	104.00	126	104	230	4.4
	Zone 53 Subtotal					126	104	230	4.4
54	#66	1.00	Union Bank of	3.00	2.00	3	2	5	0.1
	Zone 54 Subtotal					3	2	5	0.1
55	#68	1.00	Leo Baeck Temp	10.00	0.00	10	0	10	0.2
	Zone 55 Subtotal					10	0	10	0.2
56	#69	1.00	Convenience St	126.00	125.00	126	125	251	4.8
	Zone 56 Subtotal					126	125	251	4.8
57	#71	1.00	Westwood Villa	52.00	51.00	52	51	103	2.0
	Zone 57 Subtotal					52	51	103	2.0
58	#72	1.00	Office Bldg- 2	41.00	6.00	41	6	47	0.9
	Zone 58 Subtotal					41	6	47	0.9
59	Hekmat Mixed	1.00	Mixed Use	52.00	36.00	52	36	88	1.7
	Zone 59 Subtotal					52	36	88	1.7
TOTAL						3041	2138	5179	100.0

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- AM Peak

Trip Distribution Report

Percent Of Trips Project

To Gates

Zone	1	2	3	4	5	6	9	10	11	12	13
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
3	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
4	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
5	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
6	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
7	15.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
8	15.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
9	5.0	5.0	5.0	5.0	5.0	20.0	5.0	0.0	0.0	0.0	0.0
10	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
11	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
12	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
13	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
14	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	5.0	10.0	5.0	0.0
16	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
17	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
18	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
19	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
20	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
21	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
22	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
23	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	2.5	2.5
24	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
25	15.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
26	10.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
27	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
28	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
29	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
30	10.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
31	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
32	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
33	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	10.0	0.0	0.0
34	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
35	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
36	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
37	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
38	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
39	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
40	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
41	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
42	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
43	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
44	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- AM Peak

To Gates

Zone	1	2	3	4	5	6	9	10	11	12	13
45	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
46	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
47	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
48	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
49	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
50	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
51	5.0	5.0	5.0	5.0	5.0	20.0	5.0	0.0	0.0	0.0	0.0
52	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
53	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
54	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
55	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	5.0
56	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	10.0	0.0	0.0
57	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
58	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
59	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0

To Gates

Zone	14	15	16	17	18	19	20	21	22	23	28
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
3	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
4	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
5	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
6	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
7	5.0	0.0	5.0	5.0	5.0	15.0	0.0	0.0	0.0	0.0	0.0
8	5.0	0.0	5.0	5.0	5.0	15.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	2.5	0.0	5.0	2.5	5.0	0.0	0.0	0.0	0.0
10	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
11	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
12	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
13	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
14	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
15	10.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
17	5.0	0.0	5.0	5.0	0.0	10.0	0.0	3.0	0.0	0.0	0.0
18	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
20	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
21	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
23	5.0	2.5	5.0	2.5	0.0	10.0	0.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	5.0	0.0	0.0
25	5.0	0.0	5.0	5.0	5.0	15.0	0.0	0.0	0.0	0.0	0.0
26	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
27	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
28	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- AM Peak

To Gates

Zone	14	15	16	17	18	19	20	21	22	23	28
29	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
30	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
31	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
32	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
33	5.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
34	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
35	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
36	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
37	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
38	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
39	5.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
40	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
41	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
42	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
43	5.0	0.0	5.0	0.0	0.0	10.0	0.0	0.0	5.0	0.0	0.0
44	0.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
45	5.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
46	5.0	0.0	5.0	0.0	0.0	10.0	0.0	0.0	5.0	0.0	0.0
47	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
48	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
49	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
50	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
51	0.0	0.0	2.5	0.0	5.0	2.5	5.0	0.0	0.0	0.0	0.0
52	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
53	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
54	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
55	0.0	0.0	5.0	0.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0
56	5.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
57	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
58	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
59	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0

To Gates

Zone	29	30
1	0.0	0.0
2	2.0	2.0
3	2.0	2.0
4	2.0	2.0
5	2.0	2.0
6	0.0	0.0
7	0.0	0.0
8	0.0	0.0
9	0.0	0.0
10	0.0	0.0
11	0.0	0.0
12	0.0	0.0

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- AM Peak

To Gates

Zone	29	30
13	0.0	0.0
14	2.0	2.0
15	0.0	0.0
16	0.0	0.0
17	0.0	0.0
18	0.0	0.0
19	0.0	0.0
20	0.0	0.0
21	0.0	0.0
22	0.0	0.0
23	0.0	0.0
24	0.0	0.0
25	0.0	0.0
26	0.0	0.0
27	0.0	0.0
28	0.0	0.0
29	2.0	2.0
30	0.0	0.0
31	0.0	0.0
32	0.0	0.0
33	0.0	0.0
34	0.0	0.0
35	0.0	0.0
36	0.0	0.0
37	0.0	0.0
38	0.0	0.0
39	0.0	0.0
40	2.0	2.0
41	2.0	2.0
42	0.0	0.0
43	0.0	0.0
44	0.0	0.0
45	0.0	0.0
46	0.0	0.0
47	0.0	0.0
48	0.0	0.0
49	0.0	0.0
50	0.0	0.0
51	0.0	0.0
52	0.0	0.0
53	0.0	0.0
54	2.0	2.0
55	0.0	0.0
56	0.0	0.0
57	2.0	2.0
58	0.0	0.0
59	2.0	2.0

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- AM Peak

Turning Movement Report
AM Peak

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1 Sepulveda Boulevard and Church Ln/Ovada Pl													
Base	13	509	76	4	1387	558	88	55	27	91	151	0	2959
Added	0	42	0	0	18	0	1	0	0	0	0	0	61
Total	13	551	76	4	1405	558	89	55	27	91	151	0	3020
#2 Church Lane and San Diego Fwy SB On/Off Ramp													
Base	0	150	333	234	689	0	0	2	1	1507	1	23	2940
Added	0	1	0	0	0	0	0	0	0	38	0	0	39
Total	0	151	333	234	689	0	0	2	1	1545	1	23	2979
#3 Church Lane and Sunset Boulevard													
Base	54	7	107	685	166	1010	104	1799	117	6	1229	454	5736
Added	0	0	0	38	0	0	1	1	0	0	0	0	40
Total	54	7	107	723	166	1010	105	1800	117	6	1229	454	5776
#4 San Diego Fwy NB On/Off Ramps and Sunset Boulevard													
Base	674	0	547	0	0	0	0	1547	996	0	1025	0	4789
Added	0	0	0	0	0	0	0	39	0	0	28	0	67
Total	674	0	547	0	0	0	0	1586	996	0	1053	0	4856
#5 Veteran Avenue and Sunset Boulevard													
Base	60	0	364	0	0	0	0	1812	194	310	972	0	3713
Added	27	0	13	0	0	0	0	1	38	16	1	0	96
Total	87	0	377	0	0	0	0	1813	232	326	973	0	3809
#6 Bellagio Way and Sunset Boulevard													
Base	43	5	8	181	53	267	187	1764	237	18	969	101	3833
Added	0	0	0	4	0	15	8	7	0	0	2	4	40
Total	43	5	8	185	53	282	195	1771	237	18	971	105	3873
#7 Westwood Bouevard and Sunset Boulevard													
Base	27	0	22	0	0	0	0	1506	395	184	1067	0	3200
Added	0	0	0	0	0	0	0	10	0	0	6	0	16
Total	27	0	22	0	0	0	0	1516	395	184	1073	0	3216
#8 Stone Canyon Road and Sunset Boulevard													
Base	51	1	45	0	0	63	60	1333	252	93	1211	23	3133
Added	0	0	0	0	0	0	0	10	0	0	6	0	16
Total	51	1	45	0	0	63	60	1343	252	93	1217	23	3149
#9 Hilgard Avenue/Copa De Oro Road and Sunset Boulevard													
Base	149	40	112	29	77	17	19	1083	274	475	1120	22	3417
Added	4	0	20	0	0	0	0	7	4	38	2	0	75
Total	153	40	132	29	77	17	19	1090	278	513	1122	22	3492

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- AM Peak

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#10 Beverly Glen Boulevard and Sunset Boulevard													
Base	91	97	408	53	80	9	16	1073	111	503	1472	76	3989
Added	0	0	45	0	0	0	0	27	0	74	39	0	185
Total	91	97	453	53	80	9	16	1100	111	577	1511	76	4174
#11 Beverly Glen Boulevard and Sunset Boulevard (East I/S)													
Base	0	0	0	155	0	852	329	1183	0	0	1179	35	3733
Added	0	0	0	0	0	24	18	53	0	0	89	2	186
Total	0	0	0	155	0	876	347	1236	0	0	1268	37	3919
#12 Sepulveda Boulevard and San Diego Fwy NB Off-Ramp													
Base	0	400	0	0	1372	0	290	0	9	0	0	0	2072
Added	0	4	0	0	6	0	4	0	0	0	0	0	14
Total	0	404	0	0	1378	0	294	0	9	0	0	0	2086
#13 Sepulveda Boulevard and Montana Avenue													
Base	78	328	287	344	1158	23	8	286	105	103	74	75	2868
Added	0	4	4	16	2	0	0	0	0	4	0	10	40
Total	78	332	291	360	1160	23	8	286	105	107	74	85	2908
#14 Levering Avenue and Montana Avenue													
Base	39	0	3	0	0	0	0	799	356	6	163	0	1366
Added	14	0	0	0	0	0	0	0	20	0	0	0	34
Total	53	0	3	0	0	0	0	799	376	6	163	0	1400
#15 Veteran Avenue and Montana Avenue/Galey Avenue													
Base	35	230	22	176	335	20	120	582	45	12	82	50	1708
Added	0	41	0	0	53	0	0	0	0	0	0	0	94
Total	35	271	22	176	388	20	120	582	45	12	82	50	1802
#16 Galey Avenue and Strathmore Place													
Base	5	83	294	498	278	3	2	124	15	100	19	49	1470
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	83	294	498	278	3	2	124	15	100	19	49	1470
#17 Veteran Avenue and Levering Avenue													
Base	20	245	29	22	406	3	2	121	213	69	24	30	1185
Added	5	16	3	25	28	0	0	11	10	33	9	24	164
Total	25	261	32	47	434	3	2	132	223	102	33	54	1349
#18 Hilgard Avenue and Wyton Drive													
Base	217	290	9	28	618	56	17	25	99	62	89	29	1540
Added	0	24	0	0	41	0	0	0	0	0	0	0	65
Total	217	314	9	28	659	56	17	25	99	62	89	29	1605

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- AM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#19 Beverly Glen Blvd and Wyton Dr/Comstock Ave [5-Leg Intersection- Wyton Split													
Base	8	315	5	48	523	3	1	23	12	32	35	40	1045
Added	0	45	0	0	74	0	0	0	0	0	0	0	119
Total	8	360	5	48	597	3	1	23	12	32	35	40	1164
#20 Hilgard Avenue and Westholme Avenue													
Base	171	398	43	16	558	138	21	11	30	42	204	51	1682
Added	0	24	0	0	41	0	0	0	0	0	0	0	65
Total	171	422	43	16	599	138	21	11	30	42	204	51	1747
#21 Hilgard Avenue and Manning Avenue													
Base	0	752	13	22	540	0	0	0	0	6	0	69	1402
Added	0	24	0	0	41	0	0	0	0	0	0	0	65
Total	0	776	13	22	581	0	0	0	0	6	0	69	1467
#22 Gayley Avenue and Le Conte Avenue													
Base	7	667	246	130	228	16	25	125	12	165	78	133	1831
Added	0	0	4	0	0	0	0	45	0	4	11	0	64
Int #2	0	51	-23	-23	23	0	0	-23	23	-50	-51	-51	-124
Total	7	718	227	107	251	16	25	147	35	119	38	82	1771
#23 Westwood Boulevard and Le Conte Avenue													
Base	56	664	216	34	205	92	176	343	35	137	333	112	2402
Added	122	0	1	0	0	0	0	7	59	0	14	0	203
Int #2	0	0	0	0	0	0	0	-69	0	0	-152	0	-221
Total	178	664	217	34	205	92	176	281	94	137	195	112	2384
#24 Tiverton Drive and Le Conte Avenue													
Base	26	105	29	25	37	206	190	305	42	16	344	91	1416
Added	0	0	0	0	0	0	0	7	0	0	14	0	21
Int #2	0	0	0	0	0	0	0	-69	0	0	-152	0	-221
Total	26	105	29	25	37	206	190	242	42	16	206	91	1216
#25 Hilgard Avenue and Le Conte Avenue													
Base	23	450	27	11	228	299	286	0	34	7	0	25	1390
Added	0	17	0	0	27	14	7	0	0	0	0	0	65
Int #2	0	0	69	0	0	0	0	0	0	152	0	0	221
Total	23	467	96	11	255	313	293	0	34	159	0	25	1676
#26 Gayley Avenue and Weyburn Avenue													
Base	29	791	117	18	420	78	200	179	23	39	45	38	1975
Added	0	10	68	16	10	0	0	32	0	24	20	16	196
Int #2	0	0	23	46	0	0	0	0	0	50	51	51	221
Total	29	801	208	80	430	78	200	211	23	113	116	105	2392

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- AM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#27 Westwood Boulevard and Weyburn Avenue													
Base	74	692	45	6	338	30	49	59	33	35	45	14	1420
Added	17	123	73	0	59	0	0	16	16	80	23	0	407
Int #2	0	0	0	0	0	0	0	69	0	0	152	0	221
Total	91	815	118	6	397	30	49	144	49	115	220	14	2048
#28 Tiverton Drvie and Weyburn Avenue													
Base	14	111	7	28	0	34	27	38	0	0	36	18	313
Added	0	0	0	0	0	0	0	35	0	0	44	0	79
Int #2	0	0	0	0	0	0	0	69	0	0	152	0	221
Total	14	111	7	28	0	34	27	142	0	0	232	18	613
#29 Hilgard Avenue and Weyburn Avenue													
Base	30	484	5	14	264	41	36	28	66	7	27	28	1031
Added	0	1	0	0	1	26	16	19	0	0	18	0	81
#25 In	0	0	0	0	0	152	69	0	0	0	0	0	221
Total	30	485	5	14	265	219	121	47	66	7	45	28	1333
#30 Westwood Boulevard and Kinross Avenue													
Base	56	806	26	13	361	38	58	32	25	5	47	62	1529
Added	43	212	50	5	151	0	0	4	15	7	1	1	489
Total	99	1018	76	18	512	38	58	36	40	12	48	63	2018
#31 Westwood Boulevard and Lindbrook Drive													
Base	3	836	227	21	332	11	30	137	47	98	138	28	1907
Added	0	305	2	0	172	0	0	0	0	2	0	0	481
Total	3	1141	229	21	504	11	30	137	47	100	138	28	2388
#32 Glendon/Tiverton/Lindbrook													
Base	62	230	412	8	25	45	38	335	22	165	179	41	1561
Added	0	11	6	0	2	0	0	2	0	7	2	0	30
Total	62	241	418	8	27	45	38	337	22	172	181	41	1591
#33 Sepulveda Boulevard and Constitution Avenue													
Base	67	305	7	3	1177	173	88	0	20	2	0	2	1845
Added	0	4	0	0	6	0	0	0	0	0	0	0	10
Total	67	309	7	3	1183	173	88	0	20	2	0	2	1855
#34 San Vicente Bouevard and Wilshire Bouelvard													
Base	103	214	117	1449	305	19	69	2054	68	56	2139	973	7565
Added	28	50	10	79	53	14	3	170	8	7	170	57	649
Total	131	264	127	1528	358	33	72	2224	76	63	2309	1030	8214
#35 Sepulveda Boulevard and Wilshire Boulevard													
Base	164	252	276	293	669	297	75	2874	141	116	2670	65	7891
Added	10	1	28	2	4	0	1	539	11	16	403	2	1017
Total	174	253	304	295	673	297	76	3413	152	132	3073	67	8908

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- AM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#36 Veteran Avenue and Wilshire Boulevard													
Base	217	404	104	116	265	386	555	3046	141	55	2412	37	7737
Added	-6	1	10	0	4	29	2	570	-4	5	398	0	1009
Total	211	405	114	116	269	415	557	3616	137	60	2810	37	8746
#37 Gayley Avenue and Wilshire Boulevard													
Base	62	350	55	59	105	300	521	2545	160	67	2091	122	6435
Added	0	0	0	14	0	55	109	471	0	0	348	20	1017
Total	62	350	55	73	105	355	630	3016	160	67	2439	142	7452
#38 Westwood Boulevard and Wilshire Boulevard													
Base	142	630	123	64	286	162	448	2079	172	141	1983	98	6327
Added	9	100	43	35	63	76	149	329	6	39	284	57	1190
Total	151	730	166	99	349	238	597	2408	178	180	2267	155	7517
#39 Glendon Avenue and Wilshire Bouelvard													
Base	9	186	23	60	116	43	334	1770	120	69	2068	180	4978
Added	0	0	0	2	0	7	6	401	0	0	373	11	800
Total	9	186	23	62	116	50	340	2171	120	69	2442	191	5778
#40 Malcolm Avenue and Wilshire Boulevard													
Base	3	0	47	3	1	42	68	1776	29	23	2293	56	4342
Added	6	0	0	21	0	0	0	396	11	0	364	20	818
Total	9	0	47	24	1	42	68	2172	40	23	2657	76	5160
#41 Westholme Avenue and Wilshire Boulevard													
Base	59	107	68	47	44	21	33	1882	66	30	2312	144	4813
Added	1	0	2	0	0	0	0	427	3	2	349	0	784
Total	60	107	70	47	44	21	33	2309	69	32	2661	144	5597
#42 Warner Avenue and Wilshire Boulevard													
Base	78	38	22	91	63	92	70	1862	33	12	2339	81	4781
Added	0	0	0	0	0	0	0	431	0	0	338	0	769
Total	78	38	22	91	63	92	70	2293	33	12	2677	81	5550
#43 Beverly Glen Boulevard and Wilshire Boulevard													
Base	169	352	38	36	529	50	93	1674	213	104	2179	11	5447
Added	15	15	51	41	30	4	3	385	37	79	318	27	1005
Total	184	367	89	77	559	54	96	2059	250	183	2497	38	6452
#44 Sawtelle Boulevard and Ohio Avenue													
Base	63	318	135	26	94	19	86	887	55	75	481	90	2330
Added	0	0	0	0	0	0	0	15	1	0	15	0	31
Total	63	318	135	26	94	19	86	902	56	75	496	90	2361

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- AM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#45 Sepulveda Boulevard and Ohio Avenue													
Base	101	477	132	40	520	86	183	730	82	78	504	75	3006
Added	3	33	1	6	24	0	0	11	4	4	11	7	104
Total	104	510	133	46	544	86	183	741	86	82	515	82	3110
#46 Veteran Avenue and Ohio Avenue													
Base	35	341	37	15	155	105	281	727	39	26	500	43	2304
Added	0	9	0	0	5	-3	-1	19	1	0	20	0	50
Total	35	350	37	15	160	102	280	746	40	26	520	43	2354
#47 Westwood Boulevard and Ohio Avenue													
Base	130	1238	50	34	484	62	177	292	96	67	279	53	2962
Added	26	143	0	0	99	6	6	0	25	0	0	0	305
Total	156	1381	50	34	583	68	183	292	121	67	279	53	3267
#48 Sawtelle Boulevard and Santa Monica Boulevard													
Base	63	477	216	99	166	30	24	1240	22	125	1789	64	4316
Added	1	0	11	1	0	0	0	196	2	7	159	0	377
Total	64	477	227	100	166	30	24	1436	24	132	1948	64	4693
#49 San Diego Fwy SB Ramps and Santa Monica Boulevard													
Base	0	0	0	756	295	421	0	1096	439	626	1535	0	5168
Added	0	0	0	84	0	27	0	171	37	44	139	0	502
Total	0	0	0	840	295	448	0	1267	476	670	1674	0	5670
#50 San Diego Fwy NB Ramps and Santa Monica Boulevard													
Base	709	403	756	0	0	0	418	1495	0	0	1384	340	5505
Added	23	5	88	0	0	0	36	219	0	0	160	45	576
Total	732	408	844	0	0	0	454	1714	0	0	1544	385	6081
#51 Sepulveda Boulevard and Santa Monica Boulevard													
Base	216	874	142	156	791	193	104	1786	379	102	1345	147	6235
Added	1	29	0	8	20	4	1	302	4	2	201	7	579
Total	217	903	142	164	811	197	105	2088	383	104	1546	154	6814
#52 Veteran Avenue and Santa Monica Boulevard													
Base	67	278	57	139	153	69	106	1931	25	66	1386	63	4341
Added	0	4	0	-1	3	4	6	304	1	0	206	-1	526
Total	67	282	57	138	156	73	112	2235	26	66	1592	62	4867
#53 Westwood Boulevard and Santa Monica Boulevard													
Base	96	1058	77	229	554	79	147	1884	102	134	1352	135	5847
Added	4	142	9	7	102	16	20	273	3	6	183	6	771
Total	100	1200	86	236	656	95	167	2157	105	140	1535	141	6618

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- AM Peak

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#54 Mulholland Drive and Roscomare Road													
Base	205	0	79	0	0	0	0	749	429	193	545	0	2200
Added	12	0	0	0	0	0	0	1	18	0	0	0	31
Total	217	0	79	0	0	0	0	750	447	193	545	0	2231
#55 Roscomare Road and Stradella Road/Linda Flora Drive													
Base	13	78	8	94	444	17	17	1	40	9	0	34	755
Added	0	12	0	0	18	0	0	0	0	0	0	0	30
Total	13	90	8	94	462	17	17	1	40	9	0	34	785
#56 Bellagio Road and Chalon Road													
Base	32	125	0	0	524	21	12	0	42	0	0	0	755
Added	0	12	0	0	18	0	0	0	0	0	0	0	30
Total	32	137	0	0	542	21	12	0	42	0	0	0	785
#57 Beverly Glen Boulevard and Mulholland Drive													
Base	62	209	74	803	784	135	44	587	40	44	319	307	3408
Added	0	16	0	0	25	0	0	0	1	1	0	0	43
Total	62	225	74	803	809	135	44	587	41	45	319	307	3451
#58 Beverly Glen Boulevard and Greendale Drive													
Base	0	308	14	134	969	0	0	0	0	82	0	49	1556
Added	0	16	4	1	24	0	0	0	0	0	0	0	45
Total	0	324	18	135	993	0	0	0	0	82	0	49	1601

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- AM Peak

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/C	Future LOS	Future Del/ Veh	Future V/C	Change in
# 1 Sepulveda Boulevard and Church	D	xxxxx	0.863	D	xxxxx	0.870	+ 0.007 V/C
# 2 Church Lane and San Diego Fwy	D	xxxxx	0.834	D	xxxxx	0.849	+ 0.015 V/C
# 3 Church Lane and Sunset Bouleva	E	xxxxx	0.936	E	xxxxx	0.937	+ 0.000 V/C
# 4 San Diego Fwy NB On/Off Ramps	F	xxxxx	1.016	F	xxxxx	1.029	+ 0.014 V/C
# 5 Veteran Avenue and Sunset Boul	E	xxxxx	0.963	F	xxxxx	1.007	+ 0.044 V/C
# 6 Bellagio Way and Sunset Boulev	E	xxxxx	0.954	E	xxxxx	0.967	+ 0.013 V/C
# 7 Westwood Bouevard and Sunset B	B	xxxxx	0.673	B	xxxxx	0.676	+ 0.004 V/C
# 8 Stone Canyon Road and Sunset B	A	xxxxx	0.593	A	xxxxx	0.596	+ 0.004 V/C
# 9 Hilgard Avenue/Copa De Oro Roa	F	xxxxx	1.007	F	xxxxx	1.045	+ 0.038 V/C
# 10 Beverly Glen Boulevard and Sun	E	xxxxx	0.970	F	xxxxx	1.033	+ 0.064 V/C
# 11 Beverly Glen Boulevard and Sun	F	xxxxx	1.242	F	xxxxx	1.303	+ 0.061 V/C
# 12 Sepulveda Boulevard and San Di	A	xxxxx	0.597	B	xxxxx	0.600	+ 0.004 V/C
# 13 Sepulveda Boulevard and Montan	D	xxxxx	0.821	D	xxxxx	0.825	+ 0.004 V/C
# 14 Levering Avenue and Montana Av	C	24.8	0.000	D	27.0	0.000	+ 2.169 D/V
# 15 Veteran Avenue and Montana Ave	D	xxxxx	0.883	E	xxxxx	0.918	+ 0.035 V/C
# 16 Galey Avenue and Strathmore Pl	C	xxxxx	0.724	C	xxxxx	0.724	+ 0.000 V/C
# 17 Veteran Avenue and Levering Av	A	xxxxx	0.571	B	xxxxx	0.646	+ 0.075 V/C
# 18 Hilgard Avenue and Wyton Drive	A	xxxxx	0.483	A	xxxxx	0.496	+ 0.014 V/C
# 19 Beverly Glen Blvd and Wyton Dr	A	xxxxx	0.426	A	xxxxx	0.475	+ 0.049 V/C
# 20 Hilgard Avenue and Westholme A	A	xxxxx	0.558	A	xxxxx	0.572	+ 0.014 V/C
# 21 Hilgard Avenue and Manning Ave	A	xxxxx	0.337	A	xxxxx	0.345	+ 0.008 V/C
# 22 Gayley Avenue and Le Conte Ave	A	xxxxx	0.592	A	xxxxx	0.587	-0.005 V/C
# 23 Westwood Boulevard and Le Cont	D	xxxxx	0.818	B	xxxxx	0.689	-0.129 V/C

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- AM Peak

Intersection	Base LOS	Base Del/ Veh	Base V/C	Future LOS	Future Del/ Veh	Future V/C	Change in
# 24 Tiverton Drive and Le Conte Av	A	xxxxx	0.511	A	xxxxx	0.419	-0.092 V/C
# 25 Hilgard Avenue and Le Conte Av	A	xxxxx	0.471	B	xxxxx	0.628	+ 0.157 V/C
# 26 Gayley Avenue and Weyburn Aven	A	xxxxx	0.503	B	xxxxx	0.670	+ 0.167 V/C
# 27 Westwood Boulevard and Weyburn	A	xxxxx	0.460	C	xxxxx	0.774	+ 0.314 V/C
# 28 Tiverton Drvie and Weyburn Ave	A	7.7	0.158	A	9.2	0.325	+ 0.167 V/C
# 29 Hilgard Avenue and Weyburn Ave	A	xxxxx	0.463	A	xxxxx	0.495	+ 0.032 V/C
# 30 Westwood Boulevard and Kinross	D	xxxxx	0.876	F	xxxxx	1.071	+ 0.195 V/C
# 31 Westwood Boulevard and Lindbro	A	xxxxx	0.575	C	xxxxx	0.712	+ 0.137 V/C
# 32 Glendon/Tiverton/Lindbrook	B	xxxxx	0.638	B	xxxxx	0.648	+ 0.010 V/C
# 33 Sepulveda Boulevard and Consti	A	xxxxx	0.568	A	xxxxx	0.570	+ 0.002 V/C
# 34 San Vicente Bouevard and Wilsh	E	xxxxx	0.990	F	xxxxx	1.068	+ 0.078 V/C
# 35 Sepulveda Boulevard and Wilshi	F	xxxxx	1.420	F	xxxxx	1.573	+ 0.154 V/C
# 36 Veteran Avenue and Wilshire Bo	F	xxxxx	1.229	F	xxxxx	1.323	+ 0.094 V/C
# 37 Gayley Avenue and Wilshire Bou	E	xxxxx	0.942	F	xxxxx	1.084	+ 0.142 V/C
# 38 Westwood Boulevard and Wilshir	F	xxxxx	1.049	F	xxxxx	1.291	+ 0.242 V/C
# 39 Glendon Avenue and Wilshire Bo	E	xxxxx	0.958	F	xxxxx	1.053	+ 0.095 V/C
# 40 Malcolm Avenue and Wilshire Bo	F	OVRFL	0.000	F	OVRFL	0.000	+ 1.8E+0308
# 41 Westholme Avenue and Wilshire	C	xxxxx	0.795	D	xxxxx	0.879	+ 0.084 V/C
# 42 Warner Avenue and Wilshire Bou	C	xxxxx	0.730	D	xxxxx	0.809	+ 0.079 V/C
# 43 Beverly Glen Boulevard and Wil	D	xxxxx	0.900	F	xxxxx	1.005	+ 0.105 V/C
# 44 Sawtelle Boulevard and Ohio Av	F	xxxxx	1.040	F	xxxxx	1.050	+ 0.011 V/C
# 45 Sepulveda Boulevard and Ohio A	D	xxxxx	0.862	D	xxxxx	0.885	+ 0.023 V/C
# 46 Veteran Avenue and Ohio Avenue	D	xxxxx	0.834	D	xxxxx	0.853	+ 0.019 V/C
# 47 Westwood Boulevard and Ohio Av	C	xxxxx	0.775	D	xxxxx	0.826	+ 0.052 V/C
# 48 Sawtelle Boulevard and Santa M	F	xxxxx	1.400	F	xxxxx	1.462	+ 0.062 V/C

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- AM Peak

Intersection	Base LOS	Base Del/ Veh	Base V/C	Future LOS	Future Del/ Veh	Future V/C	Change in
# 49 San Diego Fwy SB Ramps and San	F	xxxxx	1.122	F	xxxxx	1.222	+ 0.100 V/C
# 50 San Diego Fwy NB Ramps and San	E	xxxxx	0.928	F	xxxxx	1.029	+ 0.101 V/C
# 51 Sepulveda Boulevard and Santa	F	xxxxx	1.269	F	xxxxx	1.379	+ 0.110 V/C
# 52 Veteran Avenue and Santa Monic	C	xxxxx	0.758	D	xxxxx	0.814	+ 0.056 V/C
# 53 Westwood Boulevard and Santa M	F	xxxxx	1.090	F	xxxxx	1.218	+ 0.129 V/C
# 54 Mulholland Drive and Roscomare	D	xxxxx	0.860	D	xxxxx	0.869	+ 0.009 V/C
# 55 Roscomare Road and Stradella R	B	13.4	0.666	B	14.0	0.690	+ 0.024 V/C
# 56 Bellagio Road and Chalon Road	B	12.5	0.636	B	13.1	0.659	+ 0.023 V/C
# 57 Beverly Glen Boulevard and Mul	F	xxxxx	1.005	F	xxxxx	1.019	+ 0.014 V/C
# 58 Beverly Glen Boulevard and Gre	D	xxxxx	0.867	D	xxxxx	0.884	+ 0.018 V/C

```
-------------------------------------------------------------------------------
                 UCLA NHIP and Amended LRDP Traffic Study
                             Los Angeles, CA
                   Future 2013 Without Project- AM Peak
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #1 Sepulveda Boulevard and Church Ln/Ovada Pl
********************************************************************************
Cycle (sec):         100            Critical Vol./Cap.(X):         0.870
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       143            Level Of Service:                  D
********************************************************************************
Street Name:       Sepulveda Boulevard          Church Lane/Ovada Place
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted       Split Phase     Split Phase
Rights:          Include          Include          Include         Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  1  2  0  1   0  1  0  1  0   1  0  1! 0  0   1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Feb 2008 << 730-830
Base Vol:      12  485    72     4 1321   531    84   52    26    87  144     0
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   13  509    76     4 1387   558    88   55    27    91  151     0
Added Vol:      0   42     0     0   18     0     1    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   13  551    76     4 1405   558    89   55    27    91  151     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    13  551    76     4 1405   558    89   55    27    91  151     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   13  551    76     4 1405   558    89   55    27    91  151     0
PCE Adj:     6.00 1.00  1.00  2.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
FinalVolume:   76  551    76     8 1405   558    98   55    27    91  151     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.52 2.48  1.00  0.01 1.43  0.56  1.09 0.61  0.30  1.00 1.00  0.00
Final Sat.:   738 3537  1425     6 2038   806  1553  864   432  1425 1425     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.16  0.05  0.69 0.69  0.69  0.06 0.06  0.06  0.06 0.11  0.00
Crit Volume:   13                         986    90                151
Crit Moves:  ****                        ****  ****               ****
********************************************************************************
```



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-------------------------------------------------------------------------------
                 UCLA NHIP and Amended LRDP Traffic Study
                             Los Angeles, CA
                   Future 2013 Without Project- AM Peak
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #2 Church Lane and San Diego Fwy SB On/Off Ramp
********************************************************************************
Cycle (sec):         100            Critical Vol./Cap.(X):         0.849
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       123            Level Of Service:                  D
********************************************************************************
Street Name:            Church Lane           San Diego Fwy SB On/Off Ramps
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted       Split Phase     Split Phase
Rights:          Ignore           Include          Include         Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  1  1  0  2   1  0  1  1  0   0  0  0  1  0   1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Feb 2008 << 715-815
Base Vol:       0  143   317   223  656     0     0    2     1  1435    1    22
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:    0  150   333   234  689     0     0    2     1  1507    1    23
Added Vol:      0    1     0     0    0     0     0    0     0    38    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  151   333   234  689     0     0    2     1  1545    1    23
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  151     0   234  689     0     0    2     1  1545    1    23
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  151     0   234  689     0     0    2     1  1545    1    23
PCE Adj:     4.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
FinalVolume:    0  151     0   234  689     0     0    2     1  1699    1    23
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  2.00  1.00 2.00  0.00  0.00 0.67  0.33  1.97 0.01  0.02
Final Sat.:     0 2850  2850  1425 2850     0     0  950   475  2810    2    38
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.05  0.00  0.16 0.24  0.00  0.00 0.00  0.00  0.60 0.60  0.60
Crit Volume:    0               344                  3          862
Crit Moves:  ****              ****               ****         ****
********************************************************************************
```

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-------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                    Future 2013 Without Project- AM Peak
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #3 Church Lane and Sunset Boulevard
*******************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):         0.937
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180             Level Of Service:                  E
*******************************************************************************
Street Name:           Church Lane                    Sunset Boulevard
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Split Phase      Split Phase       Protected        Permitted
Rights:          Include          Ovl             Include            Ovl
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  1  1  0   1  1  0  0  2   2  0  3  1  0   1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 800-900
Base Vol:      51    7   102   652  158   962    99 1713   111     6 1170   432
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   54    7   107   685  166  1010   104 1799   117     6 1229   454
Added Vol:      0    0     0    38    0     0     1    1     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   54    7   107   723  166  1010   105 1800   117     6 1229   454
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    54    7   107   723  166  1010   105 1800   117     6 1229   454
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   54    7   107   723  166  1010   105 1800   117     6 1229   454
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.10  1.10 1.00  1.00  1.00 1.00  1.00
FinalVolume:   54    7   107   795  166  1111   115 1800   117     6 1229   454
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  1.00  1.65 0.35  2.00  2.00 3.76  0.24  1.00 2.00  1.00
Final Sat.:  1425 1425  1425  2358  492  2850  2850 5353   347  1425 2850  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.01  0.08  0.34 0.34  0.39  0.04 0.34  0.34  0.00 0.43  0.32
Crit Volume:             107               556    58                     614
Crit Moves:             ****              ****  ****                    ****
*******************************************************************************
```



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                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                    Future 2013 Without Project- AM Peak
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #4 San Diego Fwy NB On/Off Ramps and Sunset Boulevard
*******************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):         1.029
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180             Level Of Service:                  F
*******************************************************************************
Street Name:  San Diego Fwy NB On/Off Ramps            Sunset Boulevard
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Split Phase      Split Phase       Permitted        Permitted
Rights:          Include          Include           Ovl             Ignore
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  0  0  1   0  0  0  0  0   0  0  2  0  2   0  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Feb 2008 << 800-900
Base Vol:     642    0   521     0    0     0     0 1473   949     0  976     0
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  674    0   547     0    0     0     0 1547   996     0 1025     0
Added Vol:      0    0     0     0    0     0     0   39     0     0   28     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  674    0   547     0    0     0     0 1586   996     0 1053     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:   674    0   547     0    0     0     0 1586   996     0 1053     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  674    0   547     0    0     0     0 1586   996     0 1053     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  0.00
FinalVolume:  674    0   547     0    0     0     0 1586  1096     0 1053     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.00  1.00  0.00 0.00  0.00  0.00 2.00  2.00  0.00 3.00  1.00
Final Sat.:  1425    0  1425     0    0     0     0 2850  2850     0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.47 0.00  0.38  0.00 0.00  0.00  0.00 0.56  0.38  0.00 0.25  0.00
Crit Volume:  674                     0               793           0
Crit Moves:  ****                                    ****        ****
*******************************************************************************
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-------------------------------------------------------------------------------
                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                     Future 2013 Without Project- AM Peak
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #5 Veteran Avenue and Sunset Boulevard
*******************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):         1.007
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180              Level Of Service:                  F
*******************************************************************************
Street Name:             Veteran Avenue                    Sunset Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted      Prot+Permit
Rights:            Ovl            Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  0  0  1   0  0  0  0  0   0  0  1  1  0   1  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 745-845
Base Vol:      57    0  347    0    0    0    0 1726  185  295  926    0
Growth Adj:  1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse:   60    0  364    0    0    0    0 1812  194  310  972    0
Added Vol:     27    0   13    0    0    0    0    1   38   16    1    0
PasserByVol:    0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   87    0  377    0    0    0    0 1813  232  326  973    0
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    87    0  377    0    0    0    0 1813  232  326  973    0
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   87    0  377    0    0    0    0 1813  232  326  973    0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   87    0  377    0    0    0    0 1813  232  326  973    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       1.00 0.00 1.00 0.00 0.00 0.00 0.00 1.77 0.23 1.00 2.00 0.00
Final Sat.:  1425    0 1425    0    0    0    0 2526  324 1425 2850    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.00 0.26 0.00 0.00 0.00 0.00 0.72 0.72 0.23 0.34 0.00
Crit Volume:   87                   0            1023        326
Crit Moves:  ****                                ****        ****
*******************************************************************************
```



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-------------------------------------------------------------------------------
                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                     Future 2013 Without Project- AM Peak
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #6 Bellagio Way and Sunset Boulevard
*******************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):         0.967
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180              Level Of Service:                  E
*******************************************************************************
Street Name:             Bellagio Way                      Sunset Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase      Prot+Permit       Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  1  0  0  1   0  1  0  0  1   1  0  1  1  0   1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 745-845
Base Vol:      41    5    8  172   50  254  178 1680  226   17  923   96
Growth Adj:  1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse:   43    5    8  181   53  267  187 1764  237   18  969  101
Added Vol:      0    0    0    4    0   15    8    7    0    0    2    4
PasserByVol:    0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   43    5    8  185   53  282  195 1771  237   18  971  105
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    43    5    8  185   53  282  195 1771  237   18  971  105
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   43    5    8  185   53  282  195 1771  237   18  971  105
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   47    5    8  185   53  282  195 1771  237   18  971  105
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       1.80 0.20 1.00 0.78 0.22 1.00 1.00 1.76 0.24 1.00 1.81 0.19
Final Sat.:  2476  274 1375 1071  304 1375 1375 2425  325 1375 2482  268
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.02 0.01 0.17 0.17 0.20 0.14 0.73 0.73 0.01 0.39 0.39
Crit Volume:   26                       282            1004   18
Crit Moves:  ****                       ****           **** ****
*******************************************************************************
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UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- AM Peak

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Westwood Bouevard and Sunset Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.676
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	B

Street Name:	Westwood Boulevard		Sunset Boulevard	
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Permitted	Protected
Rights:	Include	Include	Ovl	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	2 0 0 0 1	0 0 0 0 0	0 0 2 0 1	1 0 2 0 0

Volume Module: >> Count Date: 14 Feb 2008 << 730-830

Movement:	NB L	NB T	NB R	SB L	SB T	SB R	EB L	EB T	EB R	WB L	WB T	WB R
Base Vol:	26	0	21	0	0	0	0	1434	376	175	1016	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	27	0	22	0	0	0	0	1506	395	184	1067	0
Added Vol:	0	0	0	0	0	0	0	10	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	0	22	0	0	0	0	1516	395	184	1073	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	0	22	0	0	0	0	1516	395	184	1073	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	0	22	0	0	0	0	1516	395	184	1073	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	0	22	0	0	0	0	1516	395	184	1073	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2850	0	1425	0	0	0	0	2850	1425	1425	2850	0

Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.02	0.00	0.00	0.00	0.00	0.53	0.28	0.13	0.38	0.00
Crit Volume:			22		0			758		184		
Crit Moves:			****					****		****		

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- AM Peak

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 Stone Canyon Road and Sunset Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.596
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	A

Street Name:	Stone Canyon		Sunset Boulevard	
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Protected	Protected
Rights:	Include	Ovl	Ignore	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1! 0 0	0 0 0 0 1	1 0 2 0 1	1 0 1 1 0

Volume Module: >> Count Date: 26 Feb 2008 << 745-845

Movement:	NB L	NB T	NB R	SB L	SB T	SB R	EB L	EB T	EB R	WB L	WB T	WB R
Base Vol:	49	1	43	0	0	60	57	1270	240	89	1153	22
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	51	1	45	0	0	63	60	1333	252	93	1211	23
Added Vol:	0	0	0	0	0	0	0	10	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	1	45	0	0	63	60	1343	252	93	1217	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	51	1	45	0	0	63	60	1343	0	93	1217	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1	45	0	0	63	60	1343	0	93	1217	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	57	1	45	0	0	63	60	1343	0	93	1217	23

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.10	0.02	0.88	0.00	0.00	1.00	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	1514	28	1208	0	0	1375	1375	2750	1375	1375	2699	51

Capacity Analysis Module:

Vol/Sat:	0.04	0.04	0.04	0.00	0.00	0.05	0.04	0.49	0.00	0.07	0.45	0.45
Crit Volume:	51					63		672		93		
Crit Moves:	****					****		****		****		

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                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                    Future 2013 Without Project- AM Peak
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                       Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #9 Hilgard Avenue/Copa De Oro Road and Sunset Boulevard
********************************************************************************
Cycle (sec):        100            Critical Vol./Cap.(X):        1.045
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180            Level Of Service:                 F
********************************************************************************
Street Name: Hilgard Avenue/Copa De Oro Road           Sunset Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:            Ovl            Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  1! 0  1   0  0  1! 0  0   1  0  1  1  0   1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 745-845
Base Vol:     142   38   107    28   73    16    18 1031   261   452 1067    21
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  149   40   112    29   77    17    19 1083   274   475 1120    22
Added Vol:      4    0    20     0    0     0     0    7     4    38    2     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  153   40   132    29   77    17    19 1090   278   513 1122    22
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   153   40   132    29   77    17    19 1090   278   513 1122    22
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  153   40   132    29   77    17    19 1090   278   513 1122    22
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  168   40   146    29   77    17    19 1090   278   513 1122    22
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.43 0.34  1.23  0.24 0.62  0.14  1.00 1.59  0.41  1.00 1.96  0.04
Final Sat.:  1963  465  1697   329  858   188  1375 2191   559  1375 2697    53
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.09  0.09  0.09 0.09  0.09  0.01 0.50  0.50  0.37 0.42  0.42
Crit Volume:  118                   123                   684   513
Crit Moves:  ****                  ****                  ****  ****
********************************************************************************
```



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                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                    Future 2013 Without Project- AM Peak
--------------------------------------------------------------------------------
                       Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #10 Beverly Glen Boulevard and Sunset Boulevard
********************************************************************************
Cycle (sec):        100            Critical Vol./Cap.(X):        1.033
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180            Level Of Service:                 F
********************************************************************************
Street Name:      Beverly Glen Boulevard               Sunset Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted      Prot+Permit
Rights:           Ignore          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  1  0  1   0  0  1! 0  0   1  0  1  1  0   1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 745-845
Base Vol:      87   92   389    50   76     9    15 1022   106   479 1402    72
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   91   97   408    53   80     9    16 1073   111   503 1472    76
Added Vol:      0    0    45     0    0     0     0   27     0    74   39     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   91   97   453    53   80     9    16 1100   111   577 1511    76
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    91   97     0    53   80     9    16 1100   111   577 1511    76
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   91   97     0    53   80     9    16 1100   111   577 1511    76
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   91   97     0    53   80     9    16 1100   111   577 1511    76
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  1.00  0.37 0.56  0.07  1.00 1.82  0.18  1.00 1.90  0.10
Final Sat.:  1375 1375  1375   509  774    92  1375 2497   253  1375 2619   131
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.07  0.00  0.10 0.10  0.10  0.01 0.44  0.44  0.42 0.58  0.58
Crit Volume:        97                  142                   606   577
Crit Moves:       ****                ****                  ****  ****
********************************************************************************
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                 UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                   Future 2013 Without Project- AM Peak
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                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
***************************************************************************
Intersection #11 Beverly Glen Boulevard and Sunset Boulevard (East I/S)
***************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):         1.303
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180              Level Of Service:                  F
***************************************************************************
Street Name:      Beverly Glen Boulevard        Sunset Boulevard (East I/S)
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase      Prot+Permit        Permitted
Rights:           Include          Include          Include          Ignore
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  0  0  0   0  1  0  1  0   1  0  2  0  0   0  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 745-845
Base Vol:      0    0    0  148    0  811  313 1127    0    0 1123   33
Growth Adj:  1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse:   0    0    0  155    0  852  329 1183    0    0 1179   35
Added Vol:     0    0    0    0    0   24   18   53    0    0   89    2
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   0    0    0  155    0  876  347 1236    0    0 1268   37
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:    0    0    0  155    0  876  347 1236    0    0 1268    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   0    0    0  155    0  876  347 1236    0    0 1268    0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:   0    0    0  155    0  876  347 1236    0    0 1268    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       0.00 0.00 0.00 0.30 0.70 1.00 1.00 2.00 0.00 0.00 2.00 1.00
Final Sat.:    0    0    0  430  995 1425 1425 2850    0    0 2850 1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00 0.00 0.36 0.00 0.61 0.24 0.43 0.00 0.00 0.44 0.00
Crit Volume:        0                   876  347                 634
Crit Moves:                            ****  ****                ****
***************************************************************************
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                 UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                   Future 2013 Without Project- AM Peak
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                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
***************************************************************************
Intersection #12 Sepulveda Boulevard and San Diego Fwy NB Off-Ramp
***************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):         0.600
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       47              Level Of Service:                  B
***************************************************************************
Street Name:       Sepulveda Boulevard          San Diego Fwy NB Off-Ramp
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted       Split Phase      Split Phase
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  2  0  0   0  0  2  0  0   1  0  1! 0  0   0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 800-900
Base Vol:      0  381    0    0 1307    0  276    0    9    0    0    0
Growth Adj:  1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse:   0  400    0    0 1372    0  290    0    9    0    0    0
Added Vol:     0    4    0    0    6    0    4    0    0    0    0    0
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   0  404    0    0 1378    0  294    0    9    0    0    0
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0  404    0    0 1378    0  294    0    9    0    0    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   0  404    0    0 1378    0  294    0    9    0    0    0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
FinalVolume:   0  404    0    0 1378    0  323    0    9    0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       0.00 2.00 0.00 0.00 2.00 0.00 1.94 0.00 0.06 0.00 0.00 0.00
Final Sat.:    0 2850    0    0 2850    0 2769    0   81    0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.14 0.00 0.00 0.48 0.00 0.12 0.00 0.12 0.00 0.00 0.00
Crit Volume:   0                   689                 166         0
Crit Moves:  ****                  ****                ****
***************************************************************************
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                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                    Future 2013 Without Project- AM Peak
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                       Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
***********************************************************************************
Intersection #13 Sepulveda Boulevard and Montana Avenue
***********************************************************************************
Cycle (sec):         100          Critical Vol./Cap.(X):         0.825
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       106          Level Of Service:                  D
***********************************************************************************
Street Name:       Sepulveda Boulevard                Montana Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  2  0  1   1  0  1  1  0   0  0  1! 0  0   0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 800-900
Base Vol:      74  312   273   328 1103    22     8  272   100    98   70    71
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   78  328   287   344 1158    23     8  286   105   103   74    75
Added Vol:      0    4     4    16    2     0     0    0     0     4    0    10
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   78  332   291   360 1160    23     8  286   105   107   74    85
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    78  332   291   360 1160    23     8  286   105   107   74    85
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   78  332   291   360 1160    23     8  286   105   107   74    85
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  2.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   78  332   291   360 1160    23     8  286   105   214   74    85
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 1.96  0.04  0.02 0.72  0.26  1.00 0.55  0.45
Final Sat.:  1425 2850  1425  1425 2794    56    30 1020   375  1425  777   648
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.12  0.20  0.25 0.42  0.42  0.28 0.28  0.28  0.08 0.09  0.13
Crit Volume:   78                    592              399         107
Crit Moves:  ****                   ****             ****        ****
***********************************************************************************
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                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                    Future 2013 Without Project- AM Peak
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                       Level Of Service Computation Report
             2000 HCM Unsignalized Method (Future Volume Alternative)
***********************************************************************************
Intersection #14 Levering Avenue and Montana Avenue
***********************************************************************************
Average Delay (sec/veh):      1.1       Worst Case Level Of Service: D[ 27.0]
***********************************************************************************
Street Name:            Levering Avenue                    Montana Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0   0  0  0  0  0   0  0  0  1  0   0  1  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Feb 2008 << 800-900
Base Vol:      37    0     3     0    0     0     0  761   339     6  155     0
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   39    0     3     0    0     0     0  799   356     6  163     0
Added Vol:     14    0     0     0    0     0     0    0    20     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   53    0     3     0    0     0     0  799   376     6  163     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    53    0     3     0    0     0     0  799   376     6  163     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   53    0     3     0    0     0     0  799   376     6  163     0
Critical Gap Module:
Critical Gp:  6.4  6.5   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1162 1162   987  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1175 xxxx xxxxx
Potent Cap.:  217  197   303  xxxx xxxx xxxxx  xxxx xxxx xxxxx   602 xxxx xxxxx
Move Cap.:    216  194   303  xxxx xxxx xxxxx  xxxx xxxx xxxxx   602 xxxx xxxxx
Volume/Cap:  0.25 0.00  0.01  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.01 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  11.0 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  219 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  1.0 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel:xxxxx 27.0 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  11.0 xxxx xxxxx
Shared LOS:     *    D     *     *    *     *     *    *     *     B    *     *
ApproachDel:      27.0           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:        D               *                *                *
***********************************************************************************
Note: Queue reported is the number of cars per lane.
***********************************************************************************
```

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--------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                    Future 2013 Without Project- AM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #15 Veteran Avenue and Montana Avenue/Galey Avenue
********************************************************************************
Cycle (sec):        100          Critical Vol./Cap.(X):        0.918
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      176          Level Of Service:                 E
********************************************************************************
Street Name:          Veteran Avenue          Montana Avenue/Galey Avenue
Approach:      North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted       Permitted       Permitted       Permitted
Rights:          Include         Include         Include         Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 800-900
Base Vol:     33  219   21  168  319   19  114  554   43   11   78   48
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse:  35  230   22  176  335   20  120  582   45   12   82   50
Added Vol:     0   41    0    0   53    0    0    0    0    0    0    0
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:  35  271   22  176  388   20  120  582   45   12   82   50
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   35  271   22  176  388   20  120  582   45   12   82   50
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  35  271   22  176  388   20  120  582   45   12   82   50
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  35  271   22  176  388   20  120  582   45   12   82   50
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      0.10 0.83 0.07 0.30 0.67 0.03 0.16 0.78 0.06 0.08 0.57 0.35
Final Sat.:  159 1240  101  453  996   51  241 1169   91  120  854  526
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.22 0.22 0.22 0.39 0.39 0.39 0.50 0.50 0.50 0.10 0.10 0.10
Crit Volume:  35                  584            747        12
Crit Moves: ****                 ****           ****      ****
********************************************************************************
```



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--------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                    Future 2013 Without Project- AM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #16 Galey Avenue and Strathmore Place
********************************************************************************
Cycle (sec):        100          Critical Vol./Cap.(X):        0.724
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       67          Level Of Service:                 C
********************************************************************************
Street Name:           Galey Avenue                 Strathmore Place
Approach:      North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted      Prot+Permit      Permitted       Permitted
Rights:          Include         Include         Include           Ovl
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  1  0  1   1  0  1  1  0   0  0  1! 0  0   1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 745-845
Base Vol:      5   79  280  474  265    3    2  118   14   95   18   47
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse:   5   83  294  498  278    3    2  124   15  100   19   49
Added Vol:     0    0    0    0    0    0    0    0    0    0    0    0
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   5   83  294  498  278    3    2  124   15  100   19   49
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    5   83  294  498  278    3    2  124   15  100   19   49
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   5   83  294  498  278    3    2  124   15  100   19   49
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   5   83  294  498  278    3    2  124   15  100   19   49
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      1.00 1.00 1.00 1.00 1.98 0.02 0.01 0.89 0.10 1.00 1.00 1.00
Final Sat.: 1425 1425 1425 1425 2818   32   21 1255  149 1425 1425 1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.06 0.21 0.35 0.10 0.10 0.10 0.10 0.10 0.07 0.01 0.03
Crit Volume:            294  498                  141        100
Crit Moves:            **** ****                 ****       ****
********************************************************************************
```

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-------------------------------------------------------------------------------
                 UCLA NHIP and Amended LRDP Traffic Study
                             Los Angeles, CA
                   Future 2013 Without Project- AM Peak
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #17 Veteran Avenue and Levering Avenue
*******************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        0.646
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       41             Level Of Service:                 B
*******************************************************************************
Street Name:          Veteran Avenue                   Levering Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Lanes:       0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 800-900
Base Vol:     19  233    28    21  387     3     2  115   203    66   23    29
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  20  245    29    22  406     3     2  121   213    69   24    30
Added Vol:     5   16     3    25   28     0     0   11    10    33    9    24
PasserByVol:   0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  25  261    32    47  434     3     2  132   223   102   33    54
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   25  261    32    47  434     3     2  132   223   102   33    54
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  25  261    32    47  434     3     2  132   223   102   33    54
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  25  261    32    47  434     3     2  132   223   102   33    54
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.08 0.82  0.10  0.10 0.89  0.01  0.01 0.37  0.62  0.54 0.17  0.29
Final Sat.:   118 1229   153   146 1345    10     9  554   938   808  262   430
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.21 0.21  0.21  0.32 0.32  0.32  0.24 0.24  0.24  0.13 0.13  0.13
Crit Volume:  25                     485                    357   102
Crit Moves:  ****                   ****                   ****  ****
*******************************************************************************
```



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-------------------------------------------------------------------------------
                 UCLA NHIP and Amended LRDP Traffic Study
                             Los Angeles, CA
                   Future 2013 Without Project- AM Peak
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #18 Hilgard Avenue and Wyton Drive
*******************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        0.496
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       29             Level Of Service:                 A
*******************************************************************************
Street Name:          Hilgard Avenue                      Wyton Drive
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Lanes:       1  0  1  1  0   1  0  2  0  1   1  0  1  0  1   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 30 Jan 2008 << 800-900
Base Vol:    207  276     9    27  589    53    16   24    94    59   85    28
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse: 217  290     9    28  618    56    17   25    99    62   89    29
Added Vol:     0   24     0     0   41     0     0    0     0     0    0     0
PasserByVol:   0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 217  314     9    28  659    56    17   25    99    62   89    29
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  217  314     9    28  659    56    17   25    99    62   89    29
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 217  314     9    28  659    56    17   25    99    62   89    29
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume: 217  314     9    28  659    56    17   25    99    62   89    29
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.94  0.06  1.00 2.00  1.00  1.00 1.00  1.00  0.34 0.50  0.16
Final Sat.:  1500 2912    88  1500 3000  1500  1500 1500  1500   515  741   244
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.11  0.11  0.02 0.22  0.04  0.01 0.02  0.07  0.12 0.12  0.12
Crit Volume: 217                     330         17                     181
Crit Moves:  ****                   ****        ****                   ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                    Future 2013 Without Project- AM Peak
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
t incl.]tion #19 Beverly Glen Blvd and Wyton Dr/Comstock Ave [5-Leg Intersection
*******************************************************************************
Cycle (sec):        100            Critical Vol./Cap.(X):        0.475
Loss Time (sec):      0 (Y+R=15.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       27            Level Of Service:                 A
*******************************************************************************
Street Name:      Beverly Glen Boulevard        Wyton Drive/Comstock Avenue
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted       Permitted       Permitted       Permitted
Rights:          Include         Include         Include         Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  1  0  1   1  0  1  0  1   0  0  1! 0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 May 2008 << 700-800
Base Vol:      8  300    5   46  498    3    1   22   11   30   33   38
Growth Adj:  1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse:   8  315    5   48  523    3    1   23   12   32   35   40
Added Vol:     0   45    0    0   74    0    0    0    0    0    0    0
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   8  360    5   48  597    3    1   23   12   32   35   40
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    8  360    5   48  597    3    1   23   12   32   35   40
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   8  360    5   48  597    3    1   23   12   32   35   40
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   8  360    5   48  597    3    1   23   12   32   35   40
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       1.00 1.00 1.00 1.00 1.00 1.00 0.03 0.65 0.32 0.30 0.33 0.37
Final Sat.:  1500 1500 1500 1500 1500 1500   44  971  485  446  490  564
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.24 0.00 0.03 0.40 0.00 0.02 0.02 0.02 0.07 0.07 0.07
Crit Volume:   8                  597         1                  106
Crit Moves:  ****                ****      ****                 ****
*******************************************************************************
```



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-------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                    Future 2013 Without Project- AM Peak
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #20 Hilgard Avenue and Westholme Avenue
*******************************************************************************
Cycle (sec):        100            Critical Vol./Cap.(X):        0.572
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       34            Level Of Service:                 A
*******************************************************************************
Street Name:          Hilgard Avenue                  Westholme Avenue
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted       Permitted       Permitted       Permitted
Rights:          Include         Include         Include         Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  1  1  0   1  0  1  1  0   0  1  0  1  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 30 Jan 2008 << 800-900
Base Vol:    163  379   41   15  531  131   20   10   29   40  194   49
Growth Adj:  1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 171  398   43   16  558  138   21   11   30   42  204   51
Added Vol:     0   24    0    0   41    0    0    0    0    0    0    0
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut: 171  422   43   16  599  138   21   11   30   42  204   51
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  171  422   43   16  599  138   21   11   30   42  204   51
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol: 171  422   43   16  599  138   21   11   30   42  204   51
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 171  422   43   16  599  138   21   11   30   42  204   51
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       1.00 1.81 0.19 1.00 1.63 0.37 0.68 0.34 0.98 0.14 0.69 0.17
Final Sat.:  1500 2722  278 1500 2439  561 1017  508 1475  212 1028  260
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.16 0.15 0.01 0.25 0.25 0.02 0.02 0.02 0.20 0.20 0.20
Crit Volume: 171                       368   21                       297
Crit Moves:  ****                     **** ****                      ****
*******************************************************************************
```

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------------------------------------------------------------------------------------
                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                     Future 2013 Without Project- AM Peak
------------------------------------------------------------------------------------
                       Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
************************************************************************************
Intersection #21 Hilgard Avenue and Manning Avenue
************************************************************************************
Cycle (sec):         100             Critical Vol./Cap.(X):         0.345
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        28             Level Of Service:                  A
************************************************************************************
Street Name:           Hilgard Avenue                    Manning Avenue
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted         Permitted       Split Phase      Split Phase
Rights:          Include           Include          Include          Include
Min. Green:    0    0     0     0    0     0     0    0     0     0    0     0
Lanes:       0  0  1  1  0    1  0  2  0  0    0  0  0  0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 30 Jan 2008 << 800-900
Base Vol:      0  716    12    21  514     0     0    0     0     6    0    66
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   0  752    13    22  540     0     0    0     0     6    0    69
Added Vol:     0   24     0     0   41     0     0    0     0     0    0     0
PasserByVol:   0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   0  776    13    22  581     0     0    0     0     6    0    69
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    0  776    13    22  581     0     0    0     0     6    0    69
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   0  776    13    22  581     0     0    0     0     6    0    69
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   0  776    13    22  581     0     0    0     0     6    0    69
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.97  0.03  1.00 2.00  0.00  0.00 0.00  0.00  0.08 0.00  0.92
Final Sat.:    0 2804    46  1425 2850     0     0    0     0   119    0  1306
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.28  0.28  0.02 0.20  0.00  0.00 0.00  0.00  0.05 0.00  0.05
Crit Volume:       394          22                     0                      76
Crit Moves:       ****        ****                                          ****
************************************************************************************
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------------------------------------------------------------------------------------
                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                     Future 2013 Without Project- AM Peak
------------------------------------------------------------------------------------
                       Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
************************************************************************************
Intersection #22 Gayley Avenue and Le Conte Avenue
************************************************************************************
Cycle (sec):         100             Critical Vol./Cap.(X):         0.587
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        35             Level Of Service:                  A
************************************************************************************
Street Name:           Gayley Avenue                     Le Conte Avenue
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted         Permitted        Permitted        Permitted
Rights:          Include           Include          Include          Include
Min. Green:    0    0     0     0    0     0     0    0     0     0    0     0
Lanes:       1  0  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 30 Jan 2008 << 745-845
Base Vol:      7  635   234   124  217    15    24  119    11   157   74   127
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   7  667   246   130  228    16    25  125    12   165   78   133
Added Vol:     0    0     4     0    0     0     0   45     0     4   11     0
Int #25:       0   51   -23   -23   23     0     0  -23    23   -50  -51   -51
Initial Fut:   7  718   227   107  251    16    25  147    35   119   38    82
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    7  718   227   107  251    16    25  147    35   119   38    82
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   7  718   227   107  251    16    25  147    35   119   38    82
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   7  718   227   107  251    16    25  147    35   119   38    82
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.52  0.48  1.00 1.88  0.12  1.00 0.81  0.19  1.00 1.00  1.00
Final Sat.:  1500 2280   720  1500 2823   177  1500 1214   286  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.31  0.31  0.07 0.09  0.09  0.02 0.12  0.12  0.08 0.03  0.05
Crit Volume:       472         107                           182   119
Crit Moves:       ****        ****                          ****  ****
************************************************************************************
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                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                     Future 2013 Without Project- AM Peak
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                        Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #23 Westwood Boulevard and Le Conte Avenue
********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        0.689
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       60             Level Of Service:                 B
********************************************************************************
Street Name:        Westwood Boulevard               Le Conte Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted       Prot+Permit
Rights:            Ovl            Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  2  0  1   1  0  2  0  1   1  0  1  1  0   1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 30 Jan 2008 << 745-845
Base Vol:      53  632   206    32  195    88   168  327    33   130  317   107
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   56  664   216    34  205    92   176  343    35   137  333   112
Added Vol:    122    0     1     0    0     0     0    7    59     0   14     0
Int #25:        0    0     0     0    0     0     0  -69     0     0 -152     0
Initial Fut:  178  664   217    34  205    92   176  281    94   137  195   112
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   178  664   217    34  205    92   176  281    94   137  195   112
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  178  664   217    34  205    92   176  281    94   137  195   112
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  178  664   217    34  205    92   176  281    94   137  195   112
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 1.50  0.50  1.00 1.00  1.00
Final Sat.:  1069 2138  1069  1069 2138  1069  1069 1604   534  1069 1069  1069
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.31  0.20  0.03 0.10  0.09  0.17 0.18  0.18  0.13 0.18  0.11
Crit Volume:       332          34             176                    195
Crit Moves:        ****        ****           ****                   ****
********************************************************************************
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                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                     Future 2013 Without Project- AM Peak
--------------------------------------------------------------------------------
                        Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #24 Tiverton Drive and Le Conte Avenue
********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        0.419
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       25             Level Of Service:                 A
********************************************************************************
Street Name:          Tiverton Drive                 Le Conte Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include           Ignore
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  1! 0  0   0  1  0  0  1   1  0  1  0  1   1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 30 Jan 2008 << 730-830
Base Vol:      25  100    28    24   35   196   181  290    40    15  328    87
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   26  105    29    25   37   206   190  305    42    16  344    91
Added Vol:      0    0     0     0    0     0     0    7     0     0   14     0
Int #25:        0    0     0     0    0     0     0  -69     0     0 -152     0
Initial Fut:   26  105    29    25   37   206   190  242    42    16  206    91
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:    26  105    29    25   37   206   190  242    42    16  206     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   26  105    29    25   37   206   190  242    42    16  206     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
FinalVolume:   26  105    29    25   37   206   190  242    42    16  206     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.16 0.66  0.18  0.41 0.59  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:   245  980   275   610  890  1500  1500 1500  1500  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.11  0.11  0.04 0.04  0.14  0.13 0.16  0.03  0.01 0.14  0.00
Crit Volume:   26                          206   190                  206
Crit Moves:  ****                         ****  ****                 ****
********************************************************************************
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                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                    Future 2013 Without Project- AM Peak
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                       Level Of Service Computation Report
            Circular 212 Planning Method (Future Volume Alternative)
*********************************************************************************
Intersection #25 Hilgard Avenue and Le Conte Avenue
*********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        0.628
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:       50              Level Of Service:                B
*********************************************************************************
Street Name:           Hilgard Avenue                   Le Conte Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  0  1  0   1  0  1  0  1   2  0  0  0  1   1  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 30 Jan 2008 << 800-900
Base Vol:      22  429    26    10  217   285   272    0    32     7    0    24
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   23  450    27    11  228   299   286    0    34     7    0    25
Added Vol:      0   17     0     0   27    14     7    0     0     0    0     0
Int #25:        0    0    69     0    0     0     0    0     0   152    0     0
Initial Fut:   23  467    96    11  255   313   293    0    34   159    0    25
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    23  467    96    11  255   313   293    0    34   159    0    25
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   23  467    96    11  255   313   293    0    34   159    0    25
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
FinalVolume:   23  467    96    11  255   313   322    0    34   159    0    25
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.83  0.17  1.00 1.00  1.00  2.00 0.00  1.00  1.00 0.00  1.00
Final Sat.:  1425 1182   243  1425 1425  1425  2850    0  1425  1425    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.40  0.40  0.01 0.18  0.22  0.11 0.00  0.02  0.11 0.00  0.02
Crit Volume:       564          11              161              159
Crit Moves:       ****         ****             ****             ****
*********************************************************************************
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                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                    Future 2013 Without Project- AM Peak
---------------------------------------------------------------------------------
                       Level Of Service Computation Report
            Circular 212 Planning Method (Future Volume Alternative)
*********************************************************************************
Intersection #26 Gayley Avenue and Weyburn Avenue
*********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        0.670
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:       44              Level Of Service:                B
*********************************************************************************
Street Name:           Gayley Avenue                    Weyburn Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  1  1  0   1  0  1  1  0   0  1  0  1  0   1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Feb 2008 << 745-845
Base Vol:      28  753   111    17  400    74   190  170    22    37   43    36
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   29  791   117    18  420    78   200  179    23    39   45    38
Added Vol:      0   10    68    16   10     0     0   32     0    24   20    16
Int #25:        0    0    23    46    0     0     0    0     0    50   51    51
Initial Fut:   29  801   208    80  430    78   200  211    23   113  116   105
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    29  801   208    80  430    78   200  211    23   113  116   105
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   29  801   208    80  430    78   200  211    23   113  116   105
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   29  801   208    80  430    78   200  211    23   113  116   105
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.59  0.41  1.00 1.69  0.31  0.92 0.97  0.11  1.00 0.53  0.47
Final Sat.:  1500 2382   618  1500 2541   459  1382 1458   160  1500  789   711
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.34  0.34  0.05 0.17  0.17  0.14 0.14  0.14  0.08 0.15  0.15
Crit Volume:       504          80              200                          221
Crit Moves:       ****         ****             ****                        ****
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                    UCLA NHIP and Amended LRDP Traffic Study
                                 Los Angeles, CA
                      Future 2013 Without Project- AM Peak
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                        Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #27 Westwood Boulevard and Weyburn Avenue
********************************************************************************
Cycle (sec):        100          Critical Vol./Cap.(X):         0.774
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):  xxxxxx
Optimal Cycle:       64          Level Of Service:                  C
********************************************************************************
Street Name:        Westwood Boulevard               Weyburn Avenue
Approach:     North Bound     South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Lanes:       1  0  1  1  0   0  1  1  0  1   0  1  0  1  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 31 Jan 2008 << 730-830
Base Vol:      70  659   43     6  322   29    47   56   31    33   43   13
Growth Adj:  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05
Initial Bse:   74  692   45     6  338   30    49   59   33    35   45   14
Added Vol:     17  123   73     0   59    0     0   16   16    80   23    0
Int #25:        0    0    0     0    0    0     0   69    0     0  152    0
Initial Fut:   91  815  118     6  397   30    49  144   49   115  220   14
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    91  815  118     6  397   30    49  144   49   115  220   14
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   91  815  118     6  397   30    49  144   49   115  220   14
PCE Adj:     1.00 1.00 1.00  4.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:   91  815  118    25  397   30    49  144   49   115  220   14
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500 1500  1500 1500 1500  1500 1500 1500  1500 1500 1500
Adjustment:  0.75 0.75 0.75  0.75 0.75 0.75  0.75 0.75 0.75  0.75 0.75 0.75
Lanes:       1.00 1.75 0.25  0.13 1.87 1.00  0.41 1.19 0.40  0.33 0.63 0.04
Final Sat.:  1125 1965  285   147 2103 1125   459 1339  452   370  711   44
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.41 0.41  0.04 0.19 0.03  0.11 0.11 0.11  0.31 0.31 0.31
Crit Volume:       467            6            49                   348
Crit Moves:       ****         ****          ****                  ****
********************************************************************************
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                    UCLA NHIP and Amended LRDP Traffic Study
                                 Los Angeles, CA
                      Future 2013 Without Project- AM Peak
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                        Level Of Service Computation Report
              2000 HCM 4-Way Stop Method (Future Volume Alternative)
********************************************************************************
Intersection #28 Tiverton Drvie and Weyburn Avenue
********************************************************************************
Cycle (sec):        100          Critical Vol./Cap.(X):         0.325
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):    9.2
Optimal Cycle:        0          Level Of Service:                  A
********************************************************************************
Street Name:          Tiverton Drive                  Weyburn Avenue
Approach:     North Bound     South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Lanes:       0  0  1! 0  0   0  0  1! 0  0   0  1  0  0  0   0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Feb 2008 << 700-800
Base Vol:      13  106    7    27    0   32    26   36    0     0   34   17
Growth Adj:  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05
Initial Bse:   14  111    7    28    0   34    27   38    0     0   36   18
Added Vol:      0    0    0     0    0    0     0   35    0     0   44    0
Int #25:        0    0    0     0    0    0     0   69    0     0  152    0
Initial Fut:   14  111    7    28    0   34    27  142    0     0  232   18
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    14  111    7    28    0   34    27  142    0     0  232   18
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   14  111    7    28    0   34    27  142    0     0  232   18
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:   14  111    7    28    0   34    27  142    0     0  232   18
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.10 0.84 0.06  0.46 0.00 0.54  0.16 0.84 0.00  0.00 0.93 0.07
Final Sat.:    71  576   38   315    0  374   119  618    0     0  713   55
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.19 0.19  0.09 xxxx 0.09  0.23 0.23 xxxx  xxxx 0.33 0.33
Crit Moves:  ****            ****                 ****              ****
Delay/Veh:    9.0  9.0  9.0   8.2  0.0  8.2   9.0  9.0  0.0   0.0  9.6  9.6
Delay Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   9.0  9.0  9.0   8.2  0.0  8.2   9.0  9.0  0.0   0.0  9.6  9.6
LOS by Move:    A    A    A     A    *    A     A    A    *     *    A    A
ApproachDel:       9.0             8.2             9.0             9.6
Delay Adj:        1.00            1.00            1.00            1.00
ApprAdjDel:        9.0             8.2             9.0             9.6
LOS by Appr:         A               A               A               A
AllWayAvgQ:   0.2  0.2  0.2   0.1  0.1  0.1   0.3  0.3  0.3   0.4  0.4  0.4
********************************************************************************
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UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- AM Peak

Note: Queue reported is the number of cars per lane.

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- AM Peak

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #29 Hilgard Avenue and Weyburn Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.495
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Hilgard Avenue		Weyburn Avenue	
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 1 0	1 0 1 0 1	1 0 0 1 0	0 0 1! 0 0

Volume Module: >> Count Date: 6 Feb 2008 << 800-900

	NB L	NB T	NB R	SB L	SB T	SB R	EB L	EB T	EB R	WB L	WB T	WB R
Base Vol:	29	461	5	13	251	39	34	27	63	7	26	27
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	30	484	5	14	264	41	36	28	66	7	27	28
Added Vol:	0	1	0	0	1	26	16	19	0	0	18	0
#25 Int:	0	0	0	0	0	152	69	0	0	0	0	0
Initial Fut:	30	485	5	14	265	219	121	47	66	7	45	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	485	5	14	265	219	121	47	66	7	45	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	485	5	14	265	219	121	47	66	7	45	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	485	5	14	265	219	121	47	66	7	45	28
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.99	0.01	1.00	1.00	1.00	1.00	0.42	0.58	0.09	0.56	0.35
Final Sat.:	1425	1410	15	1425	1425	1425	1425	594	831	129	797	499
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.34	0.01	0.19	0.15	0.08	0.08	0.08	0.06	0.06	0.06
Crit Volume:		490		14			121				81	
Crit Moves:		****		****			****				****	

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- AM Peak

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #30 Westwood Boulevard and Kinross Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	1.071
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Westwood Boulevard						Kinross Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1 0 1			0 1 1 1 0			0 1 0 1 0			1 0 0 1 0		

Volume Module: >> Count Date: 31 Jan 2008 << 730-830

Base Vol:	53	768	25	12	344	36	55	30	24	5	45	59
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	56	806	26	13	361	38	58	32	25	5	47	62
Added Vol:	43	212	50	5	151	0	0	4	15	7	1	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	1018	76	18	512	38	58	36	40	12	48	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	1018	76	18	512	38	58	36	40	12	48	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	1018	76	18	512	38	58	36	40	12	48	63
PCE Adj:	1.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	1018	76	70	512	38	58	36	40	12	48	63

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Lanes:	1.00	1.00	1.00	0.46	2.36	0.18	0.87	0.53	0.60	1.00	0.43	0.57
Final Sat.:	1125	1125	1125	514	2655	206	974	599	678	1125	488	637

Capacity Analysis Module:

Vol/Sat:	0.09	0.91	0.07	0.03	0.19	0.18	0.06	0.06	0.06	0.01	0.10	0.10
Crit Volume:		1018		18			58					111
Crit Moves:		****		****			****					****

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- AM Peak

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #31 Westwood Boulevard and Lindbrook Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.712
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	C

Street Name:	Westwood Bouelvard						Lindbrook Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 1 0 1			0 1 1 1 0			0 1 0 1 0			0 1 0 1 0		

Volume Module: >> Count Date: 31 Jan 2008 << 800-900

Base Vol:	3	796	216	20	316	10	29	130	45	93	131	27
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	3	836	227	21	332	11	30	137	47	98	138	28
Added Vol:	0	305	2	0	172	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	1141	229	21	504	11	30	137	47	100	138	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	1141	229	21	504	11	30	137	47	100	138	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	1141	229	21	504	11	30	137	47	100	138	28
PCE Adj:	2.00	1.00	1.00	6.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	1141	229	126	504	11	30	137	47	100	138	28

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Lanes:	0.01	1.99	1.00	1.00	1.95	0.05	0.28	1.28	0.44	0.75	1.04	0.21
Final Sat.:	12	2238	1125	1125	2195	55	320	1434	496	844	1165	240

Capacity Analysis Module:

Vol/Sat:	0.25	0.51	0.20	0.02	0.23	0.19	0.10	0.10	0.10	0.12	0.12	0.12
Crit Volume:		574		21				107		100		
Crit Moves:		****		****				****		****		

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                 UCLA NHIP and Amended LRDP Traffic Study
                             Los Angeles, CA
                   Future 2013 Without Project- AM Peak
---------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*********************************************************************************
Intersection #32 Glendon/Tiverton/Lindbrook
*********************************************************************************
Cycle (sec):         100            Critical Vol./Cap.(X):          0.648
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        41            Level Of Service:                   B
*********************************************************************************
Street Name:  Glendon Avenue/Tiverton Avenue           Lindbrook Drive
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  1  0  1   1  0  2  1  0   0  1  0  0  1   0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Feb 2008 << 800-900
Base Vol:      59  219   392     8   24    43    36  319    21   157  170    39
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   62  230   412     8   25    45    38  335    22   165  179    41
Added Vol:      0   11     6     0    2     0     0    2     0     7    2     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   62  241   418     8   27    45    38  337    22   172  181    41
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    62  241   418     8   27    45    38  337    22   172  181    41
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   62  241   418     8   27    45    38  337    22   172  181    41
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  2.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   62  241   418     8   27    45    38  337    22   344  181    41
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  1.00  1.00 2.00  1.00  0.10 0.90  1.00  1.00 0.86  0.14
Final Sat.:  1500 1500  1500  1500 3000  1500   151 1349  1500  1500 1283   217
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.16  0.28  0.01 0.01  0.03  0.25 0.25  0.01  0.11 0.14  0.19
Crit Volume:              418     8                  375         172
Crit Moves:              ****  ****                 ****        ****
*********************************************************************************
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                 UCLA NHIP and Amended LRDP Traffic Study
                             Los Angeles, CA
                   Future 2013 Without Project- AM Peak
---------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*********************************************************************************
Intersection #33 Sepulveda Boulevard and Constitution Avenue
*********************************************************************************
Cycle (sec):         100            Critical Vol./Cap.(X):          0.570
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        34            Level Of Service:                   A
*********************************************************************************
Street Name:       Sepulveda Boulevard              Constitution Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  1  1  0   1  0  1  1  0   0  0  1! 0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 745-845
Base Vol:      64  290     7     3 1121   165    84    0    19     2    0     2
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   67  305     7     3 1177   173    88    0    20     2    0     2
Added Vol:      0    4     0     0    6     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   67  309     7     3 1183   173    88    0    20     2    0     2
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    67  309     7     3 1183   173    88    0    20     2    0     2
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   67  309     7     3 1183   173    88    0    20     2    0     2
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   67  309     7     3 1183   173    88    0    20     2    0     2
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.95  0.05  1.00 1.74  0.26  0.82 0.00  0.18  0.50 0.00  0.50
Final Sat.:  1500 2930    70  1500 2617   383  1223    0   277   750    0   750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.11  0.11  0.00 0.45  0.45  0.07 0.00  0.07  0.00 0.00  0.00
Crit Volume:   67                    678                     108     2
Crit Moves:  ****                   ****                    ****  ****
*********************************************************************************
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-------------------------------------------------------------------------------
                UCLA NHIP and Amended LRDP Traffic Study
                             Los Angeles, CA
                  Future 2013 Without Project- AM Peak
-------------------------------------------------------------------------------
                    Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #34 San Vicente Bouevard and Wilshire Bouelvard
*******************************************************************************
Cycle (sec):         100           Critical Vol./Cap.(X):        1.068
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180           Level Of Service:                 F
*******************************************************************************
Street Name:       San Vicente Bouevard           Wilshire Bouelvard
Approach:      North Bound     South Bound     East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted        Protected
Rights:             Ovl           Include          Include          Ignore
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  2  0  1   2  1  0  1  0   1  0  2  1  0   1  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 730-830
Base Vol:      98  204   111  1380  290    18    66 1956    65    53 2037   927
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  103  214   117  1449  305    19    69 2054    68    56 2139   973
Added Vol:     28   50    10    79   53    14     3  170     8     7  170    57
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  131  264   127  1528  358    33    72 2224    76    63 2309  1030
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:   131  264   127  1528  358    33    72 2224    76    63 2309     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  131  264   127  1528  358    33    72 2224    76    63 2309     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
FinalVolume:  131  264   127  1681  358    33    72 2224    76    63 2309     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  3.00 0.92  0.08  1.00 2.90  0.10  1.00 3.00  1.00
Final Sat.:  1425 2850  1425  4275 1305   120  1425 4133   142  1425 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.09  0.09  0.39 0.27  0.27  0.05 0.54  0.54  0.04 0.54  0.00
Crit Volume:       132         560                         767    63
Crit Moves:       ****        ****                        ****  ****
*******************************************************************************
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-------------------------------------------------------------------------------
                UCLA NHIP and Amended LRDP Traffic Study
                             Los Angeles, CA
                  Future 2013 Without Project- AM Peak
-------------------------------------------------------------------------------
                    Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #35 Sepulveda Boulevard and Wilshire Boulevard
*******************************************************************************
Cycle (sec):         100           Critical Vol./Cap.(X):        1.573
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180           Level Of Service:                 F
*******************************************************************************
Street Name:       Sepulveda Boulevard            Wilshire Boulevard
Approach:      North Bound     South Bound     East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  1  1  0   1  0  1  1  0   1  0  3  1  0   2  0  4  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Feb 2008 << 745-845
Base Vol:     156  240   263   279  637   283    71 2737   134   110 2543    62
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  164  252   276   293  669   297    75 2874   141   116 2670    65
Added Vol:     10    1    28     2    4     0     1  539    11    16  403     2
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  174  253   304   295  673   297    76 3413   152   132 3073    67
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   174  253   304   295  673   297    76 3413   152   132 3073    67
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  174  253   304   295  673   297    76 3413   152   132 3073    67
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
FinalVolume:  174  253   304   295  673   297    76 3413   152   145 3073    67
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       1.00 1.00  1.00  1.00 1.39  0.61  1.00 3.83  0.17  2.00 4.89  0.11
Final Sat.:  1031 1031  1031  1031 1431   632  1031 3949   176  2063 5046   110
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.25  0.29  0.29 0.47  0.47  0.07 0.86  0.86  0.07 0.61  0.61
Crit Volume:  174                    485                    891    72
Crit Moves:  ****                   ****                   ****  ****
*******************************************************************************
```

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--------------------------------------------------------------------------------
                 UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                   Future 2013 Without Project- AM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #36 Veteran Avenue and Wilshire Boulevard
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        1.323
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      180              Level Of Service:                 F
********************************************************************************
Street Name:          Veteran Avenue               Wilshire Boulevard
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit        Permitted        Protected        Protected
Rights:             Ovl              Ovl             Include          Include
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Lanes:       1  0  2  0  1   1  0  2  0  2   2  0  3  1  0   2  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Feb 2008 << 730-830
Base Vol:     207  385   99   110  252  368   529 2901  134    52 2297   35
Growth Adj:  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05
Initial Bse:  217  404  104   116  265  386   555 3046  141    55 2412   37
Added Vol:     -6    1   10     0    4   29     2  570   -4     5  398    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:  211  405  114   116  269  415   557 3616  137    60 2810   37
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   211  405  114   116  269  415   557 3616  137    60 2810   37
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  211  405  114   116  269  415   557 3616  137    60 2810   37
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.10  1.10 1.00 1.00  1.10 1.00 1.00
FinalVolume:  211  405  114   116  269  457   613 3616  137    66 2810   37
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375 1375  1375 1375 1375  1375 1375 1375  1375 1375 1375
Adjustment:  0.75 0.75 0.75  0.75 0.75 0.75  0.75 0.75 0.75  0.75 0.75 0.75
Lanes:       1.00 2.00 1.00  1.00 2.00 2.00  2.00 3.85 0.15  2.00 3.95 0.05
Final Sat.:  1031 2063 1031  1031 2063 2063  2063 3975  150  2063 4072   53
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.20 0.20 0.11  0.11 0.13 0.22  0.30 0.91 0.91  0.03 0.69 0.69
Crit Volume:  211                  134         307                         712
Crit Moves:  ****                 ****        ****                        ****
********************************************************************************
```



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                 UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                   Future 2013 Without Project- AM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #37 Gayley Avenue and Wilshire Boulevard
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        1.084
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      180              Level Of Service:                 F
********************************************************************************
Street Name:          Gayley Avenue                Wilshire Boulevard
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit        Permitted        Protected        Permitted
Rights:           Include            Ovl             Include          Include
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Lanes:       1  0  2  0  1   1  0  1  0  2   2  0  3  1  0   1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 730-830
Base Vol:      59  333   52    56  100  286   496 2424  152    64 1991  116
Growth Adj:  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05
Initial Bse:   62  350   55    59  105  300   521 2545  160    67 2091  122
Added Vol:      0    0    0    14    0   55   109  471    0     0  348   20
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   62  350   55    73  105  355   630 3016  160    67 2439  142
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    62  350   55    73  105  355   630 3016  160    67 2439  142
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   62  350   55    73  105  355   630 3016  160    67 2439  142
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.10  1.10 1.00 1.00  1.00 1.00 1.00
FinalVolume:   62  350   55    73  105  391   693 3016  160    67 2439  142
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425  1425 1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:  0.75 0.75 0.75  0.75 0.75 0.75  0.75 0.75 0.75  0.75 0.75 0.75
Lanes:       1.00 2.00 1.00  1.00 1.00 2.00  2.00 3.80 0.20  1.00 3.78 0.22
Final Sat.:  1069 2138 1069  1069 1069 2138  2138 4060  215  1069 4040  235
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.16 0.05  0.07 0.10 0.18  0.32 0.74 0.74  0.06 0.60 0.60
Crit Volume:   62                  105         346                         645
Crit Moves:  ****                 ****        ****                        ****
********************************************************************************
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                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                     Future 2013 Without Project- AM Peak
--------------------------------------------------------------------------------
                       Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #38 Westwood Boulevard and Wilshire Boulevard
********************************************************************************
Cycle (sec):         100            Critical Vol./Cap.(X):        1.291
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       180            Level Of Service:                 F
********************************************************************************
Street Name:        Westwood Boulevard              Wilshire Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit       Protected        Protected
Rights:           Include           Ovl            Include          Include
Min. Green:     0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        1  0  2  1  0   1  0  3  0  1   2  0  3  1  0   2  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Feb 2008 << 730-830
Base Vol:     135  600   117    61  272   154   427 1980   164   134 1889    93
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  142  630   123    64  286   162   448 2079   172   141 1983    98
Added Vol:      9  100    43    35   63    76   149  329     6    39  284    57
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  151  730   166    99  349   238   597 2408   178   180 2267   155
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   151  730   166    99  349   238   597 2408   178   180 2267   155
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  151  730   166    99  349   238   597 2408   178   180 2267   155
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
FinalVolume:  151  730   166    99  349   238   657 2408   178   198 2267   155
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       1.00 2.44  0.56  1.00 3.00  1.00  2.00 3.72  0.28  2.00 3.74  0.26
Final Sat.:  1031 2521   573  1031 3094  1031  2063 3841   284  2063 3862   263
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.29  0.29  0.10 0.11  0.23  0.32 0.63  0.63  0.10 0.59  0.59
Crit Volume:             299    99              329                         606
Crit Moves:             ****  ****             ****                        ****
********************************************************************************
```



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                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                     Future 2013 Without Project- AM Peak
--------------------------------------------------------------------------------
                       Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #39 Glendon Avenue and Wilshire Bouelvard
********************************************************************************
Cycle (sec):         100            Critical Vol./Cap.(X):        1.053
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       180            Level Of Service:                 F
********************************************************************************
Street Name:          Glendon Avenue                Wilshire Bouelvard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Protected        Permitted
Rights:           Include           Ovl            Include          Include
Min. Green:     0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        0  0  1! 0  0   1  0  1  0  2   2  0  3  1  0   1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Feb 2008 << 800-900
Base Vol:       9  177    22    57  110    41   318 1686   114    66 1970   171
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:    9  186    23    60  116    43   334 1770   120    69 2068   180
Added Vol:      0    0     0     2    0     7     6  401     0     0  373    11
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    9  186    23    62  116    50   340 2171   120    69 2442   191
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     9  186    23    62  116    50   340 2171   120    69 2442   191
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    9  186    23    62  116    50   340 2171   120    69 2442   191
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.10  1.10 1.00  1.00  1.00 1.00  1.00
FinalVolume:    9  186    23    62  116    55   374 2171   120    69 2442   191
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       0.04 0.85  0.11  1.00 1.00  2.00  2.00 3.79  0.21  1.00 3.71  0.29
Final Sat.:    46  909   113  1069 1069  2138  2138 4052   223  1069 3966   309
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.20 0.20  0.20  0.06 0.11  0.03  0.17 0.54  0.54  0.06 0.62  0.62
Crit Volume:       218          62              187                   658
Crit Moves:       ****        ****             ****                  ****
********************************************************************************
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                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                    Future 2013 Without Project- AM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #40 Malcolm Avenue and Wilshire Boulevard
********************************************************************************
Average Delay (sec/veh): OVERFLOW       Worst Case Level Of Service: F[xxxxx]
********************************************************************************
Street Name:           Malcolm Avenue                 Wilshire Boulevard
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:          Include          Include          Include          Include
Lanes:        0  0  1! 0  0   0  0  1! 0  0   1  0  2  1  0   1  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Feb 2008 << 745-845
Base Vol:       3    0    45     3    1    40    65 1691    28    22 2184    53
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:    3    0    47     3    1    42    68 1776    29    23 2293    56
Added Vol:      6    0     0    21    0     0     0  396    11     0  364    20
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    9    0    47    24    1    42    68 2172    40    23 2657    76
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     9    0    47    24    1    42    68 2172    40    23 2657    76
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    9    0    47    24    1    42    68 2172    40    23 2657    76
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 3261 5107   744  3602 5090   924  2733 xxxx xxxxx  2212 xxxx xxxxx
Potent Cap.:    4    1   362     2    1   275   150 xxxx xxxxx   240 xxxx xxxxx
Move Cap.:      0    0   362     1    0   275   150 xxxx xxxxx   240 xxxx xxxxx
Volume/Cap:  xxxx 0.00  0.13 22.62 4.09  0.15  0.46 xxxx  xxxx  0.10 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   2.1 xxxx xxxxx   0.3 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  47.7 xxxx xxxxx  21.6 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     E    *     *     C    *     *
Movement:     LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx    0 xxxxx  xxxx    3 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx 10.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    F     *     *    *     *     *    *     *
ApproachDel:      xxxxxx           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:        F                F                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                    Future 2013 Without Project- AM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #41 Westholme Avenue and Wilshire Boulevard
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):        0.879
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       153                Level Of Service:                 D
********************************************************************************
Street Name:           Westholme Avenue               Wilshire Boulevard
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1! 0  0   0  0  1! 0  0   1  0  3  0  1   1  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Feb 2008 << 800-900
Base Vol:      56  102    65    45   42    20    31 1792    63    29 2202   137
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   59  107    68    47   44    21    33 1882    66    30 2312   144
Added Vol:      1    0     2     0    0     0     0  427     3     2  349     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   60  107    70    47   44    21    33 2309    69    32 2661   144
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    60  107    70    47   44    21    33 2309    69    32 2661   144
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   60  107    70    47   44    21    33 2309    69    32 2661   144
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   60  107    70    47   44    21    33 2309    69    32 2661   144
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.25 0.45  0.30  0.42 0.39  0.19  1.00 3.00  1.00  1.00 2.85  0.15
Final Sat.:   359  644   422   599  559   266  1425 4275  1425  1425 4056   219
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.17  0.17  0.08 0.08  0.08  0.02 0.54  0.05  0.02 0.66  0.66
Crit Volume:             237    47                 33                     935
Crit Moves:             ****  ****               ****                    ****
********************************************************************************
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Future Without Project AM PMon Jul 21, 2008 18:09:05              Page 47-1
--------------------------------------------------------------------------------
                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                     Future 2013 Without Project- AM Peak
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #42 Warner Avenue and Wilshire Boulevard
********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        0.809
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      180             Level Of Service:                 D
********************************************************************************
Street Name:          Warner Avenue                Wilshire Boulevard
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Protected
Rights:           Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  1  0  1   1  0  0  1  0   1  0  2  1  0   1  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Feb 2008 << 800-900
Base Vol:      74   36   21    87   60   88    67 1773   31    11 2228   77
Growth Adj:  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05
Initial Bse:   78   38   22    91   63   92    70 1862   33    12 2339   81
Added Vol:      0    0    0     0    0    0     0  431    0     0  338    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   78   38   22    91   63   92    70 2293   33    12 2677   81
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    78   38   22    91   63   92    70 2293   33    12 2677   81
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   78   38   22    91   63   92    70 2293   33    12 2677   81
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:   78   38   22    91   63   92    70 2293   33    12 2677   81
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425  1425 1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       1.00 1.00 1.00  1.00 0.41 0.59  1.00 2.96 0.04  1.00 2.91 0.09
Final Sat.:  1425 1425 1425  1425  578  847  1425 4215   60  1425 4150  125
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.03 0.02  0.06 0.11 0.11  0.05 0.54 0.54  0.01 0.65 0.65
Crit Volume:   78                   155             775                  919
Crit Moves:  ****                   ****                                ****
********************************************************************************
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Future Without Project AM PMon Jul 21, 2008 18:09:05              Page 48-1
--------------------------------------------------------------------------------
                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                     Future 2013 Without Project- AM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #43 Beverly Glen Boulevard and Wilshire Boulevard
********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        1.005
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      180             Level Of Service:                 F
********************************************************************************
Street Name:      Beverly Glen Boulevard           Wilshire Boulevard
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Prot+Permit       Permitted        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  1  1  0   1  0  1  1  0   1  0  3  0  1   1  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Feb 2008 << 800-900
Base Vol:     161  335   36    34  504   48    89 1594  203    99 2075   10
Growth Adj:  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05
Initial Bse:  169  352   38    36  529   50    93 1674  213   104 2179   11
Added Vol:     15   15   51    41   30    4     3  385   37    79  318   27
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:  184  367   89    77  559   54    96 2059  250   183 2497   38
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   184  367   89    77  559   54    96 2059  250   183 2497   38
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  184  367   89    77  559   54    96 2059  250   183 2497   38
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:  184  367   89    77  559   54    96 2059  250   183 2497   38
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425  1425 1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       1.00 1.61 0.39  1.00 1.82 0.18  1.00 3.00 1.00  1.00 2.96 0.04
Final Sat.:  1425 2294  556  1425 2597  253  1425 4275 1425  1425 4212   63
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.16 0.16  0.05 0.22 0.22  0.07 0.48 0.18  0.13 0.59 0.59
Crit Volume:  184                        307    96                       845
Crit Moves:  ****                       ****  ****                      ****
********************************************************************************
```

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                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                     Future 2013 Without Project- AM Peak
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #44 Sawtelle Boulevard and Ohio Avenue
*******************************************************************************
Cycle (sec):         100            Critical Vol./Cap.(X):        1.050
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180            Level Of Service:                 F
*******************************************************************************
Street Name:        Sawtelle Boulevard                  Ohio Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  0  1  0    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 730-830
Base Vol:      60  303   129    25   90    18    82  845    52    71  458    86
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   63  318   135    26   94    19    86  887    55    75  481    90
Added Vol:      0    0     0     0    0     0     0   15     1     0   15     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   63  318   135    26   94    19    86  902    56    75  496    90
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    63  318   135    26   94    19    86  902    56    75  496    90
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   63  318   135    26   94    19    86  902    56    75  496    90
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   63  318   135    26   94    19    86  902    56    75  496    90
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.12 0.62  0.26  0.19 0.68  0.13  1.00 0.94  0.06  1.00 0.85  0.15
Final Sat.:   183  924   393   282 1015   203  1500 1413    87  1500 1269   231
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.34 0.34  0.34  0.09 0.09  0.09  0.06 0.64  0.64  0.05 0.39  0.39
Crit Volume:              517    26                          958    75
Crit Moves:              ****  ****                         ****  ****
*******************************************************************************
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                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                     Future 2013 Without Project- AM Peak
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #45 Sepulveda Boulevard and Ohio Avenue
*******************************************************************************
Cycle (sec):         100            Critical Vol./Cap.(X):        0.885
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       125            Level Of Service:                 D
*******************************************************************************
Street Name:       Sepulveda Boulevard                  Ohio Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 745-845
Base Vol:      96  454   126    38  495    82   174  695    78    74  480    71
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  101  477   132    40  520    86   183  730    82    78  504    75
Added Vol:      3   33     1     6   24     0     0   11     4     4   11     7
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  104  510   133    46  544    86   183  741    86    82  515    82
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   104  510   133    46  544    86   183  741    86    82  515    82
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  104  510   133    46  544    86   183  741    86    82  515    82
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  104  510   133    46  544    86   183  741    86    82  515    82
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.59  0.41  1.00 1.73  0.27  1.00 0.90  0.10  1.00 0.86  0.14
Final Sat.:  1500 2378   622  1500 2590   410  1500 1344   156  1500 1295   205
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.21  0.21  0.03 0.21  0.21  0.12 0.55  0.55  0.05 0.40  0.40
Crit Volume:  104                           315        827          82
Crit Moves:  ****                          ****       ****        ****
*******************************************************************************
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                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                     Future 2013 Without Project- AM Peak
---------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*********************************************************************************
Intersection #46 Veteran Avenue and Ohio Avenue
*********************************************************************************
Cycle (sec):        100           Critical Vol./Cap.(X):        0.853
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       98           Level Of Service:                 D
*********************************************************************************
Street Name:          Veteran Avenue                    Ohio Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:    0    0     0     0    0     0     0    0     0     0    0     0
Lanes:       0  0  1! 0  0   0  0  1! 0  0   1  0  0  1  0   1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 745-845
Base Vol:      33  325    35    14  148   100   268  692    37    25  476    41
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   35  341    37    15  155   105   281  727    39    26  500    43
Added Vol:      0    9     0     0    5    -3    -1   19     1     0   20     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   35  350    37    15  160   102   280  746    40    26  520    43
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    35  350    37    15  160   102   280  746    40    26  520    43
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   35  350    37    15  160   102   280  746    40    26  520    43
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   35  350    37    15  160   102   280  746    40    26  520    43
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.08 0.83  0.09  0.05 0.58  0.37  1.00 0.95  0.05  1.00 0.92  0.08
Final Sat.:   123 1246   131    80  868   552  1500 1424    76  1500 1385   115
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.28 0.28  0.28  0.18 0.18  0.18  0.19 0.52  0.52  0.02 0.38  0.38
Crit Volume:             422    15               280                         563
Crit Moves:             ****  ****              ****                        ****
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                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                     Future 2013 Without Project- AM Peak
---------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*********************************************************************************
Intersection #47 Westwood Boulevard and Ohio Avenue
*********************************************************************************
Cycle (sec):        100           Critical Vol./Cap.(X):        0.826
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       83           Level Of Service:                 D
*********************************************************************************
Street Name:          Westwood Boulevard                Ohio Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:    0    0     0     0    0     0     0    0     0     0    0     0
Lanes:       1  0  2  0  1   1  0  2  0  1   1  0  0  1  0   1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Feb 2008 << 745-845
Base Vol:     124 1179    48    32  461    59   169  278    91    64  266    50
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  130 1238    50    34  484    62   177  292    96    67  279    53
Added Vol:     26  143     0     0   99     6     6    0    25     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  156 1381    50    34  583    68   183  292   121    67  279    53
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   156 1381    50    34  583    68   183  292   121    67  279    53
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  156 1381    50    34  583    68   183  292   121    67  279    53
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  156 1381    50    34  583    68   183  292   121    67  279    53
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 0.71  0.29  1.00 0.84  0.16
Final Sat.:  1500 3000  1500  1500 3000  1500  1500 1062   438  1500 1263   237
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.46  0.03  0.02 0.19  0.05  0.12 0.27  0.27  0.04 0.22  0.22
Crit Volume:        690          34              183                         332
Crit Moves:        ****        ****             ****                        ****
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---------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                    Future 2013 Without Project- AM Peak
---------------------------------------------------------------------------------
                       Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*********************************************************************************
Intersection #48 Sawtelle Boulevard and Santa Monica Boulevard
*********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        1.462
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180             Level Of Service:                 F
*********************************************************************************
Street Name:        Sawtelle Boulevard           Santa Monica Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted       Prot+Permit
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  1! 0  0   0  0  1! 0  0   1  0  2  1  0   1  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Feb 2008 << 730-830
Base Vol:      60  454   206    94  158    29    23 1181    21   119 1704    61
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   63  477   216    99  166    30    24 1240    22   125 1789    64
Added Vol:      1    0    11     1    0     0     0  196     2     7  159     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   64  477   227   100  166    30    24 1436    24   132 1948    64
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    64  477   227   100  166    30    24 1436    24   132 1948    64
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   64  477   227   100  166    30    24 1436    24   132 1948    64
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   64  477   227   100  166    30    24 1436    24   132 1948    64
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       0.08 0.62  0.30  0.34 0.56  0.10  1.00 2.95  0.05  1.00 2.90  0.10
Final Sat.:    89  663   316   360  599   110  1069 3153    53  1069 3104   102
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.72 0.72  0.72  0.28 0.28  0.28  0.02 0.46  0.46  0.12 0.63  0.63
Crit Volume:       768          100               24                671
Crit Moves:       ****         ****              ****              ****
*********************************************************************************
```



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---------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                    Future 2013 Without Project- AM Peak
---------------------------------------------------------------------------------
                       Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*********************************************************************************
Intersection #49 San Diego Fwy SB Ramps and Santa Monica Boulevard
*********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        1.222
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180             Level Of Service:                 F
*********************************************************************************
Street Name:      San Diego Fwy SB Ramps         Santa Monica Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted        Protected
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  0  0  0   1  1  0  1  1   0  0  3  1  0   2  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Feb 2008 << 730-830
Base Vol:       0    0     0   720  281   401     0 1044   418   596 1462     0
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:    0    0     0   756  295   421     0 1096   439   626 1535     0
Added Vol:      0    0     0    84    0    27     0  171    37    44  139     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0   840  295   448     0 1267   476   670 1674     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0   840  295   448     0 1267   476   670 1674     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0   840  295   448     0 1267   476   670 1674     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
FinalVolume:    0    0     0   924  295   493     0 1267   476   737 1674     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       0.00 0.00  0.00  2.00 0.75  1.25  0.00 3.00  1.00  2.00 3.00  0.00
Final Sat.:     0    0     0  2138  800  1337     0 3206  1069  2138 3206     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.43 0.37  0.37  0.00 0.40  0.45  0.34 0.52  0.00
Crit Volume:         0          462                     476   368
Crit Moves:                    ****                    ****  ****
*********************************************************************************
```

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-------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                    Future 2013 Without Project- AM Peak
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #50 San Diego Fwy NB Ramps and Santa Monica Boulevard
********************************************************************************
Cycle (sec):        100            Critical Vol./Cap.(X):        1.029
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      180            Level Of Service:                 F
********************************************************************************
Street Name:      San Diego Fwy NB Ramps         Santa Monica Boulevard
Approach:     North Bound     South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Split Phase      Split Phase       Protected        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  1  1  1  1   0  0  0  0  0   2  0  3  0  0   0  0  4  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Feb 2008 << 745-845
Base Vol:     675  384   720    0    0     0  398 1424     0     0 1318   324
Growth Adj:  1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  709  403   756    0    0     0  418 1495     0     0 1384   340
Added Vol:     23    5    88    0    0     0   36  219     0     0  160    45
PasserByVol:    0    0     0    0    0     0    0    0     0     0    0     0
Initial Fut:  732  408   844    0    0     0  454 1714     0     0 1544   385
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   732  408   844    0    0     0  454 1714     0     0 1544   385
Reduct Vol:     0    0     0    0    0     0    0    0     0     0    0     0
Reduced Vol:  732  408   844    0    0     0  454 1714     0     0 1544   385
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10 1.00 1.00  1.00 1.10 1.00  1.00  1.00 1.00  1.00
FinalVolume:  805  408   928    0    0     0  499 1714     0     0 1544   385
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425 1425 1425  1425 1425 1425  1425  1425 1425  1425
Adjustment:  0.75 0.75  0.75 0.75 0.75  0.75 0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       1.99 1.01  2.00 0.00 0.00  0.00 2.00 3.00  0.00  0.00 4.00  1.00
Final Sat.:  2127 1079  2138    0    0     0 2138 3206     0     0 4275  1069
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.38 0.38  0.43 0.00 0.00  0.00 0.23 0.53  0.00  0.00 0.36  0.36
Crit Volume:             464         0          250                    386
Crit Moves:             ****                   ****                   ****
********************************************************************************
```



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-------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                    Future 2013 Without Project- AM Peak
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #51 Sepulveda Boulevard and Santa Monica Boulevard
********************************************************************************
Cycle (sec):        100            Critical Vol./Cap.(X):        1.379
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      180            Level Of Service:                 F
********************************************************************************
Street Name:       Sepulveda Boulevard            Santa Monica Boulevard
Approach:     North Bound     South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Protected        Protected        Protected        Protected
Rights:          Include            Ovl              Ovl              Ovl
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  2  0  1   1  0  2  0  1   1  0  3  0  1   1  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 800-900
Base Vol:     206  832   135  149  753   184   99 1701   361    97 1281   140
Growth Adj:  1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  216  874   142  156  791   193  104 1786   379   102 1345   147
Added Vol:      1   29     0    8   20     4    1  302     4     2  201     7
PasserByVol:    0    0     0    0    0     0    0    0     0     0    0     0
Initial Fut:  217  903   142  164  811   197  105 2088   383   104 1546   154
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   217  903   142  164  811   197  105 2088   383   104 1546   154
Reduct Vol:     0    0     0    0    0     0    0    0     0     0    0     0
Reduced Vol:  217  903   142  164  811   197  105 2088   383   104 1546   154
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  217  903   142  164  811   197  105 2088   383   104 1546   154
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375 1375 1375  1375 1375 1375  1375  1375 1375  1375
Adjustment:  0.75 0.75  0.75 0.75 0.75  0.75 0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       1.00 2.00  1.00 1.00 2.00  1.00 1.00 3.00  1.00  1.00 3.00  1.00
Final Sat.:  1031 2063  1031 1031 2063  1031 1031 3094  1031  1031 3094  1031
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.21 0.44  0.14 0.16 0.39  0.19 0.10 0.67  0.37  0.10 0.50  0.15
Crit Volume:  217                   405             696          104
Crit Moves:  ****                  ****            ****         ****
********************************************************************************
```

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-------------------------------------------------------------------------------
                 UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                   Future 2013 Without Project- AM Peak
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #52 Veteran Avenue and Santa Monica Boulevard
*******************************************************************************
Cycle (sec):        100            Critical Vol./Cap.(X):         0.814
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      123            Level Of Service:                  D
*******************************************************************************
Street Name:          Veteran Avenue           Santa Monica Boulevard
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Prot+Permit      Prot+Permit       Protected        Protected
Rights:          Include          Include          Include           Ovl
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  0  1  0   1  0  0  1  0   1  0  3  1  0   1  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Feb 2008 << 745-845
Base Vol:      64  265    54   132  146    66   101 1839    24    63 1320    60
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   67  278    57   139  153    69   106 1931    25    66 1386    63
Added Vol:      0    4     0    -1    3     4     6  304     1     0  206    -1
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   67  282    57   138  156    73   112 2235    26    66 1592    62
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    67  282    57   138  156    73   112 2235    26    66 1592    62
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   67  282    57   138  156    73   112 2235    26    66 1592    62
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   67  282    57   138  156    73   112 2235    26    66 1592    62
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.83  0.17  1.00 0.68  0.32  1.00 3.95  0.05  1.00 3.00  1.00
Final Sat.:  1375 1145   230  1375  936   439  1375 5436    64  1375 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.25  0.25  0.10 0.17  0.17  0.08 0.41  0.41  0.05 0.39  0.05
Crit Volume:             339   138              112                    531
Crit Moves:             ****  ****             ****                   ****
*******************************************************************************
```



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-------------------------------------------------------------------------------
                 UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                   Future 2013 Without Project- AM Peak
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #53 Westwood Boulevard and Santa Monica Boulevard
*******************************************************************************
Cycle (sec):        100            Critical Vol./Cap.(X):         1.218
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      180            Level Of Service:                  F
*******************************************************************************
Street Name:        Westwood Boulevard         Santa Monica Boulevard
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Prot+Permit      Prot+Permit       Protected        Protected
Rights:          Include          Include            Ovl              Ovl
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  1  1  0   1  0  2  0  1   2  0  3  0  1   2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 745-845
Base Vol:      91 1008    73   218  528    75   140 1794    97   128 1288   129
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   96 1058    77   229  554    79   147 1884   102   134 1352   135
Added Vol:      4  142     9     7  102    16    20  273     3     6  183     6
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  100 1200    86   236  656    95   167 2157   105   140 1535   141
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   100 1200    86   236  656    95   167 2157   105   140 1535   141
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  100 1200    86   236  656    95   167 2157   105   140 1535   141
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
FinalVolume:  100 1200    86   236  656    95   184 2157   105   154 1535   141
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.87  0.13  1.00 2.00  1.00  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1375 2567   183  1375 2750  1375  2750 4125  1375  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.47  0.47  0.17 0.24  0.07  0.07 0.52  0.08  0.06 0.37  0.10
Crit Volume:             643   236                   719          77
Crit Moves:             ****  ****                  ****        ****
*******************************************************************************
```

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---------------------------------------------------------------------------
                 UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                   Future 2013 Without Project- AM Peak
---------------------------------------------------------------------------
                    Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
***************************************************************************
Intersection #54 Mulholland Drive and Roscomare Road
***************************************************************************
Cycle (sec):        100            Critical Vol./Cap.(X):         0.869
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      174            Level Of Service:                  D
***************************************************************************
Street Name:          Mulholland Drive                 Roscomare Road
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Split Phase      Split Phase      Prot+Permit      Prot+Permit
Rights:            Include          Include           Ovl           Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  1! 0  0   0  0  0  0  0   0  0  1  0  1   1  0  1  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 730-830
Base Vol:      195    0   75     0    0    0     0  713  409   184  519    0
Growth Adj:   1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05
Initial Bse:   205    0   79     0    0    0     0  749  429   193  545    0
Added Vol:      12    0    0     0    0    0     0    1   18     0    0    0
PasserByVol:     0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   217    0   79     0    0    0     0  750  447   193  545    0
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    217    0   79     0    0    0     0  750  447   193  545    0
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   217    0   79     0    0    0     0  750  447   193  545    0
PCE Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:   217    0   79     0    0    0     0  750  447   193  545    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1425 1425 1425  1425 1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:        0.73 0.00 0.27  0.00 0.00 0.00  0.00 1.00 1.00  1.00 1.00 0.00
Final Sat.:   1045    0  380     0    0    0     0 1425 1425  1425 1425    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.21 0.00 0.21  0.00 0.00 0.00  0.00 0.53 0.31  0.14 0.38 0.00
Crit Volume:              296          0             750        193
Crit Moves:               ****                       ****       ****
***************************************************************************
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---------------------------------------------------------------------------
                 UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                   Future 2013 Without Project- AM Peak
---------------------------------------------------------------------------
                    Level Of Service Computation Report
             2000 HCM 4-Way Stop Method (Future Volume Alternative)
***************************************************************************
Intersection #55 Roscomare Road and Stradella Road/Linda Flora Drive
***************************************************************************
Cycle (sec):        100            Critical Vol./Cap.(X):         0.690
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):       14.0
Optimal Cycle:        0            Level Of Service:                  B
***************************************************************************
Street Name:          Roscomare Road          Stradella Road/Linda Flora Drive
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Feb 2008 << 800-900
Base Vol:       12   74    8    90  423   16    16    1   38     9    0   32
Growth Adj:   1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05
Initial Bse:    13   78    8    94  444   17    17    1   40     9    0   34
Added Vol:       0   12    0     0   18    0     0    0    0     0    0    0
PasserByVol:     0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:    13   90    8    94  462   17    17    1   40     9    0   34
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     13   90    8    94  462   17    17    1   40     9    0   34
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    13   90    8    94  462   17    17    1   40     9    0   34
PCE Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:    13   90    8    94  462   17    17    1   40     9    0   34
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:        0.11 0.81 0.08  0.16 0.81 0.03  0.29 0.02 0.69  0.22 xxxx 0.78
Final Sat.:     84  596   56   137  670   24   184   11  437   139   -0  494
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.15 0.15 0.15  0.69 0.69 0.69  0.09 0.09 0.09  0.07 0.00 0.07
Crit Moves:   ****                 ****       ****              ****
Delay/Veh:     8.5  8.5  8.5  16.1 16.1 16.1   8.5  8.5  8.5   8.3  8.3  8.3
Delay Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:    8.5  8.5  8.5  16.1 16.1 16.1   8.5  8.5  8.5   8.3  8.3  8.3
LOS by Move:     A    A    A     C    C    C     A    A    A     A    A    A
ApproachDel:        8.5             16.1              8.5              8.3
Delay Adj:         1.00             1.00             1.00             1.00
ApprAdjDel:         8.5             16.1              8.5              8.3
LOS by Appr:          A                C                A                A
AllWayAvgQ:    0.2  0.2  0.2   2.0  2.0  2.0   0.1  0.1  0.1   0.1  0.1  0.1
***************************************************************************
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                   UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                     Future 2013 Without Project- AM Peak
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Note: Queue reported is the number of cars per lane.
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                   UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                     Future 2013 Without Project- AM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM 4-Way Stop Method (Future Volume Alternative)
********************************************************************************
Intersection #56 Bellagio Road and Chalon Road
********************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):        0.659
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      13.1
Optimal Cycle:         0              Level Of Service:                 B
********************************************************************************
Street Name:          Bellagio Road                       Chalon Road
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  1  0  0  0   0  0  0  1  0   0  0  1! 0  0   0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Feb 2008 << 745-845
Base Vol:      30  119    0    0  499   20   11    0   40    0    0    0
Growth Adj:  1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse:   32  125    0    0  524   21   12    0   42    0    0    0
Added Vol:      0   12    0    0   18    0    0    0    0    0    0    0
PasserByVol:    0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   32  137    0    0  542   21   12    0   42    0    0    0
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    32  137    0    0  542   21   12    0   42    0    0    0
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   32  137    0    0  542   21   12    0   42    0    0    0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   32  137    0    0  542   21   12    0   42    0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       0.19 0.81 0.00 0.00 0.96 0.04 0.22 0.00 0.78 0.00 0.00 0.00
Final Sat.:   142  619    0    0  822   32  140    0  510    0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.22 0.22 xxxx xxxx 0.66 0.66 0.08 xxxx 0.08 xxxx xxxx xxxx
Crit Moves:       ****           ****      ****
Delay/Veh:    8.9  8.9  0.0  0.0 14.8 14.8  8.3  0.0  8.3  0.0  0.0  0.0
Delay Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:   8.9  8.9  0.0  0.0 14.8 14.8  8.3  0.0  8.3  0.0  0.0  0.0
LOS by Move:    A    A    *    *    B    B    A    *    A    *    *    *
ApproachDel:        8.9             14.8              8.3           xxxxxx
Delay Adj:         1.00             1.00             1.00            xxxxx
ApprAdjDel:         8.9             14.8              8.3           xxxxxx
LOS by Appr:          A                B                A                *
AllWayAvgQ:   0.3  0.3  0.3  1.8  1.8  1.8  0.1  0.1  0.1  0.0  0.0  0.0
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UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- AM Peak

Note: Queue reported is the number of cars per lane.

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- AM Peak

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #57 Beverly Glen Boulevard and Mulholland Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	1.019
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Beverly Glen Boulevard						Mulholland Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	1	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module: >> Count Date: 26 Feb 2008 << 730-830												
Base Vol:	59	199	70	765	747	129	42	559	38	42	304	292
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	62	209	74	803	784	135	44	587	40	44	319	307
Added Vol:	0	16	0	0	25	0	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	225	74	803	809	135	44	587	41	45	319	307
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	62	225	74	803	809	135	44	587	41	45	319	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	225	74	803	809	135	44	587	41	45	319	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	62	225	74	803	809	135	44	587	41	45	319	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	0.78	1.00	1.00	1.00	1.00	1.00	1.87	0.13	1.00	2.00	1.00
Final Sat.:	308	1117	1425	1420	1430	1425	1425	2664	186	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.05	0.57	0.57	0.10	0.03	0.22	0.22	0.03	0.11	0.00
Crit Volume:		287			806				314	45		
Crit Moves:		****			****				****	****		

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                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                     Future 2013 Without Project- AM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #58 Beverly Glen Boulevard and Greendale Drive
********************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):        0.884
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       160              Level Of Service:                 D
********************************************************************************
Street Name:      Beverly Glen Boulevard              Greendale Drive
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  0  1  0    0  1  0  0  0    0  0  0  0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Feb 2008 << 745-845
Base Vol:       0  293   13   128  923    0     0    0    0    78    0   47
Growth Adj:  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05
Initial Bse:    0  308   14   134  969    0     0    0    0    82    0   49
Added Vol:      0   16    4     1   24    0     0    0    0     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:    0  324   18   135  993    0     0    0    0    82    0   49
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     0  324   18   135  993    0     0    0    0    82    0   49
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    0  324   18   135  993    0     0    0    0    82    0   49
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:    0  324   18   135  993    0     0    0    0    82    0   49
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425  1425 1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.00 0.95 0.05  0.12 0.88 0.00  0.00 0.00 0.00  0.62 0.00 0.38
Final Sat.:     0 1351   74   171 1254    0     0    0    0   889    0  536
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.24 0.24  0.79 0.79 0.00  0.00 0.00 0.00  0.09 0.00 0.09
Crit Volume:    0                 1129             0                       131
Crit Moves:  ****                 ****                                    ****
********************************************************************************
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UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- PM Peak

Scenario Report

Scenario:	Future Without Project PM Peak
Command:	Future Without Project PM Peak
Volume:	Future PM
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	PM Peak
Trip Distribution:	Project
Paths:	Project
Routes:	Default Route
Configuration:	Future

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- PM Peak

Trip Generation Report

Forecast for PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	#1- NA FBI	1.00	FBI Office- 11	0.00	0.00	0	0	0	0.0
2	#2	1.00	Palazzo Westwo	266.00	237.00	266	237	503	8.4
	Zone 2 Subtotal					266	237	503	8.4
3	#3	1.00	Mixed-Use - S/	195.00	271.00	195	271	466	7.7
	Zone 3 Subtotal					195	271	466	7.7
4	#4	1.00	Theater Expans	8.00	8.00	8	8	16	0.3
	Zone 4 Subtotal					8	8	16	0.3
5	#5, 17	1.00	Mixed-Use- 108	-16.00	-25.00	-16	-25	-41	-0.7
5	#5, 17	1.00	Residential Ho	17.00	15.00	17	15	32	0.5
	Zone 5 Subtotal					1	-10	-9	-0.1
6	#6	1.00	Apartments- 86	6.00	3.00	6	3	9	0.1
	Zone 6 Subtotal					6	3	9	0.1
7	#7	1.00	Condos- 10804	34.00	17.00	34	17	51	0.8
	Zone 7 Subtotal					34	17	51	0.8
8	#8, 25, 61	1.00	Condos- 10776	18.00	-3.00	18	-3	15	0.2
8	#8, 25, 61	1.00	Condos-10763 W	22.00	11.00	22	11	33	0.5
8	#8, 25, 61	1.00	Condos- 10710	23.00	12.00	23	12	35	0.6
	Zone 8 Subtotal					63	20	83	1.4
9	#9	1.00	Private School	0.00	9.00	0	9	9	0.1
	Zone 9 Subtotal					0	9	9	0.1
10	#10	1.00	Fox Studio Exp	54.00	226.00	54	226	280	4.7
	Zone 10 Subtotal					54	226	280	4.7
11	#11, 12, 45,	1.00	High School Ex	37.00	55.00	37	55	92	1.5
11	#11, 12, 45,	1.00	Private School	65.00	166.00	65	166	231	3.8
11	#11, 12, 45,	1.00	Condos- 1333 S	2.00	1.00	2	1	3	0.0
11	#11, 12, 45,	1.00	Condos- 552-55	3.00	2.00	3	2	5	0.1
	Zone 11 Subtotal					107	224	331	5.5
12	#13	1.00	Wilshire/Comst	13.00	6.00	13	6	19	0.3
	Zone 12 Subtotal					13	6	19	0.3
13	#14, 15, 43	1.00	ABC Entertainm	-683.00	-216.00	-683	-216	-899	-14
13	#14, 15, 43	1.00	Condos- 10131	-49.00	-105.00	-49	-105	-154	-2.
	Zone 13 Subtotal					-732	-321	-1053	-17.5

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
14	#16, 35	1.00	Condos- 527 Mi	61.00	30.00	61	30	91	1.5
14	#16, 35	1.00	Condos- 430 Ke	15.00	7.00	15	7	22	0.4
	Zone 14 Subtotal					76	37	113	1.9
15	#18	1.00	Health/Fitness	19.00	18.00	19	18	37	0.6
	Zone 15 Subtotal					19	18	37	0.6
16	# 19	1.00	Condos-1826 S	6.00	3.00	6	3	9	0.1
	Zone 16 Subtotal					6	3	9	0.1
17	#20	1.00	Condos- 1417 S	6.00	3.00	6	3	9	0.1
	Zone 17 Subtotal					6	3	9	0.1
18	#21	1.00	New Car Sales-	3.00	4.00	3	4	7	0.1
	Zone 18 Subtotal					3	4	7	0.1
19	#22, 70	1.00	Condos- 1625 S	7.00	3.00	7	3	10	0.2
19	#22, 70	1.00	Mixed-Use- 115	43.00	21.00	43	21	64	1.1
	Zone 19 Subtotal					50	24	74	1.2
20	#23, 24	1.00	Condos- 1525 S	7.00	3.00	7	3	10	0.2
20	#23, 24	1.00	Condos- 1633 S	6.00	3.00	6	3	9	0.1
	Zone 20 Subtotal					13	6	19	0.3
21	#26	1.00	Condos- 2037 S	6.00	3.00	6	3	9	0.1
	Zone 21 Subtotal					6	3	9	0.1
22	#27, 63, 65	1.00	Office- 12233	140.00	36.00	140	36	176	2.9
22	#27, 63, 65	1.00	Westside Media	16.00	15.00	16	15	31	0.5
22	#27, 63, 65	1.00	SM Apt Project	45.00	25.00	45	25	70	1.2
	Zone 22 Subtotal					201	76	277	4.6
23	#28, 32	1.00	Condos- 1511 S	6.00	3.00	6	3	9	0.1
23	#28, 32	1.00	Condos- 1517 B	8.00	4.00	8	4	12	0.2
	Zone 23 Subtotal					14	7	21	0.3
24	#29, 54	1.00	Mixed-Use- 116	37.00	71.00	37	71	108	1.8
24	#29, 54	1.00	Office- 11677	29.00	144.00	29	144	173	2.9
	Zone 24 Subtotal					66	215	281	4.7
25	#30	1.00	Mausoleum Bldg	1.00	2.00	1	2	3	0.0
	Zone 25 Subtotal					1	2	3	0.0
26	#31	1.00	Condos- 10617	6.00	3.00	6	3	9	0.1
	Zone 26 Subtotal					6	3	9	0.1

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
27	#33	1.00	Apts- 1817 S B	5.00	2.00	5	2	7	0.1
	Zone 27 Subtotal					5	2	7	0.1
28	#34	1.00	Live/Work- 115	27.00	14.00	27	14	41	0.7
	Zone 28 Subtotal					27	14	41	0.7
29	#36	1.00	Restaurant- 10	23.00	11.00	23	11	34	0.6
	Zone 29 Subtotal					23	11	34	0.6
30	#37, 56, 57	1.00	Condos- 1807 S	6.00	3.00	6	3	9	0.1
30	#37, 56, 57	1.00	Auto Service-	4.00	3.00	4	3	7	0.1
30	#37, 56, 57	1.00	Office- SW Cor	18.00	89.00	18	89	107	1.8
	Zone 30 Subtotal					28	95	123	2.0
31	#38	1.00	Condos- 2263 S	5.00	3.00	5	3	8	0.1
	Zone 31 Subtotal					5	3	8	0.1
32	#39	1.00	Cooking School	3.00	2.00	3	2	5	0.1
	Zone 32 Subtotal					3	2	5	0.1
33	#40	1.00	Bank- 1762 Wes	73.00	67.00	73	67	140	2.3
	Zone 33 Subtotal					73	67	140	2.3
34	#41- NA-Alre	1.00	Westside Pavil	0.00	0.00	0	0	0	0.0
35	#42, 49	1.00	Le Lycee Franc	46.00	62.00	46	62	108	1.8
35	#42, 49	1.00	Mixed-Use- 106	15.00	15.00	15	15	30	0.5
	Zone 35 Subtotal					61	77	138	2.3
36	#44, 60, 67	1.00	Discounted Sto	152.00	152.00	152	152	304	5.1
36	#44, 60, 67	1.00	Olympic-Stoner	47.00	59.00	47	59	106	1.8
36	#44, 60, 67	1.00	Bed, Bath & Be	0.00	0.00	0	0	0	0.0
	Zone 36 Subtotal					199	211	410	6.8
37	#46	1.00	Belmont Villag	22.00	19.00	22	19	41	0.7
	Zone 37 Subtotal					22	19	41	0.7
38	#47, B12, B3	1.00	Apts- 10000 W	102.00	-115.00	102	-115	-13	-0.
38	#47, B12, B3	1.00	Hotel- 150 Las	13.00	12.00	13	12	25	0.4
38	#47, B12, B3	1.00	Beverly Hilton	100.00	61.00	100	61	161	2.7
	Zone 38 Subtotal					215	-42	173	2.9
39	#48	1.00	Mixed-Use- 109	29.00	25.00	29	25	54	0.9
	Zone 39 Subtotal					29	25	54	0.9
40	#50	1.00	Regent Westwoo	238.00	134.00	238	134	372	6.2
	Zone 40 Subtotal					238	134	372	6.2

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
41	#51	1.00	Office- 1100 W	20.00	90.00	20	90	110	1.8
	Zone 41 Subtotal					20	90	110	1.8
42	#52	1.00	Del Capri Hote	35.00	19.00	35	19	54	0.9
	Zone 42 Subtotal					35	19	54	0.9
43	#53	1.00	Condos- 11611	7.00	3.00	7	3	10	0.2
	Zone 43 Subtotal					7	3	10	0.2
44	#55	1.00	Retail- 11305	16.00	17.00	16	17	33	0.5
	Zone 44 Subtotal					16	17	33	0.5
45	#58	1.00	Fastfood- 1086	42.00	41.00	42	41	83	1.4
	Zone 45 Subtotal					42	41	83	1.4
46	#59	1.00	Brentwood Reta	46.00	52.00	46	52	98	1.6
	Zone 46 Subtotal					46	52	98	1.6
47	#B1, B5, B11	1.00	Young Israel-	4.00	4.00	4	4	8	0.1
47	#B1, B5, B11	1.00	Retail Expansi	2.00	3.00	2	3	5	0.1
47	#B1, B5, B11	1.00	Cultural Cente	16.00	40.00	16	40	56	0.9
47	#B1, B5, B11	1.00	Condos- 437-44	5.00	3.00	5	3	8	0.1
47	#B1, B5, B11	1.00	Service Facili	90.00	89.00	90	89	179	3.0
47	#B1, B5, B11	1.00	Mixed-Use- 421	31.00	47.00	31	47	78	1.3
47	#B1, B5, B11	1.00	Condos- 432 N	12.00	6.00	12	6	18	0.3
	Zone 47 Subtotal					160	192	352	5.8
48	#B2, B3, B6,	1.00	Beverly Hills	141.00	97.00	141	97	238	4.0
48	#B2, B3, B6,	1.00	Mixed-Use- 265	44.00	119.00	44	119	163	2.7
48	#B2, B3, B6,	1.00	Condos- 125 S	14.00	7.00	14	7	21	0.3
48	#B2, B3, B6,	1.00	Medical Plaza-	52.00	116.00	52	116	168	2.8
48	#B2, B3, B6,	1.00	Commercial/Ret	14.00	18.00	14	18	32	0.5
48	#B2, B3, B6,	1.00	Mixed-Use- 131	46.00	69.00	46	69	115	1.9
48	#B2, B3, B6,	1.00	Assisted Care	8.00	7.00	8	7	15	0.2
48	#B2, B3, B6,	1.00	Senior Congreg	7.00	6.00	7	6	13	0.2
48	#B2, B3, B6,	1.00	Screening Room	4.00	1.00	4	1	5	0.1
48	#B2, B3, B6,	1.00	Mixed-Use- 920	51.00	31.00	51	31	82	1.4
48	#B2, B3, B6,	1.00	Mixed-Use- 959	43.00	33.00	43	33	76	1.3
48	#B2, B3, B6,	1.00	Hotel- 9730 Wi	64.00	56.00	64	56	120	2.0
48	#B2, B3, B6,	1.00	Condos- 140-14	4.00	2.00	4	2	6	0.1
48	#B2, B3, B6,	1.00	Condos- 133 Sp	1.00	1.00	1	1	2	0.0
48	#B2, B3, B6,	1.00	Office/Medical	7.00	21.00	7	21	28	0.5
48	#B2, B3, B6,	1.00	Condos- 156-16	5.00	3.00	5	3	8	0.1
48	#B2, B3, B6,	1.00	Condos- 144 Re	1.00	1.00	1	1	2	0.0
48	#B2, B3, B6,	1.00	Condos- 155 N	1.00	1.00	1	1	2	0.0
	Zone 48 Subtotal					507	589	1096	18.2

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
49	#B4, B14, B2	1.00	Church Expansi	1.00	0.00	1	0	1	0.0
49	#B4, B14, B2	1.00	Synagogue/Priv	7.00	8.00	7	8	15	0.2
49	#B4, B14, B2	1.00	Apts- 428-430	1.00	0.00	1	0	1	0.0
49	#B4, B14, B2	1.00	Condos- 313-31	3.00	2.00	3	2	5	0.1
	Zone 49 Subtotal					12	10	22	0.4
50	#B18, B21	1.00	Beverly Hills	21.00	140.00	21	140	161	2.7
50	#B18, B21	1.00	Robinson's May	20.00	-19.00	20	-19	1	0.0
	Zone 50 Subtotal					41	121	162	2.7
51	#B27	1.00	Health Spa- 96	4.00	4.00	4	4	8	0.1
	Zone 51 Subtotal					4	4	8	0.1
52	#62-NA Whole	1.00	Whole Foods Ma	0.00	0.00	0	0	0	0.0
53	#64	1.00	New West Middl	51.00	47.00	51	47	98	1.6
	Zone 53 Subtotal					51	47	98	1.6
54	#66	1.00	Union Bank of	32.00	32.00	32	32	64	1.1
	Zone 54 Subtotal					32	32	64	1.1
55	#68	1.00	Leo Baeck Temp	165.00	199.00	165	199	364	6.0
	Zone 55 Subtotal					165	199	364	6.0
56	#69	1.00	Convenience St	50.00	48.00	50	48	98	1.6
	Zone 56 Subtotal					50	48	98	1.6
57	#71	1.00	Westwood Villa	42.00	40.00	42	40	82	1.4
	Zone 57 Subtotal					42	40	82	1.4
58	#72	1.00	Office Bldg- 2	9.00	41.00	9	41	50	0.8
	Zone 58 Subtotal					9	41	50	0.8
59	Hekmat Mixed	1.00	Mixed Use	60.00	55.00	60	55	115	1.9
	Zone 59 Subtotal					60	55	115	1.9
TOTAL						2709	3309	6018	100.0

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- PM Peak

Trip Distribution Report

Percent Of Trips Project

To Gates

Zone	1	2	3	4	5	6	9	10	11	12	13
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
3	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
4	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
5	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
6	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
7	15.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
8	15.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
9	5.0	5.0	5.0	5.0	5.0	20.0	5.0	0.0	0.0	0.0	0.0
10	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
11	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
12	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
13	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
14	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	5.0	10.0	5.0	0.0
16	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
17	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
18	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
19	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
20	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
21	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
22	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
23	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	2.5	2.5
24	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
25	15.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
26	10.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
27	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
28	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
29	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
30	10.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
31	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
32	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
33	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	10.0	0.0	0.0
34	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
35	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
36	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
37	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
38	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
39	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
40	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
41	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
42	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
43	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
44	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- PM Peak

To Gates

Zone	1	2	3	4	5	6	9	10	11	12	13
45	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
46	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
47	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
48	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
49	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
50	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
51	5.0	5.0	5.0	5.0	5.0	20.0	5.0	0.0	0.0	0.0	0.0
52	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
53	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
54	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
55	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	5.0
56	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	10.0	0.0	0.0
57	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
58	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
59	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0

To Gates

Zone	14	15	16	17	18	19	20	21	22	23	28
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
3	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
4	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
5	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
6	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
7	5.0	0.0	5.0	5.0	5.0	15.0	0.0	0.0	0.0	0.0	0.0
8	5.0	0.0	5.0	5.0	5.0	15.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	2.5	0.0	5.0	2.5	5.0	0.0	0.0	0.0	0.0
10	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
11	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
12	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
13	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
14	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
15	10.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
17	5.0	0.0	5.0	5.0	0.0	10.0	0.0	3.0	0.0	0.0	0.0
18	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
20	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
21	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
23	5.0	2.5	5.0	2.5	0.0	10.0	0.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	5.0	0.0	0.0
25	5.0	0.0	5.0	5.0	5.0	15.0	0.0	0.0	0.0	0.0	0.0
26	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
27	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
28	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- PM Peak

	To Gates										
Zone	14	15	16	17	18	19	20	21	22	23	28
29	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
30	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
31	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
32	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
33	5.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
34	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
35	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
36	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
37	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
38	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
39	5.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
40	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
41	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
42	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
43	5.0	0.0	5.0	0.0	0.0	10.0	0.0	0.0	5.0	0.0	0.0
44	0.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
45	5.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
46	5.0	0.0	5.0	0.0	0.0	10.0	0.0	0.0	5.0	0.0	0.0
47	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
48	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
49	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
50	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
51	0.0	0.0	2.5	0.0	5.0	2.5	5.0	0.0	0.0	0.0	0.0
52	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
53	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
54	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
55	0.0	0.0	5.0	0.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0
56	5.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
57	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
58	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
59	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0

	To Gates	
Zone	29	30
1	0.0	0.0
2	2.0	2.0
3	2.0	2.0
4	2.0	2.0
5	2.0	2.0
6	0.0	0.0
7	0.0	0.0
8	0.0	0.0
9	0.0	0.0
10	0.0	0.0
11	0.0	0.0
12	0.0	0.0

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- PM Peak

	To Gates	
Zone	29	30
13	0.0	0.0
14	2.0	2.0
15	0.0	0.0
16	0.0	0.0
17	0.0	0.0
18	0.0	0.0
19	0.0	0.0
20	0.0	0.0
21	0.0	0.0
22	0.0	0.0
23	0.0	0.0
24	0.0	0.0
25	0.0	0.0
26	0.0	0.0
27	0.0	0.0
28	0.0	0.0
29	2.0	2.0
30	0.0	0.0
31	0.0	0.0
32	0.0	0.0
33	0.0	0.0
34	0.0	0.0
35	0.0	0.0
36	0.0	0.0
37	0.0	0.0
38	0.0	0.0
39	0.0	0.0
40	2.0	2.0
41	2.0	2.0
42	0.0	0.0
43	0.0	0.0
44	0.0	0.0
45	0.0	0.0
46	0.0	0.0
47	0.0	0.0
48	0.0	0.0
49	0.0	0.0
50	0.0	0.0
51	0.0	0.0
52	0.0	0.0
53	0.0	0.0
54	2.0	2.0
55	0.0	0.0
56	0.0	0.0
57	2.0	2.0
58	0.0	0.0
59	2.0	2.0

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UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- PM Peak

Turning Movement Report
PM Peak

#1 Sepulveda Boulevard and Church Ln/Ovada Pl

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	4	1702	237	3	923	383	586	107	19	68	101	7	4141
Added	0	136	0	0	59	50	17	0	0	0	0	0	262
Total	4	1838	237	3	982	433	603	107	19	68	101	7	4403

#2 Church Lane and San Diego Fwy SB On/Off Ramp

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	6	668	261	101	479	0	5	3	9	945	1	27	2506
Added	0	17	0	20	30	0	0	0	0	68	0	0	135
Total	6	685	261	121	509	0	5	3	9	1013	1	27	2641

#3 Church Lane and Sunset Boulevard

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	132	41	81	559	97	753	427	1280	35	29	904	443	4781
Added	0	0	0	78	0	20	17	0	0	0	1	0	116
Total	132	41	81	637	97	773	444	1280	35	29	905	443	4897

#4 San Diego Fwy NB On/Off Ramps and Sunset Boulevard

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	102	0	87	0	0	0	0	1046	914	0	1281	0	3429
Added	0	0	0	0	0	0	0	78	0	0	69	0	147
Total	102	0	87	0	0	0	0	1124	914	0	1350	0	3576

#5 Veteran Avenue and Sunset Boulevard

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	392	0	416	0	0	0	0	902	159	288	1414	0	3570
Added	59	0	23	0	0	0	0	10	68	26	10	0	196
Total	451	0	439	0	0	0	0	912	227	314	1424	0	3766

#6 Bellagio Way and Sunset Boulevard

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	274	101	32	58	6	143	350	899	86	16	1295	118	3376
Added	0	0	0	8	0	21	20	13	0	0	15	7	84
Total	274	101	32	66	6	164	370	912	86	16	1310	125	3460

#7 Westwood Bouevard and Sunset Boulevard

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	205	0	201	0	0	0	0	914	99	48	1266	0	2732
Added	0	0	0	0	0	0	0	21	0	0	22	0	43
Total	205	0	201	0	0	0	0	935	99	48	1288	0	2775

#8 Stone Canyon Road and Sunset Boulevard

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	146	0	137	65	0	106	125	1274	130	166	1027	23	3198
Added	0	0	0	0	0	0	0	21	0	0	22	0	43
Total	146	0	137	65	0	106	125	1295	130	166	1049	23	3241

#9 Hilgard Avenue/Copa De Oro Road and Sunset Boulevard

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	273	35	382	37	72	21	3	1202	126	166	915	7	3239
Added	7	0	55	0	0	0	0	13	8	56	15	0	154
Total	280	35	437	37	72	21	3	1215	134	222	930	7	3393

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- PM Peak

#10 Beverly Glen Boulevard and Sunset Boulevard

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	233	175	610	109	71	20	17	1350	63	408	1008	83	4149
Added	0	0	57	0	0	0	0	68	0	28	71	0	224
Total	233	175	667	109	71	20	17	1418	63	436	1079	83	4373

#11 Beverly Glen Boulevard and Sunset Boulevard (East I/S)

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	0	0	0	121	0	382	905	1287	0	0	953	132	3781
Added	0	0	0	3	0	41	36	89	0	0	58	1	228
Total	0	0	0	124	0	423	941	1376	0	0	1011	133	4009

#12 Sepulveda Boulevard and San Diego Fwy NB Off-Ramp

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	0	1681	0	0	898	0	97	0	26	0	0	0	2702
Added	0	31	0	0	34	0	34	0	0	0	0	0	99
Total	0	1712	0	0	932	0	131	0	26	0	0	0	2801

#13 Sepulveda Boulevard and Montana Avenue

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	133	1474	123	59	660	16	3	96	120	169	198	267	3318
Added	0	44	21	26	33	0	0	0	0	2	0	25	151
Total	133	1518	144	85	693	16	3	96	120	171	198	292	3469

#14 Levering Avenue and Montana Avenue

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	266	0	8	0	0	0	0	338	111	1	531	0	1256
Added	27	0	0	0	0	0	0	0	47	0	0	0	74
Total	293	0	8	0	0	0	0	338	158	1	531	0	1330

#15 Veteran Avenue and Montana Avenue/Galey Avenue

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	57	475	27	61	309	51	121	166	55	23	440	298	2082
Added	0	82	0	0	94	0	0	0	0	0	0	0	176
Total	57	557	27	61	403	51	121	166	55	23	440	298	2258

#16 Galey Avenue and Strathmore Place

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	23	381	180	127	164	14	8	107	19	335	160	353	1870
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	23	381	180	127	164	14	8	107	19	335	160	353	1870

#17 Veteran Avenue and Levering Avenue

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	183	574	42	23	369	5	0	43	87	55	101	71	1553
Added	14	40	15	41	53	0	0	31	16	16	13	42	281
Total	197	614	57	64	422	5	0	74	103	71	114	113	1834

#18 Hilgard Avenue and Wyton Drive

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	123	654	45	35	393	24	53	116	336	21	27	13	1839
Added	0	61	0	0	64	0	0	0	0	0	0	0	125
Total	123	715	45	35	457	24	53	116	336	21	27	13	1964

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- PM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#19 Beverly Glen Blvd and Wyton Dr/Comstock Ave [5-Leg Intersection- Wyton Split													
Base	26	763	15	29	481	12	20	33	27	48	69	129	1653
Added	0	57	0	0	28	0	0	0	0	0	0	0	85
Total	26	820	15	29	509	12	20	33	27	48	69	129	1738
#20 Hilgard Avenue and Westholme Avenue													
Base	102	589	33	76	564	41	205	243	158	28	54	49	2140
Added	0	61	0	0	64	0	0	0	0	0	0	0	125
Total	102	650	33	76	628	41	205	243	158	28	54	49	2265
#21 Hilgard Avenue and Manning Avenue													
Base	0	659	8	67	895	0	0	0	0	11	0	24	1664
Added	0	61	0	0	64	0	0	0	0	0	0	0	125
Total	0	720	8	67	959	0	0	0	0	11	0	24	1789
#22 Gayley Avenue and Le Conte Avenue													
Base	64	420	214	200	1089	37	15	133	13	210	315	165	2874
Added	0	0	3	0	0	0	0	40	0	3	63	0	109
#25 In	0	34	-72	-73	73	0	0	-73	73	-34	-34	-34	-140
Total	64	454	145	127	1162	37	15	100	86	179	344	131	2843
#23 Westwood Boulevard and Le Conte Avenue													
Base	105	345	161	108	470	223	94	429	107	170	416	65	2694
Added	178	0	6	0	0	0	0	23	226	6	18	0	457
#25	0	0	0	0	0	0	0	-218	0	0	-102	0	-320
Total	283	345	167	108	470	223	94	234	333	176	332	65	2831
#24 Tiverton Drive and Le Conte Avenue													
Base	37	71	43	97	84	204	134	508	137	23	476	41	1854
Added	0	0	0	0	0	0	0	22	0	0	17	0	39
#25 In	0	0	0	0	0	0	0	-218	0	0	-102	0	-320
Total	37	71	43	97	84	204	134	312	137	23	391	41	1573
#25 Hilgard Avenue and Le Conte Avenue													
Base	59	300	11	26	493	386	338	0	85	11	0	29	1739
Added	0	39	0	0	46	17	22	0	0	0	0	0	124
#25 In	0	0	218	0	0	0	0	0	0	102	0	0	320
Total	59	339	229	26	539	403	360	0	85	113	0	29	2183
#26 Gayley Avenue and Weyburn Avenue													
Base	62	520	215	66	991	295	92	174	34	116	174	92	2832
Added	0	8	125	12	8	0	0	66	0	70	46	13	348
#25 In	0	0	72	146	0	0	0	0	0	34	34	34	320
Total	62	528	412	224	999	295	92	240	34	220	254	139	3500

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- PM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#27 Westwood Boulevard and Weyburn Avenue													
Base	153	678	116	42	699	105	83	151	144	101	230	50	2553
Added	20	184	174	0	232	0	0	39	16	151	44	0	860
#25 In	0	0	0	0	0	0	0	218	0	0	102	0	320
Total	173	862	290	42	931	105	83	408	160	252	376	50	3733
#28 Tiverton Drvie and Weyburn Avenue													
Base	23	64	47	104	0	170	70	177	1	1	100	33	791
Added	0	0	0	0	0	0	0	78	0	0	89	0	167
#25 In	0	0	0	0	0	0	0	218	0	0	102	0	320
Total	23	64	47	104	0	170	70	473	1	1	291	33	1278
#29 Hilgard Avenue and Weyburn Avenue													
Base	51	360	22	27	561	53	58	104	175	14	38	21	1484
Added	0	-1	0	0	0	46	40	38	0	0	43	0	166
#25 In	0	0	0	0	0	102	218	0	0	0	0	0	320
Total	51	359	22	27	561	201	316	142	175	14	81	21	1970
#30 Westwood Boulevard and Kinross Avenue													
Base	82	776	36	39	781	124	101	226	99	17	134	42	2456
Added	74	372	14	1	397	0	0	1	42	64	5	6	976
Total	156	1148	50	40	1178	124	101	227	141	81	139	48	3432
#31 Westwood Boulevard and Lindbrook Drive													
Base	1	747	182	29	856	16	32	137	57	93	254	44	2447
Added	0	460	0	0	502	0	0	0	0	-2	0	0	960
Total	1	1207	182	29	1358	16	32	137	57	91	254	44	3407
#32 Glendon/Tiverton/Lindbrook													
Base	32	131	193	38	130	161	33	235	19	415	270	56	1712
Added	0	3	1	0	14	0	0	0	0	-6	-2	0	10
Total	32	134	194	38	144	161	33	235	19	409	268	56	1722
#33 Sepulveda Boulevard and Constitution Avenue													
Base	20	1091	2	4	865	105	558	2	80	11	5	5	2748
Added	0	31	0	0	34	0	0	0	0	0	0	0	65
Total	20	1122	2	4	899	105	558	2	80	11	5	5	2813
#34 San Vicente Bouevard and Wilshire Bouelvard													
Base	100	390	242	1119	337	49	11	1033	21	132	1804	827	6065
Added	10	50	5	117	47	6	13	208	23	7	204	119	809
Total	110	440	247	1236	384	55	24	1241	44	139	2008	946	6874
#35 Sepulveda Boulevard and Wilshire Boulevard													
Base	129	583	272	113	457	137	147	1929	41	305	2395	177	6684
Added	6	12	45	13	12	10	8	650	7	43	703	11	1520
Total	135	595	317	126	469	147	155	2579	48	348	3098	188	8204

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- PM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#36 Veteran Avenue and Wilshire Boulevard													
Base	233	677	147	82	1073	1604	422	2176	48	44	2542	30	9079
Added	4	4	22	1	2	14	11	693	4	16	739	1	1511
Total	237	681	169	83	1075	1618	433	2869	52	60	3281	31	10590
#37 Gayley Avenue and Wilshire Boulevard													
Base	223	305	107	137	472	679	349	1932	97	40	1723	85	6148
Added	0	0	0	21	0	110	169	547	0	0	646	23	1516
Total	223	305	107	158	472	789	518	2479	97	40	2369	108	7664
#38 Westwood Boulevard and Wilshire Boulevard													
Base	158	499	187	172	631	248	219	1769	249	172	1611	108	6023
Added	17	155	44	80	153	268	212	331	17	49	376	93	1795
Total	175	654	231	252	784	516	431	2100	266	221	1987	201	7818
#39 Glendon Avenue and Wilshire Bouelvard													
Base	60	215	48	137	285	114	123	2014	38	19	1557	85	4695
Added	1	0	0	14	0	-6	1	454	1	0	523	3	991
Total	61	215	48	151	285	108	124	2468	39	19	2080	88	5686
#40 Malcolm Avenue and Wilshire Boulevard													
Base	3	1	42	12	1	53	27	2083	60	17	1670	33	4001
Added	6	0	0	36	0	0	0	453	4	0	520	43	1062
Total	9	1	42	48	1	53	27	2536	64	17	2189	76	5063
#41 Westholme Avenue and Wilshire Boulevard													
Base	46	78	57	98	228	12	39	1974	66	55	1644	126	4422
Added	5	0	3	0	0	0	0	463	2	3	558	0	1034
Total	51	78	60	98	228	12	39	2437	68	58	2202	126	5456
#42 Warner Avenue and Wilshire Boulevard													
Base	38	24	34	89	68	44	35	2059	28	11	1812	51	4293
Added	0	0	0	0	0	0	0	455	0	0	558	0	1013
Total	38	24	34	89	68	44	35	2514	28	11	2370	51	5306
#43 Beverly Glen Boulevard and Wilshire Boulevard													
Base	163	482	57	57	412	56	120	1768	274	106	1678	49	5221
Added	13	5	53	37	-16	7	6	455	-13	22	534	46	1149
Total	176	487	110	94	396	63	126	2223	261	128	2212	95	6370
#44 Sawtelle Boulevard and Ohio Avenue													
Base	59	93	98	78	459	126	56	458	33	99	550	53	2160
Added	1	0	0	0	0	0	0	18	1	0	17	0	37
Total	60	93	98	78	459	126	56	476	34	99	567	53	2197

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- PM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#45 Sepulveda Boulevard and Ohio Avenue													
Base	152	692	133	120	890	207	99	417	45	71	501	38	3365
Added	3	61	4	3	58	0	0	15	4	2	14	3	167
Total	155	753	137	123	948	207	99	432	49	73	515	41	3532
#46 Veteran Avenue and Ohio Avenue													
Base	27	344	47	18	386	164	152	527	48	152	504	45	2416
Added	1	27	0	0	19	3	2	15	1	0	14	0	82
Total	28	371	47	18	405	167	154	542	49	152	518	45	2498
#47 Westwood Boulevard and Ohio Avenue													
Base	96	902	43	46	1284	122	93	244	83	89	258	43	3303
Added	17	216	0	0	218	3	2	0	17	0	0	0	473
Total	113	1118	43	46	1502	125	95	244	100	89	258	43	3776
#48 Sawtelle Boulevard and Santa Monica Boulevard													
Base	78	377	413	126	558	33	15	1352	33	177	1262	71	4494
Added	2	0	8	0	0	0	0	200	1	9	248	1	469
Total	80	377	421	126	558	33	15	1552	34	186	1510	72	4963
#49 San Diego Fwy SB Ramps and Santa Monica Boulevard													
Base	0	0	0	396	557	203	0	1656	260	588	1238	0	4897
Added	0	0	0	-21	0	57	0	164	44	29	201	0	474
Total	0	0	0	375	557	260	0	1820	304	617	1439	0	5371
#50 San Diego Fwy NB Ramps and Santa Monica Boulevard													
Base	470	529	431	0	0	0	523	1436	0	0	1420	498	5307
Added	57	21	-21	0	0	0	40	103	0	0	173	34	407
Total	527	550	410	0	0	0	563	1539	0	0	1593	532	5714
#51 Sepulveda Boulevard and Santa Monica Boulevard													
Base	174	836	213	153	1179	210	152	1474	319	200	1418	170	6498
Added	4	57	2	7	54	3	4	78	1	0	199	7	416
Total	178	893	215	160	1233	213	156	1552	320	200	1617	177	6914
#52 Veteran Avenue and Santa Monica Boulevard													
Base	65	298	48	129	561	62	183	1626	33	93	1483	90	4671
Added	0	11	0	1	7	11	16	70	1	0	195	2	314
Total	65	309	48	130	568	73	199	1696	34	93	1678	92	4985
#53 Westwood Boulevard and Santa Monica Boulevard													
Base	111	910	104	207	1426	128	172	1495	138	205	1445	242	6582
Added	4	203	8	6	200	27	24	39	3	10	163	6	693
Total	115	1113	112	213	1626	155	196	1534	141	215	1608	248	7275

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- PM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#54 Mulholland Drive and Roscomare Road													
Base	302	0	152	0	0	0	0	337	107	47	623	0	1569
Added	27	0	0	0	0	0	0	0	29	0	1	0	57
Total	329	0	152	0	0	0	0	337	136	47	624	0	1626
#55 Roscomare Road and Stradella Road/Linda Flora Drive													
Base	23	410	6	39	61	13	15	0	11	6	1	62	646
Added	0	27	0	0	29	0	0	0	0	0	0	0	56
Total	23	437	6	39	90	13	15	0	11	6	1	62	702
#56 Bellagio Road and Chalon Road													
Base	70	533	0	0	103	25	12	0	13	0	0	0	756
Added	0	27	0	0	29	0	0	0	0	0	0	0	56
Total	70	560	0	0	132	25	12	0	13	0	0	0	812
#57 Beverly Glen Boulevard and Mulholland Drive													
Base	42	811	85	216	377	38	54	204	39	47	562	739	3213
Added	1	37	1	0	39	0	0	0	0	0	0	0	78
Total	43	848	86	216	416	38	54	204	39	47	562	739	3291
#58 Beverly Glen Boulevard and Greendale Drive													
Base	0	1138	9	65	434	0	0	0	0	46	0	231	1924
Added	0	37	0	0	39	0	0	0	0	4	0	1	81
Total	0	1175	9	65	473	0	0	0	0	50	0	232	2005

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- PM Peak

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change
		Del/	V/		Del/	V/	in
	LOS	Veh	C	LOS	Veh	C	
# 1 Sepulveda Boulevard and Church	D	xxxxx	0.814	D	xxxxx	0.859	+ 0.045 V/C
# 2 Church Lane and San Diego Fwy	B	xxxxx	0.697	C	xxxxx	0.743	+ 0.046 V/C
# 3 Church Lane and Sunset Bouleva	D	xxxxx	0.866	D	xxxxx	0.880	+ 0.015 V/C
# 4 San Diego Fwy NB On/Off Ramps	A	xxxxx	0.438	A	xxxxx	0.466	+ 0.027 V/C
# 5 Veteran Avenue and Sunset Boul	D	xxxxx	0.849	E	xxxxx	0.936	+ 0.087 V/C
# 6 Bellagio Way and Sunset Boulev	F	xxxxx	1.018	F	xxxxx	1.056	+ 0.038 V/C
# 7 Westwood Bouevard and Sunset B	A	xxxxx	0.585	A	xxxxx	0.593	+ 0.008 V/C
# 8 Stone Canyon Road and Sunset B	D	xxxxx	0.816	D	xxxxx	0.824	+ 0.008 V/C
# 9 Hilgard Avenue/Copa De Oro Roa	D	xxxxx	0.881	E	xxxxx	0.946	+ 0.065 V/C
# 10 Beverly Glen Boulevard and Sun	F	xxxxx	1.126	F	xxxxx	1.171	+ 0.045 V/C
# 11 Beverly Glen Boulevard and Sun	F	xxxxx	1.238	F	xxxxx	1.312	+ 0.074 V/C
# 12 Sepulveda Boulevard and San Di	B	xxxxx	0.636	B	xxxxx	0.660	+ 0.024 V/C
# 13 Sepulveda Boulevard and Montan	C	xxxxx	0.789	D	xxxxx	0.806	+ 0.017 V/C
# 14 Levering Avenue and Montana Av	F	66.6	0.000	F	96.7	0.000	+30.114 D/V
# 15 Veteran Avenue and Montana Ave	F	xxxxx	1.001	F	xxxxx	1.056	+ 0.055 V/C
# 16 Galey Avenue and Strathmore Pl	B	xxxxx	0.686	B	xxxxx	0.686	+ 0.000 V/C
# 17 Veteran Avenue and Levering Av	B	xxxxx	0.699	D	xxxxx	0.820	+ 0.121 V/C
# 18 Hilgard Avenue and Wyton Drive	A	xxxxx	0.494	A	xxxxx	0.515	+ 0.020 V/C
# 19 Beverly Glen Blvd and Wyton Dr	C	xxxxx	0.706	C	xxxxx	0.744	+ 0.038 V/C
# 20 Hilgard Avenue and Westholme A	A	xxxxx	0.494	A	xxxxx	0.515	+ 0.021 V/C
# 21 Hilgard Avenue and Manning Ave	A	xxxxx	0.338	A	xxxxx	0.361	+ 0.022 V/C
# 22 Gayley Avenue and Le Conte Ave	B	xxxxx	0.655	B	xxxxx	0.681	+ 0.026 V/C
# 23 Westwood Boulevard and Le Cont	C	xxxxx	0.796	E	xxxxx	0.961	+ 0.166 V/C

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- PM Peak

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in
# 24 Tiverton Drive and Le Conte Av	A	xxxxx	0.572	A	xxxxx	0.515	-0.057 V/C
# 25 Hilgard Avenue and Le Conte Av	A	xxxxx	0.539	B	xxxxx	0.635	+ 0.096 V/C
# 26 Gayley Avenue and Weyburn Aven	C	xxxxx	0.709	C	xxxxx	0.797	+ 0.087 V/C
# 27 Westwood Boulevard and Weyburn	E	xxxxx	0.976	F	xxxxx	1.347	+ 0.371 V/C
# 28 Tiverton Drvie and Weyburn Ave	B	10.2	0.382	C	24.2	0.890	+ 0.508 V/C
# 29 Hilgard Avenue and Weyburn Ave	B	xxxxx	0.676	C	xxxxx	0.733	+ 0.057 V/C
# 30 Westwood Boulevard and Kinross	E	xxxxx	0.971	F	xxxxx	1.336	+ 0.365 V/C
# 31 Westwood Boulevard and Lindbro	A	xxxxx	0.562	C	xxxxx	0.766	+ 0.204 V/C
# 32 Glendon/Tiverton/Lindbrook	B	xxxxx	0.609	B	xxxxx	0.606	-0.003 V/C
# 33 Sepulveda Boulevard and Consti	D	xxxxx	0.800	D	xxxxx	0.811	+ 0.010 V/C
# 34 San Vicente Bouevard and Wilsh	D	xxxxx	0.879	E	xxxxx	0.961	+ 0.081 V/C
# 35 Sepulveda Boulevard and Wilshi	F	xxxxx	1.164	F	xxxxx	1.387	+ 0.222 V/C
# 36 Veteran Avenue and Wilshire Bo	F	xxxxx	1.646	F	xxxxx	1.830	+ 0.184 V/C
# 37 Gayley Avenue and Wilshire Bou	F	xxxxx	1.253	F	xxxxx	1.496	+ 0.243 V/C
# 38 Westwood Boulevard and Wilshir	E	xxxxx	0.970	F	xxxxx	1.291	+ 0.321 V/C
# 39 Glendon Avenue and Wilshire Bo	E	xxxxx	0.910	F	xxxxx	1.031	+ 0.120 V/C
# 40 Malcolm Avenue and Wilshire Bo	F	579.4	0.000	F	OVRFL	0.000	+ 1.8E+0308
# 41 Westholme Avenue and Wilshire	C	xxxxx	0.769	D	xxxxx	0.883	+ 0.114 V/C
# 42 Warner Avenue and Wilshire Bou	B	xxxxx	0.601	C	xxxxx	0.707	+ 0.106 V/C
# 43 Beverly Glen Boulevard and Wil	C	xxxxx	0.766	E	xxxxx	0.912	+ 0.146 V/C
# 44 Sawtelle Boulevard and Ohio Av	E	xxxxx	0.920	E	xxxxx	0.932	+ 0.012 V/C
# 45 Sepulveda Boulevard and Ohio A	D	xxxxx	0.892	E	xxxxx	0.925	+ 0.033 V/C
# 46 Veteran Avenue and Ohio Avenue	D	xxxxx	0.882	E	xxxxx	0.908	+ 0.026 V/C
# 47 Westwood Boulevard and Ohio Av	C	xxxxx	0.769	D	xxxxx	0.864	+ 0.095 V/C
# 48 Sawtelle Boulevard and Santa M	F	xxxxx	1.527	F	xxxxx	1.608	+ 0.080 V/C

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- PM Peak

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in
# 49 San Diego Fwy SB Ramps and San	F	xxxxx	1.083	F	xxxxx	1.123	+ 0.040 V/C
# 50 San Diego Fwy NB Ramps and San	F	xxxxx	1.061	F	xxxxx	1.140	+ 0.079 V/C
# 51 Sepulveda Boulevard and Santa	F	xxxxx	1.411	F	xxxxx	1.466	+ 0.055 V/C
# 52 Veteran Avenue and Santa Monic	E	xxxxx	0.992	F	xxxxx	1.064	+ 0.072 V/C
# 53 Westwood Boulevard and Santa M	F	xxxxx	1.044	F	xxxxx	1.143	+ 0.100 V/C
# 54 Mulholland Drive and Roscomare	C	xxxxx	0.756	C	xxxxx	0.776	+ 0.020 V/C
# 55 Roscomare Road and Stradella R	B	10.6	0.525	B	11.1	0.561	+ 0.037 V/C
# 56 Bellagio Road and Chalon Road	B	14.2	0.691	C	15.3	0.729	+ 0.038 V/C
# 57 Beverly Glen Boulevard and Mul	F	xxxxx	1.041	F	xxxxx	1.082	+ 0.040 V/C
# 58 Beverly Glen Boulevard and Gre	F	xxxxx	1.046	F	xxxxx	1.075	+ 0.029 V/C

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                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                    Future 2013 Without Project- PM Peak
-----------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
*****************************************************************************
Intersection #1 Sepulveda Boulevard and Church Ln/Ovada Pl
*****************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        0.859
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      132             Level Of Service:                 D
*****************************************************************************
Street Name:       Sepulveda Boulevard         Church Lane/Ovada Place
Approach:     North Bound     South Bound     East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted      Split Phase      Split Phase
Rights:          Include          Include         Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  1  2  0  1   0  1  0  1  0   1  0  1! 0  0   1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Feb 2008 << 445-545
Base Vol:       4 1621  226    3  879  365  558  102   18   65   96    7
Growth Adj:  1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse:    4 1702  237    3  923  383  586  107   19   68  101    7
Added Vol:      0  136    0    0   59   50   17    0    0    0    0    0
PasserByVol:    0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:    4 1838  237    3  982  433  603  107   19   68  101    7
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     4 1838  237    3  982  433  603  107   19   68  101    7
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:    4 1838  237    3  982  433  603  107   19   68  101    7
PCE Adj:     6.00 1.00 1.00 6.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
FinalVolume:   25 1838  237   19  982  433  663  107   19   68  101    7
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       0.04 2.96 1.00 0.01 1.39 0.60 1.68 0.27 0.05 1.00 0.93 0.07
Final Sat.:    60 4215 1425    6 1983  861 2395  387   68 1425 1328   97
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.44 0.17 0.49 0.50 0.50 0.28 0.28 0.28 0.05 0.08 0.08
Crit Volume:    4                        717  395                      108
Crit Moves:  ****                       **** ****                     ****
*****************************************************************************
```



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-----------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                    Future 2013 Without Project- PM Peak
-----------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
*****************************************************************************
Intersection #2 Church Lane and San Diego Fwy SB On/Off Ramp
*****************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        0.743
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       72             Level Of Service:                 C
*****************************************************************************
Street Name:           Church Lane           San Diego Fwy SB On/Off Ramps
Approach:     North Bound     South Bound     East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted      Split Phase      Split Phase
Rights:           Ignore          Include         Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  1  1  0  2   1  0  1  1  0   0  0  1! 0  0   1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Feb 2008 << 500-600
Base Vol:       6  636  249   96  456    0    5    3    9  900    1   26
Growth Adj:  1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse:    6  668  261  101  479    0    5    3    9  945    1   27
Added Vol:      0   17    0   20   30    0    0    0    0   68    0    0
PasserByVol:    0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:    6  685  261  121  509    0    5    3    9 1013    1   27
User Adj:    1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     6  685    0  121  509    0    5    3    9 1013    1   27
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:    6  685    0  121  509    0    5    3    9 1013    1   27
PCE Adj:     2.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
FinalVolume:   13  685    0  121  509    0    5    3    9 1114    1   27
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       0.04 1.96 2.00 1.00 2.00 0.00 0.29 0.18 0.53 1.95 0.01 0.04
Final Sat.:    52 2798 2850 1425 2850    0  419  251  754 2779    3   68
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.24 0.00 0.08 0.18 0.00 0.01 0.01 0.01 0.40 0.40 0.40
Crit Volume:       349       121                          18  571
Crit Moves:       ****      ****                        **** ****
*****************************************************************************
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                 UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                   Future 2013 Without Project- PM Peak
-------------------------------------------------------------------------------
                    Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #3 Church Lane and Sunset Boulevard
*******************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        0.880
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      155             Level Of Service:                 D
*******************************************************************************
Street Name:           Church Lane                    Sunset Boulevard
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected         Permitted
Rights:           Include           Ovl            Include            Ovl
Min. Green:    0    0     0    0    0     0    0    0     0    0    0     0
Lanes:       1  0  1  1  0   1  1  0  0  2   2  0  3  1  0   1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 500-600
Base Vol:     126   39    77   532   92   717   407 1219    33    28  861   422
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  132   41    81   559   97   753   427 1280    35    29  904   443
Added Vol:      0    0     0    78    0    20    17    0     0     0    1     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  132   41    81   637   97   773   444 1280    35    29  905   443
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   132   41    81   637   97   773   444 1280    35    29  905   443
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  132   41    81   637   97   773   444 1280    35    29  905   443
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.10  1.10 1.00  1.00  1.00 1.00  1.00
FinalVolume:  132   41    81   700   97   850   489 1280    35    29  905   443
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  1.00  1.76 0.24  2.00  2.00 3.89  0.11  1.00 2.00  1.00
Final Sat.:  1425 1425  1425  2505  345  2850  2850 5550   150  1425 2850  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.03  0.06  0.28 0.28  0.30  0.17 0.23  0.23  0.02 0.32  0.31
Crit Volume:  132                       425   244                     453
Crit Moves:  ****                      ****  ****                    ****
*******************************************************************************
```



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                 UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                   Future 2013 Without Project- PM Peak
-------------------------------------------------------------------------------
                    Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #4 San Diego Fwy NB On/Off Ramps and Sunset Boulevard
*******************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        0.466
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       35             Level Of Service:                 A
*******************************************************************************
Street Name:  San Diego Fwy NB On/Off Ramps           Sunset Boulevard
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted         Permitted
Rights:           Include          Include           Ovl             Ignore
Min. Green:    0    0     0    0    0     0    0    0     0    0    0     0
Lanes:       1  0  0  0  1   0  0  0  0  0   0  0  2  0  2   0  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Feb 2008 << 500-600
Base Vol:      97    0    83     0    0     0     0  996   870     0 1220     0
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  102    0    87     0    0     0     0 1046   914     0 1281     0
Added Vol:      0    0     0     0    0     0     0   78     0     0   69     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  102    0    87     0    0     0     0 1124   914     0 1350     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:   102    0    87     0    0     0     0 1124   914     0 1350     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  102    0    87     0    0     0     0 1124   914     0 1350     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  0.00
FinalVolume:  102    0    87     0    0     0     0 1124  1005     0 1350     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.00  1.00  0.00 0.00  0.00  0.00 2.00  2.00  0.00 3.00  1.00
Final Sat.:  1425    0  1425     0    0     0     0 2850  2850     0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.00  0.06  0.00 0.00  0.00  0.00 0.39  0.35  0.00 0.32  0.00
Crit Volume:  102                  0                562               0
Crit Moves:  ****                                  ****          ****
*******************************************************************************
```

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                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                   Future 2013 Without Project- PM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #5 Veteran Avenue and Sunset Boulevard
********************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):         0.936
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180              Level Of Service:                  E
********************************************************************************
Street Name:          Veteran Avenue                   Sunset Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted      Prot+Permit
Rights:            Ovl            Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  0  0  1   0  0  0  0  0   0  0  1  1  0   1  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 500-600
Base Vol:     373    0  396    0    0    0    0  859  151  274 1347    0
Growth Adj:  1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse:  392    0  416    0    0    0    0  902  159  288 1414    0
Added Vol:     59    0   23    0    0    0    0   10   68   26   10    0
PasserByVol:    0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:  451    0  439    0    0    0    0  912  227  314 1424    0
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   451    0  439    0    0    0    0  912  227  314 1424    0
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  451    0  439    0    0    0    0  912  227  314 1424    0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  451    0  439    0    0    0    0  912  227  314 1424    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       1.00 0.00 1.00 0.00 0.00 0.00 0.00 1.60 0.40 1.00 2.00 0.00
Final Sat.:  1425    0 1425    0    0    0    0 2283  567 1425 2850    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.32 0.00 0.31 0.00 0.00 0.00 0.00 0.40 0.40 0.22 0.50 0.00
Crit Volume:  451                  0                     569  314
Crit Moves:  ****                                       **** ****
********************************************************************************
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                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                   Future 2013 Without Project- PM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #6 Bellagio Way and Sunset Boulevard
********************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):         1.056
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180              Level Of Service:                  F
********************************************************************************
Street Name:            Bellagio Way                   Sunset Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase      Prot+Permit       Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  1  0  0  1   0  1  0  0  1   1  0  1  1  0   1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 500-600
Base Vol:     261   96   30   55    6  136  333  856   82   15 1233  112
Growth Adj:  1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse:  274  101   32   58    6  143  350  899   86   16 1295  118
Added Vol:      0    0    0    8    0   21   20   13    0    0   15    7
PasserByVol:    0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:  274  101   32   66    6  164  370  912   86   16 1310  125
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   274  101   32   66    6  164  370  912   86   16 1310  125
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  274  101   32   66    6  164  370  912   86   16 1310  125
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  301  101   32   66    6  164  370  912   86   16 1310  125
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       1.50 0.50 1.00 0.91 0.09 1.00 1.00 1.83 0.17 1.00 1.83 0.17
Final Sat.:  2061  689 1375 1255  120 1375 1375 2513  237 1375 2511  239
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.15 0.02 0.05 0.05 0.12 0.27 0.36 0.36 0.01 0.52 0.52
Crit Volume:       201                  164  370                          717
Crit Moves:       ****                 **** ****                         ****
********************************************************************************
```

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                                Los Angeles, CA
                     Future 2013 Without Project- PM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #7 Westwood Bouevard and Sunset Boulevard
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        0.593
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      180              Level Of Service:                 A
********************************************************************************
Street Name:          Westwood Boulevard                 Sunset Boulevard
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Split Phase      Split Phase       Permitted        Protected
Rights:            Include          Include           Ovl             Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  1   0  0  0  0  0   0  0  2  0  1   1  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Feb 2008 << 500-600
Base Vol:     195    0   191     0    0     0     0  870    94    46 1206     0
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  205    0   201     0    0     0     0  914    99    48 1266     0
Added Vol:      0    0     0     0    0     0     0   21     0     0   22     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  205    0   201     0    0     0     0  935    99    48 1288     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   205    0   201     0    0     0     0  935    99    48 1288     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  205    0   201     0    0     0     0  935    99    48 1288     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  225    0   201     0    0     0     0  935    99    48 1288     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.00 0.00  0.00  0.00 2.00  1.00  1.00 2.00  0.00
Final Sat.:  2850    0  1425     0    0     0     0 2850  1425  1425 2850     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.00  0.14  0.00 0.00  0.00  0.00 0.33  0.07  0.03 0.45  0.00
Crit Volume:             201          0              467              644
Crit Moves:              ****                                         ****
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                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                     Future 2013 Without Project- PM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #8 Stone Canyon Road and Sunset Boulevard
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        0.824
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      129              Level Of Service:                 D
********************************************************************************
Street Name:             Stone Canyon                    Sunset Boulevard
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Split Phase      Split Phase       Protected        Protected
Rights:            Include          Ovl              Ignore           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1! 0  0   0  0  1! 0  0   1  0  2  0  1   1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 26 Feb 2008 << 400-500
Base Vol:     139    0   130    62    0   101   119 1213   124   158  978    22
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  146    0   137    65    0   106   125 1274   130   166 1027    23
Added Vol:      0    0     0     0    0     0     0   21     0     0   22     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  146    0   137    65    0   106   125 1295   130   166 1049    23
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:   146    0   137    65    0   106   125 1295     0   166 1049    23
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  146    0   137    65    0   106   125 1295     0   166 1049    23
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
FinalVolume:  161    0   137    65    0   106   125 1295     0   166 1049    23
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.08 xxxx  0.92  0.38 0.00  0.62  1.00 2.00  1.00  1.00 1.96  0.04
Final Sat.:  1486    0  1264   523    0   852  1375 2750  1375  1375 2691    59
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.00  0.11  0.12 0.00  0.12  0.09 0.47  0.00  0.12 0.39  0.39
Crit Volume:             149   171                  647         166
Crit Moves:              ****  ****                 ****        ****
********************************************************************************
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                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                    Future 2013 Without Project- PM Peak
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #9 Hilgard Avenue/Copa De Oro Road and Sunset Boulevard
*******************************************************************************
Cycle (sec):        100            Critical Vol./Cap.(X):        0.946
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180            Level Of Service:                 E
*******************************************************************************
Street Name: Hilgard Avenue/Copa De Oro Road           Sunset Boulevard
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Protected        Protected
Rights:             Ovl            Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  1! 0  1   0  0  1! 0  0   1  0  1  1  0   1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 415-515
Base Vol:     260   33   364    35   69    20     3 1145   120   158  871     7
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  273   35   382    37   72    21     3 1202   126   166  915     7
Added Vol:      7    0    55     0    0     0     0   13     8    56   15     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  280   35   437    37   72    21     3 1215   134   222  930     7
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   280   35   437    37   72    21     3 1215   134   222  930     7
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  280   35   437    37   72    21     3 1215   134   222  930     7
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  308   35   481    37   72    21     3 1215   134   222  930     7
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.12 0.13  1.75  0.28 0.56  0.16  1.00 1.80  0.20  1.00 1.98  0.02
Final Sat.:  1543  174  2409   388  765   222  1375 2477   273  1375 2728    22
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.20 0.20  0.20  0.09 0.09  0.09  0.00 0.49  0.49  0.16 0.34  0.34
Crit Volume:  275                            130               675   222
Crit Moves:  ****                           ****              ****  ****
*******************************************************************************
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                               Los Angeles, CA
                    Future 2013 Without Project- PM Peak
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #10 Beverly Glen Boulevard and Sunset Boulevard
*******************************************************************************
Cycle (sec):        100            Critical Vol./Cap.(X):        1.171
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180            Level Of Service:                 F
*******************************************************************************
Street Name:      Beverly Glen Boulevard              Sunset Boulevard
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted      Prot+Permit
Rights:           Ignore           Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  1  0  1   0  0  1! 0  0   1  0  1  1  0   1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 500-600
Base Vol:     222  167   581   104   68    19    16 1286    60   389  960    79
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  233  175   610   109   71    20    17 1350    63   408 1008    83
Added Vol:      0    0    57     0    0     0     0   68     0    28   71     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  233  175   667   109   71    20    17 1418    63   436 1079    83
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   233  175     0   109   71    20    17 1418    63   436 1079    83
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  233  175     0   109   71    20    17 1418    63   436 1079    83
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  233  175     0   109   71    20    17 1418    63   436 1079    83
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  1.00  0.54 0.36  0.10  1.00 1.91  0.09  1.00 1.86  0.14
Final Sat.:  1375 1375  1375   749  490   137  1375 2633   117  1375 2554   196
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.13  0.00  0.15 0.15  0.15  0.01 0.54  0.54  0.32 0.42  0.42
Crit Volume:  233                            201        741         436
Crit Moves:  ****                           ****       ****        ****
*******************************************************************************
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                    UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                      Future 2013 Without Project- PM Peak
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #11 Beverly Glen Boulevard and Sunset Boulevard (East I/S)
********************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):         1.312
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180              Level Of Service:                  F
********************************************************************************
Street Name:      Beverly Glen Boulevard       Sunset Boulevard (East I/S)
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase      Prot+Permit       Permitted
Rights:          Include          Include          Include          Ignore
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  0  0  0   0  1  0  1  0   1  0  2  0  0   0  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 415-515
Base Vol:      0    0    0  115    0  364  862 1226    0    0  908  126
Growth Adj:  1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse:   0    0    0  121    0  382  905 1287    0    0  953  132
Added Vol:     0    0    0    3    0   41   36   89    0    0   58    1
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   0    0    0  124    0  423  941 1376    0    0 1011  133
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:    0    0    0  124    0  423  941 1376    0    0 1011    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   0    0    0  124    0  423  941 1376    0    0 1011    0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:   0    0    0  124    0  423  941 1376    0    0 1011    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       0.00 0.00 0.00 0.45 0.55 1.00 1.00 2.00 0.00 0.00 2.00 1.00
Final Sat.:    0    0    0  645  780 1425 1425 2850    0    0 2850 1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00 0.00 0.19 0.00 0.30 0.66 0.48 0.00 0.00 0.35 0.00
Crit Volume:        0                   423  941                 506
Crit Moves:                            ****  ****               ****
********************************************************************************
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                    UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                      Future 2013 Without Project- PM Peak
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #12 Sepulveda Boulevard and San Diego Fwy NB Off-Ramp
********************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):         0.660
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        55              Level Of Service:                  B
********************************************************************************
Street Name:        Sepulveda Boulevard         San Diego Fwy NB Off-Ramp
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted       Split Phase      Split Phase
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  2  0  0   0  0  2  0  0   1  0  1! 0  0   0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 415-515
Base Vol:      0 1601    0    0  855    0   92    0   25    0    0    0
Growth Adj:  1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse:   0 1681    0    0  898    0   97    0   26    0    0    0
Added Vol:     0   31    0    0   34    0   34    0    0    0    0    0
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   0 1712    0    0  932    0  131    0   26    0    0    0
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 1712    0    0  932    0  131    0   26    0    0    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   0 1712    0    0  932    0  131    0   26    0    0    0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
FinalVolume:   0 1712    0    0  932    0  144    0   26    0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       0.00 2.00 0.00 0.00 2.00 0.00 1.69 0.00 0.31 0.00 0.00 0.00
Final Sat.:    0 2850    0    0 2850    0 2410    0  440    0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.60 0.00 0.00 0.33 0.00 0.06 0.00 0.06 0.00 0.00 0.00
Crit Volume:      856              0                        85         0
Crit Moves:      ****          ****                       ****
********************************************************************************
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                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                    Future 2013 Without Project- PM Peak
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                       Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*********************************************************************************
Intersection #13 Sepulveda Boulevard and Montana Avenue
*********************************************************************************
Cycle (sec):         100             Critical Vol./Cap.(X):         0.806
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180             Level Of Service:                  D
*********************************************************************************
Street Name:       Sepulveda Boulevard                  Montana Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  2  0  1    1  0  1  1  0    0  0  1! 0  0    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 430-530
Base Vol:     127 1404   117    56  629    15     3   91   114   161  189   254
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  133 1474   123    59  660    16     3   96   120   169  198   267
Added Vol:      0   44    21    26   33     0     0    0     0     2    0    25
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  133 1518   144    85  693    16     3   96   120   171  198   292
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   133 1518   144    85  693    16     3   96   120   171  198   292
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  133 1518   144    85  693    16     3   96   120   171  198   292
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  133 1518   144    85  693    16     3   96   120   171  198   292
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 1.96  0.04  0.01 0.44  0.55  0.52 0.60  0.88
Final Sat.:  1425 2850  1425  1425 2787    63    21  623   781   737  855  1257
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.53  0.10  0.06 0.25  0.25  0.15 0.15  0.15  0.23 0.23  0.23
Crit Volume:       759              355              218         171
Crit Moves:       ****                             ****        ****
*********************************************************************************
```



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---------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                    Future 2013 Without Project- PM Peak
---------------------------------------------------------------------------------
                       Level Of Service Computation Report
             2000 HCM Unsignalized Method (Future Volume Alternative)
*********************************************************************************
Intersection #14 Levering Avenue and Montana Avenue
*********************************************************************************
Average Delay (sec/veh):     21.9       Worst Case Level Of Service: F[ 96.7]
*********************************************************************************
Street Name:          Levering Avenue                     Montana Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:          Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  0  1  0    0  1  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Feb 2008 << 500-600
Base Vol:     253    0     8     0    0     0     0  322   106     1  506     0
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  266    0     8     0    0     0     0  338   111     1  531     0
Added Vol:     27    0     0     0    0     0     0    0    47     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  293    0     8     0    0     0     0  338   158     1  531     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   293    0     8     0    0     0     0  338   158     1  531     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  293    0     8     0    0     0     0  338   158     1  531     0
Critical Gap Module:
Critical Gp:  6.4  6.5   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  951  951   417  xxxx xxxx xxxxx  xxxx xxxx xxxxx   496 xxxx xxxxx
Potent Cap.:  291  262   640  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1078 xxxx xxxxx
Move Cap.:    291  262   640  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1078 xxxx xxxxx
Volume/Cap:  1.01 0.00  0.01  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.3 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  295 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx 11.0 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel:xxxxx 96.7 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.3 xxxx xxxxx
Shared LOS:     *    F     *     *    *     *     *    *     *     A    *     *
ApproachDel:       96.7            xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         F                *                *                *
*********************************************************************************
Note: Queue reported is the number of cars per lane.
*********************************************************************************
```

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-------------------------------------------------------------------------------
                 UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                   Future 2013 Without Project- PM Peak
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #15 Veteran Avenue and Montana Avenue/Galey Avenue
********************************************************************************
Cycle (sec):         100           Critical Vol./Cap.(X):        1.056
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180           Level Of Service:                 F
********************************************************************************
Street Name:            Veteran Avenue           Montana Avenue/Galey Avenue
Approach:       North Bound     South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Lanes:       0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 500-600
Base Vol:      54  452   26    58  294   49   115  158   52    22  419  284
Growth Adj:  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05
Initial Bse:   57  475   27    61  309   51   121  166   55    23  440  298
Added Vol:      0   82    0     0   94    0     0    0    0     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   57  557   27    61  403   51   121  166   55    23  440  298
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    57  557   27    61  403   51   121  166   55    23  440  298
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   57  557   27    61  403   51   121  166   55    23  440  298
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:   57  557   27    61  403   51   121  166   55    23  440  298
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500 1500  1500 1500 1500  1500 1500 1500  1500 1500 1500
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.09 0.87 0.04  0.12 0.78 0.10  0.35 0.49 0.16  0.03 0.58 0.39
Final Sat.:   133 1303   64   177 1173  150   531  729  240    46  867  588
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.43 0.43 0.43  0.34 0.34 0.34  0.23 0.23 0.23  0.51 0.51 0.51
Crit Volume:        641          61              121                    761
Crit Moves:        ****         ****             ****                   ****
********************************************************************************
```



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-------------------------------------------------------------------------------
                 UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                   Future 2013 Without Project- PM Peak
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #16 Galey Avenue and Strathmore Place
********************************************************************************
Cycle (sec):         100           Critical Vol./Cap.(X):        0.686
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        59           Level Of Service:                 B
********************************************************************************
Street Name:             Galey Avenue                 Strathmore Place
Approach:       North Bound     South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted       Prot+Permit       Permitted        Permitted
Rights:           Include          Include          Include            Ovl
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Lanes:       1  0  1  0  1   1  0  1  1  0   0  0  1! 0  0   1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 445-545
Base Vol:      22  363  171   121  156   13     8  102   18   319  152  336
Growth Adj:  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05
Initial Bse:   23  381  180   127  164   14     8  107   19   335  160  353
Added Vol:      0    0    0     0    0    0     0    0    0     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   23  381  180   127  164   14     8  107   19   335  160  353
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    23  381  180   127  164   14     8  107   19   335  160  353
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   23  381  180   127  164   14     8  107   19   335  160  353
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:   23  381  180   127  164   14     8  107   19   335  160  353
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425  1425 1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       1.00 1.00 1.00  1.00 1.85 0.15  0.06 0.80 0.14  1.00 1.00 1.00
Final Sat.:  1425 1425 1425  1425 2631  219    89 1136  200  1425 1425 1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.27 0.13  0.09 0.06 0.06  0.09 0.09 0.09  0.24 0.11 0.25
Crit Volume:        381        127                       134   335
Crit Moves:        ****       ****                       ****  ****
********************************************************************************
```

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-------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                    Future 2013 Without Project- PM Peak
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #17 Veteran Avenue and Levering Avenue
********************************************************************************
Cycle (sec):         100           Critical Vol./Cap.(X):        0.820
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        80           Level Of Service:                 D
********************************************************************************
Street Name:          Veteran Avenue                 Levering Avenue
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  1! 0  0   0  0  1! 0  0   0  0  0  1  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 500-600
Base Vol:     174  547    40    22  351     5     0   41    83    52   96    68
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  183  574    42    23  369     5     0   43    87    55  101    71
Added Vol:     14   40    15    41   53     0     0   31    16    16   13    42
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  197  614    57    64  422     5     0   74   103    71  114   113
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   197  614    57    64  422     5     0   74   103    71  114   113
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  197  614    57    64  422     5     0   74   103    71  114   113
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  197  614    57    64  422     5     0   74   103    71  114   113
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.23 0.71  0.06  0.13 0.86  0.01  0.00 0.42  0.58  0.24 0.38  0.38
Final Sat.:   340 1062    98   196 1288    16     0  627   873   356  573   571
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.58 0.58  0.58  0.33 0.33  0.33  0.00 0.12  0.12  0.20 0.20  0.20
Crit Volume:       868          64                0                     298
Crit Moves:       ****         ****             ****                  ****
********************************************************************************
```



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-------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                    Future 2013 Without Project- PM Peak
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #18 Hilgard Avenue and Wyton Drive
********************************************************************************
Cycle (sec):         100           Critical Vol./Cap.(X):        0.515
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        30           Level Of Service:                 A
********************************************************************************
Street Name:          Hilgard Avenue                    Wyton Drive
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  1  1  0   1  0  2  0  1   1  0  1  0  1   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 30 Jan 2008 << 430-530
Base Vol:     117  623    43    33  374    23    50  110   320    20   26    12
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  123  654    45    35  393    24    53  116   336    21   27    13
Added Vol:      0   61     0     0   64     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  123  715    45    35  457    24    53  116   336    21   27    13
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   123  715    45    35  457    24    53  116   336    21   27    13
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  123  715    45    35  457    24    53  116   336    21   27    13
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  123  715    45    35  457    24    53  116   336    21   27    13
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.88  0.12  1.00 2.00  1.00  1.00 1.00  1.00  0.34 0.45  0.21
Final Sat.:  1500 2822   178  1500 3000  1500  1500 1500  1500   517  672   310
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.25  0.25  0.02 0.15  0.02  0.04 0.08  0.22  0.04 0.04  0.04
Crit Volume:             380    35                        336    21
Crit Moves:             ****  ****                       ****  ****
********************************************************************************
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-------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                    Future 2013 Without Project- PM Peak
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
t incl.]tion #19 Beverly Glen Blvd and Wyton Dr/Comstock Ave [5-Leg Intersection
********************************************************************************
Cycle (sec):        100            Critical Vol./Cap.(X):        0.744
Loss Time (sec):      0 (Y+R=15.0 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:       56            Level Of Service:                 C
********************************************************************************
Street Name:      Beverly Glen Boulevard       Wyton Drive/Comstock Avenue
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  1  0  1   1  0  1  0  1   0  0  1! 0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 May 2008 << 445-545
Base Vol:     25  727   14   28  458   11   19   31   26   46   66  123
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse:  26  763   15   29  481   12   20   33   27   48   69  129
Added Vol:     0   57    0    0   28    0    0    0    0    0    0    0
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:  26  820   15   29  509   12   20   33   27   48   69  129
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   26  820   15   29  509   12   20   33   27   48   69  129
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  26  820   15   29  509   12   20   33   27   48   69  129
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  26  820   15   29  509   12   20   33   27   48   69  129
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      1.00 1.00 1.00 1.00 1.00 1.00 0.25 0.41 0.34 0.20 0.28 0.52
Final Sat.: 1500 1500 1500 1500 1500 1500  375  612  513  294  421  785
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.02 0.55 0.01 0.02 0.34 0.01 0.05 0.05 0.05 0.16 0.16 0.16
Crit Volume:       820         29          20                          247
Crit Moves:       ****       ****        ****                         ****
********************************************************************************
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                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                    Future 2013 Without Project- PM Peak
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #20 Hilgard Avenue and Westholme Avenue
********************************************************************************
Cycle (sec):        100            Critical Vol./Cap.(X):        0.515
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:       30            Level Of Service:                 A
********************************************************************************
Street Name:            Hilgard Avenue                 Westholme Avenue
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  1  1  0   1  0  1  1  0   0  1  0  1  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 30 Jan 2008 << 500-600
Base Vol:     97  561   31   72  537   39  195  231  150   27   51   47
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 102  589   33   76  564   41  205  243  158   28   54   49
Added Vol:     0   61    0    0   64    0    0    0    0    0    0    0
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut: 102  650   33   76  628   41  205  243  158   28   54   49
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  102  650   33   76  628   41  205  243  158   28   54   49
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol: 102  650   33   76  628   41  205  243  158   28   54   49
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 102  650   33   76  628   41  205  243  158   28   54   49
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      1.00 1.90 0.10 1.00 1.88 0.12 0.68 0.80 0.52 0.21 0.41 0.38
Final Sat.: 1500 2857  143 1500 2816  184 1016 1203  781  324  612  564
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.07 0.23 0.23 0.05 0.22 0.22 0.20 0.20 0.20 0.09 0.09 0.09
Crit Volume: 102                          334  205                         131
Crit Moves: ****                         **** ****                        ****
********************************************************************************
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UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- PM Peak

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Hilgard Avenue and Manning Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.361
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	Hilgard Avenue						Manning Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 1 1 0			1 0 2 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module: >> Count Date: 30 Jan 2008 << 445-545												
Base Vol:	0	628	8	64	852	0	0	0	0	10	0	23
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	659	8	67	895	0	0	0	0	11	0	24
Added Vol:	0	61	0	0	64	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	720	8	67	959	0	0	0	0	11	0	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	720	8	67	959	0	0	0	0	11	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	720	8	67	959	0	0	0	0	11	0	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	720	8	67	959	0	0	0	0	11	0	24
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.98	0.02	1.00	2.00	0.00	0.00	0.00	0.00	0.30	0.00	0.70
Final Sat.:	0	2817	33	1425	2850	0	0	0	0	432	0	993
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.05	0.34	0.00	0.00	0.00	0.00	0.02	0.00	0.02
Crit Volume:	0				479			0				35
Crit Moves:	****				****							****

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- PM Peak

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Gayley Avenue and Le Conte Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.681
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: B

Street Name:	Gayley Avenue						Le Conte Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1 1 0			1 0 1 1 0			1 0 0 1 0			1 0 1 0 1		
Volume Module: >> Count Date: 30 Jan 2008 << 500-600												
Base Vol:	61	400	204	190	1037	35	14	127	12	200	300	157
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	64	420	214	200	1089	37	15	133	13	210	315	165
Added Vol:	0	0	3	0	0	0	0	40	0	3	63	0
#25 Int:	0	34	-72	-73	73	0	0	-73	73	-34	-34	-34
Initial Fut:	64	454	145	127	1162	37	15	100	86	179	344	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	454	145	127	1162	37	15	100	86	179	344	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	454	145	127	1162	37	15	100	86	179	344	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	454	145	127	1162	37	15	100	86	179	344	131
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.52	0.48	1.00	1.94	0.06	1.00	0.54	0.46	1.00	1.00	1.00
Final Sat.:	1500	2273	727	1500	2908	92	1500	809	691	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.20	0.08	0.40	0.40	0.01	0.12	0.12	0.12	0.23	0.09
Crit Volume:	64					599	15				344	
Crit Moves:	****					****	****				****	

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                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                     Future 2013 Without Project- PM Peak
---------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*********************************************************************************
Intersection #23 Westwood Boulevard and Le Conte Avenue
*********************************************************************************
Cycle (sec):         100           Critical Vol./Cap.(X):         0.961
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180           Level Of Service:                  E
*********************************************************************************
Street Name:        Westwood Boulevard                Le Conte Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted         Include         Permitted      Prot+Permit
Rights:             Ovl            Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  1    1  0  2  0  1    1  0  1  1  0    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 30 Jan 2008 << 500-600
Base Vol:     100  329   153   103  448   212    90  409   102   162  396    62
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  105  345   161   108  470   223    94  429   107   170  416    65
Added Vol:    178    0     6     0    0     0     0   23   226     6   18     0
#25:            0    0     0     0    0     0     0 -218     0     0 -102     0
Initial Fut:  283  345   167   108  470   223    94  234   333   176  332    65
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   283  345   167   108  470   223    94  234   333   176  332    65
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  283  345   167   108  470   223    94  234   333   176  332    65
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  283  345   167   108  470   223    94  234   333   176  332    65
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1069 2138  1069  1069 2138  1069  1069 1069  1069  1069 1069  1069
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.26 0.16  0.16  0.10 0.22  0.21  0.09 0.22  0.31  0.16 0.31  0.06
Crit Volume:  283                     235                    333   176
Crit Moves:  ****                    ****                   ****  ****
*********************************************************************************
```



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                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                     Future 2013 Without Project- PM Peak
---------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*********************************************************************************
Intersection #24 Tiverton Drive and Le Conte Avenue
*********************************************************************************
Cycle (sec):         100           Critical Vol./Cap.(X):         0.515
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        30           Level Of Service:                  A
*********************************************************************************
Street Name:          Tiverton Drive                  Le Conte Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include           Ignore
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1! 0  0    0  1  0  0  1    1  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 30 Jan 2008 << 445-545
Base Vol:      35   68    41    92   80   194   128  484   130    22  453    39
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   37   71    43    97   84   204   134  508   137    23  476    41
Added Vol:      0    0     0     0    0     0     0   22     0     0   17     0
#25 Int:        0    0     0     0    0     0     0 -218     0     0 -102     0
Initial Fut:   37   71    43    97   84   204   134  312   137    23  391    41
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:    37   71    43    97   84   204   134  312   137    23  391     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   37   71    43    97   84   204   134  312   137    23  391     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
FinalVolume:   37   71    43    97   84   204   134  312   137    23  391     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.24 0.48  0.28  0.53 0.47  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:   365  708   427   802  698  1500  1500 1500  1500  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.10  0.10  0.12 0.12  0.14  0.09 0.21  0.09  0.02 0.26  0.00
Crit Volume:             151    97               134                    391
Crit Moves:             ****  ****              ****                   ****
*********************************************************************************
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-------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                    Future 2013 Without Project- PM Peak
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #25 Hilgard Avenue and Le Conte Avenue
*******************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):         0.635
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:        51              Level Of Service:                  B
*******************************************************************************
Street Name:          Hilgard Avenue                   Le Conte Avenue
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted      Split Phase      Split Phase
Rights:          Include          Include         Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  0  1  0   1  0  1  0  1   2  0  0  0  1   1  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 30 Jan 2008 << 445-545
Base Vol:      56  286   10    25  470  368   322    0   81    10    0   28
Growth Adj:  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05
Initial Bse:   59  300   11    26  493  386   338    0   85    11    0   29
Added Vol:      0   39    0     0   46   17    22    0    0     0    0    0
#25 Int:        0    0  218     0    0    0     0    0    0   102    0    0
Initial Fut:   59  339  229    26  539  403   360    0   85   113    0   29
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    59  339  229    26  539  403   360    0   85   113    0   29
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   59  339  229    26  539  403   360    0   85   113    0   29
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.10 1.00 1.00  1.00 1.00 1.00
FinalVolume:   59  339  229    26  539  403   396    0   85   113    0   29
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425  1425 1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       1.00 0.60 0.40  1.00 1.00 1.00  2.00 0.00 1.00  1.00 0.00 1.00
Final Sat.:  1425  852  573  1425 1425 1425  2850    0 1425  1425    0 1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.40 0.40  0.02 0.38 0.28  0.14 0.00 0.06  0.08 0.00 0.02
Crit Volume:       568         26               198             113
Crit Moves:       ****        ****             ****            ****
*******************************************************************************
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-------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                    Future 2013 Without Project- PM Peak
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #26 Gayley Avenue and Weyburn Avenue
*******************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):         0.797
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:        71              Level Of Service:                  C
*******************************************************************************
Street Name:           Gayley Avenue                   Weyburn Avenue
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  1  1  0   1  0  1  1  0   0  1  0  1  0   1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Feb 2008 << 500-600
Base Vol:      59  495  205    63  944  281    88  166   32   110  166   88
Growth Adj:  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05
Initial Bse:   62  520  215    66  991  295    92  174   34   116  174   92
Added Vol:      0    8  125    12    8    0     0   66    0    70   46   13
#25 Int:        0    0   72   146    0    0     0    0    0    34   34   34
Initial Fut:   62  528  412   224  999  295    92  240   34   220  254  139
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    62  528  412   224  999  295    92  240   34   220  254  139
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   62  528  412   224  999  295    92  240   34   220  254  139
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  2.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:   62  528  412   224  999  295   185  240   34   220  254  139
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500 1500  1500 1500 1500  1500 1500 1500  1500 1500 1500
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       1.00 1.12 0.88  1.00 1.54 0.46  0.67 1.18 0.15  1.00 0.65 0.35
Final Sat.:  1500 1684 1316  1500 2316  684  1012 1768  220  1500  969  531
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.31 0.31  0.15 0.43 0.43  0.09 0.14 0.15  0.15 0.26 0.26
Crit Volume:   62                         647    92                        394
Crit Moves:  ****                        ****  ****                       ****
*******************************************************************************
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                 UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                   Future 2013 Without Project- PM Peak
---------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*********************************************************************************
Intersection #27 Westwood Boulevard and Weyburn Avenue
*********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):         1.347
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180             Level Of Service:                  F
*********************************************************************************
Street Name:          Westwood Boulevard                 Weyburn Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        1  0  1  1  0   0  1  1  0  1   0  1  0  1  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 31 Jan 2008 << 500-600
Base Vol:     146  646   110    40  666   100    79  144   137    96  219    48
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  153  678   116    42  699   105    83  151   144   101  230    50
Added Vol:     20  184   174     0  232     0     0   39    16   151   44     0
#25 Int:        0    0     0     0    0     0     0  218     0     0  102     0
Initial Fut:  173  862   290    42  931   105    83  408   160   252  376    50
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   173  862   290    42  931   105    83  408   160   252  376    50
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  173  862   290    42  931   105    83  408   160   252  376    50
PCE Adj:     1.00 1.00  1.00  4.00 1.00  1.00  2.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  173  862   290   168  931   105   166  408   160   252  376    50
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       1.00 1.50  0.50  0.40 1.60  1.00  0.29 1.27  0.44  0.37 0.56  0.07
Final Sat.:  1125 1684   566   446 1804  1125   329 1431   490   418  624    84
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.51  0.51  0.09 0.52  0.09  0.25 0.29  0.33  0.60 0.60  0.60
Crit Volume:  173                    581         83                          678
Crit Moves:  ****                   ****       ****                         ****
*********************************************************************************
```



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---------------------------------------------------------------------------------
                 UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                   Future 2013 Without Project- PM Peak
---------------------------------------------------------------------------------
                      Level Of Service Computation Report
             2000 HCM 4-Way Stop Method (Future Volume Alternative)
*********************************************************************************
Intersection #28 Tiverton Drvie and Weyburn Avenue
*********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):         0.890
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):        24.2
Optimal Cycle:        0             Level Of Service:                  C
*********************************************************************************
Street Name:           Tiverton Drive                    Weyburn Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Feb 2008 << 500-600
Base Vol:      22   61    45    99    0   162    67  169     1     1   95    31
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   23   64    47   104    0   170    70  177     1     1  100    33
Added Vol:      0    0     0     0    0     0     0   78     0     0   89     0
#25 Int:        0    0     0     0    0     0     0  218     0     0  102     0
Initial Fut:   23   64    47   104    0   170    70  473     1     1  291    33
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    23   64    47   104    0   170    70  473     1     1  291    33
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   23   64    47   104    0   170    70  473     1     1  291    33
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   23   64    47   104    0   170    70  473     1     1  291    33
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.17 0.48  0.35  0.37 0.01  0.62  0.13 0.86  0.01  0.01 0.89  0.10
Final Sat.:    81  225   166   201    0   330    79  532     1     2  499    56
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.28 0.28  0.28  0.52 0.00  0.52  0.89 0.89  0.89  0.58 0.58  0.58
Crit Moves:       ****                   ****        ****                    ****
Delay/Veh:   12.1 12.1  12.1  15.0 15.0  15.0  36.6 36.6  36.6  16.2 16.2  16.2
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  12.1 12.1  12.1  15.0 15.0  15.0  36.6 36.6  36.6  16.2 16.2  16.2
LOS by Move:    B    B     B     B    B     B     E    E     E     C    C     C
ApproachDel:       12.1             15.0             36.6             16.2
Delay Adj:         1.00             1.00             1.00             1.00
ApprAdjDel:        12.1             15.0             36.6             16.2
LOS by Appr:         B                B                E                C
AllWayAvgQ:   0.3  0.3   0.3   0.8  0.8   0.8   4.7  4.7   4.7   1.1  1.1   1.1
*********************************************************************************
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UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- PM Peak

Note: Queue reported is the number of cars per lane.

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- PM Peak

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #29 Hilgard Avenue and Weyburn Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.733
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	C

Street Name:	Hilgard Avenue						Weyburn Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0 1 0			1 0 1 0 1			1 0 0 1 0			0 0 1! 0 0		
Volume Module: >> Count Date: 6 Feb 2008 << 500-600												
Base Vol:	49	343	21	26	534	50	55	99	167	13	36	20
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	51	360	22	27	561	53	58	104	175	14	38	21
Added Vol:	0	-1	0	0	0	46	40	38	0	0	43	0
#25 Int:	0	0	0	0	0	102	218	0	0	0	0	0
Initial Fut:	51	359	22	27	561	201	316	142	175	14	81	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	359	22	27	561	201	316	142	175	14	81	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	359	22	27	561	201	316	142	175	14	81	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	359	22	27	561	201	316	142	175	14	81	21
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.94	0.06	1.00	1.00	1.00	1.00	0.45	0.55	0.12	0.70	0.18
Final Sat.:	1425	1343	82	1425	1425	1425	1425	638	788	168	997	259
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.27	0.02	0.39	0.14	0.22	0.22	0.22	0.08	0.08	0.08
Crit Volume:	51				561			317			115	
Crit Moves:	****				****			****			****	

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                               Los Angeles, CA
                    Future 2013 Without Project- PM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #30 Westwood Boulevard and Kinross Avenue
********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):          1.336
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180             Level Of Service:                   F
********************************************************************************
Street Name:        Westwood Boulevard                 Kinross Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  1  0  1   0  1  1  1  0   0  1  0  1  0   1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 31 Jan 2008 << 500-600
Base Vol:      78  739    34    37  744   118    96  215    94    16  128    40
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   82  776    36    39  781   124   101  226    99    17  134    42
Added Vol:     74  372    14     1  397     0     0    1    42    64    5     6
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  156 1148    50    40 1178   124   101  227   141    81  139    48
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   156 1148    50    40 1178   124   101  227   141    81  139    48
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  156 1148    50    40 1178   124   101  227   141    81  139    48
PCE Adj:     1.00 1.00  1.00  6.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  156 1148    50   239 1178   124   101  227   141    81  139    48
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       1.00 1.00  1.00  0.76 2.00  0.24  0.43 0.97  0.60  1.00 0.74  0.26
Final Sat.:  1125 1125  1125   855 2248   271   484 1090   676  1125  837   288
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 1.02  0.04  0.05 0.52  0.46  0.21 0.21  0.21  0.07 0.17  0.17
Crit Volume:      1148          40                            234    81
Crit Moves:       ****        ****                            ****  ****
********************************************************************************
```



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                               Los Angeles, CA
                    Future 2013 Without Project- PM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #31 Westwood Boulevard and Lindbrook Drive
********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):          0.766
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       62             Level Of Service:                   C
********************************************************************************
Street Name:        Westwood Bouelvard                 Lindbrook Drive
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  1  1  0  1   0  1  1  1  0   0  1  0  1  0   0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 31 Jan 2008 << 500-600
Base Vol:       1  711   173    28  815    15    30  130    54    89  242    42
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:    1  747   182    29  856    16    32  137    57    93  254    44
Added Vol:      0  460     0     0  502     0     0    0     0    -2    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    1 1207   182    29 1358    16    32  137    57    91  254    44
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     1 1207   182    29 1358    16    32  137    57    91  254    44
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1 1207   182    29 1358    16    32  137    57    91  254    44
PCE Adj:     6.00 1.00  1.00  6.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    6 1207   182   176 1358    16    32  137    57    91  254    44
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       0.01 1.99  1.00  0.48 2.49  0.03  0.28 1.22  0.50  0.47 1.30  0.23
Final Sat.:    12 2238  1125   537 2804    34   315 1367   568   528 1467   255
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.54  0.16  0.05 0.48  0.46  0.10 0.10  0.10  0.17 0.17  0.17
Crit Volume:       606          29              32                          195
Crit Moves:       ****        ****            ****                         ****
********************************************************************************
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                              Los Angeles, CA
                    Future 2013 Without Project- PM Peak
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #32 Glendon/Tiverton/Lindbrook
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):         0.606
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       37              Level Of Service:                  B
********************************************************************************
Street Name:  Glendon Avenue/Tiverton Avenue           Lindbrook Drive
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0    0    0     0    0    0     0    0    0     0
Lanes:        1  0  1  0  1   1  0  2  1  0   0  1  0  0  1   0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Feb 2008 << 445-545
Base Vol:      30  125   184    36  124   153    31  224    18   395  257    53
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   32  131   193    38  130   161    33  235    19   415  270    56
Added Vol:      0    3     1     0   14     0     0    0     0    -6   -2     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   32  134   194    38  144   161    33  235    19   409  268    56
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    32  134   194    38  144   161    33  235    19   409  268    56
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   32  134   194    38  144   161    33  235    19   409  268    56
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  2.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   32  134   194    38  144   161    65  235    19   409  268    56
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  1.00  1.00 2.00  1.00  0.12 0.88  1.00  1.00 0.85  0.15
Final Sat.:  1500 1500  1500  1500 3000  1500   182 1318  1500  1500 1272   228
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.09  0.13  0.03 0.05  0.11  0.18 0.18  0.01  0.27 0.21  0.24
Crit Volume:             194    38                    268         409
Crit Moves:             ****  ****                   ****        ****
********************************************************************************
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                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                    Future 2013 Without Project- PM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #33 Sepulveda Boulevard and Constitution Avenue
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):         0.811
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       76              Level Of Service:                  D
********************************************************************************
Street Name:       Sepulveda Boulevard               Constitution Avenue
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0    0    0     0    0    0     0    0    0     0
Lanes:        1  0  1  1  0   1  0  1  1  0   0  0  1! 0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 415-515
Base Vol:      19 1039     2     4  824   100   531    2    76    10    5     5
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   20 1091     2     4  865   105   558    2    80    11    5     5
Added Vol:      0   31     0     0   34     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   20 1122     2     4  899   105   558    2    80    11    5     5
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    20 1122     2     4  899   105   558    2    80    11    5     5
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   20 1122     2     4  899   105   558    2    80    11    5     5
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   20 1122     2     4  899   105   558    2    80    11    5     5
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.99  0.01  1.00 1.79  0.21  0.87 0.01  0.12  0.50 0.25  0.25
Final Sat.:  1500 2994     6  1500 2686   314  1308    5   187   750  375   375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.37  0.37  0.00 0.33  0.33  0.43 0.43  0.43  0.01 0.01  0.01
Crit Volume:             562     4                          639    11
Crit Moves:             ****  ****                         ****  ****
********************************************************************************
```

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---------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                    Future 2013 Without Project- PM Peak
---------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*********************************************************************************
Intersection #34 San Vicente Bouevard and Wilshire Bouelvard
*********************************************************************************
Cycle (sec):         100             Critical Vol./Cap.(X):         0.961
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180             Level Of Service:                  E
*********************************************************************************
Street Name:       San Vicente Bouevard            Wilshire Bouelvard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted        Protected
Rights:            Ovl            Include          Include          Ignore
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        1  0  2  0  1   2  1  0  1  0   1  0  2  1  0   1  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 445-545
Base Vol:      95  371   230  1066  321    47    10  984    20   126 1718   788
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  100  390   242  1119  337    49    11 1033    21   132 1804   827
Added Vol:     10   50     5   117   47     6    13  208    23     7  204   119
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  110  440   247  1236  384    55    24 1241    44   139 2008   946
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:   110  440   247  1236  384    55    24 1241    44   139 2008     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  110  440   247  1236  384    55    24 1241    44   139 2008     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
FinalVolume:  110  440   247  1360  384    55    24 1241    44   139 2008     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  3.00 0.87  0.13  1.00 2.90  0.10  1.00 3.00  1.00
Final Sat.:  1425 2850  1425  4275 1245   180  1425 4129   146  1425 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.15  0.17  0.32 0.31  0.31  0.02 0.30  0.30  0.10 0.47  0.00
Crit Volume:               247   453                  428                669
Crit Moves:               ****  ****                                    ****
*********************************************************************************
```



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                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                    Future 2013 Without Project- PM Peak
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*********************************************************************************
Intersection #35 Sepulveda Boulevard and Wilshire Boulevard
*********************************************************************************
Cycle (sec):         100             Critical Vol./Cap.(X):         1.387
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180             Level Of Service:                  F
*********************************************************************************
Street Name:       Sepulveda Boulevard             Wilshire Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        1  0  1  1  0   1  0  1  1  0   1  0  3  1  0   2  0  4  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Feb 2008 << 500-600
Base Vol:     123  555   259   108  435   130   140 1837    39   290 2281   169
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  129  583   272   113  457   137   147 1929    41   305 2395   177
Added Vol:      6   12    45    13   12    10     8  650     7    43  703    11
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  135  595   317   126  469   147   155 2579    48   348 3098   188
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   135  595   317   126  469   147   155 2579    48   348 3098   188
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  135  595   317   126  469   147   155 2579    48   348 3098   188
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
FinalVolume:  135  595   317   126  469   147   155 2579    48   382 3098   188
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       1.00 1.30  0.70  1.00 1.52  0.48  1.00 3.93  0.07  2.00 4.71  0.29
Final Sat.:  1031 1345   717  1031 1571   491  1031 4050    75  2063 4861   296
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.44  0.44  0.12 0.30  0.30  0.15 0.64  0.64  0.19 0.64  0.64
Crit Volume:       456         126                    657         191
Crit Moves:       ****        ****                   ****        ****
*********************************************************************************
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---------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                             Los Angeles, CA
                    Future 2013 Without Project- PM Peak
---------------------------------------------------------------------------------
                       Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*********************************************************************************
Intersection #36 Veteran Avenue and Wilshire Boulevard
*********************************************************************************
Cycle (sec):        100            Critical Vol./Cap.(X):        1.830
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):   xxxxxx
Optimal Cycle:      180            Level Of Service:                F
*********************************************************************************
Street Name:          Veteran Avenue                Wilshire Boulevard
Approach:     North Bound     South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit       Permitted        Protected        Protected
Rights:            Ovl              Ovl            Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  2  0  1   1  0  2  0  2   2  0  3  1  0   2  0  3  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Feb 2008 << 500-600
Base Vol:     222  645   140    78 1022  1528   402 2072    46    42 2421    29
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  233  677   147    82 1073  1604   422 2176    48    44 2542    30
Added Vol:      4    4    22     1    2    14    11  693     4    16  739     1
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  237  681   169    83 1075  1618   433 2869    52    60 3281    31
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   237  681   169    83 1075  1618   433 2869    52    60 3281    31
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  237  681   169    83 1075  1618   433 2869    52    60 3281    31
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.10  1.10 1.00  1.00  1.10 1.00  1.00
FinalVolume:  237  681   169    83 1075  1780   476 2869    52    66 3281    31
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       1.00 2.00  1.00  1.00 2.00  2.00  2.00 3.93  0.07  2.00 3.96  0.04
Final Sat.:  1069 2138  1069  1069 2138  2138  2138 4198    77  2138 4234    41
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.22 0.32  0.16  0.08 0.50  0.83  0.22 0.68  0.68  0.03 0.77  0.77
Crit Volume:  237                     890     0                           828
Crit Moves:  ****                    ****  ****                          ****
*********************************************************************************
```



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                  UCLA NHIP and Amended LRDP Traffic Study
                             Los Angeles, CA
                    Future 2013 Without Project- PM Peak
---------------------------------------------------------------------------------
                       Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*********************************************************************************
Intersection #37 Gayley Avenue and Wilshire Boulevard
*********************************************************************************
Cycle (sec):        100            Critical Vol./Cap.(X):        1.496
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):   xxxxxx
Optimal Cycle:      180            Level Of Service:                F
*********************************************************************************
Street Name:          Gayley Avenue                 Wilshire Boulevard
Approach:     North Bound     South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit       Permitted        Protected        Permitted
Rights:          Include            Ovl            Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  2  0  1   1  0  1  0  2   2  0  3  1  0   1  0  3  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 500-600
Base Vol:     212  290   102   130  450   647   332 1840    92    38 1641    81
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  223  305   107   137  472   679   349 1932    97    40 1723    85
Added Vol:      0    0     0    21    0   110   169  547     0     0  646    23
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  223  305   107   158  472   789   518 2479    97    40 2369   108
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   223  305   107   158  472   789   518 2479    97    40 2369   108
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  223  305   107   158  472   789   518 2479    97    40 2369   108
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.10  1.10 1.00  1.00  1.00 1.00  1.00
FinalVolume:  223  305   107   158  472   868   569 2479    97    40 2369   108
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       1.00 2.00  1.00  1.00 1.00  2.00  2.00 3.85  0.15  1.00 3.83  0.17
Final Sat.:  1069 2138  1069  1069 1069  2138  2138 4115   160  1069 4089   186
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.21 0.14  0.10  0.15 0.44  0.41  0.27 0.60  0.60  0.04 0.58  0.58
Crit Volume:  223                472         285                     619
Crit Moves:  ****               ****        ****                    ****
*********************************************************************************
```

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                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                    Future 2013 Without Project- PM Peak
--------------------------------------------------------------------------------
                       Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #38 Westwood Boulevard and Wilshire Boulevard
********************************************************************************
Cycle (sec):         100            Critical Vol./Cap.(X):        1.291
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180            Level Of Service:                 F
********************************************************************************
Street Name:         Westwood Boulevard              Wilshire Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit       Protected        Protected
Rights:           Include            Ovl            Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        1  0  2  1  0   1  0  3  0  1   2  0  3  1  0   2  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Feb 2008 << 400-500
Base Vol:     150  475   178   164  601   236   209 1685   237   164 1534   103
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse: 158  499   187   172  631   248   219 1769   249   172 1611   108
Added Vol:    17  155    44    80  153   268   212  331    17    49  376    93
PasserByVol:   0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 175  654   231   252  784   516   431 2100   266   221 1987   201
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  175  654   231   252  784   516   431 2100   266   221 1987   201
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 175  654   231   252  784   516   431 2100   266   221 1987   201
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
FinalVolume: 175  654   231   252  784   516   475 2100   266   243 1987   201
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       1.00 2.22  0.78  1.00 3.00  1.00  2.00 3.55  0.45  2.00 3.63  0.37
Final Sat.:  1031 2286   807  1031 3094  1031  2063 3662   463  2063 3746   379
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.29  0.29  0.24 0.25  0.50  0.23 0.57  0.57  0.12 0.53  0.53
Crit Volume:       295         252               237                     547
Crit Moves:        ****        ****              ****                    ****
********************************************************************************
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                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                    Future 2013 Without Project- PM Peak
--------------------------------------------------------------------------------
                       Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #39 Glendon Avenue and Wilshire Bouelvard
********************************************************************************
Cycle (sec):         100            Critical Vol./Cap.(X):        1.031
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180            Level Of Service:                 F
********************************************************************************
Street Name:           Glendon Avenue                 Wilshire Bouelvard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted       Protected        Permitted
Rights:           Include            Ovl            Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        0  0  1! 0  0   1  0  1  0  2   2  0  3  1  0   1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Feb 2008 << 430-530
Base Vol:      57  205    46   130  271   109   117 1918    36    18 1483    81
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  60  215    48   137  285   114   123 2014    38    19 1557    85
Added Vol:     1    0     0    14    0    -6     1  454     1     0  523     3
PasserByVol:   0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  61  215    48   151  285   108   124 2468    39    19 2080    88
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   61  215    48   151  285   108   124 2468    39    19 2080    88
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  61  215    48   151  285   108   124 2468    39    19 2080    88
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.10  1.10 1.00  1.00  1.00 1.00  1.00
FinalVolume:  61  215    48   151  285   119   136 2468    39    19 2080    88
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       0.19 0.66  0.15  1.00 1.00  2.00  2.00 3.94  0.06  1.00 3.84  0.16
Final Sat.:   200  709   159  1069 1069  2138  2138 4209    66  1069 4101   174
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.30 0.30  0.30  0.14 0.27  0.06  0.06 0.59  0.59  0.02 0.51  0.51
Crit Volume:             324   151                    627                542
Crit Moves:             ****  ****                   ****
********************************************************************************
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                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                    Future 2013 Without Project- PM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
          2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #40 Malcolm Avenue and Wilshire Boulevard
********************************************************************************
Average Delay (sec/veh): OVERFLOW       Worst Case Level Of Service: F[xxxxx]
********************************************************************************
Street Name:            Malcolm Avenue                Wilshire Boulevard
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Uncontrolled      Uncontrolled
Rights:           Include          Include          Include           Include
Lanes:        0  0  1! 0  0   0  0  1! 0  0   1  0  2  1  0   1  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Feb 2008 << 415-515
Base Vol:        3    1   40    11    1   50    26 1984   57    16 1590   31
Growth Adj:   1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05
Initial Bse:     3    1   42    12    1   53    27 2083   60    17 1670   33
Added Vol:       6    0    0    36    0    0     0  453    4     0  520   43
PasserByVol:     0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:     9    1   42    48    1   53    27 2536   64    17 2189   76
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:      9    1   42    48    1   53    27 2536   64    17 2189   76
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
FinalVolume:     9    1   42    48    1   53    27 2536   64    17 2189   76
Critical Gap Module:
Critical Gp:   7.5  6.5  6.9   7.5  6.5  6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:   3.5  4.0  3.3   3.5  4.0  3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 3387 4921  877  3161 4916  768  2265 xxxx xxxxx  2600 xxxx xxxxx
Potent Cap.:    3    1  295     5    1  349   229 xxxx xxxxx   169 xxxx xxxxx
Move Cap.:      0    1  295     0    1  349   229 xxxx xxxxx   169 xxxx xxxxx
Volume/Cap:  xxxx 1.94 0.14  xxxx 1.92 0.15  0.12 xxxx  xxxx  0.10 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.4 xxxx xxxxx   0.3 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  22.8 xxxx xxxxx  28.6 xxxx xxxxx
LOS by Move:    *    *    *     *    *    *     C    *    *     D    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx    0 xxxxx  xxxx    0 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *    *     *    *    *     *    *    *     *    *    *
ApproachDel:     xxxxxx           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:        F                F                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```



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--------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                    Future 2013 Without Project- PM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #41 Westholme Avenue and Wilshire Boulevard
********************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):        0.883
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       159              Level Of Service:                 D
********************************************************************************
Street Name:          Westholme Avenue              Wilshire Boulevard
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  1! 0  0   0  0  1! 0  0   1  0  3  0  1   1  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Feb 2008 << 430-530
Base Vol:       44   74   54    93  217   11    37 1880   63    52 1566  120
Growth Adj:   1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05
Initial Bse:    46   78   57    98  228   12    39 1974   66    55 1644  126
Added Vol:       5    0    3     0    0    0     0  463    2     3  558    0
PasserByVol:     0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:    51   78   60    98  228   12    39 2437   68    58 2202  126
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     51   78   60    98  228   12    39 2437   68    58 2202  126
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    51   78   60    98  228   12    39 2437   68    58 2202  126
PCE Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:    51   78   60    98  228   12    39 2437   68    58 2202  126
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1425 1425 1425  1425 1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:        0.27 0.41 0.32  0.29 0.68 0.03  1.00 3.00 1.00  1.00 2.84 0.16
Final Sat.:    387  587  451   413  963   49  1425 4275 1425  1425 4044  231
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.13 0.13 0.13  0.24 0.24 0.24  0.03 0.57 0.05  0.04 0.54 0.54
Crit Volume:    51                 337              812          58
Crit Moves:   ****                ****             ****        ****
********************************************************************************
```

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---------------------------------------------------------------------------------
                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                     Future 2013 Without Project- PM Peak
---------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*********************************************************************************
Intersection #42 Warner Avenue and Wilshire Boulevard
*********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):         0.707
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       64             Level Of Service:                  C
*********************************************************************************
Street Name:          Warner Avenue                Wilshire Boulevard
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Protected
Rights:           Include          Include          Include          Include
Min. Green:    0    0     0    0    0     0    0    0     0    0    0     0
Lanes:       1  0  1  0  1   1  0  0  1  0   1  0  2  1  0   1  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Feb 2008 << 415-515
Base Vol:      36   23    32    85   65    42    33 1961    27    10 1726    49
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   38   24    34    89   68    44    35 2059    28    11 1812    51
Added Vol:      0    0     0     0    0     0     0  455     0     0  558     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   38   24    34    89   68    44    35 2514    28    11 2370    51
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    38   24    34    89   68    44    35 2514    28    11 2370    51
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   38   24    34    89   68    44    35 2514    28    11 2370    51
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   38   24    34    89   68    44    35 2514    28    11 2370    51
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  1.00  1.00 0.61  0.39  1.00 2.97  0.03  1.00 2.94  0.06
Final Sat.:  1425 1425  1425  1425  866   559  1425 4227    48  1425 4184    91
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.02  0.02  0.06 0.08  0.08  0.02 0.59  0.59  0.01 0.57  0.57
Crit Volume:   38                           112        847          11
Crit Moves:  ****                          ****       ****        ****
*********************************************************************************
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---------------------------------------------------------------------------------
                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                     Future 2013 Without Project- PM Peak
---------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*********************************************************************************
Intersection #43 Beverly Glen Boulevard and Wilshire Boulevard
*********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):         0.912
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180             Level Of Service:                  E
*********************************************************************************
Street Name:      Beverly Glen Boulevard           Wilshire Boulevard
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Prot+Permit       Permitted        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:    0    0     0    0    0     0    0    0     0    0    0     0
Lanes:       1  0  1  1  0   1  0  1  1  0   1  0  3  0  1   1  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Feb 2008 << 430-530
Base Vol:     155  459    54    54  392    53   114 1684   261   101 1598    47
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  163  482    57    57  412    56   120 1768   274   106 1678    49
Added Vol:     13    5    53    37  -16     7     6  455   -13    22  534    46
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  176  487   110    94  396    63   126 2223   261   128 2212    95
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   176  487   110    94  396    63   126 2223   261   128 2212    95
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  176  487   110    94  396    63   126 2223   261   128 2212    95
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  176  487   110    94  396    63   126 2223   261   128 2212    95
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.63  0.37  1.00 1.73  0.27  1.00 3.00  1.00  1.00 2.88  0.12
Final Sat.:  1425 2326   524  1425 2460   390  1425 4275  1425  1425 4098   177
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.21  0.21  0.07 0.16  0.16  0.09 0.52  0.18  0.09 0.54  0.54
Crit Volume:  176                           229   126                    769
Crit Moves:  ****                          ****  ****                   ****
*********************************************************************************
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--------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                    Future 2013 Without Project- PM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #44 Sawtelle Boulevard and Ohio Avenue
********************************************************************************
Cycle (sec):         100            Critical Vol./Cap.(X):        0.932
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       180            Level Of Service:                 E
********************************************************************************
Street Name:         Sawtelle Boulevard                 Ohio Avenue
Approach:      North Bound     South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted       Permitted        Permitted        Permitted
Rights:          Include         Include          Include          Include
Min. Green:     0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        0  0  1! 0  0   0  0  1! 0  0   1  0  0  1  0   1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 400-500
Base Vol:      56   89   93   74  437  120   53  436   31   94  524   50
Growth Adj:  1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse:   59   93   98   78  459  126   56  458   33   99  550   53
Added Vol:      1    0    0    0    0    0    0   18    1    0   17    0
PasserByVol:    0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   60   93   98   78  459  126   56  476   34   99  567   53
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    60   93   98   78  459  126   56  476   34   99  567   53
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   60   93   98   78  459  126   56  476   34   99  567   53
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   60   93   98   78  459  126   56  476   34   99  567   53
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       0.24 0.37 0.39 0.12 0.69 0.19 1.00 0.93 0.07 1.00 0.92 0.08
Final Sat.:   358  559  584  176 1039  285 1500 1401   99 1500 1373  127
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.17 0.17 0.44 0.44 0.44 0.04 0.34 0.34 0.07 0.41 0.41
Crit Volume:   60                      663   56                     620
Crit Moves:  ****                     ****  ****                   ****
********************************************************************************
```



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                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                    Future 2013 Without Project- PM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #45 Sepulveda Boulevard and Ohio Avenue
********************************************************************************
Cycle (sec):         100            Critical Vol./Cap.(X):        0.925
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       180            Level Of Service:                 E
********************************************************************************
Street Name:        Sepulveda Boulevard                 Ohio Avenue
Approach:      North Bound     South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted       Permitted        Permitted        Permitted
Rights:          Include         Include          Include          Include
Min. Green:     0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        1  0  1  1  0   1  0  1  1  0   1  0  0  1  0   1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 500-600
Base Vol:     145  659  127  114  848  197   94  397   43   68  477   36
Growth Adj:  1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse:  152  692  133  120  890  207   99  417   45   71  501   38
Added Vol:      3   61    4    3   58    0    0   15    4    2   14    3
PasserByVol:    0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:  155  753  137  123  948  207   99  432   49   73  515   41
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   155  753  137  123  948  207   99  432   49   73  515   41
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  155  753  137  123  948  207   99  432   49   73  515   41
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  155  753  137  123  948  207   99  432   49   73  515   41
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       1.00 1.69 0.31 1.00 1.64 0.36 1.00 0.90 0.10 1.00 0.93 0.07
Final Sat.:  1500 2537  463 1500 2463  537 1500 1347  153 1500 1390  110
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.30 0.30 0.08 0.39 0.39 0.07 0.32 0.32 0.05 0.37 0.37
Crit Volume:  155                 578         99                    556
Crit Moves:  ****                ****       ****                  ****
********************************************************************************
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-------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                    Future 2013 Without Project- PM Peak
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #46 Veteran Avenue and Ohio Avenue
*******************************************************************************
Cycle (sec):         100           Critical Vol./Cap.(X):         0.908
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       157           Level Of Service:                  E
*******************************************************************************
Street Name:          Veteran Avenue                     Ohio Avenue
Approach:       North Bound     South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  1! 0  0   0  0  1! 0  0   1  0  0  1  0   1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 445-545
Base Vol:      26  328    45    17  368   156   145  502    46   145  480    43
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   27  344    47    18  386   164   152  527    48   152  504    45
Added Vol:      1   27     0     0   19     3     2   15     1     0   14     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   28  371    47    18  405   167   154  542    49   152  518    45
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    28  371    47    18  405   167   154  542    49   152  518    45
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   28  371    47    18  405   167   154  542    49   152  518    45
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   28  371    47    18  405   167   154  542    49   152  518    45
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.06 0.83  0.11  0.03 0.69  0.28  1.00 0.92  0.08  1.00 0.92  0.08
Final Sat.:    95 1246   159    45 1031   424  1500 1375   125  1500 1380   120
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.30 0.30  0.30  0.39 0.39  0.39  0.10 0.39  0.39  0.10 0.38  0.38
Crit Volume:   28                          590               591   152
Crit Moves:  ****                         ****              ****  ****
*******************************************************************************
```



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-------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                    Future 2013 Without Project- PM Peak
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #47 Westwood Boulevard and Ohio Avenue
*******************************************************************************
Cycle (sec):         100           Critical Vol./Cap.(X):         0.864
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       106           Level Of Service:                  D
*******************************************************************************
Street Name:          Westwood Boulevard                 Ohio Avenue
Approach:       North Bound     South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  2  0  1   1  0  2  0  1   1  0  0  1  0   1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Feb 2008 << 445-545
Base Vol:      91  859    41    44 1223   116    89  232    79    85  246    41
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   96  902    43    46 1284   122    93  244    83    89  258    43
Added Vol:     17  216     0     0  218     3     2    0    17     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  113 1118    43    46 1502   125    95  244   100    89  258    43
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   113 1118    43    46 1502   125    95  244   100    89  258    43
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  113 1118    43    46 1502   125    95  244   100    89  258    43
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  113 1118    43    46 1502   125    95  244   100    89  258    43
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 0.71  0.29  1.00 0.86  0.14
Final Sat.:  1500 3000  1500  1500 3000  1500  1500 1064   436  1500 1286   214
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.37  0.03  0.03 0.50  0.08  0.06 0.23  0.23  0.06 0.20  0.20
Crit Volume:  113                    751               344         89
Crit Moves:  ****                   ****              ****        ****
*******************************************************************************
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UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- PM Peak

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #48 Sawtelle Boulevard and Santa Monica Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 1.608
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Sawtelle Boulevard						Santa Monica Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 2 1 0			1 0 2 1 0		
Volume Module: >> Count Date: 14 Feb 2008 << 400-500												
Base Vol:	74	359	393	120	531	31	14	1288	31	169	1202	68
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	78	377	413	126	558	33	15	1352	33	177	1262	71
Added Vol:	2	0	8	0	0	0	0	200	1	9	248	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	377	421	126	558	33	15	1552	34	186	1510	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	377	421	126	558	33	15	1552	34	186	1510	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	377	421	126	558	33	15	1552	34	186	1510	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	377	421	126	558	33	15	1552	34	186	1510	72
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Lanes:	0.09	0.43	0.48	0.18	0.78	0.04	1.00	2.94	0.06	1.00	2.86	0.14
Final Sat.:	97	459	512	188	832	49	1069	3138	68	1069	3060	147
Capacity Analysis Module:												
Vol/Sat:	0.82	0.82	0.82	0.67	0.67	0.67	0.01	0.49	0.49	0.17	0.49	0.49
Crit Volume:		877		126				529		186		
Crit Moves:		****		****				****		****		

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- PM Peak

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #49 San Diego Fwy SB Ramps and Santa Monica Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 1.123
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	San Diego Fwy SB Ramps						Santa Monica Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			1 1 0 1 1			0 0 3 1 0			2 0 3 0 0		
Volume Module: >> Count Date: 14 Feb 2008 << 445-545												
Base Vol:	0	0	0	377	530	193	0	1577	248	560	1179	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	396	557	203	0	1656	260	588	1238	0
Added Vol:	0	0	0	-21	0	57	0	164	44	29	201	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	375	557	260	0	1820	304	617	1439	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	375	557	260	0	1820	304	617	1439	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	375	557	260	0	1820	304	617	1439	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	412	557	286	0	1820	304	679	1439	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Lanes:	0.00	0.00	0.00	1.31	1.69	1.00	0.00	3.43	0.57	2.00	3.00	0.00
Final Sat.:	0	0	0	1400	1806	1069	0	3662	613	2138	3206	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.31	0.27	0.00	0.50	0.50	0.32	0.45	0.00
Crit Volume:		0			329			531		339		
Crit Moves:					****			****		****		

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- PM Peak

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #50 San Diego Fwy NB Ramps and Santa Monica Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 1.140
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	San Diego Fwy NB Ramps						Santa Monica Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1 1 1 1			0 0 0 0 0			2 0 3 0 0			0 0 4 0 1		
Volume Module: >> Count Date: 14 Feb 2008 << 415-515												
Base Vol:	448	504	410	0	0	0	498	1368	0	0	1352	474
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	470	529	431	0	0	0	523	1436	0	0	1420	498
Added Vol:	57	21	-21	0	0	0	40	103	0	0	173	34
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	527	550	410	0	0	0	563	1539	0	0	1593	532
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	527	550	410	0	0	0	563	1539	0	0	1593	532
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	527	550	410	0	0	0	563	1539	0	0	1593	532
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	580	550	450	0	0	0	619	1539	0	0	1593	532
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Lanes:	1.54	2.11	1.35	0.00	0.00	0.00	2.00	3.00	0.00	0.00	4.00	1.00
Final Sat.:	1646	2255	1443	0	0	0	2138	3206	0	0	4275	1069
Capacity Analysis Module:												
Vol/Sat:	0.35	0.24	0.31	0.00	0.00	0.00	0.29	0.48	0.00	0.00	0.37	0.50
Crit Volume:	377				0		310					532
Crit Moves:	****						****					****

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- PM Peak

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #51 Sepulveda Boulevard and Santa Monica Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 1.466
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Sepulveda Boulevard						Santa Monica Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 3 0 1			1 0 3 0 1		
Volume Module: >> Count Date: 19 Feb 2008 << 430-530												
Base Vol:	166	796	203	146	1123	200	145	1404	304	190	1350	162
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	174	836	213	153	1179	210	152	1474	319	200	1418	170
Added Vol:	4	57	2	7	54	3	4	78	1	0	199	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	893	215	160	1233	213	156	1552	320	200	1617	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	893	215	160	1233	213	156	1552	320	200	1617	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	893	215	160	1233	213	156	1552	320	200	1617	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	893	215	160	1233	213	156	1552	320	200	1617	177
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1031	2063	1031	1031	2063	1031	1031	3094	1031	1031	3094	1031
Capacity Analysis Module:												
Vol/Sat:	0.17	0.43	0.21	0.16	0.60	0.21	0.15	0.50	0.31	0.19	0.52	0.17
Crit Volume:	178				617			517		200		
Crit Moves:	****				****			****		****		

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                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                    Future 2013 Without Project- PM Peak
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #52 Veteran Avenue and Santa Monica Boulevard
********************************************************************************
Cycle (sec):         100           Critical Vol./Cap.(X):         1.064
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180           Level Of Service:                  F
********************************************************************************
Street Name:           Veteran Avenue               Santa Monica Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit       Protected        Protected
Rights:          Include          Include          Include            Ovl
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  0  1  0   1  0  0  1  0   1  0  3  1  0   1  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Feb 2008 << 445-545
Base Vol:      62  284    46   123  534    59   174 1549    31    89 1412    86
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   65  298    48   129  561    62   183 1626    33    93 1483    90
Added Vol:      0   11     0     1    7    11    16   70     1     0  195     2
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   65  309    48   130  568    73   199 1696    34    93 1678    92
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    65  309    48   130  568    73   199 1696    34    93 1678    92
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   65  309    48   130  568    73   199 1696    34    93 1678    92
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   65  309    48   130  568    73   199 1696    34    93 1678    92
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.86  0.14  1.00 0.89  0.11  1.00 3.92  0.08  1.00 3.00  1.00
Final Sat.:  1375 1189   186  1375 1218   157  1375 5393   107  1375 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.26  0.26  0.09 0.47  0.47  0.14 0.31  0.31  0.07 0.41  0.07
Crit Volume:   65                     641         199                559
Crit Moves:  ****                    ****        ****               ****
********************************************************************************
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                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                    Future 2013 Without Project- PM Peak
-------------------------------------------------------------------------------

                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #53 Westwood Boulevard and Santa Monica Boulevard
********************************************************************************
Cycle (sec):         100           Critical Vol./Cap.(X):         1.143
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180           Level Of Service:                  F
********************************************************************************
Street Name:         Westwood Boulevard             Santa Monica Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit       Protected        Protected
Rights:          Include          Include            Ovl              Ovl
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  1  1  0   1  0  2  0  1   2  0  3  0  1   2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 500-600
Base Vol:     106  867    99   197 1358   122   164 1424   131   195 1376   230
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  111  910   104   207 1426   128   172 1495   138   205 1445   242
Added Vol:      4  203     8     6  200    27    24   39     3    10  163     6
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  115 1113   112   213 1626   155   196 1534   141   215 1608   248
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   115 1113   112   213 1626   155   196 1534   141   215 1608   248
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  115 1113   112   213 1626   155   196 1534   141   215 1608   248
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
FinalVolume:  115 1113   112   213 1626   155   216 1534   141   236 1608   248
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.82  0.18  1.00 2.00  1.00  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1375 2499   251  1375 2750  1375  2750 4125  1375  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.45  0.45  0.15 0.59  0.11  0.08 0.37  0.10  0.09 0.39  0.18
Crit Volume:  115                     813         108                536
Crit Moves:  ****                    ****        ****               ****
********************************************************************************
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                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                    Future 2013 Without Project- PM Peak
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                       Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #54 Mulholland Drive and Roscomare Road
********************************************************************************
Cycle (sec):        100          Critical Vol./Cap.(X):        0.776
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      102          Level Of Service:                 C
********************************************************************************
Street Name:          Mulholland Drive                 Roscomare Road
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase     Prot+Permit     Prot+Permit
Rights:          Include          Include           Ovl            Include
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Lanes:       0  0  1! 0  0   0  0  0  0  0   0  0  1  0  1   1  0  1  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 445-545
Base Vol:     288    0  145     0    0    0     0  321  102    45  593    0
Growth Adj:  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05
Initial Bse:  302    0  152     0    0    0     0  337  107    47  623    0
Added Vol:     27    0    0     0    0    0     0    0   29     0    1    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:  329    0  152     0    0    0     0  337  136    47  624    0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   329    0  152     0    0    0     0  337  136    47  624    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  329    0  152     0    0    0     0  337  136    47  624    0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:  329    0  152     0    0    0     0  337  136    47  624    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425  1425 1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.68 0.00 0.32  0.00 0.00 0.00  0.00 1.00 1.00  1.00 1.00 0.00
Final Sat.:   975    0  450     0    0    0     0 1425 1425  1425 1425    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.34 0.00 0.34  0.00 0.00 0.00  0.00 0.24 0.10  0.03 0.44 0.00
Crit Volume:             482             0          0                  624
Crit Moves:             ****                     ****                  ****
********************************************************************************
```



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--------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                    Future 2013 Without Project- PM Peak
--------------------------------------------------------------------------------
                       Level Of Service Computation Report
              2000 HCM 4-Way Stop Method (Future Volume Alternative)
********************************************************************************
Intersection #55 Roscomare Road and Stradella Road/Linda Flora Drive
********************************************************************************
Cycle (sec):        100          Critical Vol./Cap.(X):        0.561
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):       11.1
Optimal Cycle:        0          Level Of Service:                 B
********************************************************************************
Street Name:           Roscomare Road        Stradella Road/Linda Flora Drive
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign       Stop Sign       Stop Sign       Stop Sign
Rights:          Include         Include         Include         Include
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Lanes:       0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Feb 2008 << 415-515
Base Vol:      22  390    6    37   58   12    14    0   10     6    1   59
Growth Adj:  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05
Initial Bse:   23  410    6    39   61   13    15    0   11     6    1   62
Added Vol:      0   27    0     0   29    0     0    0    0     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   23  437    6    39   90   13    15    0   11     6    1   62
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    23  437    6    39   90   13    15    0   11     6    1   62
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   23  437    6    39   90   13    15    0   11     6    1   62
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:   23  437    6    39   90   13    15    0   11     6    1   62
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.05 0.94 0.01  0.27 0.64 0.09  0.58 0.00 0.42  0.09 0.02 0.89
Final Sat.:    41  778   11   208  482   68   365    0  261    63   10  615
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.56 0.56 0.56  0.19 0.19 0.19  0.04 xxxx 0.04  0.10 0.10 0.10
Crit Moves:            ****       ****                  ****       ****
Delay/Veh:   12.5 12.5 12.5   8.6  8.6  8.6   8.3  0.0  8.3   8.2  8.2  8.2
Delay Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  12.5 12.5 12.5   8.6  8.6  8.6   8.3  0.0  8.3   8.2  8.2  8.2
LOS by Move:    B    B    B     A    A    A     A    *    A     A    A    A
ApproachDel:      12.5              8.6              8.3              8.2
Delay Adj:        1.00             1.00             1.00             1.00
ApprAdjDel:       12.5              8.6              8.3              8.2
LOS by Appr:         B                A                A                A
AllWayAvgQ:   1.2  1.2  1.2   0.2  0.2  0.2   0.0  0.0  0.0   0.1  0.1  0.1
********************************************************************************
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-------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                    Future 2013 Without Project- PM Peak
-------------------------------------------------------------------------------
Note: Queue reported is the number of cars per lane.
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-------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                    Future 2013 Without Project- PM Peak
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
            2000 HCM 4-Way Stop Method (Future Volume Alternative)
*******************************************************************************
Intersection #56 Bellagio Road and Chalon Road
*******************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        0.729
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      15.3
Optimal Cycle:        0              Level Of Service:                 C
*******************************************************************************
Street Name:          Bellagio Road                      Chalon Road
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  1  0  0  0   0  0  0  1  0   0  0  1! 0  0   0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Feb 2008 << 500-600
Base Vol:     67  508    0    0   98   24   11    0   12    0    0    0
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  70  533    0    0  103   25   12    0   13    0    0    0
Added Vol:     0   27    0    0   29    0    0    0    0    0    0    0
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:  70  560    0    0  132   25   12    0   13    0    0    0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   70  560    0    0  132   25   12    0   13    0    0    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  70  560    0    0  132   25   12    0   13    0    0    0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  70  560    0    0  132   25   12    0   13    0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.11 0.89  0.00  0.00 0.84  0.16  0.48 0.00  0.52  0.00 0.00  0.00
Final Sat.:   96  769    0    0  663  127  297    0  324    0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.73 0.73  xxxx  xxxx 0.20  0.20  0.04 xxxx  0.04  xxxx xxxx  xxxx
Crit Moves:       ****             ****        ****
Delay/Veh:   17.3 17.3   0.0   0.0  8.5   8.5   8.4  0.0   8.4   0.0  0.0   0.0
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  17.3 17.3   0.0   0.0  8.5   8.5   8.4  0.0   8.4   0.0  0.0   0.0
LOS by Move:   C    C     *     *    A     A     A    *     A     *    *     *
ApproachDel:      17.3              8.5              8.4           xxxxxx
Delay Adj:        1.00              1.00             1.00           xxxxx
ApprAdjDel:       17.3              8.5              8.4           xxxxxx
LOS by Appr:        C                A                A                *
AllWayAvgQ:   2.4  2.4   2.4   0.2  0.2   0.2   0.0  0.0   0.0   0.0  0.0   0.0
*******************************************************************************
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UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- PM Peak

Note: Queue reported is the number of cars per lane.

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- PM Peak

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #57 Beverly Glen Boulevard and Mulholland Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	1.082
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Beverly Glen Boulevard						Mulholland Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0 0 1			0 1 1 0 1			1 0 1 1 0			1 0 2 0 1		
Volume Module: >> Count Date: 26 Feb 2008 << 500-600												
Base Vol:	40	772	81	206	359	36	51	194	37	45	535	704
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	42	811	85	216	377	38	54	204	39	47	562	739
Added Vol:	1	37	1	0	39	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	848	86	216	416	38	54	204	39	47	562	739
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	43	848	86	216	416	38	54	204	39	47	562	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	848	86	216	416	38	54	204	39	47	562	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	43	848	86	216	416	38	54	204	39	47	562	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	0.95	1.00	0.68	1.32	1.00	1.00	1.68	0.32	1.00	2.00	1.00
Final Sat.:	69	1356	1425	975	1875	1425	1425	2394	456	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.62	0.62	0.06	0.22	0.22	0.03	0.04	0.09	0.09	0.03	0.20	0.00
Crit Volume:		891			316		54				281	
Crit Moves:		****			****		****				****	

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                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                     Future 2013 Without Project- PM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #58 Beverly Glen Boulevard and Greendale Drive
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap.(X):        1.075
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      180               Level Of Service:                 F
********************************************************************************
Street Name:      Beverly Glen Boulevard              Greendale Drive
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted       Split Phase      Split Phase
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  0  1  0    0  1  0  0  0    0  0  0  0  0    0  0  1!  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Feb 2008 << 415-515
Base Vol:      0 1084    9    62  413    0     0    0    0    44    0  220
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   0 1138    9    65  434    0     0    0    0    46    0  231
Added Vol:     0   37    0     0   39    0     0    0    0     4    0    1
PasserByVol:   0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   0 1175    9    65  473    0     0    0    0    50    0  232
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    0 1175    9    65  473    0     0    0    0    50    0  232
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   0 1175    9    65  473    0     0    0    0    50    0  232
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   0 1175    9    65  473    0     0    0    0    50    0  232
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.99  0.01  0.12 0.88  0.00  0.00 0.00  0.00  0.18 0.00  0.82
Final Sat.:    0 1414    11   173 1252    0     0    0    0   253    0  1172
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.83  0.83  0.38 0.38  0.00  0.00 0.00  0.00  0.20 0.00  0.20
Crit Volume:           1185    65                    0                    282
Crit Moves:            ****  ****                                        ****
********************************************************************************
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Future With Project LOS Analysis

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- AM Peak

Scenario Report

Scenario:	Future With Project AM Peak
Command:	Future With Project AM Peak
Volume:	Future AM
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	AM Peak
Trip Distribution:	Project
Paths:	Project
Routes:	Default Route
Configuration:	Future

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- AM Peak

Trip Generation Report

Forecast for AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	#1- NA FBI	1.00	FBI Office- 11	0.00	0.00	0	0	0	0.0
2	#2	1.00	Palazzo Westwo	114.00	119.00	114	119	233	4.1
	Zone 2 Subtotal		....			114	119	233	4.1
3	#3	1.00	Mixed-Use - S/	149.00	45.00	149	45	194	3.4
	Zone 3 Subtotal		....			149	45	194	3.4
4	#4	1.00	Theater Expans	1.00	0.00	1	0	1	0.0
	Zone 4 Subtotal		....			1	0	1	0.0
5	#5, 17	1.00	Mixed-Use- 108	-5.00	3.00	-5	3	-2	-0.0
5	#5, 17	1.00	Residential Ho	15.00	9.00	15	9	24	0.4
	Zone 5 Subtotal		....			10	12	22	0.4
6	#6	1.00	Apartments- 86	2.00	8.00	2	8	10	0.2
	Zone 6 Subtotal		....			2	8	10	0.2
7	#7	1.00	Condos- 10804	7.00	34.00	7	34	41	0.7
	Zone 7 Subtotal		....			7	34	41	0.7
8	#8, 25, 61	1.00	Condos- 10776	-14.00	29.00	-14	29	15	0.3
8	#8, 25, 61	1.00	Condos-10763 W	4.00	22.00	4	22	26	0.5
8	#8, 25, 61	1.00	Condos- 10710	5.00	23.00	5	23	28	0.5
	Zone 8 Subtotal		....			-5	74	69	1.2
9	#9	1.00	Private School	9.00	0.00	9	0	9	0.2
	Zone 9 Subtotal		....			9	0	9	0.2
10	#10	1.00	Fox Studio Exp	420.00	30.00	420	30	450	8.0
	Zone 10 Subtotal		....			420	30	450	8.0
11	#11, 12, 45,	1.00	High School Ex	92.00	40.00	92	40	132	2.3
11	#11, 12, 45,	1.00	Private School	94.00	55.00	94	55	149	2.6
11	#11, 12, 45,	1.00	Condos- 1333 S	0.00	2.00	0	2	2	0.0
11	#11, 12, 45,	1.00	Condos- 552-55	1.00	3.00	1	3	4	0.1
	Zone 11 Subtotal		....			187	100	287	5.1
12	#13	1.00	Wilshire/Comst	3.00	12.00	3	12	15	0.3
	Zone 12 Subtotal		....			3	12	15	0.3
13	#14, 15, 43	1.00	ABC Entertainm	101.00	-181.00	101	-181	-80	-1.
13	#14, 15, 43	1.00	Condos- 10131	-37.00	85.00	-37	85	48	0.9
	Zone 13 Subtotal		....			64	-96	-32	-0.6

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
14	#16, 35	1.00	Condos- 527 Mi	12.00	61.00	12	61	73	1.3
14	#16, 35	1.00	Condos- 430 Ke	3.00	15.00	3	15	18	0.3
	Zone 14 Subtotal					15	76	91	1.6
15	#18	1.00	Health/Fitness	-20.00	-28.00	-20	-28	-48	-0.9
	Zone 15 Subtotal					-20	-28	-48	-0.9
16	# 19	1.00	Condos-1826 S	1.00	6.00	1	6	7	0.1
	Zone 16 Subtotal					1	6	7	0.1
17	#20	1.00	Condos- 1417 S	1.00	6.00	1	6	7	0.1
	Zone 17 Subtotal					1	6	7	0.1
18	#21	1.00	New Car Sales-	4.00	2.00	4	2	6	0.1
	Zone 18 Subtotal					4	2	6	0.1
19	#22, 70	1.00	Condos- 1625 S	1.00	7.00	1	7	8	0.1
19	#22, 70	1.00	Mixed-Use- 115	10.00	46.00	10	46	56	1.0
	Zone 19 Subtotal					11	53	64	1.1
20	#23, 24	1.00	Condos- 1525 S	1.00	7.00	1	7	8	0.1
20	#23, 24	1.00	Condos- 1633 S	1.00	6.00	1	6	7	0.1
	Zone 20 Subtotal					2	13	15	0.3
21	#26	1.00	Condos- 2037 S	1.00	6.00	1	6	7	0.1
	Zone 21 Subtotal					1	6	7	0.1
22	#27, 63, 65	1.00	Office- 12233	10.00	56.00	10	56	66	1.2
22	#27, 63, 65	1.00	Westside Media	24.00	32.00	24	32	56	1.0
22	#27, 63, 65	1.00	SM Apt Project	11.00	46.00	11	46	57	1.0
	Zone 22 Subtotal					45	134	179	3.2
23	#28, 32	1.00	Condos- 1511 S	1.00	6.00	1	6	7	0.1
23	#28, 32	1.00	Condos- 1517 B	2.00	8.00	2	8	10	0.2
	Zone 23 Subtotal					3	14	17	0.3
24	#29, 54	1.00	Mixed-Use- 116	60.00	26.00	60	26	86	1.5
24	#29, 54	1.00	Office- 11677	205.00	28.00	205	28	233	4.1
	Zone 24 Subtotal					265	54	319	5.7
25	#30	1.00	Mausoleum Bldg	1.00	0.00	1	0	1	0.0
	Zone 25 Subtotal					1	0	1	0.0
26	#31	1.00	Condos- 10617	1.00	6.00	1	6	7	0.1
	Zone 26 Subtotal					1	6	7	0.1

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
27	#33	1.00	Apts- 1817 S B	2.00	6.00	2	6	8	0.1
	Zone 27 Subtotal					2	6	8	0.1
28	#34	1.00	Live/Work- 115	9.00	34.00	9	34	43	0.8
	Zone 28 Subtotal					9	34	43	0.8
29	#36	1.00	Restaurant- 10	2.00	2.00	2	2	4	0.1
	Zone 29 Subtotal					2	2	4	0.1
30	#37, 56, 57	1.00	Condos- 1807 S	1.00	6.00	1	6	7	0.1
30	#37, 56, 57	1.00	Auto Service-	4.00	2.00	4	2	6	0.1
30	#37, 56, 57	1.00	Office- SW Cor	55.00	7.00	55	7	62	1.1
	Zone 30 Subtotal					60	15	75	1.3
31	#38	1.00	Condos- 2263 S	1.00	6.00	1	6	7	0.1
	Zone 31 Subtotal					1	6	7	0.1
32	#39	1.00	Cooking School	4.00	2.00	4	2	6	0.1
	Zone 32 Subtotal					4	2	6	0.1
33	#40	1.00	Bank- 1762 Wes	3.00	8.00	3	8	11	0.2
	Zone 33 Subtotal					3	8	11	0.2
34	#41- NA-Alre	1.00	Westside Pavil	0.00	0.00	0	0	0	0.0
35	#42, 49	1.00	Le Lycee Franc	171.00	109.00	171	109	280	5.0
35	#42, 49	1.00	Mixed-Use- 106	5.00	7.00	5	7	12	0.2
	Zone 35 Subtotal					176	116	292	5.2
36	#44, 60, 67	1.00	Discounted Sto	20.00	10.00	20	10	30	0.5
36	#44, 60, 67	1.00	Olympic-Stoner	2.00	0.00	2	0	2	0.0
36	#44, 60, 67	1.00	Bed, Bath & Be	0.00	0.00	0	0	0	0.0
	Zone 36 Subtotal					22	10	32	0.6
37	#46	1.00	Belmont Villag	17.00	8.00	17	8	25	0.4
	Zone 37 Subtotal					17	8	25	0.4
38	#47, B12, B3	1.00	Apts- 10000 W	-167.00	115.00	-167	115	-52	-0.
38	#47, B12, B3	1.00	Hotel- 150 Las	15.00	9.00	15	9	24	0.4
38	#47, B12, B3	1.00	Beverly Hilton	48.00	94.00	48	94	142	2.5
	Zone 38 Subtotal					-104	218	114	2.0
39	#48	1.00	Mixed-Use- 109	9.00	18.00	9	18	27	0.5
	Zone 39 Subtotal					9	18	27	0.5
40	#50	1.00	Regent Westwoo	140.00	47.00	140	47	187	3.3
	Zone 40 Subtotal					140	47	187	3.3

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
41	#51	1.00	Office- 1100 W	70.00	10.00	70	10	80	1.4
	Zone 41 Subtotal					70	10	80	1.4
42	#52	1.00	Del Capri Hote	9.00	36.00	9	36	45	0.8
	Zone 42 Subtotal					9	36	45	0.8
43	#53	1.00	Condos- 11611	2.00	7.00	2	7	9	0.2
	Zone 43 Subtotal					2	7	9	0.2
44	#55	1.00	Retail- 11305	7.00	4.00	7	4	11	0.2
	Zone 44 Subtotal					7	4	11	0.2
45	#58	1.00	Fastfood- 1086	75.00	50.00	75	50	125	2.2
	Zone 45 Subtotal					75	50	125	2.2
46	#59	1.00	Brentwood Reta	2.00	1.00	2	1	3	0.1
	Zone 46 Subtotal					2	1	3	0.1
47	#B1, B5, B11	1.00	Young Israel-	16.00	9.00	16	9	25	0.4
47	#B1, B5, B11	1.00	Retail Expansi	1.00	1.00	1	1	2	0.0
47	#B1, B5, B11	1.00	Cultural Cente	34.00	21.00	34	21	55	1.0
47	#B1, B5, B11	1.00	Condos- 437-44	1.00	6.00	1	6	7	0.1
47	#B1, B5, B11	1.00	Service Facili	101.00	55.00	101	55	156	2.8
47	#B1, B5, B11	1.00	Mixed-Use- 421	29.00	9.00	29	9	38	0.7
47	#B1, B5, B11	1.00	Condos- 432 N	3.00	12.00	3	12	15	0.3
	Zone 47 Subtotal					185	113	298	5.3
48	#B2, B3, B6,	1.00	Beverly Hills	86.00	57.00	86	57	143	2.5
48	#B2, B3, B6,	1.00	Mixed-Use- 265	103.00	30.00	103	30	133	2.4
48	#B2, B3, B6,	1.00	Condos- 125 S	3.00	15.00	3	15	18	0.3
48	#B2, B3, B6,	1.00	Medical Plaza-	77.00	22.00	77	22	99	1.8
48	#B2, B3, B6,	1.00	Commercial/Ret	8.00	6.00	8	6	14	0.2
48	#B2, B3, B6,	1.00	Mixed-Use- 131	64.00	43.00	64	43	107	1.9
48	#B2, B3, B6,	1.00	Assisted Care	6.00	7.00	6	7	13	0.2
48	#B2, B3, B6,	1.00	Senior Congreg	3.00	2.00	3	2	5	0.1
48	#B2, B3, B6,	1.00	Screening Room	1.00	0.00	1	0	1	0.0
48	#B2, B3, B6,	1.00	Condos- 261-28	0.00	-1.00	0	-1	-1	-0.0
48	#B2, B3, B6,	1.00	Mixed-Use- 920	10.00	23.00	10	23	33	0.6
48	#B2, B3, B6,	1.00	Mixed-Use- 959	11.00	27.00	11	27	38	0.7
48	#B2, B3, B6,	1.00	Hotel- 9730 Wi	70.00	44.00	70	44	114	2.0
48	#B2, B3, B6,	1.00	Condos- 140-14	1.00	4.00	1	4	5	0.1
48	#B2, B3, B6,	1.00	Condos- 133 Sp	0.00	2.00	0	2	2	0.0
48	#B2, B3, B6,	1.00	Office/Medical	14.00	4.00	14	4	18	0.3
48	#B2, B3, B6,	1.00	Condos- 156-16	1.00	6.00	1	6	7	0.1
48	#B2, B3, B6,	1.00	Condos- 144 Re	0.00	1.00	0	1	1	0.0
48	#B2, B3, B6,	1.00	Condos- 155 N	0.00	1.00	0	1	1	0.0
	Zone 48 Subtotal					458	293	751	13.3

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
49	#B4, B14, B2	1.00	Church Expansi	1.00	0.00	1	0	1	0.0
49	#B4, B14, B2	1.00	Synagogue/Priv	23.00	13.00	23	13	36	0.6
49	#B4, B14, B2	1.00	Apts- 428-430	0.00	1.00	0	1	1	0.0
49	#B4, B14, B2	1.00	Condos- 313-31	1.00	3.00	1	3	4	0.1
	Zone 49 Subtotal					25	17	42	0.7
50	#B18, B21	1.00	Beverly Hills	131.00	-4.00	131	-4	127	2.3
50	#B18, B21	1.00	Robinson's May	34.00	116.00	34	116	150	2.7
	Zone 50 Subtotal					165	112	277	4.9
51	#B27	1.00	Health Spa- 96	1.00	1.00	1	1	2	0.0
	Zone 51 Subtotal					1	1	2	0.0
52	#62-NA Whole	1.00	Whole Foods Ma	0.00	0.00	0	0	0	0.0
53	#64	1.00	New West Middl	126.00	104.00	126	104	230	4.1
	Zone 53 Subtotal					126	104	230	4.1
54	#66	1.00	Union Bank of	3.00	2.00	3	2	5	0.1
	Zone 54 Subtotal					3	2	5	0.1
55	#68	1.00	Leo Baeck Temp	10.00	0.00	10	0	10	0.2
	Zone 55 Subtotal					10	0	10	0.2
56	#69	1.00	Convenience St	126.00	125.00	126	125	251	4.5
	Zone 56 Subtotal					126	125	251	4.5
57	#71	1.00	Westwood Villa	52.00	51.00	52	51	103	1.8
	Zone 57 Subtotal					52	51	103	1.8
58	#72	1.00	Office Bldg- 2	41.00	6.00	41	6	47	0.8
	Zone 58 Subtotal					41	6	47	0.8
59	Hekmat Mixed	1.00	Mixed Use	52.00	36.00	52	36	88	1.6
	Zone 59 Subtotal					52	36	88	1.6
60	UCLA LOT 36	1.00	UCLA PARKING L	358.00	89.00	358	89	447	7.9
	Zone 60 Subtotal					358	89	447	7.9
TOTAL						3399	2227	5626	100.0

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- AM Peak

Trip Distribution Report

Percent Of Trips Project

To Gates

Zone	1	2	3	4	5	6	9	10	11	12	13
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
3	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
4	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
5	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
6	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
7	15.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
8	15.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
9	5.0	5.0	5.0	5.0	5.0	20.0	5.0	0.0	0.0	0.0	0.0
10	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
11	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
12	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
13	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
14	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	5.0	10.0	5.0	0.0
16	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
17	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
18	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
19	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
20	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
21	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
22	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
23	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	2.5	2.5
24	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
25	15.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
26	10.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
27	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
28	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
29	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
30	10.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
31	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
32	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
33	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	10.0	0.0	0.0
34	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
35	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
36	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
37	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
38	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
39	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
40	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
41	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
42	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
43	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
44	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- AM Peak

To Gates

Zone	1	2	3	4	5	6	9	10	11	12	13
45	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
46	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
47	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
48	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
49	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
50	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
51	5.0	5.0	5.0	5.0	5.0	20.0	5.0	0.0	0.0	0.0	0.0
52	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
53	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
54	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
55	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	5.0
56	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	10.0	0.0	0.0
57	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
58	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
59	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
60	28.0	0.5	0.0	0.5	0.0	3.0	3.0	3.0	2.0	2.0	2.0

To Gates

Zone	14	15	16	17	18	19	20	21	22	23	28
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
3	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
4	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
5	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
6	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
7	5.0	0.0	5.0	5.0	5.0	15.0	0.0	0.0	0.0	0.0	0.0
8	5.0	0.0	5.0	5.0	5.0	15.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	2.5	0.0	5.0	2.5	5.0	0.0	0.0	0.0	0.0
10	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
11	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
12	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
13	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
14	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
15	10.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
17	5.0	0.0	5.0	5.0	0.0	10.0	0.0	3.0	0.0	0.0	0.0
18	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
20	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
21	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
23	5.0	2.5	5.0	2.5	0.0	10.0	0.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	5.0	0.0	0.0
25	5.0	0.0	5.0	5.0	5.0	15.0	0.0	0.0	0.0	0.0	0.0
26	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
27	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- AM Peak

Zone	To Gates 14	15	16	17	18	19	20	21	22	23	28
28	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
29	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
30	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
31	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
32	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
33	5.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
34	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
35	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
36	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
37	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
38	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
39	5.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
40	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
41	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
42	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
43	5.0	0.0	5.0	0.0	0.0	10.0	0.0	0.0	5.0	0.0	0.0
44	0.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
45	5.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
46	5.0	0.0	5.0	0.0	0.0	10.0	0.0	0.0	5.0	0.0	0.0
47	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
48	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
49	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
50	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
51	0.0	0.0	2.5	0.0	5.0	2.5	5.0	0.0	0.0	0.0	0.0
52	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
53	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
54	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
55	0.0	0.0	5.0	0.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0
56	5.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
57	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
58	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
59	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
60	3.0	3.0	3.0	3.0	1.0	39.0	3.0	1.0	0.0	0.0	0.0

Zone	To Gates 29	30
1	0.0	0.0
2	2.0	2.0
3	2.0	2.0
4	2.0	2.0
5	2.0	2.0
6	0.0	0.0
7	0.0	0.0
8	0.0	0.0
9	0.0	0.0
10	0.0	0.0

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- AM Peak

Zone	To Gates 29	30
11	0.0	0.0
12	0.0	0.0
13	0.0	0.0
14	2.0	2.0
15	0.0	0.0
16	0.0	0.0
17	0.0	0.0
18	0.0	0.0
19	0.0	0.0
20	0.0	0.0
21	0.0	0.0
22	0.0	0.0
23	0.0	0.0
24	0.0	0.0
25	0.0	0.0
26	0.0	0.0
27	0.0	0.0
28	0.0	0.0
29	2.0	2.0
30	0.0	0.0
31	0.0	0.0
32	0.0	0.0
33	0.0	0.0
34	0.0	0.0
35	0.0	0.0
36	0.0	0.0
37	0.0	0.0
38	0.0	0.0
39	0.0	0.0
40	2.0	2.0
41	2.0	2.0
42	0.0	0.0
43	0.0	0.0
44	0.0	0.0
45	0.0	0.0
46	0.0	0.0
47	0.0	0.0
48	0.0	0.0
49	0.0	0.0
50	0.0	0.0
51	0.0	0.0
52	0.0	0.0
53	0.0	0.0
54	2.0	2.0
55	0.0	0.0
56	0.0	0.0
57	2.0	2.0
58	0.0	0.0

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- AM Peak

Zone	To Gates 29	To Gates 30
59	2.0	2.0
60	0.0	0.0

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- AM Peak

Turning Movement Report
AM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Sepulveda Boulevard and Church Ln/Ovada Pl													
Base	13	509	76	4	1387	558	88	55	27	91	151	0	2959
Added	0	42	0	0	18	0	1	0	0	0	0	0	61
Total	13	551	76	4	1405	558	89	55	27	91	151	0	3020
#2 Church Lane and San Diego Fwy SB On/Off Ramp													
Base	0	150	333	234	689	0	0	2	1	1507	1	23	2940
Added	0	1	0	0	0	0	0	0	0	38	0	0	39
Total	0	151	333	234	689	0	0	2	1	1545	1	23	2979
#3 Church Lane and Sunset Boulevard													
Base	54	7	107	685	166	1010	104	1799	117	6	1229	454	5736
Added	0	0	0	38	0	0	1	11	0	0	3	0	53
Total	54	7	107	723	166	1010	105	1810	117	6	1232	454	5789
#4 San Diego Fwy NB On/Off Ramps and Sunset Boulevard													
Base	674	0	547	0	0	0	0	1547	996	0	1025	0	4789
Added	0	0	0	0	0	0	0	50	0	0	30	0	80
Total	674	0	547	0	0	0	0	1597	996	0	1055	0	4869
#5 Veteran Avenue and Sunset Boulevard													
Base	60	0	364	0	0	0	0	1812	194	310	972	0	3713
Added	30	0	14	0	0	0	0	1	49	17	1	0	112
Total	90	0	378	0	0	0	0	1813	243	327	973	0	3825
#6 Bellagio Way and Sunset Boulevard													
Base	43	5	8	181	53	267	187	1764	237	18	969	101	3833
Added	0	0	0	4	0	16	9	7	0	0	2	4	42
Total	43	5	8	185	53	283	196	1771	237	18	971	105	3875
#7 Westwood Bouevard and Sunset Boulevard													
Base	27	0	22	0	0	0	0	1506	395	184	1067	0	3200
Added	0	0	0	0	0	0	0	10	0	0	6	0	16
Total	27	0	22	0	0	0	0	1516	395	184	1073	0	3216
#8 Stone Canyon Road and Sunset Boulevard													
Base	51	1	45	0	0	63	60	1333	252	93	1211	23	3133
Added	0	0	1	0	0	0	0	10	0	3	6	0	20
Total	51	1	46	0	0	63	60	1343	252	96	1217	23	3153
#9 Hilgard Avenue/Copa De Oro Road and Sunset Boulevard													
Base	149	40	112	29	77	17	19	1083	274	475	1120	22	3417
Added	4	0	22	0	0	0	0	7	4	45	4	0	86
Total	153	40	134	29	77	17	19	1090	278	520	1124	22	3503

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- AM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#10 Beverly Glen Boulevard and Sunset Boulevard													
Base	91	97	408	53	80	9	16	1073	111	503	1472	76	3989
Added	0	0	46	0	0	0	0	29	0	77	49	0	201
Total	91	97	454	53	80	9	16	1102	111	580	1521	76	4190
#11 Beverly Glen Boulevard and Sunset Boulevard (East I/S)													
Base	0	0	0	155	0	852	329	1183	0	0	1179	35	3733
Added	0	0	0	0	0	26	19	56	0	0	100	2	203
Total	0	0	0	155	0	878	348	1239	0	0	1279	37	3936
#12 Sepulveda Boulevard and San Diego Fwy NB Off-Ramp													
Base	0	400	0	0	1372	0	290	0	9	0	0	0	2072
Added	0	4	0	0	6	0	4	0	0	0	0	0	14
Total	0	404	0	0	1378	0	294	0	9	0	0	0	2086
#13 Sepulveda Boulevard and Montana Avenue													
Base	78	328	287	344	1158	23	8	286	105	103	74	75	2868
Added	0	4	4	16	2	0	0	0	0	4	0	10	40
Total	78	332	291	360	1160	23	8	286	105	107	74	85	2908
#14 Levering Avenue and Montana Avenue													
Base	39	0	3	0	0	0	0	799	356	6	163	0	1366
Added	14	0	0	0	0	0	0	0	20	0	0	0	34
Total	53	0	3	0	0	0	0	799	376	6	163	0	1400
#15 Veteran Avenue and Montana Avenue/Galey Avenue													
Base	35	230	22	176	335	20	120	582	45	12	82	50	1708
Added	0	42	0	6	60	0	0	0	0	0	0	1	109
Total	35	272	22	182	395	20	120	582	45	12	82	51	1817
#16 Galey Avenue and Strathmore Place													
Base	5	83	294	498	278	3	2	124	15	100	19	49	1470
Added	0	1	0	0	6	0	0	0	0	0	0	0	7
Total	5	84	294	498	284	3	2	124	15	100	19	49	1477
#17 Veteran Avenue and Levering Avenue													
Base	20	245	29	22	406	3	2	121	213	69	24	30	1185
Added	5	18	3	26	34	0	0	11	10	33	9	24	173
Total	25	263	32	48	440	3	2	132	223	102	33	54	1358
#18 Hilgard Avenue and Wyton Drive													
Base	217	290	9	28	618	56	17	25	99	62	89	29	1540
Added	0	26	0	0	49	0	0	0	0	0	0	0	75
Total	217	316	9	28	667	56	17	25	99	62	89	29	1615

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- AM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#19 Beverly Glen Blvd and Wyton Dr/Comstock Ave [5-Leg Intersection- Wyton Split													
Base	8	315	5	48	523	3	1	23	12	32	35	40	1045
Added	0	46	0	0	77	0	0	0	0	0	0	0	123
Total	8	361	5	48	600	3	1	23	12	32	35	40	1168
#20 Hilgard Avenue and Westholme Avenue													
Base	171	398	43	16	558	138	21	11	30	42	204	51	1682
Added	0	26	0	0	49	0	0	0	0	0	0	0	75
Total	171	424	43	16	607	138	21	11	30	42	204	51	1757
#21 Hilgard Avenue and Manning Avenue													
Base	0	752	13	22	540	0	0	0	0	6	0	69	1402
Added	0	26	0	0	49	0	0	0	0	0	0	0	75
Total	0	778	13	22	589	0	0	0	0	6	0	69	1477
#22 Gayley Avenue and Le Conte Avenue													
Base	7	667	246	130	228	16	25	125	12	165	78	133	1831
Added	0	1	4	0	6	0	0	45	0	6	11	0	73
Int #2	0	51	-23	-23	23	0	0	-23	23	-50	-51	-51	-124
Total	7	719	227	107	257	16	25	147	35	121	38	82	1780
#23 Westwood Boulevard and Le Conte Avenue													
Base	56	664	216	34	205	92	176	343	35	137	333	112	2402
Added	122	0	1	0	0	0	0	8	59	1	17	0	208
Int #2	0	0	0	0	0	0	0	-69	0	0	-152	0	-221
Total	178	664	217	34	205	92	176	282	94	138	198	112	2389
#24 Tiverton Drive and Le Conte Avenue													
Base	26	105	29	25	37	206	190	305	42	16	344	91	1416
Added	0	1	0	0	3	0	0	8	0	0	17	0	29
Int #2	0	0	0	0	0	0	0	-69	0	0	-152	0	-221
Total	26	106	29	25	40	206	190	244	42	16	209	91	1224
#25 Hilgard Avenue and Le Conte Avenue													
Base	23	450	27	11	228	299	286	0	34	7	0	25	1390
Added	0	18	0	0	31	17	8	0	0	0	0	0	74
Int #2	0	0	69	0	0	0	0	0	0	152	0	0	221
Total	23	468	96	11	259	316	294	0	34	159	0	25	1685
#26 Gayley Avenue and Weyburn Avenue													
Base	29	791	117	18	420	78	200	179	23	39	45	38	1975
Added	0	13	69	16	19	0	0	32	0	26	20	16	211
Int #2	0	0	23	46	0	0	0	0	0	50	51	51	221
Total	29	804	209	80	439	78	200	211	23	115	116	105	2407

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UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- AM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#27 Westwood Boulevard and Weyburn Avenue													
Base	74	692	45	6	338	30	49	59	33	35	45	14	1420
Added	17	123	73	0	60	0	0	17	16	80	26	0	412
Int #2	0	0	0	0	0	0	0	69	0	0	152	0	221
Total	91	815	118	6	398	30	49	145	49	115	223	14	2053
#28 Tiverton Drvie and Weyburn Avenue													
Base	14	111	7	28	0	34	27	38	0	0	36	18	313
Added	0	0	0	0	0	3	1	35	0	0	45	0	84
Int #2	0	0	0	0	0	0	0	69	0	0	152	0	221
Total	14	111	7	28	0	37	28	142	0	0	233	18	618
#29 Hilgard Avenue and Weyburn Avenue													
Base	30	484	5	14	264	41	36	28	66	7	27	28	1031
Added	0	2	0	0	4	27	16	19	0	0	18	0	86
#25 In	0	0	0	0	0	152	69	0	0	0	0	0	221
Total	30	486	5	14	268	220	121	47	66	7	45	28	1338
#30 Westwood Boulevard and Kinross Avenue													
Base	56	806	26	13	361	38	58	32	25	5	47	62	1529
Added	57	212	50	5	151	1	0	4	18	7	1	1	507
Total	113	1018	76	18	512	39	58	36	43	12	48	63	2036
#31 Westwood Boulevard and Lindbrook Drive													
Base	3	836	227	21	332	11	30	137	47	98	138	28	1907
Added	0	318	2	0	175	0	0	1	0	2	3	0	501
Total	3	1154	229	21	507	11	30	138	47	100	141	28	2408
#32 Glendon/Tiverton/Lindbrook													
Base	62	230	412	8	25	45	38	335	22	165	179	41	1561
Added	0	11	6	0	2	0	0	2	0	7	5	0	33
Total	62	241	418	8	27	45	38	337	22	172	184	41	1594
#33 Sepulveda Boulevard and Constitution Avenue													
Base	67	305	7	3	1177	173	88	0	20	2	0	2	1845
Added	0	4	0	0	6	0	0	0	0	0	0	0	10
Total	67	309	7	3	1183	173	88	0	20	2	0	2	1855
#34 San Vicente Bouevard and Wilshire Bouelvard													
Base	103	214	117	1449	305	19	69	2054	68	56	2139	973	7565
Added	28	50	10	89	53	14	3	180	8	7	172	59	673
Total	131	264	127	1538	358	33	72	2234	76	63	2311	1032	8238
#35 Sepulveda Boulevard and Wilshire Boulevard													
Base	164	252	276	293	669	297	75	2874	141	116	2670	65	7891
Added	10	1	37	2	4	0	1	800	11	18	468	2	1354
Total	174	253	313	295	673	297	76	3674	152	134	3138	67	9245

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- AM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#36 Veteran Avenue and Wilshire Boulevard													
Base	217	404	104	116	265	386	555	3046	141	55	2412	37	7737
Added	-6	17	14	4	8	63	138	704	-4	6	431	15	1390
Total	211	421	118	120	273	449	693	3750	137	61	2843	52	9127
#37 Gayley Avenue and Wilshire Boulevard													
Base	62	350	55	59	105	300	521	2545	160	67	2091	122	6435
Added	0	0	0	18	0	89	247	475	0	0	363	37	1229
Total	62	350	55	77	105	389	768	3020	160	67	2454	159	7664
#38 Westwood Boulevard and Wilshire Boulevard													
Base	142	630	123	64	286	162	448	2079	172	141	1983	98	6327
Added	13	113	43	35	66	76	149	335	7	39	311	57	1244
Total	155	743	166	99	352	238	597	2414	179	180	2294	155	7571
#39 Glendon Avenue and Wilshire Bouelvard													
Base	9	186	23	60	116	43	334	1770	120	69	2068	180	4978
Added	0	0	0	2	0	7	6	408	0	0	401	11	835
Total	9	186	23	62	116	50	340	2178	120	69	2470	191	5813
#40 Malcolm Avenue and Wilshire Boulevard													
Base	3	0	47	3	1	42	68	1776	29	23	2293	56	4342
Added	6	0	0	21	0	0	0	403	11	0	392	20	853
Total	9	0	47	24	1	42	68	2179	40	23	2685	76	5195
#41 Westholme Avenue and Wilshire Boulevard													
Base	59	107	68	47	44	21	33	1882	66	30	2312	144	4813
Added	1	0	2	0	0	0	0	434	3	2	377	0	819
Total	60	107	70	47	44	21	33	2316	69	32	2689	144	5632
#42 Warner Avenue and Wilshire Boulevard													
Base	78	38	22	91	63	92	70	1862	33	12	2339	81	4781
Added	0	0	0	0	0	0	0	438	0	0	366	0	804
Total	78	38	22	91	63	92	70	2300	33	12	2705	81	5585
#43 Beverly Glen Boulevard and Wilshire Boulevard													
Base	169	352	38	36	529	50	93	1674	213	104	2179	11	5447
Added	19	15	51	41	30	7	4	390	38	79	340	27	1041
Total	188	367	89	77	559	57	97	2064	251	183	2519	38	6488
#44 Sawtelle Boulevard and Ohio Avenue													
Base	63	318	135	26	94	19	86	887	55	75	481	90	2330
Added	0	0	4	0	0	0	0	26	1	1	17	0	49
Total	63	318	139	26	94	19	86	913	56	76	498	90	2379

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- AM Peak

#45 Sepulveda Boulevard and Ohio Avenue

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
Base	101	477	132	40	520	86	183	730	82	78	504	75	3006
Added	3	40	1	6	26	0	2	24	4	4	14	7	131
Total	104	517	133	46	546	86	185	754	86	82	518	82	3137

#46 Veteran Avenue and Ohio Avenue

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
Base	35	341	37	15	155	105	281	727	39	26	500	43	2304
Added	0	22	0	0	8	-1	6	25	1	0	21	0	82
Total	35	363	37	15	163	104	287	752	40	26	521	43	2386

#47 Westwood Boulevard and Ohio Avenue

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
Base	130	1238	50	34	484	62	177	292	96	67	279	53	2962
Added	26	156	0	0	102	8	12	0	25	0	0	0	329
Total	156	1394	50	34	586	70	189	292	121	67	279	53	3291

#48 Sawtelle Boulevard and Santa Monica Boulevard

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
Base	63	477	216	99	166	30	24	1240	22	125	1789	64	4316
Added	1	4	11	1	1	0	0	207	2	7	161	0	395
Total	64	481	227	100	167	30	24	1447	24	132	1950	64	4711

#49 San Diego Fwy SB Ramps and Santa Monica Boulevard

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
Base	0	0	0	756	295	421	0	1096	439	626	1535	0	5168
Added	0	0	0	84	0	27	0	182	37	44	142	0	516
Total	0	0	0	840	295	448	0	1278	476	670	1677	0	5684

#50 San Diego Fwy NB Ramps and Santa Monica Boulevard

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
Base	709	403	756	0	0	0	418	1495	0	0	1384	340	5505
Added	23	5	88	0	0	0	36	230	0	0	163	45	590
Total	732	408	844	0	0	0	454	1725	0	0	1547	385	6095

#51 Sepulveda Boulevard and Santa Monica Boulevard

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
Base	216	874	142	156	791	193	104	1786	379	102	1345	147	6235
Added	1	36	0	8	22	4	1	313	4	2	203	7	601
Total	217	910	142	164	813	197	105	2099	383	104	1548	154	6836

#52 Veteran Avenue and Santa Monica Boulevard

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
Base	67	278	57	139	153	69	106	1931	25	66	1386	63	4341
Added	0	12	0	-1	5	5	11	309	1	0	207	-1	548
Total	67	290	57	138	158	74	117	2240	26	66	1593	62	4889

#53 Westwood Boulevard and Santa Monica Boulevard

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
Base	96	1058	77	229	554	79	147	1884	102	134	1352	135	5847
Added	4	149	9	7	104	18	26	273	3	6	183	6	788
Total	100	1207	86	236	658	97	173	2157	105	140	1535	141	6635

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- AM Peak

#54 Mulholland Drive and Roscomare Road

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
Base	205	0	79	0	0	0	0	749	429	193	545	0	2200
Added	12	0	0	0	0	0	0	1	20	0	0	0	33
Total	217	0	79	0	0	0	0	750	449	193	545	0	2233

#55 Roscomare Road and Stradella Road/Linda Flora Drive

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
Base	13	78	8	94	444	17	17	1	40	9	0	34	755
Added	0	12	0	0	20	0	0	0	0	0	0	0	32
Total	13	90	8	94	464	17	17	1	40	9	0	34	787

#56 Bellagio Road and Chalon Road

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
Base	32	125	0	0	524	21	12	0	42	0	0	0	755
Added	0	12	0	0	20	0	0	0	0	0	0	0	32
Total	32	137	0	0	544	21	12	0	42	0	0	0	787

#57 Beverly Glen Boulevard and Mulholland Drive

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
Base	62	209	74	803	784	135	44	587	40	44	319	307	3408
Added	0	16	0	0	27	0	0	0	1	1	0	0	45
Total	62	225	74	803	811	135	44	587	41	45	319	307	3453

#58 Beverly Glen Boulevard and Greendale Drive

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
Base	0	308	14	134	969	0	0	0	0	82	0	49	1556
Added	0	17	4	1	26	0	0	0	0	0	0	0	48
Total	0	325	18	135	995	0	0	0	0	82	0	49	1604

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- AM Peak

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/C	Future LOS	Future Del/ Veh	Future V/C	Change in
# 1 Sepulveda Boulevard and Church	D	xxxxx	0.863	D	xxxxx	0.870	+ 0.007 V/C
# 2 Church Lane and San Diego Fwy	D	xxxxx	0.834	D	xxxxx	0.849	+ 0.015 V/C
# 3 Church Lane and Sunset Bouleva	E	xxxxx	0.936	E	xxxxx	0.938	+ 0.001 V/C
# 4 San Diego Fwy NB On/Off Ramps	F	xxxxx	1.016	F	xxxxx	1.033	+ 0.018 V/C
# 5 Veteran Avenue and Sunset Boul	E	xxxxx	0.963	F	xxxxx	1.014	+ 0.051 V/C
# 6 Bellagio Way and Sunset Boulev	E	xxxxx	0.954	E	xxxxx	0.968	+ 0.014 V/C
# 7 Westwood Bouevard and Sunset B	B	xxxxx	0.673	B	xxxxx	0.676	+ 0.004 V/C
# 8 Stone Canyon Road and Sunset B	A	xxxxx	0.593	A	xxxxx	0.599	+ 0.006 V/C
# 9 Hilgard Avenue/Copa De Oro Roa	F	xxxxx	1.007	F	xxxxx	1.051	+ 0.044 V/C
# 10 Beverly Glen Boulevard and Sun	E	xxxxx	0.970	F	xxxxx	1.036	+ 0.067 V/C
# 11 Beverly Glen Boulevard and Sun	F	xxxxx	1.242	F	xxxxx	1.309	+ 0.067 V/C
# 12 Sepulveda Boulevard and San Di	A	xxxxx	0.597	B	xxxxx	0.600	+ 0.004 V/C
# 13 Sepulveda Boulevard and Montan	D	xxxxx	0.821	D	xxxxx	0.825	+ 0.004 V/C
# 14 Levering Avenue and Montana Av	C	24.8	0.000	D	27.0	0.000	+ 2.169 D/V
# 15 Veteran Avenue and Montana Ave	D	xxxxx	0.883	E	xxxxx	0.927	+ 0.044 V/C
# 16 Galey Avenue and Strathmore Pl	C	xxxxx	0.724	C	xxxxx	0.724	+ 0.000 V/C
# 17 Veteran Avenue and Levering Av	A	xxxxx	0.571	B	xxxxx	0.651	+ 0.079 V/C
# 18 Hilgard Avenue and Wyton Drive	A	xxxxx	0.483	A	xxxxx	0.499	+ 0.016 V/C
# 19 Beverly Glen Blvd and Wyton Dr	A	xxxxx	0.426	A	xxxxx	0.477	+ 0.051 V/C
# 20 Hilgard Avenue and Westholme A	A	xxxxx	0.558	A	xxxxx	0.574	+ 0.016 V/C
# 21 Hilgard Avenue and Manning Ave	A	xxxxx	0.337	A	xxxxx	0.346	+ 0.009 V/C
# 22 Gayley Avenue and Le Conte Ave	A	xxxxx	0.592	A	xxxxx	0.588	-0.004 V/C
# 23 Westwood Boulevard and Le Cont	D	xxxxx	0.818	B	xxxxx	0.692	-0.126 V/C

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- AM Peak

Intersection	Base LOS	Base Del/ Veh	Base V/C	Future LOS	Future Del/ Veh	Future V/C	Change in
# 24 Tiverton Drive and Le Conte Av	A	xxxxx	0.511	A	xxxxx	0.421	-0.090 V/C
# 25 Hilgard Avenue and Le Conte Av	A	xxxxx	0.471	B	xxxxx	0.629	+ 0.158 V/C
# 26 Gayley Avenue and Weyburn Aven	A	xxxxx	0.503	B	xxxxx	0.671	+ 0.168 V/C
# 27 Westwood Boulevard and Weyburn	A	xxxxx	0.460	C	xxxxx	0.777	+ 0.316 V/C
# 28 Tiverton Drvie and Weyburn Ave	A	7.7	0.158	A	9.2	0.327	+ 0.169 V/C
# 29 Hilgard Avenue and Weyburn Ave	A	xxxxx	0.463	A	xxxxx	0.496	+ 0.032 V/C
# 30 Westwood Boulevard and Kinross	D	xxxxx	0.876	F	xxxxx	1.071	+ 0.195 V/C
# 31 Westwood Boulevard and Lindbro	A	xxxxx	0.575	C	xxxxx	0.719	+ 0.144 V/C
# 32 Glendon/Tiverton/Lindbrook	B	xxxxx	0.638	B	xxxxx	0.648	+ 0.010 V/C
# 33 Sepulveda Boulevard and Consti	A	xxxxx	0.568	A	xxxxx	0.570	+ 0.002 V/C
# 34 San Vicente Bouevard and Wilsh	E	xxxxx	0.990	F	xxxxx	1.073	+ 0.083 V/C
# 35 Sepulveda Boulevard and Wilshi	F	xxxxx	1.420	F	xxxxx	1.637	+ 0.218 V/C
# 36 Veteran Avenue and Wilshire Bo	F	xxxxx	1.186	F	xxxxx	1.359	+ 0.173 V/C
# 37 Gayley Avenue and Wilshire Bou	E	xxxxx	0.942	F	xxxxx	1.162	+ 0.221 V/C
# 38 Westwood Boulevard and Wilshir	F	xxxxx	1.049	F	xxxxx	1.302	+ 0.253 V/C
# 39 Glendon Avenue and Wilshire Bo	E	xxxxx	0.958	F	xxxxx	1.059	+ 0.101 V/C
# 40 Malcolm Avenue and Wilshire Bo	F	OVRFL	0.000	F	OVRFL	0.000	+ 1.8E+0308
# 41 Westholme Avenue and Wilshire	C	xxxxx	0.795	D	xxxxx	0.885	+ 0.090 V/C
# 42 Warner Avenue and Wilshire Bou	C	xxxxx	0.730	D	xxxxx	0.815	+ 0.086 V/C
# 43 Beverly Glen Boulevard and Wil	D	xxxxx	0.900	F	xxxxx	1.015	+ 0.115 V/C
# 44 Sawtelle Boulevard and Ohio Av	F	xxxxx	1.040	F	xxxxx	1.061	+ 0.021 V/C
# 45 Sepulveda Boulevard and Ohio A	D	xxxxx	0.862	D	xxxxx	0.894	+ 0.032 V/C
# 46 Veteran Avenue and Ohio Avenue	D	xxxxx	0.834	D	xxxxx	0.867	+ 0.033 V/C
# 47 Westwood Boulevard and Ohio Av	C	xxxxx	0.775	D	xxxxx	0.835	+ 0.060 V/C
# 48 Sawtelle Boulevard and Santa M	F	xxxxx	1.400	F	xxxxx	1.466	+ 0.066 V/C

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- AM Peak

Intersection	Base LOS	Base Del/ Veh	Base V/C	Future LOS	Future Del/ Veh	Future V/C	Change in
# 49 San Diego Fwy SB Ramps and San	F	xxxxx	1.122	F	xxxxx	1.222	+ 0.100 V/C
# 50 San Diego Fwy NB Ramps and San	E	xxxxx	0.928	F	xxxxx	1.030	+ 0.102 V/C
# 51 Sepulveda Boulevard and Santa	F	xxxxx	1.269	F	xxxxx	1.384	+ 0.115 V/C
# 52 Veteran Avenue and Santa Monic	C	xxxxx	0.758	D	xxxxx	0.824	+ 0.066 V/C
# 53 Westwood Boulevard and Santa M	F	xxxxx	1.090	F	xxxxx	1.221	+ 0.131 V/C
# 54 Mulholland Drive and Roscomare	D	xxxxx	0.860	D	xxxxx	0.869	+ 0.009 V/C
# 55 Roscomare Road and Stradella R	B	13.4	0.666	B	14.1	0.692	+ 0.026 V/C
# 56 Bellagio Road and Chalon Road	B	12.5	0.636	B	13.1	0.662	+ 0.026 V/C
# 57 Beverly Glen Boulevard and Mul	F	xxxxx	1.005	F	xxxxx	1.020	+ 0.015 V/C
# 58 Beverly Glen Boulevard and Gre	D	xxxxx	0.867	D	xxxxx	0.885	+ 0.019 V/C

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- AM Peak

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Sepulveda Boulevard and Church Ln/Ovada Pl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.870
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	143	Level Of Service:	D

Street Name:	Sepulveda Boulevard						Church Lane/Ovada Place					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	2	0 1	0 1	0	1 0	1 0	1!	0 0	1 0	0	1 0
Volume Module: >> Count Date: 14 Feb 2008 << 730-830												
Base Vol:	12	485	72	4	1321	531	84	52	26	87	144	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	13	509	76	4	1387	558	88	55	27	91	151	0
Added Vol:	0	42	0	0	18	0	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	551	76	4	1405	558	89	55	27	91	151	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	551	76	4	1405	558	89	55	27	91	151	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	551	76	4	1405	558	89	55	27	91	151	0
PCE Adj:	6.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	551	76	8	1405	558	98	55	27	91	151	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.52	2.48	1.00	0.01	1.43	0.56	1.09	0.61	0.30	1.00	1.00	0.00
Final Sat.:	738	3537	1425	6	2038	806	1553	864	432	1425	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.05	0.69	0.69	0.69	0.06	0.06	0.06	0.06	0.11	0.00
Crit Volume:	13					986	90				151	
Crit Moves:	****					****	****				****	

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                              Los Angeles, CA
                        Future With Project- AM Peak
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                       Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*********************************************************************************
Intersection #2 Church Lane and San Diego Fwy SB On/Off Ramp
*********************************************************************************
Cycle (sec):        100           Critical Vol./Cap.(X):        0.849
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      123           Level Of Service:                 D
*********************************************************************************
Street Name:           Church Lane             San Diego Fwy SB On/Off Ramps
Approach:      North Bound     South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted       Split Phase      Split Phase
Rights:            Ignore          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  1  1  0  2   1  0  1  1  0   0  0  0  1  0   1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Feb 2008 << 715-815
Base Vol:       0  143   317   223  656     0     0    2     1  1435    1    22
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:    0  150   333   234  689     0     0    2     1  1507    1    23
Added Vol:      0    1     0     0    0     0     0    0     0    38    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  151   333   234  689     0     0    2     1  1545    1    23
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  151     0   234  689     0     0    2     1  1545    1    23
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  151     0   234  689     0     0    2     1  1545    1    23
PCE Adj:     4.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
FinalVolume:    0  151     0   234  689     0     0    2     1  1699    1    23
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  2.00  1.00 2.00  0.00  0.00 0.67  0.33  1.97 0.01  0.02
Final Sat.:     0 2850  2850  1425 2850     0     0  950   475  2810    2    38
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.05  0.00  0.16 0.24  0.00  0.00 0.00  0.00  0.60 0.60  0.60
Crit Volume:    0                   344                  3         862
Crit Moves:  ****                  ****               ****       ****
*********************************************************************************
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                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                        Future With Project- AM Peak
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                       Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*********************************************************************************
Intersection #3 Church Lane and Sunset Boulevard
*********************************************************************************
Cycle (sec):        100           Critical Vol./Cap.(X):        0.938
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180           Level Of Service:                 E
*********************************************************************************
Street Name:           Church Lane                      Sunset Boulevard
Approach:      North Bound     South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Split Phase      Split Phase       Protected        Permitted
Rights:            Include           Ovl            Include           Ovl
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  1  1  0   1  1  0  0  2   2  0  3  1  0   1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 800-900
Base Vol:      51    7   102   652  158   962    99 1713   111     6 1170   432
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   54    7   107   685  166  1010   104 1799   117     6 1229   454
Added Vol:      0    0     0    38    0     0     1   11     0     0    3     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   54    7   107   723  166  1010   105 1810   117     6 1232   454
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    54    7   107   723  166  1010   105 1810   117     6 1232   454
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   54    7   107   723  166  1010   105 1810   117     6 1232   454
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.10  1.10 1.00  1.00  1.00 1.00  1.00
FinalVolume:   54    7   107   795  166  1111   115 1810   117     6 1232   454
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  1.00  1.65 0.35  2.00  2.00 3.76  0.24  1.00 2.00  1.00
Final Sat.:  1425 1425  1425  2358  492  2850  2850 5355   345  1425 2850  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.01  0.08  0.34 0.34  0.39  0.04 0.34  0.34  0.00 0.43  0.32
Crit Volume:             107               556    58                     616
Crit Moves:             ****              ****  ****                    ****
*********************************************************************************
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                              Los Angeles, CA
                        Future With Project- AM Peak
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #4 San Diego Fwy NB On/Off Ramps and Sunset Boulevard
********************************************************************************
Cycle (sec):         100               Critical Vol./Cap.(X):          1.033
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):       xxxxxx
Optimal Cycle:       180               Level Of Service:                   F
********************************************************************************
Street Name:  San Diego Fwy NB On/Off Ramps           Sunset Boulevard
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted        Permitted
Rights:          Include          Include            Ovl            Ignore
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  0  0  1   0  0  0  0  0   0  0  2  0  2   0  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Feb 2008 << 800-900
Base Vol:     642    0  521     0    0    0     0 1473  949     0  976    0
Growth Adj:  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05
Initial Bse:  674    0  547     0    0    0     0 1547  996     0 1025    0
Added Vol:      0    0    0     0    0    0     0   50    0     0   30    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:  674    0  547     0    0    0     0 1597  996     0 1055    0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00
PHF Volume:   674    0  547     0    0    0     0 1597  996     0 1055    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  674    0  547     0    0    0     0 1597  996     0 1055    0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.10  1.00 1.00 0.00
FinalVolume:  674    0  547     0    0    0     0 1597 1096     0 1055    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425  1425 1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       1.00 0.00 1.00  0.00 0.00 0.00  0.00 2.00 2.00  0.00 3.00 1.00
Final Sat.:  1425    0 1425     0    0    0     0 2850 2850     0 4275 1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.47 0.00 0.38  0.00 0.00 0.00  0.00 0.56 0.38  0.00 0.25 0.00
Crit Volume:  674                    0             798             0
Crit Moves:  ****                                 ****        ****
********************************************************************************
```



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                              Los Angeles, CA
                        Future With Project- AM Peak
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #5 Veteran Avenue and Sunset Boulevard
********************************************************************************
Cycle (sec):         100               Critical Vol./Cap.(X):          1.014
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):       xxxxxx
Optimal Cycle:       180               Level Of Service:                   F
********************************************************************************
Street Name:            Veteran Avenue                  Sunset Boulevard
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted      Prot+Permit
Rights:            Ovl            Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  0  0  1   0  0  0  0  0   0  0  1  1  0   1  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 745-845
Base Vol:      57    0  347     0    0    0     0 1726  185   295  926    0
Growth Adj:  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05
Initial Bse:   60    0  364     0    0    0     0 1812  194   310  972    0
Added Vol:     30    0   14     0    0    0     0    1   49    17    1    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   90    0  378     0    0    0     0 1813  243   327  973    0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    90    0  378     0    0    0     0 1813  243   327  973    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   90    0  378     0    0    0     0 1813  243   327  973    0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:   90    0  378     0    0    0     0 1813  243   327  973    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425  1425 1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       1.00 0.00 1.00  0.00 0.00 0.00  0.00 1.76 0.24  1.00 2.00 0.00
Final Sat.:  1425    0 1425     0    0    0     0 2513  337  1425 2850    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.00 0.27  0.00 0.00 0.00  0.00 0.72 0.72  0.23 0.34 0.00
Crit Volume:   90                    0                  1028   327
Crit Moves:  ****                                       ****  ****
********************************************************************************
```

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                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                        Future With Project- AM Peak
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #6 Bellagio Way and Sunset Boulevard
*******************************************************************************
Cycle (sec):        100           Critical Vol./Cap.(X):         0.968
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):  xxxxxx
Optimal Cycle:      180           Level Of Service:                  E
*******************************************************************************
Street Name:           Bellagio Way                  Sunset Boulevard
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase     Split Phase     Prot+Permit       Permitted
Rights:           Include         Include         Include         Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  1  0  0  1   0  1  0  0  1   1  0  1  1  0   1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 745-845
Base Vol:      41    5    8  172   50  254  178 1680  226   17  923   96
Growth Adj:  1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse:   43    5    8  181   53  267  187 1764  237   18  969  101
Added Vol:      0    0    0    4    0   16    9    7    0    0    2    4
PasserByVol:    0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   43    5    8  185   53  283  196 1771  237   18  971  105
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    43    5    8  185   53  283  196 1771  237   18  971  105
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   43    5    8  185   53  283  196 1771  237   18  971  105
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   47    5    8  185   53  283  196 1771  237   18  971  105
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       1.80 0.20 1.00 0.78 0.22 1.00 1.00 1.76 0.24 1.00 1.81 0.19
Final Sat.:  2476  274 1375 1071  304 1375 1375 2425  325 1375 2482  268
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.02 0.01 0.17 0.17 0.21 0.14 0.73 0.73 0.01 0.39 0.39
Crit Volume:   26                      283            1004   18
Crit Moves:  ****                     ****            ****  ****
*******************************************************************************
```



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                              Los Angeles, CA
                        Future With Project- AM Peak
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #7 Westwood Bouevard and Sunset Boulevard
*******************************************************************************
Cycle (sec):        100           Critical Vol./Cap.(X):         0.676
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):  xxxxxx
Optimal Cycle:       57           Level Of Service:                  B
*******************************************************************************
Street Name:         Westwood Boulevard                Sunset Boulevard
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase     Split Phase       Permitted       Protected
Rights:           Include         Include           Ovl           Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       2  0  0  0  1   0  0  0  0  0   0  0  2  0  1   1  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Feb 2008 << 730-830
Base Vol:      26    0   21    0    0    0    0 1434  376  175 1016    0
Growth Adj:  1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse:   27    0   22    0    0    0    0 1506  395  184 1067    0
Added Vol:      0    0    0    0    0    0    0   10    0    0    6    0
PasserByVol:    0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   27    0   22    0    0    0    0 1516  395  184 1073    0
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    27    0   22    0    0    0    0 1516  395  184 1073    0
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   27    0   22    0    0    0    0 1516  395  184 1073    0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   30    0   22    0    0    0    0 1516  395  184 1073    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       2.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.:  2850    0 1425    0    0    0    0 2850 1425 1425 2850    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.00 0.02 0.00 0.00 0.00 0.00 0.53 0.28 0.13 0.38 0.00
Crit Volume:             22         0                758        184
Crit Moves:            ****                         ****       ****
*******************************************************************************
```

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                              Los Angeles, CA
                        Future With Project- AM Peak
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #8 Stone Canyon Road and Sunset Boulevard
********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):         0.599
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       57             Level Of Service:                  A
********************************************************************************
Street Name:           Stone Canyon                    Sunset Boulevard
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include           Ovl             Ignore          Include
Min. Green:    0     0     0    0     0     0    0     0     0    0     0     0
Lanes:        1  0  1! 0  0   0  0  0  0  1    1  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 26 Feb 2008 << 745-845
Base Vol:      49     1    43     0     0    60    57  1270   240    89  1153    22
Growth Adj:  1.05  1.05  1.05  1.05  1.05  1.05  1.05  1.05  1.05  1.05  1.05  1.05
Initial Bse:   51     1    45     0     0    63    60  1333   252    93  1211    23
Added Vol:      0     0     1     0     0     0     0    10     0     3     6     0
PasserByVol:    0     0     0     0     0     0     0     0     0     0     0     0
Initial Fut:   51     1    46     0     0    63    60  1343   252    96  1217    23
User Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.00  1.00  1.00  1.00
PHF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.00  1.00  1.00  1.00
PHF Volume:    51     1    46     0     0    63    60  1343     0    96  1217    23
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:   51     1    46     0     0    63    60  1343     0    96  1217    23
PCE Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.00  1.00  1.00  1.00
MLF Adj:     1.10  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.00  1.00  1.00  1.00
FinalVolume:   57     1    46     0     0    63    60  1343     0    96  1217    23
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375
Adjustment:  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:       1.09  0.02  0.89  0.00  0.00  1.00  1.00  2.00  1.00  1.00  1.96  0.04
Final Sat.:  1499    28  1223     0     0  1375  1375  2750  1375  1375  2699    51
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04  0.04  0.04  0.00  0.00  0.05  0.04  0.49  0.00  0.07  0.45  0.45
Crit Volume:               52                63          672          96
Crit Moves:              ****              ****         ****        ****
********************************************************************************
```



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                              Los Angeles, CA
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #9 Hilgard Avenue/Copa De Oro Road and Sunset Boulevard
********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):         1.051
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180             Level Of Service:                  F
********************************************************************************
Street Name: Hilgard Avenue/Copa De Oro Road           Sunset Boulevard
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:            Ovl            Include          Include          Include
Min. Green:    0     0     0    0     0     0    0     0     0    0     0     0
Lanes:        1  0  1! 0  1   0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 745-845
Base Vol:     142    38   107    28    73    16    18  1031   261   452  1067    21
Growth Adj:  1.05  1.05  1.05  1.05  1.05  1.05  1.05  1.05  1.05  1.05  1.05  1.05
Initial Bse:  149    40   112    29    77    17    19  1083   274   475  1120    22
Added Vol:      4     0    22     0     0     0     0     7     4    45     4     0
PasserByVol:    0     0     0     0     0     0     0     0     0     0     0     0
Initial Fut:  153    40   134    29    77    17    19  1090   278   520  1124    22
User Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:   153    40   134    29    77    17    19  1090   278   520  1124    22
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:  153    40   134    29    77    17    19  1090   278   520  1124    22
PCE Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:     1.10  1.00  1.10  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
FinalVolume:  168    40   148    29    77    17    19  1090   278   520  1124    22
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375
Adjustment:  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:       1.42  0.34  1.24  0.24  0.62  0.14  1.00  1.59  0.41  1.00  1.96  0.04
Final Sat.:  1951   462  1712   329   858   188  1375  2191   559  1375  2697    53
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09  0.09  0.09  0.09  0.09  0.09  0.01  0.50  0.50  0.38  0.42  0.42
Crit Volume:  119                     123                   684   520
Crit Moves:  ****                    ****                  ****  ****
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                                Los Angeles, CA
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #10 Beverly Glen Boulevard and Sunset Boulevard
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        1.036
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:      180              Level Of Service:                F
********************************************************************************
Street Name:      Beverly Glen Boulevard              Sunset Boulevard
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted      Prot+Permit
Rights:           Ignore          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  1  0  1   0  0  1! 0  0   1  0  1  1  0   1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 745-845
Base Vol:     87   92  389    50   76    9    15 1022  106   479 1402   72
Growth Adj:  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05
Initial Bse:  91   97  408    53   80    9    16 1073  111   503 1472   76
Added Vol:     0    0   46     0    0    0     0   29    0    77   49    0
PasserByVol:   0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:  91   97  454    53   80    9    16 1102  111   580 1521   76
User Adj:    1.00 1.00 0.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 0.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   91   97    0    53   80    9    16 1102  111   580 1521   76
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  91   97    0    53   80    9    16 1102  111   580 1521   76
PCE Adj:     1.00 1.00 0.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 0.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:  91   97    0    53   80    9    16 1102  111   580 1521   76
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375 1375  1375 1375 1375  1375 1375 1375  1375 1375 1375
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       1.00 1.00 1.00  0.37 0.56 0.07  1.00 1.82 0.18  1.00 1.91 0.09
Final Sat.:  1375 1375 1375   509  774   92  1375 2498  252  1375 2620  130
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.07 0.00  0.10 0.10 0.10  0.01 0.44 0.44  0.42 0.58 0.58
Crit Volume:        97              142              607        580
Crit Moves:        ****             ****             ****       ****
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #11 Beverly Glen Boulevard and Sunset Boulevard (East I/S)
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        1.309
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:      180              Level Of Service:                F
********************************************************************************
Street Name:      Beverly Glen Boulevard      Sunset Boulevard (East I/S)
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase      Prot+Permit       Permitted
Rights:           Include          Include          Include          Ignore
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  0  0  0   0  1  0  1  0   1  0  2  0  0   0  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 745-845
Base Vol:      0    0    0   148    0  811   313 1127    0     0 1123   33
Growth Adj:  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05
Initial Bse:   0    0    0   155    0  852   329 1183    0     0 1179   35
Added Vol:     0    0    0     0    0   26    19   56    0     0  100    2
PasserByVol:   0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   0    0    0   155    0  878   348 1239    0     0 1279   37
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00
PHF Volume:    0    0    0   155    0  878   348 1239    0     0 1279    0
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   0    0    0   155    0  878   348 1239    0     0 1279    0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00
FinalVolume:   0    0    0   155    0  878   348 1239    0     0 1279    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425  1425 1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.00 0.00 0.00  0.30 0.70 1.00  1.00 2.00 0.00  0.00 2.00 1.00
Final Sat.:    0    0    0   429  996 1425  1425 2850    0     0 2850 1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00 0.00  0.36 0.00 0.62  0.24 0.43 0.00  0.00 0.45 0.00
Crit Volume:         0                   878   348                    640
Crit Moves:                             ****  ****                   ****
********************************************************************************
```

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                               Los Angeles, CA
                        Future With Project- AM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #12 Sepulveda Boulevard and San Diego Fwy NB Off-Ramp
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):         0.600
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       47              Level Of Service:                  B
********************************************************************************
Street Name:       Sepulveda Boulevard        San Diego Fwy NB Off-Ramp
Approach:     North Bound     South Bound     East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted       Permitted      Split Phase     Split Phase
Rights:          Include         Include         Include         Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  2  0  0   0  0  2  0  0   1  0  1! 0  0   0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 800-900
Base Vol:      0  381    0    0 1307    0  276    0    9    0    0    0
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   0  400    0    0 1372    0  290    0    9    0    0    0
Added Vol:     0    4    0    0    6    0    4    0    0    0    0    0
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   0  404    0    0 1378    0  294    0    9    0    0    0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    0  404    0    0 1378    0  294    0    9    0    0    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   0  404    0    0 1378    0  294    0    9    0    0    0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
FinalVolume:   0  404    0    0 1378    0  323    0    9    0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  0.00  0.00 2.00  0.00  1.94 0.00  0.06  0.00 0.00  0.00
Final Sat.:    0 2850    0    0 2850    0 2769    0   81    0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.14  0.00  0.00 0.48  0.00  0.12 0.00  0.12  0.00 0.00  0.00
Crit Volume:   0                  689                  166             0
Crit Moves:  ****                ****                 ****
********************************************************************************
```



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                               Los Angeles, CA
                        Future With Project- AM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #13 Sepulveda Boulevard and Montana Avenue
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):         0.825
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      106              Level Of Service:                  D
********************************************************************************
Street Name:       Sepulveda Boulevard              Montana Avenue
Approach:     North Bound     South Bound     East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Prot+Permit       Permitted       Permitted       Permitted
Rights:          Include         Include         Include         Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  2  0  1   1  0  1  1  0   0  0  1! 0  0   0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 800-900
Base Vol:     74  312   273   328 1103    22    8  272   100   98   70    71
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  78  328   287   344 1158    23    8  286   105  103   74    75
Added Vol:     0    4    4   16    2    0    0    0    0    4    0   10
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:  78  332   291   360 1160    23    8  286   105  107   74    85
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   78  332   291   360 1160    23    8  286   105  107   74    85
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  78  332   291   360 1160    23    8  286   105  107   74    85
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  2.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  78  332   291   360 1160    23    8  286   105  214   74    85
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 1.96  0.04  0.02 0.72  0.26  1.00 0.55  0.45
Final Sat.:  1425 2850  1425  1425 2794    56    30 1020   375  1425  777   648
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.12  0.20  0.25 0.42  0.42  0.28 0.28  0.28  0.08 0.09  0.13
Crit Volume:  78                  592             399            107
Crit Moves:  ****                ****            ****           ****
********************************************************************************
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                  UCLA NHIP and Amended LRDP Traffic Study
                             Los Angeles, CA
                        Future With Project- AM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #14 Levering Avenue and Montana Avenue
********************************************************************************
Average Delay (sec/veh):      1.1       Worst Case Level Of Service: D[ 27.0]
********************************************************************************
Street Name:            Levering Avenue                    Montana Avenue
Approach:       North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign         Stop Sign        Uncontrolled      Uncontrolled
Rights:           Include           Include           Include           Include
Lanes:        0  0  1! 0  0   0  0  0  0  0   0  0  0  1  0   0  1  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Feb 2008 << 800-900
Base Vol:      37    0     3     0    0     0     0  761   339     6  155     0
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   39    0     3     0    0     0     0  799   356     6  163     0
Added Vol:     14    0     0     0    0     0     0    0    20     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   53    0     3     0    0     0     0  799   376     6  163     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    53    0     3     0    0     0     0  799   376     6  163     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   53    0     3     0    0     0     0  799   376     6  163     0
Critical Gap Module:
Critical Gp:  6.4  6.5   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1162 1162   987  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1175 xxxx xxxxx
Potent Cap.:  217  197   303  xxxx xxxx xxxxx  xxxx xxxx xxxxx   602 xxxx xxxxx
Move Cap.:    216  194   303  xxxx xxxx xxxxx  xxxx xxxx xxxxx   602 xxxx xxxxx
Volume/Cap:  0.25 0.00  0.01  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.01 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  11.0 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     B    *     *
Movement:     LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx  219 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  1.0 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel:xxxxx 27.0 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  11.0 xxxx xxxxx
Shared LOS:     *    D     *     *    *     *     *    *     *     B    *     *
ApproachDel:        27.0            xxxxxx            xxxxxx            xxxxxx
ApproachLOS:          D                 *                 *                 *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```



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                  UCLA NHIP and Amended LRDP Traffic Study
                             Los Angeles, CA
                        Future With Project- AM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
            Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #15 Veteran Avenue and Montana Avenue/Galey Avenue
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):          0.927
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):       xxxxxx
Optimal Cycle:       180                Level Of Service:                   E
********************************************************************************
Street Name:             Veteran Avenue           Montana Avenue/Galey Avenue
Approach:       North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 800-900
Base Vol:      33  219    21   168  319    19   114  554    43    11   78    48
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   35  230    22   176  335    20   120  582    45    12   82    50
Added Vol:      0   42     0     6   60     0     0    0     0     0    0     1
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   35  272    22   182  395    20   120  582    45    12   82    51
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    35  272    22   182  395    20   120  582    45    12   82    51
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   35  272    22   182  395    20   120  582    45    12   82    51
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   35  272    22   182  395    20   120  582    45    12   82    51
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.10 0.83  0.07  0.31 0.66  0.03  0.16 0.78  0.06  0.08 0.57  0.35
Final Sat.:   158 1241   101   458  992    50   241 1169    91   120  848   532
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.22 0.22  0.22  0.40 0.40  0.40  0.50 0.50  0.50  0.10 0.10  0.10
Crit Volume:   35                         597        747          12
Crit Moves:  ****                        ****       ****        ****
********************************************************************************
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                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                         Future With Project- AM Peak
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #16 Galey Avenue and Strathmore Place
*******************************************************************************
Cycle (sec):         100             Critical Vol./Cap.(X):         0.724
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        67             Level Of Service:                  C
*******************************************************************************
Street Name:            Galey Avenue                  Strathmore Place
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted       Prot+Permit        Permitted        Permitted
Rights:           Include          Include           Include             Ovl
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  1  0  1   1  0  1  1  0   0  0  1! 0  0   1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 745-845
Base Vol:       5   79   280   474  265     3     2  118    14    95   18    47
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:    5   83   294   498  278     3     2  124    15   100   19    49
Added Vol:      0    1     0     0    6     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    5   84   294   498  284     3     2  124    15   100   19    49
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     5   84   294   498  284     3     2  124    15   100   19    49
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    5   84   294   498  284     3     2  124    15   100   19    49
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    5   84   294   498  284     3     2  124    15   100   19    49
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  1.00  1.00 1.98  0.02  0.01 0.89  0.10  1.00 1.00  1.00
Final Sat.:  1425 1425  1425  1425 2819    31    21 1255   149  1425 1425  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.06  0.21  0.35 0.10  0.10  0.10 0.10  0.10  0.07 0.01  0.03
Crit Volume:               294   498                     141         100
Crit Moves:               ****  ****                    ****        ****
*******************************************************************************
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                                Los Angeles, CA
                         Future With Project- AM Peak
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #17 Veteran Avenue and Levering Avenue
*******************************************************************************
Cycle (sec):         100             Critical Vol./Cap.(X):         0.651
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        41             Level Of Service:                  B
*******************************************************************************
Street Name:           Veteran Avenue                 Levering Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted         Permitted        Permitted        Permitted
Rights:           Include          Include           Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 800-900
Base Vol:      19  233    28    21  387     3     2  115   203    66   23    29
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   20  245    29    22  406     3     2  121   213    69   24    30
Added Vol:      5   18     3    26   34     0     0   11    10    33    9    24
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   25  263    32    48  440     3     2  132   223   102   33    54
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    25  263    32    48  440     3     2  132   223   102   33    54
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   25  263    32    48  440     3     2  132   223   102   33    54
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   25  263    32    48  440     3     2  132   223   102   33    54
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.08 0.82  0.10  0.10 0.89  0.01  0.01 0.37  0.62  0.54 0.17  0.29
Final Sat.:   117 1231   152   147 1344    10     9  554   938   808  262   430
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.21 0.21  0.21  0.33 0.33  0.33  0.24 0.24  0.24  0.13 0.13  0.13
Crit Volume:   25                           492               357   102
Crit Moves:  ****                          ****              ****  ****
*******************************************************************************
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-------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                        Future With Project- AM Peak
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #18 Hilgard Avenue and Wyton Drive
*******************************************************************************
Cycle (sec):         100          Critical Vol./Cap.(X):         0.499
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        29          Level Of Service:                  A
*******************************************************************************
Street Name:          Hilgard Avenue                    Wyton Drive
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:     0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        1  0  1  1  0   1  0  2  0  1   1  0  1  0  1   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 30 Jan 2008 << 800-900
Base Vol:     207  276    9   27  589   53   16   24   94   59   85   28
Growth Adj:  1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse:  217  290    9   28  618   56   17   25   99   62   89   29
Added Vol:      0   26    0    0   49    0    0    0    0    0    0    0
PasserByVol:    0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:  217  316    9   28  667   56   17   25   99   62   89   29
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   217  316    9   28  667   56   17   25   99   62   89   29
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  217  316    9   28  667   56   17   25   99   62   89   29
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  217  316    9   28  667   56   17   25   99   62   89   29
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       1.00 1.94 0.06 1.00 2.00 1.00 1.00 1.00 1.00 0.34 0.50 0.16
Final Sat.:  1500 2913   87 1500 3000 1500 1500 1500 1500  515  741  244
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.11 0.11 0.02 0.22 0.04 0.01 0.02 0.07 0.12 0.12 0.12
Crit Volume:  217                  334        17                   181
Crit Moves:  ****                 ****      ****                  ****
*******************************************************************************
```



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-------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                        Future With Project- AM Peak
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
t incl.]tion #19 Beverly Glen Blvd and Wyton Dr/Comstock Ave [5-Leg Intersection
*******************************************************************************
Cycle (sec):         100          Critical Vol./Cap.(X):         0.477
Loss Time (sec):       0 (Y+R=15.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        28          Level Of Service:                  A
*******************************************************************************
Street Name:      Beverly Glen Boulevard        Wyton Drive/Comstock Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:     0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        1  0  1  0  1   1  0  1  0  1   0  0  1! 0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 May 2008 << 700-800
Base Vol:       8  300    5   46  498    3    1   22   11   30   33   38
Growth Adj:  1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse:    8  315    5   48  523    3    1   23   12   32   35   40
Added Vol:      0   46    0    0   77    0    0    0    0    0    0    0
PasserByVol:    0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:    8  361    5   48  600    3    1   23   12   32   35   40
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     8  361    5   48  600    3    1   23   12   32   35   40
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:    8  361    5   48  600    3    1   23   12   32   35   40
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    8  361    5   48  600    3    1   23   12   32   35   40
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       1.00 1.00 1.00 1.00 1.00 1.00 0.03 0.65 0.32 0.30 0.33 0.37
Final Sat.:  1500 1500 1500 1500 1500 1500   44  971  485  446  490  564
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.24 0.00 0.03 0.40 0.00 0.02 0.02 0.02 0.07 0.07 0.07
Crit Volume:    8                  600         1                   106
Crit Moves:  ****                 ****      ****                  ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                        Future With Project- AM Peak
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #20 Hilgard Avenue and Westholme Avenue
*******************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        0.574
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       34              Level Of Service:                 A
*******************************************************************************
Street Name:          Hilgard Avenue                 Westholme Avenue
Approach:     North Bound     South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  1  1  0   1  0  1  1  0   0  1  0  1  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 30 Jan 2008 << 800-900
Base Vol:     163  379   41   15  531  131   20   10   29   40  194   49
Growth Adj:  1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse:  171  398   43   16  558  138   21   11   30   42  204   51
Added Vol:      0   26    0    0   49    0    0    0    0    0    0    0
PasserByVol:    0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:  171  424   43   16  607  138   21   11   30   42  204   51
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   171  424   43   16  607  138   21   11   30   42  204   51
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  171  424   43   16  607  138   21   11   30   42  204   51
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  171  424   43   16  607  138   21   11   30   42  204   51
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       1.00 1.82 0.18 1.00 1.63 0.37 0.68 0.34 0.98 0.14 0.69 0.17
Final Sat.:  1500 2723  277 1500 2445  555 1017  508 1475  212 1028  260
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.16 0.16 0.01 0.25 0.25 0.02 0.02 0.02 0.20 0.20 0.20
Crit Volume:  171                  372        21                        297
Crit Moves:  ****                 ****      ****                       ****
*******************************************************************************
```



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                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                        Future With Project- AM Peak
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #21 Hilgard Avenue and Manning Avenue
*******************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        0.346
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       28              Level Of Service:                 A
*******************************************************************************
Street Name:          Hilgard Avenue                   Manning Avenue
Approach:     North Bound     South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted       Split Phase      Split Phase
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  1  1  0   1  0  2  0  0   0  0  0  0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 30 Jan 2008 << 800-900
Base Vol:       0  716   12   21  514    0    0    0    0    6    0   66
Growth Adj:  1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse:    0  752   13   22  540    0    0    0    0    6    0   69
Added Vol:      0   26    0    0   49    0    0    0    0    0    0    0
PasserByVol:    0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:    0  778   13   22  589    0    0    0    0    6    0   69
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     0  778   13   22  589    0    0    0    0    6    0   69
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:    0  778   13   22  589    0    0    0    0    6    0   69
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    0  778   13   22  589    0    0    0    0    6    0   69
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       0.00 1.97 0.03 1.00 2.00 0.00 0.00 0.00 0.00 0.08 0.00 0.92
Final Sat.:     0 2805   45 1425 2850    0    0    0    0  119    0 1306
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.28 0.28 0.02 0.21 0.00 0.00 0.00 0.00 0.05 0.00 0.05
Crit Volume:             395   22                   0                    76
Crit Moves:             ****  ****                                     ****
*******************************************************************************
```

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                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                        Future With Project- AM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #22 Gayley Avenue and Le Conte Avenue
********************************************************************************
Cycle (sec):        100            Critical Vol./Cap.(X):        0.588
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:       35            Level Of Service:                 A
********************************************************************************
Street Name:           Gayley Avenue                    Le Conte Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  1  1  0   1  0  1  1  0   1  0  0  1  0   1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 30 Jan 2008 << 745-845
Base Vol:       7  635   234   124  217    15    24  119    11   157   74   127
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:    7  667   246   130  228    16    25  125    12   165   78   133
Added Vol:      0    1     4     0    6     0     0   45     0     6   11     0
Int #25:        0   51   -23   -23   23     0     0  -23    23   -50  -51   -51
Initial Fut:    7  719   227   107  257    16    25  147    35   121   38    82
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     7  719   227   107  257    16    25  147    35   121   38    82
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    7  719   227   107  257    16    25  147    35   121   38    82
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    7  719   227   107  257    16    25  147    35   121   38    82
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.52  0.48  1.00 1.88  0.12  1.00 0.81  0.19  1.00 1.00  1.00
Final Sat.:  1500 2281   719  1500 2827   173  1500 1214   286  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.32  0.32  0.07 0.09  0.09  0.02 0.12  0.12  0.08 0.03  0.05
Crit Volume:       473         107                           182   121
Crit Moves:        ****        ****                          ****  ****
********************************************************************************
```



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                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                        Future With Project- AM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #23 Westwood Boulevard and Le Conte Avenue
********************************************************************************
Cycle (sec):        100            Critical Vol./Cap.(X):        0.692
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:       60            Level Of Service:                 B
********************************************************************************
Street Name:          Westwood Boulevard                Le Conte Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted       Prot+Permit
Rights:            Ovl            Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  2  0  1   1  0  2  0  1   1  0  1  1  0   1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 30 Jan 2008 << 745-845
Base Vol:      53  632   206    32  195    88   168  327    33   130  317   107
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   56  664   216    34  205    92   176  343    35   137  333   112
Added Vol:    122    0     1     0    0     0     0    8    59     1   17     0
Int #25:        0    0     0     0    0     0     0  -69     0     0 -152     0
Initial Fut:  178  664   217    34  205    92   176  282    94   138  198   112
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   178  664   217    34  205    92   176  282    94   138  198   112
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  178  664   217    34  205    92   176  282    94   138  198   112
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  178  664   217    34  205    92   176  282    94   138  198   112
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 1.50  0.50  1.00 1.00  1.00
Final Sat.:  1069 2138  1069  1069 2138  1069  1069 1605   532  1069 1069  1069
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.31  0.20  0.03 0.10  0.09  0.17 0.18  0.18  0.13 0.19  0.11
Crit Volume:       332          34           176                      198
Crit Moves:        ****        ****          ****                     ****
********************************************************************************
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                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                        Future With Project- AM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #24 Tiverton Drive and Le Conte Avenue
********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        0.421
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:       25             Level Of Service:                 A
********************************************************************************
Street Name:          Tiverton Drive                Le Conte Avenue
Approach:      North Bound     South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Ignore
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  1! 0  0   0  1  0  0  1   1  0  1  0  1   1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 30 Jan 2008 << 730-830
Base Vol:      25  100    28    24   35   196   181  290    40    15  328    87
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   26  105    29    25   37   206   190  305    42    16  344    91
Added Vol:      0    1     0     0    3     0     0    8     0     0   17     0
Int #25:        0    0     0     0    0     0     0  -69     0     0 -152     0
Initial Fut:   26  106    29    25   40   206   190  244    42    16  209    91
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:    26  106    29    25   40   206   190  244    42    16  209     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   26  106    29    25   40   206   190  244    42    16  209     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
FinalVolume:   26  106    29    25   40   206   190  244    42    16  209     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.16 0.66  0.18  0.39 0.61  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:   244  984   273   582  918  1500  1500 1500  1500  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.11  0.11  0.04 0.04  0.14  0.13 0.16  0.03  0.01 0.14  0.00
Crit Volume:   26                          206   190                    209
Crit Moves:  ****                         ****  ****                   ****
********************************************************************************
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                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                        Future With Project- AM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #25 Hilgard Avenue and Le Conte Avenue
********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        0.629
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:       50             Level Of Service:                 B
********************************************************************************
Street Name:          Hilgard Avenue                Le Conte Avenue
Approach:      North Bound     South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted       Split Phase      Split Phase
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  0  1  0   1  0  1  0  1   2  0  0  0  1   1  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 30 Jan 2008 << 800-900
Base Vol:      22  429    26    10  217   285   272    0    32     7    0    24
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   23  450    27    11  228   299   286    0    34     7    0    25
Added Vol:      0   18     0     0   31    17     8    0     0     0    0     0
Int #25:        0    0    69     0    0     0     0    0     0   152    0     0
Initial Fut:   23  468    96    11  259   316   294    0    34   159    0    25
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    23  468    96    11  259   316   294    0    34   159    0    25
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   23  468    96    11  259   316   294    0    34   159    0    25
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
FinalVolume:   23  468    96    11  259   316   323    0    34   159    0    25
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.83  0.17  1.00 1.00  1.00  2.00 0.00  1.00  1.00 0.00  1.00
Final Sat.:  1425 1182   243  1425 1425  1425  2850    0  1425  1425    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.40  0.40  0.01 0.18  0.22  0.11 0.00  0.02  0.11 0.00  0.02
Crit Volume:       565          11              161              159
Crit Moves:       ****        ****             ****             ****
********************************************************************************
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--------------------------------------------------------------------------------
                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                         Future With Project- AM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #26 Gayley Avenue and Weyburn Avenue
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):         0.671
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       44              Level Of Service:                  B
********************************************************************************
Street Name:          Gayley Avenue                  Weyburn Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  1  1  0   1  0  1  1  0   0  1  0  1  0   1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Feb 2008 << 745-845
Base Vol:      28  753   111    17  400    74   190  170    22    37   43    36
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   29  791   117    18  420    78   200  179    23    39   45    38
Added Vol:      0   13    69    16   19     0     0   32     0    26   20    16
Int #25:        0    0    23    46    0     0     0    0     0    50   51    51
Initial Fut:   29  804   209    80  439    78   200  211    23   115  116   105
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    29  804   209    80  439    78   200  211    23   115  116   105
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   29  804   209    80  439    78   200  211    23   115  116   105
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   29  804   209    80  439    78   200  211    23   115  116   105
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.59  0.41  1.00 1.70  0.30  0.92 0.97  0.11  1.00 0.53  0.47
Final Sat.:  1500 2382   618  1500 2549   451  1382 1458   160  1500  789   711
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.34  0.34  0.05 0.17  0.17  0.14 0.14  0.14  0.08 0.15  0.15
Crit Volume:       506          80             200                           221
Crit Moves:        ****        ****            ****                          ****
********************************************************************************
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                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                         Future With Project- AM Peak
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #27 Westwood Boulevard and Weyburn Avenue
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):         0.777
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       64              Level Of Service:                  C
********************************************************************************
Street Name:      Westwood Boulevard                     Weyburn Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  1  1  0   0  1  1  0  1   0  1  0  1  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 31 Jan 2008 << 730-830
Base Vol:      70  659    43     6  322    29    47   56    31    33   43    13
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   74  692    45     6  338    30    49   59    33    35   45    14
Added Vol:     17  123    73     0   60     0     0   17    16    80   26     0
Int #25:        0    0     0     0    0     0     0   69     0     0  152     0
Initial Fut:   91  815   118     6  398    30    49  145    49   115  223    14
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    91  815   118     6  398    30    49  145    49   115  223    14
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   91  815   118     6  398    30    49  145    49   115  223    14
PCE Adj:     1.00 1.00  1.00  4.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   91  815   118    25  398    30    49  145    49   115  223    14
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       1.00 1.75  0.25  0.13 1.87  1.00  0.41 1.19  0.40  0.33 0.63  0.04
Final Sat.:  1125 1965   285   147 2103  1125   458 1342   450   367  714    44
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.41  0.41  0.04 0.19  0.03  0.11 0.11  0.11  0.31 0.31  0.31
Crit Volume:       467           6              49                           351
Crit Moves:        ****        ****            ****                          ****
********************************************************************************
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                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                         Future With Project- AM Peak
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                      Level Of Service Computation Report
            2000 HCM 4-Way Stop Method (Future Volume Alternative)
********************************************************************************
Intersection #28 Tiverton Drvie and Weyburn Avenue
********************************************************************************
Cycle (sec):         100             Critical Vol./Cap.(X):         0.327
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):         9.2
Optimal Cycle:         0             Level Of Service:                  A
********************************************************************************
Street Name:          Tiverton Drive                   Weyburn Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  1! 0  0   0  0  1! 0  0   0  1  0  0  0   0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Feb 2008 << 700-800
Base Vol:      13  106    7    27    0   32    26   36    0     0   34   17
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   14  111    7    28    0   34    27   38    0     0   36   18
Added Vol:      0    0    0     0    0    3     1   35    0     0   45    0
Int #25:        0    0    0     0    0    0     0   69    0     0  152    0
Initial Fut:   14  111    7    28    0   37    28  142    0     0  233   18
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    14  111    7    28    0   37    28  142    0     0  233   18
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   14  111    7    28    0   37    28  142    0     0  233   18
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   14  111    7    28    0   37    28  142    0     0  233   18
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.10 0.84  0.06  0.44 0.00  0.56  0.17 0.83  0.00  0.00 0.93  0.07
Final Sat.:    70  575   38   302    0  389   122  612    0     0  712   55
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.19  0.19  0.09 xxxx  0.09  0.23 0.23  xxxx  xxxx 0.33  0.33
Crit Moves:             ****  ****             ****                  ****
Delay/Veh:    9.0  9.0   9.0   8.2  0.0   8.2   9.0  9.0   0.0   0.0  9.6   9.6
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   9.0  9.0   9.0   8.2  0.0   8.2   9.0  9.0   0.0   0.0  9.6   9.6
LOS by Move:    A    A     A     A    *     A     A    A     *     *    A     A
ApproachDel:       9.0              8.2              9.0              9.6
Delay Adj:        1.00             1.00             1.00             1.00
ApprAdjDel:        9.0              8.2              9.0              9.6
LOS by Appr:        A                A                A                A
AllWayAvgQ:   0.2  0.2   0.2   0.1  0.1   0.1   0.3  0.3   0.3   0.4  0.4   0.4
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Note: Queue reported is the number of cars per lane.
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                            Los Angeles, CA
                      Future With Project- AM Peak
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                  Level Of Service Computation Report
       Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #29 Hilgard Avenue and Weyburn Avenue
********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):         0.496
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       37             Level Of Service:                  A
********************************************************************************
Street Name:          Hilgard Avenue                   Weyburn Avenue
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted         Permitted       Split Phase      Split Phase
Rights:          Include           Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  0  1  0   1  0  1  0  1   1  0  0  1  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Feb 2008 << 800-900
Base Vol:      29  461    5   13  251   39   34   27   63    7   26   27
Growth Adj:  1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse:   30  484    5   14  264   41   36   28   66    7   27   28
Added Vol:      0    2    0    0    4   27   16   19    0    0   18    0
#25 Int:        0    0    0    0    0  152   69    0    0    0    0    0
Initial Fut:   30  486    5   14  268  220  121   47   66    7   45   28
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    30  486    5   14  268  220  121   47   66    7   45   28
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   30  486    5   14  268  220  121   47   66    7   45   28
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   30  486    5   14  268  220  121   47   66    7   45   28
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       1.00 0.99 0.01 1.00 1.00 1.00 1.00 0.42 0.58 0.09 0.56 0.35
Final Sat.:  1425 1410   15 1425 1425 1425 1425  594  831  129  797  499
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.34 0.34 0.01 0.19 0.15 0.08 0.08 0.08 0.06 0.06 0.06
Crit Volume:        491        14             121                   81
Crit Moves:        ****       ****            ****                 ****
********************************************************************************
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                UCLA NHIP and Amended LRDP Traffic Study
                            Los Angeles, CA
                      Future With Project- AM Peak
--------------------------------------------------------------------------------
                  Level Of Service Computation Report
       Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #30 Westwood Boulevard and Kinross Avenue
********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):         1.071
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      180             Level Of Service:                  F
********************************************************************************
Street Name:        Westwood Boulevard                   Kinross Avenue
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted         Permitted        Permitted        Permitted
Rights:          Include           Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  1  0  1   0  1  1  1  0   0  1  0  1  0   1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 31 Jan 2008 << 730-830
Base Vol:      53  768   25   12  344   36   55   30   24    5   45   59
Growth Adj:  1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse:   56  806   26   13  361   38   58   32   25    5   47   62
Added Vol:     57  212   50    5  151    1    0    4   18    7    1    1
PasserByVol:    0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:  113 1018   76   18  512   39   58   36   43   12   48   63
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   113 1018   76   18  512   39   58   36   43   12   48   63
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  113 1018   76   18  512   39   58   36   43   12   48   63
PCE Adj:     1.00 1.00 1.00 4.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  113 1018   76   70  512   39   58   36   43   12   48   63
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:  0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75
Lanes:       1.00 1.00 1.00 0.45 2.36 0.19 0.85 0.52 0.63 1.00 0.43 0.57
Final Sat.:  1125 1125 1125  513 2651  211  952  585  712 1125  488  637
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.91 0.07 0.03 0.19 0.18 0.06 0.06 0.06 0.01 0.10 0.10
Crit Volume:       1018        18              58                      111
Crit Moves:        ****       ****            ****                    ****
********************************************************************************
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-------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #31 Westwood Boulevard and Lindbrook Drive
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        0.719
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:       51              Level Of Service:                 C
********************************************************************************
Street Name:        Westwood Bouelvard                Lindbrook Drive
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  1  1  0  1   0  1  1  1  0   0  1  0  1  0   0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 31 Jan 2008 << 800-900
Base Vol:      3  796   216    20  316    10    29  130    45    93  131    27
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   3  836   227    21  332    11    30  137    47    98  138    28
Added Vol:     0  318     2     0  175     0     0    1     0     2    3     0
PasserByVol:   0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   3 1154   229    21  507    11    30  138    47   100  141    28
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    3 1154   229    21  507    11    30  138    47   100  141    28
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   3 1154   229    21  507    11    30  138    47   100  141    28
PCE Adj:     2.00 1.00  1.00  6.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   6 1154   229   126  507    11    30  138    47   100  141    28
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       0.01 1.99  1.00  1.00 1.95  0.05  0.28 1.28  0.44  0.74 1.05  0.21
Final Sat.:    12 2238  1125  1125 2195    55   318 1438   494   835 1178   238
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.26 0.52  0.20  0.02 0.23  0.19  0.10 0.10  0.10  0.12 0.12  0.12
Crit Volume:       580          21                          108   100
Crit Moves:       ****        ****                         ****  ****
********************************************************************************
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                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                        Future With Project- AM Peak
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #32 Glendon/Tiverton/Lindbrook
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        0.648
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:       41              Level Of Service:                 B
********************************************************************************
Street Name:  Glendon Avenue/Tiverton Avenue           Lindbrook Drive
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  1  0  1   1  0  2  1  0   0  1  0  0  1   0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Feb 2008 << 800-900
Base Vol:     59  219   392     8   24    43    36  319    21   157  170    39
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  62  230   412     8   25    45    38  335    22   165  179    41
Added Vol:     0   11     6     0    2     0     0    2     0     7    5     0
PasserByVol:   0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  62  241   418     8   27    45    38  337    22   172  184    41
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   62  241   418     8   27    45    38  337    22   172  184    41
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  62  241   418     8   27    45    38  337    22   172  184    41
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  2.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  62  241   418     8   27    45    38  337    22   344  184    41
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  1.00  1.00 2.00  1.00  0.10 0.90  1.00  1.00 0.86  0.14
Final Sat.:  1500 1500  1500  1500 3000  1500   151 1349  1500  1500 1284   216
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.16  0.28  0.01 0.01  0.03  0.25 0.25  0.01  0.11 0.14  0.19
Crit Volume:              418     8                  375          172
Crit Moves:              ****  ****                 ****         ****
********************************************************************************
```

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-------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                        Future With Project- AM Peak
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #33 Sepulveda Boulevard and Constitution Avenue
*******************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        0.570
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       34             Level Of Service:                 A
*******************************************************************************
Street Name:       Sepulveda Boulevard          Constitution Avenue
Approach:     North Bound    South Bound     East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  1  1  0   1  0  1  1  0   0  0  1! 0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 745-845
Base Vol:     64  290    7    3 1121  165   84    0   19    2    0    2
Growth Adj:  1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse:  67  305    7    3 1177  173   88    0   20    2    0    2
Added Vol:     0    4    0    0    6    0    0    0    0    0    0    0
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:  67  309    7    3 1183  173   88    0   20    2    0    2
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   67  309    7    3 1183  173   88    0   20    2    0    2
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  67  309    7    3 1183  173   88    0   20    2    0    2
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  67  309    7    3 1183  173   88    0   20    2    0    2
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       1.00 1.95 0.05 1.00 1.74 0.26 0.82 0.00 0.18 0.50 0.00 0.50
Final Sat.:  1500 2930   70 1500 2617  383 1223    0  277  750    0  750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.11 0.11 0.00 0.45 0.45 0.07 0.00 0.07 0.00 0.00 0.00
Crit Volume:  67                    678                  108    2
Crit Moves:  ****                   ****                 ****  ****
*******************************************************************************
```



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-------------------------------------------------------------------------------
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                               Los Angeles, CA
                        Future With Project- AM Peak
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #34 San Vicente Bouevard and Wilshire Bouelvard
*******************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        1.073
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      180             Level Of Service:                 F
*******************************************************************************
Street Name:       San Vicente Bouevard            Wilshire Bouelvard
Approach:     North Bound    South Bound     East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Split Phase      Split Phase       Permitted        Protected
Rights:           Ovl            Include          Include           Ignore
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  2  0  1   2  1  0  1  0   1  0  2  1  0   1  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 730-830
Base Vol:     98  204  111 1380  290   18   66 1956   65   53 2037  927
Growth Adj:  1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 103  214  117 1449  305   19   69 2054   68   56 2139  973
Added Vol:    28   50   10   89   53   14    3  180    8    7  172   59
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut: 131  264  127 1538  358   33   72 2234   76   63 2311 1032
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:  131  264  127 1538  358   33   72 2234   76   63 2311    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol: 131  264  127 1538  358   33   72 2234   76   63 2311    0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:     1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 131  264  127 1692  358   33   72 2234   76   63 2311    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       1.00 2.00 1.00 3.00 0.92 0.08 1.00 2.90 0.10 1.00 3.00 1.00
Final Sat.:  1425 2850 1425 4275 1305  120 1425 4134  141 1425 4275 1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.09 0.09 0.40 0.27 0.27 0.05 0.54 0.54 0.04 0.54 0.00
Crit Volume:      132       564                  770         63
Crit Moves:       ****      ****                 ****        ****
*******************************************************************************
```

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                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                         Future With Project- AM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #35 Sepulveda Boulevard and Wilshire Boulevard
********************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):        1.637
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       180              Level Of Service:                 F
********************************************************************************
Street Name:       Sepulveda Boulevard            Wilshire Boulevard
Approach:     North Bound    South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  1  1  0   1  0  1  1  0   1  0  3  1  0   2  0  4  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Feb 2008 << 745-845
Base Vol:     156  240   263   279  637   283    71 2737   134   110 2543    62
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  164  252   276   293  669   297    75 2874   141   116 2670    65
Added Vol:     10    1    37     2    4     0     1  800    11    18  468     2
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  174  253   313   295  673   297    76 3674   152   134 3138    67
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   174  253   313   295  673   297    76 3674   152   134 3138    67
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  174  253   313   295  673   297    76 3674   152   134 3138    67
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
FinalVolume:  174  253   313   295  673   297    76 3674   152   147 3138    67
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       1.00 1.00  1.00  1.00 1.39  0.61  1.00 3.84  0.16  2.00 4.90  0.10
Final Sat.:  1031 1031  1031  1031 1431   632  1031 3961   164  2063 5048   108
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.25  0.30  0.29 0.47  0.47  0.07 0.93  0.93  0.07 0.62  0.62
Crit Volume:  174                     485             956          73
Crit Moves:  ****                    ****            ****        ****
********************************************************************************
```



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                                Los Angeles, CA
                         Future With Project- AM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #36 Veteran Avenue and Wilshire Boulevard
********************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):        1.359
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       180              Level Of Service:                 F
********************************************************************************
Street Name:          Veteran Avenue                Wilshire Boulevard
Approach:     North Bound    South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Prot+Permit       Permitted        Protected        Protected
Rights:           Ovl              Ovl            Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  2  0  1   1  0  2  0  2   2  0  3  1  0   2  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Feb 2008 << 730-830
Base Vol:     207  385    99   110  252   368   529 2901   134    52 2297    35
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  217  404   104   116  265   386   555 3046   141    55 2412    37
Added Vol:     -6   17    14     4    8    63   138  704    -4     6  431    15
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  211  421   118   120  273   449   693 3750   137    61 2843    52
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   211  421   118   120  273   449   693 3750   137    61 2843    52
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  211  421   118   120  273   449   693 3750   137    61 2843    52
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.10  1.10 1.00  1.00  1.10 1.00  1.00
FinalVolume:  211  421   118   120  273   494   763 3750   137    67 2843    52
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       1.00 2.00  1.00  1.00 2.00  2.00  2.00 3.86  0.14  2.00 3.93  0.07
Final Sat.:  1069 2138  1069  1069 2138  2138  2138 4125   150  2138 4199    76
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.20 0.20  0.11  0.11 0.13  0.23  0.36 0.91  0.91  0.03 0.68  0.68
Crit Volume:  211                     136       381                         724
Crit Moves:  ****                    ****      ****                        ****
********************************************************************************
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                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                        Future With Project- AM Peak
---------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*********************************************************************************
Intersection #37 Gayley Avenue and Wilshire Boulevard
*********************************************************************************
Cycle (sec):        100           Critical Vol./Cap.(X):        1.162
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      180           Level Of Service:                 F
*********************************************************************************
Street Name:          Gayley Avenue                   Wilshire Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit       Permitted        Protected        Permitted
Rights:           Include           Ovl            Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  2  0  1   1  0  1  0  2   2  0  3  1  0   1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 730-830
Base Vol:      59  333    52    56  100   286   496 2424   152    64 1991   116
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   62  350    55    59  105   300   521 2545   160    67 2091   122
Added Vol:      0    0     0    18    0    89   247  475     0     0  363    37
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   62  350    55    77  105   389   768 3020   160    67 2454   159
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    62  350    55    77  105   389   768 3020   160    67 2454   159
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   62  350    55    77  105   389   768 3020   160    67 2454   159
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.10  1.10 1.00  1.00  1.00 1.00  1.00
FinalVolume:   62  350    55    77  105   428   845 3020   160    67 2454   159
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       1.00 2.00  1.00  1.00 1.00  2.00  2.00 3.80  0.20  1.00 3.76  0.24
Final Sat.:  1069 2138  1069  1069 1069  2138  2138 4060   215  1069 4015   260
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.16  0.05  0.07 0.10  0.20  0.40 0.74  0.74  0.06 0.61  0.61
Crit Volume:   62                    105          422                 653
Crit Moves:  ****                   ****         ****                ****
*********************************************************************************
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                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                        Future With Project- AM Peak
---------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*********************************************************************************
Intersection #38 Westwood Boulevard and Wilshire Boulevard
*********************************************************************************
Cycle (sec):        100           Critical Vol./Cap.(X):        1.302
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      180           Level Of Service:                 F
*********************************************************************************
Street Name:        Westwood Boulevard                Wilshire Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit       Protected        Protected
Rights:           Include           Ovl            Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  2  1  0   1  0  3  0  1   2  0  3  1  0   2  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Feb 2008 << 730-830
Base Vol:     135  600   117    61  272   154   427 1980   164   134 1889    93
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  142  630   123    64  286   162   448 2079   172   141 1983    98
Added Vol:     13  113    43    35   66    76   149  335     7    39  311    57
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  155  743   166    99  352   238   597 2414   179   180 2294   155
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   155  743   166    99  352   238   597 2414   179   180 2294   155
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  155  743   166    99  352   238   597 2414   179   180 2294   155
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
FinalVolume:  155  743   166    99  352   238   657 2414   179   198 2294   155
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       1.00 2.45  0.55  1.00 3.00  1.00  2.00 3.72  0.28  2.00 3.75  0.25
Final Sat.:  1031 2529   565  1031 3094  1031  2063 3840   285  2063 3865   260
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.29  0.29  0.10 0.11  0.23  0.32 0.63  0.63  0.10 0.59  0.59
Crit Volume:        303         99               329                 612
Crit Moves:        ****       ****              ****                ****
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                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                        Future With Project- AM Peak
--------------------------------------------------------------------------------
                       Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #39 Glendon Avenue and Wilshire Bouelvard
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        1.059
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      180              Level Of Service:                  F
********************************************************************************
Street Name:          Glendon Avenue                 Wilshire Bouelvard
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Protected        Permitted
Rights:         Include            Ovl            Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  1! 0  0   1  0  1  0  2   2  0  3  1  0   1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Feb 2008 << 800-900
Base Vol:      9  177   22   57  110   41  318 1686  114   66 1970  171
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse:   9  186   23   60  116   43  334 1770  120   69 2068  180
Added Vol:     0    0    0    2    0    7    6  408    0    0  401   11
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   9  186   23   62  116   50  340 2178  120   69 2470  191
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    9  186   23   62  116   50  340 2178  120   69 2470  191
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   9  186   23   62  116   50  340 2178  120   69 2470  191
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.10 1.10 1.00 1.00 1.00 1.00 1.00
FinalVolume:   9  186   23   62  116   55  374 2178  120   69 2470  191
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75
Lanes:      0.04 0.85 0.11 1.00 1.00 2.00 2.00 3.79 0.21 1.00 3.71 0.29
Final Sat.:   46  909  113 1069 1069 2138 2138 4052  223 1069 3969  306
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.20 0.20 0.20 0.06 0.11 0.03 0.17 0.54 0.54 0.06 0.62 0.62
Crit Volume:      218           62              187                    665
Crit Moves:       ****         ****            ****                   ****
********************************************************************************
```



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                               Los Angeles, CA
                        Future With Project- AM Peak
--------------------------------------------------------------------------------
                       Level Of Service Computation Report
          2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #40 Malcolm Avenue and Wilshire Boulevard
********************************************************************************
Average Delay (sec/veh): OVERFLOW      Worst Case Level Of Service: F[xxxxx]
********************************************************************************
Street Name:          Malcolm Avenue                 Wilshire Boulevard
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:          Include          Include          Include          Include
Lanes:       0  0  1! 0  0   0  0  1! 0  0   1  0  2  1  0   1  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Feb 2008 << 745-845
Base Vol:      3    0   45    3    1   40   65 1691   28   22 2184   53
Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse:   3    0   47    3    1   42   68 1776   29   23 2293   56
Added Vol:     6    0    0   21    0    0    0  403   11    0  392   20
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   9    0   47   24    1   42   68 2179   40   23 2685   76
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    9    0   47   24    1   42   68 2179   40   23 2685   76
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
FinalVolume:   9    0   47   24    1   42   68 2179   40   23 2685   76
Critical Gap Module:
Critical Gp: 7.5  6.5  6.9  7.5  6.5  6.9  4.1 xxxx xxxxx  4.1 xxxx xxxxx
FollowUpTim: 3.5  4.0  3.3  3.5  4.0  3.3  2.2 xxxx xxxxx  2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 3277 5142  746 3632 5125  933 2761 xxxx xxxxx 2219 xxxx xxxxx
Potent Cap.:    4    0  360    2    0  272  146 xxxx xxxxx  239 xxxx xxxxx
Move Cap.:      0    0  360    1    0  272  146 xxxx xxxxx  239 xxxx xxxxx
Volume/Cap:  xxxx 0.00 0.13 24.31 4.43 0.15 0.47 xxxx  xxxx 0.10 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   2.2 xxxx xxxxx   0.3 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  49.6 xxxx xxxxx  21.7 xxxx xxxxx
LOS by Move:    *    *    *    *    *    *    E    *    *    C    *    *
Movement:     LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx    0 xxxxx  xxxx    2 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx 10.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *    *    *    F    *    *    *    *    *    *    *
ApproachDel:      xxxxxx          xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         F               F                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- AM Peak

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #41 Westholme Avenue and Wilshire Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.885
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	162	Level Of Service:	D

Street Name:	Westholme Avenue						Wilshire Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	1 0	3	0 1	1 0	2	1 0
Volume Module: >> Count Date: 21 Feb 2008 << 800-900												
Base Vol:	56	102	65	45	42	20	31	1792	63	29	2202	137
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	59	107	68	47	44	21	33	1882	66	30	2312	144
Added Vol:	1	0	2	0	0	0	0	434	3	2	377	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	107	70	47	44	21	33	2316	69	32	2689	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	107	70	47	44	21	33	2316	69	32	2689	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	107	70	47	44	21	33	2316	69	32	2689	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	107	70	47	44	21	33	2316	69	32	2689	144
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.45	0.30	0.42	0.39	0.19	1.00	3.00	1.00	1.00	2.85	0.15
Final Sat.:	359	644	422	599	559	266	1425	4275	1425	1425	4058	217
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.08	0.08	0.08	0.02	0.54	0.05	0.02	0.66	0.66
Crit Volume:			237	47			33					944
Crit Moves:			****	****			****					****

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- AM Peak

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #42 Warner Avenue and Wilshire Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.815
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Warner Avenue						Wilshire Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	0 1	1 0	0	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module: >> Count Date: 21 Feb 2008 << 800-900												
Base Vol:	74	36	21	87	60	88	67	1773	31	11	2228	77
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	78	38	22	91	63	92	70	1862	33	12	2339	81
Added Vol:	0	0	0	0	0	0	0	438	0	0	366	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	38	22	91	63	92	70	2300	33	12	2705	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	38	22	91	63	92	70	2300	33	12	2705	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	38	22	91	63	92	70	2300	33	12	2705	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	38	22	91	63	92	70	2300	33	12	2705	81
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.41	0.59	1.00	2.96	0.04	1.00	2.91	0.09
Final Sat.:	1425	1425	1425	1425	578	847	1425	4215	60	1425	4151	124
Capacity Analysis Module:												
Vol/Sat:	0.05	0.03	0.02	0.06	0.11	0.11	0.05	0.55	0.55	0.01	0.65	0.65
Crit Volume:	78				155			777			929	
Crit Moves:	****				****						****	

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- AM Peak

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #43 Beverly Glen Boulevard and Wilshire Boulevard

Cycle (sec): 100 | Critical Vol./Cap.(X): 1.015
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 | Level Of Service: F

Street Name:	Beverly Glen Boulevard						Wilshire Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1 1 0			1 0 1 1 0			1 0 3 0 1			1 0 2 1 0		
Volume Module: >> Count Date: 12 Feb 2008 << 800-900												
Base Vol:	161	335	36	34	504	48	89	1594	203	99	2075	10
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	169	352	38	36	529	50	93	1674	213	104	2179	11
Added Vol:	19	15	51	41	30	7	4	390	38	79	340	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	367	89	77	559	57	97	2064	251	183	2519	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	367	89	77	559	57	97	2064	251	183	2519	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	367	89	77	559	57	97	2064	251	183	2519	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	188	367	89	77	559	57	97	2064	251	183	2519	38
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.61	0.39	1.00	1.81	0.19	1.00	3.00	1.00	1.00	2.96	0.04
Final Sat.:	1425	2294	556	1425	2585	265	1425	4275	1425	1425	4212	63
Capacity Analysis Module:												
Vol/Sat:	0.13	0.16	0.16	0.05	0.22	0.22	0.07	0.48	0.18	0.13	0.60	0.60
Crit Volume:	188					308	97				852	
Crit Moves:	****					****	****				****	

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- AM Peak

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #44 Sawtelle Boulevard and Ohio Avenue

Cycle (sec): 100 | Critical Vol./Cap.(X): 1.061
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 | Level Of Service: F

Street Name:	Sawtelle Boulevard						Ohio Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 0 1 0			1 0 0 1 0		
Volume Module: >> Count Date: 13 Feb 2008 << 730-830												
Base Vol:	60	303	129	25	90	18	82	845	52	71	458	86
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	63	318	135	26	94	19	86	887	55	75	481	90
Added Vol:	0	0	4	0	0	0	0	26	1	1	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	318	139	26	94	19	86	913	56	76	498	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	318	139	26	94	19	86	913	56	76	498	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	318	139	26	94	19	86	913	56	76	498	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	318	139	26	94	19	86	913	56	76	498	90
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.61	0.27	0.19	0.68	0.13	1.00	0.94	0.06	1.00	0.85	0.15
Final Sat.:	182	917	402	282	1015	203	1500	1414	86	1500	1270	230
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.09	0.09	0.09	0.06	0.65	0.65	0.05	0.39	0.39
Crit Volume:			521	26				969		76		
Crit Moves:			****	****				****		****		

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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #45 Sepulveda Boulevard and Ohio Avenue
********************************************************************************
Cycle (sec):        100           Critical Vol./Cap.(X):         0.894
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      136           Level Of Service:                  D
********************************************************************************
Street Name:       Sepulveda Boulevard                  Ohio Avenue
Approach:     North Bound     South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  1  1  0   1  0  1  1  0   1  0  0  1  0   1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 745-845
Base Vol:      96  454   126    38  495    82   174  695    78    74  480    71
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  101  477   132    40  520    86   183  730    82    78  504    75
Added Vol:      3   40     1     6   26     0     2   24     4     4   14     7
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  104  517   133    46  546    86   185  754    86    82  518    82
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   104  517   133    46  546    86   185  754    86    82  518    82
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  104  517   133    46  546    86   185  754    86    82  518    82
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  104  517   133    46  546    86   185  754    86    82  518    82
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.59  0.41  1.00 1.73  0.27  1.00 0.90  0.10  1.00 0.86  0.14
Final Sat.:  1500 2385   615  1500 2591   409  1500 1347   153  1500 1296   204
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.22  0.22  0.03 0.21  0.21  0.12 0.56  0.56  0.05 0.40  0.40
Crit Volume:  104                     316              840         82
Crit Moves:  ****                    ****             ****        ****
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                                Los Angeles, CA
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #46 Veteran Avenue and Ohio Avenue
********************************************************************************
Cycle (sec):        100           Critical Vol./Cap.(X):         0.867
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      108           Level Of Service:                  D
********************************************************************************
Street Name:         Veteran Avenue                        Ohio Avenue
Approach:     North Bound     South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  1! 0  0   0  0  1! 0  0   1  0  0  1  0   1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 745-845
Base Vol:      33  325    35    14  148   100   268  692    37    25  476    41
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   35  341    37    15  155   105   281  727    39    26  500    43
Added Vol:      0   22     0     0    8    -1     6   25     1     0   21     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   35  363    37    15  163   104   287  752    40    26  521    43
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    35  363    37    15  163   104   287  752    40    26  521    43
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   35  363    37    15  163   104   287  752    40    26  521    43
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   35  363    37    15  163   104   287  752    40    26  521    43
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.08 0.84  0.08  0.05 0.58  0.37  1.00 0.95  0.05  1.00 0.92  0.08
Final Sat.:   120 1254   127    78  869   553  1500 1424    76  1500 1385   115
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.29 0.29  0.29  0.19 0.19  0.19  0.19 0.53  0.53  0.02 0.38  0.38
Crit Volume:             435    15              287                    564
Crit Moves:             ****  ****             ****                   ****
********************************************************************************
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                               Los Angeles, CA
                        Future With Project- AM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #47 Westwood Boulevard and Ohio Avenue
********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        0.835
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       87             Level Of Service:                 D
********************************************************************************
Street Name:          Westwood Boulevard                 Ohio Avenue
Approach:       North Bound     South Bound      East Bound      West Bound
Movement:      L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted       Permitted        Permitted       Permitted
Rights:          Include          Include          Include         Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  2  0  1   1  0  2  0  1   1  0  0  1  0   1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Feb 2008 << 745-845
Base Vol:     124 1179    48    32  461    59   169  278    91    64  266    50
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  130 1238    50    34  484    62   177  292    96    67  279    53
Added Vol:     26  156     0     0  102     8    12    0    25     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  156 1394    50    34  586    70   189  292   121    67  279    53
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   156 1394    50    34  586    70   189  292   121    67  279    53
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  156 1394    50    34  586    70   189  292   121    67  279    53
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  156 1394    50    34  586    70   189  292   121    67  279    53
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 0.71  0.29  1.00 0.84  0.16
Final Sat.:  1500 3000  1500  1500 3000  1500  1500 1062   438  1500 1263   237
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.46  0.03  0.02 0.20  0.05  0.13 0.27  0.27  0.04 0.22  0.22
Crit Volume:       697            34             189                         332
Crit Moves:       ****          ****            ****                        ****
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                               Los Angeles, CA
                        Future With Project- AM Peak
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #48 Sawtelle Boulevard and Santa Monica Boulevard
********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        1.466
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      180             Level Of Service:                 F
********************************************************************************
Street Name:          Sawtelle Boulevard            Santa Monica Boulevard
Approach:       North Bound     South Bound      East Bound      West Bound
Movement:      L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted       Permitted        Permitted      Prot+Permit
Rights:          Include          Include          Include         Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  1! 0  0   0  0  1! 0  0   1  0  2  1  0   1  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Feb 2008 << 730-830
Base Vol:      60  454   206    94  158    29    23 1181    21   119 1704    61
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   63  477   216    99  166    30    24 1240    22   125 1789    64
Added Vol:      1    4    11     1    1     0     0  207     2     7  161     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   64  481   227   100  167    30    24 1447    24   132 1950    64
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    64  481   227   100  167    30    24 1447    24   132 1950    64
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   64  481   227   100  167    30    24 1447    24   132 1950    64
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   64  481   227   100  167    30    24 1447    24   132 1950    64
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       0.08 0.63  0.29  0.34 0.56  0.10  1.00 2.95  0.05  1.00 2.90  0.10
Final Sat.:    89  665   315   359  600   110  1069 3154    52  1069 3104   102
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.72 0.72  0.72  0.28 0.28  0.28  0.02 0.46  0.46  0.12 0.63  0.63
Crit Volume:       772           100              24                   671
Crit Moves:       ****          ****            ****                 ****
********************************************************************************
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                               Los Angeles, CA
                         Future With Project- AM Peak
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #49 San Diego Fwy SB Ramps and Santa Monica Boulevard
********************************************************************************
Cycle (sec):         100               Critical Vol./Cap.(X):         1.222
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180               Level Of Service:                  F
********************************************************************************
Street Name:      San Diego Fwy SB Ramps         Santa Monica Boulevard
Approach:     North Bound     South Bound     East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Split Phase     Split Phase      Permitted       Protected
Rights:         Include         Include         Include         Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  0  0  0   1  1  0  1  1   0  0  3  1  0   2  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Feb 2008 << 730-830
Base Vol:      0    0    0  720  281  401    0 1044  418  596 1462    0
Growth Adj:  1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse:   0    0    0  756  295  421    0 1096  439  626 1535    0
Added Vol:     0    0    0   84    0   27    0  182   37   44  142    0
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   0    0    0  840  295  448    0 1278  476  670 1677    0
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0    0    0  840  295  448    0 1278  476  670 1677    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   0    0    0  840  295  448    0 1278  476  670 1677    0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.10 1.00 1.10 1.00 1.00 1.00 1.10 1.00 1.00
FinalVolume:   0    0    0  924  295  493    0 1278  476  737 1677    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:  0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75
Lanes:       0.00 0.00 0.00 2.00 0.75 1.25 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.:    0    0    0 2138  800 1337    0 3206 1069 2138 3206    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00 0.00 0.43 0.37 0.37 0.00 0.40 0.45 0.34 0.52 0.00
Crit Volume:         0         462                      476  368
Crit Moves:                   ****                      **** ****
********************************************************************************
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                               Los Angeles, CA
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #50 San Diego Fwy NB Ramps and Santa Monica Boulevard
********************************************************************************
Cycle (sec):         100               Critical Vol./Cap.(X):         1.030
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180               Level Of Service:                  F
********************************************************************************
Street Name:      San Diego Fwy NB Ramps         Santa Monica Boulevard
Approach:     North Bound     South Bound     East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Split Phase     Split Phase      Protected       Permitted
Rights:         Include         Include         Include         Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  1  1  1  1   0  0  0  0  0   2  0  3  0  0   0  0  4  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Feb 2008 << 745-845
Base Vol:    675  384  720    0    0    0  398 1424    0    0 1318  324
Growth Adj:  1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 709  403  756    0    0    0  418 1495    0    0 1384  340
Added Vol:    23    5   88    0    0    0   36  230    0    0  163   45
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut: 732  408  844    0    0    0  454 1725    0    0 1547  385
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  732  408  844    0    0    0  454 1725    0    0 1547  385
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol: 732  408  844    0    0    0  454 1725    0    0 1547  385
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.10 1.00 1.10 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
FinalVolume: 805  408  928    0    0    0  499 1725    0    0 1547  385
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:  0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75
Lanes:       1.99 1.01 2.00 0.00 0.00 0.00 2.00 3.00 0.00 0.00 4.00 1.00
Final Sat.:  2127 1079 2138    0    0    0 2138 3206    0    0 4275 1069
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.38 0.38 0.43 0.00 0.00 0.00 0.23 0.54 0.00 0.00 0.36 0.36
Crit Volume:             464         0       250                     387
Crit Moves:             ****                ****                    ****
********************************************************************************
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                               Los Angeles, CA
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                       Level Of Service Computation Report
            Circular 212 Planning Method (Future Volume Alternative)
**********************************************************************************
Intersection #51 Sepulveda Boulevard and Santa Monica Boulevard
**********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        1.384
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180              Level Of Service:                 F
**********************************************************************************
Street Name:       Sepulveda Boulevard            Santa Monica Boulevard
Approach:     North Bound     South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:          Include            Ovl              Ovl              Ovl
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  2  0  1   1  0  2  0  1   1  0  3  0  1   1  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 800-900
Base Vol:     206  832   135   149  753   184    99 1701   361    97 1281   140
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  216  874   142   156  791   193   104 1786   379   102 1345   147
Added Vol:      1   36     0     8   22     4     1  313     4     2  203     7
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  217  910   142   164  813   197   105 2099   383   104 1548   154
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   217  910   142   164  813   197   105 2099   383   104 1548   154
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  217  910   142   164  813   197   105 2099   383   104 1548   154
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  217  910   142   164  813   197   105 2099   383   104 1548   154
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 3.00  1.00  1.00 3.00  1.00
Final Sat.:  1031 2063  1031  1031 2063  1031  1031 3094  1031  1031 3094  1031
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.21 0.44  0.14  0.16 0.39  0.19  0.10 0.68  0.37  0.10 0.50  0.15
Crit Volume:  217                   406              700         104
Crit Moves:  ****                  ****             ****        ****
**********************************************************************************
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                               Los Angeles, CA
                        Future With Project- AM Peak
----------------------------------------------------------------------------------
                       Level Of Service Computation Report
            Circular 212 Planning Method (Future Volume Alternative)
**********************************************************************************
Intersection #52 Veteran Avenue and Santa Monica Boulevard
**********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        0.824
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      129              Level Of Service:                 D
**********************************************************************************
Street Name:         Veteran Avenue               Santa Monica Boulevard
Approach:     North Bound     South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit       Protected        Protected
Rights:          Include          Include          Include            Ovl
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  0  1  0   1  0  0  1  0   1  0  3  1  0   1  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Feb 2008 << 745-845
Base Vol:      64  265    54   132  146    66   101 1839    24    63 1320    60
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   67  278    57   139  153    69   106 1931    25    66 1386    63
Added Vol:      0   12     0    -1    5     5    11  309     1     0  207    -1
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   67  290    57   138  158    74   117 2240    26    66 1593    62
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    67  290    57   138  158    74   117 2240    26    66 1593    62
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   67  290    57   138  158    74   117 2240    26    66 1593    62
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   67  290    57   138  158    74   117 2240    26    66 1593    62
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.84  0.16  1.00 0.68  0.32  1.00 3.95  0.05  1.00 3.00  1.00
Final Sat.:  1375 1150   225  1375  936   439  1375 5436    64  1375 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.25  0.25  0.10 0.17  0.17  0.09 0.41  0.41  0.05 0.39  0.05
Crit Volume:             347   138               117                     531
Crit Moves:             ****  ****              ****                    ****
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #53 Westwood Boulevard and Santa Monica Boulevard
********************************************************************************
Cycle (sec):        100            Critical Vol./Cap.(X):        1.221
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180            Level Of Service:                 F
********************************************************************************
Street Name:        Westwood Boulevard            Santa Monica Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit       Protected        Protected
Rights:           Include          Include           Ovl              Ovl
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  1  1  0   1  0  2  0  1   2  0  3  0  1   2  0  3  0  1
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 745-845
Base Vol:     91 1008    73   218  528    75   140 1794    97   128 1288   129
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  96 1058    77   229  554    79   147 1884   102   134 1352   135
Added Vol:     4  149     9     7  104    18    26  273     3     6  183     6
PasserByVol:   0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 100 1207    86   236  658    97   173 2157   105   140 1535   141
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  100 1207    86   236  658    97   173 2157   105   140 1535   141
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 100 1207    86   236  658    97   173 2157   105   140 1535   141
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
FinalVolume: 100 1207    86   236  658    97   190 2157   105   154 1535   141
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.87  0.13  1.00 2.00  1.00  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1375 2568   182  1375 2750  1375  2750 4125  1375  2750 4125  1375
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.47  0.47  0.17 0.24  0.07  0.07 0.52  0.08  0.06 0.37  0.10
Crit Volume:       647         236                 719          77
Crit Moves:       ****        ****                ****        ****
********************************************************************************
```



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-------------------------------------------------------------------------------
                   UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                         Future With Project- AM Peak
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #54 Mulholland Drive and Roscomare Road
********************************************************************************
Cycle (sec):        100            Critical Vol./Cap.(X):        0.869
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      174            Level Of Service:                 D
********************************************************************************
Street Name:          Mulholland Drive                Roscomare Road
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase      Prot+Permit      Prot+Permit
Rights:           Include          Include           Ovl            Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  1! 0  0   0  0  0  0  0   0  0  1  0  1   1  0  1  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 730-830
Base Vol:    195    0    75     0    0     0     0  713   409   184  519     0
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse: 205    0    79     0    0     0     0  749   429   193  545     0
Added Vol:    12    0     0     0    0     0     0    1    20     0    0     0
PasserByVol:   0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 217    0    79     0    0     0     0  750   449   193  545     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  217    0    79     0    0     0     0  750   449   193  545     0
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 217    0    79     0    0     0     0  750   449   193  545     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume: 217    0    79     0    0     0     0  750   449   193  545     0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.73 0.00  0.27  0.00 0.00  0.00  0.00 1.00  1.00  1.00 1.00  0.00
Final Sat.:  1045    0   380     0    0     0     0 1425  1425  1425 1425     0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.21 0.00  0.21  0.00 0.00  0.00  0.00 0.53  0.32  0.14 0.38  0.00
Crit Volume:             296         0                 750         193
Crit Moves:             ****                          ****        ****
********************************************************************************
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-------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                        Future With Project- AM Peak
-------------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM 4-Way Stop Method (Future Volume Alternative)
*******************************************************************************
Intersection #55 Roscomare Road and Stradella Road/Linda Flora Drive
*******************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):         0.692
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):      14.1
Optimal Cycle:         0              Level Of Service:                  B
*******************************************************************************
Street Name:          Roscomare Road          Stradella Road/Linda Flora Drive
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Feb 2008 << 800-900
Base Vol:      12   74    8    90  423   16    16    1   38     9    0   32
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   13   78    8    94  444   17    17    1   40     9    0   34
Added Vol:      0   12    0     0   20    0     0    0    0     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   13   90    8    94  464   17    17    1   40     9    0   34
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    13   90    8    94  464   17    17    1   40     9    0   34
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   13   90    8    94  464   17    17    1   40     9    0   34
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   13   90    8    94  464   17    17    1   40     9    0   34
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.11 0.81  0.08  0.16 0.81  0.03  0.29 0.02  0.69  0.22 xxxx  0.78
Final Sat.:    84  595   56   136  670   24   184   11  437   139   -0  494
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.15  0.15  0.69 0.69  0.69  0.09 0.09  0.09  0.07 0.00  0.07
Crit Moves:             ****       ****        ****              ****
Delay/Veh:    8.5  8.5   8.5  16.1 16.1  16.1   8.5  8.5   8.5   8.4  8.4   8.4
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   8.5  8.5   8.5  16.1 16.1  16.1   8.5  8.5   8.5   8.4  8.4   8.4
LOS by Move:    A    A    A     C    C    C     A    A    A     A    A    A
ApproachDel:       8.5             16.1              8.5              8.4
Delay Adj:        1.00             1.00             1.00             1.00
ApprAdjDel:        8.5             16.1              8.5              8.4
LOS by Appr:         A                C                A                A
AllWayAvgQ:   0.2  0.2   0.2   2.0  2.0   2.0   0.1  0.1   0.1   0.1  0.1   0.1
*******************************************************************************
```



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-------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                        Future With Project- AM Peak
-------------------------------------------------------------------------------
Note: Queue reported is the number of cars per lane.
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                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                          Future With Project- AM Peak
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                      Level Of Service Computation Report
            2000 HCM 4-Way Stop Method (Future Volume Alternative)
*******************************************************************************
Intersection #56 Bellagio Road and Chalon Road
*******************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):        0.662
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):       13.1
Optimal Cycle:         0              Level Of Service:                 B
*******************************************************************************
Street Name:          Bellagio Road                      Chalon Road
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Feb 2008 << 745-845
Base Vol:      30  119     0     0  499    20    11    0    40     0    0     0
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   32  125     0     0  524    21    12    0    42     0    0     0
Added Vol:      0   12     0     0   20     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   32  137     0     0  544    21    12    0    42     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    32  137     0     0  544    21    12    0    42     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   32  137     0     0  544    21    12    0    42     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   32  137     0     0  544    21    12    0    42     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.19 0.81  0.00  0.00 0.96  0.04  0.22 0.00  0.78  0.00 0.00  0.00
Final Sat.:   142  619     0     0  822    32   140    0   509     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.22 0.22  xxxx  xxxx 0.66  0.66  0.08 xxxx  0.08  xxxx xxxx  xxxx
Crit Moves:  ****                  ****        ****
Delay/Veh:    8.9  8.9   0.0   0.0 14.8  14.8   8.3  0.0   8.3   0.0  0.0   0.0
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   8.9  8.9   0.0   0.0 14.8  14.8   8.3  0.0   8.3   0.0  0.0   0.0
LOS by Move:    A    A     *     *    B     B     A    *     A     *    *     *
ApproachDel:       8.9              14.8               8.3            xxxxxx
Delay Adj:        1.00              1.00              1.00             xxxxx
ApprAdjDel:        8.9              14.8               8.3            xxxxxx
LOS by Appr:         A                 B                 A                 *
AllWayAvgQ:   0.3  0.3   0.3   1.8  1.8   1.8   0.1  0.1   0.1   0.0  0.0   0.0
*******************************************************************************
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-------------------------------------------------------------------------------
                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                          Future With Project- AM Peak
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Note: Queue reported is the number of cars per lane.
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                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                        Future With Project- AM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #57 Beverly Glen Boulevard and Mulholland Drive
********************************************************************************
Cycle (sec):        100            Critical Vol./Cap.(X):        1.020
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180            Level Of Service:                 F
********************************************************************************
Street Name:      Beverly Glen Boulevard             Mulholland Drive
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted        Permitted
Rights:           Include          Include          Include          Ignore
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Lanes:       0  1  0  0  1   0  1  1  0  1   1  0  1  1  0   1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 26 Feb 2008 << 730-830
Base Vol:      59  199    70   765  747   129    42  559    38    42  304   292
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   62  209    74   803  784   135    44  587    40    44  319   307
Added Vol:      0   16     0     0   27     0     0    0     1     1    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   62  225    74   803  811   135    44  587    41    45  319   307
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:    62  225    74   803  811   135    44  587    41    45  319     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   62  225    74   803  811   135    44  587    41    45  319     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
FinalVolume:   62  225    74   803  811   135    44  587    41    45  319     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.22 0.78  1.00  0.99 1.01  1.00  1.00 1.87  0.13  1.00 2.00  1.00
Final Sat.:   308 1117  1425  1418 1432  1425  1425 2664   186  1425 2850  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.20 0.20  0.05  0.57 0.57  0.10  0.03 0.22  0.22  0.03 0.11  0.00
Crit Volume:        287              807                      314    45
Crit Moves:         ****             ****                     ****  ****
********************************************************************************
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                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                        Future With Project- AM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #58 Beverly Glen Boulevard and Greendale Drive
********************************************************************************
Cycle (sec):        100            Critical Vol./Cap.(X):        0.885
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      162            Level Of Service:                 D
********************************************************************************
Street Name:      Beverly Glen Boulevard             Greendale Drive
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Lanes:       0  0  0  1  0   0  1  0  0  0   0  0  0  0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Feb 2008 << 745-845
Base Vol:       0  293    13   128  923     0     0    0     0    78    0    47
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:    0  308    14   134  969     0     0    0     0    82    0    49
Added Vol:      0   17     4     1   26     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  325    18   135  995     0     0    0     0    82    0    49
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  325    18   135  995     0     0    0     0    82    0    49
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  325    18   135  995     0     0    0     0    82    0    49
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  325    18   135  995     0     0    0     0    82    0    49
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.95  0.05  0.12 0.88  0.00  0.00 0.00  0.00  0.62 0.00  0.38
Final Sat.:     0 1352    73   171 1254     0     0    0     0   889    0   536
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.24  0.24  0.79 0.79  0.00  0.00 0.00  0.00  0.09 0.00  0.09
Crit Volume:    0                1131                0                      131
Crit Moves:  ****                ****                                      ****
********************************************************************************
```

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- PM Peak

Scenario Report

Scenario:	Future With Project PM Peak
Command:	Future With Project PM Peak
Volume:	Future PM
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	PM Peak
Trip Distribution:	Project
Paths:	Project
Routes:	Default Route
Configuration:	Future

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- PM Peak

Trip Generation Report

Forecast for PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	#1- NA FBI	1.00	FBI Office- 11	0.00	0.00	0	0	0	0.0
2	#2	1.00	Palazzo Westwo	266.00	237.00	266	237	503	7.6
	Zone 2 Subtotal					266	237	503	7.6
3	#3	1.00	Mixed-Use - S/	195.00	271.00	195	271	466	7.1
	Zone 3 Subtotal					195	271	466	7.1
4	#4	1.00	Theater Expans	8.00	8.00	8	8	16	0.2
	Zone 4 Subtotal					8	8	16	0.2
5	#5, 17	1.00	Mixed-Use- 108	-16.00	-25.00	-16	-25	-41	-0.6
5	#5, 17	1.00	Residential Ho	17.00	15.00	17	15	32	0.5
	Zone 5 Subtotal					1	-10	-9	-0.1
6	#6	1.00	Apartments- 86	6.00	3.00	6	3	9	0.1
	Zone 6 Subtotal					6	3	9	0.1
7	#7	1.00	Condos- 10804	34.00	17.00	34	17	51	0.8
	Zone 7 Subtotal					34	17	51	0.8
8	#8, 25, 61	1.00	Condos- 10776	18.00	-3.00	18	-3	15	0.2
8	#8, 25, 61	1.00	Condos-10763 W	22.00	11.00	22	11	33	0.5
8	#8, 25, 61	1.00	Condos- 10710	23.00	12.00	23	12	35	0.5
	Zone 8 Subtotal					63	20	83	1.3
9	#9	1.00	Private School	0.00	9.00	0	9	9	0.1
	Zone 9 Subtotal					0	9	9	0.1
10	#10	1.00	Fox Studio Exp	54.00	226.00	54	226	280	4.2
	Zone 10 Subtotal					54	226	280	4.2
11	#11, 12, 45,	1.00	High School Ex	37.00	55.00	37	55	92	1.4
11	#11, 12, 45,	1.00	Private School	65.00	166.00	65	166	231	3.5
11	#11, 12, 45,	1.00	Condos- 1333 S	2.00	1.00	2	1	3	0.0
11	#11, 12, 45,	1.00	Condos- 552-55	3.00	2.00	3	2	5	0.1
	Zone 11 Subtotal					107	224	331	5.0
12	#13	1.00	Wilshire/Comst	13.00	6.00	13	6	19	0.3
	Zone 12 Subtotal					13	6	19	0.3
13	#14, 15, 43	1.00	ABC Entertainm	-683.00	-216.00	-683	-216	-899	-13
13	#14, 15, 43	1.00	Condos- 10131	-49.00	-105.00	-49	-105	-154	-2.
	Zone 13 Subtotal					-732	-321	-1053	-15.9

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
14	#16, 35	1.00	Condos- 527 Mi	61.00	30.00	61	30	91	1.4
14	#16, 35	1.00	Condos- 430 Ke	15.00	7.00	15	7	22	0.3
	Zone 14 Subtotal					76	37	113	1.7
15	#18	1.00	Health/Fitness	19.00	18.00	19	18	37	0.6
	Zone 15 Subtotal					19	18	37	0.6
16	# 19	1.00	Condos-1826 S	6.00	3.00	6	3	9	0.1
	Zone 16 Subtotal					6	3	9	0.1
17	#20	1.00	Condos- 1417 S	6.00	3.00	6	3	9	0.1
	Zone 17 Subtotal					6	3	9	0.1
18	#21	1.00	New Car Sales-	3.00	4.00	3	4	7	0.1
	Zone 18 Subtotal					3	4	7	0.1
19	#22, 70	1.00	Condos- 1625 S	7.00	3.00	7	3	10	0.2
19	#22, 70	1.00	Mixed-Use- 115	43.00	21.00	43	21	64	1.0
	Zone 19 Subtotal					50	24	74	1.1
20	#23, 24	1.00	Condos- 1525 S	7.00	3.00	7	3	10	0.2
20	#23, 24	1.00	Condos- 1633 S	6.00	3.00	6	3	9	0.1
	Zone 20 Subtotal					13	6	19	0.3
21	#26	1.00	Condos- 2037 S	6.00	3.00	6	3	9	0.1
	Zone 21 Subtotal					6	3	9	0.1
22	#27, 63, 65	1.00	Office- 12233	140.00	36.00	140	36	176	2.7
22	#27, 63, 65	1.00	Westside Media	16.00	15.00	16	15	31	0.5
22	#27, 63, 65	1.00	SM Apt Project	45.00	25.00	45	25	70	1.1
	Zone 22 Subtotal					201	76	277	4.2
23	#28, 32	1.00	Condos- 1511 S	6.00	3.00	6	3	9	0.1
23	#28, 32	1.00	Condos- 1517 B	8.00	4.00	8	4	12	0.2
	Zone 23 Subtotal					14	7	21	0.3
24	#29, 54	1.00	Mixed-Use- 116	37.00	71.00	37	71	108	1.6
24	#29, 54	1.00	Office- 11677	29.00	144.00	29	144	173	2.6
	Zone 24 Subtotal					66	215	281	4.3
25	#30	1.00	Mausoleum Bldg	1.00	2.00	1	2	3	0.0
	Zone 25 Subtotal					1	2	3	0.0
26	#31	1.00	Condos- 10617	6.00	3.00	6	3	9	0.1
	Zone 26 Subtotal					6	3	9	0.1

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
27	#33	1.00	Apts- 1817 S B	5.00	2.00	5	2	7	0.1
	Zone 27 Subtotal					5	2	7	0.1
28	#34	1.00	Live/Work- 115	27.00	14.00	27	14	41	0.6
	Zone 28 Subtotal					27	14	41	0.6
29	#36	1.00	Restaurant- 10	23.00	11.00	23	11	34	0.5
	Zone 29 Subtotal					23	11	34	0.5
30	#37, 56, 57	1.00	Condos- 1807 S	6.00	3.00	6	3	9	0.1
30	#37, 56, 57	1.00	Auto Service-	4.00	3.00	4	3	7	0.1
30	#37, 56, 57	1.00	Office- SW Cor	18.00	89.00	18	89	107	1.6
	Zone 30 Subtotal					28	95	123	1.9
31	#38	1.00	Condos- 2263 S	5.00	3.00	5	3	8	0.1
	Zone 31 Subtotal					5	3	8	0.1
32	#39	1.00	Cooking School	3.00	2.00	3	2	5	0.1
	Zone 32 Subtotal					3	2	5	0.1
33	#40	1.00	Bank- 1762 Wes	73.00	67.00	73	67	140	2.1
	Zone 33 Subtotal					73	67	140	2.1
34	#41- NA-Alre	1.00	Westside Pavil	0.00	0.00	0	0	0	0.0
35	#42, 49	1.00	Le Lycee Franc	46.00	62.00	46	62	108	1.6
35	#42, 49	1.00	Mixed-Use- 106	15.00	15.00	15	15	30	0.5
	Zone 35 Subtotal					61	77	138	2.1
36	#44, 60, 67	1.00	Discounted Sto	152.00	152.00	152	152	304	4.6
36	#44, 60, 67	1.00	Olympic-Stoner	47.00	59.00	47	59	106	1.6
36	#44, 60, 67	1.00	Bed, Bath & Be	0.00	0.00	0	0	0	0.0
	Zone 36 Subtotal					199	211	410	6.2
37	#46	1.00	Belmont Villag	22.00	19.00	22	19	41	0.6
	Zone 37 Subtotal					22	19	41	0.6
38	#47, B12, B3	1.00	Apts- 10000 W	102.00	-115.00	102	-115	-13	-0.
38	#47, B12, B3	1.00	Hotel- 150 Las	13.00	12.00	13	12	25	0.4
38	#47, B12, B3	1.00	Beverly Hilton	100.00	61.00	100	61	161	2.4
	Zone 38 Subtotal					215	-42	173	2.6
39	#48	1.00	Mixed-Use- 109	29.00	25.00	29	25	54	0.8
	Zone 39 Subtotal					29	25	54	0.8
40	#50	1.00	Regent Westwoo	238.00	134.00	238	134	372	5.6
	Zone 40 Subtotal					238	134	372	5.6

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
41	#51	1.00	Office- 1100 W	20.00	90.00	20	90	110	1.7
	Zone 41 Subtotal					20	90	110	1.7
42	#52	1.00	Del Capri Hote	35.00	19.00	35	19	54	0.8
	Zone 42 Subtotal					35	19	54	0.8
43	#53	1.00	Condos- 11611	7.00	3.00	7	3	10	0.2
	Zone 43 Subtotal					7	3	10	0.2
44	#55	1.00	Retail- 11305	16.00	17.00	16	17	33	0.5
	Zone 44 Subtotal					16	17	33	0.5
45	#58	1.00	Fastfood- 1086	42.00	41.00	42	41	83	1.3
	Zone 45 Subtotal					42	41	83	1.3
46	#59	1.00	Brentwood Reta	46.00	52.00	46	52	98	1.5
	Zone 46 Subtotal					46	52	98	1.5
47	#B1, B5, B11	1.00	Young Israel-	4.00	4.00	4	4	8	0.1
47	#B1, B5, B11	1.00	Retail Expansi	2.00	3.00	2	3	5	0.1
47	#B1, B5, B11	1.00	Cultural Cente	16.00	40.00	16	40	56	0.8
47	#B1, B5, B11	1.00	Condos- 437-44	5.00	3.00	5	3	8	0.1
47	#B1, B5, B11	1.00	Service Facili	90.00	89.00	90	89	179	2.7
47	#B1, B5, B11	1.00	Mixed-Use- 421	31.00	47.00	31	47	78	1.2
47	#B1, B5, B11	1.00	Condos- 432 N	12.00	6.00	12	6	18	0.3
	Zone 47 Subtotal					160	192	352	5.3
48	#B2, B3, B6,	1.00	Beverly Hills	141.00	97.00	141	97	238	3.6
48	#B2, B3, B6,	1.00	Mixed-Use- 265	44.00	119.00	44	119	163	2.5
48	#B2, B3, B6,	1.00	Condos- 125 S	14.00	7.00	14	7	21	0.3
48	#B2, B3, B6,	1.00	Medical Plaza-	52.00	116.00	52	116	168	2.5
48	#B2, B3, B6,	1.00	Commercial/Ret	14.00	18.00	14	18	32	0.5
48	#B2, B3, B6,	1.00	Mixed-Use- 131	46.00	69.00	46	69	115	1.7
48	#B2, B3, B6,	1.00	Assisted Care	8.00	7.00	8	7	15	0.2
48	#B2, B3, B6,	1.00	Senior Congreg	7.00	6.00	7	6	13	0.2
48	#B2, B3, B6,	1.00	Screening Room	4.00	1.00	4	1	5	0.1
48	#B2, B3, B6,	1.00	Mixed-Use- 920	51.00	31.00	51	31	82	1.2
48	#B2, B3, B6,	1.00	Mixed-Use- 959	43.00	33.00	43	33	76	1.2
48	#B2, B3, B6,	1.00	Hotel- 9730 Wi	64.00	56.00	64	56	120	1.8
48	#B2, B3, B6,	1.00	Condos- 140-14	4.00	2.00	4	2	6	0.1
48	#B2, B3, B6,	1.00	Condos- 133 Sp	1.00	1.00	1	1	2	0.0
48	#B2, B3, B6,	1.00	Office/Medical	7.00	21.00	7	21	28	0.4
48	#B2, B3, B6,	1.00	Condos- 156-16	5.00	3.00	5	3	8	0.1
48	#B2, B3, B6,	1.00	Condos- 144 Re	1.00	1.00	1	1	2	0.0
48	#B2, B3, B6,	1.00	Condos- 155 N	1.00	1.00	1	1	2	0.0
	Zone 48 Subtotal					507	589	1096	16.6

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
49	#B4, B14, B2	1.00	Church Expansi	1.00	0.00	1	0	1	0.0
49	#B4, B14, B2	1.00	Synagogue/Priv	7.00	8.00	7	8	15	0.2
49	#B4, B14, B2	1.00	Apts- 428-430	1.00	0.00	1	0	1	0.0
49	#B4, B14, B2	1.00	Condos- 313-31	3.00	2.00	3	2	5	0.1
	Zone 49 Subtotal					12	10	22	0.3
50	#B18, B21	1.00	Beverly Hills	21.00	140.00	21	140	161	2.4
50	#B18, B21	1.00	Robinson's May	20.00	-19.00	20	-19	1	0.0
	Zone 50 Subtotal					41	121	162	2.5
51	#B27	1.00	Health Spa- 96	4.00	4.00	4	4	8	0.1
	Zone 51 Subtotal					4	4	8	0.1
52	#62-NA Whole	1.00	Whole Foods Ma	0.00	0.00	0	0	0	0.0
53	#64	1.00	New West Middl	51.00	47.00	51	47	98	1.5
	Zone 53 Subtotal					51	47	98	1.5
54	#66	1.00	Union Bank of	32.00	32.00	32	32	64	1.0
	Zone 54 Subtotal					32	32	64	1.0
55	#68	1.00	Leo Baeck Temp	165.00	199.00	165	199	364	5.5
	Zone 55 Subtotal					165	199	364	5.5
56	#69	1.00	Convenience St	50.00	48.00	50	48	98	1.5
	Zone 56 Subtotal					50	48	98	1.5
57	#71	1.00	Westwood Villa	42.00	40.00	42	40	82	1.2
	Zone 57 Subtotal					42	40	82	1.2
58	#72	1.00	Office Bldg- 2	9.00	41.00	9	41	50	0.8
	Zone 58 Subtotal					9	41	50	0.8
59	Hekmat Mixed	1.00	Mixed Use	60.00	55.00	60	55	115	1.7
	Zone 59 Subtotal					60	55	115	1.7
60	UCLA LOT 36	1.00	UCLA PARKING L	177.00	413.00	177	413	590	8.9
	Zone 60 Subtotal					177	413	590	8.9
TOTAL						2886	3722	6608	100.0

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- PM Peak

Trip Distribution Report

Percent Of Trips Project

Zone	To Gates 1	2	3	4	5	6	9	10	11	12	13
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
3	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
4	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
5	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
6	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
7	15.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
8	15.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
9	5.0	5.0	5.0	5.0	5.0	20.0	5.0	0.0	0.0	0.0	0.0
10	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
11	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
12	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
13	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
14	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	5.0	10.0	5.0	0.0
16	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
17	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
18	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
19	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
20	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
21	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
22	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
23	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	2.5	2.5
24	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
25	15.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
26	10.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
27	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
28	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
29	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
30	10.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
31	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
32	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
33	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	10.0	0.0	0.0
34	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
35	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
36	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
37	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
38	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
39	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
40	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
41	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
42	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
43	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
44	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- PM Peak

Zone	To Gates 1	2	3	4	5	6	9	10	11	12	13
45	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
46	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
47	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
48	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
49	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
50	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
51	5.0	5.0	5.0	5.0	5.0	20.0	5.0	0.0	0.0	0.0	0.0
52	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
53	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
54	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
55	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	5.0
56	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	10.0	0.0	0.0
57	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
58	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
59	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
60	28.0	0.5	0.0	0.5	0.0	3.0	3.0	3.0	2.0	2.0	2.0

Zone	To Gates 14	15	16	17	18	19	20	21	22	23	28
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
3	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
4	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
5	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
6	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
7	5.0	0.0	5.0	5.0	5.0	15.0	0.0	0.0	0.0	0.0	0.0
8	5.0	0.0	5.0	5.0	5.0	15.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	2.5	0.0	5.0	2.5	5.0	0.0	0.0	0.0	0.0
10	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
11	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
12	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
13	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
14	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
15	10.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
17	5.0	0.0	5.0	5.0	0.0	10.0	0.0	3.0	0.0	0.0	0.0
18	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
20	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
21	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
23	5.0	2.5	5.0	2.5	0.0	10.0	0.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	5.0	0.0	0.0
25	5.0	0.0	5.0	5.0	5.0	15.0	0.0	0.0	0.0	0.0	0.0
26	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
27	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- PM Peak

Zone	To Gates 14	15	16	17	18	19	20	21	22	23	28
28	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
29	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
30	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
31	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
32	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
33	5.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
34	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
35	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
36	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
37	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
38	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
39	5.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
40	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
41	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
42	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
43	5.0	0.0	5.0	0.0	0.0	10.0	0.0	0.0	5.0	0.0	0.0
44	0.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
45	5.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
46	5.0	0.0	5.0	0.0	0.0	10.0	0.0	0.0	5.0	0.0	0.0
47	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
48	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
49	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
50	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
51	0.0	0.0	2.5	0.0	5.0	2.5	5.0	0.0	0.0	0.0	0.0
52	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
53	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
54	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
55	0.0	0.0	5.0	0.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0
56	5.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
57	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
58	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
59	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
60	3.0	3.0	3.0	3.0	1.0	39.0	3.0	1.0	0.0	0.0	0.0

Zone	To Gates 29	30
1	0.0	0.0
2	2.0	2.0
3	2.0	2.0
4	2.0	2.0
5	2.0	2.0
6	0.0	0.0
7	0.0	0.0
8	0.0	0.0
9	0.0	0.0
10	0.0	0.0

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- PM Peak

Zone	To Gates 29	30
11	0.0	0.0
12	0.0	0.0
13	0.0	0.0
14	2.0	2.0
15	0.0	0.0
16	0.0	0.0
17	0.0	0.0
18	0.0	0.0
19	0.0	0.0
20	0.0	0.0
21	0.0	0.0
22	0.0	0.0
23	0.0	0.0
24	0.0	0.0
25	0.0	0.0
26	0.0	0.0
27	0.0	0.0
28	0.0	0.0
29	2.0	2.0
30	0.0	0.0
31	0.0	0.0
32	0.0	0.0
33	0.0	0.0
34	0.0	0.0
35	0.0	0.0
36	0.0	0.0
37	0.0	0.0
38	0.0	0.0
39	0.0	0.0
40	2.0	2.0
41	2.0	2.0
42	0.0	0.0
43	0.0	0.0
44	0.0	0.0
45	0.0	0.0
46	0.0	0.0
47	0.0	0.0
48	0.0	0.0
49	0.0	0.0
50	0.0	0.0
51	0.0	0.0
52	0.0	0.0
53	0.0	0.0
54	2.0	2.0
55	0.0	0.0
56	0.0	0.0
57	2.0	2.0
58	0.0	0.0

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UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- PM Peak

Zone	To Gates 29	30
59	2.0	2.0
60	0.0	0.0

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- PM Peak

Turning Movement Report
PM Peak

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1 Sepulveda Boulevard and Church Ln/Ovada Pl													
Base	4	1702	237	3	923	383	586	107	19	68	101	7	4141
Added	0	136	0	0	59	50	17	0	0	0	0	0	262
Total	4	1838	237	3	982	433	603	107	19	68	101	7	4403
#2 Church Lane and San Diego Fwy SB On/Off Ramp													
Base	6	668	261	101	479	0	5	3	9	945	1	27	2506
Added	0	17	0	20	30	0	0	0	0	68	0	0	135
Total	6	685	261	121	509	0	5	3	9	1013	1	27	2641
#3 Church Lane and Sunset Boulevard													
Base	132	41	81	559	97	753	427	1280	35	29	904	443	4781
Added	0	0	0	78	0	20	17	6	0	0	13	0	134
Total	132	41	81	637	97	773	444	1286	35	29	917	443	4915
#4 San Diego Fwy NB On/Off Ramps and Sunset Boulevard													
Base	102	0	87	0	0	0	0	1046	914	0	1281	0	3429
Added	0	0	0	0	0	0	0	84	0	0	81	0	165
Total	102	0	87	0	0	0	0	1130	914	0	1362	0	3594
#5 Veteran Avenue and Sunset Boulevard													
Base	392	0	416	0	0	0	0	902	159	288	1414	0	3570
Added	71	0	25	0	0	0	0	10	73	27	10	0	216
Total	463	0	441	0	0	0	0	912	232	315	1424	0	3786
#6 Bellagio Way and Sunset Boulevard													
Base	274	101	32	58	6	143	350	899	86	16	1295	118	3376
Added	0	0	0	8	0	22	22	13	0	0	15	7	87
Total	274	101	32	66	6	165	372	912	86	16	1310	125	3463
#7 Westwood Bouevard and Sunset Boulevard													
Base	205	0	201	0	0	0	0	914	99	48	1266	0	2732
Added	0	0	0	0	0	0	0	21	0	0	22	0	43
Total	205	0	201	0	0	0	0	935	99	48	1288	0	2775
#8 Stone Canyon Road and Sunset Boulevard													
Base	146	0	137	65	0	106	125	1274	130	166	1027	23	3198
Added	0	0	3	0	0	0	0	21	0	1	22	0	47
Total	146	0	140	65	0	106	125	1295	130	167	1049	23	3245
#9 Hilgard Avenue/Copa De Oro Road and Sunset Boulevard													
Base	273	35	382	37	72	21	3	1202	126	166	915	7	3239
Added	7	0	63	0	0	0	0	16	8	59	17	0	170
Total	280	35	445	37	72	21	3	1218	134	225	932	7	3409

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- PM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#10 Beverly Glen Boulevard and Sunset Boulevard													
Base	233	175	610	109	71	20	17	1350	63	408	1008	83	4149
Added	0	0	60	0	0	0	0	79	0	29	76	0	244
Total	233	175	670	109	71	20	17	1429	63	437	1084	83	4393
#11 Beverly Glen Boulevard and Sunset Boulevard (East I/S)													
Base	0	0	0	121	0	382	905	1287	0	0	953	132	3781
Added	0	0	0	3	0	42	38	101	0	0	63	1	248
Total	0	0	0	124	0	424	943	1388	0	0	1016	133	4029
#12 Sepulveda Boulevard and San Diego Fwy NB Off-Ramp													
Base	0	1681	0	0	898	0	97	0	26	0	0	0	2702
Added	0	31	0	0	34	0	34	0	0	0	0	0	99
Total	0	1712	0	0	932	0	131	0	26	0	0	0	2801
#13 Sepulveda Boulevard and Montana Avenue													
Base	133	1474	123	59	660	16	3	96	120	169	198	267	3318
Added	0	44	21	26	33	0	0	0	0	2	0	25	151
Total	133	1518	144	85	693	16	3	96	120	171	198	292	3469
#14 Levering Avenue and Montana Avenue													
Base	266	0	8	0	0	0	0	338	111	1	531	0	1256
Added	27	0	0	0	0	0	0	0	47	0	0	0	74
Total	293	0	8	0	0	0	0	338	158	1	531	0	1330
#15 Veteran Avenue and Montana Avenue/Galey Avenue													
Base	57	475	27	61	309	51	121	166	55	23	440	298	2082
Added	0	90	0	3	97	0	0	0	0	0	0	7	197
Total	57	565	27	64	406	51	121	166	55	23	440	305	2279
#16 Galey Avenue and Strathmore Place													
Base	23	381	180	127	164	14	8	107	19	335	160	353	1870
Added	0	7	0	0	3	0	0	0	0	0	0	0	10
Total	23	388	180	127	167	14	8	107	19	335	160	353	1880
#17 Veteran Avenue and Levering Avenue													
Base	183	574	42	23	369	5	0	43	87	55	101	71	1553
Added	14	47	15	41	56	0	0	31	16	16	13	42	291
Total	197	621	57	64	425	5	0	74	103	71	114	113	1844
#18 Hilgard Avenue and Wyton Drive													
Base	123	654	45	35	393	24	53	116	336	21	27	13	1839
Added	0	70	0	0	67	0	0	0	0	0	0	0	137
Total	123	724	45	35	460	24	53	116	336	21	27	13	1976

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- PM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#19 Beverly Glen Blvd and Wyton Dr/Comstock Ave [5-Leg Intersection- Wyton Split													
Base	26	763	15	29	481	12	20	33	27	48	69	129	1653
Added	0	60	0	0	29	0	0	0	0	0	0	0	89
Total	26	823	15	29	510	12	20	33	27	48	69	129	1742
#20 Hilgard Avenue and Westholme Avenue													
Base	102	589	33	76	564	41	205	243	158	28	54	49	2140
Added	0	70	0	0	67	0	0	0	0	0	0	0	137
Total	102	659	33	76	631	41	205	243	158	28	54	49	2277
#21 Hilgard Avenue and Manning Avenue													
Base	0	659	8	67	895	0	0	0	0	11	0	24	1664
Added	0	70	0	0	67	0	0	0	0	0	0	0	137
Total	0	729	8	67	962	0	0	0	0	11	0	24	1801
#22 Gayley Avenue and Le Conte Avenue													
Base	64	420	214	200	1089	37	15	133	13	210	315	165	2874
Added	0	7	6	0	3	0	0	40	0	4	63	0	123
#25 In	0	34	-72	-73	73	0	0	-73	73	-34	-34	-34	-140
Total	64	461	148	127	1165	37	15	100	86	180	344	131	2857
#23 Westwood Boulevard and Le Conte Avenue													
Base	105	345	161	108	470	223	94	429	107	170	416	65	2694
Added	178	0	7	0	0	0	0	26	226	7	19	0	463
#25	0	0	0	0	0	0	0	-218	0	0	-102	0	-320
Total	283	345	168	108	470	223	94	237	333	177	333	65	2837
#24 Tiverton Drive and Le Conte Avenue													
Base	37	71	43	97	84	204	134	508	137	23	476	41	1854
Added	0	3	0	0	1	0	0	26	0	0	19	0	49
#25 In	0	0	0	0	0	0	0	-218	0	0	-102	0	-320
Total	37	74	43	97	85	204	134	316	137	23	393	41	1583
#25 Hilgard Avenue and Le Conte Avenue													
Base	59	300	11	26	493	386	338	0	85	11	0	29	1739
Added	0	44	0	0	48	19	26	0	0	0	0	0	137
#25 In	0	0	218	0	0	0	0	0	0	102	0	0	320
Total	59	344	229	26	542	405	364	0	85	113	0	29	2196
#26 Gayley Avenue and Weyburn Avenue													
Base	62	520	215	66	991	295	92	174	34	116	174	92	2832
Added	0	19	128	12	13	0	0	66	0	71	46	13	368
#25 In	0	0	72	146	0	0	0	0	0	34	34	34	320
Total	62	539	415	224	1004	295	92	240	34	221	254	139	3520

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- PM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#27 Westwood Boulevard and Weyburn Avenue													
Base	153	678	116	42	699	105	83	151	144	101	230	50	2553
Added	20	185	175	0	232	0	0	43	16	151	46	0	868
#25 In	0	0	0	0	0	0	0	218	0	0	102	0	320
Total	173	863	291	42	931	105	83	412	160	252	378	50	3741
#28 Tiverton Drvie and Weyburn Avenue													
Base	23	64	47	104	0	170	70	177	1	1	100	33	791
Added	0	0	0	0	0	1	3	79	0	0	89	0	172
#25 In	0	0	0	0	0	0	0	218	0	0	102	0	320
Total	23	64	47	104	0	171	73	474	1	1	291	33	1283
#29 Hilgard Avenue and Weyburn Avenue													
Base	51	360	22	27	561	53	58	104	175	14	38	21	1484
Added	0	3	0	0	2	47	41	38	0	0	43	0	174
#25 In	0	0	0	0	0	102	218	0	0	0	0	0	320
Total	51	363	22	27	563	202	317	142	175	14	81	21	1978
#30 Westwood Boulevard and Kinross Avenue													
Base	82	776	36	39	781	124	101	226	99	17	134	42	2456
Added	80	372	14	1	397	1	1	1	57	64	5	6	999
Total	162	1148	50	40	1178	125	102	227	156	81	139	48	3455
#31 Westwood Boulevard and Lindbrook Drive													
Base	1	747	182	29	856	16	32	137	57	93	254	44	2447
Added	0	466	0	0	518	0	0	4	0	-2	2	0	988
Total	1	1213	182	29	1374	16	32	141	57	91	256	44	3435
#32 Glendon/Tiverton/Lindbrook													
Base	32	131	193	38	130	161	33	235	19	415	270	56	1712
Added	0	3	1	0	14	0	0	4	0	-6	0	0	16
Total	32	134	194	38	144	161	33	239	19	409	270	56	1728
#33 Sepulveda Boulevard and Constitution Avenue													
Base	20	1091	2	4	865	105	558	2	80	11	5	5	2748
Added	0	31	0	0	34	0	0	0	0	0	0	0	65
Total	20	1122	2	4	899	105	558	2	80	11	5	5	2813
#34 San Vicente Bouevard and Wilshire Bouelvard													
Base	100	390	242	1119	337	49	11	1033	21	132	1804	827	6065
Added	10	50	5	123	47	6	13	214	23	7	216	131	845
Total	110	440	247	1242	384	55	24	1247	44	139	2020	958	6910
#35 Sepulveda Boulevard and Wilshire Boulevard													
Base	129	583	272	113	457	137	147	1929	41	305	2395	177	6684
Added	6	12	50	13	12	10	8	779	7	53	1005	11	1966
Total	135	595	322	126	469	147	155	2708	48	358	3400	188	8650

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- PM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#36 Veteran Avenue and Wilshire Boulevard													
Base	233	677	147	82	1073	1604	422	2176	48	44	2542	30	9079
Added	4	12	24	18	20	171	79	759	4	20	894	8	2013
Total	237	689	171	100	1093	1775	501	2935	52	64	3436	38	11092
#37 Gayley Avenue and Wilshire Boulevard													
Base	223	305	107	137	472	679	349	1932	97	40	1723	85	6148
Added	0	0	0	41	0	269	237	564	0	0	653	31	1795
Total	223	305	107	178	472	948	586	2496	97	40	2376	116	7943
#38 Westwood Boulevard and Wilshire Boulevard													
Base	158	499	187	172	631	248	219	1769	249	172	1611	108	6023
Added	20	161	44	80	168	268	212	363	22	49	390	93	1870
Total	178	660	231	252	799	516	431	2132	271	221	2001	201	7893
#39 Glendon Avenue and Wilshire Bouelvard													
Base	60	215	48	137	285	114	123	2014	38	19	1557	85	4695
Added	1	0	0	14	0	-6	1	486	1	0	537	3	1037
Total	61	215	48	151	285	108	124	2500	39	19	2094	88	5732
#40 Malcolm Avenue and Wilshire Boulevard													
Base	3	1	42	12	1	53	27	2083	60	17	1670	33	4001
Added	6	0	0	36	0	0	0	485	4	0	534	43	1108
Total	9	1	42	48	1	53	27	2568	64	17	2204	76	5109
#41 Westholme Avenue and Wilshire Boulevard													
Base	46	78	57	98	228	12	39	1974	66	55	1644	126	4422
Added	5	0	3	0	0	0	0	495	2	3	572	0	1080
Total	51	78	60	98	228	12	39	2469	68	58	2216	126	5502
#42 Warner Avenue and Wilshire Boulevard													
Base	38	24	34	89	68	44	35	2059	28	11	1812	51	4293
Added	0	0	0	0	0	0	0	487	0	0	572	0	1059
Total	38	24	34	89	68	44	35	2546	28	11	2384	51	5352
#43 Beverly Glen Boulevard and Wilshire Boulevard													
Base	163	482	57	57	412	56	120	1768	274	106	1678	49	5221
Added	15	5	53	37	-16	8	9	480	-9	22	545	46	1195
Total	178	487	110	94	396	64	129	2248	265	128	2223	95	6416
#44 Sawtelle Boulevard and Ohio Avenue													
Base	59	93	98	78	459	126	56	458	33	99	550	53	2160
Added	1	0	2	0	0	0	0	24	1	4	29	0	61
Total	60	93	100	78	459	126	56	482	34	103	579	53	2221

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- PM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#45 Sepulveda Boulevard and Ohio Avenue													
Base	152	692	133	120	890	207	99	417	45	71	501	38	3365
Added	3	64	4	3	67	2	1	21	4	2	28	3	202
Total	155	756	137	123	957	209	100	438	49	73	529	41	3567
#46 Veteran Avenue and Ohio Avenue													
Base	27	344	47	18	386	164	152	527	48	152	504	45	2416
Added	1	34	0	0	34	11	6	17	1	0	20	0	124
Total	28	378	47	18	420	175	158	544	49	152	524	45	2540
#47 Westwood Boulevard and Ohio Avenue													
Base	96	902	43	46	1284	122	93	244	83	89	258	43	3303
Added	17	222	0	0	232	9	5	0	17	0	0	0	502
Total	113	1124	43	46	1516	131	98	244	100	89	258	43	3805
#48 Sawtelle Boulevard and Santa Monica Boulevard													
Base	78	377	413	126	558	33	15	1352	33	177	1262	71	4494
Added	2	2	8	0	4	0	0	205	1	9	260	1	492
Total	80	379	421	126	562	33	15	1557	34	186	1522	72	4986
#49 San Diego Fwy SB Ramps and Santa Monica Boulevard													
Base	0	0	0	396	557	203	0	1656	260	588	1238	0	4897
Added	0	0	0	-21	0	57	0	170	44	29	213	0	492
Total	0	0	0	375	557	260	0	1826	304	617	1451	0	5389
#50 San Diego Fwy NB Ramps and Santa Monica Boulevard													
Base	470	529	431	0	0	0	523	1436	0	0	1420	498	5307
Added	57	21	-21	0	0	0	40	109	0	0	185	34	425
Total	527	550	410	0	0	0	563	1545	0	0	1605	532	5732
#51 Sepulveda Boulevard and Santa Monica Boulevard													
Base	174	836	213	153	1179	210	152	1474	319	200	1418	170	6498
Added	4	60	2	7	62	3	4	83	1	0	212	7	445
Total	178	896	215	160	1241	213	156	1557	320	200	1630	177	6943
#52 Veteran Avenue and Santa Monica Boulevard													
Base	65	298	48	129	561	62	183	1626	33	93	1483	90	4671
Added	0	14	0	1	16	17	19	73	1	0	201	2	344
Total	65	312	48	130	577	79	202	1699	34	93	1684	92	5015
#53 Westwood Boulevard and Santa Monica Boulevard													
Base	111	910	104	207	1426	128	172	1495	138	205	1445	242	6582
Added	4	207	8	6	209	33	27	39	3	10	163	6	715
Total	115	1117	112	213	1635	161	199	1534	141	215	1608	248	7297

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- PM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#54 Mulholland Drive and Roscomare Road													
Base	302	0	152	0	0	0	0	337	107	47	623	0	1569
Added	29	0	0	0	0	0	0	0	30	0	1	0	60
Total	331	0	152	0	0	0	0	337	137	47	624	0	1629
#55 Roscomare Road and Stradella Road/Linda Flora Drive													
Base	23	410	6	39	61	13	15	0	11	6	1	62	646
Added	0	29	0	0	30	0	0	0	0	0	0	0	59
Total	23	439	6	39	91	13	15	0	11	6	1	62	705
#56 Bellagio Road and Chalon Road													
Base	70	533	0	0	103	25	12	0	13	0	0	0	756
Added	0	29	0	0	30	0	0	0	0	0	0	0	59
Total	70	562	0	0	133	25	12	0	13	0	0	0	815
#57 Beverly Glen Boulevard and Mulholland Drive													
Base	42	811	85	216	377	38	54	204	39	47	562	739	3213
Added	1	39	1	0	40	0	0	0	0	0	0	0	81
Total	43	850	86	216	417	38	54	204	39	47	562	739	3294
#58 Beverly Glen Boulevard and Greendale Drive													
Base	0	1138	9	65	434	0	0	0	0	46	0	231	1924
Added	0	39	0	0	40	0	0	0	0	4	0	1	84
Total	0	1177	9	65	474	0	0	0	0	50	0	232	2008

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- PM Peak

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/C	Future LOS	Future Del/ Veh	Future V/C	Change in
# 1 Sepulveda Boulevard and Church	D	xxxxx	0.814	D	xxxxx	0.859	+ 0.045 V/C
# 2 Church Lane and San Diego Fwy	B	xxxxx	0.697	C	xxxxx	0.743	+ 0.046 V/C
# 3 Church Lane and Sunset Bouleva	D	xxxxx	0.866	D	xxxxx	0.884	+ 0.019 V/C
# 4 San Diego Fwy NB On/Off Ramps	A	xxxxx	0.438	A	xxxxx	0.468	+ 0.029 V/C
# 5 Veteran Avenue and Sunset Boul	D	xxxxx	0.849	E	xxxxx	0.947	+ 0.098 V/C
# 6 Bellagio Way and Sunset Boulev	F	xxxxx	1.018	F	xxxxx	1.058	+ 0.040 V/C
# 7 Westwood Bouevard and Sunset B	A	xxxxx	0.585	A	xxxxx	0.593	+ 0.008 V/C
# 8 Stone Canyon Road and Sunset B	D	xxxxx	0.816	D	xxxxx	0.826	+ 0.009 V/C
# 9 Hilgard Avenue/Copa De Oro Roa	D	xxxxx	0.881	E	xxxxx	0.952	+ 0.070 V/C
# 10 Beverly Glen Boulevard and Sun	F	xxxxx	1.126	F	xxxxx	1.176	+ 0.050 V/C
# 11 Beverly Glen Boulevard and Sun	F	xxxxx	1.238	F	xxxxx	1.316	+ 0.078 V/C
# 12 Sepulveda Boulevard and San Di	B	xxxxx	0.636	B	xxxxx	0.660	+ 0.024 V/C
# 13 Sepulveda Boulevard and Montan	C	xxxxx	0.789	D	xxxxx	0.806	+ 0.017 V/C
# 14 Levering Avenue and Montana Av	F	66.6	0.000	F	96.7	0.000	+30.114 D/V
# 15 Veteran Avenue and Montana Ave	F	xxxxx	1.001	F	xxxxx	1.068	+ 0.067 V/C
# 16 Galey Avenue and Strathmore Pl	B	xxxxx	0.686	B	xxxxx	0.691	+ 0.005 V/C
# 17 Veteran Avenue and Levering Av	B	xxxxx	0.699	D	xxxxx	0.825	+ 0.125 V/C
# 18 Hilgard Avenue and Wyton Drive	A	xxxxx	0.494	A	xxxxx	0.518	+ 0.023 V/C
# 19 Beverly Glen Blvd and Wyton Dr	C	xxxxx	0.706	C	xxxxx	0.746	+ 0.040 V/C
# 20 Hilgard Avenue and Westholme A	A	xxxxx	0.494	A	xxxxx	0.516	+ 0.022 V/C
# 21 Hilgard Avenue and Manning Ave	A	xxxxx	0.338	A	xxxxx	0.362	+ 0.024 V/C
# 22 Gayley Avenue and Le Conte Ave	B	xxxxx	0.655	B	xxxxx	0.682	+ 0.027 V/C
# 23 Westwood Boulevard and Le Cont	C	xxxxx	0.796	E	xxxxx	0.962	+ 0.166 V/C

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- PM Peak

Intersection	Base LOS	Base Del/ Veh	Base V/C	Future LOS	Future Del/ Veh	Future V/C	Change in
# 24 Tiverton Drive and Le Conte Av	A	xxxxx	0.572	A	xxxxx	0.519	-0.053 V/C
# 25 Hilgard Avenue and Le Conte Av	A	xxxxx	0.539	B	xxxxx	0.640	+ 0.101 V/C
# 26 Gayley Avenue and Weyburn Aven	C	xxxxx	0.709	C	xxxxx	0.792	+ 0.082 V/C
# 27 Westwood Boulevard and Weyburn	E	xxxxx	0.976	F	xxxxx	1.349	+ 0.372 V/C
# 28 Tiverton Drvie and Weyburn Ave	B	10.2	0.382	C	24.8	0.897	+ 0.515 V/C
# 29 Hilgard Avenue and Weyburn Ave	B	xxxxx	0.676	C	xxxxx	0.735	+ 0.058 V/C
# 30 Westwood Boulevard and Kinross	E	xxxxx	0.971	F	xxxxx	1.343	+ 0.372 V/C
# 31 Westwood Boulevard and Lindbro	A	xxxxx	0.562	C	xxxxx	0.770	+ 0.208 V/C
# 32 Glendon/Tiverton/Lindbrook	B	xxxxx	0.609	B	xxxxx	0.608	-0.001 V/C
# 33 Sepulveda Boulevard and Consti	D	xxxxx	0.800	D	xxxxx	0.811	+ 0.010 V/C
# 34 San Vicente Bouevard and Wilsh	D	xxxxx	0.879	E	xxxxx	0.965	+ 0.086 V/C
# 35 Sepulveda Boulevard and Wilshi	F	xxxxx	1.164	F	xxxxx	1.426	+ 0.261 V/C
# 36 Veteran Avenue and Wilshire Bo	F	xxxxx	1.646	F	xxxxx	1.948	+ 0.303 V/C
# 37 Gayley Avenue and Wilshire Bou	F	xxxxx	1.253	F	xxxxx	1.535	+ 0.282 V/C
# 38 Westwood Boulevard and Wilshir	E	xxxxx	0.970	F	xxxxx	1.296	+ 0.327 V/C
# 39 Glendon Avenue and Wilshire Bo	E	xxxxx	0.910	F	xxxxx	1.038	+ 0.128 V/C
# 40 Malcolm Avenue and Wilshire Bo	F	579.4	0.000	F	OVRFL	0.000	+ 1.8E+0308
# 41 Westholme Avenue and Wilshire	C	xxxxx	0.769	D	xxxxx	0.890	+ 0.121 V/C
# 42 Warner Avenue and Wilshire Bou	B	xxxxx	0.601	C	xxxxx	0.715	+ 0.114 V/C
# 43 Beverly Glen Boulevard and Wil	C	xxxxx	0.766	E	xxxxx	0.918	+ 0.152 V/C
# 44 Sawtelle Boulevard and Ohio Av	E	xxxxx	0.920	E	xxxxx	0.940	+ 0.020 V/C
# 45 Sepulveda Boulevard and Ohio A	D	xxxxx	0.892	E	xxxxx	0.938	+ 0.046 V/C
# 46 Veteran Avenue and Ohio Avenue	D	xxxxx	0.882	E	xxxxx	0.925	+ 0.043 V/C
# 47 Westwood Boulevard and Ohio Av	C	xxxxx	0.769	D	xxxxx	0.869	+ 0.100 V/C
# 48 Sawtelle Boulevard and Santa M	F	xxxxx	1.527	F	xxxxx	1.611	+ 0.084 V/C

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                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                         Future With Project- PM Peak
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Intersection                                Base          Future       Change
                                          Del/   V/      Del/   V/       in
                                       LOS Veh    C   LOS Veh    C

# 49 San Diego Fwy SB Ramps and San  F xxxxx 1.083   F xxxxx 1.124  + 0.041 V/C

# 50 San Diego Fwy NB Ramps and San  F xxxxx 1.061   F xxxxx 1.140  + 0.079 V/C

# 51 Sepulveda Boulevard and Santa   F xxxxx 1.411   F xxxxx 1.471  + 0.061 V/C

# 52 Veteran Avenue and Santa Monic  E xxxxx 0.992   F xxxxx 1.079  + 0.087 V/C

# 53 Westwood Boulevard and Santa M  F xxxxx 1.044   F xxxxx 1.148  + 0.104 V/C

# 54 Mulholland Drive and Roscomare  C xxxxx 0.756   C xxxxx 0.777  + 0.021 V/C

# 55 Roscomare Road and Stradella R  B  10.6 0.525   B  11.2 0.564  + 0.039 V/C

# 56 Bellagio Road and Chalon Road   B  14.2 0.691   C  15.4 0.732  + 0.040 V/C

# 57 Beverly Glen Boulevard and Mul  F xxxxx 1.041   F xxxxx 1.083  + 0.042 V/C

# 58 Beverly Glen Boulevard and Gre  F xxxxx 1.046   F xxxxx 1.076  + 0.031 V/C
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                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                         Future With Project- PM Peak
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #1 Sepulveda Boulevard and Church Ln/Ovada Pl
********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        0.859
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):   xxxxxx
Optimal Cycle:      132             Level Of Service:                 D
********************************************************************************
Street Name:       Sepulveda Boulevard          Church Lane/Ovada Place
Approach:      North Bound     South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted      Split Phase      Split Phase
Rights:          Include          Include         Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  1  2  0  1   0  1  0  1  0   1  0  1! 0  0   1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Feb 2008 << 445-545
Base Vol:       4 1621   226     3  879   365   558  102    18    65   96     7
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:    4 1702   237     3  923   383   586  107    19    68  101     7
Added Vol:      0  136     0     0   59    50    17    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    4 1838   237     3  982   433   603  107    19    68  101     7
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     4 1838   237     3  982   433   603  107    19    68  101     7
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    4 1838   237     3  982   433   603  107    19    68  101     7
PCE Adj:     6.00 1.00  1.00  6.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
FinalVolume:   25 1838   237    19  982   433   663  107    19    68  101     7
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.04 2.96  1.00  0.01 1.39  0.60  1.68 0.27  0.05  1.00 0.93  0.07
Final Sat.:    60 4215  1425     6 1983   861  2395  387    68  1425 1328    97
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.44  0.17  0.49 0.50  0.50  0.28 0.28  0.28  0.05 0.08  0.08
Crit Volume:    4                         717   395                          108
Crit Moves:  ****                        ****  ****                         ****
********************************************************************************
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                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                        Future With Project- PM Peak
---------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*********************************************************************************
Intersection #2 Church Lane and San Diego Fwy SB On/Off Ramp
*********************************************************************************
Cycle (sec):        100          Critical Vol./Cap.(X):        0.743
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:       72          Level Of Service:                 C
*********************************************************************************
Street Name:           Church Lane           San Diego Fwy SB On/Off Ramps
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted       Permitted      Split Phase     Split Phase
Rights:           Ignore          Include         Include         Include
Min. Green:     0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        0  1  1  0  2   1  0  1  1  0   0  0  1! 0  0   1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Feb 2008 << 500-600
Base Vol:       6  636   249   96  456     0    5    3     9  900    1    26
Growth Adj:  1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05  1.05
Initial Bse:    6  668   261  101  479     0    5    3     9  945    1    27
Added Vol:      0   17     0   20   30     0    0    0     0   68    0     0
PasserByVol:    0    0     0    0    0     0    0    0     0    0    0     0
Initial Fut:    6  685   261  121  509     0    5    3     9 1013    1    27
User Adj:    1.00 1.00  0.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:     6  685     0  121  509     0    5    3     9 1013    1    27
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:    6  685     0  121  509     0    5    3     9 1013    1    27
PCE Adj:     2.00 1.00  0.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00 1.00 1.00  1.00 1.00 1.00  1.00 1.10 1.00  1.00
FinalVolume:   13  685     0  121  509     0    5    3     9 1114    1    27
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425 1425 1425  1425 1425 1425  1425 1425 1425  1425
Adjustment:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:       0.04 1.96  2.00 1.00 2.00  0.00 0.29 0.18  0.53 1.95 0.01  0.04
Final Sat.:    52 2798  2850 1425 2850     0  419  251   754 2779    3    68
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.24  0.00 0.08 0.18  0.00 0.01 0.01  0.01 0.40 0.40  0.40
Crit Volume:       349          121                          18  571
Crit Moves:       ****         ****                        **** ****
*********************************************************************************
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                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                        Future With Project- PM Peak
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*********************************************************************************
Intersection #3 Church Lane and Sunset Boulevard
*********************************************************************************
Cycle (sec):        100          Critical Vol./Cap.(X):        0.884
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:      161          Level Of Service:                 D
*********************************************************************************
Street Name:           Church Lane                    Sunset Boulevard
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase     Split Phase       Protected       Permitted
Rights:           Include          Ovl           Include           Ovl
Min. Green:     0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        1  0  1  1  0   1  1  0  0  2   2  0  3  1  0   1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 500-600
Base Vol:     126   39    77  532   92   717  407 1219    33   28  861   422
Growth Adj:  1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05  1.05
Initial Bse:  132   41    81  559   97   753  427 1280    35   29  904   443
Added Vol:      0    0     0   78    0    20   17    6     0    0   13     0
PasserByVol:    0    0     0    0    0     0    0    0     0    0    0     0
Initial Fut:  132   41    81  637   97   773  444 1286    35   29  917   443
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:   132   41    81  637   97   773  444 1286    35   29  917   443
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:  132   41    81  637   97   773  444 1286    35   29  917   443
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.10 1.00  1.10 1.10 1.00  1.00 1.00 1.00  1.00
FinalVolume:  132   41    81  700   97   850  489 1286    35   29  917   443
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425 1425 1425  1425 1425 1425  1425 1425 1425  1425
Adjustment:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:       1.00 1.00  1.00 1.76 0.24  2.00 2.00 3.90  0.10 1.00 2.00  1.00
Final Sat.:  1425 1425  1425 2505  345  2850 2850 5550   150 1425 2850  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.03  0.06 0.28 0.28  0.30 0.17 0.23  0.23 0.02 0.32  0.31
Crit Volume:  132                        425  244                   459
Crit Moves:  ****                       **** ****                  ****
*********************************************************************************
```

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-------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                        Future With Project- PM Peak
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #4 San Diego Fwy NB On/Off Ramps and Sunset Boulevard
*******************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):         0.468
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        35              Level Of Service:                  A
*******************************************************************************
Street Name:  San Diego Fwy NB On/Off Ramps           Sunset Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted        Permitted
Rights:           Include          Include           Ovl             Ignore
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  0  0  1   0  0  0  0  0   0  0  2  0  2   0  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Feb 2008 << 500-600
Base Vol:      97    0   83    0    0    0    0  996  870    0 1220    0
Growth Adj:  1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse:  102    0   87    0    0    0    0 1046  914    0 1281    0
Added Vol:      0    0    0    0    0    0    0   84    0    0   81    0
PasserByVol:    0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:  102    0   87    0    0    0    0 1130  914    0 1362    0
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:   102    0   87    0    0    0    0 1130  914    0 1362    0
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  102    0   87    0    0    0    0 1130  914    0 1362    0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 0.00
FinalVolume:  102    0   87    0    0    0    0 1130 1005    0 1362    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00 0.00 3.00 1.00
Final Sat.:  1425    0 1425    0    0    0    0 2850 2850    0 4275 1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.00 0.06 0.00 0.00 0.00 0.00 0.40 0.35 0.00 0.32 0.00
Crit Volume:  102                  0              565           0
Crit Moves:  ****                                 ****         ****
*******************************************************************************
```



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                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                        Future With Project- PM Peak
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #5 Veteran Avenue and Sunset Boulevard
*******************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):         0.947
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180              Level Of Service:                  E
*******************************************************************************
Street Name:              Veteran Avenue                 Sunset Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted      Prot+Permit
Rights:             Ovl            Include         Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  0  0  1   0  0  0  0  0   0  0  1  1  0   1  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 500-600
Base Vol:     373    0  396    0    0    0    0  859  151  274 1347    0
Growth Adj:  1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse:  392    0  416    0    0    0    0  902  159  288 1414    0
Added Vol:     71    0   25    0    0    0    0   10   73   27   10    0
PasserByVol:    0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:  463    0  441    0    0    0    0  912  232  315 1424    0
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   463    0  441    0    0    0    0  912  232  315 1424    0
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  463    0  441    0    0    0    0  912  232  315 1424    0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  463    0  441    0    0    0    0  912  232  315 1424    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       1.00 0.00 1.00 0.00 0.00 0.00 0.00 1.60 0.40 1.00 2.00 0.00
Final Sat.:  1425    0 1425    0    0    0    0 2273  577 1425 2850    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.32 0.00 0.31 0.00 0.00 0.00 0.00 0.40 0.40 0.22 0.50 0.00
Crit Volume:  463                  0                   572  315
Crit Moves:  ****                                      **** ****
*******************************************************************************
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                 UCLA NHIP and Amended LRDP Traffic Study
                             Los Angeles, CA
                       Future With Project- PM Peak
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #6 Bellagio Way and Sunset Boulevard
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        1.058
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:      180              Level Of Service:                 F
********************************************************************************
Street Name:           Bellagio Way                   Sunset Boulevard
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Split Phase      Split Phase      Prot+Permit       Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  1  0  0  1   0  1  0  0  1   1  0  1  1  0   1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 500-600
Base Vol:      261   96   30    55    6  136   333  856   82    15 1233  112
Growth Adj:   1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05
Initial Bse:   274  101   32    58    6  143   350  899   86    16 1295  118
Added Vol:       0    0    0     8    0   22    22   13    0     0   15    7
PasserByVol:     0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   274  101   32    66    6  165   372  912   86    16 1310  125
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    274  101   32    66    6  165   372  912   86    16 1310  125
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   274  101   32    66    6  165   372  912   86    16 1310  125
PCE Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:      1.10 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:   301  101   32    66    6  165   372  912   86    16 1310  125
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1375 1375 1375  1375 1375 1375  1375 1375 1375  1375 1375 1375
Adjustment:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:        1.50 0.50 1.00  0.91 0.09 1.00  1.00 1.83 0.17  1.00 1.83 0.17
Final Sat.:   2061  689 1375  1255  120 1375  1375 2513  237  1375 2511  239
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.15 0.15 0.02  0.05 0.05 0.12  0.27 0.36 0.36  0.01 0.52 0.52
Crit Volume:        201                  165   372                        717
Crit Moves:        ****                 ****  ****                       ****
********************************************************************************
```



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                 UCLA NHIP and Amended LRDP Traffic Study
                             Los Angeles, CA
                       Future With Project- PM Peak
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #7 Westwood Bouevard and Sunset Boulevard
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        0.593
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:      180              Level Of Service:                 A
********************************************************************************
Street Name:        Westwood Boulevard                Sunset Boulevard
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Split Phase      Split Phase       Permitted        Protected
Rights:          Include          Include           Ovl            Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       2  0  0  0  1   0  0  0  0  0   0  0  2  0  1   1  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Feb 2008 << 500-600
Base Vol:      195    0  191     0    0    0     0  870   94    46 1206    0
Growth Adj:   1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05
Initial Bse:   205    0  201     0    0    0     0  914   99    48 1266    0
Added Vol:       0    0    0     0    0    0     0   21    0     0   22    0
PasserByVol:     0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   205    0  201     0    0    0     0  935   99    48 1288    0
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    205    0  201     0    0    0     0  935   99    48 1288    0
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   205    0  201     0    0    0     0  935   99    48 1288    0
PCE Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:      1.10 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:   225    0  201     0    0    0     0  935   99    48 1288    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1425 1425 1425  1425 1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:        2.00 0.00 1.00  0.00 0.00 0.00  0.00 2.00 1.00  1.00 2.00 0.00
Final Sat.:   2850    0 1425     0    0    0     0 2850 1425  1425 2850    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.08 0.00 0.14  0.00 0.00 0.00  0.00 0.33 0.07  0.03 0.45 0.00
Crit Volume:             201          0              467             644
Crit Moves:             ****                                        ****
********************************************************************************
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                UCLA NHIP and Amended LRDP Traffic Study
                            Los Angeles, CA
                      Future With Project- PM Peak
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                    Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #8 Stone Canyon Road and Sunset Boulevard
********************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):         0.826
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       131              Level Of Service:                  D
********************************************************************************
Street Name:              Stone Canyon                 Sunset Boulevard
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase     Split Phase       Protected        Protected
Rights:           Include          Ovl             Ignore           Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        1  0  1! 0  0   0  0  1! 0  0   1  0  2  0  1   1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 26 Feb 2008 << 400-500
Base Vol:     139    0   130    62    0   101   119 1213   124   158  978    22
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  146    0   137    65    0   106   125 1274   130   166 1027    23
Added Vol:      0    0     3     0    0     0     0   21     0     1   22     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  146    0   140    65    0   106   125 1295   130   167 1049    23
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:   146    0   140    65    0   106   125 1295     0   167 1049    23
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  146    0   140    65    0   106   125 1295     0   167 1049    23
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
FinalVolume:  161    0   140    65    0   106   125 1295     0   167 1049    23
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.07 xxxx  0.93  0.38 0.00  0.62  1.00 2.00  1.00  1.00 1.96  0.04
Final Sat.:  1471    0  1279   523    0   852  1375 2750  1375  1375 2691    59
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.00  0.11  0.12 0.00  0.12  0.09 0.47  0.00  0.12 0.39  0.39
Crit Volume:              150   171                     647         167
Crit Moves:              ****  ****                    ****        ****
********************************************************************************
```



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                UCLA NHIP and Amended LRDP Traffic Study
                            Los Angeles, CA
                      Future With Project- PM Peak
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #9 Hilgard Avenue/Copa De Oro Road and Sunset Boulevard
********************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):         0.952
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180              Level Of Service:                  E
********************************************************************************
Street Name: Hilgard Avenue/Copa De Oro Road           Sunset Boulevard
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase     Split Phase       Protected        Protected
Rights:             Ovl           Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        1  0  1! 0  1   0  0  1! 0  0   1  0  1  1  0   1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 415-515
Base Vol:     260   33   364    35   69    20     3 1145   120   158  871     7
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  273   35   382    37   72    21     3 1202   126   166  915     7
Added Vol:      7    0    63     0    0     0     0   16     8    59   17     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  280   35   445    37   72    21     3 1218   134   225  932     7
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   280   35   445    37   72    21     3 1218   134   225  932     7
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  280   35   445    37   72    21     3 1218   134   225  932     7
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  308   35   490    37   72    21     3 1218   134   225  932     7
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.11 0.12  1.77  0.28 0.56  0.16  1.00 1.80  0.20  1.00 1.98  0.02
Final Sat.:  1526  172  2427   388  765   222  1375 2477   273  1375 2728    22
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.20 0.20  0.20  0.09 0.09  0.09  0.00 0.49  0.49  0.16 0.34  0.34
Crit Volume:  277                          130               676   225
Crit Moves:  ****                         ****              ****  ****
********************************************************************************
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-------------------------------------------------------------------------------
                    UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                          Future With Project- PM Peak
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                       Level Of Service Computation Report
            Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #10 Beverly Glen Boulevard and Sunset Boulevard
*******************************************************************************
Cycle (sec):        100            Critical Vol./Cap.(X):        1.176
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180            Level Of Service:                 F
*******************************************************************************
Street Name:      Beverly Glen Boulevard           Sunset Boulevard
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Split Phase     Split Phase       Permitted      Prot+Permit
Rights:          Ignore          Include         Include         Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  1  0  1   0  0  1! 0  0   1  0  1  1  0   1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 500-600
Base Vol:     222  167   581   104   68    19    16 1286    60   389  960    79
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  233  175   610   109   71    20    17 1350    63   408 1008    83
Added Vol:      0    0    60     0    0     0     0   79     0    29   76     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  233  175   670   109   71    20    17 1429    63   437 1084    83
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   233  175     0   109   71    20    17 1429    63   437 1084    83
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  233  175     0   109   71    20    17 1429    63   437 1084    83
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  233  175     0   109   71    20    17 1429    63   437 1084    83
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  1.00  0.54 0.36  0.10  1.00 1.92  0.08  1.00 1.86  0.14
Final Sat.:  1375 1375  1375   749  490   137  1375 2634   116  1375 2555   195
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.13  0.00  0.15 0.15  0.15  0.01 0.54  0.54  0.32 0.42  0.42
Crit Volume:  233                       201         746         437
Crit Moves:  ****                      ****        ****        ****
*******************************************************************************
```



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-------------------------------------------------------------------------------
                    UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                          Future With Project- PM Peak
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                       Level Of Service Computation Report
            Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #11 Beverly Glen Boulevard and Sunset Boulevard (East I/S)
*******************************************************************************
Cycle (sec):        100            Critical Vol./Cap.(X):        1.316
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180            Level Of Service:                 F
*******************************************************************************
Street Name:      Beverly Glen Boulevard       Sunset Boulevard (East I/S)
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Split Phase     Split Phase      Prot+Permit       Permitted
Rights:         Include         Include         Include          Ignore
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  0  0  0   0  1  0  1  0   1  0  2  0  0   0  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 415-515
Base Vol:       0    0     0   115    0   364   862 1226     0     0  908   126
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:    0    0     0   121    0   382   905 1287     0     0  953   132
Added Vol:      0    0     0     3    0    42    38  101     0     0   63     1
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0   124    0   424   943 1388     0     0 1016   133
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:     0    0     0   124    0   424   943 1388     0     0 1016     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0   124    0   424   943 1388     0     0 1016     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
FinalVolume:    0    0     0   124    0   424   943 1388     0     0 1016     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.00  0.00  0.45 0.55  1.00  1.00 2.00  0.00  0.00 2.00  1.00
Final Sat.:     0    0     0   644  781  1425  1425 2850     0     0 2850  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.19 0.00  0.30  0.66 0.49  0.00  0.00 0.36  0.00
Crit Volume:         0                  424   943                     508
Crit Moves:                            ****  ****                    ****
*******************************************************************************
```

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Future With Project PM PeakTue Jul 22, 2008 18:09:52            Page 17-1
--------------------------------------------------------------------------------
                   UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                         Future With Project- PM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #12 Sepulveda Boulevard and San Diego Fwy NB Off-Ramp
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        0.660
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:       55              Level Of Service:                 B
********************************************************************************
Street Name:       Sepulveda Boulevard          San Diego Fwy NB Off-Ramp
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted      Split Phase      Split Phase
Rights:          Include          Include         Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  2  0  0   0  0  2  0  0   1  0  1! 0  0   0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 415-515
Base Vol:      0 1601    0    0  855    0   92    0   25    0    0    0
Growth Adj:  1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse:   0 1681    0    0  898    0   97    0   26    0    0    0
Added Vol:     0   31    0    0   34    0   34    0    0    0    0    0
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   0 1712    0    0  932    0  131    0   26    0    0    0
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 1712    0    0  932    0  131    0   26    0    0    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   0 1712    0    0  932    0  131    0   26    0    0    0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
FinalVolume:   0 1712    0    0  932    0  144    0   26    0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       0.00 2.00 0.00 0.00 2.00 0.00 1.69 0.00 0.31 0.00 0.00 0.00
Final Sat.:    0 2850    0    0 2850    0 2410    0  440    0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.60 0.00 0.00 0.33 0.00 0.06 0.00 0.06 0.00 0.00 0.00
Crit Volume:       856             0                    85              0
Crit Moves:       ****          ****                  ****
********************************************************************************
```



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Future With Project PM PeakTue Jul 22, 2008 18:09:52            Page 18-1
--------------------------------------------------------------------------------
                   UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                         Future With Project- PM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #13 Sepulveda Boulevard and Montana Avenue
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        0.806
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:      180              Level Of Service:                 D
********************************************************************************
Street Name:       Sepulveda Boulevard                Montana Avenue
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit       Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  2  0  1   1  0  1  1  0   0  0  1! 0  0   0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 430-530
Base Vol:    127 1404  117   56  629   15    3   91  114  161  189  254
Growth Adj:  1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 133 1474  123   59  660   16    3   96  120  169  198  267
Added Vol:     0   44   21   26   33    0    0    0    0    2    0   25
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut: 133 1518  144   85  693   16    3   96  120  171  198  292
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  133 1518  144   85  693   16    3   96  120  171  198  292
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol: 133 1518  144   85  693   16    3   96  120  171  198  292
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 133 1518  144   85  693   16    3   96  120  171  198  292
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       1.00 2.00 1.00 1.00 1.96 0.04 0.01 0.44 0.55 0.52 0.60 0.88
Final Sat.:  1425 2850 1425 1425 2787   63   21  623  781  737  855 1257
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.53 0.10 0.06 0.25 0.25 0.15 0.15 0.15 0.23 0.23 0.23
Crit Volume:       759              355              218       171
Crit Moves:       ****                             ****       ****
********************************************************************************
```

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---------------------------------------------------------------------------------
                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                         Future With Project- PM Peak
---------------------------------------------------------------------------------
                       Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
*********************************************************************************
Intersection #14 Levering Avenue and Montana Avenue
*********************************************************************************
Average Delay (sec/veh):     21.9       Worst Case Level Of Service: F[ 96.7]
*********************************************************************************
Street Name:          Levering Avenue                     Montana Avenue
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0   0  0  0  0  0   0  0  0  1  0   0  1  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Feb 2008 << 500-600
Base Vol:     253    0     8     0    0     0     0  322   106     1  506     0
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  266    0     8     0    0     0     0  338   111     1  531     0
Added Vol:     27    0     0     0    0     0     0    0    47     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  293    0     8     0    0     0     0  338   158     1  531     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   293    0     8     0    0     0     0  338   158     1  531     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  293    0     8     0    0     0     0  338   158     1  531     0
Critical Gap Module:
Critical Gp:  6.4  6.5   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  951  951   417  xxxx xxxx xxxxx  xxxx xxxx xxxxx   496 xxxx xxxxx
Potent Cap.:  291  262   640  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1078 xxxx xxxxx
Move Cap.:    291  262   640  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1078 xxxx xxxxx
Volume/Cap:  1.01 0.00  0.01  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.3 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  295 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx 11.0 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel:xxxxx 96.7 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.3 xxxx xxxxx
Shared LOS:     *    F     *     *    *     *     *    *     *     A    *     *
ApproachDel:        96.7           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:          F               *                *                *
*********************************************************************************
Note: Queue reported is the number of cars per lane.
*********************************************************************************
```



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                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                         Future With Project- PM Peak
---------------------------------------------------------------------------------
                       Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*********************************************************************************
Intersection #15 Veteran Avenue and Montana Avenue/Galey Avenue
*********************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):        1.068
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180              Level Of Service:                 F
*********************************************************************************
Street Name:          Veteran Avenue             Montana Avenue/Galey Avenue
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 500-600
Base Vol:      54  452    26    58  294    49   115  158    52    22  419   284
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   57  475    27    61  309    51   121  166    55    23  440   298
Added Vol:      0   90     0     3   97     0     0    0     0     0    0     7
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   57  565    27    64  406    51   121  166    55    23  440   305
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    57  565    27    64  406    51   121  166    55    23  440   305
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   57  565    27    64  406    51   121  166    55    23  440   305
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   57  565    27    64  406    51   121  166    55    23  440   305
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.09 0.87  0.04  0.12 0.78  0.10  0.35 0.49  0.16  0.03 0.57  0.40
Final Sat.:   131 1306    63   184 1168   148   531  729   240    45  859   596
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.43 0.43  0.43  0.35 0.35  0.35  0.23 0.23  0.23  0.51 0.51  0.51
Crit Volume:        649             64              121                     768
Crit Moves:        ****           ****             ****                    ****
*********************************************************************************
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                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                        Future With Project- PM Peak
------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #16 Galey Avenue and Strathmore Place
******************************************************************************
Cycle (sec):        100            Critical Vol./Cap.(X):        0.691
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       60            Level Of Service:                 B
******************************************************************************
Street Name:            Galey Avenue                    Strathmore Place
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted       Prot+Permit        Permitted        Permitted
Rights:           Include          Include           Include           Ovl
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  1  0  1   1  0  1  1  0   0  0  1! 0  0   1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 445-545
Base Vol:      22  363   171   121  156    13     8  102    18   319  152   336
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   23  381   180   127  164    14     8  107    19   335  160   353
Added Vol:      0    7     0     0    3     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   23  388   180   127  167    14     8  107    19   335  160   353
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    23  388   180   127  167    14     8  107    19   335  160   353
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   23  388   180   127  167    14     8  107    19   335  160   353
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   23  388   180   127  167    14     8  107    19   335  160   353
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  1.00  1.00 1.85  0.15  0.06 0.80  0.14  1.00 1.00  1.00
Final Sat.:  1425 1425  1425  1425 2634   216    89 1136   200  1425 1425  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.27  0.13  0.09 0.06  0.06  0.09 0.09  0.09  0.24 0.11  0.25
Crit Volume:       388         127                             134   335
Crit Moves:       ****        ****                            ****  ****
******************************************************************************
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                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                        Future With Project- PM Peak
------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #17 Veteran Avenue and Levering Avenue
******************************************************************************
Cycle (sec):        100            Critical Vol./Cap.(X):        0.825
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       82            Level Of Service:                 D
******************************************************************************
Street Name:            Veteran Avenue                  Levering Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  1! 0  0   0  0  1! 0  0   0  0  0  1  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 500-600
Base Vol:     174  547    40    22  351     5     0   41    83    52   96    68
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  183  574    42    23  369     5     0   43    87    55  101    71
Added Vol:     14   47    15    41   56     0     0   31    16    16   13    42
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  197  621    57    64  425     5     0   74   103    71  114   113
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   197  621    57    64  425     5     0   74   103    71  114   113
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  197  621    57    64  425     5     0   74   103    71  114   113
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  197  621    57    64  425     5     0   74   103    71  114   113
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.22 0.71  0.07  0.13 0.86  0.01  0.00 0.42  0.58  0.24 0.38  0.38
Final Sat.:   337 1065    98   195 1289    16     0  627   873   356  573   571
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.58 0.58  0.58  0.33 0.33  0.33  0.00 0.12  0.12  0.20 0.20  0.20
Crit Volume:             875    64                0                    298
Crit Moves:             ****  ****             ****                   ****
******************************************************************************
```

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                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                        Future With Project- PM Peak
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #18 Hilgard Avenue and Wyton Drive
********************************************************************************
Cycle (sec):         100            Critical Vol./Cap.(X):        0.518
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        30            Level Of Service:                 A
********************************************************************************
Street Name:          Hilgard Avenue                   Wyton Drive
Approach:     North Bound     South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        1  0  1  1  0   1  0  2  0  1   1  0  1  0  1   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 30 Jan 2008 << 430-530
Base Vol:     117  623   43    33  374   23    50  110  320    20   26   12
Growth Adj:  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05
Initial Bse:  123  654   45    35  393   24    53  116  336    21   27   13
Added Vol:      0   70    0     0   67    0     0    0    0     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:  123  724   45    35  460   24    53  116  336    21   27   13
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   123  724   45    35  460   24    53  116  336    21   27   13
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  123  724   45    35  460   24    53  116  336    21   27   13
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:  123  724   45    35  460   24    53  116  336    21   27   13
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500 1500  1500 1500 1500  1500 1500 1500  1500 1500 1500
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       1.00 1.88 0.12  1.00 2.00 1.00  1.00 1.00 1.00  0.34 0.45 0.21
Final Sat.:  1500 2824  176  1500 3000 1500  1500 1500 1500   517  672  310
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.26 0.26  0.02 0.15 0.02  0.04 0.08 0.22  0.04 0.04 0.04
Crit Volume:             385    35                      336    21
Crit Moves:             ****  ****                     ****  ****
********************************************************************************
```



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                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                        Future With Project- PM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
t incl.]tion #19 Beverly Glen Blvd and Wyton Dr/Comstock Ave [5-Leg Intersection
********************************************************************************
Cycle (sec):         100            Critical Vol./Cap.(X):        0.746
Loss Time (sec):       0 (Y+R=15.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        57            Level Of Service:                 C
********************************************************************************
Street Name:      Beverly Glen Boulevard       Wyton Drive/Comstock Avenue
Approach:     North Bound     South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        1  0  1  0  1   1  0  1  0  1   0  0  1! 0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 May 2008 << 445-545
Base Vol:      25  727   14    28  458   11    19   31   26    46   66  123
Growth Adj:  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05
Initial Bse:   26  763   15    29  481   12    20   33   27    48   69  129
Added Vol:      0   60    0     0   29    0     0    0    0     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   26  823   15    29  510   12    20   33   27    48   69  129
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    26  823   15    29  510   12    20   33   27    48   69  129
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   26  823   15    29  510   12    20   33   27    48   69  129
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:   26  823   15    29  510   12    20   33   27    48   69  129
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500 1500  1500 1500 1500  1500 1500 1500  1500 1500 1500
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       1.00 1.00 1.00  1.00 1.00 1.00  0.25 0.41 0.34  0.20 0.28 0.52
Final Sat.:  1500 1500 1500  1500 1500 1500   375  612  513   294  421  785
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.55 0.01  0.02 0.34 0.01  0.05 0.05 0.05  0.16 0.16 0.16
Crit Volume:        823         29             20                        247
Crit Moves:        ****       ****           ****                       ****
********************************************************************************
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-------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                        Future With Project- PM Peak
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #20 Hilgard Avenue and Westholme Avenue
*******************************************************************************
Cycle (sec):         100             Critical Vol./Cap.(X):          0.516
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        30             Level Of Service:                   A
*******************************************************************************
Street Name:          Hilgard Avenue                 Westholme Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  1  1  0   1  0  1  1  0   0  1  0  1  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 30 Jan 2008 << 500-600
Base Vol:      97  561   31    72  537   39   195  231  150    27   51   47
Growth Adj:  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05
Initial Bse:  102  589   33    76  564   41   205  243  158    28   54   49
Added Vol:      0   70    0     0   67    0     0    0    0     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:  102  659   33    76  631   41   205  243  158    28   54   49
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   102  659   33    76  631   41   205  243  158    28   54   49
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  102  659   33    76  631   41   205  243  158    28   54   49
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:  102  659   33    76  631   41   205  243  158    28   54   49
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500 1500  1500 1500 1500  1500 1500 1500  1500 1500 1500
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       1.00 1.91 0.09  1.00 1.88 0.12  0.68 0.80 0.52  0.21 0.41 0.38
Final Sat.:  1500 2859  141  1500 2817  183  1016 1203  781   324  612  564
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.23 0.23  0.05 0.22 0.22  0.20 0.20 0.20  0.09 0.09 0.09
Crit Volume:  102                         336   205                        131
Crit Moves:  ****                        ****  ****                       ****
*******************************************************************************
```



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-------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                        Future With Project- PM Peak
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #21 Hilgard Avenue and Manning Avenue
*******************************************************************************
Cycle (sec):         100             Critical Vol./Cap.(X):          0.362
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        29             Level Of Service:                   A
*******************************************************************************
Street Name:          Hilgard Avenue                  Manning Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted       Split Phase      Split Phase
Rights:          Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  1  1  0   1  0  2  0  0   0  0  0  0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 30 Jan 2008 << 445-545
Base Vol:       0  628    8    64  852    0     0    0    0    10    0   23
Growth Adj:  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05
Initial Bse:    0  659    8    67  895    0     0    0    0    11    0   24
Added Vol:      0   70    0     0   67    0     0    0    0     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:    0  729    8    67  962    0     0    0    0    11    0   24
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     0  729    8    67  962    0     0    0    0    11    0   24
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    0  729    8    67  962    0     0    0    0    11    0   24
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:    0  729    8    67  962    0     0    0    0    11    0   24
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425  1425 1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.00 1.98 0.02  1.00 2.00 0.00  0.00 0.00 0.00  0.30 0.00 0.70
Final Sat.:     0 2818   32  1425 2850    0     0    0    0   432    0  993
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.26 0.26  0.05 0.34 0.00  0.00 0.00 0.00  0.02 0.00 0.02
Crit Volume:    0                   481                   0                 35
Crit Moves:  ****                  ****                                   ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                         Future With Project- PM Peak
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #22 Gayley Avenue and Le Conte Avenue
*******************************************************************************
Cycle (sec):        100            Critical Vol./Cap.(X):        0.682
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       45            Level Of Service:                 B
*******************************************************************************
Street Name:          Gayley Avenue                 Le Conte Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0     0    0    0     0    0    0     0    0    0     0
Lanes:       1  0  1  1  0   1  0  1  1  0   1  0  0  1  0   1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 30 Jan 2008 << 500-600
Base Vol:     61  400   204   190 1037    35    14  127    12   200  300   157
Growth Adj: 1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  64  420   214   200 1089    37    15  133    13   210  315   165
Added Vol:     0    7     6     0    3     0     0   40     0     4   63     0
#25 Int:       0   34   -72   -73   73     0     0  -73    73   -34  -34   -34
Initial Fut:  64  461   148   127 1165    37    15  100    86   180  344   131
User Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   64  461   148   127 1165    37    15  100    86   180  344   131
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  64  461   148   127 1165    37    15  100    86   180  344   131
PCE Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  64  461   148   127 1165    37    15  100    86   180  344   131
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:      1.00 1.51  0.49  1.00 1.94  0.06  1.00 0.54  0.46  1.00 1.00  1.00
Final Sat.: 1500 2270   730  1500 2908    92  1500  809   691  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.04 0.20  0.20  0.08 0.40  0.40  0.01 0.12  0.12  0.12 0.23  0.09
Crit Volume:  64                         601    15                    344
Crit Moves: ****                        ****  ****                   ****
*******************************************************************************
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-------------------------------------------------------------------------------
                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                         Future With Project- PM Peak
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #23 Westwood Boulevard and Le Conte Avenue
*******************************************************************************
Cycle (sec):        100            Critical Vol./Cap.(X):        0.962
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180            Level Of Service:                 E
*******************************************************************************
Street Name:        Westwood Boulevard              Le Conte Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted       Prot+Permit
Rights:            Ovl            Include          Include          Include
Min. Green:    0    0     0    0    0     0    0    0     0    0    0     0
Lanes:       1  0  2  0  1   1  0  2  0  1   1  0  1  1  0   1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 30 Jan 2008 << 500-600
Base Vol:    100  329   153   103  448   212    90  409   102   162  396    62
Growth Adj: 1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse: 105  345   161   108  470   223    94  429   107   170  416    65
Added Vol:   178    0     7     0    0     0     0   26   226     7   19     0
#25:           0    0     0     0    0     0     0 -218     0     0 -102     0
Initial Fut: 283  345   168   108  470   223    94  237   333   177  333    65
User Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  283  345   168   108  470   223    94  237   333   177  333    65
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 283  345   168   108  470   223    94  237   333   177  333    65
PCE Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume: 283  345   168   108  470   223    94  237   333   177  333    65
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment: 0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:      1.00 2.00  1.00  1.00 2.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Sat.: 1069 2138  1069  1069 2138  1069  1069 1069  1069  1069 1069  1069
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.26 0.16  0.16  0.10 0.22  0.21  0.09 0.22  0.31  0.17 0.31  0.06
Crit Volume: 283                   235                     333   177
Crit Moves: ****                  ****                    ****  ****
*******************************************************************************
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-----------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                        Future With Project- PM Peak
-----------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
*****************************************************************************
Intersection #24 Tiverton Drive and Le Conte Avenue
*****************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        0.519
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       30              Level Of Service:                 A
*****************************************************************************
Street Name:          Tiverton Drive                Le Conte Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Ignore
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Lanes:       0  0  1! 0  0   0  1  0  0  1   1  0  1  0  1   1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 30 Jan 2008 << 445-545
Base Vol:      35   68    41    92   80   194   128  484   130    22  453    39
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   37   71    43    97   84   204   134  508   137    23  476    41
Added Vol:      0    3     0     0    1     0     0   26     0     0   19     0
#25 Int:        0    0     0     0    0     0     0 -218     0     0 -102     0
Initial Fut:   37   74    43    97   85   204   134  316   137    23  393    41
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:    37   74    43    97   85   204   134  316   137    23  393     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   37   74    43    97   85   204   134  316   137    23  393     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
FinalVolume:   37   74    43    97   85   204   134  316   137    23  393     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.24 0.48  0.28  0.53 0.47  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:   357  724   419   798  702  1500  1500 1500  1500  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.10  0.10  0.12 0.12  0.14  0.09 0.21  0.09  0.02 0.26  0.00
Crit Volume:       154          97               134                    393
Crit Moves:       ****        ****              ****                   ****
*****************************************************************************
```



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-----------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                        Future With Project- PM Peak
-----------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
*****************************************************************************
Intersection #25 Hilgard Avenue and Le Conte Avenue
*****************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        0.640
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       52              Level Of Service:                 B
*****************************************************************************
Street Name:          Hilgard Avenue                Le Conte Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted       Split Phase      Split Phase
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Lanes:       1  0  0  1  0   1  0  1  0  1   2  0  0  0  1   1  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 30 Jan 2008 << 445-545
Base Vol:      56  286    10    25  470   368   322    0    81    10    0    28
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   59  300    11    26  493   386   338    0    85    11    0    29
Added Vol:      0   44     0     0   48    19    26    0     0     0    0     0
#25 Int:        0    0   218     0    0     0     0    0     0   102    0     0
Initial Fut:   59  344   229    26  542   405   364    0    85   113    0    29
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    59  344   229    26  542   405   364    0    85   113    0    29
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   59  344   229    26  542   405   364    0    85   113    0    29
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
FinalVolume:   59  344   229    26  542   405   401    0    85   113    0    29
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.60  0.40  1.00 1.00  1.00  2.00 0.00  1.00  1.00 0.00  1.00
Final Sat.:  1425  857   568  1425 1425  1425  2850    0  1425  1425    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.40  0.40  0.02 0.38  0.28  0.14 0.00  0.06  0.08 0.00  0.02
Crit Volume:       573          26               200              113
Crit Moves:       ****        ****              ****             ****
*****************************************************************************
```

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                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                         Future With Project- PM Peak
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #26 Gayley Avenue and Weyburn Avenue
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        0.792
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       69              Level Of Service:                 C
********************************************************************************
Street Name:            Gayley Avenue                     Weyburn Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:     0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        1  0  1  1  0   1  0  1  1  0   0  1  0  1  0   1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Feb 2008 << 500-600
Base Vol:      59  495   205    63  944   281    88  166    32   110  166    88
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   62  520   215    66  991   295    92  174    34   116  174    92
Added Vol:      0   19   128    12   13     0     0   66     0    71   46    13
#25 Int:        0    0    72   146    0     0     0    0     0    34   34    34
Initial Fut:   62  539   415   224 1004   295    92  240    34   221  254   139
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    62  539   415   224 1004   295    92  240    34   221  254   139
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   62  539   415   224 1004   295    92  240    34   221  254   139
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  2.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   62  539   415   224 1004   295   185  240    34   221  254   139
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.13  0.87  1.00 1.55  0.45  0.67 1.18  0.15  1.00 0.65  0.35
Final Sat.:  1500 1694  1306  1500 2319   681  1012 1768   220  1500  969   531
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.32  0.32  0.15 0.43  0.43  0.09 0.14  0.15  0.15 0.26  0.26
Crit Volume:             477   224               92                          394
Crit Moves:             ****  ****             ****                         ****
********************************************************************************
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                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                         Future With Project- PM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #27 Westwood Boulevard and Weyburn Avenue
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        1.349
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      180              Level Of Service:                 F
********************************************************************************
Street Name:          Westwood Boulevard                  Weyburn Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:     0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        1  0  1  1  0   0  1  1  0  1   0  1  0  1  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 31 Jan 2008 << 500-600
Base Vol:     146  646   110    40  666   100    79  144   137    96  219    48
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  153  678   116    42  699   105    83  151   144   101  230    50
Added Vol:     20  185   175     0  232     0     0   43    16   151   46     0
#25 Int:        0    0     0     0    0     0     0  218     0     0  102     0
Initial Fut:  173  863   291    42  931   105    83  412   160   252  378    50
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   173  863   291    42  931   105    83  412   160   252  378    50
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  173  863   291    42  931   105    83  412   160   252  378    50
PCE Adj:     1.00 1.00  1.00  4.00 1.00  1.00  2.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  173  863   291   168  931   105   166  412   160   252  378    50
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       1.00 1.50  0.50  0.40 1.60  1.00  0.29 1.28  0.43  0.37 0.56  0.07
Final Sat.:  1125 1684   566   446 1804  1125   326 1436   487   416  625    83
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.51  0.51  0.09 0.52  0.09  0.25 0.29  0.33  0.60 0.60  0.60
Crit Volume:  173                    581         83                          680
Crit Moves:  ****                   ****       ****                         ****
********************************************************************************
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                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                         Future With Project- PM Peak
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                      Level Of Service Computation Report
            2000 HCM 4-Way Stop Method (Future Volume Alternative)
********************************************************************************
Intersection #28 Tiverton Drvie and Weyburn Avenue
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        0.897
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      24.8
Optimal Cycle:        0              Level Of Service:                C
********************************************************************************
Street Name:          Tiverton Drive                  Weyburn Avenue
Approach:      North Bound     South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Feb 2008 << 500-600
Base Vol:      22   61   45    99    0  162    67  169    1     1   95   31
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   23   64   47   104    0  170    70  177    1     1  100   33
Added Vol:      0    0    0     0    0    1     3   79    0     0   89    0
#25 Int:        0    0    0     0    0    0     0  218    0     0  102    0
Initial Fut:   23   64   47   104    0  171    73  474    1     1  291   33
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    23   64   47   104    0  171    73  474    1     1  291   33
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   23   64   47   104    0  171    73  474    1     1  291   33
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   23   64   47   104    0  171    73  474    1     1  291   33
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.17 0.48  0.35  0.38 0.00  0.62  0.13 0.86  0.01  0.01 0.89  0.10
Final Sat.:    81  225  166   201    0  330    82  529    1     2  498   56
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.28 0.28  0.28  0.52 xxxx  0.52  0.90 0.90  0.90  0.58 0.58  0.58
Crit Moves:  ****              ****                  ****                   ****
Delay/Veh:   12.1 12.1  12.1  15.0  0.0  15.0  37.7 37.7  37.7  16.3 16.3  16.3
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  12.1 12.1  12.1  15.0  0.0  15.0  37.7 37.7  37.7  16.3 16.3  16.3
LOS by Move:   B    B     B     C    *     C     E    E     E     C    C     C
ApproachDel:      12.1             15.0             37.7             16.3
Delay Adj:        1.00             1.00             1.00             1.00
ApprAdjDel:       12.1             15.0             37.7             16.3
LOS by Appr:        B                C                E                C
AllWayAvgQ:   0.3  0.3   0.3   0.8  0.8   0.8   4.9  4.9   4.9   1.1  1.1   1.1
********************************************************************************
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                                Los Angeles, CA
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Note: Queue reported is the number of cars per lane.
********************************************************************************
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                 UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                       Future With Project- PM Peak
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #29 Hilgard Avenue and Weyburn Avenue
*******************************************************************************
Cycle (sec):        100           Critical Vol./Cap.(X):        0.735
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       70           Level Of Service:                 C
*******************************************************************************
Street Name:          Hilgard Avenue                  Weyburn Avenue
Approach:     North Bound    South Bound     East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted       Split Phase     Split Phase
Rights:          Include          Include         Include         Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  0  1  0   1  0  1  0  1   1  0  0  1  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Feb 2008 << 500-600
Base Vol:     49  343    21    26  534    50    55   99   167    13   36    20
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  51  360    22    27  561    53    58  104   175    14   38    21
Added Vol:     0    3     0     0    2    47    41   38     0     0   43     0
#25 Int:       0    0     0     0    0   102   218    0     0     0    0     0
Initial Fut:  51  363    22    27  563   202   317  142   175    14   81    21
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   51  363    22    27  563   202   317  142   175    14   81    21
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  51  363    22    27  563   202   317  142   175    14   81    21
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  51  363    22    27  563   202   317  142   175    14   81    21
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.94  0.06  1.00 1.00  1.00  1.00 0.45  0.55  0.12 0.70  0.18
Final Sat.:  1425 1343    82  1425 1425  1425  1425  638   788   168  997   259
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.27  0.27  0.02 0.39  0.14  0.22 0.22  0.22  0.08 0.08  0.08
Crit Volume:  51                    563           317                 115
Crit Moves:  ****                  ****          ****                ****
*******************************************************************************
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                 UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                       Future With Project- PM Peak
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #30 Westwood Boulevard and Kinross Avenue
*******************************************************************************
Cycle (sec):        100           Critical Vol./Cap.(X):        1.343
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      180           Level Of Service:                 F
*******************************************************************************
Street Name:          Westwood Boulevard                  Kinross Avenue
Approach:     North Bound    South Bound     East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted       Permitted
Rights:          Include          Include          Include         Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  1  0  1   0  1  1  1  0   0  1  0  1  0   1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 31 Jan 2008 << 500-600
Base Vol:     78  739    34    37  744   118    96  215    94    16  128    40
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  82  776    36    39  781   124   101  226    99    17  134    42
Added Vol:    80  372    14     1  397     1     1    1    57    64    5     6
PasserByVol:   0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 162 1148    50    40 1178   125   102  227   156    81  139    48
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  162 1148    50    40 1178   125   102  227   156    81  139    48
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 162 1148    50    40 1178   125   102  227   156    81  139    48
PCE Adj:     1.00 1.00  1.00  6.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume: 162 1148    50   239 1178   125   102  227   156    81  139    48
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       1.00 1.00  1.00  0.76 2.00  0.24  0.42 0.94  0.64  1.00 0.74  0.26
Final Sat.:  1125 1125  1125   854 2247   273   473 1054   723  1125  837   288
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 1.02  0.04  0.05 0.52  0.46  0.22 0.22  0.22  0.07 0.17  0.17
Crit Volume:      1148          40                   242          81
Crit Moves:       ****        ****                  ****        ****
*******************************************************************************
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-------------------------------------------------------------------------------
                    UCLA NHIP and Amended LRDP Traffic Study
                                 Los Angeles, CA
                          Future With Project- PM Peak
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #31 Westwood Boulevard and Lindbrook Drive
*******************************************************************************
Cycle (sec):         100             Critical Vol./Cap.(X):         0.770
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        63             Level Of Service:                  C
*******************************************************************************
Street Name:        Westwood Bouelvard               Lindbrook Drive
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  1  1  0  1   0  1  1  1  0   0  1  0  1  0   0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 31 Jan 2008 << 500-600
Base Vol:      1  711   173    28  815    15    30  130    54    89  242    42
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   1  747   182    29  856    16    32  137    57    93  254    44
Added Vol:     0  466     0     0  518     0     0    4     0    -2    2     0
PasserByVol:   0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   1 1213   182    29 1374    16    32  141    57    91  256    44
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    1 1213   182    29 1374    16    32  141    57    91  256    44
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   1 1213   182    29 1374    16    32  141    57    91  256    44
PCE Adj:     6.00 1.00  1.00  6.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   6 1213   182   176 1374    16    32  141    57    91  256    44
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       0.01 1.99  1.00  0.47 2.50  0.03  0.27 1.23  0.50  0.47 1.31  0.22
Final Sat.:    12 2238  1125   529 2812    34   310 1382   558   525 1471   253
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.54  0.16  0.06 0.49  0.46  0.10 0.10  0.10  0.17 0.17  0.17
Crit Volume:       609           29              32                     196
Crit Moves:       ****         ****            ****                   ****
*******************************************************************************
```



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-------------------------------------------------------------------------------
                    UCLA NHIP and Amended LRDP Traffic Study
                                 Los Angeles, CA
                          Future With Project- PM Peak
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #32 Glendon/Tiverton/Lindbrook
*******************************************************************************
Cycle (sec):         100             Critical Vol./Cap.(X):         0.608
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        37             Level Of Service:                  B
*******************************************************************************
Street Name:  Glendon Avenue/Tiverton Avenue          Lindbrook Drive
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  1  0  1   1  0  2  1  0   0  1  0  0  1   0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Feb 2008 << 445-545
Base Vol:     30  125   184    36  124   153    31  224    18   395  257    53
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  32  131   193    38  130   161    33  235    19   415  270    56
Added Vol:     0    3     1     0   14     0     0    4     0    -6    0     0
PasserByVol:   0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  32  134   194    38  144   161    33  239    19   409  270    56
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   32  134   194    38  144   161    33  239    19   409  270    56
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  32  134   194    38  144   161    33  239    19   409  270    56
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  2.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  32  134   194    38  144   161    65  239    19   409  270    56
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  1.00  1.00 2.00  1.00  0.12 0.88  1.00  1.00 0.85  0.15
Final Sat.:  1500 1500  1500  1500 3000  1500   180 1320  1500  1500 1273   227
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.09  0.13  0.03 0.05  0.11  0.18 0.18  0.01  0.27 0.21  0.24
Crit Volume:              194    38                   272          409
Crit Moves:              ****  ****                  ****         ****
*******************************************************************************
```

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                              Los Angeles, CA
                       Future With Project- PM Peak
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #33 Sepulveda Boulevard and Constitution Avenue
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        0.811
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       76              Level Of Service:                 D
********************************************************************************
Street Name:       Sepulveda Boulevard           Constitution Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  1  1  0   1  0  1  1  0   0  0  1! 0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 415-515
Base Vol:      19 1039     2     4  824   100   531    2    76    10    5     5
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   20 1091     2     4  865   105   558    2    80    11    5     5
Added Vol:      0   31     0     0   34     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   20 1122     2     4  899   105   558    2    80    11    5     5
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    20 1122     2     4  899   105   558    2    80    11    5     5
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   20 1122     2     4  899   105   558    2    80    11    5     5
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   20 1122     2     4  899   105   558    2    80    11    5     5
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.99  0.01  1.00 1.79  0.21  0.87 0.01  0.12  0.50 0.25  0.25
Final Sat.:  1500 2994     6  1500 2686   314  1308    5   187   750  375   375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.37  0.37  0.00 0.33  0.33  0.43 0.43  0.43  0.01 0.01  0.01
Crit Volume:             562     4                          639    11
Crit Moves:             ****  ****                         ****  ****
********************************************************************************
```



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                              Los Angeles, CA
                       Future With Project- PM Peak
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #34 San Vicente Bouevard and Wilshire Bouelvard
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        0.965
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      180              Level Of Service:                 E
********************************************************************************
Street Name:       San Vicente Bouevard             Wilshire Bouelvard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted        Protected
Rights:            Ovl            Include          Include           Ignore
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  2  0  1   2  1  0  1  0   1  0  2  1  0   1  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 445-545
Base Vol:      95  371   230  1066  321    47    10  984    20   126 1718   788
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  100  390   242  1119  337    49    11 1033    21   132 1804   827
Added Vol:     10   50     5   123   47     6    13  214    23     7  216   131
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  110  440   247  1242  384    55    24 1247    44   139 2020   958
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:   110  440   247  1242  384    55    24 1247    44   139 2020     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  110  440   247  1242  384    55    24 1247    44   139 2020     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
FinalVolume:  110  440   247  1367  384    55    24 1247    44   139 2020     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  3.00 0.87  0.13  1.00 2.90  0.10  1.00 3.00  1.00
Final Sat.:  1425 2850  1425  4275 1245   180  1425 4129   146  1425 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.15  0.17  0.32 0.31  0.31  0.02 0.30  0.30  0.10 0.47  0.00
Crit Volume:             247   456                    430                 673
Crit Moves:             ****  ****                                       ****
********************************************************************************
```

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                   UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                         Future With Project- PM Peak
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #35 Sepulveda Boulevard and Wilshire Boulevard
********************************************************************************
Cycle (sec):        100           Critical Vol./Cap.(X):         1.426
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      180           Level Of Service:                  F
********************************************************************************
Street Name:       Sepulveda Boulevard            Wilshire Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:     0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        1  0  1  1  0   1  0  1  1  0   1  0  3  1  0   2  0  4  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Feb 2008 << 500-600
Base Vol:      123  555  259  108  435  130  140 1837   39  290 2281  169
Growth Adj:   1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse:   129  583  272  113  457  137  147 1929   41  305 2395  177
Added Vol:       6   12   50   13   12   10    8  779    7   53 1005   11
PasserByVol:     0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   135  595  322  126  469  147  155 2708   48  358 3400  188
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    135  595  322  126  469  147  155 2708   48  358 3400  188
Reduct Vol:      0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   135  595  322  126  469  147  155 2708   48  358 3400  188
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
FinalVolume:   135  595  322  126  469  147  155 2708   48  393 3400  188
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:   0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75
Lanes:        1.00 1.30 0.70 1.00 1.52 0.48 1.00 3.93 0.07 2.00 4.74 0.26
Final Sat.:   1031 1338  724 1031 1571  491 1031 4053   72 2063 4885  271
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.13 0.44 0.44 0.12 0.30 0.30 0.15 0.67 0.67 0.19 0.70 0.70
Crit Volume:        458        126                        689  197
Crit Moves:         ****       ****                       **** ****
********************************************************************************
```



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                   UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                         Future With Project- PM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #36 Veteran Avenue and Wilshire Boulevard
********************************************************************************
Cycle (sec):        100           Critical Vol./Cap.(X):         1.948
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      180           Level Of Service:                  F
********************************************************************************
Street Name:          Veteran Avenue                Wilshire Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit       Permitted        Protected        Protected
Rights:            Ovl              Ovl            Include          Include
Min. Green:     0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        1  0  2  0  1   1  0  2  0  2   2  0  3  1  0   2  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Feb 2008 << 500-600
Base Vol:      222  645  140   78 1022 1528  402 2072   46   42 2421   29
Growth Adj:   1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse:   233  677  147   82 1073 1604  422 2176   48   44 2542   30
Added Vol:       4   12   24   18   20  171   79  759    4   20  894    8
PasserByVol:     0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   237  689  171  100 1093 1775  501 2935   52   64 3436   38
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    237  689  171  100 1093 1775  501 2935   52   64 3436   38
Reduct Vol:      0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   237  689  171  100 1093 1775  501 2935   52   64 3436   38
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.10 1.10 1.00 1.00 1.10 1.00 1.00
FinalVolume:   237  689  171  100 1093 1953  551 2935   52   71 3436   38
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:   0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75
Lanes:        1.00 2.00 1.00 1.00 2.00 2.00 2.00 3.93 0.07 2.00 3.96 0.04
Final Sat.:   1069 2138 1069 1069 2138 2138 2138 4200   75 2138 4228   47
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.22 0.32 0.16 0.09 0.51 0.91 0.26 0.70 0.70 0.03 0.81 0.81
Crit Volume:   237                      976    0                     869
Crit Moves:   ****                     **** ****                    ****
********************************************************************************
```

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                 UCLA NHIP and Amended LRDP Traffic Study
                             Los Angeles, CA
                       Future With Project- PM Peak
-------------------------------------------------------------------------------
                    Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #37 Gayley Avenue and Wilshire Boulevard
*******************************************************************************
Cycle (sec):         100           Critical Vol./Cap.(X):          1.535
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):   xxxxxx
Optimal Cycle:       180           Level Of Service:                   F
*******************************************************************************
Street Name:           Gayley Avenue                Wilshire Boulevard
Approach:       North Bound     South Bound      East Bound      West Bound
Movement:      L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit       Permitted        Protected        Permitted
Rights:           Include           Ovl            Include          Include
Min. Green:     0    0    0    0    0    0    0    0    0    0    0    0
Lanes:         1  0  2  0  1   1  0  1  0  2   2  0  3  1  0   1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 500-600
Base Vol:     212  290   102   130  450   647   332 1840    92    38 1641    81
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  223  305   107   137  472   679   349 1932    97    40 1723    85
Added Vol:      0    0     0    41    0   269   237  564     0     0  653    31
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  223  305   107   178  472   948   586 2496    97    40 2376   116
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   223  305   107   178  472   948   586 2496    97    40 2376   116
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  223  305   107   178  472   948   586 2496    97    40 2376   116
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.10  1.10 1.00  1.00  1.00 1.00  1.00
FinalVolume:  223  305   107   178  472  1043   644 2496    97    40 2376   116
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       1.00 2.00  1.00  1.00 1.00  2.00  2.00 3.85  0.15  1.00 3.81  0.19
Final Sat.:  1069 2138  1069  1069 1069  2138  2138 4116   159  1069 4076   199
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.21 0.14  0.10  0.17 0.44  0.49  0.30 0.61  0.61  0.04 0.58  0.58
Crit Volume:  223                    472         322                    623
Crit Moves:  ****                   ****        ****                   ****
*******************************************************************************
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                             Los Angeles, CA
                       Future With Project- PM Peak
-------------------------------------------------------------------------------
                    Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #38 Westwood Boulevard and Wilshire Boulevard
*******************************************************************************
Cycle (sec):         100           Critical Vol./Cap.(X):          1.296
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):   xxxxxx
Optimal Cycle:       180           Level Of Service:                   F
*******************************************************************************
Street Name:         Westwood Boulevard             Wilshire Boulevard
Approach:       North Bound     South Bound      East Bound      West Bound
Movement:      L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit       Protected        Protected
Rights:           Include           Ovl            Include          Include
Min. Green:     0    0    0    0    0    0    0    0    0    0    0    0
Lanes:         1  0  2  1  0   1  0  3  0  1   2  0  3  1  0   2  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Feb 2008 << 400-500
Base Vol:     150  475   178   164  601   236   209 1685   237   164 1534   103
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  158  499   187   172  631   248   219 1769   249   172 1611   108
Added Vol:     20  161    44    80  168   268   212  363    22    49  390    93
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  178  660   231   252  799   516   431 2132   271   221 2001   201
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   178  660   231   252  799   516   431 2132   271   221 2001   201
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  178  660   231   252  799   516   431 2132   271   221 2001   201
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
FinalVolume:  178  660   231   252  799   516   475 2132   271   243 2001   201
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       1.00 2.22  0.78  1.00 3.00  1.00  2.00 3.55  0.45  2.00 3.63  0.37
Final Sat.:  1031 2292   802  1031 3094  1031  2063 3660   465  2063 3748   377
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.29  0.29  0.24 0.26  0.50  0.23 0.58  0.58  0.12 0.53  0.53
Crit Volume:             297   252               237                          550
Crit Moves:             ****  ****              ****                         ****
*******************************************************************************
```

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--------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                        Future With Project- PM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #39 Glendon Avenue and Wilshire Bouelvard
********************************************************************************
Cycle (sec):         100            Critical Vol./Cap.(X):         1.038
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180            Level Of Service:                  F
********************************************************************************
Street Name:          Glendon Avenue               Wilshire Bouelvard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Protected        Permitted
Rights:            Include           Ovl            Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  1! 0  0   1  0  1  0  2   2  0  3  1  0   1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Feb 2008 << 430-530
Base Vol:      57  205    46   130  271   109   117 1918    36    18 1483    81
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   60  215    48   137  285   114   123 2014    38    19 1557    85
Added Vol:      1    0     0    14    0    -6     1  486     1     0  537     3
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   61  215    48   151  285   108   124 2500    39    19 2094    88
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    61  215    48   151  285   108   124 2500    39    19 2094    88
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   61  215    48   151  285   108   124 2500    39    19 2094    88
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.10  1.10 1.00  1.00  1.00 1.00  1.00
FinalVolume:   61  215    48   151  285   119   136 2500    39    19 2094    88
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       0.19 0.66  0.15  1.00 1.00  2.00  2.00 3.94  0.06  1.00 3.84  0.16
Final Sat.:   200  709   159  1069 1069  2138  2138 4210    65  1069 4103   172
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.30 0.30  0.30  0.14 0.27  0.06  0.06 0.59  0.59  0.02 0.51  0.51
Crit Volume:             324   151                    635               546
Crit Moves:             ****  ****                   ****
********************************************************************************
```



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--------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                        Future With Project- PM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #40 Malcolm Avenue and Wilshire Boulevard
********************************************************************************
Average Delay (sec/veh): OVERFLOW       Worst Case Level Of Service: F[xxxxx]
********************************************************************************
Street Name:          Malcolm Avenue               Wilshire Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:            Include          Include          Include          Include
Lanes:        0  0  1! 0  0   0  0  1! 0  0   1  0  2  1  0   1  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Feb 2008 << 415-515
Base Vol:       3    1    40    11    1    50    26 1984    57    16 1590    31
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:    3    1    42    12    1    53    27 2083    60    17 1670    33
Added Vol:      6    0     0    36    0     0     0  485     4     0  534    43
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    9    1    42    48    1    53    27 2568    64    17 2204    76
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     9    1    42    48    1    53    27 2568    64    17 2204    76
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    9    1    42    48    1    53    27 2568    64    17 2204    76
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 3423 4967   888  3186 4962   772  2279 xxxx xxxxx  2632 xxxx xxxxx
Potent Cap.:    3    1   291     4    1   346   226 xxxx xxxxx   164 xxxx xxxxx
Move Cap.:      0    1   291     0    1   346   226 xxxx xxxxx   164 xxxx xxxxx
Volume/Cap:  xxxx 2.09  0.14  xxxx 2.08  0.15  0.12 xxxx  xxxx  0.10 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.4 xxxx xxxxx   0.3 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  23.1 xxxx xxxxx  29.4 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     C    *     *     D    *     *
Movement:     LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx    0 xxxxx  xxxx    0 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      xxxxxx           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:        F                F                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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-------------------------------------------------------------------------------
                UCLA NHIP and Amended LRDP Traffic Study
                            Los Angeles, CA
                      Future With Project- PM Peak
-------------------------------------------------------------------------------
                   Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #41 Westholme Avenue and Wilshire Boulevard
*******************************************************************************
Cycle (sec):         100          Critical Vol./Cap.(X):        0.890
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       170          Level Of Service:                 D
*******************************************************************************
Street Name:          Westholme Avenue              Wilshire Boulevard
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        0  0  1! 0  0   0  0  1! 0  0   1  0  3  0  1   1  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Feb 2008 << 430-530
Base Vol:      44   74   54    93  217   11    37 1880   63    52 1566  120
Growth Adj:  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05
Initial Bse:   46   78   57    98  228   12    39 1974   66    55 1644  126
Added Vol:      5    0    3     0    0    0     0  495    2     3  572    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   51   78   60    98  228   12    39 2469   68    58 2216  126
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    51   78   60    98  228   12    39 2469   68    58 2216  126
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   51   78   60    98  228   12    39 2469   68    58 2216  126
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:   51   78   60    98  228   12    39 2469   68    58 2216  126
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425  1425 1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.27 0.41 0.32  0.29 0.68 0.03  1.00 3.00 1.00  1.00 2.84 0.16
Final Sat.:   387  587  451   413  963   49  1425 4275 1425  1425 4045  230
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.13 0.13  0.24 0.24 0.24  0.03 0.58 0.05  0.04 0.55 0.55
Crit Volume:   51                 337             823          58
Crit Moves:  ****                ****            ****         ****
*******************************************************************************
```



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-------------------------------------------------------------------------------
                UCLA NHIP and Amended LRDP Traffic Study
                            Los Angeles, CA
                      Future With Project- PM Peak
-------------------------------------------------------------------------------
                   Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #42 Warner Avenue and Wilshire Boulevard
*******************************************************************************
Cycle (sec):         100          Critical Vol./Cap.(X):        0.715
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:        65          Level Of Service:                 C
*******************************************************************************
Street Name:           Warner Avenue                Wilshire Boulevard
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Protected
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        1  0  1  0  1   1  0  0  1  0   1  0  2  1  0   1  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Feb 2008 << 415-515
Base Vol:      36   23   32    85   65   42    33 1961   27    10 1726   49
Growth Adj:  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05
Initial Bse:   38   24   34    89   68   44    35 2059   28    11 1812   51
Added Vol:      0    0    0     0    0    0     0  487    0     0  572    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   38   24   34    89   68   44    35 2546   28    11 2384   51
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    38   24   34    89   68   44    35 2546   28    11 2384   51
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   38   24   34    89   68   44    35 2546   28    11 2384   51
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:   38   24   34    89   68   44    35 2546   28    11 2384   51
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425  1425 1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       1.00 1.00 1.00  1.00 0.61 0.39  1.00 2.97 0.03  1.00 2.94 0.06
Final Sat.:  1425 1425 1425  1425  866  559  1425 4228   47  1425 4185   90
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.02 0.02  0.06 0.08 0.08  0.02 0.60 0.60  0.01 0.57 0.57
Crit Volume:   38                      112              858    11
Crit Moves:  ****                     ****             ****  ****
*******************************************************************************
```

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-----------------------------------------------------------------------------
                 UCLA NHIP and Amended LRDP Traffic Study
                             Los Angeles, CA
                       Future With Project- PM Peak
-----------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
*****************************************************************************
Intersection #43 Beverly Glen Boulevard and Wilshire Boulevard
*****************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        0.918
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      180             Level Of Service:                 E
*****************************************************************************
Street Name:      Beverly Glen Boulevard            Wilshire Boulevard
Approach:      North Bound     South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit        Permitted       Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  1  1  0   1  0  1  1  0   1  0  3  0  1   1  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Feb 2008 << 430-530
Base Vol:    155  459    54    54  392    53   114 1684   261   101 1598    47
Growth Adj: 1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse: 163  482    57    57  412    56   120 1768   274   106 1678    49
Added Vol:    15    5    53    37  -16     8     9  480    -9    22  545    46
PasserByVol:   0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 178  487   110    94  396    64   129 2248   265   128 2223    95
User Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  178  487   110    94  396    64   129 2248   265   128 2223    95
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 178  487   110    94  396    64   129 2248   265   128 2223    95
PCE Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume: 178  487   110    94  396    64   129 2248   265   128 2223    95
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:      1.00 1.63  0.37  1.00 1.72  0.28  1.00 3.00  1.00  1.00 2.88  0.12
Final Sat.: 1425 2326   524  1425 2455   395  1425 4275  1425  1425 4099   176
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.12 0.21  0.21  0.07 0.16  0.16  0.09 0.53  0.19  0.09 0.54  0.54
Crit Volume: 178                     230        129                    773
Crit Moves: ****                    ****       ****                   ****
*****************************************************************************
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-----------------------------------------------------------------------------
                 UCLA NHIP and Amended LRDP Traffic Study
                             Los Angeles, CA
                       Future With Project- PM Peak
-----------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
*****************************************************************************
Intersection #44 Sawtelle Boulevard and Ohio Avenue
*****************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        0.940
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      180             Level Of Service:                 E
*****************************************************************************
Street Name:          Sawtelle Boulevard                   Ohio Avenue
Approach:      North Bound     South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  1! 0  0   0  0  1! 0  0   1  0  0  1  0   1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 400-500
Base Vol:     56   89    93    74  437   120    53  436    31    94  524    50
Growth Adj: 1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  59   93    98    78  459   126    56  458    33    99  550    53
Added Vol:     1    0     2     0    0     0     0   24     1     4   29     0
PasserByVol:   0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  60   93   100    78  459   126    56  482    34   103  579    53
User Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   60   93   100    78  459   126    56  482    34   103  579    53
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  60   93   100    78  459   126    56  482    34   103  579    53
PCE Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  60   93   100    78  459   126    56  482    34   103  579    53
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:      0.24 0.37  0.39  0.12 0.69  0.19  1.00 0.93  0.07  1.00 0.92  0.08
Final Sat.:  355  554   591   176 1039   285  1500 1402    98  1500 1375   125
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.17 0.17  0.17  0.44 0.44  0.44  0.04 0.34  0.34  0.07 0.42  0.42
Crit Volume:  60                           663    56                   632
Crit Moves: ****                          ****  ****                  ****
*****************************************************************************
```

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-------------------------------------------------------------------------------
                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                         Future With Project- PM Peak
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #45 Sepulveda Boulevard and Ohio Avenue
********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        0.938
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180             Level Of Service:                 E
********************************************************************************
Street Name:       Sepulveda Boulevard                   Ohio Avenue
Approach:     North Bound     South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        1  0  1  1  0   1  0  1  1  0   1  0  0  1  0   1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 500-600
Base Vol:     145  659   127   114  848   197    94  397    43    68  477    36
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  152  692   133   120  890   207    99  417    45    71  501    38
Added Vol:      3   64     4     3   67     2     1   21     4     2   28     3
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  155  756   137   123  957   209   100  438    49    73  529    41
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   155  756   137   123  957   209   100  438    49    73  529    41
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  155  756   137   123  957   209   100  438    49    73  529    41
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  155  756   137   123  957   209   100  438    49    73  529    41
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.69  0.31  1.00 1.64  0.36  1.00 0.90  0.10  1.00 0.93  0.07
Final Sat.:  1500 2539   461  1500 2463   537  1500 1349   151  1500 1393   107
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.30  0.30  0.08 0.39  0.39  0.07 0.32  0.32  0.05 0.38  0.38
Crit Volume:  155                   583         100                     570
Crit Moves:  ****                  ****        ****                    ****
********************************************************************************
```



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                                Los Angeles, CA
                         Future With Project- PM Peak
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #46 Veteran Avenue and Ohio Avenue
********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        0.925
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180             Level Of Service:                 E
********************************************************************************
Street Name:            Veteran Avenue                       Ohio Avenue
Approach:     North Bound     South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        0  0  1! 0  0   0  0  1! 0  0   1  0  0  1  0   1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 445-545
Base Vol:      26  328    45    17  368   156   145  502    46   145  480    43
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   27  344    47    18  386   164   152  527    48   152  504    45
Added Vol:      1   34     0     0   34    11     6   17     1     0   20     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   28  378    47    18  420   175   158  544    49   152  524    45
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    28  378    47    18  420   175   158  544    49   152  524    45
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   28  378    47    18  420   175   158  544    49   152  524    45
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   28  378    47    18  420   175   158  544    49   152  524    45
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.06 0.84  0.10  0.03 0.69  0.28  1.00 0.92  0.08  1.00 0.92  0.08
Final Sat.:    94 1250   156    44 1029   428  1500 1375   125  1500 1381   119
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.30 0.30  0.30  0.41 0.41  0.41  0.11 0.40  0.40  0.10 0.38  0.38
Crit Volume:   28                   613               593       152
Crit Moves:  ****                  ****              ****      ****
********************************************************************************
```

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                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                        Future With Project- PM Peak
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #47 Westwood Boulevard and Ohio Avenue
********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        0.869
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:      110             Level Of Service:                 D
********************************************************************************
Street Name:        Westwood Boulevard                  Ohio Avenue
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        1  0  2  0  1   1  0  2  0  1   1  0  0  1  0   1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Feb 2008 << 445-545
Base Vol:      91  859    41    44 1223   116    89  232    79    85  246    41
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   96  902    43    46 1284   122    93  244    83    89  258    43
Added Vol:     17  222     0     0  232     9     5    0    17     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  113 1124    43    46 1516   131    98  244   100    89  258    43
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   113 1124    43    46 1516   131    98  244   100    89  258    43
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  113 1124    43    46 1516   131    98  244   100    89  258    43
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  113 1124    43    46 1516   131    98  244   100    89  258    43
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 0.71  0.29  1.00 0.86  0.14
Final Sat.:  1500 3000  1500  1500 3000  1500  1500 1064   436  1500 1286   214
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.37  0.03  0.03 0.51  0.09  0.07 0.23  0.23  0.06 0.20  0.20
Crit Volume:  113                    758              344         89
Crit Moves:  ****                   ****             ****       ****
********************************************************************************
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                               Los Angeles, CA
                        Future With Project- PM Peak
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #48 Sawtelle Boulevard and Santa Monica Boulevard
********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        1.611
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:      180             Level Of Service:                 F
********************************************************************************
Street Name:        Sawtelle Boulevard             Santa Monica Boulevard
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted      Prot+Permit
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        0  0  1! 0  0   0  0  1! 0  0   1  0  2  1  0   1  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Feb 2008 << 400-500
Base Vol:      74  359   393   120  531    31    14 1288    31   169 1202    68
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   78  377   413   126  558    33    15 1352    33   177 1262    71
Added Vol:      2    2     8     0    4     0     0  205     1     9  260     1
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   80  379   421   126  562    33    15 1557    34   186 1522    72
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    80  379   421   126  562    33    15 1557    34   186 1522    72
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   80  379   421   126  562    33    15 1557    34   186 1522    72
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   80  379   421   126  562    33    15 1557    34   186 1522    72
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       0.09 0.43  0.48  0.17 0.78  0.05  1.00 2.94  0.06  1.00 2.86  0.14
Final Sat.:    97  461   511   187  833    48  1069 3139    68  1069 3061   146
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.82 0.82  0.82  0.67 0.67  0.67  0.01 0.50  0.50  0.17 0.50  0.50
Crit Volume:       879         126                          530   186
Crit Moves:       ****        ****                         ****  ****
********************************************************************************
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                 UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                       Future With Project- PM Peak
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #49 San Diego Fwy SB Ramps and Santa Monica Boulevard
********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):         1.124
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180             Level Of Service:                  F
********************************************************************************
Street Name:      San Diego Fwy SB Ramps           Santa Monica Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted        Protected
Rights:            Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        0  0  0  0  0   1  1  0  1  1   0  0  3  1  0   2  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Feb 2008 << 445-545
Base Vol:      0    0    0  377  530  193    0 1577  248  560 1179    0
Growth Adj:  1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse:   0    0    0  396  557  203    0 1656  260  588 1238    0
Added Vol:     0    0    0  -21    0   57    0  170   44   29  213    0
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   0    0    0  375  557  260    0 1826  304  617 1451    0
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0    0    0  375  557  260    0 1826  304  617 1451    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   0    0    0  375  557  260    0 1826  304  617 1451    0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.10 1.00 1.10 1.00 1.00 1.00 1.10 1.00 1.00
FinalVolume:   0    0    0  412  557  286    0 1826  304  679 1451    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:  0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75
Lanes:       0.00 0.00 0.00 1.31 1.69 1.00 0.00 3.43 0.57 2.00 3.00 0.00
Final Sat.:    0    0    0 1400 1806 1069    0 3664  611 2138 3206    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00 0.00 0.29 0.31 0.27 0.00 0.50 0.50 0.32 0.45 0.00
Crit Volume:        0                  329                 533  339
Crit Moves:                           ****                ****  ****
********************************************************************************
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                 UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                       Future With Project- PM Peak
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #50 San Diego Fwy NB Ramps and Santa Monica Boulevard
********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):         1.140
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180             Level Of Service:                  F
********************************************************************************
Street Name:      San Diego Fwy NB Ramps           Santa Monica Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Protected        Permitted
Rights:            Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        1  1  1  1  1   0  0  0  0  0   2  0  3  0  0   0  0  4  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Feb 2008 << 415-515
Base Vol:    448  504  410    0    0    0  498 1368    0    0 1352  474
Growth Adj:  1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse: 470  529  431    0    0    0  523 1436    0    0 1420  498
Added Vol:    57   21  -21    0    0    0   40  109    0    0  185   34
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut: 527  550  410    0    0    0  563 1545    0    0 1605  532
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  527  550  410    0    0    0  563 1545    0    0 1605  532
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol: 527  550  410    0    0    0  563 1545    0    0 1605  532
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.10 1.00 1.10 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
FinalVolume: 580  550  450    0    0    0  619 1545    0    0 1605  532
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:  0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75
Lanes:       1.54 2.11 1.35 0.00 0.00 0.00 2.00 3.00 0.00 0.00 4.00 1.00
Final Sat.:  1646 2255 1443    0    0    0 2138 3206    0    0 4275 1069
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.35 0.24 0.31 0.00 0.00 0.00 0.29 0.48 0.00 0.00 0.38 0.50
Crit Volume:  377                   0        310                          532
Crit Moves:  ****                            ****                         ****
********************************************************************************
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                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
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-------------------------------------------------------------------------------
                       Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #51 Sepulveda Boulevard and Santa Monica Boulevard
********************************************************************************
Cycle (sec):        100           Critical Vol./Cap.(X):        1.471
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180           Level Of Service:                 F
********************************************************************************
Street Name:       Sepulveda Boulevard             Santa Monica Boulevard
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:          Include            Ovl              Ovl              Ovl
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Lanes:       1  0  2  0  1   1  0  2  0  1   1  0  3  0  1   1  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 430-530
Base Vol:     166  796   203   146 1123   200   145 1404   304   190 1350   162
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  174  836   213   153 1179   210   152 1474   319   200 1418   170
Added Vol:      4   60     2     7   62     3     4   83     1     0  212     7
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  178  896   215   160 1241   213   156 1557   320   200 1630   177
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   178  896   215   160 1241   213   156 1557   320   200 1630   177
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  178  896   215   160 1241   213   156 1557   320   200 1630   177
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  178  896   215   160 1241   213   156 1557   320   200 1630   177
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75  0.75 0.75  0.75
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 3.00  1.00  1.00 3.00  1.00
Final Sat.:  1031 2063  1031  1031 2063  1031  1031 3094  1031  1031 3094  1031
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.43  0.21  0.16 0.60  0.21  0.15 0.50  0.31  0.19 0.53  0.17
Crit Volume:  178                    621              519         200
Crit Moves:  ****                   ****             ****        ****
********************************************************************************
```



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-------------------------------------------------------------------------------
                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
                         Future With Project- PM Peak
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #52 Veteran Avenue and Santa Monica Boulevard
********************************************************************************
Cycle (sec):        100           Critical Vol./Cap.(X):        1.079
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180           Level Of Service:                 F
********************************************************************************
Street Name:          Veteran Avenue               Santa Monica Boulevard
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit       Protected        Protected
Rights:          Include          Include          Include            Ovl
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Lanes:       1  0  0  1  0   1  0  0  1  0   1  0  3  1  0   1  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Feb 2008 << 445-545
Base Vol:      62  284    46   123  534    59   174 1549    31    89 1412    86
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   65  298    48   129  561    62   183 1626    33    93 1483    90
Added Vol:      0   14     0     1   16    17    19   73     1     0  201     2
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   65  312    48   130  577    79   202 1699    34    93 1684    92
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    65  312    48   130  577    79   202 1699    34    93 1684    92
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   65  312    48   130  577    79   202 1699    34    93 1684    92
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   65  312    48   130  577    79   202 1699    34    93 1684    92
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.87  0.13  1.00 0.88  0.12  1.00 3.92  0.08  1.00 3.00  1.00
Final Sat.:  1375 1191   184  1375 1209   166  1375 5394   106  1375 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.26  0.26  0.09 0.48  0.48  0.15 0.32  0.32  0.07 0.41  0.07
Crit Volume:   65                    656        202                    561
Crit Moves:  ****                   ****       ****                   ****
********************************************************************************
```

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--------------------------------------------------------------------------------
                 UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                       Future With Project- PM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #53 Westwood Boulevard and Santa Monica Boulevard
********************************************************************************
Cycle (sec):         100            Critical Vol./Cap.(X):        1.148
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180            Level Of Service:                 F
********************************************************************************
Street Name:        Westwood Boulevard            Santa Monica Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit       Protected        Protected
Rights:           Include          Include           Ovl              Ovl
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  1  1  0   1  0  2  0  1   2  0  3  0  1   2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Feb 2008 << 500-600
Base Vol:     106  867   99   197 1358  122   164 1424  131   195 1376  230
Growth Adj:  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05
Initial Bse:  111  910  104   207 1426  128   172 1495  138   205 1445  242
Added Vol:      4  207    8     6  209   33    27   39    3    10  163    6
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:  115 1117  112   213 1635  161   199 1534  141   215 1608  248
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   115 1117  112   213 1635  161   199 1534  141   215 1608  248
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  115 1117  112   213 1635  161   199 1534  141   215 1608  248
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.10 1.00 1.00  1.10 1.00 1.00
FinalVolume:  115 1117  112   213 1635  161   219 1534  141   236 1608  248
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375 1375  1375 1375 1375  1375 1375 1375  1375 1375 1375
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       1.00 1.82 0.18  1.00 2.00 1.00  2.00 3.00 1.00  2.00 3.00 1.00
Final Sat.:  1375 2500  250  1375 2750 1375  2750 4125 1375  2750 4125 1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.45 0.45  0.15 0.59 0.12  0.08 0.37 0.10  0.09 0.39 0.18
Crit Volume:  115                    817       110                   536
Crit Moves:  ****                   ****      ****                  ****
********************************************************************************
```



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                 UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                       Future With Project- PM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #54 Mulholland Drive and Roscomare Road
********************************************************************************
Cycle (sec):         100            Critical Vol./Cap.(X):        0.777
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       102            Level Of Service:                 C
********************************************************************************
Street Name:          Mulholland Drive                Roscomare Road
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase      Prot+Permit      Prot+Permit
Rights:           Include          Include           Ovl           Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  1! 0  0   0  0  0  0  0   0  0  1  0  1   1  0  1  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Feb 2008 << 445-545
Base Vol:     288    0  145     0    0    0     0  321  102    45  593    0
Growth Adj:  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05
Initial Bse:  302    0  152     0    0    0     0  337  107    47  623    0
Added Vol:     29    0    0     0    0    0     0    0   30     0    1    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:  331    0  152     0    0    0     0  337  137    47  624    0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   331    0  152     0    0    0     0  337  137    47  624    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  331    0  152     0    0    0     0  337  137    47  624    0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:  331    0  152     0    0    0     0  337  137    47  624    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425  1425 1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.69 0.00 0.31  0.00 0.00 0.00  0.00 1.00 1.00  1.00 1.00 0.00
Final Sat.:   976    0  449     0    0    0     0 1425 1425  1425 1425    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.34 0.00 0.34  0.00 0.00 0.00  0.00 0.24 0.10  0.03 0.44 0.00
Crit Volume:            484          0          0                   624
Crit Moves:            ****                  ****                  ****
********************************************************************************
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UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- PM Peak

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #55 Roscomare Road and Stradella Road/Linda Flora Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.564
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.2
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Roscomare Road						Stradella Road/Linda Flora Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:		Stop Sign			Stop Sign			Stop Sign			Stop Sign	
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:		0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0	
Volume Module: >> Count Date: 21 Feb 2008 << 415-515												
Base Vol:	22	390	6	37	58	12	14	0	10	6	1	59
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	23	410	6	39	61	13	15	0	11	6	1	62
Added Vol:	0	29	0	0	30	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	439	6	39	91	13	15	0	11	6	1	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	439	6	39	91	13	15	0	11	6	1	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	439	6	39	91	13	15	0	11	6	1	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	439	6	39	91	13	15	0	11	6	1	62
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	0.94	0.01	0.27	0.64	0.09	0.58	0.00	0.42	0.09	0.02	0.89
Final Sat.:	41	778	11	207	484	67	364	0	260	62	10	614
Capacity Analysis Module:												
Vol/Sat:	0.56	0.56	0.56	0.19	0.19	0.19	0.04	xxxx	0.04	0.10	0.10	0.10
Crit Moves:	****				****				****		****	
Delay/Veh:	12.5	12.5	12.5	8.6	8.6	8.6	8.4	0.0	8.4	8.2	8.2	8.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.5	12.5	12.5	8.6	8.6	8.6	8.4	0.0	8.4	8.2	8.2	8.2
LOS by Move:	B	B	B	A	A	A	A	*	A	A	A	A
ApproachDel:		12.5			8.6			8.4			8.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.5			8.6			8.4			8.2	
LOS by Appr:		B			A			A			A	
AllWayAvgQ:	1.2	1.2	1.2	0.2	0.2	0.2	0.0	0.0	0.0	0.1	0.1	0.1

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- PM Peak

Note: Queue reported is the number of cars per lane.

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                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
                        Future With Project- PM Peak
---------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM 4-Way Stop Method (Future Volume Alternative)
***************************************************************************
Intersection #56 Bellagio Road and Chalon Road
***************************************************************************
Cycle (sec):         100           Critical Vol./Cap.(X):        0.732
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):       15.4
Optimal Cycle:         0           Level Of Service:                 C
***************************************************************************
Street Name:          Bellagio Road                  Chalon Road
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  1  0  0  0   0  0  0  1  0   0  0  1! 0  0   0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Feb 2008 << 500-600
Base Vol:      67  508    0     0   98   24    11    0   12     0    0    0
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   70  533    0     0  103   25    12    0   13     0    0    0
Added Vol:      0   29    0     0   30    0     0    0    0     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   70  562    0     0  133   25    12    0   13     0    0    0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    70  562    0     0  133   25    12    0   13     0    0    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   70  562    0     0  133   25    12    0   13     0    0    0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   70  562    0     0  133   25    12    0   13     0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.11 0.89  0.00  0.00 0.84  0.16  0.48 0.00  0.52  0.00 0.00  0.00
Final Sat.:    96  769    0     0  663  126   297    0  324     0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.73 0.73  xxxx  xxxx 0.20  0.20  0.04 xxxx  0.04  xxxx xxxx  xxxx
Crit Moves:       ****             ****                   ****
Delay/Veh:   17.4 17.4   0.0   0.0  8.5   8.5   8.4  0.0   8.4   0.0  0.0   0.0
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  17.4 17.4   0.0   0.0  8.5   8.5   8.4  0.0   8.4   0.0  0.0   0.0
LOS by Move:    C    C     *     *    A     A     A    *     A     *    *     *
ApproachDel:      17.4              8.5               8.4            xxxxxx
Delay Adj:        1.00             1.00              1.00             xxxxx
ApprAdjDel:       17.4              8.5               8.4            xxxxxx
LOS by Appr:         C                A                 A                 *
AllWayAvgQ:   2.5  2.5   2.5   0.2  0.2   0.2   0.0  0.0   0.0   0.0  0.0   0.0
***************************************************************************
```



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                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
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---------------------------------------------------------------------------
Note: Queue reported is the number of cars per lane.
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                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                        Future With Project- PM Peak
------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #57 Beverly Glen Boulevard and Mulholland Drive
******************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        1.083
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      180              Level Of Service:                  F
******************************************************************************
Street Name:      Beverly Glen Boulevard            Mulholland Drive
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted        Permitted
Rights:           Include          Include          Include           Ignore
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  1  0  0  1   0  1  1  0  1   1  0  1  1  0   1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 26 Feb 2008 << 500-600
Base Vol:      40  772   81   206  359   36    51  194   37    45  535  704
Growth Adj:  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05
Initial Bse:   42  811   85   216  377   38    54  204   39    47  562  739
Added Vol:      1   39    1     0   40    0     0    0    0     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   43  850   86   216  417   38    54  204   39    47  562  739
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00
PHF Volume:    43  850   86   216  417   38    54  204   39    47  562    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   43  850   86   216  417   38    54  204   39    47  562    0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00
FinalVolume:   43  850   86   216  417   38    54  204   39    47  562    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425  1425 1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.05 0.95 1.00  0.68 1.32 1.00  1.00 1.68 0.32  1.00 2.00 1.00
Final Sat.:    69 1356 1425   973 1877 1425  1425 2394  456  1425 2850 1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.63 0.63 0.06  0.22 0.22 0.03  0.04 0.09 0.09  0.03 0.20 0.00
Crit Volume:        893              317         54                  281
Crit Moves:        ****             ****       ****                 ****
******************************************************************************
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------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
                        Future With Project- PM Peak
------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #58 Beverly Glen Boulevard and Greendale Drive
******************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        1.076
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      180              Level Of Service:                  F
******************************************************************************
Street Name:      Beverly Glen Boulevard            Greendale Drive
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  0  1  0   0  1  0  0  0   0  0  0  0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Feb 2008 << 415-515
Base Vol:       0 1084    9    62  413    0     0    0    0    44    0  220
Growth Adj:  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05
Initial Bse:    0 1138    9    65  434    0     0    0    0    46    0  231
Added Vol:      0   39    0     0   40    0     0    0    0     4    0    1
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:    0 1177    9    65  474    0     0    0    0    50    0  232
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     0 1177    9    65  474    0     0    0    0    50    0  232
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    0 1177    9    65  474    0     0    0    0    50    0  232
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:    0 1177    9    65  474    0     0    0    0    50    0  232
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425  1425 1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.00 0.99 0.01  0.12 0.88 0.00  0.00 0.00 0.00  0.18 0.00 0.82
Final Sat.:     0 1414   11   172 1253    0     0    0    0   253    0 1172
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.83 0.83  0.38 0.38 0.00  0.00 0.00 0.00  0.20 0.00 0.20
Crit Volume:            1187    65                   0                    282
Crit Moves:             ****  ****                                       ****
******************************************************************************
```

Existing LOS Analysis
Future Without Project LOS Analysis
Future With Project LOS Analysis

(Unsignalized Intersections Analyzed as Signalized Intersections)

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Existing 2008 (Unsignalized as Signalized) AM Peak

Scenario Report

Scenario:	Existing AM Peak
Command:	Existing AM Peak
Volume:	Existing AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	AM Peak
Trip Distribution:	Project
Paths:	Project
Routes:	Default Route
Configuration:	Existing

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Existing 2008 (Unsignalized as Signalized) AM Peak

Turning Movement Report
AM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Sepulveda Boulevard and Church Ln/Ovada Pl													
Base	12	485	72	4	1321	531	84	52	26	87	144	0	2818
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	12	485	72	4	1321	531	84	52	26	87	144	0	2818
#2 Church Lane and San Diego Fwy SB On/Off Ramp													
Base	0	143	317	223	656	0	0	2	1	1435	1	22	2800
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	143	317	223	656	0	0	2	1	1435	1	22	2800
#3 Church Lane and Sunset Boulevard													
Base	51	7	102	652	158	962	99	1713	111	6	1170	432	5463
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	51	7	102	652	158	962	99	1713	111	6	1170	432	5463
#4 San Diego Fwy NB On/Off Ramps and Sunset Boulevard													
Base	642	0	521	0	0	0	0	1473	949	0	976	0	4561
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	642	0	521	0	0	0	0	1473	949	0	976	0	4561
#5 Veteran Avenue and Sunset Boulevard													
Base	57	0	347	0	0	0	0	1726	185	295	926	0	3536
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	57	0	347	0	0	0	0	1726	185	295	926	0	3536
#6 Bellagio Way and Sunset Boulevard													
Base	41	5	8	172	50	254	178	1680	226	17	923	96	3650
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	41	5	8	172	50	254	178	1680	226	17	923	96	3650
#7 Westwood Bouevard and Sunset Boulevard													
Base	26	0	21	0	0	0	0	1434	376	175	1016	0	3048
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	26	0	21	0	0	0	0	1434	376	175	1016	0	3048
#8 Stone Canyon Road and Sunset Boulevard													
Base	49	1	43	0	0	60	57	1270	240	89	1153	22	2984
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	49	1	43	0	0	60	57	1270	240	89	1153	22	2984
#9 Hilgard Avenue/Copa De Oro Road and Sunset Boulevard													
Base	142	38	107	28	73	16	18	1031	261	452	1067	21	3254
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	142	38	107	28	73	16	18	1031	261	452	1067	21	3254

Traffix 7.8.0115 (c) 2007 Dowling Assoc. Licensed to MMA, LONG BEACH, CA

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Existing 2008 (Unsignalized as Signalized) AM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#10 Beverly Glen Boulevard and Sunset Boulevard													
Base	87	92	389	50	76	9	15	1022	106	479	1402	72	3799
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	87	92	389	50	76	9	15	1022	106	479	1402	72	3799
#11 Beverly Glen Boulevard and Sunset Boulevard (East I/S)													
Base	0	0	0	148	0	811	313	1127	0	0	1123	33	3555
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	148	0	811	313	1127	0	0	1123	33	3555
#12 Sepulveda Boulevard and San Diego Fwy NB Off-Ramp													
Base	0	381	0	0	1307	0	276	0	9	0	0	0	1973
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	381	0	0	1307	0	276	0	9	0	0	0	1973
#13 Sepulveda Boulevard and Montana Avenue													
Base	74	312	273	328	1103	22	8	272	100	98	70	71	2731
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	74	312	273	328	1103	22	8	272	100	98	70	71	2731
#14 Levering Avenue and Montana Avenue													
Base	37	0	3	0	0	0	0	761	339	6	155	0	1301
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	37	0	3	0	0	0	0	761	339	6	155	0	1301
#15 Veteran Avenue and Montana Avenue/Galey Avenue													
Base	33	219	21	168	319	19	114	554	43	11	78	48	1627
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	33	219	21	168	319	19	114	554	43	11	78	48	1627
#16 Galey Avenue and Strathmore Place													
Base	5	79	280	474	265	3	2	118	14	95	18	47	1400
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	79	280	474	265	3	2	118	14	95	18	47	1400
#17 Veteran Avenue and Levering Avenue													
Base	19	233	28	21	387	3	2	115	203	66	23	29	1129
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	19	233	28	21	387	3	2	115	203	66	23	29	1129
#18 Hilgard Avenue and Wyton Drive													
Base	207	276	9	27	589	53	16	24	94	59	85	28	1467
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	207	276	9	27	589	53	16	24	94	59	85	28	1467

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Existing 2008 (Unsignalized as Signalized) AM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#19 Beverly Glen Blvd and Wyton Dr/Comstock Ave [5-Leg Intersection- Wyton Split													
Base	8	300	5	46	498	3	1	22	11	30	33	38	995
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	300	5	46	498	3	1	22	11	30	33	38	995
#20 Hilgard Avenue and Westholme Avenue													
Base	163	379	41	15	531	131	20	10	29	40	194	49	1602
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	163	379	41	15	531	131	20	10	29	40	194	49	1602
#21 Hilgard Avenue and Manning Avenue													
Base	0	716	12	21	514	0	0	0	0	6	0	66	1335
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	716	12	21	514	0	0	0	0	6	0	66	1335
#22 Gayley Avenue and Le Conte Avenue													
Base	7	635	234	124	217	15	24	119	11	157	74	127	1744
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	635	234	124	217	15	24	119	11	157	74	127	1744
#23 Westwood Boulevard and Le Conte Avenue													
Base	53	632	206	32	195	88	168	327	33	130	317	107	2288
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	53	632	206	32	195	88	168	327	33	130	317	107	2288
#24 Tiverton Drive and Le Conte Avenue													
Base	25	100	28	24	35	196	181	290	40	15	328	87	1349
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	25	100	28	24	35	196	181	290	40	15	328	87	1349
#25 Hilgard Avenue and Le Conte Avenue													
Base	22	429	26	10	217	285	272	66	32	7	145	24	1535
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	429	26	10	217	285	272	66	32	7	145	24	1535
#26 Gayley Avenue and Weyburn Avenue													
Base	28	753	111	17	400	74	190	170	22	37	43	36	1881
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	28	753	111	17	400	74	190	170	22	37	43	36	1881
#27 Westwood Boulevard and Weyburn Avenue													
Base	70	659	43	6	322	29	47	56	31	33	43	13	1352
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	659	43	6	322	29	47	56	31	33	43	13	1352

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Existing 2008 (Unsignalized as Signalized) AM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#28 Tiverton Drvie and Weyburn Avenue													
Base	13	106	7	27	0	32	26	36	0	0	34	17	298
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	13	106	7	27	0	32	26	36	0	0	34	17	298
#29 Hilgard Avenue and Weyburn Avenue													
Base	29	461	5	13	251	39	34	27	63	7	26	27	982
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	29	461	5	13	251	39	34	27	63	7	26	27	982
#30 Westwood Boulevard and Kinross Avenue													
Base	53	768	25	12	344	36	55	30	24	5	45	59	1456
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	53	768	25	12	344	36	55	30	24	5	45	59	1456
#31 Westwood Boulevard and Lindbrook Drive													
Base	3	796	216	20	316	10	29	130	45	93	131	27	1816
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	796	216	20	316	10	29	130	45	93	131	27	1816
#32 Glendon/Tiverton/Lindbrook													
Base	59	219	392	8	24	43	36	319	21	157	170	39	1487
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	59	219	392	8	24	43	36	319	21	157	170	39	1487
#33 Sepulveda Boulevard and Constitution Avenue													
Base	64	290	7	3	1121	165	84	0	19	2	0	2	1757
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	64	290	7	3	1121	165	84	0	19	2	0	2	1757
#34 San Vicente Bouevard and Wilshire Bouelvard													
Base	98	204	111	1380	290	18	66	1956	65	53	2037	927	7205
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	98	204	111	1380	290	18	66	1956	65	53	2037	927	7205
#35 Sepulveda Boulevard and Wilshire Boulevard													
Base	156	240	263	279	637	283	71	2737	134	110	2543	62	7515
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	156	240	263	279	637	283	71	2737	134	110	2543	62	7515
#36 Veteran Avenue and Wilshire Boulevard													
Base	207	385	99	110	252	368	529	2901	134	52	2297	35	7369
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	207	385	99	110	252	368	529	2901	134	52	2297	35	7369

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Existing 2008 (Unsignalized as Signalized) AM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#37 Gayley Avenue and Wilshire Boulevard													
Base	59	333	52	56	100	286	496	2424	152	64	1991	116	6129
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	59	333	52	56	100	286	496	2424	152	64	1991	116	6129
#38 Westwood Boulevard and Wilshire Boulevard													
Base	135	600	117	61	272	154	427	1980	164	134	1889	93	6026
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	135	600	117	61	272	154	427	1980	164	134	1889	93	6026
#39 Glendon Avenue and Wilshire Bouelvard													
Base	9	177	22	57	110	41	318	1686	114	66	1970	171	4741
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	177	22	57	110	41	318	1686	114	66	1970	171	4741
#40 Malcolm Avenue and Wilshire Boulevard													
Base	3	0	45	3	1	40	65	1691	28	22	2184	53	4135
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	0	45	3	1	40	65	1691	28	22	2184	53	4135
#41 Westholme Avenue and Wilshire Boulevard													
Base	56	102	65	45	42	20	31	1792	63	29	2202	137	4584
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	56	102	65	45	42	20	31	1792	63	29	2202	137	4584
#42 Warner Avenue and Wilshire Boulevard													
Base	74	36	21	87	60	88	67	1773	31	11	2228	77	4553
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	74	36	21	87	60	88	67	1773	31	11	2228	77	4553
#43 Beverly Glen Boulevard and Wilshire Boulevard													
Base	161	335	36	34	504	48	89	1594	203	99	2075	10	5188
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	161	335	36	34	504	48	89	1594	203	99	2075	10	5188
#44 Sawtelle Boulevard and Ohio Avenue													
Base	60	303	129	25	90	18	82	845	52	71	458	86	2219
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	303	129	25	90	18	82	845	52	71	458	86	2219
#45 Sepulveda Boulevard and Ohio Avenue													
Base	96	454	126	38	495	82	174	695	78	74	480	71	2863
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	96	454	126	38	495	82	174	695	78	74	480	71	2863

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Existing 2008 (Unsignalized as Signalized) AM Peak

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#46 Veteran Avenue and Ohio Avenue													
Base	33	325	35	14	148	100	268	692	37	25	476	41	2194
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	33	325	35	14	148	100	268	692	37	25	476	41	2194
#47 Westwood Boulevard and Ohio Avenue													
Base	124	1179	48	32	461	59	169	278	91	64	266	50	2821
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	124	1179	48	32	461	59	169	278	91	64	266	50	2821
#48 Sawtelle Boulevard and Santa Monica Boulevard													
Base	60	454	206	94	158	29	23	1181	21	119	1704	61	4110
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	454	206	94	158	29	23	1181	21	119	1704	61	4110
#49 San Diego Fwy SB Ramps and Santa Monica Boulevard													
Base	0	0	0	720	281	401	0	1044	418	596	1462	0	4922
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	720	281	401	0	1044	418	596	1462	0	4922
#50 San Diego Fwy NB Ramps and Santa Monica Boulevard													
Base	675	384	720	0	0	0	398	1424	0	0	1318	324	5243
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	675	384	720	0	0	0	398	1424	0	0	1318	324	5243
#51 Sepulveda Boulevard and Santa Monica Boulevard													
Base	206	832	135	149	753	184	99	1701	361	97	1281	140	5938
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	206	832	135	149	753	184	99	1701	361	97	1281	140	5938
#52 Veteran Avenue and Santa Monica Boulevard													
Base	64	265	54	132	146	66	101	1839	24	63	1320	60	4134
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	64	265	54	132	146	66	101	1839	24	63	1320	60	4134
#53 Westwood Boulevard and Santa Monica Boulevard													
Base	91	1008	73	218	528	75	140	1794	97	128	1288	129	5569
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	91	1008	73	218	528	75	140	1794	97	128	1288	129	5569
#54 Mulholland Drive and Roscomare Road													
Base	195	0	75	0	0	0	0	713	409	184	519	0	2095
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	195	0	75	0	0	0	0	713	409	184	519	0	2095

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Existing 2008 (Unsignalized as Signalized) AM Peak

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#55 Roscomare Road and Stradella Road/Linda Flora Drive													
Base	12	74	8	90	423	16	16	1	38	9	0	32	719
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	12	74	8	90	423	16	16	1	38	9	0	32	719
#56 Bellagio Road and Chalon Road													
Base	30	119	0	0	499	20	11	0	40	0	0	0	719
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	119	0	0	499	20	11	0	40	0	0	0	719
#57 Beverly Glen Boulevard and Mulholland Drive													
Base	59	199	70	765	747	129	42	559	38	42	304	292	3246
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	59	199	70	765	747	129	42	559	38	42	304	292	3246
#58 Beverly Glen Boulevard and Greendale Drive													
Base	0	293	13	128	923	0	0	0	0	78	0	47	1482
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	293	13	128	923	0	0	0	0	78	0	47	1482
#283 405 Marker, North of Sunset													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#284 405 Marker, b/w Constitution and Sunset													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#285 405 Marker s/o Santa Monica Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
              Existing 2008 (Unsignalized as Signalized) AM Peak
---------------------------------------------------------------------------------
                            Impact Analysis Report
                               Level Of Service

Intersection                                Base            Future        Change
                                          Del/   V/       Del/   V/         in
                                     LOS Veh    C    LOS Veh    C
# 14 Levering Avenue and Montana Av  E xxxxx 0.955   E xxxxx 0.955   + 0.000 V/C

# 28 Tiverton Drvie and Weyburn Ave  A xxxxx 0.192   A xxxxx 0.192   + 0.000 V/C

# 40 Malcolm Avenue and Wilshire Bo  C xxxxx 0.718   C xxxxx 0.718   + 0.000 V/C

# 55 Roscomare Road and Stradella R  A xxxxx 0.504   A xxxxx 0.504   + 0.000 V/C

# 56 Bellagio Road and Chalon Road   A xxxxx 0.500   A xxxxx 0.500   + 0.000 V/C
```



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---------------------------------------------------------------------------------
                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
              Existing 2008 (Unsignalized as Signalized) AM Peak
---------------------------------------------------------------------------------
                       Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*********************************************************************************
Intersection #14 Levering Avenue and Montana Avenue
*********************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):        0.955
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       180              Level Of Service:                 E
*********************************************************************************
Street Name:          Levering Avenue                    Montana Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  1! 0  0   0  0  0  0  0   0  0  0  1  0   0  1  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Feb 2008 << 800-900
Base Vol:      37    0    3    0    0    0    0  761  339    6  155    0
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   37    0    3    0    0    0    0  761  339    6  155    0
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    37    0    3    0    0    0    0  761  339    6  155    0
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   37    0    3    0    0    0    0  761  339    6  155    0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   37    0    3    0    0    0    0  761  339    6  155    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1200 1200 1200 1200 1200 1200 1200 1200 1200 1200 1200 1200
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       0.92 0.00 0.08 0.00 0.00 0.00 0.00 0.69 0.31 0.04 0.96 0.00
Final Sat.:  1110    0   90    0    0    0    0  830  370   45 1155    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.00 0.03 0.00 0.00 0.00 0.00 0.92 0.92 0.13 0.13 0.00
Crit Volume:                40         0                    1100    6
Crit Moves:               ****                              ****  ****
*********************************************************************************
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-------------------------------------------------------------------------------
                 UCLA NHIP and Amended LRDP Traffic Study
                             Los Angeles, CA
            Existing 2008 (Unsignalized as Signalized) AM Peak
-------------------------------------------------------------------------------
                    Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #28 Tiverton Drvie and Weyburn Avenue
********************************************************************************
Cycle (sec):         100             Critical Vol./Cap.(X):         0.192
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        18             Level Of Service:                  A
********************************************************************************
Street Name:           Tiverton Drive                  Weyburn Avenue
Approach:     North Bound     South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  1! 0  0   0  0  1! 0  0   0  1  0  0  0   0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Feb 2008 << 700-800
Base Vol:      13  106     7    27    0    32    26   36     0     0   34    17
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   13  106     7    27    0    32    26   36     0     0   34    17
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    13  106     7    27    0    32    26   36     0     0   34    17
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   13  106     7    27    0    32    26   36     0     0   34    17
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   13  106     7    27    0    32    26   36     0     0   34    17
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1200 1200  1200  1200 1200  1200  1200 1200  1200  1200 1200  1200
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.10 0.84  0.06  0.46 0.00  0.54  0.42 0.58  0.00  0.00 0.67  0.33
Final Sat.:   124 1010    67   549    0   651   503  697     0     0  800   400
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.10  0.10  0.05 0.00  0.05  0.05 0.05  0.00  0.00 0.04  0.04
Crit Volume:       126          27               26                     51
Crit Moves:       ****        ****             ****                   ****
********************************************************************************
```



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-------------------------------------------------------------------------------
                 UCLA NHIP and Amended LRDP Traffic Study
                             Los Angeles, CA
            Existing 2008 (Unsignalized as Signalized) AM Peak
-------------------------------------------------------------------------------
                    Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #40 Malcolm Avenue and Wilshire Boulevard
********************************************************************************
Cycle (sec):         100             Critical Vol./Cap.(X):         0.718
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        51             Level Of Service:                  C
********************************************************************************
Street Name:           Malcolm Avenue                Wilshire Boulevard
Approach:     North Bound     South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  1! 0  0   0  0  1! 0  0   1  0  2  1  0   1  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Feb 2008 << 745-845
Base Vol:       3    0    45     3    1    40    65 1691    28    22 2184    53
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    3    0    45     3    1    40    65 1691    28    22 2184    53
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     3    0    45     3    1    40    65 1691    28    22 2184    53
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    3    0    45     3    1    40    65 1691    28    22 2184    53
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    3    0    45     3    1    40    65 1691    28    22 2184    53
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1200 1200  1200  1200 1200  1200  1200 1200  1200  1200 1200  1200
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.06 0.00  0.94  0.07 0.02  0.91  1.00 2.95  0.05  1.00 2.93  0.07
Final Sat.:    75    0  1125    82   27  1091  1200 3541    59  1200 3515    85
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.00  0.04  0.04 0.04  0.04  0.05 0.48  0.48  0.02 0.62  0.62
Crit Volume:              48     3                65                        746
Crit Moves:             ****  ****              ****                       ****
********************************************************************************
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--------------------------------------------------------------------------------
                    UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
               Existing 2008 (Unsignalized as Signalized) AM Peak
--------------------------------------------------------------------------------
                       Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #55 Roscomare Road and Stradella Road/Linda Flora Drive
********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        0.504
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       29             Level Of Service:                 A
********************************************************************************
Street Name:          Roscomare Road         Stradella Road/Linda Flora Drive
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Feb 2008 << 800-900
Base Vol:      12   74    8    90  423   16    16    1   38     9    0   32
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   12   74    8    90  423   16    16    1   38     9    0   32
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    12   74    8    90  423   16    16    1   38     9    0   32
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   12   74    8    90  423   16    16    1   38     9    0   32
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   12   74    8    90  423   16    16    1   38     9    0   32
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1200 1200  1200  1200 1200  1200  1200 1200  1200  1200 1200  1200
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.13 0.79  0.08  0.17 0.80  0.03  0.29 0.02  0.69  0.22 0.00  0.78
Final Sat.:   153  945   102   204  960    36   349   22   829   263    0   937
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.08  0.08  0.44 0.44  0.44  0.05 0.05  0.05  0.03 0.00  0.03
Crit Volume:   12                   529              55          9
Crit Moves:  ****                  ****             ****        ****
********************************************************************************
```



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--------------------------------------------------------------------------------
                    UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
               Existing 2008 (Unsignalized as Signalized) AM Peak
--------------------------------------------------------------------------------
                       Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #56 Bellagio Road and Chalon Road
********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        0.500
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       37             Level Of Service:                 A
********************************************************************************
Street Name:          Bellagio Road                      Chalon Road
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted       Split Phase      Split Phase
Rights:          Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  1  0  0  0   0  0  0  1  0   0  0  1! 0  0   0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Feb 2008 << 745-845
Base Vol:      30  119    0     0  499   20    11    0   40     0    0    0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   30  119    0     0  499   20    11    0   40     0    0    0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    30  119    0     0  499   20    11    0   40     0    0    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   30  119    0     0  499   20    11    0   40     0    0    0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   30  119    0     0  499   20    11    0   40     0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1200 1200  1200  1200 1200  1200  1200 1200  1200  1200 1200  1200
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.20 0.80  0.00  0.00 0.96  0.04  0.22 0.00  0.78  0.00 0.00  0.00
Final Sat.:   242  958     0     0 1154    46   259    0   941     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.12  0.00  0.00 0.43  0.43  0.04 0.00  0.04  0.00 0.00  0.00
Crit Volume:   30                         519                51          0
Crit Moves:  ****                        ****              ****
********************************************************************************
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UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Existing 2008 (Unsignalized as Signalized) PM Peak

Scenario Report

Scenario:	Existing PM Peak
Command:	Existing PM Peak
Volume:	Existing PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	PM Peak
Trip Distribution:	Project
Paths:	Project
Routes:	Default Route
Configuration:	Existing

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Existing 2008 (Unsignalized as Signalized) PM Peak

Turning Movement Report
PM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Sepulveda Boulevard and Church Ln/Ovada Pl													
Base	4	1621	226	3	879	365	558	102	18	65	96	7	3944
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	1621	226	3	879	365	558	102	18	65	96	7	3944
#2 Church Lane and San Diego Fwy SB On/Off Ramp													
Base	6	636	249	96	456	0	5	3	9	900	1	26	2387
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	636	249	96	456	0	5	3	9	900	1	26	2387
#3 Church Lane and Sunset Boulevard													
Base	126	39	77	532	92	717	407	1219	33	28	861	422	4553
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	126	39	77	532	92	717	407	1219	33	28	861	422	4553
#4 San Diego Fwy NB On/Off Ramps and Sunset Boulevard													
Base	97	0	83	0	0	0	0	996	870	0	1220	0	3266
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	97	0	83	0	0	0	0	996	870	0	1220	0	3266
#5 Veteran Avenue and Sunset Boulevard													
Base	373	0	396	0	0	0	0	859	151	274	1347	0	3400
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	373	0	396	0	0	0	0	859	151	274	1347	0	3400
#6 Bellagio Way and Sunset Boulevard													
Base	261	96	30	55	6	136	333	856	82	15	1233	112	3215
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	261	96	30	55	6	136	333	856	82	15	1233	112	3215
#7 Westwood Bouevard and Sunset Boulevard													
Base	195	0	191	0	0	0	0	870	94	46	1206	0	2602
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	195	0	191	0	0	0	0	870	94	46	1206	0	2602
#8 Stone Canyon Road and Sunset Boulevard													
Base	139	0	130	62	0	101	119	1213	124	158	978	22	3046
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	139	0	130	62	0	101	119	1213	124	158	978	22	3046
#9 Hilgard Avenue/Copa De Oro Road and Sunset Boulevard													
Base	260	33	364	35	69	20	3	1145	120	158	871	7	3085
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	260	33	364	35	69	20	3	1145	120	158	871	7	3085

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Existing 2008 (Unsignalized as Signalized) PM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#10 Beverly Glen Boulevard and Sunset Boulevard													
Base	222	167	581	104	68	19	16	1286	60	389	960	79	3951
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	222	167	581	104	68	19	16	1286	60	389	960	79	3951
#11 Beverly Glen Boulevard and Sunset Boulevard (East I/S)													
Base	0	0	0	115	0	364	862	1226	0	0	908	126	3601
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	115	0	364	862	1226	0	0	908	126	3601
#12 Sepulveda Boulevard and San Diego Fwy NB Off-Ramp													
Base	0	1601	0	0	855	0	92	0	25	0	0	0	2573
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1601	0	0	855	0	92	0	25	0	0	0	2573
#13 Sepulveda Boulevard and Montana Avenue													
Base	127	1404	117	56	629	15	3	91	114	161	189	254	3160
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	127	1404	117	56	629	15	3	91	114	161	189	254	3160
#14 Levering Avenue and Montana Avenue													
Base	253	0	8	0	0	0	0	322	106	1	506	0	1196
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	253	0	8	0	0	0	0	322	106	1	506	0	1196
#15 Veteran Avenue and Montana Avenue/Galey Avenue													
Base	54	452	26	58	294	49	115	158	52	22	419	284	1983
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	54	452	26	58	294	49	115	158	52	22	419	284	1983
#16 Galey Avenue and Strathmore Place													
Base	22	363	171	121	156	13	8	102	18	319	152	336	1781
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	363	171	121	156	13	8	102	18	319	152	336	1781
#17 Veteran Avenue and Levering Avenue													
Base	174	547	40	22	351	5	0	41	83	52	96	68	1479
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	174	547	40	22	351	5	0	41	83	52	96	68	1479
#18 Hilgard Avenue and Wyton Drive													
Base	117	623	43	33	374	23	50	110	320	20	26	12	1751
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	117	623	43	33	374	23	50	110	320	20	26	12	1751

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Existing 2008 (Unsignalized as Signalized) PM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#19 Beverly Glen Blvd and Wyton Dr/Comstock Ave [5-Leg Intersection- Wyton Split													
Base	25	727	14	28	458	11	19	31	26	46	66	123	1574
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	25	727	14	28	458	11	19	31	26	46	66	123	1574
#20 Hilgard Avenue and Westholme Avenue													
Base	97	561	31	72	537	39	195	231	150	27	51	47	2038
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	97	561	31	72	537	39	195	231	150	27	51	47	2038
#21 Hilgard Avenue and Manning Avenue													
Base	0	628	8	64	852	0	0	0	0	10	0	23	1585
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	628	8	64	852	0	0	0	0	10	0	23	1585
#22 Gayley Avenue and Le Conte Avenue													
Base	61	400	204	190	1037	35	14	127	12	200	300	157	2737
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	61	400	204	190	1037	35	14	127	12	200	300	157	2737
#23 Westwood Boulevard and Le Conte Avenue													
Base	100	329	153	103	448	212	90	409	102	162	396	62	2566
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	100	329	153	103	448	212	90	409	102	162	396	62	2566
#24 Tiverton Drive and Le Conte Avenue													
Base	35	68	41	92	80	194	128	484	130	22	453	39	1766
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	35	68	41	92	80	194	128	484	130	22	453	39	1766
#25 Hilgard Avenue and Le Conte Avenue													
Base	56	286	10	25	470	368	322	208	81	10	97	28	1961
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	56	286	10	25	470	368	322	208	81	10	97	28	1961
#26 Gayley Avenue and Weyburn Avenue													
Base	59	495	205	63	944	281	88	166	32	110	166	88	2697
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	59	495	205	63	944	281	88	166	32	110	166	88	2697
#27 Westwood Boulevard and Weyburn Avenue													
Base	146	646	110	40	666	100	79	144	137	96	219	48	2431
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	146	646	110	40	666	100	79	144	137	96	219	48	2431

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Existing 2008 (Unsignalized as Signalized) PM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#28 Tiverton Drvie and Weyburn Avenue													
Base	22	61	45	99	0	162	67	169	1	1	95	31	753
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	61	45	99	0	162	67	169	1	1	95	31	753
#29 Hilgard Avenue and Weyburn Avenue													
Base	49	343	21	26	534	50	55	99	167	13	36	20	1413
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	49	343	21	26	534	50	55	99	167	13	36	20	1413
#30 Westwood Boulevard and Kinross Avenue													
Base	78	739	34	37	744	118	96	215	94	16	128	40	2339
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	78	739	34	37	744	118	96	215	94	16	128	40	2339
#31 Westwood Boulevard and Lindbrook Drive													
Base	1	711	173	28	815	15	30	130	54	89	242	42	2330
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	711	173	28	815	15	30	130	54	89	242	42	2330
#32 Glendon/Tiverton/Lindbrook													
Base	30	125	184	36	124	153	31	224	18	395	257	53	1630
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	125	184	36	124	153	31	224	18	395	257	53	1630
#33 Sepulveda Boulevard and Constitution Avenue													
Base	19	1039	2	4	824	100	531	2	76	10	5	5	2617
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	19	1039	2	4	824	100	531	2	76	10	5	5	2617
#34 San Vicente Bouevard and Wilshire Bouelvard													
Base	95	371	230	1066	321	47	10	984	20	126	1718	788	5776
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	95	371	230	1066	321	47	10	984	20	126	1718	788	5776
#35 Sepulveda Boulevard and Wilshire Boulevard													
Base	123	555	259	108	435	130	140	1837	39	290	2281	169	6366
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	123	555	259	108	435	130	140	1837	39	290	2281	169	6366
#36 Veteran Avenue and Wilshire Boulevard													
Base	222	645	140	78	1022	1528	402	2072	46	42	2421	29	8647
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	222	645	140	78	1022	1528	402	2072	46	42	2421	29	8647

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Existing 2008 (Unsignalized as Signalized) PM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#37 Gayley Avenue and Wilshire Boulevard													
Base	212	290	102	130	450	647	332	1840	92	38	1641	81	5855
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	212	290	102	130	450	647	332	1840	92	38	1641	81	5855
#38 Westwood Boulevard and Wilshire Boulevard													
Base	150	475	178	164	601	236	209	1685	237	164	1534	103	5736
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	150	475	178	164	601	236	209	1685	237	164	1534	103	5736
#39 Glendon Avenue and Wilshire Bouelvard													
Base	57	205	46	130	271	109	117	1918	36	18	1483	81	4471
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	57	205	46	130	271	109	117	1918	36	18	1483	81	4471
#40 Malcolm Avenue and Wilshire Boulevard													
Base	3	1	40	11	1	50	26	1984	57	16	1590	31	3810
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	1	40	11	1	50	26	1984	57	16	1590	31	3810
#41 Westholme Avenue and Wilshire Boulevard													
Base	44	74	54	93	217	11	37	1880	63	52	1566	120	4211
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	44	74	54	93	217	11	37	1880	63	52	1566	120	4211
#42 Warner Avenue and Wilshire Boulevard													
Base	36	23	32	85	65	42	33	1961	27	10	1726	49	4089
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	36	23	32	85	65	42	33	1961	27	10	1726	49	4089
#43 Beverly Glen Boulevard and Wilshire Boulevard													
Base	155	459	54	54	392	53	114	1684	261	101	1598	47	4972
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	155	459	54	54	392	53	114	1684	261	101	1598	47	4972
#44 Sawtelle Boulevard and Ohio Avenue													
Base	56	89	93	74	437	120	53	436	31	94	524	50	2057
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	56	89	93	74	437	120	53	436	31	94	524	50	2057
#45 Sepulveda Boulevard and Ohio Avenue													
Base	145	659	127	114	848	197	94	397	43	68	477	36	3205
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	145	659	127	114	848	197	94	397	43	68	477	36	3205

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Existing 2008 (Unsignalized as Signalized) PM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#46 Veteran Avenue and Ohio Avenue													
Base	26	328	45	17	368	156	145	502	46	145	480	43	2301
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	26	328	45	17	368	156	145	502	46	145	480	43	2301
#47 Westwood Boulevard and Ohio Avenue													
Base	91	859	41	44	1223	116	89	232	79	85	246	41	3146
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	91	859	41	44	1223	116	89	232	79	85	246	41	3146
#48 Sawtelle Boulevard and Santa Monica Boulevard													
Base	74	359	393	120	531	31	14	1288	31	169	1202	68	4280
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	74	359	393	120	531	31	14	1288	31	169	1202	68	4280
#49 San Diego Fwy SB Ramps and Santa Monica Boulevard													
Base	0	0	0	377	530	193	0	1577	248	560	1179	0	4664
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	377	530	193	0	1577	248	560	1179	0	4664
#50 San Diego Fwy NB Ramps and Santa Monica Boulevard													
Base	448	504	410	0	0	0	498	1368	0	0	1352	474	5054
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	448	504	410	0	0	0	498	1368	0	0	1352	474	5054
#51 Sepulveda Boulevard and Santa Monica Boulevard													
Base	166	796	203	146	1123	200	145	1404	304	190	1350	162	6189
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	166	796	203	146	1123	200	145	1404	304	190	1350	162	6189
#52 Veteran Avenue and Santa Monica Boulevard													
Base	62	284	46	123	534	59	174	1549	31	89	1412	86	4449
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	62	284	46	123	534	59	174	1549	31	89	1412	86	4449
#53 Westwood Boulevard and Santa Monica Boulevard													
Base	106	867	99	197	1358	122	164	1424	131	195	1376	230	6269
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	106	867	99	197	1358	122	164	1424	131	195	1376	230	6269
#54 Mulholland Drive and Roscomare Road													
Base	288	0	145	0	0	0	0	321	102	45	593	0	1494
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	288	0	145	0	0	0	0	321	102	45	593	0	1494

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Existing 2008 (Unsignalized as Signalized) PM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#55 Roscomare Road and Stradella Road/Linda Flora Drive													
Base	22	390	6	37	58	12	14	0	10	6	1	59	615
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	390	6	37	58	12	14	0	10	6	1	59	615
#56 Bellagio Road and Chalon Road													
Base	67	508	0	0	98	24	11	0	12	0	0	0	720
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	67	508	0	0	98	24	11	0	12	0	0	0	720
#57 Beverly Glen Boulevard and Mulholland Drive													
Base	40	772	81	206	359	36	51	194	37	45	535	704	3060
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	772	81	206	359	36	51	194	37	45	535	704	3060
#58 Beverly Glen Boulevard and Greendale Drive													
Base	0	1084	9	62	413	0	0	0	0	44	0	220	1832
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1084	9	62	413	0	0	0	0	44	0	220	1832
#283 405 Marker, North of Sunset													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#284 405 Marker, b/w Constitution and Sunset													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#285 405 Marker s/o Santa Monica Blvd													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Existing 2008 (Unsignalized as Signalized) PM Peak

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/C	Future LOS	Future Del/ Veh	Future V/C	Change in
# 14 Levering Avenue and Montana Av	B	xxxxx	0.640	B	xxxxx	0.640	+ 0.000 V/C
# 28 Tiverton Drvie and Weyburn Ave	A	xxxxx	0.434	A	xxxxx	0.434	+ 0.000 V/C
# 40 Malcolm Avenue and Wilshire Bo	B	xxxxx	0.626	B	xxxxx	0.626	+ 0.000 V/C
# 55 Roscomare Road and Stradella R	A	xxxxx	0.446	A	xxxxx	0.446	+ 0.000 V/C
# 56 Bellagio Road and Chalon Road	A	xxxxx	0.498	A	xxxxx	0.498	+ 0.000 V/C

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Existing 2008 (Unsignalized as Signalized) PM Peak

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #14 Levering Avenue and Montana Avenue

```
Cycle (sec):        100            Critical Vol./Cap.(X):        0.640
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):    xxxxxx
Optimal Cycle:       52            Level Of Service:                 B
*************************************************************************
Street Name:          Levering Avenue                 Montana Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  1! 0  0   0  0  0  0  0   0  0  0  1  0   0  1  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Feb 2008 << 500-600
Base Vol:     253    0    8    0    0    0    0  322  106    1  506    0
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  253    0    8    0    0    0    0  322  106    1  506    0
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   253    0    8    0    0    0    0  322  106    1  506    0
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  253    0    8    0    0    0    0  322  106    1  506    0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  253    0    8    0    0    0    0  322  106    1  506    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1200 1200 1200 1200 1200 1200 1200 1200 1200 1200 1200 1200
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       0.97 0.00 0.03 0.00 0.00 0.00 0.00 0.75 0.25 0.01 0.99 0.00
Final Sat.:  1163    0   37    0    0    0    0  903  297    2 1198    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.22 0.00 0.22 0.00 0.00 0.00 0.00 0.36 0.36 0.42 0.42 0.00
Crit Volume:            261         0              0                   507
Crit Moves:            ****                     ****                  ****
*************************************************************************
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-------------------------------------------------------------------------------
                 UCLA NHIP and Amended LRDP Traffic Study
                             Los Angeles, CA
            Existing 2008 (Unsignalized as Signalized) PM Peak
-------------------------------------------------------------------------------
                    Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #28 Tiverton Drvie and Weyburn Avenue
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap.(X):        0.434
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       25                Level Of Service:                 A
*******************************************************************************
Street Name:           Tiverton Drive                   Weyburn Avenue
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:    0     0     0     0     0     0     0     0     0     0     0     0
Lanes:       0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Feb 2008 << 500-600
Base Vol:      22   61    45    99    0   162    67  169     1     1   95    31
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   22   61    45    99    0   162    67  169     1     1   95    31
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    22   61    45    99    0   162    67  169     1     1   95    31
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   22   61    45    99    0   162    67  169     1     1   95    31
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   22   61    45    99    0   162    67  169     1     1   95    31
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1200 1200  1200  1200 1200  1200  1200 1200  1200  1200 1200  1200
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.17 0.48  0.35  0.38 0.00  0.62  0.28 0.71  0.01  0.01 0.75  0.24
Final Sat.:   206  572   422   455    0   745   339  856     5     9  898   293
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.11  0.11  0.22 0.00  0.22  0.20 0.20  0.20  0.11 0.11  0.11
Crit Volume:   22                         261               237     1
Crit Moves:  ****                        ****              ****  ****
*******************************************************************************
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-------------------------------------------------------------------------------
                 UCLA NHIP and Amended LRDP Traffic Study
                             Los Angeles, CA
            Existing 2008 (Unsignalized as Signalized) PM Peak
-------------------------------------------------------------------------------
                    Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #40 Malcolm Avenue and Wilshire Boulevard
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap.(X):        0.626
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       39                Level Of Service:                 B
*******************************************************************************
Street Name:           Malcolm Avenue                 Wilshire Boulevard
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:    0     0     0     0     0     0     0     0     0     0     0     0
Lanes:       0  0  1! 0  0    0  0  1! 0  0    1  0  2  1  0    1  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Feb 2008 << 415-515
Base Vol:       3    1    40    11    1    50    26 1984    57    16 1590    31
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    3    1    40    11    1    50    26 1984    57    16 1590    31
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     3    1    40    11    1    50    26 1984    57    16 1590    31
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    3    1    40    11    1    50    26 1984    57    16 1590    31
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    3    1    40    11    1    50    26 1984    57    16 1590    31
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1200 1200  1200  1200 1200  1200  1200 1200  1200  1200 1200  1200
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.07 0.02  0.91  0.18 0.01  0.81  1.00 2.92  0.08  1.00 2.94  0.06
Final Sat.:    82   27  1091   213   19   968  1200 3499   101  1200 3531    69
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.04  0.04  0.05 0.05  0.05  0.02 0.57  0.57  0.01 0.45  0.45
Crit Volume:              44    11                           680    16
Crit Moves:             ****  ****                          ****  ****
*******************************************************************************
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------------------------------------------------------------------------------
                 UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
            Existing 2008 (Unsignalized as Signalized) PM Peak
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #55 Roscomare Road and Stradella Road/Linda Flora Drive
******************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        0.446
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       26              Level Of Service:                 A
******************************************************************************
Street Name:          Roscomare Road          Stradella Road/Linda Flora Drive
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:    0     0     0    0     0     0    0     0     0    0     0     0
Lanes:       0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Feb 2008 << 415-515
Base Vol:      22  390     6    37   58    12    14    0    10     6    1    59
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   22  390     6    37   58    12    14    0    10     6    1    59
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    22  390     6    37   58    12    14    0    10     6    1    59
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   22  390     6    37   58    12    14    0    10     6    1    59
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   22  390     6    37   58    12    14    0    10     6    1    59
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1200 1200  1200  1200 1200  1200  1200 1200  1200  1200 1200  1200
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.05 0.94  0.01  0.35 0.54  0.11  0.58 0.00  0.42  0.09 0.02  0.89
Final Sat.:    63 1120    17   415  650   135   700    0   500   109   18  1073
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.35 0.35  0.35  0.09 0.09  0.09  0.02 0.00  0.02  0.05 0.05  0.06
Crit Volume:             418    37                14                          66
Crit Moves:             ****  ****              ****                        ****
******************************************************************************
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------------------------------------------------------------------------------
                 UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
            Existing 2008 (Unsignalized as Signalized) PM Peak
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #56 Bellagio Road and Chalon Road
******************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        0.498
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       37              Level Of Service:                 A
******************************************************************************
Street Name:          Bellagio Road                     Chalon Road
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:    0     0     0    0     0     0    0     0     0    0     0     0
Lanes:       0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Feb 2008 << 500-600
Base Vol:      67  508     0     0   98    24    11    0    12     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   67  508     0     0   98    24    11    0    12     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    67  508     0     0   98    24    11    0    12     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   67  508     0     0   98    24    11    0    12     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   67  508     0     0   98    24    11    0    12     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1200 1200  1200  1200 1200  1200  1200 1200  1200  1200 1200  1200
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.12 0.88  0.00  0.00 0.80  0.20  0.48 0.00  0.52  0.00 0.00  0.00
Final Sat.:   140 1060     0     0  964   236   574    0   626     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.48 0.48  0.00  0.00 0.10  0.10  0.02 0.00  0.02  0.00 0.00  0.00
Crit Volume:        575           0                         23          0
Crit Moves:        ****        ****                       ****
******************************************************************************
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UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project (Unsignalized as Signalized)- AM Peak

Scenario Report

Scenario:	Future Without Project AM Peak
Command:	Future Without Project AM Peak
Volume:	Future AM
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	AM Peak
Trip Distribution:	Project
Paths:	Project
Routes:	Default Route
Configuration:	Future

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project (Unsignalized as Signalized)- AM Peak

Trip Generation Report

Forecast for AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	#1- NA FBI	1.00	FBI Office- 11	0.00	0.00	0	0	0	0.0
2	#2	1.00	Palazzo Westwo	114.00	119.00	114	119	233	4.5
	Zone 2 Subtotal					114	119	233	4.5
3	#3	1.00	Mixed-Use - S/	149.00	45.00	149	45	194	3.7
	Zone 3 Subtotal					149	45	194	3.7
4	#4	1.00	Theater Expans	1.00	0.00	1	0	1	0.0
	Zone 4 Subtotal					1	0	1	0.0
5	#5, 17	1.00	Mixed-Use- 108	-5.00	3.00	-5	3	-2	-0.0
5	#5, 17	1.00	Residential Ho	15.00	9.00	15	9	24	0.5
	Zone 5 Subtotal					10	12	22	0.4
6	#6	1.00	Apartments- 86	2.00	8.00	2	8	10	0.2
	Zone 6 Subtotal					2	8	10	0.2
7	#7	1.00	Condos- 10804	7.00	34.00	7	34	41	0.8
	Zone 7 Subtotal					7	34	41	0.8
8	#8, 25, 61	1.00	Condos- 10776	-14.00	29.00	-14	29	15	0.3
8	#8, 25, 61	1.00	Condos-10763 W	4.00	22.00	4	22	26	0.5
8	#8, 25, 61	1.00	Condos- 10710	5.00	23.00	5	23	28	0.5
	Zone 8 Subtotal					-5	74	69	1.3
9	#9	1.00	Private School	9.00	0.00	9	0	9	0.2
	Zone 9 Subtotal					9	0	9	0.2
10	#10	1.00	Fox Studio Exp	420.00	30.00	420	30	450	8.7
	Zone 10 Subtotal					420	30	450	8.7
11	#11, 12, 45,	1.00	High School Ex	92.00	40.00	92	40	132	2.5
11	#11, 12, 45,	1.00	Private School	94.00	55.00	94	55	149	2.9
11	#11, 12, 45,	1.00	Condos- 1333 S	0.00	2.00	0	2	2	0.0
11	#11, 12, 45,	1.00	Condos- 552-55	1.00	3.00	1	3	4	0.1
	Zone 11 Subtotal					187	100	287	5.5
12	#13	1.00	Wilshire/Comst	3.00	12.00	3	12	15	0.3
	Zone 12 Subtotal					3	12	15	0.3
13	#14, 15, 43	1.00	ABC Entertainm	101.00	-181.00	101	-181	-80	-1.
13	#14, 15, 43	1.00	Condos- 10131	-37.00	85.00	-37	85	48	0.9
	Zone 13 Subtotal					64	-96	-32	-0.6

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project (Unsignalized as Signalized)- AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
14	#16, 35	1.00	Condos- 527 Mi	12.00	61.00	12	61	73	1.4
14	#16, 35	1.00	Condos- 430 Ke	3.00	15.00	3	15	18	0.3
	Zone 14 Subtotal					15	76	91	1.8
15	#18	1.00	Health/Fitness	-20.00	-28.00	-20	-28	-48	-0.9
	Zone 15 Subtotal					-20	-28	-48	-0.9
16	# 19	1.00	Condos-1826 S	1.00	6.00	1	6	7	0.1
	Zone 16 Subtotal					1	6	7	0.1
17	#20	1.00	Condos- 1417 S	1.00	6.00	1	6	7	0.1
	Zone 17 Subtotal					1	6	7	0.1
18	#21	1.00	New Car Sales-	4.00	2.00	4	2	6	0.1
	Zone 18 Subtotal					4	2	6	0.1
19	#22, 70	1.00	Condos- 1625 S	1.00	7.00	1	7	8	0.2
19	#22, 70	1.00	Mixed-Use- 115	10.00	46.00	10	46	56	1.1
	Zone 19 Subtotal					11	53	64	1.2
20	#23, 24	1.00	Condos- 1525 S	1.00	7.00	1	7	8	0.2
20	#23, 24	1.00	Condos- 1633 S	1.00	6.00	1	6	7	0.1
	Zone 20 Subtotal					2	13	15	0.3
21	#26	1.00	Condos- 2037 S	1.00	6.00	1	6	7	0.1
	Zone 21 Subtotal					1	6	7	0.1
22	#27, 63, 65	1.00	Office- 12233	10.00	56.00	10	56	66	1.3
22	#27, 63, 65	1.00	Westside Media	24.00	32.00	24	32	56	1.1
22	#27, 63, 65	1.00	SM Apt Project	11.00	46.00	11	46	57	1.1
	Zone 22 Subtotal					45	134	179	3.5
23	#28, 32	1.00	Condos- 1511 S	1.00	6.00	1	6	7	0.1
23	#28, 32	1.00	Condos- 1517 B	2.00	8.00	2	8	10	0.2
	Zone 23 Subtotal					3	14	17	0.3
24	#29, 54	1.00	Mixed-Use- 116	60.00	26.00	60	26	86	1.7
24	#29, 54	1.00	Office- 11677	205.00	28.00	205	28	233	4.5
	Zone 24 Subtotal					265	54	319	6.2
25	#30	1.00	Mausoleum Bldg	1.00	0.00	1	0	1	0.0
	Zone 25 Subtotal					1	0	1	0.0
26	#31	1.00	Condos- 10617	1.00	6.00	1	6	7	0.1
	Zone 26 Subtotal					1	6	7	0.1

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project (Unsignalized as Signalized)- AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
27	#33	1.00	Apts- 1817 S B	2.00	6.00	2	6	8	0.2
	Zone 27 Subtotal					2	6	8	0.2
28	#34	1.00	Live/Work- 115	9.00	34.00	9	34	43	0.8
	Zone 28 Subtotal					9	34	43	0.8
29	#36	1.00	Restaurant- 10	2.00	2.00	2	2	4	0.1
	Zone 29 Subtotal					2	2	4	0.1
30	#37, 56, 57	1.00	Condos- 1807 S	1.00	6.00	1	6	7	0.1
30	#37, 56, 57	1.00	Auto Service-	4.00	2.00	4	2	6	0.1
30	#37, 56, 57	1.00	Office- SW Cor	55.00	7.00	55	7	62	1.2
	Zone 30 Subtotal					60	15	75	1.4
31	#38	1.00	Condos- 2263 S	1.00	6.00	1	6	7	0.1
	Zone 31 Subtotal					1	6	7	0.1
32	#39	1.00	Cooking School	4.00	2.00	4	2	6	0.1
	Zone 32 Subtotal					4	2	6	0.1
33	#40	1.00	Bank- 1762 Wes	3.00	8.00	3	8	11	0.2
	Zone 33 Subtotal					3	8	11	0.2
34	#41- NA-Alre	1.00	Westside Pavil	0.00	0.00	0	0	0	0.0
35	#42, 49	1.00	Le Lycee Franc	171.00	109.00	171	109	280	5.4
35	#42, 49	1.00	Mixed-Use- 106	5.00	7.00	5	7	12	0.2
	Zone 35 Subtotal					176	116	292	5.6
36	#44, 60, 67	1.00	Discounted Sto	20.00	10.00	20	10	30	0.6
36	#44, 60, 67	1.00	Olympic-Stoner	2.00	0.00	2	0	2	0.0
36	#44, 60, 67	1.00	Bed, Bath & Be	0.00	0.00	0	0	0	0.0
	Zone 36 Subtotal					22	10	32	0.6
37	#46	1.00	Belmont Villag	17.00	8.00	17	8	25	0.5
	Zone 37 Subtotal					17	8	25	0.5
38	#47, B12, B3	1.00	Apts- 10000 W	-167.00	115.00	-167	115	-52	-1.
38	#47, B12, B3	1.00	Hotel- 150 Las	15.00	9.00	15	9	24	0.5
38	#47, B12, B3	1.00	Beverly Hilton	48.00	94.00	48	94	142	2.7
	Zone 38 Subtotal					-104	218	114	2.2
39	#48	1.00	Mixed-Use- 109	9.00	18.00	9	18	27	0.5
	Zone 39 Subtotal					9	18	27	0.5
40	#50	1.00	Regent Westwoo	140.00	47.00	140	47	187	3.6
	Zone 40 Subtotal					140	47	187	3.6

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project (Unsignalized as Signalized)- AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
41	#51	1.00	Office- 1100 W	70.00	10.00	70	10	80	1.5
	Zone 41 Subtotal					70	10	80	1.5
42	#52	1.00	Del Capri Hote	9.00	36.00	9	36	45	0.9
	Zone 42 Subtotal					9	36	45	0.9
43	#53	1.00	Condos- 11611	2.00	7.00	2	7	9	0.2
	Zone 43 Subtotal					2	7	9	0.2
44	#55	1.00	Retail- 11305	7.00	4.00	7	4	11	0.2
	Zone 44 Subtotal					7	4	11	0.2
45	#58	1.00	Fastfood- 1086	75.00	50.00	75	50	125	2.4
	Zone 45 Subtotal					75	50	125	2.4
46	#59	1.00	Brentwood Reta	2.00	1.00	2	1	3	0.1
	Zone 46 Subtotal					2	1	3	0.1
47	#B1, B5, B11	1.00	Young Israel-	16.00	9.00	16	9	25	0.5
47	#B1, B5, B11	1.00	Retail Expansi	1.00	1.00	1	1	2	0.0
47	#B1, B5, B11	1.00	Cultural Cente	34.00	21.00	34	21	55	1.1
47	#B1, B5, B11	1.00	Condos- 437-44	1.00	6.00	1	6	7	0.1
47	#B1, B5, B11	1.00	Service Facili	101.00	55.00	101	55	156	3.0
47	#B1, B5, B11	1.00	Mixed-Use- 421	29.00	9.00	29	9	38	0.7
47	#B1, B5, B11	1.00	Condos- 432 N	3.00	12.00	3	12	15	0.3
	Zone 47 Subtotal					185	113	298	5.8
48	#B2, B3, B6,	1.00	Beverly Hills	86.00	57.00	86	57	143	2.8
48	#B2, B3, B6,	1.00	Mixed-Use- 265	103.00	30.00	103	30	133	2.6
48	#B2, B3, B6,	1.00	Condos- 125 S	3.00	15.00	3	15	18	0.3
48	#B2, B3, B6,	1.00	Medical Plaza-	77.00	22.00	77	22	99	1.9
48	#B2, B3, B6,	1.00	Commercial/Ret	8.00	6.00	8	6	14	0.3
48	#B2, B3, B6,	1.00	Mixed-Use- 131	64.00	43.00	64	43	107	2.1
48	#B2, B3, B6,	1.00	Assisted Care	6.00	7.00	6	7	13	0.3
48	#B2, B3, B6,	1.00	Senior Congreg	3.00	2.00	3	2	5	0.1
48	#B2, B3, B6,	1.00	Screening Room	1.00	0.00	1	0	1	0.0
48	#B2, B3, B6,	1.00	Condos- 261-28	0.00	-1.00	0	-1	-1	-0.0
48	#B2, B3, B6,	1.00	Mixed-Use- 920	10.00	23.00	10	23	33	0.6
48	#B2, B3, B6,	1.00	Mixed-Use- 959	11.00	27.00	11	27	38	0.7
48	#B2, B3, B6,	1.00	Hotel- 9730 Wi	70.00	44.00	70	44	114	2.2
48	#B2, B3, B6,	1.00	Condos- 140-14	1.00	4.00	1	4	5	0.1
48	#B2, B3, B6,	1.00	Condos- 133 Sp	0.00	2.00	0	2	2	0.0
48	#B2, B3, B6,	1.00	Office/Medical	14.00	4.00	14	4	18	0.3
48	#B2, B3, B6,	1.00	Condos- 156-16	1.00	6.00	1	6	7	0.1
48	#B2, B3, B6,	1.00	Condos- 144 Re	0.00	1.00	0	1	1	0.0
48	#B2, B3, B6,	1.00	Condos- 155 N	0.00	1.00	0	1	1	0.0
	Zone 48 Subtotal					458	293	751	14.5

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project (Unsignalized as Signalized)- AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
49	#B4, B14, B2	1.00	Church Expansi	1.00	0.00	1	0	1	0.0
49	#B4, B14, B2	1.00	Synagogue/Priv	23.00	13.00	23	13	36	0.7
49	#B4, B14, B2	1.00	Apts- 428-430	0.00	1.00	0	1	1	0.0
49	#B4, B14, B2	1.00	Condos- 313-31	1.00	3.00	1	3	4	0.1
	Zone 49 Subtotal					25	17	42	0.8
50	#B18, B21	1.00	Beverly Hills	131.00	-4.00	131	-4	127	2.5
50	#B18, B21	1.00	Robinson's May	34.00	116.00	34	116	150	2.9
	Zone 50 Subtotal					165	112	277	5.3
51	#B27	1.00	Health Spa- 96	1.00	1.00	1	1	2	0.0
	Zone 51 Subtotal					1	1	2	0.0
52	#62-NA Whole	1.00	Whole Foods Ma	0.00	0.00	0	0	0	0.0
53	#64	1.00	New West Middl	126.00	104.00	126	104	230	4.4
	Zone 53 Subtotal					126	104	230	4.4
54	#66	1.00	Union Bank of	3.00	2.00	3	2	5	0.1
	Zone 54 Subtotal					3	2	5	0.1
55	#68	1.00	Leo Baeck Temp	10.00	0.00	10	0	10	0.2
	Zone 55 Subtotal					10	0	10	0.2
56	#69	1.00	Convenience St	126.00	125.00	126	125	251	4.8
	Zone 56 Subtotal					126	125	251	4.8
57	#71	1.00	Westwood Villa	52.00	51.00	52	51	103	2.0
	Zone 57 Subtotal					52	51	103	2.0
58	#72	1.00	Office Bldg- 2	41.00	6.00	41	6	47	0.9
	Zone 58 Subtotal					41	6	47	0.9
59	Hekmat Mixed	1.00	Mixed Use	52.00	36.00	52	36	88	1.7
	Zone 59 Subtotal					52	36	88	1.7
TOTAL						3041	2138	5179	100.0

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project (Unsignalized as Signalized)- AM Peak

Trip Distribution Report

Percent Of Trips Project

To Gates

Zone	1	2	3	4	5	6	9	10	11	12	13
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
3	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
4	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
5	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
6	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
7	15.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
8	15.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
9	5.0	5.0	5.0	5.0	5.0	20.0	5.0	0.0	0.0	0.0	0.0
10	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
11	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
12	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
13	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
14	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	5.0	10.0	5.0	0.0
16	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
17	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
18	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
19	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
20	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
21	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
22	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
23	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	2.5	2.5
24	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
25	15.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
26	10.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
27	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
28	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
29	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
30	10.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
31	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
32	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
33	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	10.0	0.0	0.0
34	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
35	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
36	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
37	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
38	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
39	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
40	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
41	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
42	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
43	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
44	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project (Unsignalized as Signalized)- AM Peak

To Gates

Zone	1	2	3	4	5	6	9	10	11	12	13
45	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
46	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
47	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
48	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
49	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
50	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
51	5.0	5.0	5.0	5.0	5.0	20.0	5.0	0.0	0.0	0.0	0.0
52	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
53	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
54	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
55	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	5.0
56	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	10.0	0.0	0.0
57	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
58	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
59	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0

To Gates

Zone	14	15	16	17	18	19	20	21	22	23	28
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
3	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
4	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
5	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
6	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
7	5.0	0.0	5.0	5.0	5.0	15.0	0.0	0.0	0.0	0.0	0.0
8	5.0	0.0	5.0	5.0	5.0	15.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	2.5	0.0	5.0	2.5	5.0	0.0	0.0	0.0	0.0
10	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
11	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
12	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
13	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
14	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
15	10.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
17	5.0	0.0	5.0	5.0	0.0	10.0	0.0	3.0	0.0	0.0	0.0
18	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
20	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
21	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
23	5.0	2.5	5.0	2.5	0.0	10.0	0.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	5.0	0.0	0.0
25	5.0	0.0	5.0	5.0	5.0	15.0	0.0	0.0	0.0	0.0	0.0
26	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
27	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
28	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project (Unsignalized as Signalized)- AM Peak

To Gates

Zone	14	15	16	17	18	19	20	21	22	23	28
29	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
30	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
31	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
32	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
33	5.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
34	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
35	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
36	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
37	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
38	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
39	5.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
40	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
41	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
42	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
43	5.0	0.0	5.0	0.0	0.0	10.0	0.0	0.0	5.0	0.0	0.0
44	0.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
45	5.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
46	5.0	0.0	5.0	0.0	0.0	10.0	0.0	0.0	5.0	0.0	0.0
47	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
48	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
49	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
50	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
51	0.0	0.0	2.5	0.0	5.0	2.5	5.0	0.0	0.0	0.0	0.0
52	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
53	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
54	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
55	0.0	0.0	5.0	0.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0
56	5.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
57	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
58	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
59	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0

To Gates

Zone	29	30
1	0.0	0.0
2	2.0	2.0
3	2.0	2.0
4	2.0	2.0
5	2.0	2.0
6	0.0	0.0
7	0.0	0.0
8	0.0	0.0
9	0.0	0.0
10	0.0	0.0
11	0.0	0.0
12	0.0	0.0

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project (Unsignalized as Signalized)- AM Peak

To Gates

Zone	29	30
13	0.0	0.0
14	2.0	2.0
15	0.0	0.0
16	0.0	0.0
17	0.0	0.0
18	0.0	0.0
19	0.0	0.0
20	0.0	0.0
21	0.0	0.0
22	0.0	0.0
23	0.0	0.0
24	0.0	0.0
25	0.0	0.0
26	0.0	0.0
27	0.0	0.0
28	0.0	0.0
29	2.0	2.0
30	0.0	0.0
31	0.0	0.0
32	0.0	0.0
33	0.0	0.0
34	0.0	0.0
35	0.0	0.0
36	0.0	0.0
37	0.0	0.0
38	0.0	0.0
39	0.0	0.0
40	2.0	2.0
41	2.0	2.0
42	0.0	0.0
43	0.0	0.0
44	0.0	0.0
45	0.0	0.0
46	0.0	0.0
47	0.0	0.0
48	0.0	0.0
49	0.0	0.0
50	0.0	0.0
51	0.0	0.0
52	0.0	0.0
53	0.0	0.0
54	2.0	2.0
55	0.0	0.0
56	0.0	0.0
57	2.0	2.0
58	0.0	0.0
59	2.0	2.0

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project (Unsignalized as Signalized)- AM Peak

Turning Movement Report
AM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Sepulveda Boulevard and Church Ln/Ovada Pl													
Base	13	509	76	4	1387	558	88	55	27	91	151	0	2959
Added	0	42	0	0	18	0	1	0	0	0	0	0	61
Total	13	551	76	4	1405	558	89	55	27	91	151	0	3020
#2 Church Lane and San Diego Fwy SB On/Off Ramp													
Base	0	150	333	234	689	0	0	2	1	1507	1	23	2940
Added	0	1	0	0	0	0	0	0	0	38	0	0	39
Total	0	151	333	234	689	0	0	2	1	1545	1	23	2979
#3 Church Lane and Sunset Boulevard													
Base	54	7	107	685	166	1010	104	1799	117	6	1229	454	5736
Added	0	0	0	38	0	0	1	1	0	0	0	0	40
Total	54	7	107	723	166	1010	105	1800	117	6	1229	454	5776
#4 San Diego Fwy NB On/Off Ramps and Sunset Boulevard													
Base	674	0	547	0	0	0	0	1547	996	0	1025	0	4789
Added	0	0	0	0	0	0	0	39	0	0	28	0	67
Total	674	0	547	0	0	0	0	1586	996	0	1053	0	4856
#5 Veteran Avenue and Sunset Boulevard													
Base	60	0	364	0	0	0	0	1812	194	310	972	0	3713
Added	27	0	13	0	0	0	0	1	38	16	1	0	96
Total	87	0	377	0	0	0	0	1813	232	326	973	0	3809
#6 Bellagio Way and Sunset Boulevard													
Base	43	5	8	181	53	267	187	1764	237	18	969	101	3833
Added	0	0	0	4	0	15	8	7	0	0	2	4	40
Total	43	5	8	185	53	282	195	1771	237	18	971	105	3873
#7 Westwood Bouevard and Sunset Boulevard													
Base	27	0	22	0	0	0	0	1506	395	184	1067	0	3200
Added	0	0	0	0	0	0	0	10	0	0	6	0	16
Total	27	0	22	0	0	0	0	1516	395	184	1073	0	3216
#8 Stone Canyon Road and Sunset Boulevard													
Base	51	1	45	0	0	63	60	1333	252	93	1211	23	3133
Added	0	0	0	0	0	0	0	10	0	0	6	0	16
Total	51	1	45	0	0	63	60	1343	252	93	1217	23	3149
#9 Hilgard Avenue/Copa De Oro Road and Sunset Boulevard													
Base	149	40	112	29	77	17	19	1083	274	475	1120	22	3417
Added	4	0	20	0	0	0	0	7	4	38	2	0	75
Total	153	40	132	29	77	17	19	1090	278	513	1122	22	3492

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project (Unsignalized as Signalized)- AM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#10 Beverly Glen Boulevard and Sunset Boulevard													
Base	91	97	408	53	80	9	16	1073	111	503	1472	76	3989
Added	0	0	45	0	0	0	0	27	0	74	39	0	185
Total	91	97	453	53	80	9	16	1100	111	577	1511	76	4174
#11 Beverly Glen Boulevard and Sunset Boulevard (East I/S)													
Base	0	0	0	155	0	852	329	1183	0	0	1179	35	3733
Added	0	0	0	0	0	24	18	53	0	0	89	2	186
Total	0	0	0	155	0	876	347	1236	0	0	1268	37	3919
#12 Sepulveda Boulevard and San Diego Fwy NB Off-Ramp													
Base	0	400	0	0	1372	0	290	0	9	0	0	0	2072
Added	0	4	0	0	6	0	4	0	0	0	0	0	14
Total	0	404	0	0	1378	0	294	0	9	0	0	0	2086
#13 Sepulveda Boulevard and Montana Avenue													
Base	78	328	287	344	1158	23	8	286	105	103	74	75	2868
Added	0	4	4	16	2	0	0	0	0	4	0	10	40
Total	78	332	291	360	1160	23	8	286	105	107	74	85	2908
#14 Levering Avenue and Montana Avenue													
Base	39	0	3	0	0	0	0	799	356	6	163	0	1366
Added	14	0	0	0	0	0	0	0	20	0	0	0	34
Total	53	0	3	0	0	0	0	799	376	6	163	0	1400
#15 Veteran Avenue and Montana Avenue/Galey Avenue													
Base	35	230	22	176	335	20	120	582	45	12	82	50	1708
Added	0	41	0	0	53	0	0	0	0	0	0	0	94
Total	35	271	22	176	388	20	120	582	45	12	82	50	1802
#16 Galey Avenue and Strathmore Place													
Base	5	83	294	498	278	3	2	124	15	100	19	49	1470
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	83	294	498	278	3	2	124	15	100	19	49	1470
#17 Veteran Avenue and Levering Avenue													
Base	20	245	29	22	406	3	2	121	213	69	24	30	1185
Added	5	16	3	25	28	0	0	11	10	33	9	24	164
Total	25	261	32	47	434	3	2	132	223	102	33	54	1349
#18 Hilgard Avenue and Wyton Drive													
Base	217	290	9	28	618	56	17	25	99	62	89	29	1540
Added	0	24	0	0	41	0	0	0	0	0	0	0	65
Total	217	314	9	28	659	56	17	25	99	62	89	29	1605

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project (Unsignalized as Signalized)- AM Peak

#19 Beverly Glen Blvd and Wyton Dr/Comstock Ave [5-Leg Intersection- Wyton Split

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	8	315	5	48	523	3	1	23	12	32	35	40	1045
Added	0	45	0	0	74	0	0	0	0	0	0	0	119
Total	8	360	5	48	597	3	1	23	12	32	35	40	1164

#20 Hilgard Avenue and Westholme Avenue

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	171	398	43	16	558	138	21	11	30	42	204	51	1682
Added	0	24	0	0	41	0	0	0	0	0	0	0	65
Total	171	422	43	16	599	138	21	11	30	42	204	51	1747

#21 Hilgard Avenue and Manning Avenue

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	0	752	13	22	540	0	0	0	0	6	0	69	1402
Added	0	24	0	0	41	0	0	0	0	0	0	0	65
Total	0	776	13	22	581	0	0	0	0	6	0	69	1467

#22 Gayley Avenue and Le Conte Avenue

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	7	667	246	130	228	16	25	125	12	165	78	133	1831
Added	0	0	4	0	0	0	0	45	0	4	11	0	64
Int #2	0	51	-23	-23	23	0	0	-23	23	-50	-51	-51	-124
Total	7	718	227	107	251	16	25	147	35	119	38	82	1771

#23 Westwood Boulevard and Le Conte Avenue

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	56	664	216	34	205	92	176	343	35	137	333	112	2402
Added	122	0	1	0	0	0	0	7	59	0	14	0	203
Int #2	0	0	0	0	0	0	0	-69	0	0	-152	0	-221
Total	178	664	217	34	205	92	176	281	94	137	195	112	2384

#24 Tiverton Drive and Le Conte Avenue

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	26	105	29	25	37	206	190	305	42	16	344	91	1416
Added	0	0	0	0	0	0	0	7	0	0	14	0	21
Int #2	0	0	0	0	0	0	0	-69	0	0	-152	0	-221
Total	26	105	29	25	37	206	190	242	42	16	206	91	1216

#25 Hilgard Avenue and Le Conte Avenue

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	23	450	27	11	228	299	286	0	34	7	0	25	1390
Added	0	17	0	0	27	14	7	0	0	0	0	0	65
Int #2	0	0	69	0	0	0	0	0	0	152	0	0	221
Total	23	467	96	11	255	313	293	0	34	159	0	25	1676

#26 Gayley Avenue and Weyburn Avenue

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	29	791	117	18	420	78	200	179	23	39	45	38	1975
Added	0	10	68	16	10	0	0	32	0	24	20	16	196
Int #2	0	0	23	46	0	0	0	0	0	50	51	51	221
Total	29	801	208	80	430	78	200	211	23	113	116	105	2392

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project (Unsignalized as Signalized)- AM Peak

#27 Westwood Boulevard and Weyburn Avenue

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	74	692	45	6	338	30	49	59	33	35	45	14	1420
Added	17	123	73	0	59	0	0	16	16	80	23	0	407
Int #2	0	0	0	0	0	0	0	69	0	0	152	0	221
Total	91	815	118	6	397	30	49	144	49	115	220	14	2048

#28 Tiverton Drvie and Weyburn Avenue

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	14	111	7	28	0	34	27	38	0	0	36	18	313
Added	0	0	0	0	0	0	0	35	0	0	44	0	79
Int #2	0	0	0	0	0	0	0	69	0	0	152	0	221
Total	14	111	7	28	0	34	27	142	0	0	232	18	613

#29 Hilgard Avenue and Weyburn Avenue

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	30	484	5	14	264	41	36	28	66	7	27	28	1031
Added	0	1	0	0	1	26	16	19	0	0	18	0	81
#25 In	0	0	0	0	0	152	69	0	0	0	0	0	221
Total	30	485	5	14	265	219	121	47	66	7	45	28	1333

#30 Westwood Boulevard and Kinross Avenue

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	56	806	26	13	361	38	58	32	25	5	47	62	1529
Added	43	212	50	5	151	0	0	4	15	7	1	1	489
Total	99	1018	76	18	512	38	58	36	40	12	48	63	2018

#31 Westwood Boulevard and Lindbrook Drive

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	3	836	227	21	332	11	30	137	47	98	138	28	1907
Added	0	305	2	0	172	0	0	0	0	2	0	0	481
Total	3	1141	229	21	504	11	30	137	47	100	138	28	2388

#32 Glendon/Tiverton/Lindbrook

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	62	230	412	8	25	45	38	335	22	165	179	41	1561
Added	0	11	6	0	2	0	0	2	0	7	2	0	30
Total	62	241	418	8	27	45	38	337	22	172	181	41	1591

#33 Sepulveda Boulevard and Constitution Avenue

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	67	305	7	3	1177	173	88	0	20	2	0	2	1845
Added	0	4	0	0	6	0	0	0	0	0	0	0	10
Total	67	309	7	3	1183	173	88	0	20	2	0	2	1855

#34 San Vicente Bouevard and Wilshire Bouelvard

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	103	214	117	1449	305	19	69	2054	68	56	2139	973	7565
Added	28	50	10	79	53	14	3	170	8	7	170	57	649
Total	131	264	127	1528	358	33	72	2224	76	63	2309	1030	8214

#35 Sepulveda Boulevard and Wilshire Boulevard

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	164	252	276	293	669	297	75	2874	141	116	2670	65	7891
Added	10	1	28	2	4	0	1	539	11	16	403	2	1017
Total	174	253	304	295	673	297	76	3413	152	132	3073	67	8908

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project (Unsignalized as Signalized)- AM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#36 Veteran Avenue and Wilshire Boulevard													
Base	217	404	104	116	265	386	555	3046	141	55	2412	37	7737
Added	-6	1	10	0	4	29	2	570	-4	5	398	0	1009
Total	211	405	114	116	269	415	557	3616	137	60	2810	37	8746
#37 Gayley Avenue and Wilshire Boulevard													
Base	62	350	55	59	105	300	521	2545	160	67	2091	122	6435
Added	0	0	0	14	0	55	109	471	0	0	348	20	1017
Total	62	350	55	73	105	355	630	3016	160	67	2439	142	7452
#38 Westwood Boulevard and Wilshire Boulevard													
Base	142	630	123	64	286	162	448	2079	172	141	1983	98	6327
Added	9	100	43	35	63	76	149	329	6	39	284	57	1190
Total	151	730	166	99	349	238	597	2408	178	180	2267	155	7517
#39 Glendon Avenue and Wilshire Bouelvard													
Base	9	186	23	60	116	43	334	1770	120	69	2068	180	4978
Added	0	0	0	2	0	7	6	401	0	0	373	11	800
Total	9	186	23	62	116	50	340	2171	120	69	2442	191	5778
#40 Malcolm Avenue and Wilshire Boulevard													
Base	3	0	47	3	1	42	68	1776	29	23	2293	56	4342
Added	6	0	0	21	0	0	0	396	11	0	364	20	818
Total	9	0	47	24	1	42	68	2172	40	23	2657	76	5160
#41 Westholme Avenue and Wilshire Boulevard													
Base	59	107	68	47	44	21	33	1882	66	30	2312	144	4813
Added	1	0	2	0	0	0	0	427	3	2	349	0	784
Total	60	107	70	47	44	21	33	2309	69	32	2661	144	5597
#42 Warner Avenue and Wilshire Boulevard													
Base	78	38	22	91	63	92	70	1862	33	12	2339	81	4781
Added	0	0	0	0	0	0	0	431	0	0	338	0	769
Total	78	38	22	91	63	92	70	2293	33	12	2677	81	5550
#43 Beverly Glen Boulevard and Wilshire Boulevard													
Base	169	352	38	36	529	50	93	1674	213	104	2179	11	5447
Added	15	15	51	41	30	4	3	385	37	79	318	27	1005
Total	184	367	89	77	559	54	96	2059	250	183	2497	38	6452
#44 Sawtelle Boulevard and Ohio Avenue													
Base	63	318	135	26	94	19	86	887	55	75	481	90	2330
Added	0	0	0	0	0	0	0	15	1	0	15	0	31
Total	63	318	135	26	94	19	86	902	56	75	496	90	2361

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project (Unsignalized as Signalized)- AM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#45 Sepulveda Boulevard and Ohio Avenue													
Base	101	477	132	40	520	86	183	730	82	78	504	75	3006
Added	3	33	1	6	24	0	0	11	4	4	11	7	104
Total	104	510	133	46	544	86	183	741	86	82	515	82	3110
#46 Veteran Avenue and Ohio Avenue													
Base	35	341	37	15	155	105	281	727	39	26	500	43	2304
Added	0	9	0	0	5	-3	-1	19	1	0	20	0	50
Total	35	350	37	15	160	102	280	746	40	26	520	43	2354
#47 Westwood Boulevard and Ohio Avenue													
Base	130	1238	50	34	484	62	177	292	96	67	279	53	2962
Added	26	143	0	0	99	6	6	0	25	0	0	0	305
Total	156	1381	50	34	583	68	183	292	121	67	279	53	3267
#48 Sawtelle Boulevard and Santa Monica Boulevard													
Base	63	477	216	99	166	30	24	1240	22	125	1789	64	4316
Added	1	0	11	1	0	0	0	196	2	7	159	0	377
Total	64	477	227	100	166	30	24	1436	24	132	1948	64	4693
#49 San Diego Fwy SB Ramps and Santa Monica Boulevard													
Base	0	0	0	756	295	421	0	1096	439	626	1535	0	5168
Added	0	0	0	84	0	27	0	171	37	44	139	0	502
Total	0	0	0	840	295	448	0	1267	476	670	1674	0	5670
#50 San Diego Fwy NB Ramps and Santa Monica Boulevard													
Base	709	403	756	0	0	0	418	1495	0	0	1384	340	5505
Added	23	5	88	0	0	0	36	219	0	0	160	45	576
Total	732	408	844	0	0	0	454	1714	0	0	1544	385	6081
#51 Sepulveda Boulevard and Santa Monica Boulevard													
Base	216	874	142	156	791	193	104	1786	379	102	1345	147	6235
Added	1	29	0	8	20	4	1	302	4	2	201	7	579
Total	217	903	142	164	811	197	105	2088	383	104	1546	154	6814
#52 Veteran Avenue and Santa Monica Boulevard													
Base	67	278	57	139	153	69	106	1931	25	66	1386	63	4341
Added	0	4	0	-1	3	4	6	304	1	0	206	-1	526
Total	67	282	57	138	156	73	112	2235	26	66	1592	62	4867
#53 Westwood Boulevard and Santa Monica Boulevard													
Base	96	1058	77	229	554	79	147	1884	102	134	1352	135	5847
Added	4	142	9	7	102	16	20	273	3	6	183	6	771
Total	100	1200	86	236	656	95	167	2157	105	140	1535	141	6618

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project (Unsignalized as Signalized)- AM Peak

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#54 Mulholland Drive and Roscomare Road													
Base	205	0	79	0	0	0	0	749	429	193	545	0	2200
Added	12	0	0	0	0	0	0	1	18	0	0	0	31
Total	217	0	79	0	0	0	0	750	447	193	545	0	2231
#55 Roscomare Road and Stradella Road/Linda Flora Drive													
Base	13	78	8	94	444	17	17	1	40	9	0	34	755
Added	0	12	0	0	18	0	0	0	0	0	0	0	30
Total	13	90	8	94	462	17	17	1	40	9	0	34	785
#56 Bellagio Road and Chalon Road													
Base	32	125	0	0	524	21	12	0	42	0	0	0	755
Added	0	12	0	0	18	0	0	0	0	0	0	0	30
Total	32	137	0	0	542	21	12	0	42	0	0	0	785
#57 Beverly Glen Boulevard and Mulholland Drive													
Base	62	209	74	803	784	135	44	587	40	44	319	307	3408
Added	0	16	0	0	25	0	0	0	1	1	0	0	43
Total	62	225	74	803	809	135	44	587	41	45	319	307	3451
#58 Beverly Glen Boulevard and Greendale Drive													
Base	0	308	14	134	969	0	0	0	0	82	0	49	1556
Added	0	16	4	1	24	0	0	0	0	0	0	0	45
Total	0	324	18	135	993	0	0	0	0	82	0	49	1601

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project (Unsignalized as Signalized)- AM Peak

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/C	Future LOS	Future Del/ Veh	Future V/C	Change in
# 14 Levering Avenue and Montana Av	F	xxxxx	1.003	F	xxxxx	1.031	+ 0.028 V/C
# 28 Tiverton Drvie and Weyburn Ave	A	xxxxx	0.201	A	xxxxx	0.365	+ 0.163 V/C
# 40 Malcolm Avenue and Wilshire Bo	C	xxxxx	0.754	D	xxxxx	0.883	+ 0.129 V/C
# 55 Roscomare Road and Stradella R	A	xxxxx	0.529	A	xxxxx	0.544	+ 0.015 V/C
# 56 Bellagio Road and Chalon Road	A	xxxxx	0.525	A	xxxxx	0.540	+ 0.015 V/C

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-------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
       Future 2013 Without Project (Unsignalized as Signalized)- AM Peak
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #14 Levering Avenue and Montana Avenue
********************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):        1.031
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180              Level Of Service:                 F
********************************************************************************
Street Name:          Levering Avenue                  Montana Avenue
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  1! 0  0   0  0  0  0  0   0  0  0  1  0   0  1  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Feb 2008 << 800-900
Base Vol:     37    0     3    0    0     0    0  761   339    6  155     0
Growth Adj:  1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05  1.05
Initial Bse:  39    0     3    0    0     0    0  799   356    6  163     0
Added Vol:    14    0     0    0    0     0    0    0    20    0    0     0
PasserByVol:   0    0     0    0    0     0    0    0     0    0    0     0
Initial Fut:  53    0     3    0    0     0    0  799   376    6  163     0
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:   53    0     3    0    0     0    0  799   376    6  163     0
Reduct Vol:    0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:  53    0     3    0    0     0    0  799   376    6  163     0
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:  53    0     3    0    0     0    0  799   376    6  163     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1200 1200  1200 1200 1200  1200 1200 1200  1200 1200 1200  1200
Adjustment:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:       0.94 0.00  0.06 0.00 0.00  0.00 0.00 0.68  0.32 0.04 0.96  0.00
Final Sat.:  1133    0    68    0    0     0    0  816   384   45 1155     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.00  0.05 0.00 0.00  0.00 0.00 0.98  0.98 0.14 0.14  0.00
Crit Volume:               56         0             1175          6
Crit Moves:              ****                       ****       ****
********************************************************************************
```



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-------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
       Future 2013 Without Project (Unsignalized as Signalized)- AM Peak
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #28 Tiverton Drvie and Weyburn Avenue
********************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):        0.365
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        23              Level Of Service:                 A
********************************************************************************
Street Name:           Tiverton Drive                  Weyburn Avenue
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  1! 0  0   0  0  1! 0  0   0  1  0  0  0   0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Feb 2008 << 700-800
Base Vol:     13  106     7   27    0    32   26   36     0    0   34    17
Growth Adj:  1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05  1.05
Initial Bse:  14  111     7   28    0    34   27   38     0    0   36    18
Added Vol:     0    0     0    0    0     0    0   35     0    0   44     0
Int #25:       0    0     0    0    0     0    0   69     0    0  152     0
Initial Fut:  14  111     7   28    0    34   27  142     0    0  232    18
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:   14  111     7   28    0    34   27  142     0    0  232    18
Reduct Vol:    0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:  14  111     7   28    0    34   27  142     0    0  232    18
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:  14  111     7   28    0    34   27  142     0    0  232    18
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1200 1200  1200 1200 1200  1200 1200 1200  1200 1200 1200  1200
Adjustment:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:       0.10 0.84  0.06 0.46 0.00  0.54 0.16 0.84  0.00 0.00 0.93  0.07
Final Sat.:   124 1010    67  549    0   651  194 1006     0    0 1114    86
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.11  0.11 0.05 0.00  0.05 0.14 0.14  0.00 0.00 0.21  0.21
Crit Volume:      132          28              27                          250
Crit Moves:      ****        ****            ****                         ****
********************************************************************************
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-----------------------------------------------------------------------------
                UCLA NHIP and Amended LRDP Traffic Study
                           Los Angeles, CA
       Future 2013 Without Project (Unsignalized as Signalized)- AM Peak
-----------------------------------------------------------------------------
                   Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*****************************************************************************
Intersection #40 Malcolm Avenue and Wilshire Boulevard
*****************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        0.883
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:      123             Level Of Service:                 D
*****************************************************************************
Street Name:          Malcolm Avenue               Wilshire Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0     0     0    0     0     0    0     0     0    0     0     0
Lanes:       0  0  1! 0  0   0  0  1! 0  0   1  0  2  1  0   1  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Feb 2008 << 745-845
Base Vol:      3     0    45    3     1    40   65  1691    28   22  2184    53
Growth Adj:  1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05
Initial Bse:   3     0    47    3     1    42   68  1776    29   23  2293    56
Added Vol:     6     0     0   21     0     0    0   396    11    0   364    20
PasserByVol:   0     0     0    0     0     0    0     0     0    0     0     0
Initial Fut:   9     0    47   24     1    42   68  2172    40   23  2657    76
User Adj:    1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00
PHF Adj:     1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00
PHF Volume:    9     0    47   24     1    42   68  2172    40   23  2657    76
Reduct Vol:    0     0     0    0     0     0    0     0     0    0     0     0
Reduced Vol:   9     0    47   24     1    42   68  2172    40   23  2657    76
PCE Adj:     1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00
MLF Adj:     1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00
FinalVolume:   9     0    47   24     1    42   68  2172    40   23  2657    76
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1200  1200  1200 1200  1200  1200 1200  1200  1200 1200  1200  1200
Adjustment:  1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00
Lanes:       0.16  0.00  0.84 0.36  0.02  0.62 1.00  2.95  0.05 1.00  2.92  0.08
Final Sat.:   195     0  1005  431    19   750 1200  3534    66 1200  3500   100
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05  0.00  0.05 0.06  0.06  0.06 0.06  0.61  0.61 0.02  0.76  0.76
Crit Volume:                56   24               68                    911
Crit Moves:               ****  ****             ****                  ****
*****************************************************************************
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-----------------------------------------------------------------------------
                UCLA NHIP and Amended LRDP Traffic Study
                           Los Angeles, CA
       Future 2013 Without Project (Unsignalized as Signalized)- AM Peak
-----------------------------------------------------------------------------
                   Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*****************************************************************************
Intersection #55 Roscomare Road and Stradella Road/Linda Flora Drive
*****************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        0.544
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       32             Level Of Service:                 A
*****************************************************************************
Street Name:          Roscomare Road        Stradella Road/Linda Flora Drive
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0     0     0    0     0     0    0     0     0    0     0     0
Lanes:       0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Feb 2008 << 800-900
Base Vol:     12    74     8   90   423    16   16     1    38    9     0    32
Growth Adj:  1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05
Initial Bse:  13    78     8   94   444    17   17     1    40    9     0    34
Added Vol:     0    12     0    0    18     0    0     0     0    0     0     0
PasserByVol:   0     0     0    0     0     0    0     0     0    0     0     0
Initial Fut:  13    90     8   94   462    17   17     1    40    9     0    34
User Adj:    1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00
PHF Adj:     1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00
PHF Volume:   13    90     8   94   462    17   17     1    40    9     0    34
Reduct Vol:    0     0     0    0     0     0    0     0     0    0     0     0
Reduced Vol:  13    90     8   94   462    17   17     1    40    9     0    34
PCE Adj:     1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00
MLF Adj:     1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00
FinalVolume:  13    90     8   94   462    17   17     1    40    9     0    34
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1200  1200  1200 1200  1200  1200 1200  1200  1200 1200  1200  1200
Adjustment:  1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00
Lanes:       0.11  0.81  0.08 0.16  0.81  0.03 0.29  0.02  0.69 0.22  xxxx  0.78
Final Sat.:   137   972    91  198   967    35  349    22   829  263     0   937
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09  0.09  0.09 0.48  0.48  0.48 0.05  0.05  0.05 0.04  0.00  0.04
Crit Volume:  13                     573               58          9
Crit Moves:  ****                   ****             ****        ****
*****************************************************************************
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-------------------------------------------------------------------------------
                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
       Future 2013 Without Project (Unsignalized as Signalized)- AM Peak
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #56 Bellagio Road and Chalon Road
*******************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):         0.540
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        40              Level Of Service:                  A
*******************************************************************************
Street Name:          Bellagio Road                      Chalon Road
Approach:      North Bound     South Bound       East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:           Include          Include         Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  1  0  0  0   0  0  0  1  0   0  0  1! 0  0   0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Feb 2008 << 745-845
Base Vol:      30  119    0     0  499   20    11    0   40     0    0    0
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   32  125    0     0  524   21    12    0   42     0    0    0
Added Vol:      0   12    0     0   18    0     0    0    0     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   32  137    0     0  542   21    12    0   42     0    0    0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    32  137    0     0  542   21    12    0   42     0    0    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   32  137    0     0  542   21    12    0   42     0    0    0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   32  137    0     0  542   21    12    0   42     0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1200 1200  1200  1200 1200  1200  1200 1200  1200  1200 1200  1200
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.19 0.81  0.00  0.00 0.96  0.04  0.22 0.00  0.78  0.00 0.00  0.00
Final Sat.:   224  976    0     0 1155   45   259    0  941     0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.14  0.00  0.00 0.47  0.47  0.04 0.00  0.04  0.00 0.00  0.00
Crit Volume:   32                    563                   54          0
Crit Moves:  ****                  ****                  ****
*******************************************************************************
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UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project (Unsignalized as Signalized)- PM Peak

Scenario Report

Scenario:	Future Without Project PM Peak
Command:	Future Without Project PM Peak
Volume:	Future PM
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	PM Peak
Trip Distribution:	Project
Paths:	Project
Routes:	Default Route
Configuration:	Future

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project (Unsignalized as Signalized)- PM Peak

Trip Generation Report

Forecast for PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	#1- NA FBI	1.00	FBI Office- 11	0.00	0.00	0	0	0	0.0
2	#2	1.00	Palazzo Westwo	266.00	237.00	266	237	503	8.4
	Zone 2 Subtotal		....			266	237	503	8.4
3	#3	1.00	Mixed-Use - S/	195.00	271.00	195	271	466	7.7
	Zone 3 Subtotal		....			195	271	466	7.7
4	#4	1.00	Theater Expans	8.00	8.00	8	8	16	0.3
	Zone 4 Subtotal		....			8	8	16	0.3
5	#5, 17	1.00	Mixed-Use- 108	-16.00	-25.00	-16	-25	-41	-0.7
5	#5, 17	1.00	Residential Ho	17.00	15.00	17	15	32	0.5
	Zone 5 Subtotal		....			1	-10	-9	-0.1
6	#6	1.00	Apartments- 86	6.00	3.00	6	3	9	0.1
	Zone 6 Subtotal		....			6	3	9	0.1
7	#7	1.00	Condos- 10804	34.00	17.00	34	17	51	0.8
	Zone 7 Subtotal		....			34	17	51	0.8
8	#8, 25, 61	1.00	Condos- 10776	18.00	-3.00	18	-3	15	0.2
8	#8, 25, 61	1.00	Condos-10763 W	22.00	11.00	22	11	33	0.5
8	#8, 25, 61	1.00	Condos- 10710	23.00	12.00	23	12	35	0.6
	Zone 8 Subtotal		....			63	20	83	1.4
9	#9	1.00	Private School	0.00	9.00	0	9	9	0.1
	Zone 9 Subtotal		....			0	9	9	0.1
10	#10	1.00	Fox Studio Exp	54.00	226.00	54	226	280	4.7
	Zone 10 Subtotal		....			54	226	280	4.7
11	#11, 12, 45,	1.00	High School Ex	37.00	55.00	37	55	92	1.5
11	#11, 12, 45,	1.00	Private School	65.00	166.00	65	166	231	3.8
11	#11, 12, 45,	1.00	Condos- 1333 S	2.00	1.00	2	1	3	0.0
11	#11, 12, 45,	1.00	Condos- 552-55	3.00	2.00	3	2	5	0.1
	Zone 11 Subtotal		....			107	224	331	5.5
12	#13	1.00	Wilshire/Comst	13.00	6.00	13	6	19	0.3
	Zone 12 Subtotal		....			13	6	19	0.3
13	#14, 15, 43	1.00	ABC Entertainm	-683.00	-216.00	-683	-216	-899	-14
13	#14, 15, 43	1.00	Condos- 10131	-49.00	-105.00	-49	-105	-154	-2.
	Zone 13 Subtotal		....			-732	-321	-1053	-17.5

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project (Unsignalized as Signalized)- PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
14	#16, 35	1.00	Condos- 527 Mi	61.00	30.00	61	30	91	1.5
14	#16, 35	1.00	Condos- 430 Ke	15.00	7.00	15	7	22	0.4
	Zone 14 Subtotal					76	37	113	1.9
15	#18	1.00	Health/Fitness	19.00	18.00	19	18	37	0.6
	Zone 15 Subtotal					19	18	37	0.6
16	# 19	1.00	Condos-1826 S	6.00	3.00	6	3	9	0.1
	Zone 16 Subtotal					6	3	9	0.1
17	#20	1.00	Condos- 1417 S	6.00	3.00	6	3	9	0.1
	Zone 17 Subtotal					6	3	9	0.1
18	#21	1.00	New Car Sales-	3.00	4.00	3	4	7	0.1
	Zone 18 Subtotal					3	4	7	0.1
19	#22, 70	1.00	Condos- 1625 S	7.00	3.00	7	3	10	0.2
19	#22, 70	1.00	Mixed-Use- 115	43.00	21.00	43	21	64	1.1
	Zone 19 Subtotal					50	24	74	1.2
20	#23, 24	1.00	Condos- 1525 S	7.00	3.00	7	3	10	0.2
20	#23, 24	1.00	Condos- 1633 S	6.00	3.00	6	3	9	0.1
	Zone 20 Subtotal					13	6	19	0.3
21	#26	1.00	Condos- 2037 S	6.00	3.00	6	3	9	0.1
	Zone 21 Subtotal					6	3	9	0.1
22	#27, 63, 65	1.00	Office- 12233	140.00	36.00	140	36	176	2.9
22	#27, 63, 65	1.00	Westside Media	16.00	15.00	16	15	31	0.5
22	#27, 63, 65	1.00	SM Apt Project	45.00	25.00	45	25	70	1.2
	Zone 22 Subtotal					201	76	277	4.6
23	#28, 32	1.00	Condos- 1511 S	6.00	3.00	6	3	9	0.1
23	#28, 32	1.00	Condos- 1517 B	8.00	4.00	8	4	12	0.2
	Zone 23 Subtotal					14	7	21	0.3
24	#29, 54	1.00	Mixed-Use- 116	37.00	71.00	37	71	108	1.8
24	#29, 54	1.00	Office- 11677	29.00	144.00	29	144	173	2.9
	Zone 24 Subtotal					66	215	281	4.7
25	#30	1.00	Mausoleum Bldg	1.00	2.00	1	2	3	0.0
	Zone 25 Subtotal					1	2	3	0.0
26	#31	1.00	Condos- 10617	6.00	3.00	6	3	9	0.1
	Zone 26 Subtotal					6	3	9	0.1

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project (Unsignalized as Signalized)- PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
27	#33	1.00	Apts- 1817 S B	5.00	2.00	5	2	7	0.1
	Zone 27 Subtotal					5	2	7	0.1
28	#34	1.00	Live/Work- 115	27.00	14.00	27	14	41	0.7
	Zone 28 Subtotal					27	14	41	0.7
29	#36	1.00	Restaurant- 10	23.00	11.00	23	11	34	0.6
	Zone 29 Subtotal					23	11	34	0.6
30	#37, 56, 57	1.00	Condos- 1807 S	6.00	3.00	6	3	9	0.1
30	#37, 56, 57	1.00	Auto Service-	4.00	3.00	4	3	7	0.1
30	#37, 56, 57	1.00	Office- SW Cor	18.00	89.00	18	89	107	1.8
	Zone 30 Subtotal					28	95	123	2.0
31	#38	1.00	Condos- 2263 S	5.00	3.00	5	3	8	0.1
	Zone 31 Subtotal					5	3	8	0.1
32	#39	1.00	Cooking School	3.00	2.00	3	2	5	0.1
	Zone 32 Subtotal					3	2	5	0.1
33	#40	1.00	Bank- 1762 Wes	73.00	67.00	73	67	140	2.3
	Zone 33 Subtotal					73	67	140	2.3
34	#41- NA-Alre	1.00	Westside Pavil	0.00	0.00	0	0	0	0.0
35	#42, 49	1.00	Le Lycee Franc	46.00	62.00	46	62	108	1.8
35	#42, 49	1.00	Mixed-Use- 106	15.00	15.00	15	15	30	0.5
	Zone 35 Subtotal					61	77	138	2.3
36	#44, 60, 67	1.00	Discounted Sto	152.00	152.00	152	152	304	5.1
36	#44, 60, 67	1.00	Olympic-Stoner	47.00	59.00	47	59	106	1.8
36	#44, 60, 67	1.00	Bed, Bath & Be	0.00	0.00	0	0	0	0.0
	Zone 36 Subtotal					199	211	410	6.8
37	#46	1.00	Belmont Villag	22.00	19.00	22	19	41	0.7
	Zone 37 Subtotal					22	19	41	0.7
38	#47, B12, B3	1.00	Apts- 10000 W	102.00	-115.00	102	-115	-13	-0.
38	#47, B12, B3	1.00	Hotel- 150 Las	13.00	12.00	13	12	25	0.4
38	#47, B12, B3	1.00	Beverly Hilton	100.00	61.00	100	61	161	2.7
	Zone 38 Subtotal					215	-42	173	2.9
39	#48	1.00	Mixed-Use- 109	29.00	25.00	29	25	54	0.9
	Zone 39 Subtotal					29	25	54	0.9
40	#50	1.00	Regent Westwoo	238.00	134.00	238	134	372	6.2
	Zone 40 Subtotal					238	134	372	6.2

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project (Unsignalized as Signalized)- PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
41	#51	1.00	Office- 1100 W	20.00	90.00	20	90	110	1.8
	Zone 41 Subtotal					20	90	110	1.8
42	#52	1.00	Del Capri Hote	35.00	19.00	35	19	54	0.9
	Zone 42 Subtotal					35	19	54	0.9
43	#53	1.00	Condos- 11611	7.00	3.00	7	3	10	0.2
	Zone 43 Subtotal					7	3	10	0.2
44	#55	1.00	Retail- 11305	16.00	17.00	16	17	33	0.5
	Zone 44 Subtotal					16	17	33	0.5
45	#58	1.00	Fastfood- 1086	42.00	41.00	42	41	83	1.4
	Zone 45 Subtotal					42	41	83	1.4
46	#59	1.00	Brentwood Reta	46.00	52.00	46	52	98	1.6
	Zone 46 Subtotal					46	52	98	1.6
47	#B1, B5, B11	1.00	Young Israel-	4.00	4.00	4	4	8	0.1
47	#B1, B5, B11	1.00	Retail Expansi	2.00	3.00	2	3	5	0.1
47	#B1, B5, B11	1.00	Cultural Cente	16.00	40.00	16	40	56	0.9
47	#B1, B5, B11	1.00	Condos- 437-44	5.00	3.00	5	3	8	0.1
47	#B1, B5, B11	1.00	Service Facili	90.00	89.00	90	89	179	3.0
47	#B1, B5, B11	1.00	Mixed-Use- 421	31.00	47.00	31	47	78	1.3
47	#B1, B5, B11	1.00	Condos- 432 N	12.00	6.00	12	6	18	0.3
	Zone 47 Subtotal					160	192	352	5.8
48	#B2, B3, B6,	1.00	Beverly Hills	141.00	97.00	141	97	238	4.0
48	#B2, B3, B6,	1.00	Mixed-Use- 265	44.00	119.00	44	119	163	2.7
48	#B2, B3, B6,	1.00	Condos- 125 S	14.00	7.00	14	7	21	0.3
48	#B2, B3, B6,	1.00	Medical Plaza-	52.00	116.00	52	116	168	2.8
48	#B2, B3, B6,	1.00	Commercial/Ret	14.00	18.00	14	18	32	0.5
48	#B2, B3, B6,	1.00	Mixed-Use- 131	46.00	69.00	46	69	115	1.9
48	#B2, B3, B6,	1.00	Assisted Care	8.00	7.00	8	7	15	0.2
48	#B2, B3, B6,	1.00	Senior Congreg	7.00	6.00	7	6	13	0.2
48	#B2, B3, B6,	1.00	Screening Room	4.00	1.00	4	1	5	0.1
48	#B2, B3, B6,	1.00	Mixed-Use- 920	51.00	31.00	51	31	82	1.4
48	#B2, B3, B6,	1.00	Mixed-Use- 959	43.00	33.00	43	33	76	1.3
48	#B2, B3, B6,	1.00	Hotel- 9730 Wi	64.00	56.00	64	56	120	2.0
48	#B2, B3, B6,	1.00	Condos- 140-14	4.00	2.00	4	2	6	0.1
48	#B2, B3, B6,	1.00	Condos- 133 Sp	1.00	1.00	1	1	2	0.0
48	#B2, B3, B6,	1.00	Office/Medical	7.00	21.00	7	21	28	0.5
48	#B2, B3, B6,	1.00	Condos- 156-16	5.00	3.00	5	3	8	0.1
48	#B2, B3, B6,	1.00	Condos- 144 Re	1.00	1.00	1	1	2	0.0
48	#B2, B3, B6,	1.00	Condos- 155 N	1.00	1.00	1	1	2	0.0
	Zone 48 Subtotal					507	589	1096	18.2

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project (Unsignalized as Signalized)- PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
49	#B4, B14, B2	1.00	Church Expansi	1.00	0.00	1	0	1	0.0
49	#B4, B14, B2	1.00	Synagogue/Priv	7.00	8.00	7	8	15	0.2
49	#B4, B14, B2	1.00	Apts- 428-430	1.00	0.00	1	0	1	0.0
49	#B4, B14, B2	1.00	Condos- 313-31	3.00	2.00	3	2	5	0.1
	Zone 49 Subtotal					12	10	22	0.4
50	#B18, B21	1.00	Beverly Hills	21.00	140.00	21	140	161	2.7
50	#B18, B21	1.00	Robinson's May	20.00	-19.00	20	-19	1	0.0
	Zone 50 Subtotal					41	121	162	2.7
51	#B27	1.00	Health Spa- 96	4.00	4.00	4	4	8	0.1
	Zone 51 Subtotal					4	4	8	0.1
52	#62-NA Whole	1.00	Whole Foods Ma	0.00	0.00	0	0	0	0.0
53	#64	1.00	New West Middl	51.00	47.00	51	47	98	1.6
	Zone 53 Subtotal					51	47	98	1.6
54	#66	1.00	Union Bank of	32.00	32.00	32	32	64	1.1
	Zone 54 Subtotal					32	32	64	1.1
55	#68	1.00	Leo Baeck Temp	165.00	199.00	165	199	364	6.0
	Zone 55 Subtotal					165	199	364	6.0
56	#69	1.00	Convenience St	50.00	48.00	50	48	98	1.6
	Zone 56 Subtotal					50	48	98	1.6
57	#71	1.00	Westwood Villa	42.00	40.00	42	40	82	1.4
	Zone 57 Subtotal					42	40	82	1.4
58	#72	1.00	Office Bldg- 2	9.00	41.00	9	41	50	0.8
	Zone 58 Subtotal					9	41	50	0.8
59	Hekmat Mixed	1.00	Mixed Use	60.00	55.00	60	55	115	1.9
	Zone 59 Subtotal					60	55	115	1.9
TOTAL						2709	3309	6018	100.0

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project (Unsignalized as Signalized)- PM Peak

Trip Distribution Report

Percent Of Trips Project

Zone	To Gates 1	2	3	4	5	6	9	10	11	12	13
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
3	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
4	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
5	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
6	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
7	15.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
8	15.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
9	5.0	5.0	5.0	5.0	5.0	20.0	5.0	0.0	0.0	0.0	0.0
10	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
11	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
12	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
13	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
14	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	5.0	10.0	5.0	0.0
16	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
17	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
18	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
19	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
20	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
21	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
22	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
23	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	2.5	2.5
24	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
25	15.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
26	10.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
27	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
28	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
29	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
30	10.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
31	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
32	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
33	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	10.0	0.0	0.0
34	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
35	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
36	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
37	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
38	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
39	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
40	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
41	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
42	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
43	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
44	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project (Unsignalized as Signalized)- PM Peak

Zone	To Gates 1	2	3	4	5	6	9	10	11	12	13
45	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
46	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
47	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
48	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
49	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
50	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
51	5.0	5.0	5.0	5.0	5.0	20.0	5.0	0.0	0.0	0.0	0.0
52	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
53	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
54	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
55	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	5.0
56	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	10.0	0.0	0.0
57	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
58	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
59	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0

Zone	To Gates 14	15	16	17	18	19	20	21	22	23	28
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
3	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
4	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
5	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
6	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
7	5.0	0.0	5.0	5.0	5.0	15.0	0.0	0.0	0.0	0.0	0.0
8	5.0	0.0	5.0	5.0	5.0	15.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	2.5	0.0	5.0	2.5	5.0	0.0	0.0	0.0	0.0
10	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
11	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
12	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
13	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
14	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
15	10.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
17	5.0	0.0	5.0	5.0	0.0	10.0	0.0	3.0	0.0	0.0	0.0
18	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
20	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
21	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
23	5.0	2.5	5.0	2.5	0.0	10.0	0.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	5.0	0.0	0.0
25	5.0	0.0	5.0	5.0	5.0	15.0	0.0	0.0	0.0	0.0	0.0
26	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
27	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
28	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project (Unsignalized as Signalized)- PM Peak

Zone	To Gates 14	15	16	17	18	19	20	21	22	23	28
29	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
30	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
31	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
32	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
33	5.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
34	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
35	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
36	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
37	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
38	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
39	5.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
40	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
41	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
42	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
43	5.0	0.0	5.0	0.0	0.0	10.0	0.0	0.0	5.0	0.0	0.0
44	0.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
45	5.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
46	5.0	0.0	5.0	0.0	0.0	10.0	0.0	0.0	5.0	0.0	0.0
47	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
48	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
49	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
50	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
51	0.0	0.0	2.5	0.0	5.0	2.5	5.0	0.0	0.0	0.0	0.0
52	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
53	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
54	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
55	0.0	0.0	5.0	0.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0
56	5.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
57	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
58	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
59	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0

Zone	To Gates 29	30
1	0.0	0.0
2	2.0	2.0
3	2.0	2.0
4	2.0	2.0
5	2.0	2.0
6	0.0	0.0
7	0.0	0.0
8	0.0	0.0
9	0.0	0.0
10	0.0	0.0
11	0.0	0.0
12	0.0	0.0

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project (Unsignalized as Signalized)- PM Peak

Zone	To Gates 29	30
13	0.0	0.0
14	2.0	2.0
15	0.0	0.0
16	0.0	0.0
17	0.0	0.0
18	0.0	0.0
19	0.0	0.0
20	0.0	0.0
21	0.0	0.0
22	0.0	0.0
23	0.0	0.0
24	0.0	0.0
25	0.0	0.0
26	0.0	0.0
27	0.0	0.0
28	0.0	0.0
29	2.0	2.0
30	0.0	0.0
31	0.0	0.0
32	0.0	0.0
33	0.0	0.0
34	0.0	0.0
35	0.0	0.0
36	0.0	0.0
37	0.0	0.0
38	0.0	0.0
39	0.0	0.0
40	2.0	2.0
41	2.0	2.0
42	0.0	0.0
43	0.0	0.0
44	0.0	0.0
45	0.0	0.0
46	0.0	0.0
47	0.0	0.0
48	0.0	0.0
49	0.0	0.0
50	0.0	0.0
51	0.0	0.0
52	0.0	0.0
53	0.0	0.0
54	2.0	2.0
55	0.0	0.0
56	0.0	0.0
57	2.0	2.0
58	0.0	0.0
59	2.0	2.0

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UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project (Unsignalized as Signalized)- PM Peak

Turning Movement Report
PM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Sepulveda Boulevard and Church Ln/Ovada Pl													
Base	4	1702	237	3	923	383	586	107	19	68	101	7	4141
Added	0	136	0	0	59	50	17	0	0	0	0	0	262
Total	4	1838	237	3	982	433	603	107	19	68	101	7	4403
#2 Church Lane and San Diego Fwy SB On/Off Ramp													
Base	6	668	261	101	479	0	5	3	9	945	1	27	2506
Added	0	17	0	20	30	0	0	0	0	68	0	0	135
Total	6	685	261	121	509	0	5	3	9	1013	1	27	2641
#3 Church Lane and Sunset Boulevard													
Base	132	41	81	559	97	753	427	1280	35	29	904	443	4781
Added	0	0	0	78	0	20	17	0	0	0	1	0	116
Total	132	41	81	637	97	773	444	1280	35	29	905	443	4897
#4 San Diego Fwy NB On/Off Ramps and Sunset Boulevard													
Base	102	0	87	0	0	0	0	1046	914	0	1281	0	3429
Added	0	0	0	0	0	0	0	78	0	0	69	0	147
Total	102	0	87	0	0	0	0	1124	914	0	1350	0	3576
#5 Veteran Avenue and Sunset Boulevard													
Base	392	0	416	0	0	0	0	902	159	288	1414	0	3570
Added	59	0	23	0	0	0	0	10	68	26	10	0	196
Total	451	0	439	0	0	0	0	912	227	314	1424	0	3766
#6 Bellagio Way and Sunset Boulevard													
Base	274	101	32	58	6	143	350	899	86	16	1295	118	3376
Added	0	0	0	8	0	21	20	13	0	0	15	7	84
Total	274	101	32	66	6	164	370	912	86	16	1310	125	3460
#7 Westwood Bouevard and Sunset Boulevard													
Base	205	0	201	0	0	0	0	914	99	48	1266	0	2732
Added	0	0	0	0	0	0	0	21	0	0	22	0	43
Total	205	0	201	0	0	0	0	935	99	48	1288	0	2775
#8 Stone Canyon Road and Sunset Boulevard													
Base	146	0	137	65	0	106	125	1274	130	166	1027	23	3198
Added	0	0	0	0	0	0	0	21	0	0	22	0	43
Total	146	0	137	65	0	106	125	1295	130	166	1049	23	3241
#9 Hilgard Avenue/Copa De Oro Road and Sunset Boulevard													
Base	273	35	382	37	72	21	3	1202	126	166	915	7	3239
Added	7	0	55	0	0	0	0	13	8	56	15	0	154
Total	280	35	437	37	72	21	3	1215	134	222	930	7	3393

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project (Unsignalized as Signalized)- PM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#10 Beverly Glen Boulevard and Sunset Boulevard													
Base	233	175	610	109	71	20	17	1350	63	408	1008	83	4149
Added	0	0	57	0	0	0	0	68	0	28	71	0	224
Total	233	175	667	109	71	20	17	1418	63	436	1079	83	4373
#11 Beverly Glen Boulevard and Sunset Boulevard (East I/S)													
Base	0	0	0	121	0	382	905	1287	0	0	953	132	3781
Added	0	0	0	3	0	41	36	89	0	0	58	1	228
Total	0	0	0	124	0	423	941	1376	0	0	1011	133	4009
#12 Sepulveda Boulevard and San Diego Fwy NB Off-Ramp													
Base	0	1681	0	0	898	0	97	0	26	0	0	0	2702
Added	0	31	0	0	34	0	34	0	0	0	0	0	99
Total	0	1712	0	0	932	0	131	0	26	0	0	0	2801
#13 Sepulveda Boulevard and Montana Avenue													
Base	133	1474	123	59	660	16	3	96	120	169	198	267	3318
Added	0	44	21	26	33	0	0	0	0	2	0	25	151
Total	133	1518	144	85	693	16	3	96	120	171	198	292	3469
#14 Levering Avenue and Montana Avenue													
Base	266	0	8	0	0	0	0	338	111	1	531	0	1256
Added	27	0	0	0	0	0	0	0	47	0	0	0	74
Total	293	0	8	0	0	0	0	338	158	1	531	0	1330
#15 Veteran Avenue and Montana Avenue/Galey Avenue													
Base	57	475	27	61	309	51	121	166	55	23	440	298	2082
Added	0	82	0	0	94	0	0	0	0	0	0	0	176
Total	57	557	27	61	403	51	121	166	55	23	440	298	2258
#16 Galey Avenue and Strathmore Place													
Base	23	381	180	127	164	14	8	107	19	335	160	353	1870
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	23	381	180	127	164	14	8	107	19	335	160	353	1870
#17 Veteran Avenue and Levering Avenue													
Base	183	574	42	23	369	5	0	43	87	55	101	71	1553
Added	14	40	15	41	53	0	0	31	16	16	13	42	281
Total	197	614	57	64	422	5	0	74	103	71	114	113	1834
#18 Hilgard Avenue and Wyton Drive													
Base	123	654	45	35	393	24	53	116	336	21	27	13	1839
Added	0	61	0	0	64	0	0	0	0	0	0	0	125
Total	123	715	45	35	457	24	53	116	336	21	27	13	1964

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project (Unsignalized as Signalized)- PM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#19 Beverly Glen Blvd and Wyton Dr/Comstock Ave [5-Leg Intersection- Wyton Split													
Base	26	763	15	29	481	12	20	33	27	48	69	129	1653
Added	0	57	0	0	28	0	0	0	0	0	0	0	85
Total	26	820	15	29	509	12	20	33	27	48	69	129	1738
#20 Hilgard Avenue and Westholme Avenue													
Base	102	589	33	76	564	41	205	243	158	28	54	49	2140
Added	0	61	0	0	64	0	0	0	0	0	0	0	125
Total	102	650	33	76	628	41	205	243	158	28	54	49	2265
#21 Hilgard Avenue and Manning Avenue													
Base	0	659	8	67	895	0	0	0	0	11	0	24	1664
Added	0	61	0	0	64	0	0	0	0	0	0	0	125
Total	0	720	8	67	959	0	0	0	0	11	0	24	1789
#22 Gayley Avenue and Le Conte Avenue													
Base	64	420	214	200	1089	37	15	133	13	210	315	165	2874
Added	0	0	3	0	0	0	0	40	0	3	63	0	109
#25 In	0	34	-72	-73	73	0	0	-73	73	-34	-34	-34	-140
Total	64	454	145	127	1162	37	15	100	86	179	344	131	2843
#23 Westwood Boulevard and Le Conte Avenue													
Base	105	345	161	108	470	223	94	429	107	170	416	65	2694
Added	178	0	6	0	0	0	0	23	226	6	18	0	457
#25	0	0	0	0	0	0	0	-218	0	0	-102	0	-320
Total	283	345	167	108	470	223	94	234	333	176	332	65	2831
#24 Tiverton Drive and Le Conte Avenue													
Base	37	71	43	97	84	204	134	508	137	23	476	41	1854
Added	0	0	0	0	0	0	0	22	0	0	17	0	39
#25 In	0	0	0	0	0	0	0	-218	0	0	-102	0	-320
Total	37	71	43	97	84	204	134	312	137	23	391	41	1573
#25 Hilgard Avenue and Le Conte Avenue													
Base	59	300	11	26	493	386	338	0	85	11	0	29	1739
Added	0	39	0	0	46	17	22	0	0	0	0	0	124
#25 In	0	0	218	0	0	0	0	0	0	102	0	0	320
Total	59	339	229	26	539	403	360	0	85	113	0	29	2183
#26 Gayley Avenue and Weyburn Avenue													
Base	62	520	215	66	991	295	92	174	34	116	174	92	2832
Added	0	8	125	12	8	0	0	66	0	70	46	13	348
#25 In	0	0	72	146	0	0	0	0	0	34	34	34	320
Total	62	528	412	224	999	295	92	240	34	220	254	139	3500

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project (Unsignalized as Signalized)- PM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#27 Westwood Boulevard and Weyburn Avenue													
Base	153	678	116	42	699	105	83	151	144	101	230	50	2553
Added	20	184	174	0	232	0	0	39	16	151	44	0	860
#25 In	0	0	0	0	0	0	0	218	0	0	102	0	320
Total	173	862	290	42	931	105	83	408	160	252	376	50	3733
#28 Tiverton Drvie and Weyburn Avenue													
Base	23	64	47	104	0	170	70	177	1	1	100	33	791
Added	0	0	0	0	0	0	0	78	0	0	89	0	167
#25 In	0	0	0	0	0	0	0	218	0	0	102	0	320
Total	23	64	47	104	0	170	70	473	1	1	291	33	1278
#29 Hilgard Avenue and Weyburn Avenue													
Base	51	360	22	27	561	53	58	104	175	14	38	21	1484
Added	0	-1	0	0	0	46	40	38	0	0	43	0	166
#25 In	0	0	0	0	0	102	218	0	0	0	0	0	320
Total	51	359	22	27	561	201	316	142	175	14	81	21	1970
#30 Westwood Boulevard and Kinross Avenue													
Base	82	776	36	39	781	124	101	226	99	17	134	42	2456
Added	74	372	14	1	397	0	0	1	42	64	5	6	976
Total	156	1148	50	40	1178	124	101	227	141	81	139	48	3432
#31 Westwood Boulevard and Lindbrook Drive													
Base	1	747	182	29	856	16	32	137	57	93	254	44	2447
Added	0	460	0	0	502	0	0	0	0	-2	0	0	960
Total	1	1207	182	29	1358	16	32	137	57	91	254	44	3407
#32 Glendon/Tiverton/Lindbrook													
Base	32	131	193	38	130	161	33	235	19	415	270	56	1712
Added	0	3	1	0	14	0	0	0	0	-6	-2	0	10
Total	32	134	194	38	144	161	33	235	19	409	268	56	1722
#33 Sepulveda Boulevard and Constitution Avenue													
Base	20	1091	2	4	865	105	558	2	80	11	5	5	2748
Added	0	31	0	0	34	0	0	0	0	0	0	0	65
Total	20	1122	2	4	899	105	558	2	80	11	5	5	2813
#34 San Vicente Bouevard and Wilshire Bouelvard													
Base	100	390	242	1119	337	49	11	1033	21	132	1804	827	6065
Added	10	50	5	117	47	6	13	208	23	7	204	119	809
Total	110	440	247	1236	384	55	24	1241	44	139	2008	946	6874
#35 Sepulveda Boulevard and Wilshire Boulevard													
Base	129	583	272	113	457	137	147	1929	41	305	2395	177	6684
Added	6	12	45	13	12	10	8	650	7	43	703	11	1520
Total	135	595	317	126	469	147	155	2579	48	348	3098	188	8204

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project (Unsignalized as Signalized)- PM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#36 Veteran Avenue and Wilshire Boulevard													
Base	233	677	147	82	1073	1604	422	2176	48	44	2542	30	9079
Added	4	4	22	1	2	14	11	693	4	16	739	1	1511
Total	237	681	169	83	1075	1618	433	2869	52	60	3281	31	10590
#37 Gayley Avenue and Wilshire Boulevard													
Base	223	305	107	137	472	679	349	1932	97	40	1723	85	6148
Added	0	0	0	21	0	110	169	547	0	0	646	23	1516
Total	223	305	107	158	472	789	518	2479	97	40	2369	108	7664
#38 Westwood Boulevard and Wilshire Boulevard													
Base	158	499	187	172	631	248	219	1769	249	172	1611	108	6023
Added	17	155	44	80	153	268	212	331	17	49	376	93	1795
Total	175	654	231	252	784	516	431	2100	266	221	1987	201	7818
#39 Glendon Avenue and Wilshire Bouelvard													
Base	60	215	48	137	285	114	123	2014	38	19	1557	85	4695
Added	1	0	0	14	0	-6	1	454	1	0	523	3	991
Total	61	215	48	151	285	108	124	2468	39	19	2080	88	5686
#40 Malcolm Avenue and Wilshire Boulevard													
Base	3	1	42	12	1	53	27	2083	60	17	1670	33	4001
Added	6	0	0	36	0	0	0	453	4	0	520	43	1062
Total	9	1	42	48	1	53	27	2536	64	17	2189	76	5063
#41 Westholme Avenue and Wilshire Boulevard													
Base	46	78	57	98	228	12	39	1974	66	55	1644	126	4422
Added	5	0	3	0	0	0	0	463	2	3	558	0	1034
Total	51	78	60	98	228	12	39	2437	68	58	2202	126	5456
#42 Warner Avenue and Wilshire Boulevard													
Base	38	24	34	89	68	44	35	2059	28	11	1812	51	4293
Added	0	0	0	0	0	0	0	455	0	0	558	0	1013
Total	38	24	34	89	68	44	35	2514	28	11	2370	51	5306
#43 Beverly Glen Boulevard and Wilshire Boulevard													
Base	163	482	57	57	412	56	120	1768	274	106	1678	49	5221
Added	13	5	53	37	-16	7	6	455	-13	22	534	46	1149
Total	176	487	110	94	396	63	126	2223	261	128	2212	95	6370
#44 Sawtelle Boulevard and Ohio Avenue													
Base	59	93	98	78	459	126	56	458	33	99	550	53	2160
Added	1	0	0	0	0	0	0	18	1	0	17	0	37
Total	60	93	98	78	459	126	56	476	34	99	567	53	2197

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project (Unsignalized as Signalized)- PM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#45 Sepulveda Boulevard and Ohio Avenue													
Base	152	692	133	120	890	207	99	417	45	71	501	38	3365
Added	3	61	4	3	58	0	0	15	4	2	14	3	167
Total	155	753	137	123	948	207	99	432	49	73	515	41	3532
#46 Veteran Avenue and Ohio Avenue													
Base	27	344	47	18	386	164	152	527	48	152	504	45	2416
Added	1	27	0	0	19	3	2	15	1	0	14	0	82
Total	28	371	47	18	405	167	154	542	49	152	518	45	2498
#47 Westwood Boulevard and Ohio Avenue													
Base	96	902	43	46	1284	122	93	244	83	89	258	43	3303
Added	17	216	0	0	218	3	2	0	17	0	0	0	473
Total	113	1118	43	46	1502	125	95	244	100	89	258	43	3776
#48 Sawtelle Boulevard and Santa Monica Boulevard													
Base	78	377	413	126	558	33	15	1352	33	177	1262	71	4494
Added	2	0	8	0	0	0	0	200	1	9	248	1	469
Total	80	377	421	126	558	33	15	1552	34	186	1510	72	4963
#49 San Diego Fwy SB Ramps and Santa Monica Boulevard													
Base	0	0	0	396	557	203	0	1656	260	588	1238	0	4897
Added	0	0	0	-21	0	57	0	164	44	29	201	0	474
Total	0	0	0	375	557	260	0	1820	304	617	1439	0	5371
#50 San Diego Fwy NB Ramps and Santa Monica Boulevard													
Base	470	529	431	0	0	0	523	1436	0	0	1420	498	5307
Added	57	21	-21	0	0	0	40	103	0	0	173	34	407
Total	527	550	410	0	0	0	563	1539	0	0	1593	532	5714
#51 Sepulveda Boulevard and Santa Monica Boulevard													
Base	174	836	213	153	1179	210	152	1474	319	200	1418	170	6498
Added	4	57	2	7	54	3	4	78	1	0	199	7	416
Total	178	893	215	160	1233	213	156	1552	320	200	1617	177	6914
#52 Veteran Avenue and Santa Monica Boulevard													
Base	65	298	48	129	561	62	183	1626	33	93	1483	90	4671
Added	0	11	0	1	7	11	16	70	1	0	195	2	314
Total	65	309	48	130	568	73	199	1696	34	93	1678	92	4985
#53 Westwood Boulevard and Santa Monica Boulevard													
Base	111	910	104	207	1426	128	172	1495	138	205	1445	242	6582
Added	4	203	8	6	200	27	24	39	3	10	163	6	693
Total	115	1113	112	213	1626	155	196	1534	141	215	1608	248	7275

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project (Unsignalized as Signalized)- PM Peak

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#54 Mulholland Drive and Roscomare Road													
Base	302	0	152	0	0	0	0	337	107	47	623	0	1569
Added	27	0	0	0	0	0	0	0	29	0	1	0	57
Total	329	0	152	0	0	0	0	337	136	47	624	0	1626
#55 Roscomare Road and Stradella Road/Linda Flora Drive													
Base	23	410	6	39	61	13	15	0	11	6	1	62	646
Added	0	27	0	0	29	0	0	0	0	0	0	0	56
Total	23	437	6	39	90	13	15	0	11	6	1	62	702
#56 Bellagio Road and Chalon Road													
Base	70	533	0	0	103	25	12	0	13	0	0	0	756
Added	0	27	0	0	29	0	0	0	0	0	0	0	56
Total	70	560	0	0	132	25	12	0	13	0	0	0	812
#57 Beverly Glen Boulevard and Mulholland Drive													
Base	42	811	85	216	377	38	54	204	39	47	562	739	3213
Added	1	37	1	0	39	0	0	0	0	0	0	0	78
Total	43	848	86	216	416	38	54	204	39	47	562	739	3291
#58 Beverly Glen Boulevard and Greendale Drive													
Base	0	1138	9	65	434	0	0	0	0	46	0	231	1924
Added	0	37	0	0	39	0	0	0	0	4	0	1	81
Total	0	1175	9	65	473	0	0	0	0	50	0	232	2005

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project (Unsignalized as Signalized)- PM Peak

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/C	Future LOS	Future Del/ Veh	Future V/C	Change in
# 14 Levering Avenue and Montana Av	B	xxxxx	0.672	B	xxxxx	0.694	+ 0.023 V/C
# 28 Tiverton Drvie and Weyburn Ave	A	xxxxx	0.456	C	xxxxx	0.703	+ 0.247 V/C
# 40 Malcolm Avenue and Wilshire Bo	B	xxxxx	0.657	D	xxxxx	0.828	+ 0.171 V/C
# 55 Roscomare Road and Stradella R	A	xxxxx	0.468	A	xxxxx	0.491	+ 0.022 V/C
# 56 Bellagio Road and Chalon Road	A	xxxxx	0.523	A	xxxxx	0.546	+ 0.023 V/C

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-----------------------------------------------------------------------------
                   UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
       Future 2013 Without Project (Unsignalized as Signalized)- PM Peak
-----------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*****************************************************************************
Intersection #14 Levering Avenue and Montana Avenue
*****************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        0.694
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:       61             Level Of Service:                 B
*****************************************************************************
Street Name:          Levering Avenue                   Montana Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  1! 0  0   0  0  0  0  0   0  0  0  1  0   0  1  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Feb 2008 << 500-600
Base Vol:     253    0    8    0    0    0    0  322  106    1  506    0
Growth Adj:  1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse:  266    0    8    0    0    0    0  338  111    1  531    0
Added Vol:     27    0    0    0    0    0    0    0   47    0    0    0
PasserByVol:    0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:  293    0    8    0    0    0    0  338  158    1  531    0
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   293    0    8    0    0    0    0  338  158    1  531    0
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  293    0    8    0    0    0    0  338  158    1  531    0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  293    0    8    0    0    0    0  338  158    1  531    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1200 1200 1200 1200 1200 1200 1200 1200 1200 1200 1200 1200
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       0.97 0.00 0.03 0.00 0.00 0.00 0.00 0.68 0.32 0.01 0.99 0.00
Final Sat.:  1167    0   33    0    0    0    0  817  383    2 1198    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.25 0.00 0.25 0.00 0.00 0.00 0.00 0.41 0.41 0.44 0.44 0.00
Crit Volume:             301         0              0                 532
Crit Moves:             ****                  ****                   ****
*****************************************************************************
```



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-----------------------------------------------------------------------------
                   UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
       Future 2013 Without Project (Unsignalized as Signalized)- PM Peak
-----------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*****************************************************************************
Intersection #28 Tiverton Drvie and Weyburn Avenue
*****************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        0.703
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:       48             Level Of Service:                 C
*****************************************************************************
Street Name:          Tiverton Drive                    Weyburn Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Feb 2008 << 500-600
Base Vol:      22   61   45   99    0  162   67  169    1    1   95   31
Growth Adj:  1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse:   23   64   47  104    0  170   70  177    1    1  100   33
Added Vol:      0    0    0    0    0    0    0   78    0    0   89    0
#25 Int:        0    0    0    0    0    0    0  218    0    0  102    0
Initial Fut:   23   64   47  104    0  170   70  473    1    1  291   33
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    23   64   47  104    0  170   70  473    1    1  291   33
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   23   64   47  104    0  170   70  473    1    1  291   33
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   23   64   47  104    0  170   70  473    1    1  291   33
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1200 1200 1200 1200 1200 1200 1200 1200 1200 1200 1200 1200
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       0.17 0.48 0.35 0.37 0.01 0.62 0.13 0.86 0.01 0.01 0.89 0.10
Final Sat.:   206  572  422  455    0  745  155 1043    2    4 1076  120
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.11 0.11 0.23 0.00 0.23 0.45 0.45 0.45 0.27 0.27 0.27
Crit Volume:   23                      274            545    1
Crit Moves:  ****                     ****           **** ****
*****************************************************************************
```

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--------------------------------------------------------------------------------
                   UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
       Future 2013 Without Project (Unsignalized as Signalized)- PM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #40 Malcolm Avenue and Wilshire Boulevard
********************************************************************************
Cycle (sec):        100           Critical Vol./Cap.(X):        0.828
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       84           Level Of Service:                 D
********************************************************************************
Street Name:          Malcolm Avenue             Wilshire Boulevard
Approach:     North Bound     South Bound     East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted       Permitted        Permitted        Permitted
Rights:         Include         Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  1! 0  0   0  0  1! 0  0   1  0  2  1  0   1  0  2  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Feb 2008 << 415-515
Base Vol:      3    1   40   11    1   50   26 1984   57   16 1590   31
Growth Adj:  1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse:   3    1   42   12    1   53   27 2083   60   17 1670   33
Added Vol:     6    0    0   36    0    0    0  453    4    0  520   43
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   9    1   42   48    1   53   27 2536   64   17 2189   76
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    9    1   42   48    1   53   27 2536   64   17 2189   76
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   9    1   42   48    1   53   27 2536   64   17 2189   76
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   9    1   42   48    1   53   27 2536   64   17 2189   76
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1200 1200 1200 1200 1200 1200 1200 1200 1200 1200 1200 1200
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       0.18 0.02 0.80 0.47 0.01 0.52 1.00 2.93 0.07 1.00 2.90 0.10
Final Sat.:   210   24  966  564   12  623 1200 3512   88 1200 3480  120
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.04 0.04 0.08 0.08 0.08 0.02 0.72 0.72 0.01 0.63 0.63
Crit Volume:   9                        101            867   17
Crit Moves:  ****                       ****           **** ****
********************************************************************************
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--------------------------------------------------------------------------------
                   UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
       Future 2013 Without Project (Unsignalized as Signalized)- PM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #55 Roscomare Road and Stradella Road/Linda Flora Drive
********************************************************************************
Cycle (sec):        100           Critical Vol./Cap.(X):        0.491
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       28           Level Of Service:                 A
********************************************************************************
Street Name:          Roscomare Road        Stradella Road/Linda Flora Drive
Approach:     North Bound     South Bound     East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted       Permitted        Permitted        Permitted
Rights:         Include         Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Feb 2008 << 415-515
Base Vol:     22  390    6   37   58   12   14    0   10    6    1   59
Growth Adj:  1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse:  23  410    6   39   61   13   15    0   11    6    1   62
Added Vol:     0   27    0    0   29    0    0    0    0    0    0    0
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:  23  437    6   39   90   13   15    0   11    6    1   62
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   23  437    6   39   90   13   15    0   11    6    1   62
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  23  437    6   39   90   13   15    0   11    6    1   62
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  23  437    6   39   90   13   15    0   11    6    1   62
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1200 1200 1200 1200 1200 1200 1200 1200 1200 1200 1200 1200
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       0.05 0.94 0.01 0.27 0.64 0.09 0.58 0.00 0.42 0.09 0.02 0.89
Final Sat.:    59 1124   16  330  763  107  700    0  500  109   18 1073
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.39 0.39 0.39 0.12 0.12 0.12 0.02 0.00 0.02 0.06 0.06 0.06
Crit Volume:      466        39             15                          69
Crit Moves:       ****       ****           ****                        ****
********************************************************************************
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--------------------------------------------------------------------------------
                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
       Future 2013 Without Project (Unsignalized as Signalized)- PM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #56 Bellagio Road and Chalon Road
********************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):         0.546
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        41              Level Of Service:                  A
********************************************************************************
Street Name:          Bellagio Road                     Chalon Road
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:    0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Feb 2008 << 500-600
Base Vol:     67  508     0     0   98    24    11    0    12     0    0     0
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  70  533     0     0  103    25    12    0    13     0    0     0
Added Vol:     0   27     0     0   29     0     0    0     0     0    0     0
PasserByVol:   0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  70  560     0     0  132    25    12    0    13     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   70  560     0     0  132    25    12    0    13     0    0     0
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  70  560     0     0  132    25    12    0    13     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  70  560     0     0  132    25    12    0    13     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1200 1200  1200  1200 1200  1200  1200 1200  1200  1200 1200  1200
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.11 0.89  0.00  0.00 0.84  0.16  0.48 0.00  0.52  0.00 0.00  0.00
Final Sat.:   134 1066     0     0 1008   192   574    0   626     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.53 0.53  0.00  0.00 0.13  0.13  0.02 0.00  0.02  0.00 0.00  0.00
Crit Volume:       631           0                           24          0
Crit Moves:       ****        ****                         ****
********************************************************************************
```

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project (Unsignalized as Signalized)- AM Peak

Scenario Report

Scenario:	Future With Project AM Peak
Command:	Future With Project AM Peak
Volume:	Future AM
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	AM Peak
Trip Distribution:	Project
Paths:	Project
Routes:	Default Route
Configuration:	Future

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project (Unsignalized as Signalized)- AM Peak

Trip Generation Report

Forecast for AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	#1- NA FBI	1.00	FBI Office- 11	0.00	0.00	0	0	0	0.0
2	#2	1.00	Palazzo Westwo	114.00	119.00	114	119	233	4.1
	Zone 2 Subtotal					114	119	233	4.1
3	#3	1.00	Mixed-Use - S/	149.00	45.00	149	45	194	3.4
	Zone 3 Subtotal					149	45	194	3.4
4	#4	1.00	Theater Expans	1.00	0.00	1	0	1	0.0
	Zone 4 Subtotal					1	0	1	0.0
5	#5, 17	1.00	Mixed-Use- 108	-5.00	3.00	-5	3	-2	-0.0
5	#5, 17	1.00	Residential Ho	15.00	9.00	15	9	24	0.4
	Zone 5 Subtotal					10	12	22	0.4
6	#6	1.00	Apartments- 86	2.00	8.00	2	8	10	0.2
	Zone 6 Subtotal					2	8	10	0.2
7	#7	1.00	Condos- 10804	7.00	34.00	7	34	41	0.7
	Zone 7 Subtotal					7	34	41	0.7
8	#8, 25, 61	1.00	Condos- 10776	-14.00	29.00	-14	29	15	0.3
8	#8, 25, 61	1.00	Condos-10763 W	4.00	22.00	4	22	26	0.5
8	#8, 25, 61	1.00	Condos- 10710	5.00	23.00	5	23	28	0.5
	Zone 8 Subtotal					-5	74	69	1.2
9	#9	1.00	Private School	9.00	0.00	9	0	9	0.2
	Zone 9 Subtotal					9	0	9	0.2
10	#10	1.00	Fox Studio Exp	420.00	30.00	420	30	450	8.0
	Zone 10 Subtotal					420	30	450	8.0
11	#11, 12, 45,	1.00	High School Ex	92.00	40.00	92	40	132	2.3
11	#11, 12, 45,	1.00	Private School	94.00	55.00	94	55	149	2.6
11	#11, 12, 45,	1.00	Condos- 1333 S	0.00	2.00	0	2	2	0.0
11	#11, 12, 45,	1.00	Condos- 552-55	1.00	3.00	1	3	4	0.1
	Zone 11 Subtotal					187	100	287	5.1
12	#13	1.00	Wilshire/Comst	3.00	12.00	3	12	15	0.3
	Zone 12 Subtotal					3	12	15	0.3
13	#14, 15, 43	1.00	ABC Entertainm	101.00	-181.00	101	-181	-80	-1.
13	#14, 15, 43	1.00	Condos- 10131	-37.00	85.00	-37	85	48	0.9
	Zone 13 Subtotal					64	-96	-32	-0.6

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project (Unsignalized as Signalized)- AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
14	#16, 35	1.00	Condos- 527 Mi	12.00	61.00	12	61	73	1.3
14	#16, 35	1.00	Condos- 430 Ke	3.00	15.00	3	15	18	0.3
	Zone 14 Subtotal					15	76	91	1.6
15	#18	1.00	Health/Fitness	-20.00	-28.00	-20	-28	-48	-0.9
	Zone 15 Subtotal					-20	-28	-48	-0.9
16	# 19	1.00	Condos-1826 S	1.00	6.00	1	6	7	0.1
	Zone 16 Subtotal					1	6	7	0.1
17	#20	1.00	Condos- 1417 S	1.00	6.00	1	6	7	0.1
	Zone 17 Subtotal					1	6	7	0.1
18	#21	1.00	New Car Sales-	4.00	2.00	4	2	6	0.1
	Zone 18 Subtotal					4	2	6	0.1
19	#22, 70	1.00	Condos- 1625 S	1.00	7.00	1	7	8	0.1
19	#22, 70	1.00	Mixed-Use- 115	10.00	46.00	10	46	56	1.0
	Zone 19 Subtotal					11	53	64	1.1
20	#23, 24	1.00	Condos- 1525 S	1.00	7.00	1	7	8	0.1
20	#23, 24	1.00	Condos- 1633 S	1.00	6.00	1	6	7	0.1
	Zone 20 Subtotal					2	13	15	0.3
21	#26	1.00	Condos- 2037 S	1.00	6.00	1	6	7	0.1
	Zone 21 Subtotal					1	6	7	0.1
22	#27, 63, 65	1.00	Office- 12233	10.00	56.00	10	56	66	1.2
22	#27, 63, 65	1.00	Westside Media	24.00	32.00	24	32	56	1.0
22	#27, 63, 65	1.00	SM Apt Project	11.00	46.00	11	46	57	1.0
	Zone 22 Subtotal					45	134	179	3.2
23	#28, 32	1.00	Condos- 1511 S	1.00	6.00	1	6	7	0.1
23	#28, 32	1.00	Condos- 1517 B	2.00	8.00	2	8	10	0.2
	Zone 23 Subtotal					3	14	17	0.3
24	#29, 54	1.00	Mixed-Use- 116	60.00	26.00	60	26	86	1.5
24	#29, 54	1.00	Office- 11677	205.00	28.00	205	28	233	4.1
	Zone 24 Subtotal					265	54	319	5.7
25	#30	1.00	Mausoleum Bldg	1.00	0.00	1	0	1	0.0
	Zone 25 Subtotal					1	0	1	0.0
26	#31	1.00	Condos- 10617	1.00	6.00	1	6	7	0.1
	Zone 26 Subtotal					1	6	7	0.1

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project (Unsignalized as Signalized)- AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
27	#33	1.00	Apts- 1817 S B	2.00	6.00	2	6	8	0.1
	Zone 27 Subtotal					2	6	8	0.1
28	#34	1.00	Live/Work- 115	9.00	34.00	9	34	43	0.8
	Zone 28 Subtotal					9	34	43	0.8
29	#36	1.00	Restaurant- 10	2.00	2.00	2	2	4	0.1
	Zone 29 Subtotal					2	2	4	0.1
30	#37, 56, 57	1.00	Condos- 1807 S	1.00	6.00	1	6	7	0.1
30	#37, 56, 57	1.00	Auto Service-	4.00	2.00	4	2	6	0.1
30	#37, 56, 57	1.00	Office- SW Cor	55.00	7.00	55	7	62	1.1
	Zone 30 Subtotal					60	15	75	1.3
31	#38	1.00	Condos- 2263 S	1.00	6.00	1	6	7	0.1
	Zone 31 Subtotal					1	6	7	0.1
32	#39	1.00	Cooking School	4.00	2.00	4	2	6	0.1
	Zone 32 Subtotal					4	2	6	0.1
33	#40	1.00	Bank- 1762 Wes	3.00	8.00	3	8	11	0.2
	Zone 33 Subtotal					3	8	11	0.2
34	#41- NA-Alre	1.00	Westside Pavil	0.00	0.00	0	0	0	0.0
35	#42, 49	1.00	Le Lycee Franc	171.00	109.00	171	109	280	5.0
35	#42, 49	1.00	Mixed-Use- 106	5.00	7.00	5	7	12	0.2
	Zone 35 Subtotal					176	116	292	5.2
36	#44, 60, 67	1.00	Discounted Sto	20.00	10.00	20	10	30	0.5
36	#44, 60, 67	1.00	Olympic-Stoner	2.00	0.00	2	0	2	0.0
36	#44, 60, 67	1.00	Bed, Bath & Be	0.00	0.00	0	0	0	0.0
	Zone 36 Subtotal					22	10	32	0.6
37	#46	1.00	Belmont Villag	17.00	8.00	17	8	25	0.4
	Zone 37 Subtotal					17	8	25	0.4
38	#47, B12, B3	1.00	Apts- 10000 W	-167.00	115.00	-167	115	-52	-0.
38	#47, B12, B3	1.00	Hotel- 150 Las	15.00	9.00	15	9	24	0.4
38	#47, B12, B3	1.00	Beverly Hilton	48.00	94.00	48	94	142	2.5
	Zone 38 Subtotal					-104	218	114	2.0
39	#48	1.00	Mixed-Use- 109	9.00	18.00	9	18	27	0.5
	Zone 39 Subtotal					9	18	27	0.5
40	#50	1.00	Regent Westwoo	140.00	47.00	140	47	187	3.3
	Zone 40 Subtotal					140	47	187	3.3

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project (Unsignalized as Signalized)- AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
41	#51	1.00	Office- 1100 W	70.00	10.00	70	10	80	1.4
	Zone 41 Subtotal					70	10	80	1.4
42	#52	1.00	Del Capri Hote	9.00	36.00	9	36	45	0.8
	Zone 42 Subtotal					9	36	45	0.8
43	#53	1.00	Condos- 11611	2.00	7.00	2	7	9	0.2
	Zone 43 Subtotal					2	7	9	0.2
44	#55	1.00	Retail- 11305	7.00	4.00	7	4	11	0.2
	Zone 44 Subtotal					7	4	11	0.2
45	#58	1.00	Fastfood- 1086	75.00	50.00	75	50	125	2.2
	Zone 45 Subtotal					75	50	125	2.2
46	#59	1.00	Brentwood Reta	2.00	1.00	2	1	3	0.1
	Zone 46 Subtotal					2	1	3	0.1
47	#B1, B5, B11	1.00	Young Israel-	16.00	9.00	16	9	25	0.4
47	#B1, B5, B11	1.00	Retail Expansi	1.00	1.00	1	1	2	0.0
47	#B1, B5, B11	1.00	Cultural Cente	34.00	21.00	34	21	55	1.0
47	#B1, B5, B11	1.00	Condos- 437-44	1.00	6.00	1	6	7	0.1
47	#B1, B5, B11	1.00	Service Facili	101.00	55.00	101	55	156	2.8
47	#B1, B5, B11	1.00	Mixed-Use- 421	29.00	9.00	29	9	38	0.7
47	#B1, B5, B11	1.00	Condos- 432 N	3.00	12.00	3	12	15	0.3
	Zone 47 Subtotal					185	113	298	5.3
48	#B2, B3, B6,	1.00	Beverly Hills	86.00	57.00	86	57	143	2.5
48	#B2, B3, B6,	1.00	Mixed-Use- 265	103.00	30.00	103	30	133	2.4
48	#B2, B3, B6,	1.00	Condos- 125 S	3.00	15.00	3	15	18	0.3
48	#B2, B3, B6,	1.00	Medical Plaza-	77.00	22.00	77	22	99	1.8
48	#B2, B3, B6,	1.00	Commercial/Ret	8.00	6.00	8	6	14	0.2
48	#B2, B3, B6,	1.00	Mixed-Use- 131	64.00	43.00	64	43	107	1.9
48	#B2, B3, B6,	1.00	Assisted Care	6.00	7.00	6	7	13	0.2
48	#B2, B3, B6,	1.00	Senior Congreg	3.00	2.00	3	2	5	0.1
48	#B2, B3, B6,	1.00	Screening Room	1.00	0.00	1	0	1	0.0
48	#B2, B3, B6,	1.00	Condos- 261-28	0.00	-1.00	0	-1	-1	-0.0
48	#B2, B3, B6,	1.00	Mixed-Use- 920	10.00	23.00	10	23	33	0.6
48	#B2, B3, B6,	1.00	Mixed-Use- 959	11.00	27.00	11	27	38	0.7
48	#B2, B3, B6,	1.00	Hotel- 9730 Wi	70.00	44.00	70	44	114	2.0
48	#B2, B3, B6,	1.00	Condos- 140-14	1.00	4.00	1	4	5	0.1
48	#B2, B3, B6,	1.00	Condos- 133 Sp	0.00	2.00	0	2	2	0.0
48	#B2, B3, B6,	1.00	Office/Medical	14.00	4.00	14	4	18	0.3
48	#B2, B3, B6,	1.00	Condos- 156-16	1.00	6.00	1	6	7	0.1
48	#B2, B3, B6,	1.00	Condos- 144 Re	0.00	1.00	0	1	1	0.0
48	#B2, B3, B6,	1.00	Condos- 155 N	0.00	1.00	0	1	1	0.0
	Zone 48 Subtotal					458	293	751	13.3

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project (Unsignalized as Signalized)- AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
49	#B4, B14, B2	1.00	Church Expansi	1.00	0.00	1	0	1	0.0
49	#B4, B14, B2	1.00	Synagogue/Priv	23.00	13.00	23	13	36	0.6
49	#B4, B14, B2	1.00	Apts- 428-430	0.00	1.00	0	1	1	0.0
49	#B4, B14, B2	1.00	Condos- 313-31	1.00	3.00	1	3	4	0.1
	Zone 49 Subtotal					25	17	42	0.7
50	#B18, B21	1.00	Beverly Hills	131.00	-4.00	131	-4	127	2.3
50	#B18, B21	1.00	Robinson's May	34.00	116.00	34	116	150	2.7
	Zone 50 Subtotal					165	112	277	4.9
51	#B27	1.00	Health Spa- 96	1.00	1.00	1	1	2	0.0
	Zone 51 Subtotal					1	1	2	0.0
52	#62-NA Whole	1.00	Whole Foods Ma	0.00	0.00	0	0	0	0.0
53	#64	1.00	New West Middl	126.00	104.00	126	104	230	4.1
	Zone 53 Subtotal					126	104	230	4.1
54	#66	1.00	Union Bank of	3.00	2.00	3	2	5	0.1
	Zone 54 Subtotal					3	2	5	0.1
55	#68	1.00	Leo Baeck Temp	10.00	0.00	10	0	10	0.2
	Zone 55 Subtotal					10	0	10	0.2
56	#69	1.00	Convenience St	126.00	125.00	126	125	251	4.5
	Zone 56 Subtotal					126	125	251	4.5
57	#71	1.00	Westwood Villa	52.00	51.00	52	51	103	1.8
	Zone 57 Subtotal					52	51	103	1.8
58	#72	1.00	Office Bldg- 2	41.00	6.00	41	6	47	0.8
	Zone 58 Subtotal					41	6	47	0.8
59	Hekmat Mixed	1.00	Mixed Use	52.00	36.00	52	36	88	1.6
	Zone 59 Subtotal					52	36	88	1.6
60	UCLA LOT 36	1.00	UCLA PARKING L	358.00	89.00	358	89	447	7.9
	Zone 60 Subtotal					358	89	447	7.9
TOTAL						3399	2227	5626	100.0

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project (Unsignalized as Signalized)- AM Peak

Trip Distribution Report

Percent Of Trips Project

	To Gates										
Zone	1	2	3	4	5	6	9	10	11	12	13
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
3	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
4	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
5	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
6	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
7	15.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
8	15.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
9	5.0	5.0	5.0	5.0	5.0	20.0	5.0	0.0	0.0	0.0	0.0
10	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
11	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
12	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
13	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
14	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	5.0	10.0	5.0	0.0
16	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
17	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
18	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
19	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
20	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
21	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
22	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
23	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	2.5	2.5
24	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
25	15.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
26	10.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
27	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
28	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
29	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
30	10.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
31	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
32	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
33	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	10.0	0.0	0.0
34	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
35	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
36	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
37	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
38	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
39	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
40	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
41	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
42	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
43	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
44	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project (Unsignalized as Signalized)- AM Peak

	To Gates										
Zone	1	2	3	4	5	6	9	10	11	12	13
45	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
46	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
47	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
48	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
49	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
50	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
51	5.0	5.0	5.0	5.0	5.0	20.0	5.0	0.0	0.0	0.0	0.0
52	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
53	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
54	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
55	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	5.0
56	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	10.0	0.0	0.0
57	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
58	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
59	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
60	28.0	0.5	0.0	0.5	0.0	3.0	3.0	3.0	2.0	2.0	2.0

	To Gates										
Zone	14	15	16	17	18	19	20	21	22	23	28
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
3	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
4	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
5	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
6	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
7	5.0	0.0	5.0	5.0	5.0	15.0	0.0	0.0	0.0	0.0	0.0
8	5.0	0.0	5.0	5.0	5.0	15.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	2.5	0.0	5.0	2.5	5.0	0.0	0.0	0.0	0.0
10	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
11	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
12	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
13	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
14	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
15	10.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
17	5.0	0.0	5.0	5.0	0.0	10.0	0.0	3.0	0.0	0.0	0.0
18	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
20	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
21	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
23	5.0	2.5	5.0	2.5	0.0	10.0	0.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	5.0	0.0	0.0
25	5.0	0.0	5.0	5.0	5.0	15.0	0.0	0.0	0.0	0.0	0.0
26	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
27	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project (Unsignalized as Signalized)- AM Peak

Zone	To Gates 14	15	16	17	18	19	20	21	22	23	28
28	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
29	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
30	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
31	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
32	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
33	5.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
34	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
35	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
36	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
37	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
38	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
39	5.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
40	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
41	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
42	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
43	5.0	0.0	5.0	0.0	0.0	10.0	0.0	0.0	5.0	0.0	0.0
44	0.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
45	5.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
46	5.0	0.0	5.0	0.0	0.0	10.0	0.0	0.0	5.0	0.0	0.0
47	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
48	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
49	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
50	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
51	0.0	0.0	2.5	0.0	5.0	2.5	5.0	0.0	0.0	0.0	0.0
52	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
53	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
54	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
55	0.0	0.0	5.0	0.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0
56	5.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
57	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
58	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
59	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
60	3.0	3.0	3.0	3.0	1.0	39.0	3.0	1.0	0.0	0.0	0.0

Zone	To Gates 29	30
1	0.0	0.0
2	2.0	2.0
3	2.0	2.0
4	2.0	2.0
5	2.0	2.0
6	0.0	0.0
7	0.0	0.0
8	0.0	0.0
9	0.0	0.0
10	0.0	0.0

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project (Unsignalized as Signalized)- AM Peak

Zone	To Gates 29	30
11	0.0	0.0
12	0.0	0.0
13	0.0	0.0
14	2.0	2.0
15	0.0	0.0
16	0.0	0.0
17	0.0	0.0
18	0.0	0.0
19	0.0	0.0
20	0.0	0.0
21	0.0	0.0
22	0.0	0.0
23	0.0	0.0
24	0.0	0.0
25	0.0	0.0
26	0.0	0.0
27	0.0	0.0
28	0.0	0.0
29	2.0	2.0
30	0.0	0.0
31	0.0	0.0
32	0.0	0.0
33	0.0	0.0
34	0.0	0.0
35	0.0	0.0
36	0.0	0.0
37	0.0	0.0
38	0.0	0.0
39	0.0	0.0
40	2.0	2.0
41	2.0	2.0
42	0.0	0.0
43	0.0	0.0
44	0.0	0.0
45	0.0	0.0
46	0.0	0.0
47	0.0	0.0
48	0.0	0.0
49	0.0	0.0
50	0.0	0.0
51	0.0	0.0
52	0.0	0.0
53	0.0	0.0
54	2.0	2.0
55	0.0	0.0
56	0.0	0.0
57	2.0	2.0
58	0.0	0.0

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project (Unsignalized as Signalized)- AM Peak

Zone	To Gates 29	30
59	2.0	2.0
60	0.0	0.0

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project (Unsignalized as Signalized)- AM Peak

Turning Movement Report
AM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Sepulveda Boulevard and Church Ln/Ovada Pl													
Base	13	509	76	4	1387	558	88	55	27	91	151	0	2959
Added	0	42	0	0	18	0	1	0	0	0	0	0	61
Total	13	551	76	4	1405	558	89	55	27	91	151	0	3020
#2 Church Lane and San Diego Fwy SB On/Off Ramp													
Base	0	150	333	234	689	0	0	2	1	1507	1	23	2940
Added	0	1	0	0	0	0	0	0	0	38	0	0	39
Total	0	151	333	234	689	0	0	2	1	1545	1	23	2979
#3 Church Lane and Sunset Boulevard													
Base	54	7	107	685	166	1010	104	1799	117	6	1229	454	5736
Added	0	0	0	38	0	0	1	11	0	0	3	0	53
Total	54	7	107	723	166	1010	105	1810	117	6	1232	454	5789
#4 San Diego Fwy NB On/Off Ramps and Sunset Boulevard													
Base	674	0	547	0	0	0	0	1547	996	0	1025	0	4789
Added	0	0	0	0	0	0	0	50	0	0	30	0	80
Total	674	0	547	0	0	0	0	1597	996	0	1055	0	4869
#5 Veteran Avenue and Sunset Boulevard													
Base	60	0	364	0	0	0	0	1812	194	310	972	0	3713
Added	30	0	14	0	0	0	0	1	49	17	1	0	112
Total	90	0	378	0	0	0	0	1813	243	327	973	0	3825
#6 Bellagio Way and Sunset Boulevard													
Base	43	5	8	181	53	267	187	1764	237	18	969	101	3833
Added	0	0	0	4	0	16	9	7	0	0	2	4	42
Total	43	5	8	185	53	283	196	1771	237	18	971	105	3875
#7 Westwood Bouevard and Sunset Boulevard													
Base	27	0	22	0	0	0	0	1506	395	184	1067	0	3200
Added	0	0	0	0	0	0	0	10	0	0	6	0	16
Total	27	0	22	0	0	0	0	1516	395	184	1073	0	3216
#8 Stone Canyon Road and Sunset Boulevard													
Base	51	1	45	0	0	63	60	1333	252	93	1211	23	3133
Added	0	0	1	0	0	0	0	10	0	3	6	0	20
Total	51	1	46	0	0	63	60	1343	252	96	1217	23	3153
#9 Hilgard Avenue/Copa De Oro Road and Sunset Boulevard													
Base	149	40	112	29	77	17	19	1083	274	475	1120	22	3417
Added	4	0	22	0	0	0	0	7	4	45	4	0	86
Total	153	40	134	29	77	17	19	1090	278	520	1124	22	3503

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project (Unsignalized as Signalized)- AM Peak

#10 Beverly Glen Boulevard and Sunset Boulevard

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	91	97	408	53	80	9	16	1073	111	503	1472	76	3989
Added	0	0	46	0	0	0	0	29	0	77	49	0	201
Total	91	97	454	53	80	9	16	1102	111	580	1521	76	4190

#11 Beverly Glen Boulevard and Sunset Boulevard (East I/S)

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	0	0	0	155	0	852	329	1183	0	0	1179	35	3733
Added	0	0	0	0	0	26	19	56	0	0	100	2	203
Total	0	0	0	155	0	878	348	1239	0	0	1279	37	3936

#12 Sepulveda Boulevard and San Diego Fwy NB Off-Ramp

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	0	400	0	0	1372	0	290	0	9	0	0	0	2072
Added	0	4	0	0	6	0	4	0	0	0	0	0	14
Total	0	404	0	0	1378	0	294	0	9	0	0	0	2086

#13 Sepulveda Boulevard and Montana Avenue

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	78	328	287	344	1158	23	8	286	105	103	74	75	2868
Added	0	4	4	16	2	0	0	0	0	4	0	10	40
Total	78	332	291	360	1160	23	8	286	105	107	74	85	2908

#14 Levering Avenue and Montana Avenue

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	39	0	3	0	0	0	0	799	356	6	163	0	1366
Added	14	0	0	0	0	0	0	0	20	0	0	0	34
Total	53	0	3	0	0	0	0	799	376	6	163	0	1400

#15 Veteran Avenue and Montana Avenue/Galey Avenue

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	35	230	22	176	335	20	120	582	45	12	82	50	1708
Added	0	42	0	6	60	0	0	0	0	0	0	1	109
Total	35	272	22	182	395	20	120	582	45	12	82	51	1817

#16 Galey Avenue and Strathmore Place

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	5	83	294	498	278	3	2	124	15	100	19	49	1470
Added	0	1	0	0	6	0	0	0	0	0	0	0	7
Total	5	84	294	498	284	3	2	124	15	100	19	49	1477

#17 Veteran Avenue and Levering Avenue

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	20	245	29	22	406	3	2	121	213	69	24	30	1185
Added	5	18	3	26	34	0	0	11	10	33	9	24	173
Total	25	263	32	48	440	3	2	132	223	102	33	54	1358

#18 Hilgard Avenue and Wyton Drive

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	217	290	9	28	618	56	17	25	99	62	89	29	1540
Added	0	26	0	0	49	0	0	0	0	0	0	0	75
Total	217	316	9	28	667	56	17	25	99	62	89	29	1615

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project (Unsignalized as Signalized)- AM Peak

#19 Beverly Glen Blvd and Wyton Dr/Comstock Ave [5-Leg Intersection- Wyton Split

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	8	315	5	48	523	3	1	23	12	32	35	40	1045
Added	0	46	0	0	77	0	0	0	0	0	0	0	123
Total	8	361	5	48	600	3	1	23	12	32	35	40	1168

#20 Hilgard Avenue and Westholme Avenue

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	171	398	43	16	558	138	21	11	30	42	204	51	1682
Added	0	26	0	0	49	0	0	0	0	0	0	0	75
Total	171	424	43	16	607	138	21	11	30	42	204	51	1757

#21 Hilgard Avenue and Manning Avenue

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	0	752	13	22	540	0	0	0	0	6	0	69	1402
Added	0	26	0	0	49	0	0	0	0	0	0	0	75
Total	0	778	13	22	589	0	0	0	0	6	0	69	1477

#22 Gayley Avenue and Le Conte Avenue

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	7	667	246	130	228	16	25	125	12	165	78	133	1831
Added	0	1	4	0	6	0	0	45	0	6	11	0	73
Int #2	0	51	-23	-23	23	0	0	-23	23	-50	-51	-51	-124
Total	7	719	227	107	257	16	25	147	35	121	38	82	1780

#23 Westwood Boulevard and Le Conte Avenue

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	56	664	216	34	205	92	176	343	35	137	333	112	2402
Added	122	0	1	0	0	0	0	8	59	1	17	0	208
Int #2	0	0	0	0	0	0	0	-69	0	0	-152	0	-221
Total	178	664	217	34	205	92	176	282	94	138	198	112	2389

#24 Tiverton Drive and Le Conte Avenue

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	26	105	29	25	37	206	190	305	42	16	344	91	1416
Added	0	1	0	0	3	0	0	8	0	0	17	0	29
Int #2	0	0	0	0	0	0	0	-69	0	0	-152	0	-221
Total	26	106	29	25	40	206	190	244	42	16	209	91	1224

#25 Hilgard Avenue and Le Conte Avenue

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	23	450	27	11	228	299	286	0	34	7	0	25	1390
Added	0	18	0	0	31	17	8	0	0	0	0	0	74
Int #2	0	0	69	0	0	0	0	0	0	152	0	0	221
Total	23	468	96	11	259	316	294	0	34	159	0	25	1685

#26 Gayley Avenue and Weyburn Avenue

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
Base	29	791	117	18	420	78	200	179	23	39	45	38	1975
Added	0	13	69	16	19	0	0	32	0	26	20	16	211
Int #2	0	0	23	46	0	0	0	0	0	50	51	51	221
Total	29	804	209	80	439	78	200	211	23	115	116	105	2407

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project (Unsignalized as Signalized)- AM Peak

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#27 Westwood Boulevard and Weyburn Avenue													
Base	74	692	45	6	338	30	49	59	33	35	45	14	1420
Added	17	123	73	0	60	0	0	17	16	80	26	0	412
Int #2	0	0	0	0	0	0	0	69	0	0	152	0	221
Total	91	815	118	6	398	30	49	145	49	115	223	14	2053
#28 Tiverton Drvie and Weyburn Avenue													
Base	14	111	7	28	0	34	27	38	0	0	36	18	313
Added	0	0	0	0	0	3	1	35	0	0	45	0	84
Int #2	0	0	0	0	0	0	0	69	0	0	152	0	221
Total	14	111	7	28	0	37	28	142	0	0	233	18	618
#29 Hilgard Avenue and Weyburn Avenue													
Base	30	484	5	14	264	41	36	28	66	7	27	28	1031
Added	0	2	0	0	4	27	16	19	0	0	18	0	86
#25 In	0	0	0	0	0	152	69	0	0	0	0	0	221
Total	30	486	5	14	268	220	121	47	66	7	45	28	1338
#30 Westwood Boulevard and Kinross Avenue													
Base	56	806	26	13	361	38	58	32	25	5	47	62	1529
Added	57	212	50	5	151	1	0	4	18	7	1	1	507
Total	113	1018	76	18	512	39	58	36	43	12	48	63	2036
#31 Westwood Boulevard and Lindbrook Drive													
Base	3	836	227	21	332	11	30	137	47	98	138	28	1907
Added	0	318	2	0	175	0	0	1	0	2	3	0	501
Total	3	1154	229	21	507	11	30	138	47	100	141	28	2408
#32 Glendon/Tiverton/Lindbrook													
Base	62	230	412	8	25	45	38	335	22	165	179	41	1561
Added	0	11	6	0	2	0	0	2	0	7	5	0	33
Total	62	241	418	8	27	45	38	337	22	172	184	41	1594
#33 Sepulveda Boulevard and Constitution Avenue													
Base	67	305	7	3	1177	173	88	0	20	2	0	2	1845
Added	0	4	0	0	6	0	0	0	0	0	0	0	10
Total	67	309	7	3	1183	173	88	0	20	2	0	2	1855
#34 San Vicente Bouevard and Wilshire Bouelvard													
Base	103	214	117	1449	305	19	69	2054	68	56	2139	973	7565
Added	28	50	10	89	53	14	3	180	8	7	172	59	673
Total	131	264	127	1538	358	33	72	2234	76	63	2311	1032	8238
#35 Sepulveda Boulevard and Wilshire Boulevard													
Base	164	252	276	293	669	297	75	2874	141	116	2670	65	7891
Added	10	1	37	2	4	0	1	800	11	18	468	2	1354
Total	174	253	313	295	673	297	76	3674	152	134	3138	67	9245

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project (Unsignalized as Signalized)- AM Peak

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#36 Veteran Avenue and Wilshire Boulevard													
Base	217	404	104	116	265	386	555	3046	141	55	2412	37	7737
Added	-6	17	14	4	8	63	138	704	-4	6	431	15	1390
Total	211	421	118	120	273	449	693	3750	137	61	2843	52	9127
#37 Gayley Avenue and Wilshire Boulevard													
Base	62	350	55	59	105	300	521	2545	160	67	2091	122	6435
Added	0	0	0	18	0	89	247	475	0	0	363	37	1229
Total	62	350	55	77	105	389	768	3020	160	67	2454	159	7664
#38 Westwood Boulevard and Wilshire Boulevard													
Base	142	630	123	64	286	162	448	2079	172	141	1983	98	6327
Added	13	113	43	35	66	76	149	335	7	39	311	57	1244
Total	155	743	166	99	352	238	597	2414	179	180	2294	155	7571
#39 Glendon Avenue and Wilshire Bouelvard													
Base	9	186	23	60	116	43	334	1770	120	69	2068	180	4978
Added	0	0	0	2	0	7	6	408	0	0	401	11	835
Total	9	186	23	62	116	50	340	2178	120	69	2470	191	5813
#40 Malcolm Avenue and Wilshire Boulevard													
Base	3	0	47	3	1	42	68	1776	29	23	2293	56	4342
Added	6	0	0	21	0	0	0	403	11	0	392	20	853
Total	9	0	47	24	1	42	68	2179	40	23	2685	76	5195
#41 Westholme Avenue and Wilshire Boulevard													
Base	59	107	68	47	44	21	33	1882	66	30	2312	144	4813
Added	1	0	2	0	0	0	0	434	3	2	377	0	819
Total	60	107	70	47	44	21	33	2316	69	32	2689	144	5632
#42 Warner Avenue and Wilshire Boulevard													
Base	78	38	22	91	63	92	70	1862	33	12	2339	81	4781
Added	0	0	0	0	0	0	0	438	0	0	366	0	804
Total	78	38	22	91	63	92	70	2300	33	12	2705	81	5585
#43 Beverly Glen Boulevard and Wilshire Boulevard													
Base	169	352	38	36	529	50	93	1674	213	104	2179	11	5447
Added	19	15	51	41	30	7	4	390	38	79	340	27	1041
Total	188	367	89	77	559	57	97	2064	251	183	2519	38	6488
#44 Sawtelle Boulevard and Ohio Avenue													
Base	63	318	135	26	94	19	86	887	55	75	481	90	2330
Added	0	0	4	0	0	0	0	26	1	1	17	0	49
Total	63	318	139	26	94	19	86	913	56	76	498	90	2379

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project (Unsignalized as Signalized)- AM Peak

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#45 Sepulveda Boulevard and Ohio Avenue													
Base	101	477	132	40	520	86	183	730	82	78	504	75	3006
Added	3	40	1	6	26	0	2	24	4	4	14	7	131
Total	104	517	133	46	546	86	185	754	86	82	518	82	3137
#46 Veteran Avenue and Ohio Avenue													
Base	35	341	37	15	155	105	281	727	39	26	500	43	2304
Added	0	22	0	0	8	-1	6	25	1	0	21	0	82
Total	35	363	37	15	163	104	287	752	40	26	521	43	2386
#47 Westwood Boulevard and Ohio Avenue													
Base	130	1238	50	34	484	62	177	292	96	67	279	53	2962
Added	26	156	0	0	102	8	12	0	25	0	0	0	329
Total	156	1394	50	34	586	70	189	292	121	67	279	53	3291
#48 Sawtelle Boulevard and Santa Monica Boulevard													
Base	63	477	216	99	166	30	24	1240	22	125	1789	64	4316
Added	1	4	11	1	1	0	0	207	2	7	161	0	395
Total	64	481	227	100	167	30	24	1447	24	132	1950	64	4711
#49 San Diego Fwy SB Ramps and Santa Monica Boulevard													
Base	0	0	0	756	295	421	0	1096	439	626	1535	0	5168
Added	0	0	0	84	0	27	0	182	37	44	142	0	516
Total	0	0	0	840	295	448	0	1278	476	670	1677	0	5684
#50 San Diego Fwy NB Ramps and Santa Monica Boulevard													
Base	709	403	756	0	0	0	418	1495	0	0	1384	340	5505
Added	23	5	88	0	0	0	36	230	0	0	163	45	590
Total	732	408	844	0	0	0	454	1725	0	0	1547	385	6095
#51 Sepulveda Boulevard and Santa Monica Boulevard													
Base	216	874	142	156	791	193	104	1786	379	102	1345	147	6235
Added	1	36	0	8	22	4	1	313	4	2	203	7	601
Total	217	910	142	164	813	197	105	2099	383	104	1548	154	6836
#52 Veteran Avenue and Santa Monica Boulevard													
Base	67	278	57	139	153	69	106	1931	25	66	1386	63	4341
Added	0	12	0	-1	5	5	11	309	1	0	207	-1	548
Total	67	290	57	138	158	74	117	2240	26	66	1593	62	4889
#53 Westwood Boulevard and Santa Monica Boulevard													
Base	96	1058	77	229	554	79	147	1884	102	134	1352	135	5847
Added	4	149	9	7	104	18	26	273	3	6	183	6	788
Total	100	1207	86	236	658	97	173	2157	105	140	1535	141	6635

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project (Unsignalized as Signalized)- AM Peak

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#54 Mulholland Drive and Roscomare Road													
Base	205	0	79	0	0	0	0	749	429	193	545	0	2200
Added	12	0	0	0	0	0	0	1	20	0	0	0	33
Total	217	0	79	0	0	0	0	750	449	193	545	0	2233
#55 Roscomare Road and Stradella Road/Linda Flora Drive													
Base	13	78	8	94	444	17	17	1	40	9	0	34	755
Added	0	12	0	0	20	0	0	0	0	0	0	0	32
Total	13	90	8	94	464	17	17	1	40	9	0	34	787
#56 Bellagio Road and Chalon Road													
Base	32	125	0	0	524	21	12	0	42	0	0	0	755
Added	0	12	0	0	20	0	0	0	0	0	0	0	32
Total	32	137	0	0	544	21	12	0	42	0	0	0	787
#57 Beverly Glen Boulevard and Mulholland Drive													
Base	62	209	74	803	784	135	44	587	40	44	319	307	3408
Added	0	16	0	0	27	0	0	0	1	1	0	0	45
Total	62	225	74	803	811	135	44	587	41	45	319	307	3453
#58 Beverly Glen Boulevard and Greendale Drive													
Base	0	308	14	134	969	0	0	0	0	82	0	49	1556
Added	0	17	4	1	26	0	0	0	0	0	0	0	48
Total	0	325	18	135	995	0	0	0	0	82	0	49	1604

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project (Unsignalized as Signalized)- AM Peak

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/C	Future LOS	Future Del/ Veh	Future V/C	Change in
# 14 Levering Avenue and Montana Av	F	xxxxx	1.003	F	xxxxx	1.031	+ 0.028 V/C
# 28 Tiverton Drvie and Weyburn Ave	A	xxxxx	0.201	A	xxxxx	0.366	+ 0.165 V/C
# 40 Malcolm Avenue and Wilshire Bo	C	xxxxx	0.754	D	xxxxx	0.891	+ 0.137 V/C
# 55 Roscomare Road and Stradella R	A	xxxxx	0.529	A	xxxxx	0.546	+ 0.017 V/C
# 56 Bellagio Road and Chalon Road	A	xxxxx	0.525	A	xxxxx	0.542	+ 0.017 V/C

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project (Unsignalized as Signalized)- AM Peak

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Levering Avenue and Montana Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 1.031
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Levering Avenue						Montana Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	0	0 0	0 0	0	1 0	0 1	0	0 0
Volume Module: >> Count Date: 7 Feb 2008 << 800-900												
Base Vol:	37	0	3	0	0	0	0	761	339	6	155	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	39	0	3	0	0	0	0	799	356	6	163	0
Added Vol:	14	0	0	0	0	0	0	0	20	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	0	3	0	0	0	0	799	376	6	163	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	0	3	0	0	0	0	799	376	6	163	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	0	3	0	0	0	0	799	376	6	163	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	0	3	0	0	0	0	799	376	6	163	0
Saturation Flow Module:												
Sat/Lane:	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.94	0.00	0.06	0.00	0.00	0.00	0.00	0.68	0.32	0.04	0.96	0.00
Final Sat.:	1133	0	68	0	0	0	0	816	384	45	1155	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.98	0.98	0.14	0.14	0.00
Crit Volume:			56		0			1175		6		
Crit Moves:			****					****		****		

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-------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
           Future With Project (Unsignalized as Signalized)- AM Peak
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #28 Tiverton Drvie and Weyburn Avenue
*******************************************************************************
Cycle (sec):         100          Critical Vol./Cap.(X):         0.366
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):   xxxxxx
Optimal Cycle:        23          Level Of Service:                  A
*******************************************************************************
Street Name:          Tiverton Drive                Weyburn Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Lanes:       0  0  1! 0  0   0  0  1! 0  0   0  1  0  0  0   0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Feb 2008 << 700-800
Base Vol:     13  106    7    27    0   32    26   36    0     0   34   17
Growth Adj: 1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05
Initial Bse:  14  111    7    28    0   34    27   38    0     0   36   18
Added Vol:     0    0    0     0    0    3     1   35    0     0   45    0
Int #25:       0    0    0     0    0    0     0   69    0     0  152    0
Initial Fut:  14  111    7    28    0   37    28  142    0     0  233   18
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   14  111    7    28    0   37    28  142    0     0  233   18
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  14  111    7    28    0   37    28  142    0     0  233   18
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:  14  111    7    28    0   37    28  142    0     0  233   18
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1200 1200 1200  1200 1200 1200  1200 1200 1200  1200 1200 1200
Adjustment: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:      0.10 0.84 0.06  0.44 0.00 0.56  0.17 0.83 0.00  0.00 0.93 0.07
Final Sat.:  124 1010   67   524    0  676   200 1000    0     0 1115   85
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.11 0.11 0.11  0.05 0.00 0.05  0.14 0.14 0.00  0.00 0.21 0.21
Crit Volume:       132           28             28                  251
Crit Moves:       ****         ****           ****                 ****
*******************************************************************************
```



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-------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
           Future With Project (Unsignalized as Signalized)- AM Peak
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #40 Malcolm Avenue and Wilshire Boulevard
*******************************************************************************
Cycle (sec):         100          Critical Vol./Cap.(X):         0.891
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):   xxxxxx
Optimal Cycle:       132          Level Of Service:                  D
*******************************************************************************
Street Name:          Malcolm Avenue                Wilshire Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Lanes:       0  0  1! 0  0   0  0  1! 0  0   1  0  2  1  0   1  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Feb 2008 << 745-845
Base Vol:      3    0   45     3    1   40    65 1691   28    22 2184   53
Growth Adj: 1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05  1.05 1.05 1.05
Initial Bse:   3    0   47     3    1   42    68 1776   29    23 2293   56
Added Vol:     6    0    0    21    0    0     0  403   11     0  392   20
PasserByVol:   0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   9    0   47    24    1   42    68 2179   40    23 2685   76
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    9    0   47    24    1   42    68 2179   40    23 2685   76
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   9    0   47    24    1   42    68 2179   40    23 2685   76
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:   9    0   47    24    1   42    68 2179   40    23 2685   76
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1200 1200 1200  1200 1200 1200  1200 1200 1200  1200 1200 1200
Adjustment: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:      0.16 0.00 0.84  0.36 0.02 0.62  1.00 2.95 0.05  1.00 2.92 0.08
Final Sat.:  195    0 1005   431   19  750  1200 3534   66  1200 3501   99
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.05 0.00 0.05  0.06 0.06 0.06  0.06 0.62 0.62  0.02 0.77 0.77
Crit Volume:              56    24            68                        920
Crit Moves:             ****  ****          ****                       ****
*******************************************************************************
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------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
          Future With Project (Unsignalized as Signalized)- AM Peak
------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #55 Roscomare Road and Stradella Road/Linda Flora Drive
******************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):        0.546
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:        32              Level Of Service:                 A
******************************************************************************
Street Name:           Roscomare Road         Stradella Road/Linda Flora Drive
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Feb 2008 << 800-900
Base Vol:      12   74    8   90  423   16   16    1   38    9    0   32
Growth Adj:  1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse:   13   78    8   94  444   17   17    1   40    9    0   34
Added Vol:      0   12    0    0   20    0    0    0    0    0    0    0
PasserByVol:    0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   13   90    8   94  464   17   17    1   40    9    0   34
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    13   90    8   94  464   17   17    1   40    9    0   34
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   13   90    8   94  464   17   17    1   40    9    0   34
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   13   90    8   94  464   17   17    1   40    9    0   34
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1200 1200 1200 1200 1200 1200 1200 1200 1200 1200 1200 1200
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       0.11 0.81 0.08 0.16 0.81 0.03 0.29 0.02 0.69 0.22 xxxx 0.78
Final Sat.:   137  972   91  197  968   35  349   22  829  263    0  937
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.09 0.09 0.48 0.48 0.48 0.05 0.05 0.05 0.04 0.00 0.04
Crit Volume:   13                  575        58          9
Crit Moves:  ****                  ****       ****        ****
******************************************************************************
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------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                               Los Angeles, CA
          Future With Project (Unsignalized as Signalized)- AM Peak
------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #56 Bellagio Road and Chalon Road
******************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):        0.542
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:        41              Level Of Service:                 A
******************************************************************************
Street Name:            Bellagio Road                      Chalon Road
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        0  1  0  0  0   0  0  0  1  0   0  0  1! 0  0   0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Feb 2008 << 745-845
Base Vol:      30  119    0    0  499   20   11    0   40    0    0    0
Growth Adj:  1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05
Initial Bse:   32  125    0    0  524   21   12    0   42    0    0    0
Added Vol:      0   12    0    0   20    0    0    0    0    0    0    0
PasserByVol:    0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   32  137    0    0  544   21   12    0   42    0    0    0
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    32  137    0    0  544   21   12    0   42    0    0    0
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   32  137    0    0  544   21   12    0   42    0    0    0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   32  137    0    0  544   21   12    0   42    0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1200 1200 1200 1200 1200 1200 1200 1200 1200 1200 1200 1200
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       0.19 0.81 0.00 0.00 0.96 0.04 0.22 0.00 0.78 0.00 0.00 0.00
Final Sat.:   224  976    0    0 1155   45  259    0  941    0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.14 0.00 0.00 0.47 0.47 0.04 0.00 0.04 0.00 0.00 0.00
Crit Volume:   32                 565                  54          0
Crit Moves:  ****                 ****                 ****
******************************************************************************
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UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project (Unsignalized as Signalized)- PM Peak

Scenario Report

Scenario:	Future With Project PM Peak
Command:	Future With Project PM Peak
Volume:	Future PM
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	PM Peak
Trip Distribution:	Project
Paths:	Project
Routes:	Default Route
Configuration:	Future

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project (Unsignalized as Signalized)- PM Peak

Trip Generation Report

Forecast for PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	#1- NA FBI	1.00	FBI Office- 11	0.00	0.00	0	0	0	0.0
2	#2	1.00	Palazzo Westwo	266.00	237.00	266	237	503	7.6
	Zone 2 Subtotal					266	237	503	7.6
3	#3	1.00	Mixed-Use - S/	195.00	271.00	195	271	466	7.1
	Zone 3 Subtotal					195	271	466	7.1
4	#4	1.00	Theater Expans	8.00	8.00	8	8	16	0.2
	Zone 4 Subtotal					8	8	16	0.2
5	#5, 17	1.00	Mixed-Use- 108	-16.00	-25.00	-16	-25	-41	-0.6
5	#5, 17	1.00	Residential Ho	17.00	15.00	17	15	32	0.5
	Zone 5 Subtotal					1	-10	-9	-0.1
6	#6	1.00	Apartments- 86	6.00	3.00	6	3	9	0.1
	Zone 6 Subtotal					6	3	9	0.1
7	#7	1.00	Condos- 10804	34.00	17.00	34	17	51	0.8
	Zone 7 Subtotal					34	17	51	0.8
8	#8, 25, 61	1.00	Condos- 10776	18.00	-3.00	18	-3	15	0.2
8	#8, 25, 61	1.00	Condos-10763 W	22.00	11.00	22	11	33	0.5
8	#8, 25, 61	1.00	Condos- 10710	23.00	12.00	23	12	35	0.5
	Zone 8 Subtotal					63	20	83	1.3
9	#9	1.00	Private School	0.00	9.00	0	9	9	0.1
	Zone 9 Subtotal					0	9	9	0.1
10	#10	1.00	Fox Studio Exp	54.00	226.00	54	226	280	4.2
	Zone 10 Subtotal					54	226	280	4.2
11	#11, 12, 45,	1.00	High School Ex	37.00	55.00	37	55	92	1.4
11	#11, 12, 45,	1.00	Private School	65.00	166.00	65	166	231	3.5
11	#11, 12, 45,	1.00	Condos- 1333 S	2.00	1.00	2	1	3	0.0
11	#11, 12, 45,	1.00	Condos- 552-55	3.00	2.00	3	2	5	0.1
	Zone 11 Subtotal					107	224	331	5.0
12	#13	1.00	Wilshire/Comst	13.00	6.00	13	6	19	0.3
	Zone 12 Subtotal					13	6	19	0.3
13	#14, 15, 43	1.00	ABC Entertainm	-683.00	-216.00	-683	-216	-899	-13
13	#14, 15, 43	1.00	Condos- 10131	-49.00	-105.00	-49	-105	-154	-2.
	Zone 13 Subtotal					-732	-321	-1053	-15.9

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project (Unsignalized as Signalized)- PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
14	#16, 35	1.00	Condos- 527 Mi	61.00	30.00	61	30	91	1.4
14	#16, 35	1.00	Condos- 430 Ke	15.00	7.00	15	7	22	0.3
	Zone 14 Subtotal					76	37	113	1.7
15	#18	1.00	Health/Fitness	19.00	18.00	19	18	37	0.6
	Zone 15 Subtotal					19	18	37	0.6
16	# 19	1.00	Condos-1826 S	6.00	3.00	6	3	9	0.1
	Zone 16 Subtotal					6	3	9	0.1
17	#20	1.00	Condos- 1417 S	6.00	3.00	6	3	9	0.1
	Zone 17 Subtotal					6	3	9	0.1
18	#21	1.00	New Car Sales-	3.00	4.00	3	4	7	0.1
	Zone 18 Subtotal					3	4	7	0.1
19	#22, 70	1.00	Condos- 1625 S	7.00	3.00	7	3	10	0.2
19	#22, 70	1.00	Mixed-Use- 115	43.00	21.00	43	21	64	1.0
	Zone 19 Subtotal					50	24	74	1.1
20	#23, 24	1.00	Condos- 1525 S	7.00	3.00	7	3	10	0.2
20	#23, 24	1.00	Condos- 1633 S	6.00	3.00	6	3	9	0.1
	Zone 20 Subtotal					13	6	19	0.3
21	#26	1.00	Condos- 2037 S	6.00	3.00	6	3	9	0.1
	Zone 21 Subtotal					6	3	9	0.1
22	#27, 63, 65	1.00	Office- 12233	140.00	36.00	140	36	176	2.7
22	#27, 63, 65	1.00	Westside Media	16.00	15.00	16	15	31	0.5
22	#27, 63, 65	1.00	SM Apt Project	45.00	25.00	45	25	70	1.1
	Zone 22 Subtotal					201	76	277	4.2
23	#28, 32	1.00	Condos- 1511 S	6.00	3.00	6	3	9	0.1
23	#28, 32	1.00	Condos- 1517 B	8.00	4.00	8	4	12	0.2
	Zone 23 Subtotal					14	7	21	0.3
24	#29, 54	1.00	Mixed-Use- 116	37.00	71.00	37	71	108	1.6
24	#29, 54	1.00	Office- 11677	29.00	144.00	29	144	173	2.6
	Zone 24 Subtotal					66	215	281	4.3
25	#30	1.00	Mausoleum Bldg	1.00	2.00	1	2	3	0.0
	Zone 25 Subtotal					1	2	3	0.0
26	#31	1.00	Condos- 10617	6.00	3.00	6	3	9	0.1
	Zone 26 Subtotal					6	3	9	0.1

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project (Unsignalized as Signalized)- PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
27	#33	1.00	Apts- 1817 S B	5.00	2.00	5	2	7	0.1
	Zone 27 Subtotal					5	2	7	0.1
28	#34	1.00	Live/Work- 115	27.00	14.00	27	14	41	0.6
	Zone 28 Subtotal					27	14	41	0.6
29	#36	1.00	Restaurant- 10	23.00	11.00	23	11	34	0.5
	Zone 29 Subtotal					23	11	34	0.5
30	#37, 56, 57	1.00	Condos- 1807 S	6.00	3.00	6	3	9	0.1
30	#37, 56, 57	1.00	Auto Service-	4.00	3.00	4	3	7	0.1
30	#37, 56, 57	1.00	Office- SW Cor	18.00	89.00	18	89	107	1.6
	Zone 30 Subtotal					28	95	123	1.9
31	#38	1.00	Condos- 2263 S	5.00	3.00	5	3	8	0.1
	Zone 31 Subtotal					5	3	8	0.1
32	#39	1.00	Cooking School	3.00	2.00	3	2	5	0.1
	Zone 32 Subtotal					3	2	5	0.1
33	#40	1.00	Bank- 1762 Wes	73.00	67.00	73	67	140	2.1
	Zone 33 Subtotal					73	67	140	2.1
34	#41- NA-Alre	1.00	Westside Pavil	0.00	0.00	0	0	0	0.0
35	#42, 49	1.00	Le Lycee Franc	46.00	62.00	46	62	108	1.6
35	#42, 49	1.00	Mixed-Use- 106	15.00	15.00	15	15	30	0.5
	Zone 35 Subtotal					61	77	138	2.1
36	#44, 60, 67	1.00	Discounted Sto	152.00	152.00	152	152	304	4.6
36	#44, 60, 67	1.00	Olympic-Stoner	47.00	59.00	47	59	106	1.6
36	#44, 60, 67	1.00	Bed, Bath & Be	0.00	0.00	0	0	0	0.0
	Zone 36 Subtotal					199	211	410	6.2
37	#46	1.00	Belmont Villag	22.00	19.00	22	19	41	0.6
	Zone 37 Subtotal					22	19	41	0.6
38	#47, B12, B3	1.00	Apts- 10000 W	102.00	-115.00	102	-115	-13	-0.
38	#47, B12, B3	1.00	Hotel- 150 Las	13.00	12.00	13	12	25	0.4
38	#47, B12, B3	1.00	Beverly Hilton	100.00	61.00	100	61	161	2.4
	Zone 38 Subtotal					215	-42	173	2.6
39	#48	1.00	Mixed-Use- 109	29.00	25.00	29	25	54	0.8
	Zone 39 Subtotal					29	25	54	0.8
40	#50	1.00	Regent Westwoo	238.00	134.00	238	134	372	5.6
	Zone 40 Subtotal					238	134	372	5.6

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project (Unsignalized as Signalized)- PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
41	#51	1.00	Office- 1100 W	20.00	90.00	20	90	110	1.7
	Zone 41 Subtotal					20	90	110	1.7
42	#52	1.00	Del Capri Hote	35.00	19.00	35	19	54	0.8
	Zone 42 Subtotal					35	19	54	0.8
43	#53	1.00	Condos- 11611	7.00	3.00	7	3	10	0.2
	Zone 43 Subtotal					7	3	10	0.2
44	#55	1.00	Retail- 11305	16.00	17.00	16	17	33	0.5
	Zone 44 Subtotal					16	17	33	0.5
45	#58	1.00	Fastfood- 1086	42.00	41.00	42	41	83	1.3
	Zone 45 Subtotal					42	41	83	1.3
46	#59	1.00	Brentwood Reta	46.00	52.00	46	52	98	1.5
	Zone 46 Subtotal					46	52	98	1.5
47	#B1, B5, B11	1.00	Young Israel-	4.00	4.00	4	4	8	0.1
47	#B1, B5, B11	1.00	Retail Expansi	2.00	3.00	2	3	5	0.1
47	#B1, B5, B11	1.00	Cultural Cente	16.00	40.00	16	40	56	0.8
47	#B1, B5, B11	1.00	Condos- 437-44	5.00	3.00	5	3	8	0.1
47	#B1, B5, B11	1.00	Service Facili	90.00	89.00	90	89	179	2.7
47	#B1, B5, B11	1.00	Mixed-Use- 421	31.00	47.00	31	47	78	1.2
47	#B1, B5, B11	1.00	Condos- 432 N	12.00	6.00	12	6	18	0.3
	Zone 47 Subtotal					160	192	352	5.3
48	#B2, B3, B6,	1.00	Beverly Hills	141.00	97.00	141	97	238	3.6
48	#B2, B3, B6,	1.00	Mixed-Use- 265	44.00	119.00	44	119	163	2.5
48	#B2, B3, B6,	1.00	Condos- 125 S	14.00	7.00	14	7	21	0.3
48	#B2, B3, B6,	1.00	Medical Plaza-	52.00	116.00	52	116	168	2.5
48	#B2, B3, B6,	1.00	Commercial/Ret	14.00	18.00	14	18	32	0.5
48	#B2, B3, B6,	1.00	Mixed-Use- 131	46.00	69.00	46	69	115	1.7
48	#B2, B3, B6,	1.00	Assisted Care	8.00	7.00	8	7	15	0.2
48	#B2, B3, B6,	1.00	Senior Congreg	7.00	6.00	7	6	13	0.2
48	#B2, B3, B6,	1.00	Screening Room	4.00	1.00	4	1	5	0.1
48	#B2, B3, B6,	1.00	Mixed-Use- 920	51.00	31.00	51	31	82	1.2
48	#B2, B3, B6,	1.00	Mixed-Use- 959	43.00	33.00	43	33	76	1.2
48	#B2, B3, B6,	1.00	Hotel- 9730 Wi	64.00	56.00	64	56	120	1.8
48	#B2, B3, B6,	1.00	Condos- 140-14	4.00	2.00	4	2	6	0.1
48	#B2, B3, B6,	1.00	Condos- 133 Sp	1.00	1.00	1	1	2	0.0
48	#B2, B3, B6,	1.00	Office/Medical	7.00	21.00	7	21	28	0.4
48	#B2, B3, B6,	1.00	Condos- 156-16	5.00	3.00	5	3	8	0.1
48	#B2, B3, B6,	1.00	Condos- 144 Re	1.00	1.00	1	1	2	0.0
48	#B2, B3, B6,	1.00	Condos- 155 N	1.00	1.00	1	1	2	0.0
	Zone 48 Subtotal					507	589	1096	16.6

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project (Unsignalized as Signalized)- PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
49	#B4, B14, B2	1.00	Church Expansi	1.00	0.00	1	0	1	0.0
49	#B4, B14, B2	1.00	Synagogue/Priv	7.00	8.00	7	8	15	0.2
49	#B4, B14, B2	1.00	Apts- 428-430	1.00	0.00	1	0	1	0.0
49	#B4, B14, B2	1.00	Condos- 313-31	3.00	2.00	3	2	5	0.1
	Zone 49 Subtotal					12	10	22	0.3
50	#B18, B21	1.00	Beverly Hills	21.00	140.00	21	140	161	2.4
50	#B18, B21	1.00	Robinson's May	20.00	-19.00	20	-19	1	0.0
	Zone 50 Subtotal					41	121	162	2.5
51	#B27	1.00	Health Spa- 96	4.00	4.00	4	4	8	0.1
	Zone 51 Subtotal					4	4	8	0.1
52	#62-NA Whole	1.00	Whole Foods Ma	0.00	0.00	0	0	0	0.0
53	#64	1.00	New West Middl	51.00	47.00	51	47	98	1.5
	Zone 53 Subtotal					51	47	98	1.5
54	#66	1.00	Union Bank of	32.00	32.00	32	32	64	1.0
	Zone 54 Subtotal					32	32	64	1.0
55	#68	1.00	Leo Baeck Temp	165.00	199.00	165	199	364	5.5
	Zone 55 Subtotal					165	199	364	5.5
56	#69	1.00	Convenience St	50.00	48.00	50	48	98	1.5
	Zone 56 Subtotal					50	48	98	1.5
57	#71	1.00	Westwood Villa	42.00	40.00	42	40	82	1.2
	Zone 57 Subtotal					42	40	82	1.2
58	#72	1.00	Office Bldg- 2	9.00	41.00	9	41	50	0.8
	Zone 58 Subtotal					9	41	50	0.8
59	Hekmat Mixed	1.00	Mixed Use	60.00	55.00	60	55	115	1.7
	Zone 59 Subtotal					60	55	115	1.7
60	UCLA LOT 36	1.00	UCLA PARKING L	177.00	413.00	177	413	590	8.9
	Zone 60 Subtotal					177	413	590	8.9
TOTAL						2886	3722	6608	100.0

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project (Unsignalized as Signalized)- PM Peak

Trip Distribution Report

Percent Of Trips Project

To Gates											
Zone	1	2	3	4	5	6	9	10	11	12	13
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
3	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
4	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
5	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
6	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
7	15.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
8	15.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
9	5.0	5.0	5.0	5.0	5.0	20.0	5.0	0.0	0.0	0.0	0.0
10	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
11	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
12	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
13	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
14	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
15	0.0	0.0	0.0	0.0	0.0	0.0	10.0	5.0	10.0	5.0	0.0
16	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
17	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
18	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
19	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
20	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
21	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
22	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
23	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	2.5	2.5
24	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
25	15.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
26	10.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
27	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
28	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
29	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
30	10.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0
31	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
32	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
33	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	10.0	0.0	0.0
34	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
35	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
36	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
37	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
38	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
39	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
40	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
41	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
42	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
43	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
44	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project (Unsignalized as Signalized)- PM Peak

To Gates											
Zone	1	2	3	4	5	6	9	10	11	12	13
45	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0
46	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
47	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
48	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
49	10.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0
50	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0
51	5.0	5.0	5.0	5.0	5.0	20.0	5.0	0.0	0.0	0.0	0.0
52	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
53	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
54	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
55	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	5.0
56	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	10.0	0.0	0.0
57	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
58	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0
59	8.0	3.0	0.0	4.0	0.0	3.0	16.0	0.0	11.0	0.0	5.0
60	28.0	0.5	0.0	0.5	0.0	3.0	3.0	3.0	2.0	2.0	2.0

To Gates											
Zone	14	15	16	17	18	19	20	21	22	23	28
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
3	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
4	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
5	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
6	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
7	5.0	0.0	5.0	5.0	5.0	15.0	0.0	0.0	0.0	0.0	0.0
8	5.0	0.0	5.0	5.0	5.0	15.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	2.5	0.0	5.0	2.5	5.0	0.0	0.0	0.0	0.0
10	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
11	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
12	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
13	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
14	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
15	10.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
17	5.0	0.0	5.0	5.0	0.0	10.0	0.0	3.0	0.0	0.0	0.0
18	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
20	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
21	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
23	5.0	2.5	5.0	2.5	0.0	10.0	0.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	5.0	0.0	0.0
25	5.0	0.0	5.0	5.0	5.0	15.0	0.0	0.0	0.0	0.0	0.0
26	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
27	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project (Unsignalized as Signalized)- PM Peak

To Gates

Zone	14	15	16	17	18	19	20	21	22	23	28
28	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
29	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
30	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
31	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
32	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
33	5.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
34	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
35	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
36	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
37	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
38	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
39	5.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
40	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
41	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
42	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
43	5.0	0.0	5.0	0.0	0.0	10.0	0.0	0.0	5.0	0.0	0.0
44	0.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
45	5.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
46	5.0	0.0	5.0	0.0	0.0	10.0	0.0	0.0	5.0	0.0	0.0
47	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
48	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
49	5.0	0.0	5.0	3.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
50	5.0	0.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0
51	0.0	0.0	2.5	0.0	5.0	2.5	5.0	0.0	0.0	0.0	0.0
52	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
53	0.0	0.0	0.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
54	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
55	0.0	0.0	5.0	0.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0
56	5.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
57	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
58	5.0	0.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
59	3.0	0.0	9.0	6.0	0.0	23.0	0.0	0.0	0.0	3.0	2.0
60	3.0	3.0	3.0	3.0	1.0	39.0	3.0	1.0	0.0	0.0	0.0

To Gates

Zone	29	30
1	0.0	0.0
2	2.0	2.0
3	2.0	2.0
4	2.0	2.0
5	2.0	2.0
6	0.0	0.0
7	0.0	0.0
8	0.0	0.0
9	0.0	0.0
10	0.0	0.0

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project (Unsignalized as Signalized)- PM Peak

To Gates

Zone	29	30
11	0.0	0.0
12	0.0	0.0
13	0.0	0.0
14	2.0	2.0
15	0.0	0.0
16	0.0	0.0
17	0.0	0.0
18	0.0	0.0
19	0.0	0.0
20	0.0	0.0
21	0.0	0.0
22	0.0	0.0
23	0.0	0.0
24	0.0	0.0
25	0.0	0.0
26	0.0	0.0
27	0.0	0.0
28	0.0	0.0
29	2.0	2.0
30	0.0	0.0
31	0.0	0.0
32	0.0	0.0
33	0.0	0.0
34	0.0	0.0
35	0.0	0.0
36	0.0	0.0
37	0.0	0.0
38	0.0	0.0
39	0.0	0.0
40	2.0	2.0
41	2.0	2.0
42	0.0	0.0
43	0.0	0.0
44	0.0	0.0
45	0.0	0.0
46	0.0	0.0
47	0.0	0.0
48	0.0	0.0
49	0.0	0.0
50	0.0	0.0
51	0.0	0.0
52	0.0	0.0
53	0.0	0.0
54	2.0	2.0
55	0.0	0.0
56	0.0	0.0
57	2.0	2.0
58	0.0	0.0

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project (Unsignalized as Signalized)- PM Peak

	To Gates	
Zone	29	30
59	2.0	2.0
60	0.0	0.0

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project (Unsignalized as Signalized)- PM Peak

Turning Movement Report
PM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Sepulveda Boulevard and Church Ln/Ovada Pl													
Base	4	1702	237	3	923	383	586	107	19	68	101	7	4141
Added	0	136	0	0	59	50	17	0	0	0	0	0	262
Total	4	1838	237	3	982	433	603	107	19	68	101	7	4403
#2 Church Lane and San Diego Fwy SB On/Off Ramp													
Base	6	668	261	101	479	0	5	3	9	945	1	27	2506
Added	0	17	0	20	30	0	0	0	0	68	0	0	135
Total	6	685	261	121	509	0	5	3	9	1013	1	27	2641
#3 Church Lane and Sunset Boulevard													
Base	132	41	81	559	97	753	427	1280	35	29	904	443	4781
Added	0	0	0	78	0	20	17	6	0	0	13	0	134
Total	132	41	81	637	97	773	444	1286	35	29	917	443	4915
#4 San Diego Fwy NB On/Off Ramps and Sunset Boulevard													
Base	102	0	87	0	0	0	0	1046	914	0	1281	0	3429
Added	0	0	0	0	0	0	0	84	0	0	81	0	165
Total	102	0	87	0	0	0	0	1130	914	0	1362	0	3594
#5 Veteran Avenue and Sunset Boulevard													
Base	392	0	416	0	0	0	0	902	159	288	1414	0	3570
Added	71	0	25	0	0	0	0	10	73	27	10	0	216
Total	463	0	441	0	0	0	0	912	232	315	1424	0	3786
#6 Bellagio Way and Sunset Boulevard													
Base	274	101	32	58	6	143	350	899	86	16	1295	118	3376
Added	0	0	0	8	0	22	22	13	0	0	15	7	87
Total	274	101	32	66	6	165	372	912	86	16	1310	125	3463
#7 Westwood Bouevard and Sunset Boulevard													
Base	205	0	201	0	0	0	0	914	99	48	1266	0	2732
Added	0	0	0	0	0	0	0	21	0	0	22	0	43
Total	205	0	201	0	0	0	0	935	99	48	1288	0	2775
#8 Stone Canyon Road and Sunset Boulevard													
Base	146	0	137	65	0	106	125	1274	130	166	1027	23	3198
Added	0	0	3	0	0	0	0	21	0	1	22	0	47
Total	146	0	140	65	0	106	125	1295	130	167	1049	23	3245
#9 Hilgard Avenue/Copa De Oro Road and Sunset Boulevard													
Base	273	35	382	37	72	21	3	1202	126	166	915	7	3239
Added	7	0	63	0	0	0	0	16	8	59	17	0	170
Total	280	35	445	37	72	21	3	1218	134	225	932	7	3409

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project (Unsignalized as Signalized)- PM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#10 Beverly Glen Boulevard and Sunset Boulevard													
Base	233	175	610	109	71	20	17	1350	63	408	1008	83	4149
Added	0	0	60	0	0	0	0	79	0	29	76	0	244
Total	233	175	670	109	71	20	17	1429	63	437	1084	83	4393
#11 Beverly Glen Boulevard and Sunset Boulevard (East I/S)													
Base	0	0	0	121	0	382	905	1287	0	0	953	132	3781
Added	0	0	0	3	0	42	38	101	0	0	63	1	248
Total	0	0	0	124	0	424	943	1388	0	0	1016	133	4029
#12 Sepulveda Boulevard and San Diego Fwy NB Off-Ramp													
Base	0	1681	0	0	898	0	97	0	26	0	0	0	2702
Added	0	31	0	0	34	0	34	0	0	0	0	0	99
Total	0	1712	0	0	932	0	131	0	26	0	0	0	2801
#13 Sepulveda Boulevard and Montana Avenue													
Base	133	1474	123	59	660	16	3	96	120	169	198	267	3318
Added	0	44	21	26	33	0	0	0	0	2	0	25	151
Total	133	1518	144	85	693	16	3	96	120	171	198	292	3469
#14 Levering Avenue and Montana Avenue													
Base	266	0	8	0	0	0	0	338	111	1	531	0	1256
Added	27	0	0	0	0	0	0	0	47	0	0	0	74
Total	293	0	8	0	0	0	0	338	158	1	531	0	1330
#15 Veteran Avenue and Montana Avenue/Galey Avenue													
Base	57	475	27	61	309	51	121	166	55	23	440	298	2082
Added	0	90	0	3	97	0	0	0	0	0	0	7	197
Total	57	565	27	64	406	51	121	166	55	23	440	305	2279
#16 Galey Avenue and Strathmore Place													
Base	23	381	180	127	164	14	8	107	19	335	160	353	1870
Added	0	7	0	0	3	0	0	0	0	0	0	0	10
Total	23	388	180	127	167	14	8	107	19	335	160	353	1880
#17 Veteran Avenue and Levering Avenue													
Base	183	574	42	23	369	5	0	43	87	55	101	71	1553
Added	14	47	15	41	56	0	0	31	16	16	13	42	291
Total	197	621	57	64	425	5	0	74	103	71	114	113	1844
#18 Hilgard Avenue and Wyton Drive													
Base	123	654	45	35	393	24	53	116	336	21	27	13	1839
Added	0	70	0	0	67	0	0	0	0	0	0	0	137
Total	123	724	45	35	460	24	53	116	336	21	27	13	1976

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project (Unsignalized as Signalized)- PM Peak

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Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#19 Beverly Glen Blvd and Wyton Dr/Comstock Ave [5-Leg Intersection- Wyton Split													
Base	26	763	15	29	481	12	20	33	27	48	69	129	1653
Added	0	60	0	0	29	0	0	0	0	0	0	0	89
Total	26	823	15	29	510	12	20	33	27	48	69	129	1742
#20 Hilgard Avenue and Westholme Avenue													
Base	102	589	33	76	564	41	205	243	158	28	54	49	2140
Added	0	70	0	0	67	0	0	0	0	0	0	0	137
Total	102	659	33	76	631	41	205	243	158	28	54	49	2277
#21 Hilgard Avenue and Manning Avenue													
Base	0	659	8	67	895	0	0	0	0	11	0	24	1664
Added	0	70	0	0	67	0	0	0	0	0	0	0	137
Total	0	729	8	67	962	0	0	0	0	11	0	24	1801
#22 Gayley Avenue and Le Conte Avenue													
Base	64	420	214	200	1089	37	15	133	13	210	315	165	2874
Added	0	7	6	0	3	0	0	40	0	4	63	0	123
#25 In	0	34	-72	-73	73	0	0	-73	73	-34	-34	-34	-140
Total	64	461	148	127	1165	37	15	100	86	180	344	131	2857
#23 Westwood Boulevard and Le Conte Avenue													
Base	105	345	161	108	470	223	94	429	107	170	416	65	2694
Added	178	0	7	0	0	0	0	26	226	7	19	0	463
#25	0	0	0	0	0	0	0	-218	0	0	-102	0	-320
Total	283	345	168	108	470	223	94	237	333	177	333	65	2837
#24 Tiverton Drive and Le Conte Avenue													
Base	37	71	43	97	84	204	134	508	137	23	476	41	1854
Added	0	3	0	0	1	0	0	26	0	0	19	0	49
#25 In	0	0	0	0	0	0	0	-218	0	0	-102	0	-320
Total	37	74	43	97	85	204	134	316	137	23	393	41	1583
#25 Hilgard Avenue and Le Conte Avenue													
Base	59	300	11	26	493	386	338	0	85	11	0	29	1739
Added	0	44	0	0	48	19	26	0	0	0	0	0	137
#25 In	0	0	218	0	0	0	0	0	0	102	0	0	320
Total	59	344	229	26	542	405	364	0	85	113	0	29	2196
#26 Gayley Avenue and Weyburn Avenue													
Base	62	520	215	66	991	295	92	174	34	116	174	92	2832
Added	0	19	128	12	13	0	0	66	0	71	46	13	368
#25 In	0	0	72	146	0	0	0	0	0	34	34	34	320
Total	62	539	415	224	1004	295	92	240	34	221	254	139	3520

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project (Unsignalized as Signalized)- PM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#27 Westwood Boulevard and Weyburn Avenue													
Base	153	678	116	42	699	105	83	151	144	101	230	50	2553
Added	20	185	175	0	232	0	0	43	16	151	46	0	868
#25 In	0	0	0	0	0	0	0	218	0	0	102	0	320
Total	173	863	291	42	931	105	83	412	160	252	378	50	3741
#28 Tiverton Drvie and Weyburn Avenue													
Base	23	64	47	104	0	170	70	177	1	1	100	33	791
Added	0	0	0	0	0	1	3	79	0	0	89	0	172
#25 In	0	0	0	0	0	0	0	218	0	0	102	0	320
Total	23	64	47	104	0	171	73	474	1	1	291	33	1283
#29 Hilgard Avenue and Weyburn Avenue													
Base	51	360	22	27	561	53	58	104	175	14	38	21	1484
Added	0	3	0	0	2	47	41	38	0	0	43	0	174
#25 In	0	0	0	0	0	102	218	0	0	0	0	0	320
Total	51	363	22	27	563	202	317	142	175	14	81	21	1978
#30 Westwood Boulevard and Kinross Avenue													
Base	82	776	36	39	781	124	101	226	99	17	134	42	2456
Added	80	372	14	1	397	1	1	1	57	64	5	6	999
Total	162	1148	50	40	1178	125	102	227	156	81	139	48	3455
#31 Westwood Boulevard and Lindbrook Drive													
Base	1	747	182	29	856	16	32	137	57	93	254	44	2447
Added	0	466	0	0	518	0	0	4	0	-2	2	0	988
Total	1	1213	182	29	1374	16	32	141	57	91	256	44	3435
#32 Glendon/Tiverton/Lindbrook													
Base	32	131	193	38	130	161	33	235	19	415	270	56	1712
Added	0	3	1	0	14	0	0	4	0	-6	0	0	16
Total	32	134	194	38	144	161	33	239	19	409	270	56	1728
#33 Sepulveda Boulevard and Constitution Avenue													
Base	20	1091	2	4	865	105	558	2	80	11	5	5	2748
Added	0	31	0	0	34	0	0	0	0	0	0	0	65
Total	20	1122	2	4	899	105	558	2	80	11	5	5	2813
#34 San Vicente Bouevard and Wilshire Bouelvard													
Base	100	390	242	1119	337	49	11	1033	21	132	1804	827	6065
Added	10	50	5	123	47	6	13	214	23	7	216	131	845
Total	110	440	247	1242	384	55	24	1247	44	139	2020	958	6910
#35 Sepulveda Boulevard and Wilshire Boulevard													
Base	129	583	272	113	457	137	147	1929	41	305	2395	177	6684
Added	6	12	50	13	12	10	8	779	7	53	1005	11	1966
Total	135	595	322	126	469	147	155	2708	48	358	3400	188	8650

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project (Unsignalized as Signalized)- PM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#36 Veteran Avenue and Wilshire Boulevard													
Base	233	677	147	82	1073	1604	422	2176	48	44	2542	30	9079
Added	4	12	24	18	20	171	79	759	4	20	894	8	2013
Total	237	689	171	100	1093	1775	501	2935	52	64	3436	38	11092
#37 Gayley Avenue and Wilshire Boulevard													
Base	223	305	107	137	472	679	349	1932	97	40	1723	85	6148
Added	0	0	0	41	0	269	237	564	0	0	653	31	1795
Total	223	305	107	178	472	948	586	2496	97	40	2376	116	7943
#38 Westwood Boulevard and Wilshire Boulevard													
Base	158	499	187	172	631	248	219	1769	249	172	1611	108	6023
Added	20	161	44	80	168	268	212	363	22	49	390	93	1870
Total	178	660	231	252	799	516	431	2132	271	221	2001	201	7893
#39 Glendon Avenue and Wilshire Bouelvard													
Base	60	215	48	137	285	114	123	2014	38	19	1557	85	4695
Added	1	0	0	14	0	-6	1	486	1	0	537	3	1037
Total	61	215	48	151	285	108	124	2500	39	19	2094	88	5732
#40 Malcolm Avenue and Wilshire Boulevard													
Base	3	1	42	12	1	53	27	2083	60	17	1670	33	4001
Added	6	0	0	36	0	0	0	485	4	0	534	43	1108
Total	9	1	42	48	1	53	27	2568	64	17	2204	76	5109
#41 Westholme Avenue and Wilshire Boulevard													
Base	46	78	57	98	228	12	39	1974	66	55	1644	126	4422
Added	5	0	3	0	0	0	0	495	2	3	572	0	1080
Total	51	78	60	98	228	12	39	2469	68	58	2216	126	5502
#42 Warner Avenue and Wilshire Boulevard													
Base	38	24	34	89	68	44	35	2059	28	11	1812	51	4293
Added	0	0	0	0	0	0	0	487	0	0	572	0	1059
Total	38	24	34	89	68	44	35	2546	28	11	2384	51	5352
#43 Beverly Glen Boulevard and Wilshire Boulevard													
Base	163	482	57	57	412	56	120	1768	274	106	1678	49	5221
Added	15	5	53	37	-16	8	9	480	-9	22	545	46	1195
Total	178	487	110	94	396	64	129	2248	265	128	2223	95	6416
#44 Sawtelle Boulevard and Ohio Avenue													
Base	59	93	98	78	459	126	56	458	33	99	550	53	2160
Added	1	0	2	0	0	0	0	24	1	4	29	0	61
Total	60	93	100	78	459	126	56	482	34	103	579	53	2221

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project (Unsignalized as Signalized)- PM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#45 Sepulveda Boulevard and Ohio Avenue													
Base	152	692	133	120	890	207	99	417	45	71	501	38	3365
Added	3	64	4	3	67	2	1	21	4	2	28	3	202
Total	155	756	137	123	957	209	100	438	49	73	529	41	3567
#46 Veteran Avenue and Ohio Avenue													
Base	27	344	47	18	386	164	152	527	48	152	504	45	2416
Added	1	34	0	0	34	11	6	17	1	0	20	0	124
Total	28	378	47	18	420	175	158	544	49	152	524	45	2540
#47 Westwood Boulevard and Ohio Avenue													
Base	96	902	43	46	1284	122	93	244	83	89	258	43	3303
Added	17	222	0	0	232	9	5	0	17	0	0	0	502
Total	113	1124	43	46	1516	131	98	244	100	89	258	43	3805
#48 Sawtelle Boulevard and Santa Monica Boulevard													
Base	78	377	413	126	558	33	15	1352	33	177	1262	71	4494
Added	2	2	8	0	4	0	0	205	1	9	260	1	492
Total	80	379	421	126	562	33	15	1557	34	186	1522	72	4986
#49 San Diego Fwy SB Ramps and Santa Monica Boulevard													
Base	0	0	0	396	557	203	0	1656	260	588	1238	0	4897
Added	0	0	0	-21	0	57	0	170	44	29	213	0	492
Total	0	0	0	375	557	260	0	1826	304	617	1451	0	5389
#50 San Diego Fwy NB Ramps and Santa Monica Boulevard													
Base	470	529	431	0	0	0	523	1436	0	0	1420	498	5307
Added	57	21	-21	0	0	0	40	109	0	0	185	34	425
Total	527	550	410	0	0	0	563	1545	0	0	1605	532	5732
#51 Sepulveda Boulevard and Santa Monica Boulevard													
Base	174	836	213	153	1179	210	152	1474	319	200	1418	170	6498
Added	4	60	2	7	62	3	4	83	1	0	212	7	445
Total	178	896	215	160	1241	213	156	1557	320	200	1630	177	6943
#52 Veteran Avenue and Santa Monica Boulevard													
Base	65	298	48	129	561	62	183	1626	33	93	1483	90	4671
Added	0	14	0	1	16	17	19	73	1	0	201	2	344
Total	65	312	48	130	577	79	202	1699	34	93	1684	92	5015
#53 Westwood Boulevard and Santa Monica Boulevard													
Base	111	910	104	207	1426	128	172	1495	138	205	1445	242	6582
Added	4	207	8	6	209	33	27	39	3	10	163	6	715
Total	115	1117	112	213	1635	161	199	1534	141	215	1608	248	7297

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project (Unsignalized as Signalized)- PM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#54 Mulholland Drive and Roscomare Road													
Base	302	0	152	0	0	0	0	337	107	47	623	0	1569
Added	29	0	0	0	0	0	0	0	30	0	1	0	60
Total	331	0	152	0	0	0	0	337	137	47	624	0	1629
#55 Roscomare Road and Stradella Road/Linda Flora Drive													
Base	23	410	6	39	61	13	15	0	11	6	1	62	646
Added	0	29	0	0	30	0	0	0	0	0	0	0	59
Total	23	439	6	39	91	13	15	0	11	6	1	62	705
#56 Bellagio Road and Chalon Road													
Base	70	533	0	0	103	25	12	0	13	0	0	0	756
Added	0	29	0	0	30	0	0	0	0	0	0	0	59
Total	70	562	0	0	133	25	12	0	13	0	0	0	815
#57 Beverly Glen Boulevard and Mulholland Drive													
Base	42	811	85	216	377	38	54	204	39	47	562	739	3213
Added	1	39	1	0	40	0	0	0	0	0	0	0	81
Total	43	850	86	216	417	38	54	204	39	47	562	739	3294
#58 Beverly Glen Boulevard and Greendale Drive													
Base	0	1138	9	65	434	0	0	0	0	46	0	231	1924
Added	0	39	0	0	40	0	0	0	0	4	0	1	84
Total	0	1177	9	65	474	0	0	0	0	50	0	232	2008

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project (Unsignalized as Signalized)- PM Peak

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/C	Future LOS	Future Del/ Veh	Future V/C	Change in
# 14 Levering Avenue and Montana Av	B	xxxxx	0.672	B	xxxxx	0.694	+ 0.023 V/C
# 28 Tiverton Drvie and Weyburn Ave	A	xxxxx	0.456	C	xxxxx	0.707	+ 0.251 V/C
# 40 Malcolm Avenue and Wilshire Bo	B	xxxxx	0.657	D	xxxxx	0.837	+ 0.180 V/C
# 55 Roscomare Road and Stradella R	A	xxxxx	0.468	A	xxxxx	0.492	+ 0.024 V/C
# 56 Bellagio Road and Chalon Road	A	xxxxx	0.523	A	xxxxx	0.547	+ 0.024 V/C

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project (Unsignalized as Signalized)- PM Peak

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Levering Avenue and Montana Avenue

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.694
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 | Level Of Service: B

Street Name:	Levering Avenue						Montana Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	0	0 0	0 0	0	1 0	0 1	0	0 0
Volume Module: >> Count Date: 7 Feb 2008 << 500-600												
Base Vol:	253	0	8	0	0	0	0	322	106	1	506	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	266	0	8	0	0	0	0	338	111	1	531	0
Added Vol:	27	0	0	0	0	0	0	0	47	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	293	0	8	0	0	0	0	338	158	1	531	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	293	0	8	0	0	0	0	338	158	1	531	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	0	8	0	0	0	0	338	158	1	531	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	293	0	8	0	0	0	0	338	158	1	531	0
Saturation Flow Module:												
Sat/Lane:	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.97	0.00	0.03	0.00	0.00	0.00	0.00	0.68	0.32	0.01	0.99	0.00
Final Sat.:	1167	0	33	0	0	0	0	817	383	2	1198	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.41	0.41	0.44	0.44	0.00
Crit Volume:			301		0		0				532	
Crit Moves:			****				****				****	

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--------------------------------------------------------------------------------
                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
           Future With Project (Unsignalized as Signalized)- PM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #28 Tiverton Drvie and Weyburn Avenue
********************************************************************************
Cycle (sec):         100           Critical Vol./Cap.(X):         0.707
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        49           Level Of Service:                  C
********************************************************************************
Street Name:           Tiverton Drive                   Weyburn Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted         Permitted         Permitted
Rights:           Include          Include           Include           Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Feb 2008 << 500-600
Base Vol:       22   61    45    99    0   162    67  169     1     1   95    31
Growth Adj:   1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:    23   64    47   104    0   170    70  177     1     1  100    33
Added Vol:       0    0     0     0    0     1     3   79     0     0   89     0
#25 Int:         0    0     0     0    0     0     0  218     0     0  102     0
Initial Fut:    23   64    47   104    0   171    73  474     1     1  291    33
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     23   64    47   104    0   171    73  474     1     1  291    33
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    23   64    47   104    0   171    73  474     1     1  291    33
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    23   64    47   104    0   171    73  474     1     1  291    33
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1200 1200  1200  1200 1200  1200  1200 1200  1200  1200 1200  1200
Adjustment:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:        0.17 0.48  0.35  0.38 0.00  0.62  0.13 0.86  0.01  0.01 0.89  0.10
Final Sat.:    206  572   422   454    0   746   160 1037     2     4 1076   120
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.11 0.11  0.11  0.23 0.00  0.23  0.46 0.46  0.46  0.27 0.27  0.27
Crit Volume:    23                      275         549          1
Crit Moves:   ****                     ****        ****        ****
********************************************************************************
```



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                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
           Future With Project (Unsignalized as Signalized)- PM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #40 Malcolm Avenue and Wilshire Boulevard
********************************************************************************
Cycle (sec):         100           Critical Vol./Cap.(X):         0.837
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        88           Level Of Service:                  D
********************************************************************************
Street Name:           Malcolm Avenue                 Wilshire Boulevard
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted         Permitted         Permitted
Rights:           Include          Include           Include           Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  1! 0  0   0  0  1! 0  0   1  0  2  1  0   1  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Feb 2008 << 415-515
Base Vol:        3    1    40    11    1    50    26 1984    57    16 1590    31
Growth Adj:   1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:     3    1    42    12    1    53    27 2083    60    17 1670    33
Added Vol:       6    0     0    36    0     0     0  485     4     0  534    43
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:     9    1    42    48    1    53    27 2568    64    17 2204    76
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:      9    1    42    48    1    53    27 2568    64    17 2204    76
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:     9    1    42    48    1    53    27 2568    64    17 2204    76
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:     9    1    42    48    1    53    27 2568    64    17 2204    76
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1200 1200  1200  1200 1200  1200  1200 1200  1200  1200 1200  1200
Adjustment:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:        0.18 0.02  0.80  0.47 0.01  0.52  1.00 2.93  0.07  1.00 2.90  0.10
Final Sat.:    210   24   966   564   12   623  1200 3513    87  1200 3481   119
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.04 0.04  0.04  0.08 0.08  0.08  0.02 0.73  0.73  0.01 0.63  0.63
Crit Volume:     9                      101         877          17
Crit Moves:   ****                     ****        ****        ****
********************************************************************************
```

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--------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
           Future With Project (Unsignalized as Signalized)- PM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #55 Roscomare Road and Stradella Road/Linda Flora Drive
********************************************************************************
Cycle (sec):         100             Critical Vol./Cap.(X):        0.492
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        28             Level Of Service:                 A
********************************************************************************
Street Name:          Roscomare Road         Stradella Road/Linda Flora Drive
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Feb 2008 << 415-515
Base Vol:     22  390     6    37   58    12    14    0    10     6    1    59
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  23  410     6    39   61    13    15    0    11     6    1    62
Added Vol:     0   29     0     0   30     0     0    0     0     0    0     0
PasserByVol:   0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  23  439     6    39   91    13    15    0    11     6    1    62
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   23  439     6    39   91    13    15    0    11     6    1    62
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  23  439     6    39   91    13    15    0    11     6    1    62
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  23  439     6    39   91    13    15    0    11     6    1    62
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1200 1200  1200  1200 1200  1200  1200 1200  1200  1200 1200  1200
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.05 0.94  0.01  0.27 0.64  0.09  0.58 0.00  0.42  0.09 0.02  0.89
Final Sat.:   59 1125    16   328  766   106   700    0   500   109   18  1073
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.39 0.39  0.39  0.12 0.12  0.12  0.02 0.00  0.02  0.06 0.06  0.06
Crit Volume:      468          39                15                           69
Crit Moves:       ****        ****              ****                        ****
********************************************************************************
```



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--------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                              Los Angeles, CA
           Future With Project (Unsignalized as Signalized)- PM Peak
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #56 Bellagio Road and Chalon Road
********************************************************************************
Cycle (sec):         100             Critical Vol./Cap.(X):        0.547
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        41             Level Of Service:                 A
********************************************************************************
Street Name:          Bellagio Road                      Chalon Road
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted       Split Phase      Split Phase
Rights:         Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  1  0  0  0   0  0  0  1  0   0  0  1! 0  0   0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Feb 2008 << 500-600
Base Vol:     67  508     0     0   98    24    11    0    12     0    0     0
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  70  533     0     0  103    25    12    0    13     0    0     0
Added Vol:     0   29     0     0   30     0     0    0     0     0    0     0
PasserByVol:   0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  70  562     0     0  133    25    12    0    13     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   70  562     0     0  133    25    12    0    13     0    0     0
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  70  562     0     0  133    25    12    0    13     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  70  562     0     0  133    25    12    0    13     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1200 1200  1200  1200 1200  1200  1200 1200  1200  1200 1200  1200
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.11 0.89  0.00  0.00 0.84  0.16  0.48 0.00  0.52  0.00 0.00  0.00
Final Sat.:  133 1067     0     0 1009   191   574    0   626     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.53 0.53  0.00  0.00 0.13  0.13  0.02 0.00  0.02  0.00 0.00  0.00
Crit Volume:      633            0                          24          0
Crit Moves:       ****        ****                        ****
********************************************************************************
```

Existing LOS Analysis
Future Without Project LOS Analysis
Future With Project LOS Analysis

(Westwood Boulevard and Le Conte Scramble Analysis)

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--------------------------------------------------------------------------------
                  UCLA NHIP and Amended LRDP Traffic Study
                            Los Angeles, CA
                         Existing 2007 AM Peak
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
         Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #23 Westwood Boulevard and Le Conte Avenue
********************************************************************************
Cycle (sec):          100               Critical Vol./Cap.(X):          0.585
Loss Time (sec):        0 (Y+R=4.0 sec) Average Delay (sec/veh):       xxxxxx
Optimal Cycle:         45               Level Of Service:                   A
********************************************************************************
Street Name:          Westwood Boulevard                Le Conte Avenue
Approach:        North Bound      South Bound       East Bound       West Bound
Movement:       L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted       Prot+Permit
Rights:            Ovl            Include          Include          Include
Min. Green:     0     0     0   0     0     0   0     0     0   0     0     0
Lanes:          1  0  2  0  1   1  0  2  0  1   1  0  1  1  0   1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 30 Jan 2008 << 745-845
Base Vol:      53   632   206    32   195    88   168   327    33   130   317   107
Growth Adj:  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:   53   632   206    32   195    88   168   327    33   130   317   107
Added Vol:      0     0     0     0     0     0     0     0     0     0     0     0
PasserByVol:    0     0     0     0     0     0     0     0     0     0     0     0
Initial Fut:   53   632   206    32   195    88   168   327    33   130   317   107
User Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:    53   632   206    32   195    88   168   327    33   130   317   107
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:   53   632   206    32   195    88   168   327    33   130   317   107
PCE Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
FinalVolume:   53   632   206    32   195    88   168   327    33   130   317   107
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425  1425  1425  1425  1425  1425  1425  1425  1425  1425  1425  1425
Adjustment:  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:       1.00  2.00  1.00  1.00  2.00  1.00  1.00  1.82  0.18  1.00  1.00  1.00
Final Sat.:  1425  2850  1425  1425  2850  1425  1425  2589   261  1425  1425  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04  0.22  0.14  0.02  0.07  0.06  0.12  0.13  0.13  0.09  0.22  0.08
Crit Volume:        316          32                168                     317
Crit Moves:        ****        ****               ****                    ****
********************************************************************************
```

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Existing 2007 PM Peak

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Westwood Boulevard and Le Conte Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.568
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Street Name:	Westwood Boulevard		Le Conte Avenue	
Approach:	North Bound	South Bound	East Bound	West Bound
Control:	Permitted	Permitted	Permitted	Prot+Permit
Rights:	Ovl	Include	Include	Include
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 1 1 0	1 0 1 0 1

Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 30 Jan 2008 << 500-600												
Base Vol:	100	329	153	103	448	212	90	409	102	162	396	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	329	153	103	448	212	90	409	102	162	396	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	329	153	103	448	212	90	409	102	162	396	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	329	153	103	448	212	90	409	102	162	396	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	329	153	103	448	212	90	409	102	162	396	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	329	153	103	448	212	90	409	102	162	396	62
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.60	0.40	1.00	1.00	1.00
Final Sat.:	1425	2850	1425	1425	2850	1425	1425	2281	569	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.11	0.07	0.16	0.15	0.06	0.18	0.18	0.11	0.28	0.04
Crit Volume:	100				224		90				396	
Crit Moves:	****				****		****				****	

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project-Westwood/Le Conte Scramble- AM Peak

Scenario Report

Scenario:	Future Without Project AM Peak
Command:	Future Without Project AM Peak
Volume:	Future AM
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	AM Peak
Trip Distribution:	Project
Paths:	Project
Routes:	Default Route
Configuration:	Future

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project-Westwood/Le Conte Scramble- AM Peak

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/C	Future LOS	Future Del/ Veh	Future V/C	Change in
# 23 Westwood Boulevard and Le Cont	E	xxxxx	0.916	C	xxxxx	0.772	-0.145 V/C

```
-------------------------------------------------------------------------------
                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
        Future 2013 Without Project-Westwood/Le Conte Scramble- AM Peak
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #23 Westwood Boulevard and Le Conte Avenue
*******************************************************************************
Cycle (sec):         100             Critical Vol./Cap.(X):        0.772
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        81             Level Of Service:                 C
*******************************************************************************
Street Name:        Westwood Boulevard                 Le Conte Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted      Prot+Permit
Rights:             Ovl            Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  2  0  1   1  0  2  0  1   1  0  1  1  0   1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 30 Jan 2008 << 745-845
Base Vol:      53  632   206    32  195    88   168  327    33   130  317   107
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   56  664   216    34  205    92   176  343    35   137  333   112
Added Vol:    122    0     1     0    0     0     0    7    59     0   14     0
Int #25:        0    0     0     0    0     0     0  -69     0     0 -152     0
Initial Fut:  178  664   217    34  205    92   176  281    94   137  195   112
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   178  664   217    34  205    92   176  281    94   137  195   112
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  178  664   217    34  205    92   176  281    94   137  195   112
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  178  664   217    34  205    92   176  281    94   137  195   112
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  0.67 0.67  0.67  0.67 0.67  0.67  0.67 0.67  0.67  0.67 0.67  0.67
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 1.50  0.50  1.00 1.00  1.00
Final Sat.:   955 1910   955   955 1910   955   955 1433   477   955  955   955
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.35  0.23  0.04 0.11  0.10  0.18 0.20  0.20  0.14 0.20  0.12
Crit Volume:       332          34              176                    195
Crit Moves:       ****        ****             ****                   ****
*******************************************************************************
```

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- Westwood/Le Conte Scramble - PM Peak

Scenario Report

Scenario:	Future Without Project PM Peak
Command:	Future Without Project PM Peak
Volume:	Future PM
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	PM Peak
Trip Distribution:	Project
Paths:	Project
Routes:	Default Route
Configuration:	Future

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future 2013 Without Project- Westwood/Le Conte Scramble - PM Peak

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/C	Future LOS	Future Del/ Veh	Future V/C	Change in
# 23 Westwood Boulevard and Le Cont	D	xxxxx	0.891	F	xxxxx	1.076	+ 0.185 V/C

```
--------------------------------------------------------------------------------
                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
       Future 2013 Without Project- Westwood/Le Conte Scramble - PM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #23 Westwood Boulevard and Le Conte Avenue
********************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):        1.076
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180              Level Of Service:                 F
********************************************************************************
Street Name:        Westwood Boulevard                 Le Conte Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted      Prot+Permit
Rights:             Ovl            Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  1    1  0  2  0  1    1  0  1  1  0    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 30 Jan 2008 << 500-600
Base Vol:     100  329   153   103  448   212    90  409   102   162  396    62
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  105  345   161   108  470   223    94  429   107   170  416    65
Added Vol:    178    0     6     0    0     0     0   23   226     6   18     0
#25:            0    0     0     0    0     0     0 -218     0     0 -102     0
Initial Fut:  283  345   167   108  470   223    94  234   333   176  332    65
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   283  345   167   108  470   223    94  234   333   176  332    65
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  283  345   167   108  470   223    94  234   333   176  332    65
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  283  345   167   108  470   223    94  234   333   176  332    65
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  0.67 0.67  0.67  0.67 0.67  0.67  0.67 0.67  0.67  0.67 0.67  0.67
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:   955 1910   955   955 1910   955   955  955   955   955  955   955
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.30 0.18  0.17  0.11 0.25  0.23  0.10 0.25  0.35  0.18 0.35  0.07
Crit Volume:  283                    235                     333   176
Crit Moves:  ****                   ****                    ****  ****
********************************************************************************
```

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project-Westwood/Le Conte Scramble AM Peak

Scenario Report

Scenario:	Future With Project AM Peak
Command:	Future With Project AM Peak
Volume:	Future AM
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	AM Peak
Trip Distribution:	Project
Paths:	Project
Routes:	Default Route
Configuration:	Future

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project-Westwood/Le Conte Scramble AM Peak

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in
# 23 Westwood Boulevard and Le Cont	E	xxxxx	0.916	C	xxxxx	0.775	-0.141 V/C

```
--------------------------------------------------------------------------------
                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
            Future With Project-Westwood/Le Conte Scramble AM Peak
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #23 Westwood Boulevard and Le Conte Avenue
********************************************************************************
Cycle (sec):         100             Critical Vol./Cap.(X):         0.775
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        83             Level Of Service:                  C
********************************************************************************
Street Name:        Westwood Boulevard                Le Conte Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted      Prot+Permit
Rights:            Ovl             Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  1   1  0  2  0  1   1  0  1  1  0   1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 30 Jan 2008 << 745-845
Base Vol:      53  632   206    32  195    88   168  327    33   130  317   107
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   56  664   216    34  205    92   176  343    35   137  333   112
Added Vol:    122    0     1     0    0     0     0    8    59     1   17     0
Int #25:        0    0     0     0    0     0     0  -69     0     0 -152     0
Initial Fut:  178  664   217    34  205    92   176  282    94   138  198   112
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   178  664   217    34  205    92   176  282    94   138  198   112
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  178  664   217    34  205    92   176  282    94   138  198   112
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  178  664   217    34  205    92   176  282    94   138  198   112
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  0.67 0.67  0.67  0.67 0.67  0.67  0.67 0.67  0.67  0.67 0.67  0.67
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 1.50  0.50  1.00 1.00  1.00
Final Sat.:   955 1910   955   955 1910   955   955 1434   476   955  955   955
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.35  0.23  0.04 0.11  0.10  0.18 0.20  0.20  0.14 0.21  0.12
Crit Volume:       332          34              176                    198
Crit Moves:       ****        ****             ****                   ****
********************************************************************************
```

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- Westwood/Le Conte Scramble PM Peak

Scenario Report

Scenario:	Future With Project PM Peak
Command:	Future With Project PM Peak
Volume:	Future PM
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	PM Peak
Trip Distribution:	Project
Paths:	Project
Routes:	Default Route
Configuration:	Future

UCLA NHIP and Amended LRDP Traffic Study
Los Angeles, CA
Future With Project- Westwood/Le Conte Scramble PM Peak

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in
# 23 Westwood Boulevard and Le Cont	D	xxxxx	0.891	F	xxxxx	1.077	+ 0.186 V/C

```
-------------------------------------------------------------------------------
                   UCLA NHIP and Amended LRDP Traffic Study
                                Los Angeles, CA
            Future With Project- Westwood/Le Conte Scramble PM Peak
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #23 Westwood Boulevard and Le Conte Avenue
*******************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):         1.077
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180              Level Of Service:                  F
*******************************************************************************
Street Name:        Westwood Boulevard                 Le Conte Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted      Prot+Permit
Rights:            Ovl             Include          Include          Include
Min. Green:    0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  1   1  0  2  0  1   1  0  1  1  0   1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 30 Jan 2008 << 500-600
Base Vol:     100  329   153   103  448   212    90  409   102   162  396    62
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  105  345   161   108  470   223    94  429   107   170  416    65
Added Vol:    178    0     7     0    0     0     0   26   226     7   19     0
#25:            0    0     0     0    0     0     0 -218     0     0 -102     0
Initial Fut:  283  345   168   108  470   223    94  237   333   177  333    65
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   283  345   168   108  470   223    94  237   333   177  333    65
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  283  345   168   108  470   223    94  237   333   177  333    65
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  283  345   168   108  470   223    94  237   333   177  333    65
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  0.67 0.67  0.67  0.67 0.67  0.67  0.67 0.67  0.67  0.67 0.67  0.67
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:   955 1910   955   955 1910   955   955  955   955   955  955   955
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.30 0.18  0.18  0.11 0.25  0.23  0.10 0.25  0.35  0.19 0.35  0.07
Crit Volume:  283                     235                    333   177
Crit Moves:  ****                    ****                   ****  ****
*******************************************************************************
```

Appendix C: Related Project Footnotes

Table 10- Related Project Footnotes

[1] Draft Traffic Study for 10131 Constellation Boulevard Residential Project, prepared by Kaku Associates, Inc., October 2005.

[2] Draft Study for the Los Angeles Field Office Headquarters of the Federal Bureau of Investigation (FBI), prepared by Katz, Okitsu & Associates, February 24, 2006.

[3] Traffic Study for Palazzo Westwood Project, prepared by Crain & Associates, November 2002.

[4] Daily and AM peak hour trips based on ITE Land Use Code 443 (Movie Theater w/o Matinee) trip generation average rates. PM peak hour trips based on the City of Los Angeles West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP).

[5] Daily and AM peak hour trips based on ITE Land Use Code 220 (Apartment) trip generation average rates. PM peak hour trips based on the City of Los Angeles West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP).

[6] Daily and AM peak hour trips based on ITE Land Use Code 820 (Shopping Center) trip generation average rates. PM peak hour trips based on the City of Los Angeles West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP).

[7] Daily and AM peak hour trips based on ITE Land Use Code 230 (Residential Condominium/Townhouse) trip generation average rates. PM peak hour trips based on the City of Los Angeles West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP).

[8] Traffic Impact Analysis for the 10776 Wilshire Boulevard Project, prepared by Crain & Associates, April 2005.

[9] Traffic Impact Analysis for the Wilshire/Comstock Project, prepared by Crain & Associates, November 2004.

[10] Traffic Impact Study for the 2000 Avenue of the Stars Project, Century City, prepared by Crain & Associates, June 2002.

[11] Daily and AM peak hour trips based on ITE Land Use Code 310 (Hotel) trip generation average rates. PM peak hour trips based on the City of Los Angeles West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP).

[12] Los Angeles Department of Transportation Programs and Development Review. Directional distribution based on ITE Land Use Code 492 (Health/Fitness Club) trip generation average rates.

[13] Daily and AM peak hour trips based on ITE Land Use Code 841 (New Car Sales) trip generation equation rates. PM peak hour trips based on the City of Los Angeles West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP).

[14] Daily and AM peak hour trips based on ITE Land Use Code 710 (General Office) trip generation average rates. PM peak hour trips based on the City of Los Angeles West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP).

[15] Daily and AM peak hour trips based on ITE Land Use Code 814 (Specialty Retail) trip generation equation rates. PM peak hour trips based on the City of Los Angeles West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP).

[16] ITE Land Use Code 566 (Cemetery) trip generation average rates.

[17] Daily and AM peak hour trips based on ITE Land Use Code 931 (Quality Restaurant) trip generation average rates. As the WLA TIMP does not provide rates based on the number of seats, the PM peak hour trips were based on ITE average rates based on the number of seats.

[18] ITE Land Use Code 540 (Junior/Community College) trip generation average rates.

[19] Daily and AM peak hour trips based on ITE Land Use Code 911 (Walk-in Bank) trip generation average rates. PM peak hour trips based on the WLA TIMP.

[20] Los Angeles Department of Transportation Programs and Development Review. Directional distribution based on ITE Land Use Code 820 (Shopping Center) AM and PM peak hour trip distribution rates.

[21] Los Angeles Department of Transportation Programs and Development Review. Directional distribution based on ITE Land Use Code 536 (Private School (K-12)) AM and PM peak hour trip distribution rates.

[22] Traffic Impact Study, prepared by Crain & Associates, as provided by LADOT.

[23] Los Angeles Department of Transportation Programs and Development Review. Directional distribution based on ITE Land Use Code 815 (Discount Store) AM and PM peak hour trip distribution rates.

[24] Traffic Impact Study, Belmont Village Project, prepared by LLG Engineers, March 2006.

[25] Traffic Impact Study, Brentwood Retail Center Project, prepared by LLG Engineers, May 2005.

[26] Traffic and Parking Impact Analysis for Beverly Hills Gardens and Montage Hotel Project, prepared by Parsons Transportation Group, November 2003.

[27] Traffic Impact Study for a proposed 9200 Wilshire Boulevard Project, prepared by Katz, Okitsu & Associates, January 2006.

[28] Traffic Impact Study, 9900 Wilshire Boulevard, City of Beverly Hills, prepared by Meyer, Mohaddes Associates, December 2005.

[29] AM and PM peak hour trips based on the ITE Land Use Code 942 (Automobile Care Center) trip generation average rates. The PM peak hour was conservatively assumed to comprise 10 percent of the daily trip generation.

[30] ITE Land Use Code 720 (Medical-Dental Office Building) trip generation average rates.

[31] ITE Land Use Code 820 (Shopping Center) trip generation average rates.

[32] ITE Land Use Code 230 (Residential Condominium/Townhouse) trip generation average rates.

[33] ITE Land Use Code 220 (Apartment) trip generation average rates.

[34] ITE Land Use Code 710 (General Office) trip generation average rates.

[35] ITE Land Use Code 310 (Hotel) trip generation average rates.

[36] Los Angeles Department of Transportation Programs and Development Review. Directional distribution based on ITE Land Use Code 850 (Supermarket) AM and PM peak hour trip distribution rates.

[37] Los Angeles Department of Transportation Programs and Development Review. Directional distribution based on ITE Land Use Code 492 (Fitness Club) AM and PM peak hour trip distribution rates.

[38] Los Angeles Department of Transportation Programs and Development Review. Directional distribution based on ITE Land Use Code 522 (Middle School) AM and PM peak hour trip distribution rates.

[39] Los Angeles Department of Transportation Programs and Development Review. Directional distribution based on ITE Land Use Code 220 (Apartments) AM and PM peak hour trip distribution rates.

[40] Los Angeles Department of Transportation Programs and Development Review. Directional distribution based on ITE Land Use Code 911 (Walk-in Bank) AM and PM peak hour trip distribution rates.
[41] Los Angeles Department of Transportation Programs and Development Review. Directional distribution based on ITE Land Use Code 814 (Specialty Retail) AM and PM peak hour trip distribution rates.

[42] Los Angeles Department of Transportation Programs and Development Review. Net PM trips provided by LADOT. Daily, AM Trips, and AM and PM directional distribution based on ITE Land Use Code 536 (Private School (K-12)) trip generation average rates for students.

[43] Los Angeles Department of Transportation Programs and Development Review. Net PM trips provided by LADOT. Daily, AM Trips, and AM and PM directional distribution based on ITE Land Use Code 561 (Synagogue) trip generation average rates per thousand square feet.

[44] Los Angeles Department of Transportation Programs and Development Review. Net PM trips provided by LADOT. Daily, AM Trips, and AM and PM directional distribution based on ITE Land Use Code 851 (Convenience Market) trip generation average rates per thousand square feet.

[45] Los Angeles Department of Transportation Programs and Development Review. Net daily and PM trips provided by LADOT. AM Trips, and AM and PM directional distribution based on ITE Land Use Code 230 (Condominium) trip generation average rates per dwelling unit.

[46] Los Angeles Department of Transportation Programs and Development Review. Directional distribution based on ITE Land Use Code 851 (Convenience Market) AM and PM peak hour trip distribution rates.

[47] Los Angeles Department of Transportation Programs and Development Review. Directional distribution based on ITE Land Use Code 710 (General Office) AM and PM peak hour trip distribution rates.

[48] Trip generation rates for Related Projects #1-61 and #B1-B36 were provided by LADOT and are based on Table 9-2, Related Projects Weekday Trip Generation, in the Westfield Century City- New Century Plan, prepared by Linscott, Law & Greenspan, Engineers, October 10, 2007.

[49] Project is included on the City of Los Angeles Department of Transportation List of Related Projects, but has recently been completed and is fully operational. Trips generated by the project are included in the existing counts, thus, the trip generation has been zeroed out.

[50] A formal application has not been submitted to the City of Los Angeles. Due to its close proximity to UCLA, the project was included on the Related Project List to provide the most conservative analysis.

Appendix J

Water Supply Assessment

Water Supply Analysis

UCLA 2008 Northwest Housing Infill Project and Long Range Development Plan Amendment

November 2008

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Introduction

Physical development of the University of California, Los Angeles ("UCLA") is guided by the 2002 Long Range Development Plan, adopted by the Regents in February 2003. The Long Range Development Program ("LRDP") fulfills the function of a "master plan" for campus land use development and the accompanying Final EIR for the 2002 LRDP was certified by the Regents pursuant to the requirements of the California Environmental Quality Act ("CEQA").

The 2002 LRDP EIR analyzed the environmental impacts of the addition of 1.71 million gross square feet (gsf) and 4,000 full time equivalent ("FTE") students pursuant to the 2002 LRDP. Senate Bill 610, which requires a water supply analysis by the local water provider for certain projects, applies only to "cities and counties" and not to the University of California, a constitutionally-established public entity. In 2002, UCLA voluntarily requested that the local water provider, the Los Angeles Department of Water & Power ("LADWP"), prepare a Water Supply Assessment ("WSA") for the 2002 LRDP analyzing the sufficiency of LADWP's water supplies to meet existing and future water demands, including those of the 2002 LRDP and any unbuilt previously-approved development under prior LRDPs. The 2002 WSA for the 2002 LRDP was adopted by the LADWP Board of Commissioners on July 2, 2002. It concluded that water supplies were adequate to meet the needs of the 2002 LRDP along with those water demands projected to arise within LADWP's service area. The 2002 WSA and a Supplementary Water Supply Analysis prepared by UCLA were then included in the 2002 LRDP EIR, forming the basis of that EIR's conclusion that water supply impacts would be less than significant.

UCLA is proposing to amend the LRDP for the UCLA campus to provide an additional 550,000 square feet of development for the proposed 2008 Northwest Housing Infill Project ("2008 NHIP"). Because the 2008 NHIP has an estimated completion date of 2013, and the 2002 LRDP has a planning horizon of 2010, the Draft EIR and this water supply assessment account for an extended LRDP planning horizon from 2010 to 2013. The 2002 LRDP as modified by the proposed LRDP amendment ("LRDP Amendment") would preserve the 2002 LRDP's campus-wide trip generation and parking caps, reconfirm the remaining LRDP development square footage entitlements within campus land use zones (with the exception of the NHIP), and provide for a small increase in total campus population through 2013. In summary, the 2002 LRDP as amended would provide for a total new development of approximately 1.87 million gross square feet (i.e. approximately 1.32 million gsf remaining under the 2002 LRDP and the proposed 550,000 gsf addition for the 2008 NHIP).

In preparing this analysis, significant references and data have been utilized from the City of Los Angeles Year 2005 Urban Water Management Plan ("UWMP"). The 2005 UWMP and the information contained therein are incorporated as a part of this water supply analysis, and the 2005 UWMP is attached to this document.

Summary of Findings

Campus water demand attributable to the 2002 LRDP as amended is estimated to increase by approximately 307 acre feet ("AF") annually by 2013 in conjunction with an estimated increase in square footage of 1.87 million gross square feet. This analysis concludes that adequate water supplies will be available to meet the water demands of development under the LRDP Amendment, as the projected water demand can be met during normal, single-dry, and multiple-dry water years, in addition to the existing and planned future demands on LADWP.

The basis for reaching this conclusion is the City of Los Angeles' 25-year water resource plan, the

2005 UWMP. LADWP's water demand forecast as contained in the 2005 UWMP uses a population growth forecast that is consistent with the projections used in the City of Los Angeles General Plan. The California Urban Water Management Planning Act requires water suppliers to develop an UWMP every five years to identify short-term and long-term water resources management measures to meet growing water demands during normal, dry, and multiple-dry years.

The City of Los Angeles is currently experiencing its second year of dry conditions. These current dry conditions fall within the planning assumptions of the 2005 UWMP. The 2005 UWMP includes multiple-dry year scenarios as part of its water shortage contingency analysis. The anticipated water demand from the 2002 LRDP Amendment falls within the 2005 UWMP's projected water supplies for normal, single-dry, and multiple-dry years through the year 2030 and within the 2005 UWMP's 25-year water demand growth projection. Overall the UWMP projected an increase in citywide water demands based on new development (well beyond that remaining under the 2002 LRDP Amendment), while anticipating multi-year dry water supply conditions occurring at the same time. Therefore, water supplies are or will be adequate to meet the demands of the 2002 LRDP Amendment, according to the 2005 UWMP.

Project Description & Project Water Demand Estimate

In 2007/2008, the UCLA campus accommodated approximately 16.8 million gsf of occupied space, by 2013 (the date of buildout of the 2002 LRDP as amended), this could increase to 18,844,631 gsf. The proposed LRDP Amendment would allow the development and occupancy of approximately 1.87 million square feet of gross space on the UCLA campus beyond that existing in 2008: 550,000 square feet for the proposed 2008 NHIP and 1.32 million square feet of building entitlement remaining from the 2002 LRDP (which entitlement was itself left over from the 1990 LRDP). While the bulk of this 1.87 million square feet of new development (i.e., the 1.32 million square feet from the 2002 LRDP) was actually analyzed in the 2002 LRDP EIR, which determined that there was sufficient water supply to meet the water demands that this new space would generate, this 2008 water supply analysis will assess the sufficiency of water supplies to meet the demands of all development above and beyond that actually existing in 2008. Therefore, the water supply impact of the 2002 LRDP Amendment would be the demand generated from the development of approximately 1.87 million square feet to the campus.

In order to be consistent with the general methodology utilized by the City of Los Angeles Department of Water and Power ("LADWP") for calculating demand for water, a ratio of water demand to sewer generation for the UCLA campus was derived. Utilizing the 2007 sewer monitoring information reported in the sewer study prepared for the 2002 LRDP Amendment, the campus' overall wastewater generation for 2007 was 2,035,000 gallons per day ("gpd").[1] At the same time, the average water use for the campus in 2007 was 2,337,598 gpd, based upon metering data from LADWP. These data indicate that campus sewage generation is approximately 87 percent of the amount of water used, corresponding to a campus water-demand-to-sewage-generation ratio of approximately 1.15.

1 Sewer Study (RBF Consulting, 2008).

TABLE I

2002 LRDP Amendment Water Demand Use Ratio

2007 Average Annual Water Use (gpd)	2007 Annual Sewage Generation (gpd)	Ratio (water/sewer)
2,337,598	2,035,000	1.15
gpd - gallons per day		

The sewer study conducted for the proposed 2002 LRDP Amendment measured the actual wastewater generated by the campus for 2007 and estimated the wastewater generation for the Ronald Reagan Medical Center (RRUCLAMC) that was built but not fully occupied at the time of the sewer study. The results of the sewer metering study, the estimated wastewater for the RRUCLAMC, and the projection of wastewater generation for the 2013 build-out year are shown in column one of Table II below. Similarly, using actual water use meter data for the campus in 2007, and applying the water-demand-to-sewage-generation ratio previously discussed, the water demand for the campus for the 2013 build-out year is derived in column two of Table II below.

TABLE II

2002 LRDP Amendment Water/Wastewater Baseline for 2008

Scenario	Wastewater Generation (gpd)	Water Use (gpd)
2008 Existing Campus	2,035,000[1]	2,337,598[1]
2008 R.R. Medical Center	120,000[2]	138,000
Total 2008 Baseline	*2,155,000*	*2,475,598*
Total 2013 Campus	2,393,441[2]	2,749,805
Increase between 2008 and 2013 due to LRDP Amendment	238,441	274,207
Notes: 1. Based on 2007 metering data. 2. Based on 2008 Sewer Study by RBF Consulting.		

The estimated increase in daily water demand for the campus of 274,207 gpd is equivalent to an annual increase in water demand for the campus of approximately 307 AF (i.e. 325,851 gallons equal one acre foot).

Water Demand Forecast

LADWP's 2005 UWMP projects yearly water demand to reach 776,000 AF by 2030, or an increase of 17 percent or 115,000 AF from 2005. Water demand projections in five-year increments through 2030 are available in the 2005 UWMP for each of the major customer classes: single-family, multi-family, commercial, governmental, and industrial. Demographic data from the Southern California Association of Government's 2004 Regional Transportation Plan as well as billing data for each major customer class, weather, and conservation were factors used in forecasting future water demand growth.

The 2005 UWMP used a service area-wide method in developing its water demand projections. This methodology does not rely on individual development demands to determine area-wide growth. Rather, the growth in water use for the entire service area was considered in developing long-term water projections for the City of Los Angeles through the year 2030. The 2005 UWMP is updated every five years as required by California law. This process entails, among other requirements, an update of water supply and water demand projections for water agencies. In the next update, LADWP will develop a revised demand forecast that will factor in the water demand for all water supply assessments that have been prepared in addition to future demands, in order to continually hone the accuracy of the water demand forecasts. While quantified water demands will be added to the water demand baseline for use in future UWMPs, project consistency with the amount of growth assumed in the 2005 UWMP's projections supports a conclusion that such a project's demands were included in the 2005 UWMP supply-demand analysis.

As mentioned above, the 2005 UWMP anticipates a growth in water demand of 115,000 AF per year by 2030. The additional water demand represented by the 2002 LRDP Amendment, 307 AF per year, falls well within this amount. Further, the 2005 UWMP anticipates that governmental land uses (under which the UCLA campus would fall) would result in an increase of 3,000 AF per year in water demands by 2030, with 1,000 AF per year of this demand growth occurring by 2010.[2] Therefore, the additional water use that would result from the 2002 LRDP Amendment is also consistent with these land-use specific projections. The growth in water demand that would occur under the 2002 LRDP Amendment is consequently included within the demand forecasts utilized in the 2005 UWMP.

Water Supplies

The Los Angeles Aqueducts ("LAA"), local groundwater, purchased water from the Metropolitan Water District of Southern California ("MWD"), and recycled water are the primary sources of water supplies for the City of Los Angeles. Table II shows LADWP water supplies over the last ten years from these sources.

TABLE II
LADWP Water Supply

Year	Los Angeles Aqueducts	Local Groundwater	MWD	Recycled Water	Total
1997	435,624	110,629	93,217	1,873	*641,343*
1998	466,836	80,003	56,510	1,326	*604,675*
1999	309,037	170,660	164,112	1,812	*645,621*
2000	255,183	87,946	336,116	2,200	*681,445*
2001	266,923	79,073	309,234	1,636	*656,866*
2002	179,338	92,376	410,329	1,945	*683,988*
2003	251,942	90,835	322,329	1,759	*666,865*
2004	202,547	71,831	391,834	1,774	*667,986*
2005	368,839	56,547	185,346	1,402	*612,134*
2006	378,956	63,270	188,781	3,981	*634,988*
Note: Units are in AF					

Los Angeles Aqueducts

Snowmelt runoff from the Eastern Sierra Nevada Mountains is collected and conveyed to the City of Los Angeles via the LAA. LAA supplies come primarily from snowmelt and secondarily from groundwater pumping, and can fluctuate yearly due to varying hydrologic conditions. In recent years,

2 See LADWP 2005 UWMP, p. 1-10.

LAA supplies have been less than the historical average because of environmental obligations to restore Mono Lake and mitigate dust from Owens Lake.

The City holds water rights in the Eastern Sierra Nevada where LAA supplies originate. These supplies originate from both streams and from groundwater. In 1905, the City approved a bond measure for the purchase of land and water rights in the Owens River Valley. By 1913, the First Los Angeles Aqueduct began its deliveries of water to the City primarily from surface water diversions from the Owens River and its tributaries. Historically, these supplies were augmented from time to time by groundwater extractions from beneath the lands that the City had purchased in the Owens Valley.

In 1940, the First Los Angles Aqueduct was extended north to deliver Mono Basin water to the City pursuant to water rights permits and licenses granted by the State Water Resources Control Board. In 1970, the Second Los Angeles Aqueduct was completed increasing total delivery capacity of the LAA system to approximately 550,000 AF per year. The Second Los Angeles Aqueduct was to be filled by completing the Mono Basin diversions originally authorized in 1940 by a more effective use of water for agricultural purposes on City-owned lands in the Owens Valley and Mono Basin and by increased groundwater pumping from the City's lands in the Owens Valley.

In 1972, Inyo County filed a California Environmental Quality Act lawsuit challenging the City's groundwater pumping program for the Owens Valley. The lawsuit was finally ended in 1997, with the County of Inyo and the City of Los Angeles entering into a long-term agreement for the management of groundwater in the Owens Valley. That agreement, entered as a judgment of the Superior Court in the County of Inyo (*County of Inyo v. City of Los Angeles*, Inyo Co. Super. Ct. Case No. 12908) outlines the management of the City's Owens Valley groundwater resources.

Further, in September 1994 by virtue of the public trust doctrine, the State Water Resources Control Board issued Decision No. 1631, which effectively reduced LADWP's Mono Basin water rights from 100,000 AF a year to the current 16,000 AF a year. In brief, LADWP's ability to export Mono Basin water is now tied directly to the elevation of Mono Lake and flows of various streams that are tributary to Mono Lake. When Mono Lake reaches its target elevation, then exports from the Mono Basin can increase from its current levels.

In July 1998, LADWP and the Great Basin Unified Air Pollution Control District entered into a Memorandum of Agreement. It delineated the dust-producing areas of the Owens lakebed that needed to be controlled, specified measures required to control the dust, and outlined a timetable for implementation of the control measures. The Memorandum of Agreement was incorporated into a formal air quality control plan by the Great Basin Unified Air Pollution Control District and subsequently approved by the United States Environmental Protection Agency in October 1999. Pursuant to the Memorandum of Agreement, a dust mitigation program was implemented on the Owens Lake. An estimated 55,000 AF of water annually may ultimately be required to sustain the dust mitigation program.

Taking all of this into consideration, LADWP predicts that 276,600 AF per year would be available in average year scenarios through 2030. In single-dry years LAA deliveries would be about 95,300 AF per year, and in multiple dry year droughts, deliveries would range from 135,500 AF in the first year to 63,200 AF per year in the third year.[3]

[3] LADWP 2005 UWMP, exhibits 6C through 6I.

Groundwater

LADWP extracts groundwater from various locations throughout the Owens Valley and four local groundwater basins. LADWP owns extensive property in the Owens Valley. LADWP appropriates groundwater from beneath its lands for use in the Owens Valley and in Los Angeles. It has a long-term groundwater management plan in place. Additionally, LADWP holds adjudicated extraction rights in four local groundwater basins: San Fernando, Sylmar, Central, and West Coast.

The Owens Valley, located on, the eastern slope of the Sierra Nevada Mountains, encompasses approximately 3,300 square miles of drainage area. LADWP has extracted the following quantities of groundwater from the Owens Valley in the last five runoff years (April1 — March 31):

2002–2003:	82,281 AF
2003–2004:	87,726 AF
2004–2005:	85,820 AF
2005–2006:	57,412 AF
2006–2007:	58,621 AF

Owens Valley is not identified as an overdrafted basin in the California Department of Water Resources California's Groundwater Bulletin 118 Update 2003. Further, the Bulletin 118 Update 2003 does not project the Owens Valley to become overdrafted if present groundwater management conditions continue. Also, in 1990, the City of Los Angeles and Inyo County as part of the preparation of the long-term groundwater management agreement, prepared the "Green Book for the Long-Term Groundwater Management Plan for the Owens Valley and Inyo County". It contains plans and procedures to prevent overdraft conditions from groundwater pumping as well as to manage vegetation in the Owens Valley.

The San Fernando and Sylmar basins are subject to the judgment in *City of Los Angeles v. City of San Fernanado* (Los Angeles Co. Super. Ct. Case No. 650079). Pumping is reported to the court-appointed Upper Los Angeles River Area ("ULARA") Watermaster. The San Fernando Basin is the largest of four basins within ULARA. The basin consists of 112,000 acres of land and comprises 91.2 percent of the ULARA valley fill. LADWP has accumulated nearly 374,091 AF of stored water credit in the San Fernando Basin as of October 2006. This is water LADWP can withdraw from the basin during normal and dry years or in an emergency, in addition to LADWP's approximately 87,000 AF annual entitlement in the basin. The majority of LADWP's groundwater is extracted from the San Fernando Basin. The Sylmar Basin is located in the northern part of the ULARA, consists of 5,600 acres and comprises 4.6 percent of the ULARA valley fill. LADWP has an annual entitlement of 3,255 AF from the Sylmar Basin. The court decision on pumping rights in the ULARA was implemented in a judgment on January 26, 1979.[4] Further information about the ULARA basin is in the ULARA Watermaster Report. The ULARA Watermaster report and the judgment are available for review at the office of the ULARA Watermaster.

LADWP additionally has adjudicated rights to extract groundwater from the Central and West Coast Basins, respectively. Pumping in these basins is reported to the California Department of Water Resources ("DWR"), which acts as Watermaster. Annual entitlements to the Central and West Coast Basins are 15,000 AF and 1,503 AF, respectively. LADWP does not exercise its pumping rights in

[4] See Appendix F of the 2005 UWMP for copies of the relevant portions of the ULARA judgment.

the West Coast Basin at this time due to localized water quality issues.[5] The complete judgments are available for review at DWR.

For the period of October 2005 to September 2006, LADWP extracted 35,428 AF, 1,853 AF, and 13,395 AF from the San Fernando, Sylmar, and Central Basins, respectively. LADWP plans to continue production from its groundwater basins in the coming years to offset reductions in imported supplies. Extraction from the basins will however be limited by water quality and overdraft protection. Both LADWP and DWR have programs in place to monitor wells to prevent overdrafting. LADWP's groundwater pumping practice is based on a "safe yield" operation. The objective, over a period of years, is to extract an amount of groundwater equal to the native and imported water that recharges. Extractions by LADWP from the San Fernando, Sylmar, Central, and West Coast Basins for the last five years are shown on Table III.

TABLE III
Local Groundwater Basin Supply
(Amounts Extracted)

Water Year (Oct-Sep)	San Fernando Basin	Sylmar Basin	Central Basin	West Coast Basin
2001–2002	66,823	1,240	8,639	0
2002–2003	78,045	3,662	9,811	0
2003–2004	72,235	2,634	15,907	0
2004–2005	46,815	1,509	14,870	0
2005–2006	35,428	1,853	13,395	0
Note: Units are in AF				

In the future, LADWP expects that 276,000 AF per year would be available in average year scenarios through 2030. In single-dry years, groundwater production would be about 135,000 AF per year, and in multiple dry year droughts, groundwater production would range from 135,000 AF in the first year to 95,000 AF per year in the fourth year.[6]

Metropolitan Water District of Southern California

MWD is the largest water wholesaler for domestic and municipal uses in Southern California. As one of 26 member agencies, LADWP purchases water from MWD to supplement LADWP supplies from local groundwater and the LAA. MWD imports a portion of its water supplies from Northern California through the State Water Project's ("SWP") California Aqueduct and from the Colorado River through MWD's own Colorado River Aqueduct. LADWP will continue to rely on MWD to meet its current and future supplemental water needs.

All 26-member agencies have preferential rights to purchase water from MWD. Pursuant to Section 135 of the MWD Act, "Each member public agency shall have a preferential right to purchase from the district for distribution by such agency, or any public utility therein empowered by such agency for the purpose, for domestic and municipal uses within the agency a portion of the water served by the district which shall, from time to time, bear the same ratio to all of the water supply of the district as the total accumulation of amounts paid by such agency to the district on tax assessments and otherwise, excepting purchase of water, toward the capital cost and operating

5 See Appendix F of the 2005 UWMP for copies of the relevant portions of the West Coast Basin and Central Basin judgments.

6 LADWP 2005 UWMP, exhibits 6E through 6I.

expense of the district's works shall bear to the total payments received by the district on account of tax assessments and otherwise, excepting purchase of water, toward such capital cost and operating expense." This is known as a preferential right. As of June 30, 2006, LADWP has a preferential right to purchase 21.16 percent of MWD's total water supply. However, preferential rights to MWD water have never been invoked by member agencies, even in the driest of years, and the MWD Board adopted in February 2008 a Water Supply Allocation Plan that, while not eliminating preferential rights, would more equitably distribute water to member agencies during severe drought conditions. Still, preferential rights remain an option available in the direst of circumstances.

MWD has also been developing plans and taking actions to provide additional water supply reliability for the entire southern California region. LADWP coordinates closely with MWD to ensure implementation of these water resource development plans. Part of this planning effort is the creation by MWD of a 500,000 AF "buffer" supply that is meant to protect against uncertainties in water resource supply like the recent restrictions on export pumping from the San Francisco Bay-Delta (see discussion below). MWD's long-term plans to meet its member agencies' growing reliability needs are through water transfer programs, outdoor conservation measures, and development of additional local resources, such as recycling, brackish water desalination, and seawater desalination. Additionally, MWD has more than 3.8 million AF of storage capacity available in reservoirs and banking/transfer programs, with approximately 2.5 million AF currently in that storage. Such programs enabled MWD to conclude in its 2005 Regional Urban Water Management Plan ("RUWMP") that its present and planned supplies would be sufficient to meet the projected supplemental water needs of its member agencies through 2030 in average, single-dry year, and multiple-dry year hydrological scenarios.[7] For LADWP, its 2005 UWMP predicts that average year MWD deliveries will be at most 309,550 AF per year by 2030; 2030 single-dry year needs will be 498,250 AF per year; and 2030 multiple-dry year deliveries will range from 445,250 AF per year to 562,150 AF per year.[8]

Recent Issues Related to Imported Water Supplies from MWD

In discussing imported water supplies from MWD, it must be noted that several factors affect the availability and reliability of LADWP's imported water supplies from MWD. Such factors include potential reductions in Delta exports and Colorado River supplies, potential regulatory and emergency constraints on the use of water conveyance facilities, water quality issues, and short and long term climatic changes. These factors and their impact on water supplies have been independently analyzed in careful detail. For instance, the likelihood of SWP supplies being available to MWD over the long-term period has been extensively analyzed and addressed by the California Department of Water Resources ("DWR") in its 2002 and 2005 Final SWP Delivery Reliability Reports. Recently, DWR issued its 2007 Draft SWP Delivery Reliability Report ("DWR Reliability Report"). (The DWR Reliability Report is incorporated herein by reference.)

According to the DWR Reliability Report, the long-term average delivery of contractual amounts of SWP Table A supply is expected to range from 63 percent under current (2007) conditions to between 66 and 69 percent under future (2027) conditions.[9] Within that long-term average, SWP Table A deliveries can range from 6 percent (single dry year) to 90 percent of contractual amounts under current (2007) conditions,[10] and from 6 to 7 percent (single dry year) to 100 percent of

[7] MWD 2005 UWMP, p. II-11.
[8] LADWP 2005 UWMP, exhibits 6E through 6I.
[9] DWR Reliability Report, pp. 30-31, 39-40, 46, Appendix B-4.
[10] DWR Reliability Report, p. 30.

contractual amounts under future (2027) conditions.[11] The analyses provided in the DWR Reliability Report are based upon 82 years of historical records for rainfall and runoff that have been adjusted to reflect the current and future levels of development in the sources areas by analyzing land use patterns and projecting future land and water uses.[12] Of key importance, the studies in the DWR Reliability Report for current (2007) through future (2027) conditions assumes and accounts for current facilities and institutional limitations, including water quality, fish protection, export curtailments and other requirements under State Board Water Rights Decision 1641, the Vernalis Adaptive Management Plan ("VAMP") as described in the 2004 Operations Criteria and Plan ("OCAP"), and the August 2007 court-ordered in-Delta flow targets in Old and Middle Rivers to protect delta smelt (see discussion below regarding litigation in *Natural Resources Defense Council v. Kempthorne*), as well as potential effects of Delta levee failures and other seismic or flood events.[13] In addition, however, the long-term SWP delivery reliability analyses incorporate assumptions to account for potential supply shortfalls related to global climate change factors.[14] Indeed, the DWR Reliability Report accounts for potential affects of future climate change on SWP deliveries through the year 2050 by examining four climate change scenarios: weak temperature warming and weak precipitation increase in California under model PCM; modest warming and modest drying under model PCM; modest warming and modest drying under model GFDL v. 2.0; and weak temperature warming and weak precipitation increase in California under model GFDL v. 2.0.[15] Again, the effects of these institutional, administrative and court-ordered reductions in Delta exports, as well as the potential effects of long-term global climate change, are analyzed and accounted for within the SWP delivery reliability estimates set forth above and described in greater detail by DWR's 2007 Draft SWP Delivery Reliability Report.

The 29 SWP Contractors and water agencies throughout California utilize the DWR Reliability Report in their water supply analyses, planning and reporting obligations. Indeed, as discussed below, MWD's RUWMP acknowledges that SWP entitlements differ from actual SWP deliveries made available to SWP Contractors.[16] SWP Contractors generally understand that the variability of SWP supplies may increase in the future as the Contractors request their maximum Table A amounts and as system-wide issues such as Delta exports are resolved. At the same time, however, SWP Contractors such as MWD who utilize groundwater basins to recharge portions of their SWP deliveries, as well as other exchange and transfer arrangements, can plan to accept long-term average deliveries of 66 to 69 percent of their SWP Table A allotments.[17] As indicated above, MWD utilizes DWR's SWP reliability studies and analyzes several other key factors in developing its conservative estimate of long-term SWP deliveries.[18]

Moreover, MWD has developed an overall reliability analysis in its computer-based model referred to as the IRPSIM, which evaluates the reliability of its water supplies, including supplies available from the SWP, the Colorado River, water transfers and exchanges, and other sources.[19] The IRPSIM is based on 70 years of historical hydrology (from 1922 to 1991) to allow it to estimate water surplus and shortage over a 20-year period and beyond. The model has allowed MWD to analyze the reliability of deliveries to its member agencies during worst-case single year and multiple year

11 DWR Reliability Report, pp. 39, 46.
12 DWR Reliability Report, p. 7.
13 DWR Reliability Report, pp. 8, 16, 18-21, 27, 30, 32, 35, 37-39, Appendices A-B.
14 *Id*.
15 DWR Reliability Report, pp. 1, 17, 27, 37-39, 43, Appendices A-B.
16 MWD RUWMP, pp. III-41 to III-50.
17 2005 DWR Reliability Report, pp. 39-40.
18 MWD RUWMP, pp. III-41 to III-50.
19 MWD RUWMP, pp. II-1 to II-15.

drought events. The results of MWD's modeling indicate that it can maintain reliable supplies under such drought conditions throughout the 2005 to 2030 time period.[20] Detailed analyses regarding MWD's supply projections are also set forth in Appendix A of MWD's RUWMP, which is incorporated herein by reference. As detailed in those analyses, MWD's overall supply and delivery reliability is based not just on Colorado River and the SWP supplies, but also on conservation programs, groundwater storage programs, and water transfer/exchange programs. In addition to these reliability measures, LADWP has prepared a Water Shortage Contingency Plan to address any water shortages within its service area, and has developed a Emergency Response Plans ("ERPs") to address responses to catastrophic events affecting water supplies.[21]

Another factor affecting SWP supplies is current litigation concerning operations of the SWP. In February 2005, the United States Fish and Wildlife Service ("FWS") issued a "no jeopardy" determination and biological opinion ("B.O.") analyzing impacts to the threatened delta smelt in connection with in-Delta operations of the federal Central Valley Project ("CVP") and the State SWP through the year 2030. The project/action evaluated in the B.O., formally known as the "Operations Criteria and Plan" or OCAP, included not only the projects' existing Delta pumping operations, but also proposals to increase SWP pumping by 20 percent some time during the 30-year period and to undertake other operational changes. In February 2005, the Natural Resources Defense Council and several other groups (collectively, "NRDC") filed suit in federal court against FWS and the Secretary of the Interior challenging the validity of the OCAP B.O.[22] The California Department of Water Resources ("DWR"), as well as groups representing the public agencies that hold contracts to receive water from the CVP and SWP, intervened in the action. In May 2007, Judge Wanger determined that the B.O. violated the requirements of the federal Endangered Species Act ("ESA"). At about the same time, FWS and the Bureau of Reclamation, the operator of the CVP, decided to reinitiate ESA Section 7 consultation regarding how the projects affect the delta smelt. Thus, the two agencies are now preparing the necessary documentation to produce a new B.O. NRDC asked the Court to impose an "interim remedy" which would be effective until the new B.O. is completed.

Judge Wanger conducted a trial between August 21 and August 31, 2007 to receive evidence for determining an interim remedy. Prior to the hearing, each of the parties submitted proposals on how to best operate the CVP/SWP to protect the smelt in the interim period. Under each of the proposals, if the 2007-2008 water year is above normal, impacts to the yield of the projects were expected to be minimal. However, impacts were expected to be more substantial if 2007-2008 is a dry or average water year. FWS submitted an "Action Matrix" that called for a series of actions to reduce project pumping operations between December 25, 2007 and late June 2008, with the precise amount of pumping reduction (or curtailment) largely depending upon whether smelt are located in zone of influence of the pumps at particular times. Based upon modeling conducted by DWR before the trial, the predicted impacts on the combined yield of the two projects of this proposal were 6 to 25 percent (representing a 183,000 to 814,000 acre-foot reduction in Delta exports) if 2007-2008 is a dry year, and 14 to 37 percent if it is an average year (820,000 to 2,170,000 acre-foot reduction). DWR supported the FWS Action Matrix with several modifications which reduced the impacts to Project yield to an estimated 3 to 13 percent in a dry year, and 8 to 24 percent in an average year. NRDC asked the Court to impose interim restrictions which would have resulted in losses ranging from 35 to 60 percent of total Project yield (or 1,117,000 to 3,567,000 AF of water). After the 10-day hearing, the Court issued an oral ruling which, in terms of water supply impacts, effectively "split the difference" between the FWS Action Matrix and the DWR proposal.

[20] MWD RUWMP, p. II-15.
[21] LADWP 2005 UWMP, p. 6-14.
[22] See *Natural Resources Defense Council v. Kempthorne, et al.*, USDC Case No. 05-CV-1207-OWW.

On December 14, 2007, the Court issued its Final Interim Remedial Order, which sets forth temporary restrictions on Delta exports from the SWP and CVP, which restrictions are based on flow rates in certain significant rivers near the export facilities and information concerning the distribution and spawning status of delta smelt: (1) Loss of 9 to 29 percent (or 512,000 to 1,741,000 AF) if 2007-2008 is an average water year; and (2) Loss of 3 to 19 percent (or 80,000 to 627,000 AF) if 2008-2008 is a dry water year. Notably, these figures represent total restrictions to the SWP and CVP combined. Thus, DWR has indicated that SWP deliveries will be adjusted proportionately. By adopting these interim measures, Judge Wanger left in place the incidental take statement set forth in the 2005 B.O., pending release of the new B.O. This means that the CVP and SWP are legally permitted to take delta smelt while operating until the new B.O. is issued, which the Court ordered to be completed no later than September 15, 2008.

As indicated above, reductions in SWP deliveries to MWD based on the *Kempthorne* ruling will depend on precipitation and other weather conditions affecting Delta water supplies, distribution and behavior patters of the delta smelt, flow conditions in the Delta, and how water supply reductions are divided between the SWP and CVP. MWD is engaged in an aggressive planning process to address this decision and ensure that its overall water supply portfolio is capable of providing reliable long-term service to its member agencies. Currently, MWD continues to rely upon the plans and policies outlined in its RUWMP and IRP to address water supply scenarios and meet existing and projected water demands within its service territory. In addition, MWD has a Water Surplus and Drought Management Plan to guide its operations of water management programs. Actions outlined in that Plan include, without limitation, voluntary water conservation measures, increased recycled water usage, and voluntary curtailment or reduction of groundwater replenishment and agricultural water deliveries where appropriate. Furthermore, MWD is maximizing supplies from existing agreements and pursuing water transfers as needed. As pointed out in MWD's RUWMP, MWD has projected a potential reserve and replenishment supply ranging from 632,000 AF in 2010 to 408,000 AF in 2030.[23] Thus, even assuming an extreme worse-case scenario that MWD's SWP allotment would be *permanently* reduced by 29 percent each year through the year 2025 (which assumptions drastically exceed the holding of *Kempthorne*, which only entails a maximum 29 percent reduction until the new B.O. is issued in September 2008), MWD's RUWMP illustrates that MWD would still be able to meet the projected water demands of its member agencies throughout that time period under such extreme circumstances.[24]

Beyond MWD's efforts, several other proceedings are ongoing to evaluate options to address delta smelt impacts and other environmental concerns in the Delta. In addition to the Section 7 re-consultation process and interim remedy measures set forth by the *Kempthorne*, the Bay Delta Conservation Plan process and the Delta Vision process are defining long-term solutions for the Delta. MWD is actively engaged in these processes and has adopted a framework and directions for key elements of a Delta Action Plan to address water supply risks in the Delta over the short and long term. The Bay-Delta Conservation Plan process involves several state and federal resource agencies, along with various environmental and water user entities, who are currently engaged in developing a plan to address ecosystem needs and secure long-term operating permits for the SWP. The process is scheduled for completion during the third quarter of 2009, with acquisition of appropriate permits and completion of necessary environmental review. The Delta Vision process established by Governor Schwarzenegger is also aimed at identifying long-term solutions for the Delta. On December 17, 2007, the Delta Vision Blue Ribbon Task Force released its Final Report entitled Our Vision for the California Delta, containing findings and recommendations for sustaining the Delta as

[23] MWD RUWMP, table II-9.
[24] MWD RUWMP, p. II-14.

a healthy ecosystem and critical water supply resource for California's future population and growing economy.

SWP and CVP operations are also being considered in a separate litigation matter. In October 2004, the National Marine Fisheries Service ("NMFS") issued a "no jeopardy" determination and B.O. analyzing impacts to threatened winter and spring-run salmon in connection with SWP and CVP operations in the Delta through the year 2030. As with the *Kempthorne* case above, the project/action evaluated in the NMFS B.O. included current and future Delta pumping operations under the Operations and Criteria Plan ("OCAP"). In August 2005, several environmental plaintiff groups filed suit in federal court against NMFS and the Secretary of Commerce challenging the validity of the B.O.[25] Several groups representing the public agencies that hold contracts to receive water from the CVP and SWP intervened in the action. The plaintiffs later filed an amended complaint and thereafter the case was stayed for a period of time while the parties attempted to negotiate a settlement of the issues. The stay was later lifted and, in May 2007, the plaintiffs filed a motion for summary judgment to invalidate the B.O. without a trial. Similar to the situation discussed above in the *Kempthorne* case, NMFS and the Bureau of Reclamation have decided, notwithstanding the outcome of the litigation, to reinitiate ESA Section 7 consultation regarding how the projects affect the protected salmon species. Thus, the two agencies are now preparing the necessary documentation to produce a new B.O. However, that new document is not expected until 2008-2009. A hearing on the summary judgment motions in the *Gutierrez* case was held on October 3, 2007 and District Court Judge Oliver Wanger took the matter under submission. As of this date, the Court has not issued a ruling on the summary judgment motions and, therefore, interim remedy proceedings like those held in the *Kempthorne* case above have not been scheduled nor are they certain to occur. Preliminary estimates of water supply impacts of the *Gutierrez* decision have not been determined at this point. However, based on pleadings filed in the case, water agency parties do not expect the decision to result in the type of Delta export reductions seen in *Kempthorne* because of the many protective measures already in place throughout the Delta to protect salmon migration and habitat.

A third litigation matter concerning SWP operations is *Watershed Enforcers v. California Dept. of Water Resources, et al.*[26] In that case, a plaintiffs group filed suit against DWR alleging the SWP is being operated without "take authorization" under the California Endangered Species Act. The case was heard on November 17, 2006 and, on April 18, 2007, the Alameda County Superior Court issued a judgment granting a peremptory writ of mandate ordering DWR to cease and desist further operations of the Harvey O. Banks pumping plant facilities of the SWP unless DWR obtained proper authorization from the California Department of Fish and Game for the take of threatened and endangered salmon species and delta smelt. The trial court decision was appealed by DWR and several water agency parties and the case was stayed pending the appeal. Due to the stay, the judgment is not in effect and DWR is not required to cease its operations of the Banks pumping plant facilities. Moreover, the parties have stipulated to extend the time for the appeal and, therefore, a final decision is not expected in the near future. For these reasons, and because the effects of SWP operations on protected fish species in the Delta are already being addressed in the *Kempthorne* and *Gutierrez* cases discussed above, the *Watershed Enforcers* case is not currently anticipated to result in additional reductions to SWP supplies.

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25 See *Pacific Coast Federation of Fishermen's Association / Institute for Fisheries Resources, et al. v. Gutierrez, et al.*, USDC Case No. 1:06-CV-00245-OWW.

26 Alameda Co. Super. Ct. Case No. RG06292124.

The allocation of Colorado River supplies is also the subject of litigation. In the *Coordinated QSA Cases*,[27] several cases are being litigated in regard to the historic, negotiated accord that determines how California's annual share of Colorado River water is allocated among certain water supply agencies, including MWD. In 2003, those water supply agencies executed several agreements know as the Quantification Settlement Agreements ("QSA"). In general terms, the QSA involves significant long-term water conservation measures within the Imperial Irrigation District ("IID"), where then up to 200,000 AF per year of conserved Colorado River water is transferred from IID to the San Diego County Water Authority and 100,000 AF per year is made available for acquisition by MWD and/or the Coachella Valley Water District. Several legal actions were filed after the QSA was adopted and those cases were coordinated and stayed for over two years beginning in 2004 while a procedural issue in two of the cases was determined by the Court of Appeal. The cases became active again in late 2007 and are being litigated in the Sacramento County Superior Court. A principal contested issue in the *Coordinated QSA Cases* is whether the environmental review documents prepared for the QSA approvals comply with CEQA. Notably, the Colorado River water at issue in those cases represents only a small part of MWD's overall water supply portfolio. Moreover, since deliveries of Colorado River water are determined by the U.S. Department of the Interior, Bureau of Reclamation, who is not a party to the *Coordinated QSA Cases*, it is not known whether the cases will affect the amount of Colorado River water delivered by the Bureau. Accordingly, it does not appear probable at this point that the *Coordinated QSA Cases* will affect MWD's ability to provide reliable water service as set forth in its RUWMP.

Further buttressing MWD's Colorado River supplies is a recent agreement entered into among the states of Wyoming, Utah, Colorado, Nevada, New Mexico, Arizona and California regarding how shortages in Colorado River water will be administered over the next 19 years. The agreement sets forth three major elements: (1) it establishes particular water level elevations at Lake Mead that trigger water cutbacks among the states, which will total less than 10 percent of the Lower Basin's allocation, with Arizona's agriculture and Nevada bearing the brunt of any such cutback and California's allocation not being impacted; (2) Lake Powell and Lake Mead will be operated as one reservoir system, which is expected to facilitate control of water levels in Lake Mead, thereby helping control conditions that trigger a shortage; and (3) the states will be allowed to hold conserved water in Lake Mead from year to year, which changes the current use-or-lose allocation system and allows agencies to store conserved water for later use. This agreement will ensure the predictability and reliability of Colorado River supplies in future years.

Secondary Sources and Other Considerations

Water conservation and recycling will play an increasing role in meeting future water demands. LADWP has implemented conservation and recycling programs with efforts under way to further promote and increase the level of these programs. LADWP is committed to supplying a higher percentage of the City's water demand through conservation and recycling, and efforts are underway to increase water recycling, further conserve local storm water runoff, explore seawater desalination, engage in water transfer programs, and expand LADWP's water conservation program.[28] The City has also pioneered community-based job programs to assist in conservation program implementation. While significantly assisting with program implementation, these community-based organizations also provide important social and economic benefits to neighborhoods.

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[27] Sacramento Co. Super. Ct., Judicial Council Coordination Proceeding No. 4353.

[28] See LADWP 2005 UWMP, chapters 2 and 5, for a complete discussion of all LADWP water conservation and secondary source programs.

Furthermore, the University has itself implemented water conservation at the UCLA campus, resulting in the saving of water that otherwise would have been consumed. The following sections detail some of the conservation programs that have resulted in a reduction of campus water demand.

Retrofit & Maintenance Program

A water conservation program on the UCLA campus since the early 1990s included the consolidation of air-conditioning equipment for buildings on the north campus, improving the water chemistry in the air conditioning system, and the installation of water flow restrictors in showers, toilets, and urinals throughout campus. A urinal replacement program in Fiscal Year 2008/09 will replace the over 260 urinals in selected campus buildings with ultra flow (one-eighth gallon) fixtures.

The UCLA campus also established maintenance programs in the early 1990s to reduce water loss from leaky faucets and water main breaks, and has installed hot water circulating pumps that provide almost instantaneous hot water in lavatory faucets, thereby preventing the wasteful use of running water until it becomes hot. Replacement of older galvanized irrigation pipes with new polyvinyl chloride ("PVC") pipes and automatic sprinkler controls have also reduced water use by scheduling the irrigation systems during evening or early morning hours to minimize evaporation.

Irrigation Management

Conservation through efficient irrigation reduces water usage and promotes healthier plants. To achieve the maximum water savings, advanced irrigation technology and products are used in combination with system design, installation, and maintenance. The components of the system include:

- High efficient irrigation components (nozzles, pressure compensation remote control valves and screens)
- Drip irrigation
- Computer Operated Irrigation Management
- State of the art irrigation design
- Proper and continuous irrigation system maintenance
- Maintenance of proper irrigation scheduling for plants during the four seasons

All landscaped and turf areas are irrigated as required to maintain adequate growth, health, and appearance regardless of plant types or soil condition. Water is regulated to avoid the creation of excessively wet or waterlogged areas that cause a decline in plant health and result in excessive water run off.

Native and Endemic Plants

The UCLA Grounds Department is committed to increasing biodiversity and creating a self-sustaining landscape system by using endemic and native plant material on campus. Facilities Management has supported several student projects to plant native and endemic plants around campus, including projects at the Sunset Canyon Recreation Center and the north slope of Parking Lot 11.

Co-Generation Plant

Through the Co-Generation Plant's cooling system, the campus has a process whereby condensate water from mechanical equipment (such as air circulation fans) is captured for reuse. Similarly, groundwater obtained from site dewatering activities for the Ronald Reagan UCLA Medical Center is collected and used in the Co-Gen Plant. Both of these processes generate approximately 210,000 gpd of water for cooling that is essentially reused, rather than entering the wastewater system. UCLA recycles approximately 50 percent of cooling water used in the Co-Generation Plant and continues to achieve reductions in water usage for cooling campus buildings. The campus has continued to improve its cooling water treatment program through alterations to water chemistry, thereby extending the number of times the water can be recycled through the system. While this is strictly speaking a water recycling program, and not water conservation, the result is the same: reducing demands on water supplies by making water use more efficient.

Integrated Planning

Integrated planning has also filled an important role in developing secondary sources of supply for Los Angeles. This is an approach that has been taken in southern California with overall water resources planning. The City of Los Angeles works closely with MWD, the City's Bureau of Sanitation (wastewater agency), other regional water providers, and various stakeholder groups to develop and implement programs that reduce overall water use. Integrated resources planning is a process that is being used by many water and wastewater providers to meet their future needs in the most effective way possible, and with the greatest public support. The planning process differs from traditional planning processes in that it incorporates:

- public stakeholders in an open, participatory process;
- multiple objectives such as reliability, cost, water quality, environmental stewardship, and quality of life;
- risk and uncertainty; and
- partnerships with other agencies, institutions, and non-governmental organizations.

Through integrated planning, not only water-use efficiency and recycling activities are maximized, but potential alternative supplies such as water transfer, seawater desalination, and storm water runoff reuse are considered and evaluated as part of the City's long-term water resources portfolio. This collaboration is critical in ensuring that the City's anticipated water demands are incorporated into MWD's long-term water resources development plan. This is a continuous regional effort involving all of MWD's member agencies, and has resulted in reliable supplemental water supplies for the City from MWD.[29]

[29] See LADWP 2005 UWMP, chapter 4, for more information regarding LADWP's IRP process.

Conclusion

The proposed 2002 LRDP Amendment is estimated to increase campus annual water demand by 307 AF by 2013 based upon the campus-specific water-to-sewer ratio. The 307 AF increase falls within the available and projected water supplies for normal, single-dry, and multiple-dry years through the year 2030 as described in LADWP's year 2005 UWMP. Thus, LADWP will be able to meet the water demand of the 2002 LRDP Amendment as well as existing and planned future water demands of its service area, as demonstrated on the supply-demand charts contained in LADWP's 2005 UWMP.[30]

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30 LADWP 2005 UWMP, exhibits 6E through 6J.

Appendix K

Climate Change Calculations

UCLA LRDP BASELINE CO2 EMISSIONS

Emissions Source	2007 Annual Emissions		Percent of Total
Campus Purchased Electricity	94,578.73	$MTCO_2$	28%
Campus Purchased Natural Gas	168,613.74	$MTCO_2$	49%
Emergency Diesel (Generators)	131.62	$MTCO_2$	<1%
Propane	11.42	$MTCO_2$	<1%
Mobile Sources	75,970.00	$MTCO_2$	22%
Water Consumption	4,082.26	$MTCO_2$	1%
Total	**343,387.77**	**$MTCO_2$**	

Notes:

$MTCO_2$ = metric tons carbon dioxide

UCLA LRDP BASELINE WATER CONSUMPTION CO2 EMISSIONS

Emissions Source	Gross Square Footage	Usage Factor		Total Usage		Baseline Emissions from Water Consumption			
Water	16,807,928	0.13908	gallons/day/gsf	2.337647	MG/day	4,082,255	kg CO2	4,082	MTCO2
		13,022	kwh/MG	11,110,905	kwh/year				

UCLA LRDP BUILDOUT 2013 EMISSIONS

Emission Source	Gross Square Footage Increase	Annual Usage Factor		Total Estimated Change: Baseline to 2013						Percent of New Emissions
Purchased Campus Electricity	2,008,615	14.14778	kwh/gsf	28,417,443	kwh/yr	10,440,848	kg CO2	10,441	$MTCO_2$	47%
Purchased Campus Natural Gas	2,008,615	0.00797	mmBTU/gsf	12,807	mmBTU/yr	676,078	kg CO2	676	$MTCO_2$	3%
Water Consumption	2,008,615	0.13885	gallons/day/gsf	0.278896	MG/day	487,039	kg CO2	487	$MTCO_2$	2%
		13,022	kwh/MG	1,325,602	kwh/year					<1%
Private Vehicle Trips	2,008,615	[Trip Rates per EIR Traffic Report]		6,397	daily trips	10,705,290	kg CO2	10,705	$MTCO_2$	48%
Total, LDRP Build-out in 2013						**22,309,255**	**kg CO2**	**22,309**	**$MTCO_2$**	
Baseline in 2007						**343,387,765**	**kg CO2**	**343,388**	**$MTCO_2$**	
Total 2013 Operational Emissions (2007 Baseline + 2013 LRDP Build-out)						**365,697,020**	**kg CO2**	**365,697**	**$MTCO_2$**	
Percentage Increase in Annual Emissions: Baseline to 2013							**6.50%**			

Notes:
kwh = kilowatt hour
gsf = gross square foot
mmBTU = million British Thermal Units
MG = million gallons
kg = kilogram
CO_2 = carbon dioxide
MT = Metric Tons

Emission Category	CCAR Emission Factor	
Purchased Campus Electricity	0.81	lbs/kwh
Emergency Diesel Generators	9.96	kg/gallon
Propane Liquid Gas	5.67	kg/gallon
Purchased Campus Natural Gas	52.79	kg/mmBTU
Water	**Energy Usage Factor**	
Indoor Potable Water Consumption	13,022	kwh/MG
Outdoor Potable Water Consumption	11,111	kwh/MG

Convert…	
Pounds to Metric Tons, multiply pounds by:	**0.00045359**
Tons to Metric Tons, multiply tons by:	**0.90718474**
Kilogram to pounds, multiply kg by:	**2.2046**
Pound to kilograms, multiply lbs. by:	**0.45359237**
1 kilogram to Metric Tons, multiply kg by:	**0.001**
kBTU to kilowatt hours, multiply kBTU by:	**0.29307108**
kBTU to megawatt hours, multiply kBTU by:	**0.00029307**

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Urbemis 2007 Version 9.2.4

Summary Report for Annual Emissions (Tons/Year)

Project Name: UCLA NHIP Amended LRDP

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2	MT CO2 calc
2009 TOTALS (tons/year unmitigated)	0.25	2.31	1.15	0.00	2.50	0.14	2.63	0.52	0.12	0.65	257.35	234
2009 TOTALS (tons/year mitigated)	0.25	2.31	1.15	0.00	0.38	0.14	0.52	0.08	0.12	0.20	257.35	
Percent Reduction	0.00	0.00	0.00	0.00	84.72	0.00	80.38	84.61	0.00	68.36	0.00	
2010 TOTALS (tons/year unmitigated)	3.04	18.79	21.89	0.02	3.37	1.05	4.42	0.71	0.97	1.68	3,326.05	3027
2010 TOTALS (tons/year mitigated)	3.04	18.79	21.89	0.02	0.52	1.05	1.57	0.12	0.97	1.09	3,326.05	
Percent Reduction	0.00	0.00	0.00	0.00	84.67	0.00	64.49	83.29	0.00	35.41	0.00	
2011 TOTALS (tons/year unmitigated)	3.33	19.86	25.28	0.02	0.09	1.16	1.25	0.03	1.06	1.09	3,889.48	3539
2011 TOTALS (tons/year mitigated)	3.33	19.86	25.28	0.02	0.09	1.16	1.25	0.03	1.06	1.09	3,889.48	
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
2012 TOTALS (tons/year unmitigated)	1.38	8.19	11.01	0.01	0.04	0.46	0.51	0.02	0.43	0.44	1,773.11	1614
2012 TOTALS (tons/year mitigated)	1.38	8.19	11.01	0.01	0.04	0.46	0.51	0.02	0.43	0.44	1,773.11	
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Average CO2	2,311.50	tons	2,103.46
	2103.46	MT	