Appendix J
Transportation Study

J-1 Transportation Study Assessment

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

550 S. Shatto Pl
DOT Case No. CEN 18-46721

Date: October 18, 2018

To: Heather Bleemers, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION STUDY ASSESSMENT FOR THE PROPOSED MIXED-USE DEVELOPMENT LOCATED AT 550 SOUTH SHATTO PLACE**

The Department of Transportation (DOT) has reviewed the transportation impact study prepared by Gibson Transportation Consulting, Inc dated October 2018, for the proposed mixed-use development project at 550 South Shatto Place. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to DOT's established threshold standards to assess the project-related traffic impacts. Based on DOT's current traffic impact criteria[1], the transportation study included the detailed analysis of 15 signalized intersections and determined that none of these study intersections would be significantly impacted by project-related traffic. The results of the traffic analysis, which accounted for other known development projects in evaluating potential cumulative impacts and adequately evaluated the project's traffic impacts on the surrounding community, are summarized in **Attachment 1**.

DISCUSSION AND FINDINGS

A. Project Description

The Project proposes to construct a 27-level mixed-use building over subterranean parking. The Project would be comprised of up to 256 apartment units, including 29 affordable housing units, approximately 2,507 square feet (sf) of office space and up to approximately 12,800 sf of restaurant space. The Project would provide approximately 329 vehicular parking spaces in an on-site parking structure, including one at-grade level and four below-grade levels. The Project would also provide approximately 158 bicycle parking spaces, including 141 long-term and 17 short-term spaces. Vehicular access would be provided via one full-access driveway on Shatto Place. The project is expected to be completed by 2021.

B. Trip Generation

The proposed project is expected to generate approximately 1136 net new daily trips, 23

[1] Per the DOT Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project-related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

net trips in the a.m. peak hour and 109 net new trips in the p.m. peak hour. These estimates were derived using trip generation rates from the Institute of Transportation Engineers (ITE) "Trip Generation Handbook, 10th Edition." A copy of the trip generation estimates table from the traffic study is attached and identified as **Attachment 2**.

C. Freeway Analysis

The traffic study included a freeway impact analysis that was prepared in accordance with the State-mandated Congestion Management Program (CMP) administered by the Los Angeles County Metropolitan Transportation Authority (MTA). According to this analysis, the project would not result in significant traffic impacts on any of the evaluated freeway mainline segments. To comply with the Freeway Analysis Agreement executed between Caltrans and DOT in December 2015, the study also included a screening analysis to determine if additional evaluation of freeway mainline and ramp segments was necessary beyond the CMP requirements. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare more detailed freeway analyses. However, the project did not meet or exceed any of the four thresholds defined in the agreement; therefore, no additional freeway analysis was required.

D. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/what-we-do/plan-review to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours to the extent feasible.

PROJECT REQUIREMENTS

A. Highway Dedication and Street Widening Requirements

On January 20, 2016, the City Council adopted the Mobility Plan 2035 which represents the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design anued site access, etc. Per the new Mobility Element: **Shatto Place** has been designated as Local Street-Standard which would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. **6th Street** has been designated as Avenue II (Secondary Highway) which would require a 28-foot half-width roadway within a 43-foot half-width right-of-way.The applicant should check with BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

B. Parking Analysis

The Project would provide approximately 329 vehicular parking spaces in an on-site parking structure, including one at-grade level and four below-grade levels. The Project would also provide approximately 158 bicycle parking spaces, including 141 long-term and 17 short-

term spaces. Vehicular access would be provided via one full-access driveway on Shatto Place. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for this project.

C. Site Access and Circulation Plan

The conceptual site plan is acceptable to DOT; however, the review of this study does not constitute approval of the driveway dimensions, access and circulation scheme. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Station 3, @ 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT early in the design process for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All driveways should be Case 2 driveways and 30 feet and 16 feet wide for two-way and one-way operations, respectively. All delivery truck loading and unloading should take place on site with no vehicles having to back into the project via any of the project driveways. A copy of the site plan from the traffic study is included as **Attachment 3**.

D. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Russell Hasan at (213) 972-8628.

Attachments

N:\letters\CEN18-46721_550 S Shatto Pl Mixed-Use

c: Craig Bullock, Council District 13
Bhuvan Bajaj, Hollwood-Wilshire, DOT
Taimour Tanavoli, Citywide Planning Coordination Section, DOT
Bert Moklebust, Central District, BOE
Brian Hartshorn, Gibson Transportation Consulting

550 S. Shatto Pl.
CEN 18-46721

Attachment 1

TABLE 10
FUTURE WITH PROJECT CONDITIONS (YEAR 2021)
SIGNALIZED INTERSECTION LEVELS OF SERVICE AND SIGNIFICANT IMPACTS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions			
			V/C	LOS	V/C	LOS	Δ V/C	Impact
1.	Vermont Avenue & 3rd Street	A.M. P.M.	1.022 0.965	F E	1.024 0.971	F E	0.002 0.006	NO NO
2.	Virgil Avenue & 3rd Street	A.M. P.M.	0.819 0.875	D D	0.819 0.876	D D	0.000 0.001	NO NO
3.	Vermont Avenue & 4th Street	A.M. P.M.	0.781 0.775	C C	0.777 0.788	C C	-0.004 0.013	NO NO
4.	Shatto Place & 4th Street	A.M. P.M.	0.488 0.467	A A	0.489 0.487	A A	0.001 0.020	NO NO
5.	Virgil Avenue & 4th Street	A.M. P.M.	0.638 0.690	B B	0.639 0.693	B B	0.001 0.003	NO NO
6.	Normandie Avenue & 6th Street	A.M. P.M.	0.850 0.839	D D	0.849 0.840	D D	-0.001 0.001	NO NO
7.	Vermont Avenue & 6th Street	A.M. P.M.	0.994 0.989	E E	0.998 0.996	E E	0.004 0.007	NO NO
8.	Shatto Place & 6th Street	A.M. P.M.	0.652 0.716	B C	0.664 0.751	B C	0.012 0.035	NO NO
9.	Virgil Avenue & 6th Street	A.M. P.M.	0.654 0.697	B B	0.653 0.701	B C	-0.001 0.004	NO NO
10.	Rampart Boulevard & 6th Street	A.M. P.M.	0.933 1.026	E F	0.931 1.029	E F	-0.002 0.003	NO NO
11.	Alvarado Street & 6th Street	A.M. P.M.	0.894 0.830	D D	0.897 0.835	D D	0.003 0.005	NO NO
12.	Vermont Avenue & Wilshire Boulevard	A.M. P.M.	1.237 1.293	F F	1.243 1.296	F F	0.006 0.003	NO NO
13.	Shatto Place & Wilshire Boulevard	A.M. P.M.	0.608 0.537	B A	0.611 0.545	B A	0.003 0.008	NO NO
14.	Hoover Street & Wilshire Boulevard	A.M. P.M.	0.889 0.858	D D	0.891 0.859	D D	0.002 0.001	NO NO
15.	Vermont Avenue & 8th Street	A.M. P.M.	0.837 0.944	D E	0.835 0.946	D E	-0.002 0.002	NO NO

550 S. Shatto Pl.
CEN 18-46721

Attachment 2

TABLE 8
PROJECT TRIP GENERATION ESTIMATES

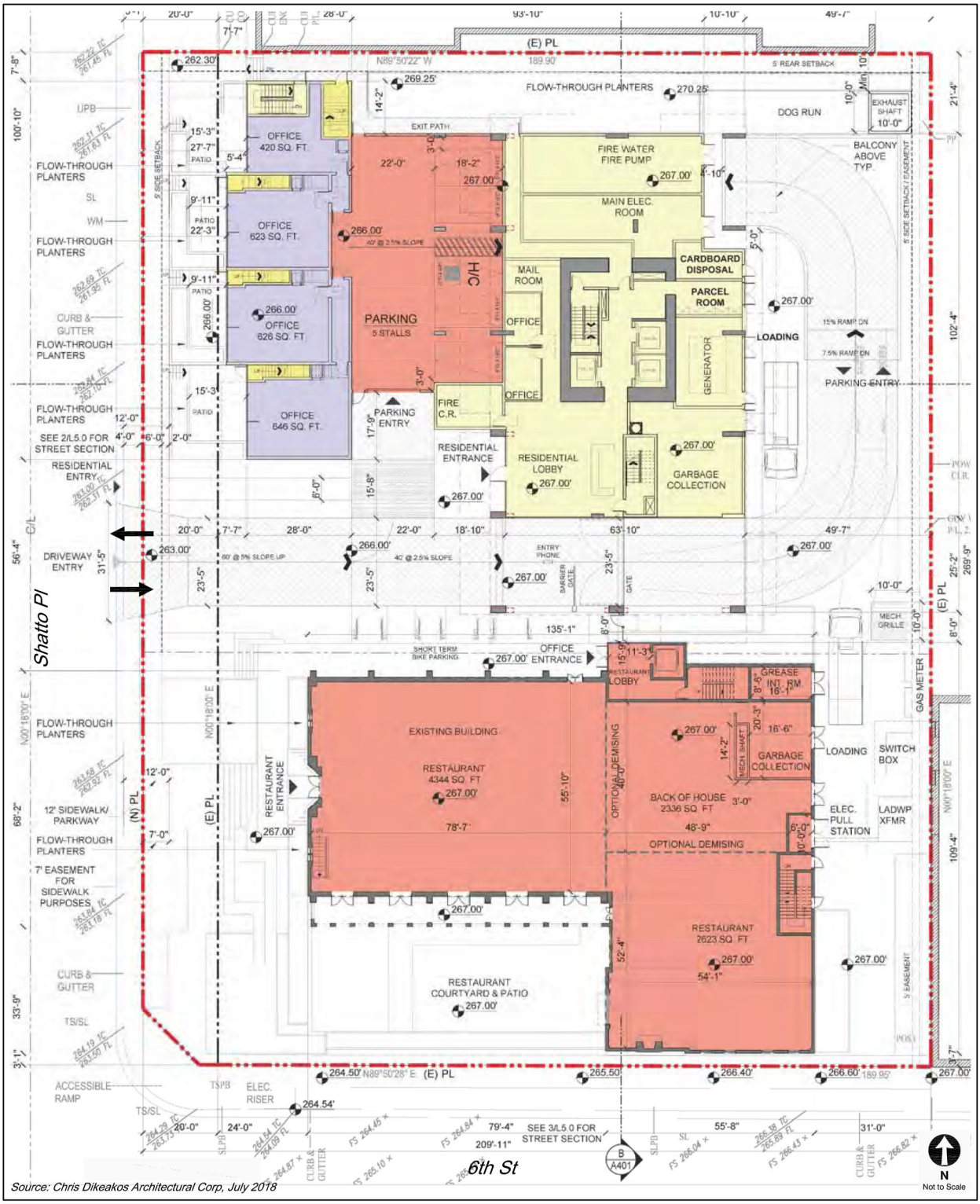
Land Use	ITE Land Use	Rate or Size	Daily	Morning Peak Hour			Afternoon Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates [a]									
Multi-Family Housing (High-Rise) [b]	222	per du	2.07	12%	88%	0.21	70%	30%	0.19
Office [c]	710	per 1,000 sf	9.74	86%	14%	0.83	17%	83%	0.87
High-Turnover (Sit-Down) Restaurant	932	per 1,000 sf	112.18	55%	45%	9.94	62%	38%	9.77
Fast-Food Restaurant without Drive-Through Window	933	per 1,000 sf	288.36	60%	40%	25.10	50%	50%	28.34
Private School (K-12)	536	per student	2.48	61%	39%	0.80	43%	57%	0.17
Trip Generation Estimates									
Proposed Project									
Multi-Family Housing (High-Rise)	222	256 du	530	6	48	54	34	15	49
Office	710	2,507 sf	24	2	0	2	0	2	2
High-Turnover Restaurant	932	11,300 sf	1,268	62	50	112	68	42	110
Internal Capture - 10% [d]			*(127)*	*(6)*	*(5)*	*(11)*	*(7)*	*(4)*	*(11)*
Transit/Walk-In Adjustment - 15% [e]			*(171)*	*(8)*	*(7)*	*(15)*	*(9)*	*(6)*	*(15)*
Pass-By Adjustment - 20% [f]			*(194)*	*(10)*	*(7)*	*(17)*	*(10)*	*(7)*	*(17)*
Fast-Food Restaurant without Drive-Through Window	933	1,500 sf	433	23	15	38	22	21	43
Internal Capture - 10% [d]			*(43)*	*(2)*	*(2)*	*(4)*	*(2)*	*(2)*	*(4)*
Transit/Walk-In Adjustment - 15% [e]			*(59)*	*(3)*	*(2)*	*(5)*	*(3)*	*(3)*	*(6)*
Pass-By Adjustment - 50% [f]			*(166)*	*(9)*	*(6)*	*(15)*	*(9)*	*(8)*	*(17)*
Total Proposed Trips			***1,495***	***55***	***84***	***139***	***84***	***50***	***134***
Existing Uses									
Private School (K-12)	536	170 students	422	83	53	136	12	17	29
Transit/Walk-In Adjustment - 15% [e]			*(63)*	*(2)*	*(18)*	*(20)*	*(3)*	*(1)*	*(4)*
Total Existing Trips			***359***	***81***	***35***	***116***	***9***	***16***	***25***
TOTAL NET NEW PROJECT TRIPS			**1,136**	**-26**	**49**	**23**	**75**	**34**	**109**

Notes:
du = dwelling unit; sf = square feet.
[a] Trip generation rates are from *Trip Generation, 10th Edition* (Institute of Transportation Engineers, 2017) and are based on developments located in "General Urban/Suburban" area, unless otherwise noted.
[b] Trip generation rates for multi-family housing (high-rise) are based on developments located in "Dense Multi-Use Urban" area as detailed in *Trip Generation, 10th Edition*. These rates are not subjected to any transit/walk-in adjustment.
[c] Trip generation rates for general office are based on developments located in "Dense Multi-Use Urban" area as detailed in *Trip Generation, 10th Edition*. Daily trip rate is based on developments located in "General Urban/Suburban" area as no vehicle-rate is available for "Dense Multi-Use Urban" location. These rates are not subjected to any transit/walk-in adjustment.
[d] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development (e.g. residents and employees visiting the restaurant uses) without using an off-site road system.
[e] Per LADOT's *Transportation Impact Study Guidelines* (LADOT, 2016), the Project Site is located approximately 650 feet walking distance from a transit station (Metro Red/Purple Line Wilshire/Vermont Station), therefore a transit reduction is applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments.
[f] Per *Transportation Impact Study Guidelines*, a pass-by adjustment was applied to account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

550 S. Shatto Pl.
CEN 18-46721

Attachment 3

Gibson transportation consulting, inc.



Source: Chris Dikeakos Architectural Corp, July 2018

SITE PLAN	FIGURE 1

TRANSPORTATION IMPACT STUDY FOR THE 550 S. SHATTO PLACE PROJECT

LOS ANGELES, CALIFORNIA

OCTOBER 2018

PREPARED FOR

TF SHATTO LP

PREPARED BY

Gibson transportation consulting, inc.

TRANSPORTATION IMPACT STUDY
FOR THE
550 S. SHATTO PLACE PROJECT

LOS ANGELES, CALIFORNIA

October 2018

Prepared for:

TF SHATTO LP

Prepared by:

GIBSON TRANSPORTATION CONSULTING, INC.
555 W. 5th Street, Suite 3375
Los Angeles, California 90013
(213) 683-0088

Ref: J1606

Table of Contents

1. Introduction 1
   - Project Description 1
   - Project Location and Study Area 1
   - Traffic Analysis Methodology 2
   - Additional Traffic Analyses 5
   - Organization of Report 8

2. Existing Conditions 13
   - Study Area 13
   - Existing Street System 14
   - Existing Transit System 18
   - Bicycle and Pedestrian Network 19
   - Vision Zero 20
   - Existing Traffic Volumes and Levels of Service 20

3. Future without Project Conditions 29
   - CEQA Guidelines Regarding Future Traffic Conditions 29
   - Ambient Traffic Growth 30
   - Related Projects 30
   - Future Systems 32
   - Future without Project Intersection Levels of Service 35

4. Project Traffic 47
   - Project Description 47
   - Project Trip Generation 47
   - Project Trip Distribution 48
   - Project Trip Assignment 49

5. Existing with Project Conditions 55
   - Existing with Project Traffic Volumes 55
   - Existing with Project Intersection Levels of Service 55
   - Existing with Project Impacts 55

6. Future with Project Conditions 60
   - Future with Project Traffic Volumes 60
   - Future with Project Intersection Levels of Service 60
   - Future with Project Significant Impacts 61

7. Congestion Management Program Analysis 65
   - TIA Guidelines 65
   - Arterial Monitoring Station Analysis 66
   - Freeway Segment Analysis 67
   - Regional Transit Impact Analysis 67

Table of Contents, cont.

8. Site Access and Circulation 70
   - Vehicular Access and Circulation 70
   - Pedestrian and Bicycle Access and Circulation 71
   - On-Street Parking 71
   - Potential Neighborhood Impacts 72

9. Construction Impact Analysis 74
   - Types of Construction Impacts 74
   - Proposed Construction Schedule 75
   - Excavation and Grading Phase 75
   - Building Construction Phase 77
   - Potential Impacts on Access, Transit, and Parking 78
   - Construction Management Plan 79

10. Summary and Conclusions 81

References

Appendix A: Memorandum of Understanding
Appendix B: Intersection Lane Configurations
Appendix C: Traffic Counts
Appendix D: Level of Service Worksheets

List of Figures

NO.

1	Site Plan	9
2	Study Area	10
3	Existing Transit Service	22
4	Existing Conditions (Year 2018) Peak Hour Traffic Volumes	23
5	Locations of Related Projects	36
6	Related Project-Only Peak Hour Traffic Volumes	37
7	Future without Project Conditions (Year 2021) Peak Hour Traffic Volumes	39
8	Project Trip Distribution	50
9	Project-Only Peak Hour Traffic Volumes	52
10	Existing with Project Conditions (Year 2018) Peak Hour Traffic Volumes	57
11	Future with Project Conditions (Year 2021) Peak Hour Traffic Volumes	62

List of Tables

NO.

1	List of Analyzed Intersections	11
2	Level of Service Definitions for Intersections	12
3	Existing Transit Service Serving Project Sites	25
4A	Transit System Capacity within Project Vicinity – Morning Peak Hour	26
4B	Transit System Capacity within Project Vicinity – Afternoon Peak Hour	27
5	Existing Conditions (Year 2018) Intersection Levels of Service	28
6	Related Project List	41
7	Future without Project Conditions (Year 2021) Intersection Levels of Service	46
8	Project Trip Generation Estimates	54
9	Existing with Project Conditions (Year 2018) Signalized Intersection Levels of Service and Significant Impacts	59
10	Future with Project Conditions (Year 2021) Signalized Intersection Levels of Service and Significant Impacts	64

Chapter 1
Introduction

This study presents the transportation impact analysis for the proposed development of the 550 S. Shatto Place Project (Project) located at 550 S. Shatto Place (Project Site) in the Wilshire Center/Koreatown community of the City of Los Angeles (City). The methodology and base assumptions used in the analysis were established in conjunction with the Los Angeles Department of Transportation (LADOT).

PROJECT DESCRIPTION

TF Shatto LP (Applicant) proposes to construct a 27-level mixed-use building over subterranean parking. The Project would be comprised of up to 256 apartment units, including 29 affordable housing units, approximately 2,507 square feet (sf) of office space and up to approximately 12,800 sf of restaurant space. The Project would provide approximately 329 vehicular parking spaces in an on-site parking structure, including one at-grade level and four below-grade levels. The Project would also provide approximately 158 bicycle parking spaces, including 141 long-term and 17 short-term spaces. Vehicular access would be provided via one full-access driveway on Shatto Place. The conceptual Project Site plan is shown in Figure 1.

The Project will replace the existing 170-student private school and 45-space surface parking lot in operation on the Project Site today.

PROJECT LOCATION AND STUDY AREA

The Project Site is located at the northeast corner of Shatto Place & 6th Street, approximately 1.85 miles north of the Santa Monica Freeway (I-10), which provides regional transportation between downtown Los Angeles and Santa Monica, and approximately 1.0 miles south of the Hollywood Freeway (US 101), which provides regional transportation between downtown Los

Angeles and Hollywood. The Project Site and surrounding community is served by major streets that include 3rd Street, 6th Street, Wilshire Boulevard, 8th Street, Normandie Avenue, Vermont Avenue, Virgil Avenue, and Hoover Street.

As shown in Figure 2, the Project's Study Area includes a geographic area generally bounded by 3rd Street to the north, Rampart Boulevard/Alvarado Street to the east, 8th Street to the south, and Normandie Avenue to the west. Detailed transportation analyses were conducted at key intersections within the Study Area.

Transit bus service is provided throughout the Study Area, including along each of the major streets listed above. In addition to local bus lines, the Los Angeles County Metropolitan Transportation Authority (Metro) operates a rapid (limited stop) bus on Wilshire Boulevard and Vermont Avenue. The Metro Purple Line and Red Line subways stop at the Wilshire/Vermont station, less than 0.25 miles southwest of the Project Site. The Metro Purple Line and Red Line provide frequent high-capacity service to downtown Los Angeles and Union Station. The Red Line also travels to Hollywood and North Hollywood. The Metro Purple Line's western extension to La Cienega Boulevard and eventually to Westwood is currently under construction.

TRAFFIC ANALYSIS METHODOLOGY

Study Scope and Analysis Conditions

The scope of analysis for this study was developed in consultation with LADOT and is consistent with *Transportation Impact Study Guidelines* (LADOT, December 2016). The base assumptions and technical methodologies (i.e., trip generation, study locations, analysis methodology, etc.) were identified as part of the study approach and were outlined in a Memorandum of Understanding (MOU) that was reviewed and approved by LADOT on August 9, 2018 and is provided in Appendix A. As part of the MOU, a review of the freeway impact analysis screening criteria on the California Department of Transportation (Caltrans) facilities (i.e., ramps and freeway segments) was prepared pursuant to *First Amendment to the Agreement between LADOT and Caltrans District 7 on Freeway Impact Analysis Procedures* (State of California and City of Los Angeles, December 15, 2015) ("Caltrans Agreement"). As detailed in the MOU, the Project-related

traffic on Caltrans freeway facilities would not exceed the thresholds of the Caltrans Agreement. Thus, no further Caltrans analyses were required.

This study analyzed the potential Project-generated transportation impacts on the street system in the vicinity of the Project Site as compared to existing conditions and projected future conditions at the time the Project is expected to be completed (Year 2021). Potential intersection impacts were evaluated for typical weekday morning (7:00 AM to 10:00 AM) and afternoon (3:00 PM to 6:00 PM) peak periods. A total of 15 signalized intersections in the vicinity of the Project Site were selected for detailed transportation analysis. They are listed in Table 1 and shown in Figure 2.

This study evaluated the potential for impacts caused by the Project on the street system surrounding the Project Site. The following traffic conditions were developed and analyzed as part of this study:

- Existing Conditions (Year 2018) – The analysis of existing traffic conditions provides a basis for the assessment of future traffic conditions. The Existing Conditions analysis includes a description of key area streets and highways, traffic volumes and current operating conditions, and transit service in the Study Area. Intersection turning movement counts were collected in April and November 2016. Traffic counts were increased by 1% per year to represent Year 2018 conditions. Lane configurations and signal phasing data for the analyzed intersections were collected in August 2018. Intersection lane configurations are provided in Appendix B, traffic count worksheets in Appendix C, and level of service (LOS) worksheets in Appendix D.

- Existing with Project Conditions (Year 2018) – This analysis condition projects the potential intersection operating conditions that could be expected if the Project were built under Existing Conditions. This analysis evaluates the potential Project-related traffic impacts as compared to Existing Conditions.

- Future without Project Conditions (Year 2021) – This analysis projects the future traffic growth and intersection operating conditions that could be expected as a result of regional growth and related project traffic in the Study Area by Year 2021. The Future without Project Conditions are projected by adding ambient traffic growth and traffic from related projects to Existing Conditions. This analysis provides the conditions by which the Project impacts are evaluated in the future at full buildout.

- Future with Project Conditions (Year 2021) – This analysis projects the potential intersection operating conditions that could be expected if the Project were built in the projected buildout year. This analysis identifies the potential incremental impacts of the Project at full buildout, prior to mitigation, on projected future traffic operating conditions by adding the Project-generated traffic to the Future without Project traffic forecasts.

Signalized Intersection Analysis Methodology

Intersection capacity has been analyzed using the "Critical Movement Analysis (CMA) – Planning" (*Transportation Research Circular No. 212, Interim Materials on Highway Capacity*, Transportation Research Board, 1980) methodology in accordance with the *Transportation Impact Study Guidelines*. The CMA methodology was implemented using LADOT's Calcadb Lite spreadsheet application to analyze intersection operating conditions. The methodology calculates the volume-to-capacity (V/C) ratio, which is used to determine the intersection LOS according to the LOS definitions provided in Table 2. LOS worksheets for each scenario are provided in Appendix D.

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

In addition to ATSAC, the Adaptive Traffic Control System (ATCS) has been implemented in the City. ATCS is a computer-based traffic signal control program that provides fully responsive traffic signal control based on real-time traffic conditions. It automatically adjusts and optimizes traffic signal timing in response to current traffic demands on the entire signal network such that the number of stops and the amount of delay is minimized along with improved traffic signal coordination throughout the network. LADOT estimates that implementation of this system improves intersection capacity by an additional 3% over those operating under the ATSAC system alone.

Each of the signalized study intersections is equipped with both ATSAC and ATCS. In accordance with standard LADOT procedures, a capacity increase of 10% (0.10 V/C adjustment) was applied to each intersection to reflect the benefits of ATSAC and ATCS control.

The capacity increases are applied within the CalcaDB Lite software and, therefore, are inherent in the analysis results.

Impact Criteria and Significance Thresholds

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

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

Source: City of Los Angeles.

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

ADDITIONAL TRAFFIC ANALYSES

Congestion Management Program

An analysis also was conducted according to *2010 Los Angeles County Congestion Management Program* (Metro, 2010) (CMP) guidelines. The CMP is a State-mandated program that serves as the monitoring and analytical basis for transportation funding decisions in the County made through the Regional Transportation Improvement Program and State

Transportation Improvement Program processes. The CMP requires that a Traffic Impact Analysis (TIA) be performed for (1) all CMP arterial monitoring intersections where a project would add 50 or more trips during either the morning or afternoon weekday peak hours and (2) all mainline freeway monitoring locations where a project would add 150 or more trips (in either direction) during the morning or afternoon weekday peak hours. In addition, it requires a review of potential impacts to the regional transit system.

The required CMP analyses were performed, as detailed in Chapter 7, in accordance with the TIA guidelines referenced in the CMP.

State of California Senate Bill No. 743

State of California Senate Bill 743 (Steinberg, 2013) (SB 743) requires the Governor's Office of Planning and Research to change the California Environmental Quality Act (CEQA) guidelines regarding the analysis of transportation impacts. Under SB 743, the focus of transportation analysis will shift from driver delay to vehicle miles traveled (VMT) reduction of greenhouse gas emissions (GHG), creation of multimodal networks and promotion of mixed-use developments. Although originally scheduled to be fully implemented in guidelines by January 1, 2016, an extension has allowed cities more time to establish an analysis methodology. LADOT is currently in the process of updating its travel demand model and transportation impact thresholds based on VMT.

In addition, SB 743 adds Public Resources Code Section 21099, which provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." A transit priority area is defined as an area within 0.5 miles of an existing or planned major transit stop. Public Resources Code Section 21064.3 defines a major transit stop as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon commute periods. The Project Site is well served by public transportation and is located in a transit priority area. As previously described, the Metro Wilshire/Vermont station is located less than 0.25 miles south of the Project Site and

serves the Metro Red Line and Purple Line subways, which operate with average headways of 10 minutes in each direction during the morning and afternoon peak hours. In addition, Metro Local Routes 18, 20, 51, 52, and 204 and Metro Rapid Routes 720 and 754, which all operate with average headways of less than 15 minutes, also provide stops located within 0.5 miles of the Project Site. The existing transit service within the Study Area is further detailed in Chapter 2.

The Project Site represents an urban/compact infill location and the Project characteristics (e.g., its location, proximity to transit, access to other nearby destinations, pedestrian connections, bicycle amenities, etc.) would encourage non-auto modes of transportation such as walking, bicycling, carpool, vanpool, and transit. The location efficiency of the Project Site would result in synergistic benefits that would reduce vehicle trips and VMT. Streets within 0.5 miles of the Project Site are equipped with sidewalks and intersections that include marked crosswalks and/or countdown signal timers. The combined effects of these factors would reduce the Project's anticipated vehicle trips and VMT and encourage walking and non-auto forms of transportation, which results in corresponding reductions in transportation-related emissions. At this time, the transportation analysis herein is pursuant to adopted rules and policies, while recognizing the benefits of transit-oriented development and the context of reduced VMT goals.

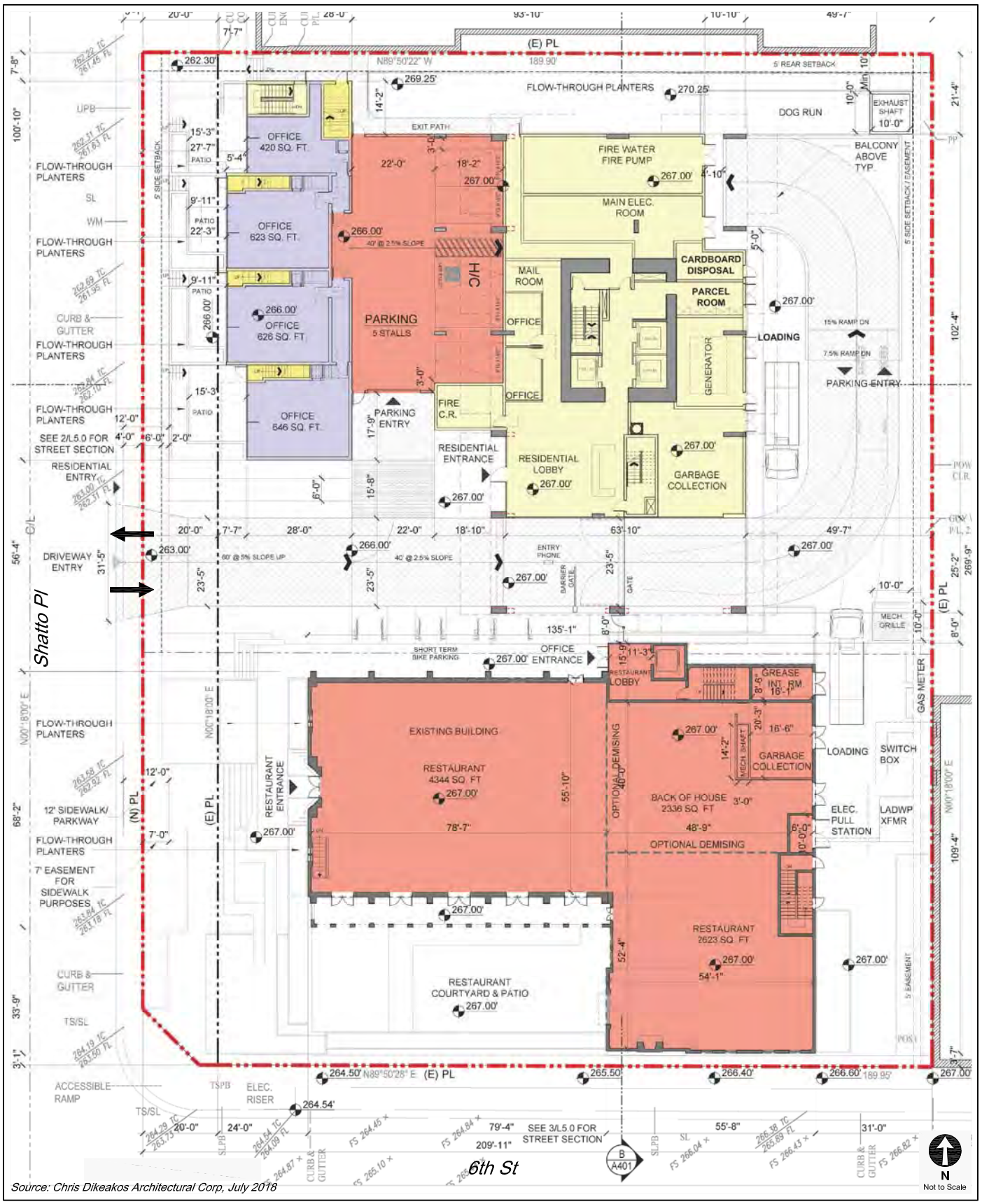
Since the Project is located in a transit priority area as defined in Public Resources Code Section 21099, the Project's parking impacts shall not be considered significant impacts on the environment.

Additional Review and Analysis

In addition to the various intersection analyses and the CMP analysis discussed above, this study includes a review of various other features and conditions related to the proposed Project such as a review of the Project Site access and circulation and parking requirements and proposed supply.

ORGANIZATION OF REPORT

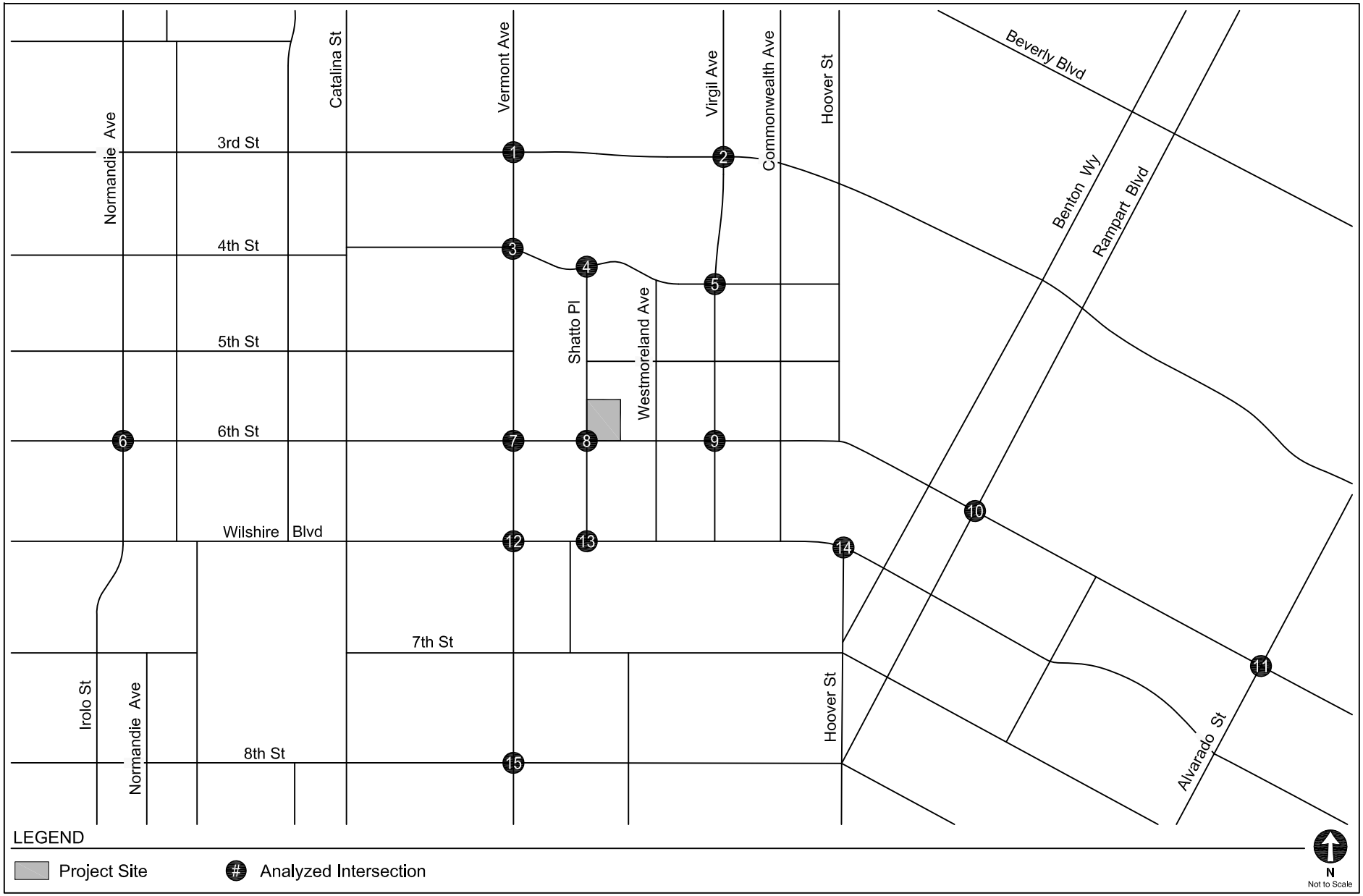
This report is divided into 10 chapters, including this introduction. Chapter 2 describes the existing circulation system, traffic volumes, and traffic conditions in the Study Area. Chapter 3 forecasts the Future without Project Conditions. Chapter 4 describes the procedure used to forecast Project traffic volumes and distribution throughout the Study Area. Chapter 5 presents the Existing with Project Conditions and associated analysis and identifies the potential significant transportation impacts of the proposed Project. Chapter 6 presents the Future with Project Conditions and associated analysis and identifies the potential significant transportation impacts of the proposed Project. Chapter 7 presents the regional CMP analysis. Chapter 8 describes site access and internal circulation. Chapter 9 presents the impacts associated with the construction phase of the Project. Chapter 10 summarizes the analyses and study conclusions. The Appendices contain supporting documentation, including the MOU that outlines the study scope and assumptions, and additional details of the technical analyses.



Source: Chris Dikeakos Architectural Corp, July 2018

SITE PLAN

FIGURE 1



STUDY AREA

FIGURE 2

TABLE 1
LIST OF ANALYZED INTERSECTIONS

No.	North/South Street	East/West Street
1.	Vermont Avenue	3rd Street
2.	Virgil Avenue	3rd Street
3.	Vermont Avenue	4th Street
4.	Shatto Place	4th Street
5.	Virgil Avenue	4th Street
6.	Normandie Avenue	6th Street
7.	Vermont Avenue	6th Street
8.	Shatto Place	6th Street
9.	Virgil Avenue	6th Street
10.	Rampart Boulevard	6th Street
11.	Alvarado Street	6th Street
12.	Vermont Avenue	Wilshire Boulevard
13.	Shatto Place	Wilshire Boulevard
14.	Hoover Street	Wilshire Boulevard
15.	Vermont Avenue	8th Street

TABLE 2
LEVEL OF SERVICE DEFINITIONS FOR INTERSECTIONS

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

Notes

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

Chapter 2
Existing Conditions

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

STUDY AREA

The Study Area, shown in Figure 2, includes a geographic area approximately 0.75 miles (north-south) by 1.25 miles (east-west) that is generally bounded by 3rd Street to the north, Rampart Boulevard/Alvarado Street to the east, 8th Street to the south, and Normandie Avenue to the west.

A Study Area generally comprises those intersections with the greatest potential to experience significant transportation impacts due to the project as defined by the City, including intersections that are:

1. Immediately adjacent or in close proximity to the project site
2. In the vicinity of the project site that are documented to have current or projected future adverse operational issues
3. In the vicinity of the project site that are forecast to experience a relatively greater percentage of project-related vehicular turning movements (e.g., at freeway ramp intersections)

The Study Area was established in consultation with the City, based on the above criteria, as well as peak hour Project trip generation, the anticipated distribution of Project traffic, and the

existing intersections/corridor operations. It comprises those intersections with the reasonable potential to experience significant transportation impacts due to the Project.

A total of 15 signalized intersections were identified during the MOU process for detailed analysis. The results of the transportation impact analysis detailed in this study were reviewed to ensure that all potentially significantly impacted intersections, prior to mitigation, were analyzed, and that the boundary of the Study Area was extended, as necessary, to confirm that there were no significant impacts at or beyond the Study Area periphery. The study intersections on the Study Area periphery are not anticipated to be significantly impacted by the Project and, thus, the analyzed locations are considered to be adequate such that no additional significant impacts are anticipated to occur beyond the Study Area. Figure 2 illustrates the location of the Project Site in relation to the surrounding street system and the 15 study intersections. The existing lane configurations at the analyzed intersections are provided in Appendix B.

EXISTING STREET SYSTEM

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

Street classifications for roadways within the City are designated in *Mobility Plan 2035, An Element of the General Plan* (Los Angeles Department of City Planning, January 2016) (the "Mobility Plan"). The Mobility Plan revised street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. The available facilities in the Study Area are defined by the following in the Mobility Plan:

- Boulevards are arterial streets that provide primary through traffic routes with limited access to adjacent properties. Boulevards are divided into two categories:

- Boulevard I typically provides 100 feet of paved width within 136 feet of right-of-way.
- Boulevard II typically provides 80 feet of paved width within 110 feet of right-of-way.

- Avenues are arterial streets that serve through traffic, as well as provide access to major commercial activity centers. Avenues are divided into three categories:
  - Avenue I typically provides 70 feet of paved width within 100 feet of right-of-way.
  - Avenue II typically provides 56 feet of paved width within 86 feet of right-of-way.
  - Avenue III typically provides 46 feet of paved width within 72 feet of right-of-way.
- Collector Streets are intended to assist local traffic flow to Avenues and are typically located at quarter-mile intervals in a grid system.
- Local Streets provide circulation for local adjacent neighborhoods and do not typically serve commercial uses. Local Streets provide connections to collector streets, which in turn, connect to the arterial street network.

The following is a brief description of the major roadways in the Study Area, including their classifications under the Mobility Plan:

Roadways

- 3rd Street – 3rd Street is a designated Avenue II, travels in the east-west direction and is located north of the Project Site. It provides two travel lanes in each direction, with left-turn lanes at intersections, and inside lanes are generally 10 feet wide. Metered parking is generally available on both sides of the street west of Vermont Avenue within the Study Area.
- 4th Street – 4th Street is a designated Collector Street, travels in the east-west direction and is located north of the Project Site. It provides one travel lane in each direction and travel lanes are generally 12 feet wide. Unmetered parking is generally available on both sides of the street within the Study Area, except between New Hampshire Avenue and Shatto Place where two-hour metered parking with variable parking restrictions is available on both sides of the street.
- 6th Street – 6th Street is a designated Avenue II, travels in the east-west direction and is located adjacent to the southern boundary of the Project Site. It provides two travel lanes in each direction, with left-turn lanes at intersections, and inside lanes are generally 10 feet wide. Two-hour metered parking with peak hour restrictions is generally available on the north side of the street west of New Hampshire Avenue. Unmetered parking with peak

hour restrictions is generally available on the north side of the street between New Hampshire Avenue and Vermont Avenue. One-hour metered parking is generally available on the north side of the street from east of the Project Site to Westmoreland Avenue. Four-hour metered parking is generally available on the north side of the street between Occidental Boulevard and Rampart Boulevard. One-hour metered parking with peak hour restrictions is generally available on both sides of the street between Rampart Boulevard and Park View Street. One-hour metered parking with peak hour restrictions is generally available on the north side of the street east of Park View Street.

- Wilshire Boulevard – Wilshire Boulevard is a designated Avenue I, travels in the east-west direction and is located south of the Project Site. It generally provides two travel lanes and an exclusive bus rapid transit lane in each direction, with left-turn lanes at most intersections. Inside lanes are generally 10 feet wide. Metered parking with peak hour restrictions is generally available on both sides of the street within the Study Area.

- 8th Street – 8th Street is a designated Avenue II, travels in the east-west direction and is located south of the Project Site. It provides two lanes in each direction, with left-turn lanes at some intersections and peak hour left-turn restrictions at Vermont Avenue. Inside lanes are generally 10 feet wide. One-hour metered parking is generally available on both sides of the street west of Westmoreland Avenue. One-hour unmetered parking is generally available on both sides of the street between Westmoreland Avenue and Hoover Street. One-hour metered parking with afternoon peak hour restrictions is generally available on the north side of the street and one-hour metered parking with peak hour restrictions is generally available on the south side of the street east of Hoover Street.

- Normandie Avenue – Normandie Avenue is a designated Avenue III north of Wilshire Boulevard and south of Olympic Boulevard and a designated Local Street between 7th Street and Olympic Boulevard. It travels in the north-south direction and is located west of the Project Site. It diverges from Irolo Street north of Olympic Boulevard and continues from Irolo Street north of Wilshire Boulevard. It provides two travel lanes in each direction north of 7th Street and inside lanes are generally 10 feet wide, with afternoon peak hour left-turn restrictions at 6th Street. It provides one travel lane in each direction south of 7th Street and inside lanes are generally 12 feet wide. Two-hour unmetered parking with morning peak hour restrictions on the west side of the street and afternoon peak hour restrictions on the east side of the street is generally available north of 6th Street. Metered parking with morning peak hour restrictions on the west side of the street and afternoon peak hour restrictions on the east side of the street is generally available between 6th Street and Wilshire Boulevard. Two-hour unmetered parking is generally available on both sides of the street south of 7th Street.

- Vermont Avenue – Vermont Avenue is a designated Avenue I, travels in the north-south direction and is located west of the Project Site. It generally provides three lanes in each direction north of Wilshire Boulevard and two travel lanes in each direction south of Wilshire Boulevard, with left-turn lanes at intersections. Inside lanes are generally 10 feet wide. One-hour unmetered parking with peak hour restrictions is generally available on both sides of the street between 4th Street and 7th Street. One-hour metered parking is generally available on both sides of the street south of 7th Street.

- Shatto Place – Shatto Place is a designated Local Street, travels in the north-south direction and is located adjacent to the western boundary of the Project Site. It provides one travel lane in each direction. Travel lanes are generally 10 feet wide and include a two-way left-turn lane for access to driveways and left-turn pockets at signalized intersections. Metered parking with variable parking restrictions is generally available on both sides of the street within the Study Area. Shatto Place provides direct access for the Project.

- Virgil Avenue – Virgil Avenue is a designated Local Street, travels in the north-south direction, and terminates at Wilshire Boulevard. It is located east of the Project Site. It provides two travel lanes in each direction, except between 6th Street and Wilshire Boulevard where it provides two lanes southbound and one lane northbound. It provides left-turn lanes at intersections and inside lanes are generally 10 feet wide. Unmetered parking is generally available on both sides of the street north of 5th Street and metered parking is generally available on both sides south of 5th Street.

- Hoover Street – Hoover Street is a designated Local Street north of 6th Street and a designated Avenue II south of Wilshire Boulevard. It is discontinuous between 6th Street and Wilshire Boulevard due to Lafayette Park. It travels in the north-south direction and is located east of the Project Site. It provides one travel lane in each direction north of 6th Street and two travel lanes in each direction south of Wilshire Boulevard, with left-turn lanes at intersections south of Wilshire Boulevard. Inside lanes are generally 10 feet wide. Unmetered parking is generally available on both sides of the street within the Study Area except between Wilshire Boulevard and Lafayette Park Place where unmetered parking with peak hour restrictions is available on the east side of the street.

- Rampart Boulevard – Rampart Boulevard is a designated Avenue I between Beverly Boulevard and 3rd Street and a designated Collector Street south of 3rd Street. It travels in the northeast-southwest direction and terminates at 8th Street. Its is located east of the Project Site. It provides two travel lanes in each direction north of 6th Street, with left-turn lanes at intersections and one travel lane in each direction south of 6th Street. Bicycle lanes are provided on both sides of the street north of 6th Street. Inside lanes are generally 10 feet wide. Unmetered parking is generally available on both sides of the street north of Wilshire Boulevard and between 7th Street and 8th Street. Metered parking is generally available on both sides of the street between Wilshire Boulevard and 7th Street.

- Alvarado Street – Alvarado Street is a designated Avenue II, travels in the northeast-southwest direction and is located east of the Project Site. It provides two to three travel lanes in each direction due to variable parking restrictions along the curb lanes and has peak hour left-turn restrictions between Wilshire Boulevard and 8th Street. Inside lanes are generally 10 feet wide. One-hour metered and unmetered parking with afternoon peak hour restrictions on the east side of the street and morning peak hour restrictions on the west side of the street is generally available north of 6th Street. One-hour metered parking with afternoon peak hour restrictions is generally available on the east side of the street between 6th Street and Wilshire Boulevard. One-hour and two-hour metered parking is generally available on both sides of the street with afternoon peak hour restrictions on the east side of the street south of 7th Street.

EXISTING TRANSIT SYSTEM

The Project area is served by bus and rail lines operated by Metro and LADOT Downtown Area Shuttle (DASH). Figure 3 illustrates the existing transit service in the Study Area. In addition to the bus lines that provide service within the Project Site vicinity, the Metro Purple Line and Red Line subways share a station at the study intersection of Vermont Avenue & Wilshire Boulevard (Intersection #12). The Metro Purple Line travels from Wilshire Center/Koreatown to downtown Los Angeles and the Metro Red Line travels from North Hollywood to downtown Los Angeles. The Metro Purple Line and Red Line run every 10 minutes and connect with the Metro Blue Line and Metro Expo Line in downtown Los Angeles and the Metro Gold Line at Union Station.

Table 3 summarizes the transit lines operating in the vicinity of the Project Site. It shows the routes organized by service providers, the type of service (peak vs. off-peak, rapid vs. local), and frequency of service, as described above. The average headways during the peak hour were estimated using detailed trip and ridership data from October 2017 and July 2018 provided by Metro.

Tables 4A and 4B summarize the total available capacity of the Metro and DASH bus system during the morning and afternoon peak hours, respectively, based on the frequency of service of each line, the standing capacity of each bus, and the average peak hour load in each direction. As shown in Tables 4A and 4B, the Metro bus lines within 0.25 miles walking distance of the Project Site currently have available capacity for approximately 3,757 additional riders during the morning peak hour and 3,660 riders during the afternoon peak hour. Additionally, the Metro Purple and Red Lines provide capacity for approximately 9,144 additional riders during the morning peak hour and 7,968 additional riders during the afternoon peak hour. In total, the public transit system in the Study Area has available capacity for approximately 12,901 additional riders during the morning peak hour and 11,628 additional riders during the afternoon peak hour. The Metro lines with bus stops or stations located more than 0.25 miles from the Project Site were not included.

BICYCLE AND PEDESTRIAN NETWORK

Existing Bicycle System

The existing bicycle system consists of a limited coverage of bicycle lanes (Class II) and bicycle routes (Class III). Bicycle lanes are a component of street design with dedicated striping, separating vehicular traffic from bicycle traffic. These facilities offer a safer environment for both cyclists and motorists. Bicycle routes are identified as bicycle-friendly streets where motorists and cyclists share the roadway and there is no dedicated striping of a bicycle lane. Bicycle routes are preferably located on collector and lower volume arterial streets. Within the Study Area, bicycle routes are provided along New Hampshire Avenue north of 6th Street, 4th Street west of Hoover Street, and 7th Street east of New Hampshire Avenue. No other bicycle facilities, dedicated or shared, are provided within the Study Area.

Existing Pedestrian Facilities

The walkability of existing facilities for pedestrians is based on the availability of pedestrian routes necessary to accomplish daily tasks without the use of an automobile. These attributes are quantified by WalkScore.com and assigned a score out of 100 points. With the various commercial businesses and cultural facilities adjacent to residential neighborhoods of the Wilshire Center/Koreatown community, the walkability of the Study Area is approximately 93 points[1]; this compares to the citywide score of 84 points, indicating that the Study Area is substantially more walkable than average within the City.

The sidewalks that serve as routes to the Project Site provide proper connectivity and adequate widths for a comfortable and safe pedestrian environment. The sidewalks provide connectivity to pedestrian crossings at intersections within the Study Area. Striped crosswalks are provided at all legs of the signalized study intersections.

[1] Walk Score (www.walkscore.com) rates the Project Site (550 S. Shatto Place) with a score of 93 of 100 possible points (scores accessed in July 23, 2018 for the Wilshire Center/Koreatown community). Walk Score calculates the walkability of specific addresses by taking into account the ease of living in the neighborhood with a reduced reliance on automobile travel.

VISION ZERO

As described in *Vision Zero: Eliminating Traffic Deaths in Los Angeles by 2025* (City of Los Angeles, August 2015), Vision Zero is a traffic safety policy that promotes strategies to eliminate collisions that result in severe injury or death. Vision Zero has identified the High Injury Network, a network of streets based on the collision data from the last five years, where strategic investments will have the biggest impact in reducing death and severe injury. Based on LADOT policies, identification of these networks helps to prioritize improvement areas should traffic impacts be identified. 6th Street, adjacent to the southern boundary of the Project Site, has been identified in the High Injury Network. The following additional corridors within the Study Area have been identified as part of the High Injury Network:

- 3rd Street
- 4th Street west of Vermont Avenue
- Wilshire Boulevard
- 7th Street east of Vermont Avenue
- 8th Street
- Normandie Avenue/Irolo Street between Wilshire Boulevard and 8th Street
- Kenmore Avenue south of 8th Street
- Vermont Avenue
- Westmoreland Avenue south of 8th Street
- Virgil Avenue between 6th Street and Wilshire Boulevard
- Commonwealth Avenue between 3rd Street and Wilshire Boulevard
- Hoover Street between Wilshire Boulevard and Sunset Place
- Rampart Boulevard north of 7th Street
- Alvarado Street

EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE

This section presents the existing peak hour turning movement traffic volumes for the intersections analyzed in the study, describes the methodology used to assess the traffic

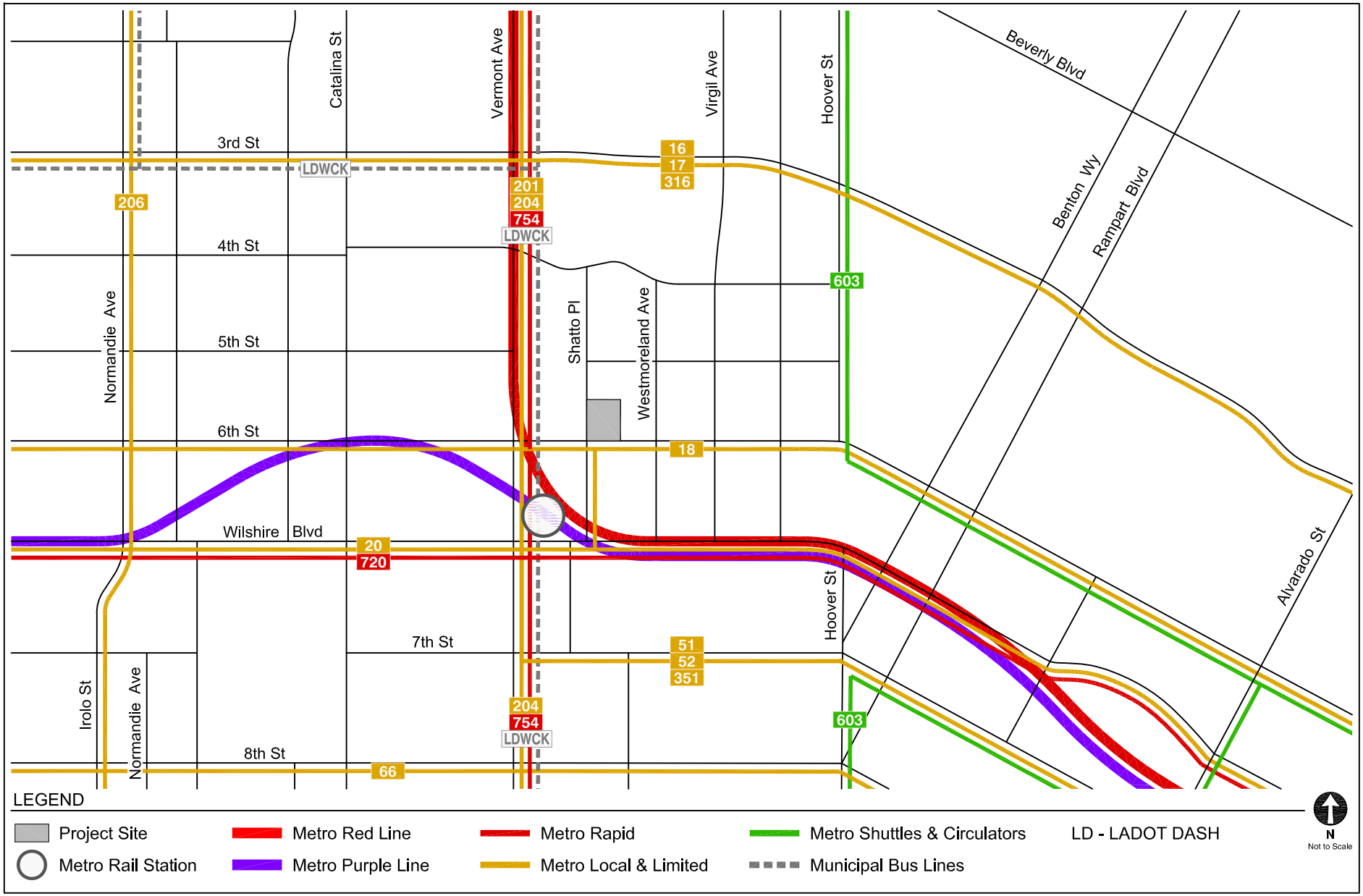
conditions at each intersection, and analyzes the resulting operating conditions at each intersection indicating V/C ratios or delay and LOS.

Existing Traffic Volumes

Intersection turning movement counts were conducted at the 15 study intersections during the weekday morning and afternoon peak periods in April and November 2016, and January 2018. Although peak hour traffic volumes at the Project study intersections have remained relatively consistent since Year 2016, in order to provide a more conservative analysis, traffic counts collected in Year 2016 were increased by 1% per year to represent Existing Year 2018 traffic volumes. The existing intersection peak hour traffic volumes are illustrated in Figure 4. Traffic count worksheets are provided in Appendix C.

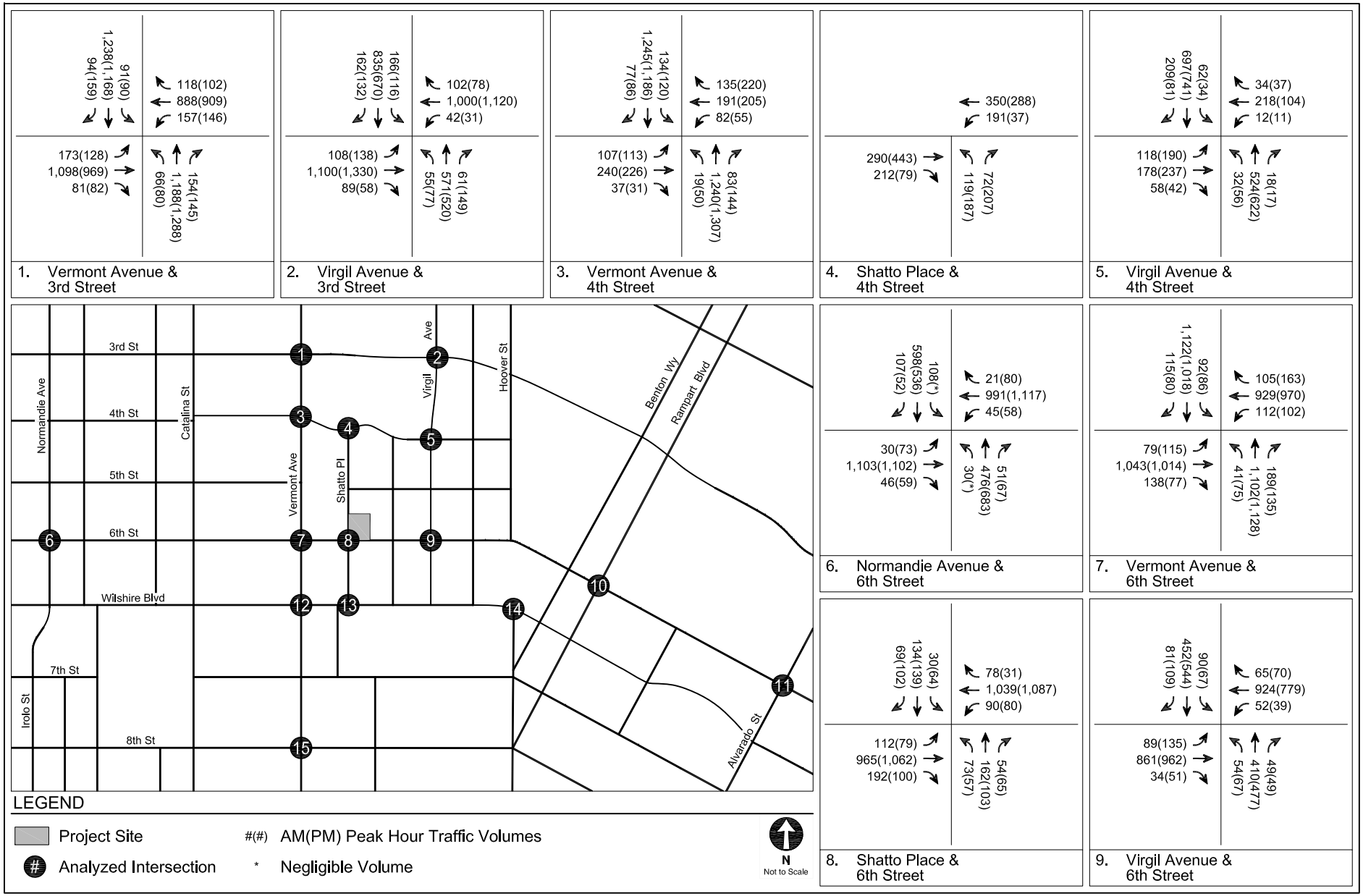
Existing Intersection Levels of Service

Table 5 summarizes the weekday morning and afternoon peak hour LOS results for each of the study intersections under Existing Conditions, accounting for the 10% capacity increase to reflect ATSAC and ATCS control (as explained in Chapter 1 under “Signalized Intersection Analysis Methodology”). As shown, all 15 of the study intersections currently operate at LOS D or better during both the morning and afternoon peak hours.



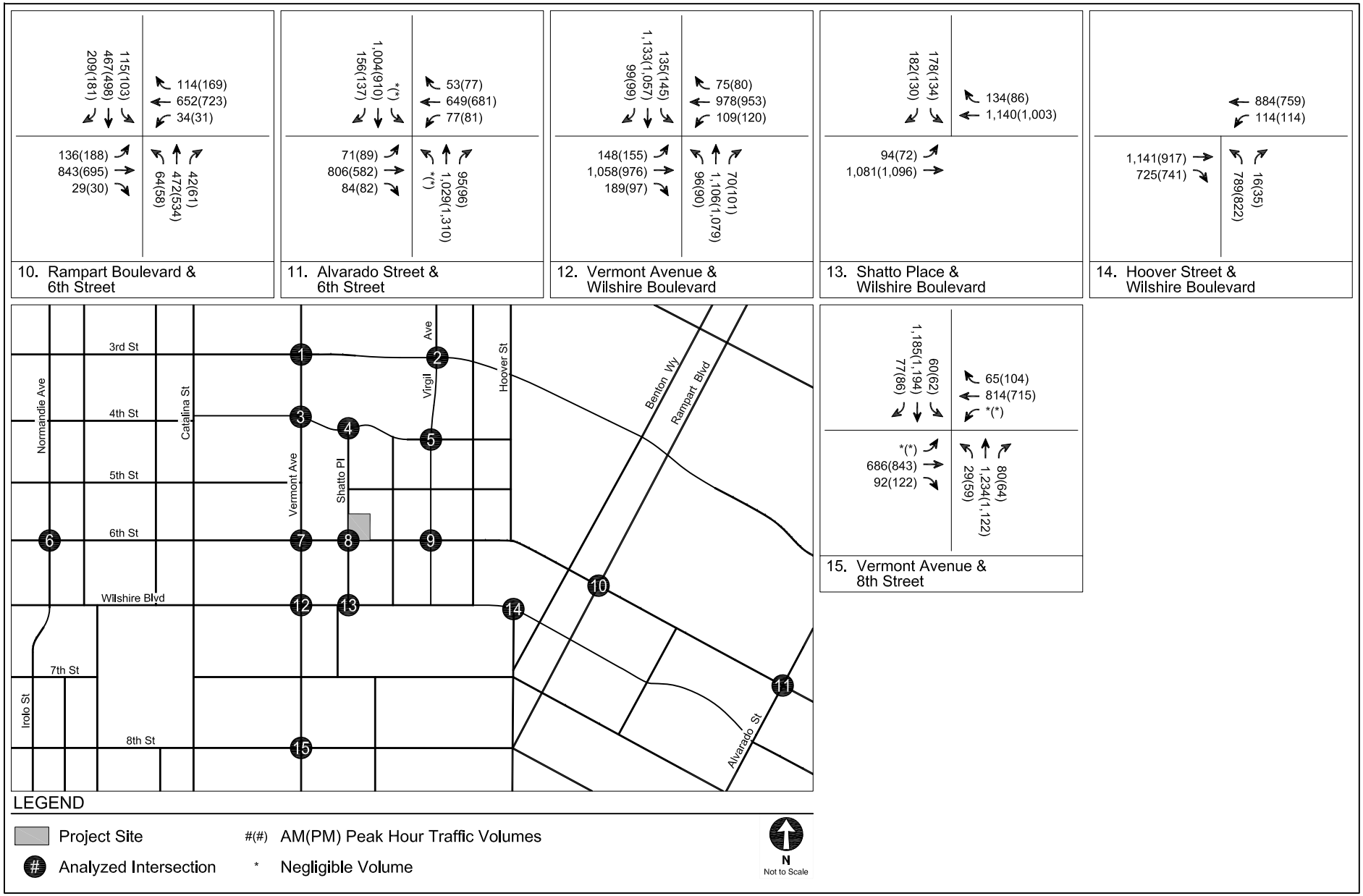
EXISTING TRANSIT SERVICE

FIGURE 3



EXISTING CONDITIONS (YEAR 2018)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 4



EXISTING CONDITIONS (YEAR 2018)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
4 (CONT.)

TABLE 3
EXISTING TRANSIT SERVICE SERVING PROJECT SITES

Provider, Route, and Service Area		Service Type	Hours of Operation in Study Area	Approximate Headway (minutes) [a]			
				Morning Peak Hour		Afternoon Peak Hour	
Metro Rail Service				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
Red Line	Downtown Los Angeles - North Hollywood	Subway	4:00 A.M. - 1:00 A.M.	10	10	10	10
Purple Line	Downtown Los Angeles - Western & Wilshire	Subway	4:00 A.M. - 1:00 A.M.	10	10	10	10
Metro Bus Service				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
16/17/316	Downtown Los Angeles - Century City/Culver City via 3rd Street	Local/Limited	4:30 A.M. - 1:30 A.M.	5	5	5	5
18	Downtown Los Angeles - Montebello/Wilshire/Western Station via 6th Street & Whittier Bl	Local	4:30 A.M. - 12:30 A.M.	7	12	9	7
20	Downtown Los Angeles - Downtown LA/Santa Monica via Wilshire Bl	Local	24 - Hour	15	11	9	12
51/52/351	Koreatown to Carson / Compton via Avalon Bl	Local/Limited	5:30 A.M. - 12:00 A.M.	10	10	9	7
66	Downtown Los Angeles - Montebello/Wilshire Center via 8th Street & Olympic Bl	Local	4:30 A.M. - 1:30 A.M.	8	16	17	9
201	Glendale to Koreatown via Vermont Avenue & Silver Lake Boulevard	Local	6:00 A.M. - 8:00 P.M. 6:00 A.M. - 12:00 A.M.	48	48	60	48
204	Hollywood - Athens via Vermont Ave	Local	24 - Hour	11	12	11	11
206	Hollywood - Athens via Normandie Ave	Local	5:30 A.M. - 1:00 A.M.	11	13	12	11
603	Glendale Galleria - Grand Station via Hoover Street, Rampart Bl &	Shuttle	5:00 A.M. - 11:00 P.M.	13	13	13	11
720	LA/Commerce - Santa Monica via Wilshire Bl & Whittier Bl	Express	4:00 A.M - 2:00 A.M.	10	3	4	10
754	Hollywood - Athens via Vermont Ave	Express	5:00 A.M. - 9:00 P.M.	7	6	8	7
LADOT DASH Bus Service							
WCK	Wilshire Center/Koreatown	Local	7:00 A.M. - 7:30 P.M.	20	20	20	20

Notes

Metro: Los Angeles County Metropolitan Transportation Authority

LADOT DASH: Los Angeles Department of Transportation Downtown Area SHuttle

[a] Headway information based on operating and ridership data from Metro for October 2017 and July 2018.

TABLE 4A
TRANSIT SYSTEM CAPACITY WITHIN PROJECT VICINITY - MORNING PEAK HOUR

Provider, Route, and Stop Location		Capacity per Trip [a]	Peak Hour Ridership [b]				Average Remaining Capacity per Trip		Remaining Peak Hour Capacity	
			Peak Load		Average Load					
			NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Metro Rail Service [c]										
Red Line	Wilshire / Vermont	744	n/a	n/a	420	336	324	408	1,944	2,448
Purple Line	Wilshire / Vermont	496	n/a	n/a	102	98	394	398	2,364	2,388
Metro Bus Service										
18	Vermont Avenue at 6th Street	50	29	12	10	9	40	41	330	205
20	Vermont Avenue at Wilshire Boulevard	50	31	38	23	26	27	24	108	132
51/52/351	Vermont Avenue at Wilshire Boulevard	50	2	9	1	3	49	47	306	294
201	Vermont Avenue at 6th Street	50	14	3	9	2	41	48	51	60
204	Vermont Avenue at 6th Street	50	48	27	30	19	20	31	105	155
720	Vermont Avenue at Wilshire Boulevard	75	36	54	23	34	52	41	299	748
754	Vermont Avenue at Wilshire Boulevard	75	52	36	33	25	42	50	378	463
LADOT DASH Bus Service										
WCK	Wilshire Center/Koreatown	30	11	25	6	13	24	17	72	51
								Total Rail Service Remaining Capacity		9,144
								Total Bus Service Remaining Capacity		3,757
								Total Transit System Remaining Capacity		**12,901**

Notes

Metro: Los Angeles County Metropolitan Transportation Authority

LADOT DASH: Los Angeles Department of Transportation Downtown Area Shuttle

[a] Capacity assumptions:

Metro Regular Bus - 40 seated / 50 standing.

Metro Articulated Bus (for Rapid routes) - 66 seated / 75 standing.

Metro Red Line - 54 seats / car, 6 cars / run during peak periods. Metro assumes a maximum capacity of 230% of seated capacity, or approximately 124 / car *(Metro Transit Service Policy,* Metro, October 2015).

Metro Purple Line - 54 seats / car, 4 cars / run during peak periods. Metro assumes a maximum capacity of 230% of seated capacity, or approximately 124 / car *(Metro Transit Service Policy*).

LADOT DASH - 25 seated / 30 standing.

[b] Ridership information based on data from Metro for October 2017, unless otherwise noted.

[c] Ridership information based on data prepared by Metro in July 2018.

TABLE 4B
TRANSIT SYSTEM CAPACITY WITHIN PROJECT VICINITY - AFTERNOON PEAK HOUR

Provider, Route, and Stop Location		Capacity per Trip [a]	Peak Hour Ridership [b]				Average Remaining Capacity per Trip		Remaining Peak Hour Capacity	
			Peak Load		Average Load					
			NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Metro Rail Service [c]										
Red Line	Wilshire / Vermont	744	n/a	n/a	391	507	353	237	2,118	1,422
Purple Line	Wilshire / Vermont	496	n/a	n/a	136	118	360	378	2,160	2,268
Metro Bus Service										
18	Vermont Avenue at 6th Street	50	23	25	13	13	37	37	241	324
20	Vermont Avenue at Wilshire Boulevard	50	31	38	22	28	28	22	182	110
51/52/351	Vermont Avenue at Wilshire Boulevard	50	3	11	1	5	49	45	343	394
201	Vermont Avenue at 6th Street	50	18	3	15	3	35	47	35	59
204	Vermont Avenue at 6th Street	50	42	47	32	32	18	18	95	99
720	Vermont Avenue at Wilshire Boulevard	75	33	51	23	38	52	37	767	222
754	Vermont Avenue at Wilshire Boulevard	75	46	55	30	42	45	33	360	297
LADOT DASH Bus Service										
WCK	Wilshire Center/Koreatown	30	22	12	11	5	19	25	57	75
								Total Rail Service Remaining Capacity		7,968
								Total Bus Service Remaining Capacity		3,660
								Total Transit System Remaining Capacity		**11,628**

Notes

Metro: Los Angeles County Metropolitan Transportation Authority

LADOT DASH: Los Angeles Department of Transportation Downtown Area Shuttle

[a] Capacity assumptions:

Metro Regular Bus - 40 seated / 50 standing.

Metro Articulated Bus (for Rapid routes) - 66 seated / 75 standing.

Metro Red Line - 54 seats / car, 6 cars / run during peak periods. Metro assumes a maximum capacity of 230% of seated capacity, or approximately 124 / car *(Metro Transit Service Policy,* Metro, October 2015).

Metro Purple Line - 54 seats / car, 4 cars / run during peak periods. Metro assumes a maximum capacity of 230% of seated capacity, or approximately 124 / car *(Metro Transit Service Policy*).

LADOT DASH - 25 seated / 30 standing.

[b] Ridership information based on data from Metro for October 2017, unless otherwise noted.

[c] Ridership information based on data prepared by Metro in July 2018.

TABLE 5
EXISTING CONDITIONS (YEAR 2018)
INTERSECTION LEVELS OF SERVICE

No.	Intersection	Peak Hour	Existing Conditions	
			V/C Ratio	LOS
1.	Vermont Avenue & 3rd Street	A.M. P.M.	0.802 0.770	D C
2.	Virgil Avenue & 3rd Street	A.M. P.M.	0.751 0.753	C C
3.	Vermont Avenue & 4th Street	A.M. P.M.	0.594 0.586	A A
4.	Shatto Place & 4th Street	A.M. P.M.	0.441 0.399	A A
5.	Virgil Avenue & 4th Street	A.M. P.M.	0.478 0.531	A A
6.	Normandie Avenue & 6th Street	A.M. P.M.	0.605 0.598	B A
7.	Vermont Avenue & 6th Street	A.M. P.M.	0.717 0.670	C B
8.	Shatto Place & 6th Street	A.M. P.M.	0.531 0.539	A A
9.	Virgil Avenue & 6th Street	A.M. P.M.	0.503 0.536	A A
10.	Rampart Boulevard & 6th Street	A.M. P.M.	0.665 0.788	B C
11.	Alvarado Street & 6th Street	A.M. P.M.	0.764 0.681	C B
12.	Vermont Avenue & Wilshire Boulevard	A.M. P.M.	0.846 0.810	D D
13.	Shatto Place & Wilshire Boulevard	A.M. P.M.	0.461 0.372	A A
14.	Hoover Street & Wilshire Boulevard	A.M. P.M.	0.646 0.621	B B
15.	Vermont Avenue & 8th Street	A.M. P.M.	0.671 0.688	B B

Chapter 3

Future without Project Conditions

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

The existing traffic volumes were factored by an annual ambient growth rate to approximate regional growth and development. In addition to the ambient growth, for purposes of providing a conservative analysis of potential cumulative traffic impacts, the traffic generated by proposed, approved, and under construction projects in and around the Study Area was also added to estimate the Future without Project Conditions.

CEQA GUIDELINES REGARDING FUTURE TRAFFIC CONDITIONS

The forecast of Future without Project Conditions was prepared in accordance with procedures outlined in Section 15130 of *Guidelines for Implementation of the California Environmental Quality Act*, *Chapter 3, Title 14, California Code of Regulations* (California Natural Resources Agency, amended July 27, 2007) ("*Guidelines*"). Specifically, two options are provided for developing the cumulative traffic volume forecast:

> "(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or
>
> "(B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be

> supplemented with additional information such as a regional modeling program. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency."

As described in detail below, this analysis includes traffic growth both from future projects (option "A" above, the "Related Projects") and from regional growth projections (option "B" above, or ambient growth). The ambient growth factor discussed below likely includes some traffic growth resulting from the Related Projects. Therefore, the traffic analysis provides a highly conservative estimate of Future without Project traffic volumes.

AMBIENT TRAFFIC GROWTH

Traffic levels are expected to increase over time as a result of regional growth and development in and around the Study Area. The CMP provides general growth factors based on regional modeling. As shown in Exhibit D-1 of the CMP, the Project is located in the Central Los Angeles area, which is estimated to experience a total regional growth in traffic of 1.7% between the years of 2015 and 2025, which equates to annual growth of approximately 0.17% per year. The total adjustment applied over the three-year period from 2018 to 2021 was 0.51%. This growth factor accounts for increases in traffic due to small or re-use projects that do not require full traffic studies, potential projects not yet proposed or are in the early stages of development, as well as projects outside the Study Area or the general Wilshire Center/Koreatown area.

RELATED PROJECTS

In accordance with the CEQA requirements in *Guidelines*, this study also considered the effects of the Project in relation to other developments either proposed, approved, or under construction (collectively, the Related Projects). With this information, the potential impact of the Project is, therefore, evaluated within the context of the cumulative impact of past, present, and probable future developments capable of producing related or cumulative impacts.

The list of Related Projects is based on information provided by the Department of City Planning and LADOT, as well as recent studies of projects in the area. The Related Projects are detailed in

Table 6 and shown in Figure 5. Though the buildout years of many of these Related Projects are uncertain and may be well beyond the buildout year of the Project, and notwithstanding that some may never be approved or developed, they were all considered as part of this traffic study and conservatively assumed to be completed by the Project buildout Year 2021. The traffic growth due to the development of Related Projects considered in this analysis is highly conservative and, by itself, substantially overestimates the actual traffic volume growth in the Study Area that would likely occur prior to Project buildout year. With the addition of the 0.17% per year ambient growth factor previously discussed, the Future without Project cumulative condition is even more conservative.

Using these conservative assumptions, the potential traffic impacts of the Project were evaluated. The development of estimated traffic volumes added to the study intersections as a result of Related Projects involves the use of a three-step process: trip generation, trip distribution, and trip assignment.

Trip Generation

Trip generation estimates for the Related Projects were provided by LADOT or were calculated using a combination of previous study findings and the trip generation rates contained in *Trip Generation, 9th Edition* (Institute of Transportation Engineers [ITE], 2012) and *Trip Generation, 10th Edition* (ITE, 2017). Table 6 summarizes the Related Project trip generation for typical weekdays, including daily trips, morning peak hour trips, and afternoon peak hour trips. These projections are very conservative in that they do not in every case account for either the trips generated by the existing uses to be removed or the likely use of other travel modes (transit, bicycle, walk, etc.) Further, they do not fully account for the internal capture trips within a multi-use development, nor the interaction of trips between multiple Related Projects within the Wilshire Center/Koreatown area, in which one Related Project serves as the origin for a trip destined for another Related Project.

Trip Distribution

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

Trip Assignment

The trip generation estimates for the Related Projects were assigned to the local street system using the trip distribution patterns developed above. Figure 6 shows the peak hour traffic volumes associated with these Related Projects at the study intersections. These volumes were then added to the existing traffic volumes after adjustment for ambient growth through the projected buildout year of 2021. As discussed above, this is a conservative approach as many of the Related Projects may be reflected in the ambient growth rate. These volumes represent the Future without Project Conditions (i.e., existing traffic volumes added to ambient traffic growth and Related Project traffic growth) and are shown in Figure 7 for the 15 study intersections.

FUTURE SYSTEMS

Future Roadway Improvements

The roadway network for the Future without Project Conditions within the Study Area could also be affected by regional improvement plans, local specific plans, and programmed improvements (i.e., mitigations for Related Projects). However, upon consultation with LADOT, it was determined that the analysis should conservatively exclude potential improvements within the Study Area because of uncertainty as to the likelihood and timing of their implementation. Therefore, the lane configurations and signal phasing at the study intersections was assumed to

remain unchanged between Existing and Future Conditions. However, the potential improvements that were identified are discussed below.

Future Transit System

Metro Purple Line Extension. In March 2012, Metro approved *Westside Subway Extension Final Environmental Impact Statement/Environmental Impact Report* (Metro, United States Department of Transportation, and Federal Transit Administration, March 2012) for the nine-mile extension of the Metro Purple Line subway ("Westside Subway Extension"). The extension will provide seven additional stations from the existing Wilshire/Western station to the proposed Westwood/Veterans Administration Hospital station. The Westside Subway Extension will be constructed in three phases, with the initial construction beginning in Year 2014; completion of all three phases of construction is expected by Year 2035. The Westside Subway Extension would operate underground and does not affect the Study Area and was not included in the Future Year analyses.

Mobility Plan. In the Mobility Plan, the City identifies key corridors as components of various "mobility-enhanced networks." Each network is intended to focus on improving a particular aspect of urban mobility, including transit, neighborhood connectivity, bicycles, pedestrians, and vehicles. The specific improvements that may be implemented in those networks have not yet been identified and there is no schedule for implementation and, therefore, were not included in the future analyses.

Transit Enhanced Network (TEN): The following corridors were identified as part of the TEN component of the Mobility Plan:

- 3rd Street (Moderate Transit Enhanced)
- Wilshire Boulevard (Comprehensive Transit Enhanced)
- Vermont Avenue (Comprehensive Transit Enhanced)

Neighborhood Enhanced Network (NEN): The following corridors were identified as part of the NEN component of the Mobility Plan:

- 4th Street
- 7th Street west of New Hampshire Avenue
- 8th Street between Mariposa Avenue and New Hampshire Avenue
- Mariposa Avenue between 7th Street and 8th Street
- Catalina Street south of 7th Street
- New Hampshire Avenue

Bicycle Enhanced Network (BEN) / Bicycle Lane Network (BLN): 7th Street east of New Hampshire Avenue is striped with protective bicycle lanes, and Wilshire Boulevard and Vermont Avenue were identified as part of the BLN.

Future Bicycle System

The Mobility Plan includes the specific goals and policies of *2010 Bicycle Plan, A Component of the City of Los Angeles Transportation Element* (Los Angeles Department of City Planning, adopted March 1, 2011) (2010 Bicycle Plan). The Mobility Plan establishes the overall framework for those components of the 2010 Bicycle Plan and builds upon those goals of improving bicycling for all levels of experience, including a re-designation of the bicycle facilities with the adoption of the Mobility Plan. The Mobility Plan consists of a Low-Stress Bikeway System and a Bicycle Lane Network. The Low-Stress Bikeway System is comprised of the Bicycle Enhanced Network, the Neighborhood Enhanced Network, and Bicycle Paths. The Bicycle Enhanced Network includes protected bicycle lanes and neighborhood streets. Bicycle lanes provide infrastructure including cycle tracks, bicycle signals, and demarcated areas to facilitate turns at intersections. Neighborhood streets would typically provide mini-roundabouts, cross-street stop signs, crossing islands at major intersection crossings, improved street lighting, bicycle boxed, and bicycle-only left-turn pockets. The Neighborhood Enhanced Network and Bicycle Paths are relatively unchanged from the 2010 Bicycle Plan.

City Bicycle Plan. The City's vision for a more integrated bicycle network proposes new bicycle lanes on Wilshire Boulevard and Vermont Avenue and bicycle friendly streets on 8th Street and New Hampshire Avenue throughout the Study Area. Upon consultation with LADOT's bicycle section, given that none of those are currently scheduled for implementation, no changes to

vehicular lane configurations as a result of potential new bicycle lanes were assumed in this analysis.

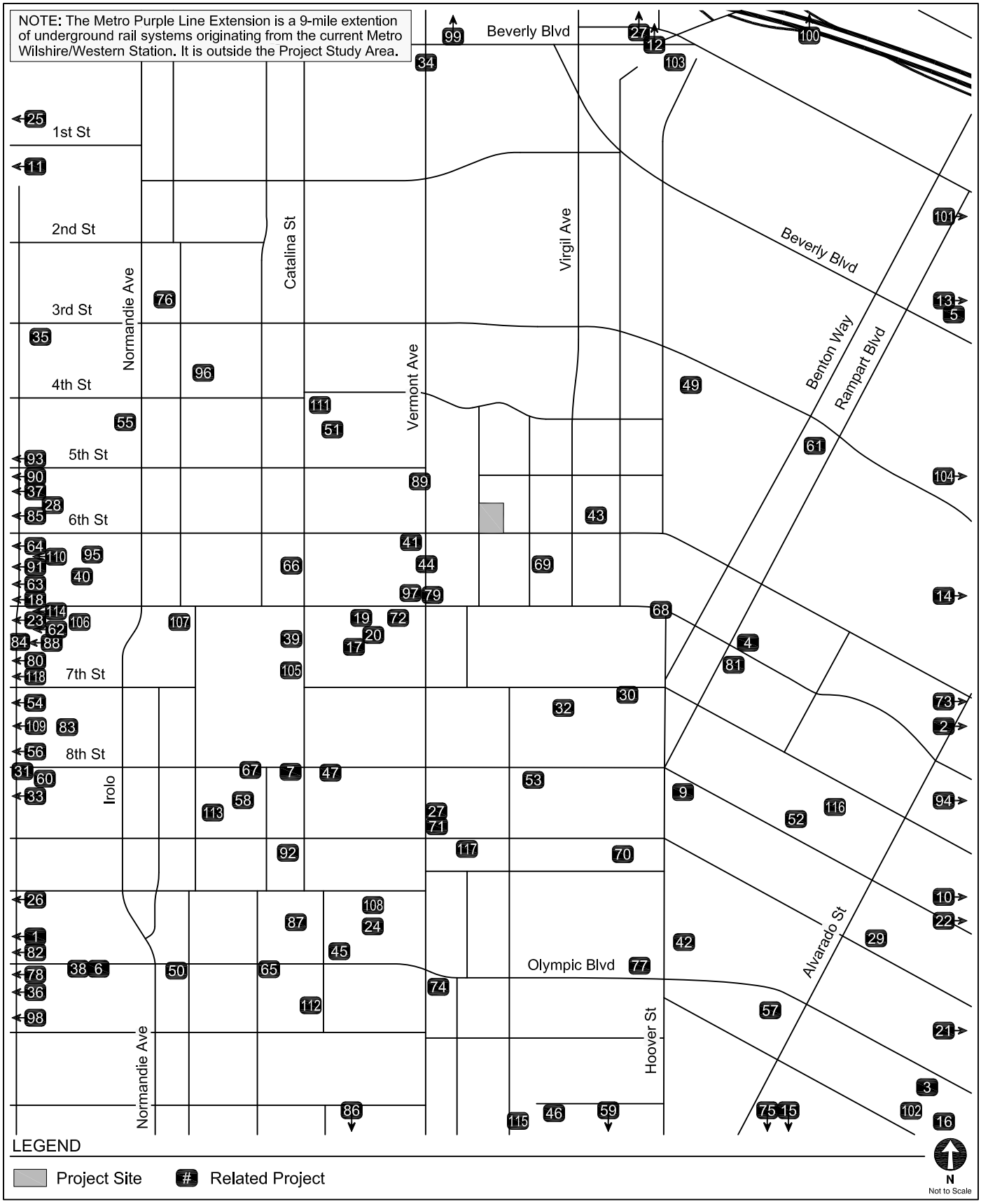
Future Pedestrian System

The Mobility Plan aims to promote walking to reduce the reliance on automobile travel by providing more attractive and pedestrian-friendly sidewalks, as well as adding pedestrian signalizations, street trees, and pedestrian-oriented design features. The Pedestrian Enhanced District of the Mobility Plan has designated the following arterial streets within the Study Area as Pedestrian Segments, where pedestrian improvements could be prioritized to provide better connectivity to and from major destinations within communities:

- 3rd Street
- 6th Street
- Wilshire Boulevard
- 7th Street
- 8th Street
- Irolo Street/Normandie Avenue
- Vermont Avenue
- Virgil Avenue
- Hoover Street south of Wilshire Boulevard
- Rampart Boulevard north of 4th Street and between 6th Street and 8th Street
- Alvarado Street

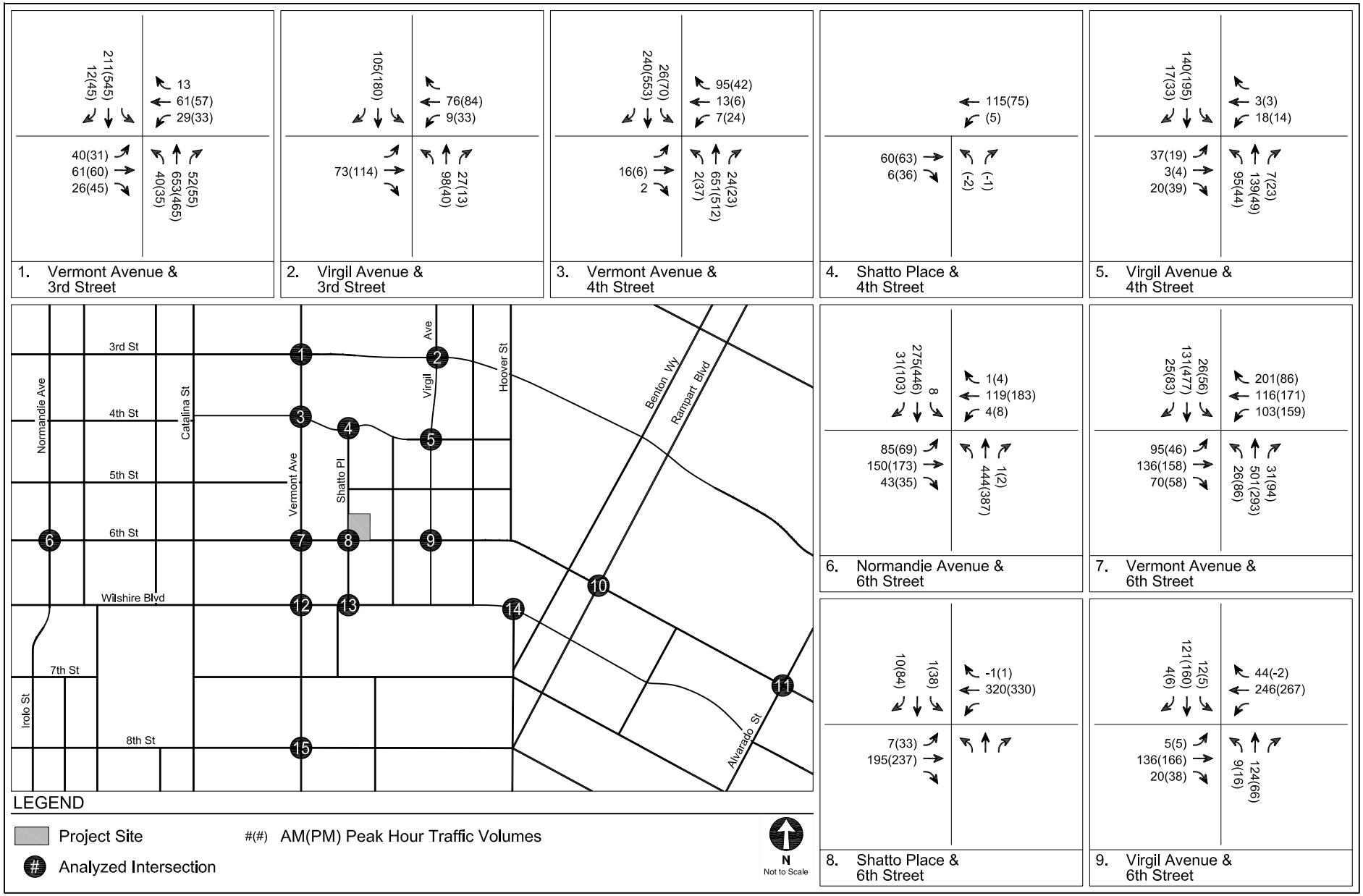
FUTURE WITHOUT PROJECT INTERSECTION LEVELS OF SERVICE

Table 7 summarizes the weekday morning and afternoon peak hour LOS results for each of the study intersections under Future without Project Conditions. As shown in Table 7, 10 of the 15 study intersections are anticipated to operate at LOS D or better during both the weekday morning and afternoon peak hours. The remaining five intersections are anticipated to operate at LOS E or F during at least one of the analyzed peak hours.



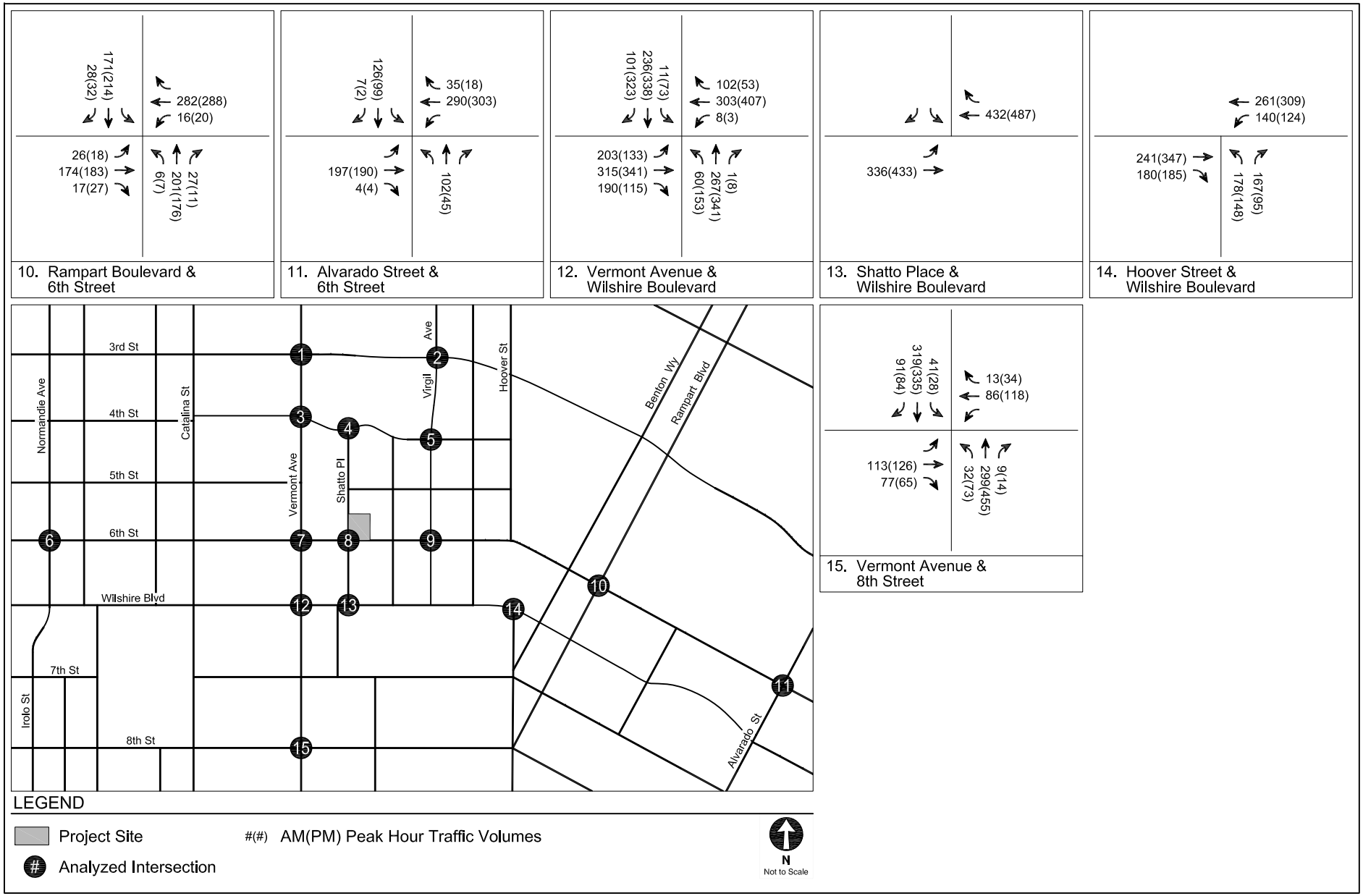
LOCATIONS OF RELATED PROJECTS

FIGURE 5



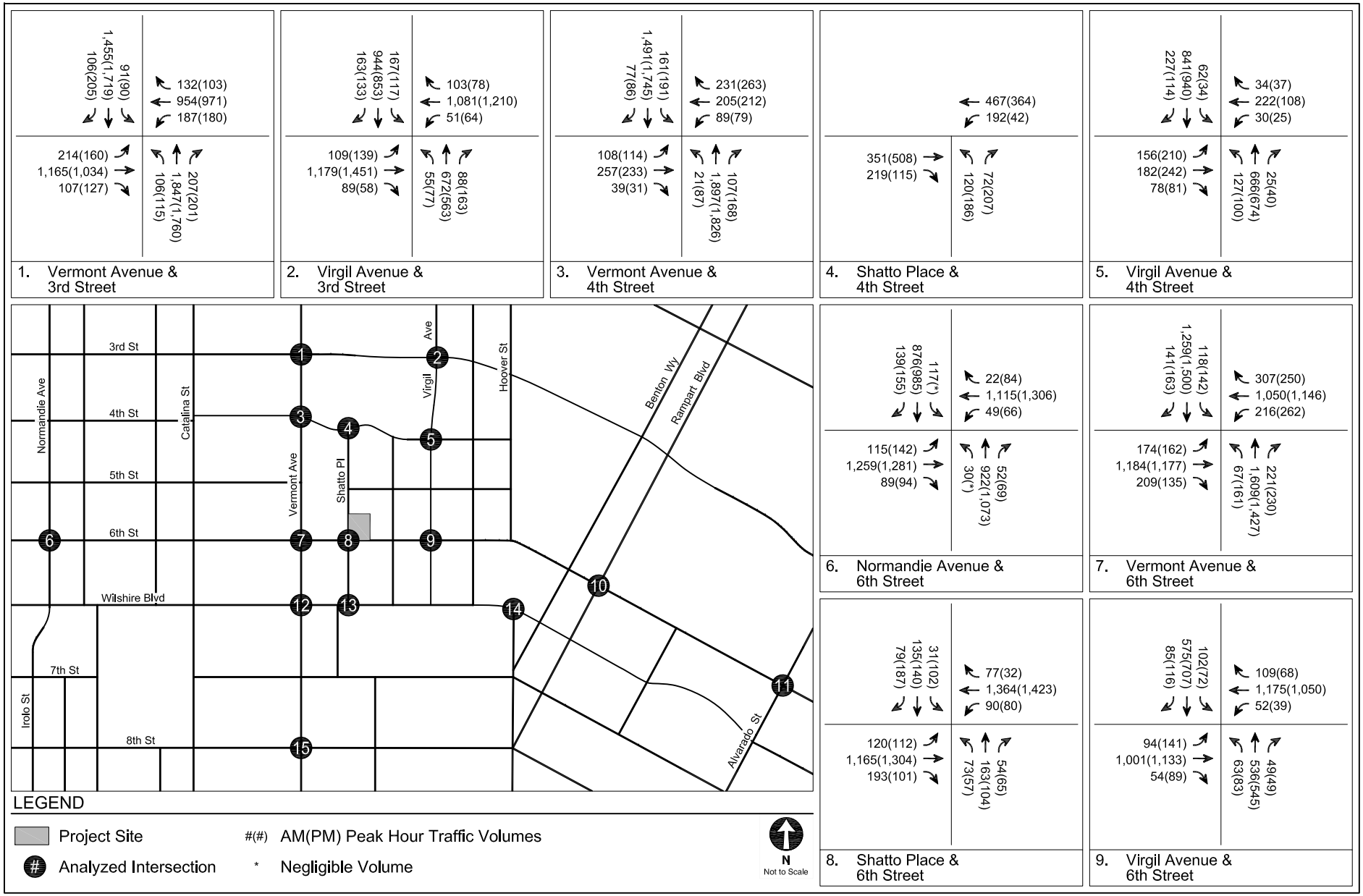
RELATED PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
6



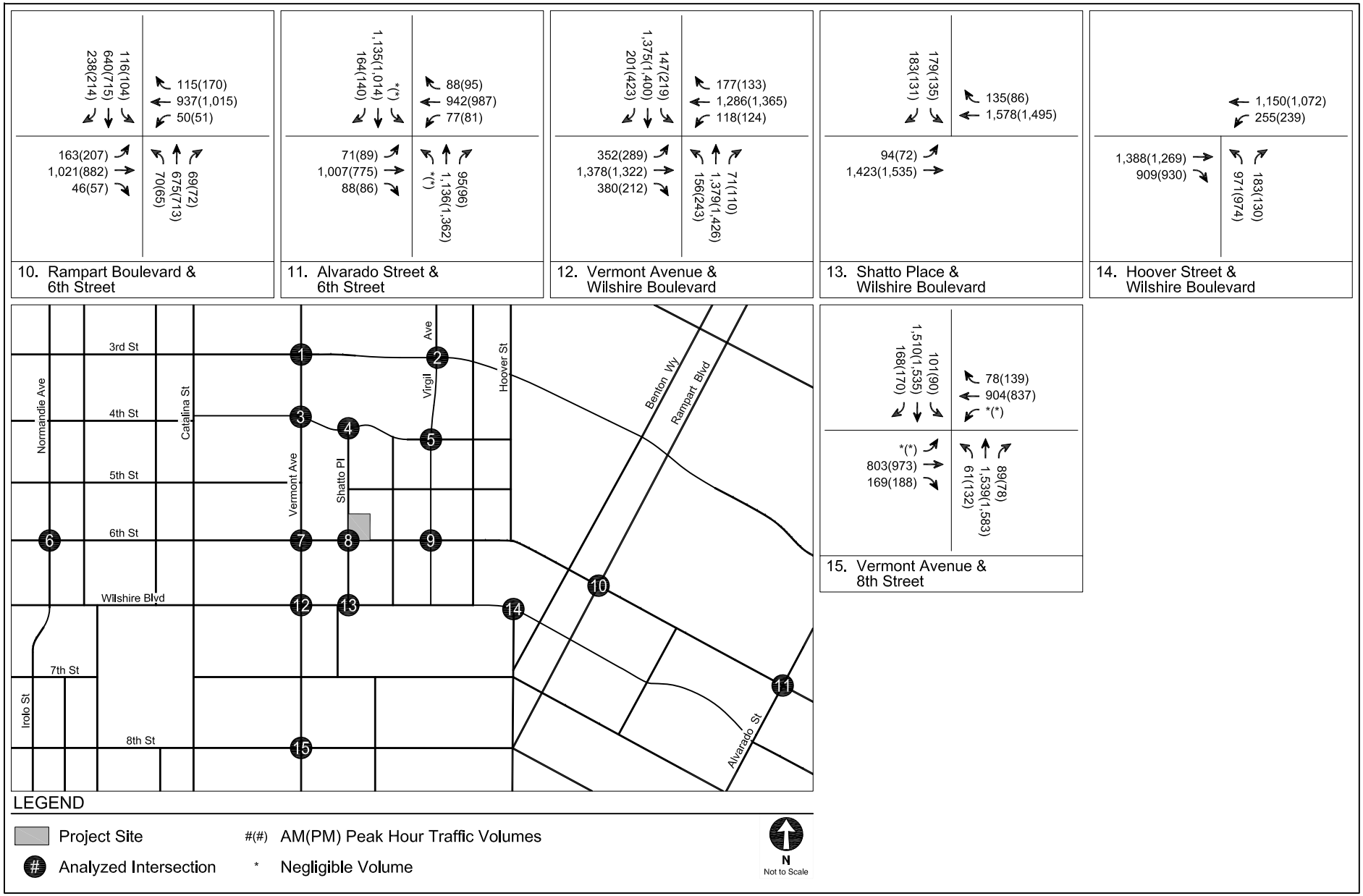
RELATED PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
6 (CONT.)



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

FIGURE 7



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

FIGURE
7 (CONT.)

TABLE 6
RELATED PROJECT LIST

No	Project	Address	Description	Size	Trip Generation [a]						
					Daily	Morning Peak Hour			Afternoon Peak Hour		
						In	Out	Total	In	Out	Total
1	2004-CEN-0958	3323 W Olympic Boulevard	Condominiums Office	208 du 3,500 sf	409	(13)	49	36	39	(7)	32
2	Westlake Housing Project	619 S Westlake Avenue	Apartments Affordable Housing	1 du 77 du	233	11	16	27	11	9	20
3	1700 W Olympic Hotel	1700 W Olympic Boulevard	Hotel	160 rm	1,157	44	32	76	45	42	87
4	2005-CEN-2347	2525 Wilshire Boulevard	Condominiums Retail	160 du 7,500 sf	1,160	16	60	76	61	36	97
5	Charter Elementary School	2515 Beverly Boulevard	School	650 students	527	131	126	257	40	22	62
6	Shopping Center/Mixed-Use	3060 W Olympic Boulevard	Retail	109,006 sf	4,134	60	26	86	169	191	360
7	Mixed-Use	805 S Catalina Street	Condominiums Retail	300 du 5,000 sf	1,935	24	119	137	110	57	167
8	Mixed-Use	3200 W Beverly Boulevard	Apartments Retail	32 du 5,867 sf	632	4	16	20	39	32	71
9	Mixed-Use	820 S Hoover Street	Condominiums Retail	32 du 4,500 sf	414	7	15	22	18	14	32
10	Restaurant & Bar	1728 W 7th Street	Restaurant Bar	9,600 sf 3,500 sf	362	(30)	(40)	(70)	50	14	64
11	Western Galleria Market	100 N Western Avenue	Retail Apartments	76,500 sf 187 du	940	17	40	57	54	38	92
12	District Maintenance Yard	611 N Hoover Street	Yard Office Fleet	80 emp 20 emp 40 veh	480	0	2	2	0	198	198
13	Alexan South Echo MU	1910 W Temple Street	Condominiums Apartments Retail	205 du 46 du 19,103 sf	1,187	(18)	74	56	78	13	91
14	Apartments	422 S Lake Street	Apartments	80 du	532	8	33	41	33	17	50
15	Charter High School	1929 W Pico Boulevard	School	480 students	821	140	66	206	20	42	62
16	1633 W 11th St Charter School (K-5)	1633 W 11th Street	School	460 seats	970	194	158	352	29	37	66
17	Berendo (688) Apartments	688 S Berendo Street	Apartments	136 du	678	10	42	52	41	22	63
18	Apartments	3869 W Wilshire Boulevard	Apartments	196 du	538	8	31	39	36	119	55
19	680 Berendo Apartments	680 S Berendo Street	Apartments	177 du	1,000	15	61	75	61	32	94
20	685 S New Hampshire	685 S New Hampshire Avenue	Apartments	177 du	1,000	15	61	76	61	32	93
21	1322 Linwood Apartments	1322 W Linwood Avenue	Apartments	84 du	449	5	30	35	28	14	42
22	Mixed-Use	1329 W 7th Street	Apartments Retail	94 du 2,000 sf	662	16	37	53	39	22	61
23	Residential	3640 W Wilshire Boulevard	Apartments	209 du	1,182	18	72	90	73	40	113
24	Church	968 S Berendo Street	Church	85,308 sf	535	23	8	31	3	9	12
25	11904 sf Restaurant	135 Western Avenue	Restaurant	11,904 sf	457	2	2	4	25	13	38
26	Mixed-Use	940 S Western Avenue	Apartments Retail	79 du 8,000 sf	380	6	31	37	26	11	37
27	Mixed-Use	864 S Vermont Avenue	Apartments Retail	411 du 43,800 sf	3,202	24	129	153	164	101	265
28	Apartments	535 S Kingsley Drive	Apartments	85 du	543	8	31	39	36	19	55
29	James M Wood Hotel	2005 W James M Wood Boulevard	Hotel	100 rm	545	24	18	42	20	18	38
30	Mixed-Use	2850 W 7th Street	Condominiums Retail	200 du 3,600 sf	1,057	20	72	92	72	42	114

Notes

[a] Related projects information and trip generation estimates provided by LADOT (July 12, 2018), Department of City Planning, and recent studies in the area..

TABLE 6 (Cont.)
RELATED PROJECT LIST

No	Project	Address	Description	Size	Trip Generation [a]						
					Daily	Morning Peak Hour			Afternoon Peak Hour		
						In	Out	Total	In	Out	Total
31	Apartments	800 S Harvard Boulevard	Apartments Retail	131 du 7,000 sf	827	7	33	40	44	21	65
32	Residential	2929 W Leeward Avenue	Condominiums	80 du	476	7	33	40	44	21	65
33	Mixed-Use	800 S Western Avenue	Apartments Retail Restaurant Hotel	96 du 29,730 sf 30,000 sf 148 rms	4,229	133	124	257	172	121	291
34	AMCAL - Meridian Apts	241 N Vermont Avenue	Apartments Retail	100 du 4,134 sf	510	7	38	45	33	16	49
35	Hotel and Retail	4110 W 3rd Street	Hotel Retail	171 rm 2,800 sf	1,185	45	35	80	46	40	86
36	Apartments	1011 S Serrano Avenue	Apartments	91 du	545	8	33	41	32	18	50
37	Apartments	525 S Wilton Place	Apartments	88 du	449	6	28	34	27	14	41
38	Mixed-Use	3076 W Olympic Boulevard	Apartments Retail	226 du 16,907 sf	1,567	25	78	103	90	56	146
39	Apartments	3350 W Wilshire Boulevard	Apartments	121 du	728	11	43	54	47	25	72
40	Mixed-Use (Revised)	3545 W Wilshire Boulevard	Apartments Retail	433 du 49,849 sf	917	(42)	83	41	84	10	94
41	Mixed-Use (Revised)	605 S Vermont Avenue	Apartments Museum	103 du 30,937 sf	755	17	39	56	42	37	79
42	Residential	1011 S Park View Street	Apartments	108 du	594	9	38	46	38	19	57
43	Hotel & Restaurant	2965 W 6th Street	Hotel	99 rm	688	26	18	44	25	25	50
44	Mixed-Use	627 S Vermont Avenue	Apartments Restaurant	179 du 12,000 sf	1,304	34	72	106	75	40	115
45	New 3-Story Retail & Office Building	2789 W Olympic Boulevard	Office Retail	2,781 sf 20,607 sf	612	16	8	24	25	29	54
46	Apartments	1255 E Elden Avenue	Apartments	93 du	376	0	32	32	28	10	38
47	Mixed-Use	3100 W 8th Street	Apartments	100 du	100	10	41	51	10	41	62
48	Apartment & Child Care	3330 W Beverly Boulevard	Apartments Day Care Office	40 du 3,607 sf 368 sf	455	23	31	54	32	28	60
49	Apartments	326 S Reno Street	Apartments	65 du	326	5	20	25	20	11	30
50	Apartments	1017 S Mariposa Avenue	Apartments	79 du	373	5	23	28	23	12	35
51	Apartments	427 S Berendo Street	Apartments	85 du	288	5	17	23	17	10	27
52	Mixed-Use	2405 W 8th Street	Apartments Retail	144 du 4,406 sf	333	(20)	48	28	42	(15)	27
53	Apartments	2859 W Francis Avenue	Apartments	81 du	492	7	28	37	31	5	47
54	Mixed-Use	700 S Manhattan Place	Apartments Restaurant Retail	162 du 6,500 sf 3,500 sf	1,260	19	57	76	71	46	117
55	Apartments	411 S Normandie Avenue	Apartments	224 du	1,407	22	86	108	87	47	134
56	3525 W 8th Street Mixed-Use	3525 W 8th Street	Apartments Supermarket Retail	367 du 22,906 sf 16,513 sf	1,214	8	121	129	83	25	108
57	Assisted Living	1030 S Lake Street	Assisted Living Senior Housing	338 beds 34 units	939	39	23	62	49	48	97
58	Mariposa & Fedora	840 S Mariposa Avenue	Apartments	173 du	978	15	60	75	61	31	92

Notes

[a] Related projects information and trip generation estimates provided by LADOT (July 12, 2018), Department of City Planning, and recent studies in the area..

TABLE 6 (Cont.)
RELATED PROJECT LIST

No	Project	Address	Description	Size	Trip Generation [a]						
					Daily	Morning Peak Hour			Afternoon Peak Hour		
						In	Out	Total	In	Out	Total
59	2250-2270 W Pico Blvd Hotel	2250-2270 W Pico Boulevard	Hotel	125 rm	409	26	19	45	10	9	19
60	815 S Kingsley Dr Residential Project	815 - 831 S Kingsley Drive	Apartments	90 du	521	7	32	39	30	18	48
61	Apartments	329 S Rampart Boulevard	Apartments Affordable Housing	45 du 8 du	279	6	17	23	17	9	26
62	Mixed-Use	3986 W Wilshire Boulevard	Apartments Retail	228 du 16,955 sf	1,354	100	23	77	124	77	47
63	Apartments	3875 W Wilshire Boulevard	Apartments	196 du	1,114	17	68	85	69	37	106
64	Mixed-Use	3800 W 6th Street	Condominiums Hotel Retail	122 du 192 rms 15,200 sf	1,804	31	49	80	66	43	109
65	Mixed-Use	2870 W Olympic Boulevard	Hotel Retail	121 du 17,850 sf	1,178	34	23	57	44	40	84
66	The Nest on Catalina	621 S Catalina Street	Apartments Retail Lounge/Restaurant	165 du 5,125 sf 12,210 sf	1,772	20	60	80	123	65	188
67	8th St MU	3216 W 8th Street	Condominiums Hotel Retail Karaoke	8 du 80 rms 4,808 sf 2,465 sf	694	24	18	42	42	32	74
68	2900 Wilshire Project MU	2900 W Wilshire Boulevard	Retail Restaurant Apartments	10,000 sf 5,500 sf 644 du	3,482	81	135	216	137	81	218
69	616 S Westmoreland MU	616 S Westmoreland Avenue	Retail Restaurant Apartments	745 sf 2,360 sf 77 du	446	1	30	31	31	5	36
70	2649 San Marino Apts	2649 W San Marino Avenue	Apartments	45 du	246	4	15	19	15	8	23
71	Zion Market	888 S Vermont Avenue	Office Mixed Use	4,400 sf 47,208 sf	2,526	45	19	64	171	169	340
72	Wilshire Galleria Project	3240 W Wilshire Boulevard	Hotel Apartments Retail	162 rms 545 du 5,222 sf	1,353	15	173	188	89	23	112
73	425 S Union Apartments	425 S Union Avenue	Apartments	33 du	286	4	18	22	17	10	27
74	1000 S Vermont Ave Mixed Use	1000 S Vermont Avenue	Apartments Retail	236 du 60,300 sf	1,196	(13)	43	30	75	34	109
75	1420 Bonnie Brae Apartments	1420 Bonnie Brae Street	Apartments	26 du	193	3	12	15	12	6	18
76	Postpartum Extended Care & Retail	257 S Mariposa Avenue	Retail Apartments	4,630 sf 112 du	772	10	41	51	44	25	69
77	Olympic & Hoover Mixed-Use	2501 W Olympic Boulevard	Apartments Retail	173 du 36,180 sf	1,911	27	72	99	100	73	173
78	3170 W Olympic Blvd	3170 W Olympic Boulevard	Apartments Retail	252 du 32,300 sf	1,624	24	89	113	94	56	150
79	Wilshire Gate Project (Mixed-Use)	631 S Vermont Avenue	Hotel Condominiums Office Retail	200 rms 250 du 49,227 sf 21,230 sf	2,599	95	95	190	115	120	235
80	3700 W. Wilshire Mixed Use	3700 Wilshire Boulevard	Retail Restaurant Condominiums	40,323 sf 21,712 sf 506 du	3,500	49	152	201	178	80	258

Notes

[a] Related projects information and trip generation estimates provided by LADOT (July 12, 2018), Department of City Planning, and recent studies in the area..

TABLE 6 (Cont.)
RELATED PROJECT LIST

No	Project	Address	Description	Size	Trip Generation [a]						
					Daily	Morning Peak Hour			Afternoon Peak Hour		
						In	Out	Total	In	Out	Total
81	Mixed Use	668 S Coronado Street	Apartments Retail	122 du 1,182 sf	947	14	48	62	56	34	90
82	Assisted Living + Other	3377 W Olympic Boulevard	Assisted Living Medical Office Restaurant	146 beds 8,682 sf 4,454 sf	358	13	0	13	8	28	36
83	Apartments	748 S Kingsley Drive	Apartments	67 du	406	6	25	31	24	14	38
84	Mixed Use	3600 W Wilshire Boulevard	Apartments Retail Community Center	760 du 66,539 sf 34,834 sf	3,461	44	100	144	126	71	197
85	3751 W 6th St MU	3751 W 6th Street	Apartments Hotel Retail	44 du 200 rms 18,000 sf	1,182	29	20	49	33	25	58
86	Self-Storage	1810 W Venice Boulevard	Self Storage	154,024 sf	385	12	10	22	20	20	40
87	Hotel	966 S Dewey Avenue	Hotel	99 rms	677	28	15	43	24	24	48
88	Harvard Blvd Hotel	679 Harvard Boulevard	Hotel Retail	110 rms 1,840 sf	905	35	26	61	35	31	66
89	Vermont Corridor MU	510 S Vermont Avenue	Office Retail Apartments Community Center Apartments	2,166 emp 17,500 sf 72 du 13,200 sf 246 du	3,215	216	104	320	121	293	414
90	Simone Pl Project	500 S Oxford Avenue	Condominiums	89 du	439	6	27	33	26	13	39
91	635 Western MU	635 Western Avenue	Apartments Retail	220 du 900 sf	672	10	40	50	40	22	62
92	Apartments	923 Kenmore Avenue	Apartments	69 du	432	7	26	42	26	15	41
93	500 S Oxford Ave	500 S Oxford Avenue	Condominiums	89 du	908	13	44	57	51	32	83
94	1930 Wilshire Blvd	1930 Wilshire Boulevard	Apartments Hotel Cultural Center	478 du 220 rms 70,000 sf	4,976	118	243	361	259	169	428
95	637 S Ardmore Ave	637 S Ardmore Avenue	Apartments Retail	428 du 31,689 sf	4,199	63	185	248	229	154	383
96	Apartments	350-362 S Alexandria Avenue	Apartments	59 du	392	6	24	30	24	13	37
97	Retail	3201 W Wilshire Boulevard	Retail	16,803 sf	717	10	6	16	30	32	62
98	Condominiums	1048 S Oxford Avenue	Condominiums	49 du	285	4	18	22	17	8	25
99	Mixed Use	600 N Vermont Avenue	Apartments Retail	80 du 14,780 sf	320	8	46	54	12	18	30
100	Mixed Use	609 N Dillon Street	Apartments Retail	137 du 18,000 sf	1,095	18	42	60	67	31	98
101	Residential	2335 W Temple Street	Apartments	71 du	554	8	31	39	37	20	57
102	1633 W 11th St Charter School (K-5)	1633 W 11th Street	School	460 seats	970	194	158	352	29	37	66
103	Apartments	235 N Hoover Street	Apartments	214 du	1,423	22	87	109	86	47	133
104	1800 Beverly Project	1800 W Beverly Boulevard	Affordable Housing Apartments Restaurant	21 du 222 du 3,500 sf	1,482	34	93	127	88	47	135
105	Residential	689 S Catalina Street	Apartments	61 du	365	5	23	28	22	12	34

Notes

[a] Related projects information and trip generation estimates provided by LADOT (July 12, 2018), Department of City Planning, and recent studies in the area..

TABLE 6 (Cont.)
RELATED PROJECT LIST

No	Project	Address	Description	Size	Trip Generation [a]						
					Daily	Morning Peak Hour			Afternoon Peak Hour		
						In	Out	Total	In	Out	Total
106	678 S Admore Ave	678 S Admore Avenue	Apartments	123 du	900	13	44	57	43	26	69
107	3440 Wilshire Blvd	3440 Wilshire Boulevard	Apartments Retail	641 du 18,454 sf	5,389	79	233	312	260	169	429
108	950 S Berendo St	950 S Berendo Street	Apartments	75 du	549	8	27	35	26	16	42
109	731 S Oxford Ave	731 S Oxford Avenue	Apartments	92 du	673	10	32	42	33	19	52
110	4000 W 6th St	4000 W 6th Street	Apartments	44 du	322	5	15	20	16	9	25
111	400 S Catalina St	400 S Catalina Street	Apartments	80 du	586	9	28	37	28	17	45
112	1045 S Dewey Ave	1045 S Dewey Avenue	Apartments	67 du	490	7	24	31	24	14	38
113	846 S Mariposa Ave	846 S Mariposa Avenue	Apartments	38 du	278	4	13	17	13	8	21
114	2005-CEN-2248	3670 W Wilshire Boulevard	Condominiums Other	378 du 8,000 sf	2,480	55	142	197	144	76	220
115	1250 S Westmoreland Ave	1250 S Westmoreland Avenue	Senior Housing	93 du	344	7	12	19	13	11	24
116	714 S Grand View St	714 S Grand View Street	Apartments	100 du	732	11	35	46	35	21	56
117	2842 W James Wood Blvd	2842 W James Wood Boulevard	Apartments Retail	193 du 19,544 sf	1,788	29	58	87	88	71	159
118	Pio Pico Pocket Park	694 S Oxford Avenue	Park	0.5 acre	1	1	1	2	1	1	2

Infrastructure Projects

No	Project	Extents	Description
1	Metro Purple Line Extension	Current terminus at Wilshire/Western Station to Westwood/VA Hospital	A 9-mile extenion of underground rail system from the current Wilshire/ Western Station and to provide seven new stations with anticipated operational year of 2026.

Notes

[a] Related projects information and trip generation estimates provided by LADOT (July 12, 2018), Department of City Planning, and recent studies in the area..

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

No.	Intersection	Peak Hour	Future without Project Conditions	
			V/C Ratio	LOS
1.	Vermont Avenue & 3rd Street	A.M. P.M.	1.022 0.965	F E
2.	Virgil Avenue & 3rd Street	A.M. P.M.	0.819 0.875	D D
3.	Vermont Avenue & 4th Street	A.M. P.M.	0.781 0.775	C C
4.	Shatto Place & 4th Street	A.M. P.M.	0.488 0.467	A A
5.	Virgil Avenue & 4th Street	A.M. P.M.	0.638 0.690	B B
6.	Normandie Avenue & 6th Street	A.M. P.M.	0.850 0.839	D D
7.	Vermont Avenue & 6th Street	A.M. P.M.	0.994 0.989	E E
8.	Shatto Place & 6th Street	A.M. P.M.	0.652 0.716	B C
9.	Virgil Avenue & 6th Street	A.M. P.M.	0.654 0.697	B B
10.	Rampart Boulevard & 6th Street	A.M. P.M.	0.933 1.026	E F
11.	Alvarado Street & 6th Street	A.M. P.M.	0.894 0.830	D D
12.	Vermont Avenue & Wilshire Boulevard	A.M. P.M.	1.237 1.293	F F
13.	Shatto Place & Wilshire Boulevard	A.M. P.M.	0.608 0.537	B A
14.	Hoover Street & Wilshire Boulevard	A.M. P.M.	0.889 0.858	D D
15.	Vermont Avenue & 8th Street	A.M. P.M.	0.837 0.944	D E

Chapter 4
Project Traffic

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

PROJECT DESCRIPTION

As described in Chapter 1, the Applicant proposes to construct a 27-level mixed-use building over subterranean parking. The Project would include up to 256 apartment units, including 29 affordable housing units, approximately 2,507 sf of office space and up to approximately 12,800 sf of restaurant space. The Project would provide approximately 329 vehicular parking spaces in an on-site parking structure, including one at-grade and four below-grade levels. The Project would also provide approximately 158 bicycle parking spaces, including 141 long-term and 17 short-term spaces. Vehicular access would be provided via one full-access driveway on Shatto Place. The conceptual Project Site plan is shown in Figure 1.

The Project will replace the existing school and surface parking lot in operation on the Project Site today.

PROJECT TRIP GENERATION

The number of trips expected to be generated by the Project was estimated using rates published in *Trip Generation, 10th Edition*. These rates are based on surveys of similar land uses at sites around the country and are provided as both daily rates and morning and afternoon peak hour rates. They relate the number of vehicle trips traveling to and from the Project site to the size of development of each land use. *Trip Generation, 10th Edition* also provides rates based on location for specific land uses, including residential and office uses.

The rates for dense multi-use urban location setting were used for the residential and office components of the Project to reflect a fully developed area with high levels of transit usage, good pedestrian connectivity, and available bicycle facilities. The rates for general urban/suburban location setting were used for the retail and restaurant components of the Project as no rates were available for dense multi-use urban location setting.

Appropriate trip generation reductions to account for public transit usage, internal capture, and pass-by trips were made in consultation with LADOT. The Project is located approximately 650 feet from the Metro Purple Line and Red Line Western/Vermont station; therefore, a 15% transit/walk-in adjustment was applied to the retail and restaurant uses in accordance with *Transportation Impact Study Guidelines*. The transit/walk-in adjustment was not applied to the residential and office components because the base rates already reflect high transit usage. An internal capture adjustment of 10% was also applied to the high-turnover restaurant and fast-food restaurant uses to account for person trips made between distinct land uses within a mixed-use development (e.g., residents and office employees visiting the restaurant uses). The high-turnover restaurant and fast-food restaurant trip generation estimates were reduced by a 20% and 50% pass-by adjustment, respectively, as allowed in *Transportation Impact Study Guidelines*, to account for the estimated trips made by drivers already passing by the Project Site and stopping on their way to another destination. Additionally, trips estimated to be generated by the existing private school on the Project Site were credited against the net Project trip generation estimates as these trips are currently on the roadway network and will be replaced by Project uses.

As shown in Table 8, after accounting for the adjustments above, the Project is expected to generate 1,136 net new trips on a typical weekday, including a net increase of 23 morning peak hour trips (net reduction of 26 inbound trips and net increase of 49 outbound trips) and a net increase of 109 afternoon peak hour trips (net increase of 75 inbound and 34 outbound trips).

PROJECT TRIP DISTRIBUTION

Similar to the trip distribution of traffic for the Related Projects described in Chapter 3, the geographic distribution of trips generated by the Project is dependent on the location of

employment, residential, and commercial centers to which residents of and patrons to the Project would be drawn, characteristics of the street system serving the Project Site, the location of the proposed driveway, and existing traffic conditions.

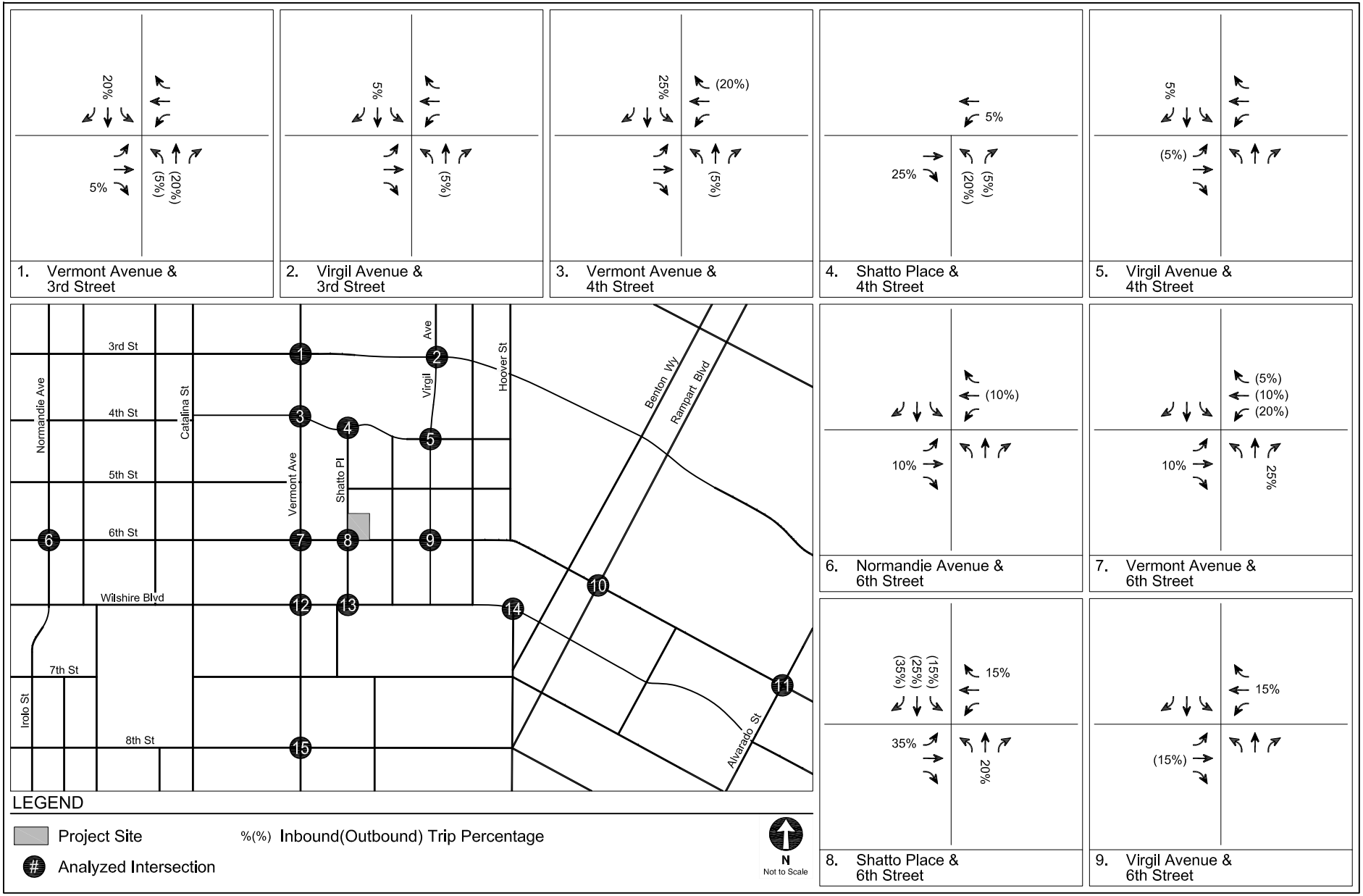
Based on these considerations, traffic entering and exiting the Project was assigned to the surrounding street system. The intersection-level trip distribution pattern for Project traffic at the study intersections is shown in Figure 8.

Generally, the pattern is as follows:

- 25% to/from the north
- 25% to/from the east
- 25% to/from the south
- 25% to/from the west

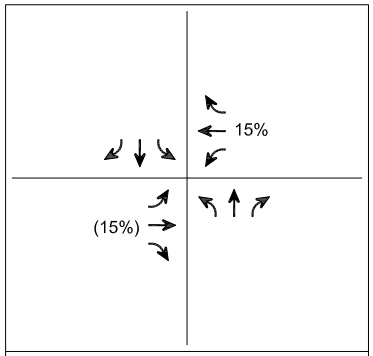
PROJECT TRIP ASSIGNMENT

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

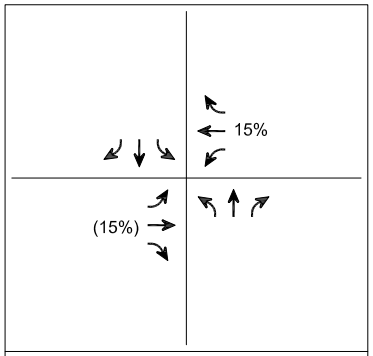


PROJECT TRIP DISTRIBUTION

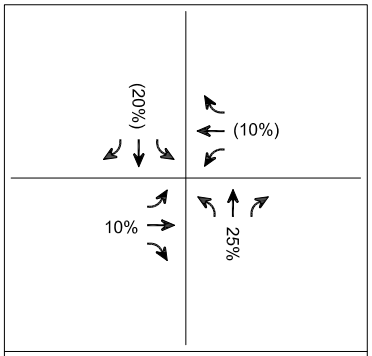
FIGURE 8



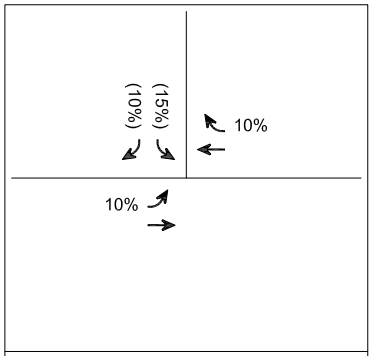
10. Rampart Boulevard & 6th Street



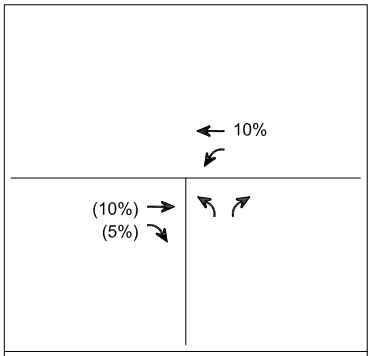
11. Alvarado Street & 6th Street



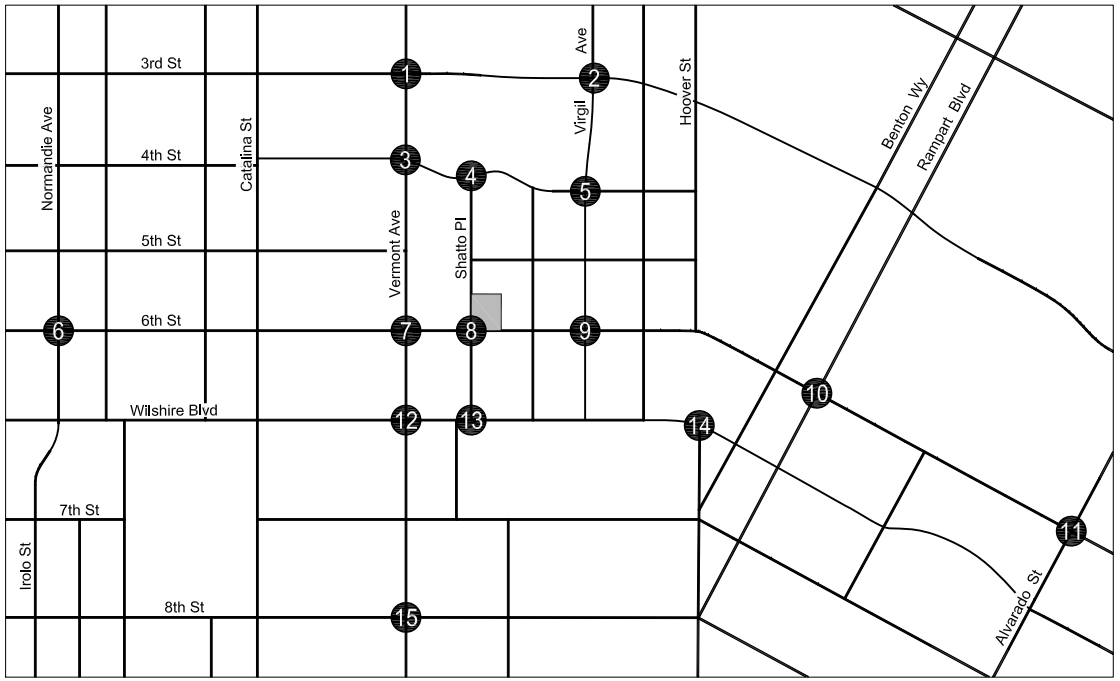
12. Vermont Avenue & Wilshire Boulevard

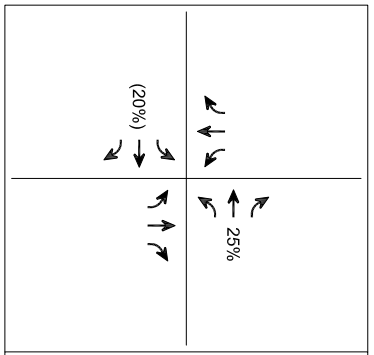


13. Shatto Place & Wilshire Boulevard



14. Hoover Street & Wilshire Boulevard





15. Vermont Avenue & 8th Street

LEGEND

Project Site

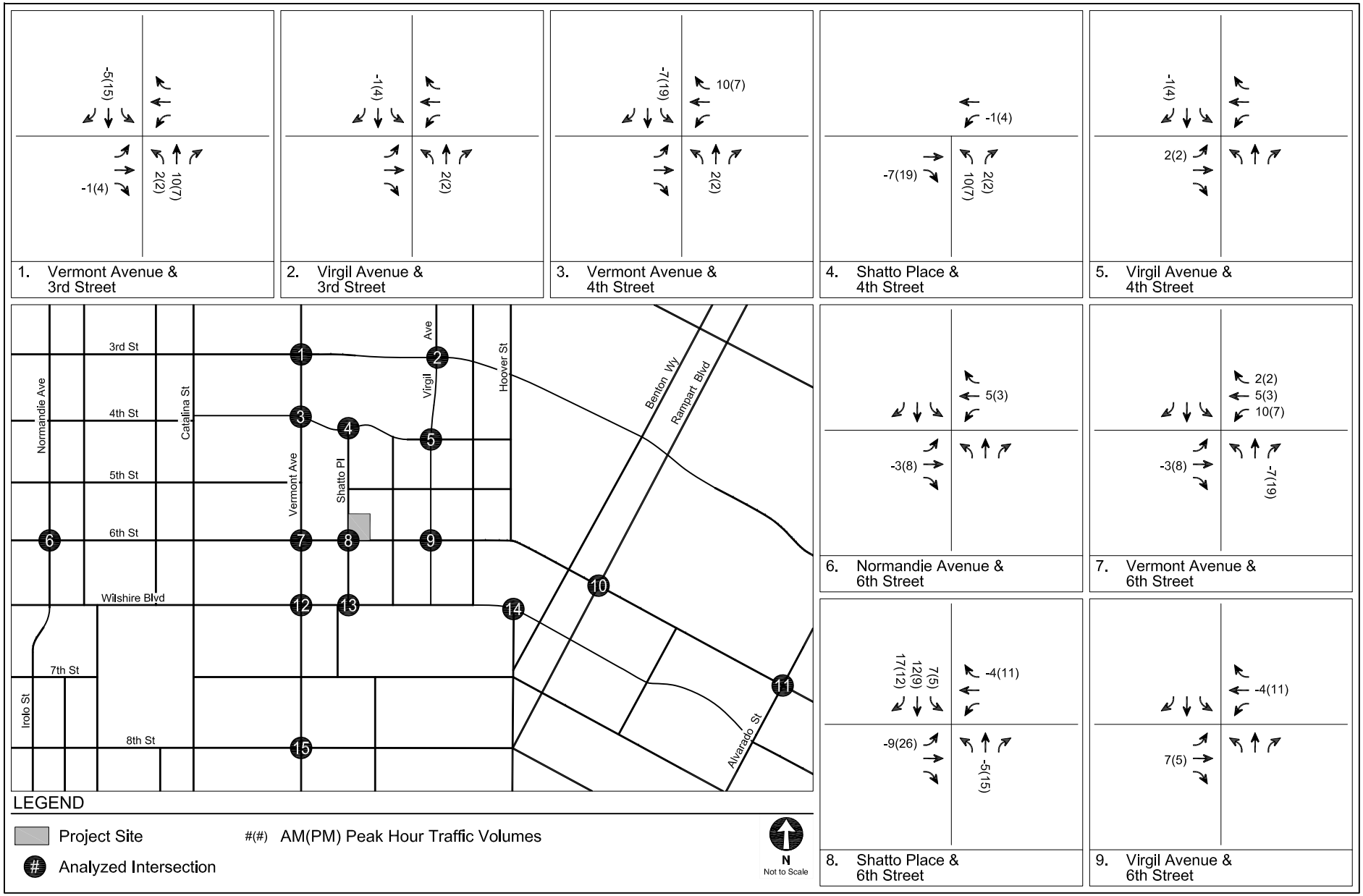
Analyzed Intersection

%(%) Inbound(Outbound) Trip Percentage

N
Not to Scale

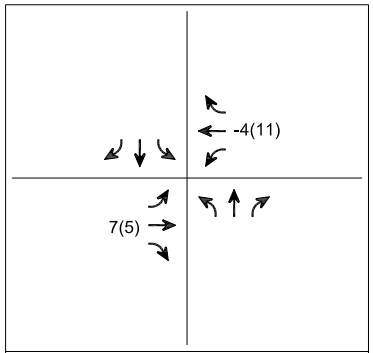
PROJECT TRIP DISTRIBUTION

FIGURE 8 (CONT.)

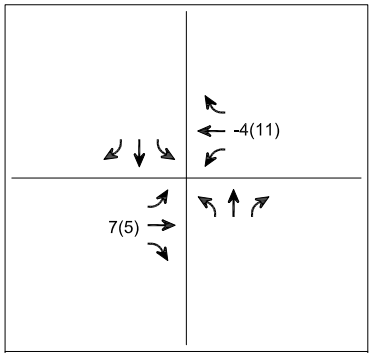


PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

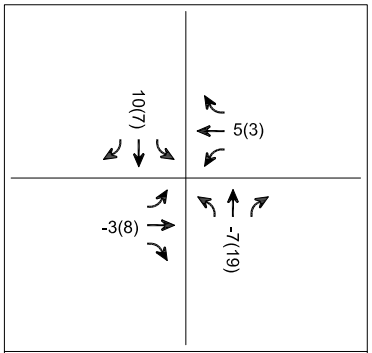
FIGURE
9



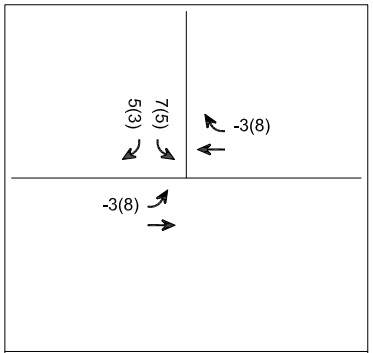
10. Rampart Boulevard & 6th Street



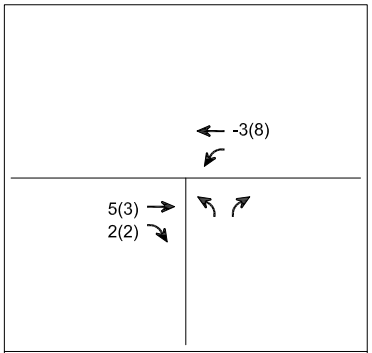
11. Alvarado Street & 6th Street



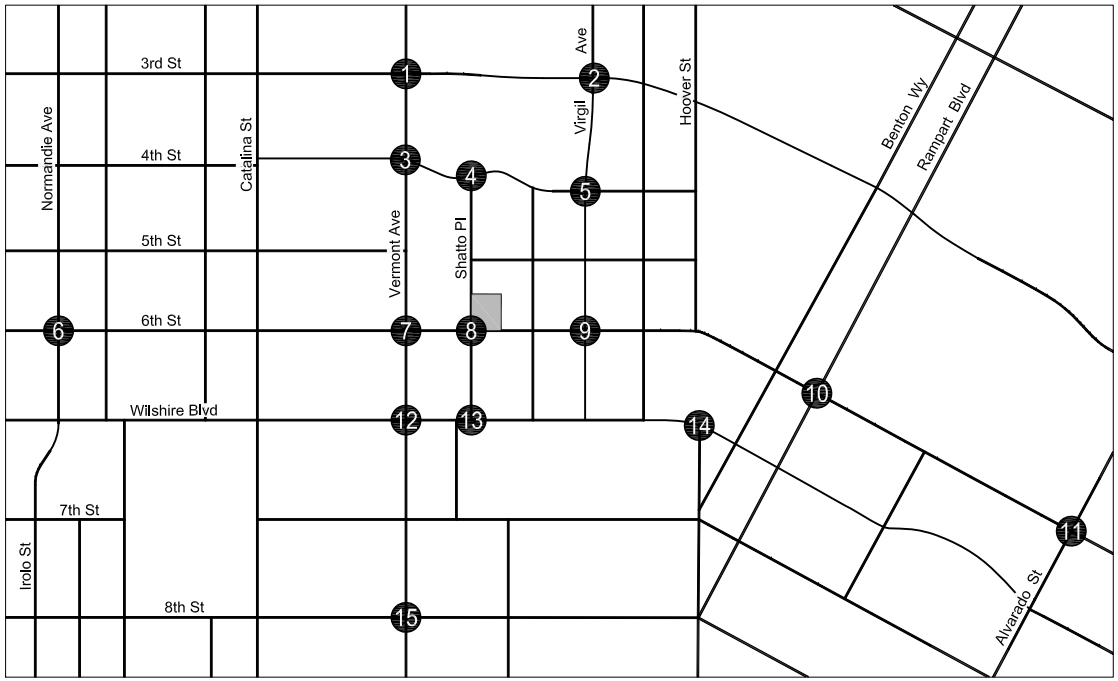
12. Vermont Avenue & Wilshire Boulevard

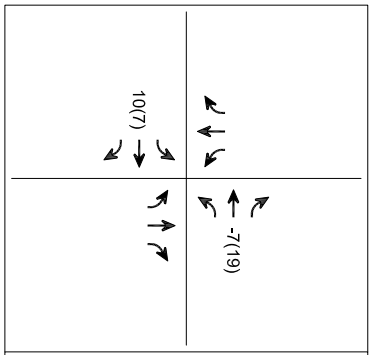


13. Shatto Place & Wilshire Boulevard



14. Hoover Street & Wilshire Boulevard





15. Vermont Avenue & 8th Street

LEGEND

Project Site

Analyzed Intersection

#(#) AM(PM) Peak Hour Traffic Volumes

N
Not to Scale

PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
9 (CONT.)

TABLE 8
PROJECT TRIP GENERATION ESTIMATES

Land Use	ITE Land Use	Rate or Size	Daily	Morning Peak Hour			Afternoon Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates [a]									
Multi-Family Housing (High-Rise) [b]	222	per du	2.07	12%	88%	0.21	70%	30%	0.19
Office [c]	710	per 1,000 sf	9.74	86%	14%	0.83	17%	83%	0.87
High-Turnover (Sit-Down) Restaurant	932	per 1,000 sf	112.18	55%	45%	9.94	62%	38%	9.77
Fast-Food Restaurant without Drive-Through Window	933	per 1,000 sf	288.36	60%	40%	25.10	50%	50%	28.34
Private School (K-12)	536	per student	2.48	61%	39%	0.80	43%	57%	0.17
Trip Generation Estimates									
Proposed Project									
Multi-Family Housing (High-Rise)	222	256 du	530	6	48	54	34	15	49
Office	710	2,507 sf	24	2	0	2	0	2	2
High-Turnover Restaurant	932	11,300 sf	1,268	62	50	112	68	42	110
Internal Capture - 10% [d]			*(127)*	*(6)*	*(5)*	*(11)*	*(7)*	*(4)*	*(11)*
Transit/Walk-In Adjustment - 15% [e]			*(171)*	*(8)*	*(7)*	*(15)*	*(9)*	*(6)*	*(15)*
Pass-By Adjustment - 20% [f]			*(194)*	*(10)*	*(7)*	*(17)*	*(10)*	*(7)*	*(17)*
Fast-Food Restaurant without Drive-Through Window	933	1,500 sf	433	23	15	38	22	21	43
Internal Capture - 10% [d]			*(43)*	*(2)*	*(2)*	*(4)*	*(2)*	*(2)*	*(4)*
Transit/Walk-In Adjustment - 15% [e]			*(59)*	*(3)*	*(2)*	*(5)*	*(3)*	*(3)*	*(6)*
Pass-By Adjustment - 50% [f]			*(166)*	*(9)*	*(6)*	*(15)*	*(9)*	*(8)*	*(17)*
Total Proposed Trips			***1,495***	***55***	***84***	***139***	***84***	***50***	***134***
Existing Uses									
Private School (K-12)	536	170 students	422	83	53	136	12	17	29
Transit/Walk-In Adjustment - 15% [e]			*(63)*	*(2)*	*(18)*	*(20)*	*(3)*	*(1)*	*(4)*
Total Existing Trips			***359***	***81***	***35***	***116***	***9***	***16***	***25***
TOTAL NET NEW PROJECT TRIPS			**1,136**	**-26**	**49**	**23**	**75**	**34**	**109**

Notes:
du = dwelling unit; sf = square feet.
[a] Trip generation rates are from *Trip Generation, 10th Edition* (Institute of Transportation Engineers, 2017) and are based on developments located in "General Urban/Suburban" area, unless otherwise noted.
[b] Trip generation rates for multi-family housing (high-rise) are based on developments located in "Dense Multi-Use Urban" area as detailed in *Trip Generation, 10th Edition*. These rates are not subjected to any transit/walk-in adjustment.
[c] Trip generation rates for general office are based on developments located in "Dense Multi-Use Urban" area as detailed in *Trip Generation, 10th Edition*. Daily trip rate is based on developments located in "General Urban/Suburban" area as no vehicle-rate is available for "Dense Multi-Use Urban" location. These rates are not subjected to any transit/walk-in adjustment.
[d] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development (e.g. residents and employees visiting the restaurant uses) without using an off-site road system.
[e] Per LADOT's *Transportation Impact Study Guidelines* (LADOT, 2016), the Project Site is located approximately 650 feet walking distance from a transit station (Metro Red/Purple Line Wilshire/Vermont Station), therefore a transit reduction is applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments.
[f] Per *Transportation Impact Study Guidelines*, a pass-by adjustment was applied to account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

Chapter 5
Existing with Project Conditions

This chapter describes the results of the analysis of intersection operating conditions associated with the Project when compared to Existing Conditions. The analysis corresponds with the Existing Conditions data and analysis presented in Chapter 2. The Existing with Project Conditions are defined by the existing traffic volumes, roadways, and intersection configurations after the addition of Project traffic.

EXISTING WITH PROJECT TRAFFIC VOLUMES

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

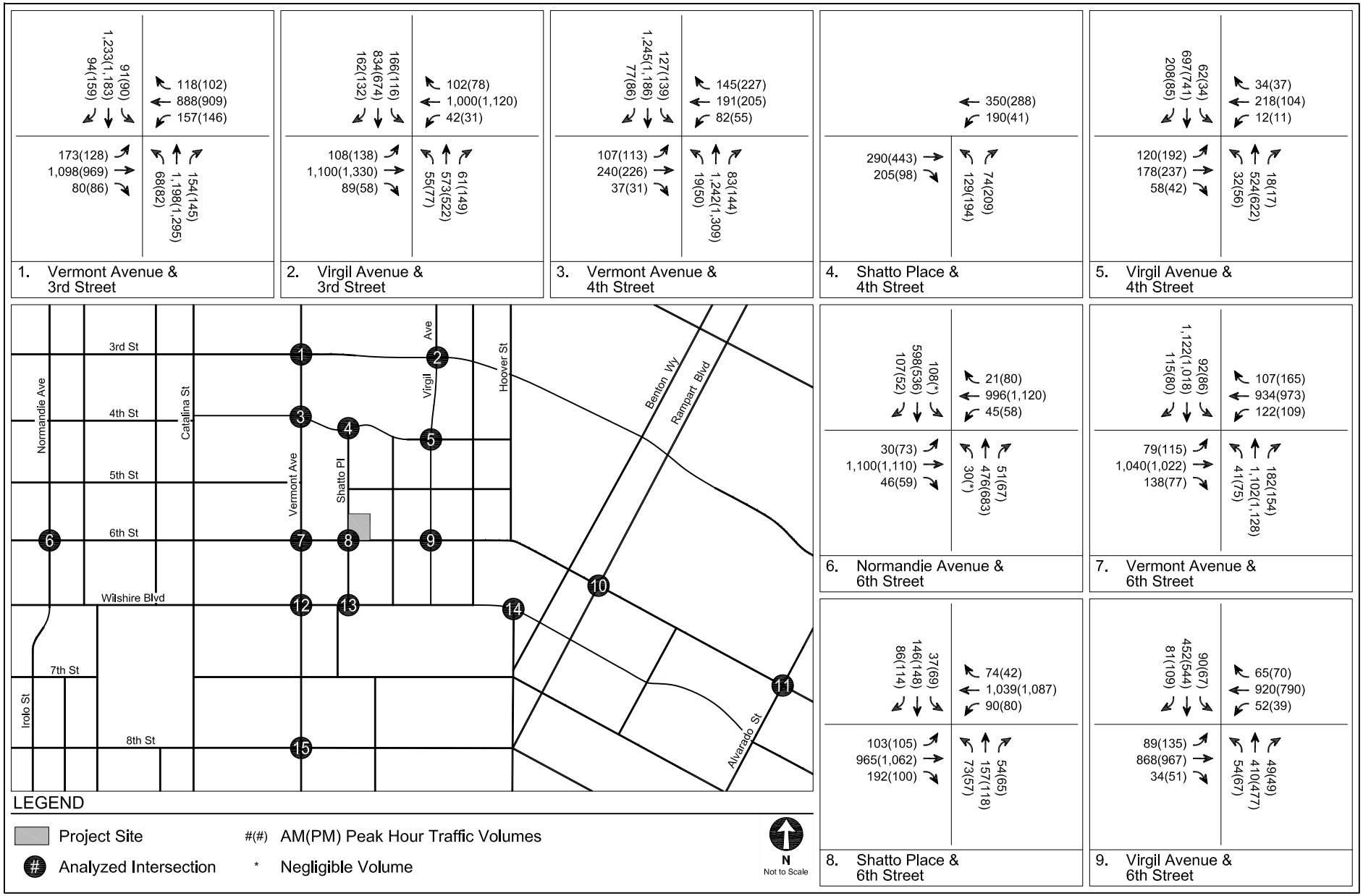
EXISTING WITH PROJECT INTERSECTION LEVELS OF SERVICE

Table 9 summarizes the results of the Existing with Project Conditions during the weekday morning and afternoon peak hours for the 15 signalized study intersections. As shown in Table 9, all 15 signalized study intersections are anticipated to continue to operate at LOS D or better during both of the analyzed peak hours under Existing with Project Conditions.

EXISTING WITH PROJECT IMPACTS

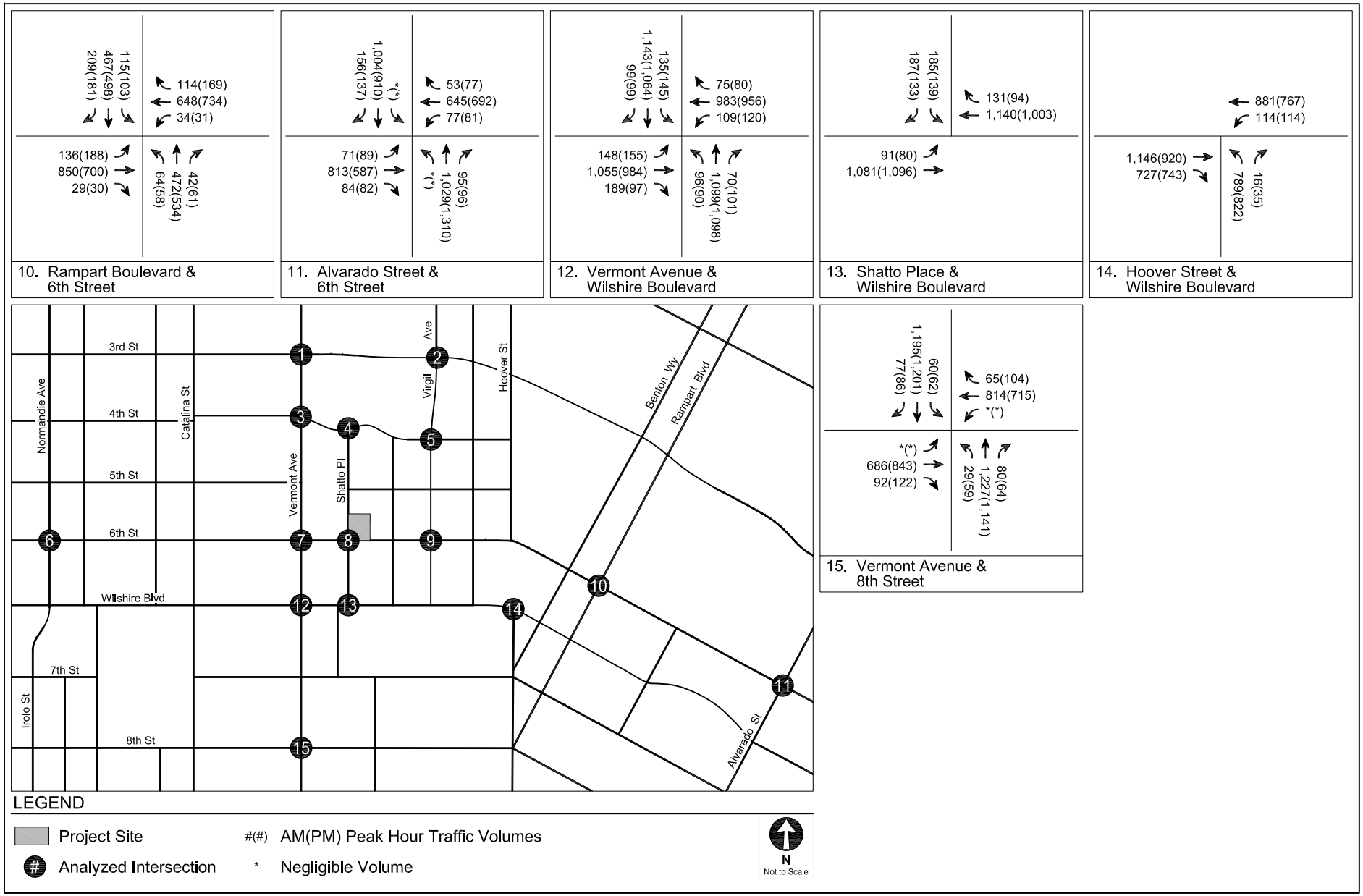
The relative impact of the added Project traffic volumes during the peak hours was evaluated based on analysis of existing operating conditions at the study intersections without and with the

Project. The previously discussed significance criteria and thresholds summarized in Chapter 1 were then used to determine the significance of a transportation impact caused by the Project on the study intersection, prior to any Project mitigation or trip reduction measures. The Existing with Project Conditions during the weekday morning and afternoon peak hours are shown in Table 9. The Project would not result in a significant impact at any of the 15 signalized study intersections.



EXISTING WITH PROJECT CONDITIONS (YEAR 2018)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 10



EXISTING WITH PROJECT CONDITIONS (YEAR 2018)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
10 (CONT.)

TABLE 9
EXISTING WITH PROJECT CONDITIONS (YEAR 2018)
SIGNALIZED INTERSECTION LEVELS OF SERVICE AND SIGNIFICANT IMPACTS

No.	Intersection	Peak Hour	Existing Conditions		Existing with Project Conditions			
			V/C	LOS	V/C	LOS	Δ V/C	Impact
1.	Vermont Avenue & 3rd Street	A.M. P.M.	0.802 0.770	D C	0.804 0.773	D C	0.002 0.003	NO NO
2.	Virgil Avenue & 3rd Street	A.M. P.M.	0.751 0.753	C C	0.751 0.754	C C	0.000 0.001	NO NO
3.	Vermont Avenue & 4th Street	A.M. P.M.	0.594 0.586	A A	0.590 0.599	A A	-0.004 0.013	NO NO
4.	Shatto Place & 4th Street	A.M. P.M.	0.441 0.399	A A	0.443 0.417	A A	0.002 0.018	NO NO
5.	Virgil Avenue & 4th Street	A.M. P.M.	0.478 0.531	A A	0.479 0.534	A A	0.001 0.003	NO NO
6.	Normandie Avenue & 6th Street	A.M. P.M.	0.605 0.598	B A	0.603 0.599	B A	-0.002 0.001	NO NO
7.	Vermont Avenue & 6th Street	A.M. P.M.	0.717 0.670	C B	0.721 0.681	C B	0.004 0.011	NO NO
8.	Shatto Place & 6th Street	A.M. P.M.	0.531 0.539	A A	0.549 0.559	A A	0.018 0.020	NO NO
9.	Virgil Avenue & 6th Street	A.M. P.M.	0.503 0.536	A A	0.502 0.539	A A	-0.001 0.003	NO NO
10.	Rampart Boulevard & 6th Street	A.M. P.M.	0.665 0.788	B C	0.664 0.792	B C	-0.001 0.004	NO NO
11.	Alvarado Street & 6th Street	A.M. P.M.	0.764 0.681	C B	0.768 0.686	C B	0.004 0.005	NO NO
12.	Vermont Avenue & Wilshire Boulevard	A.M. P.M.	0.846 0.810	D D	0.851 0.813	D D	0.005 0.003	NO NO
13.	Shatto Place & Wilshire Boulevard	A.M. P.M.	0.461 0.372	A A	0.464 0.381	A A	0.003 0.009	NO NO
14.	Hoover Street & Wilshire Boulevard	A.M. P.M.	0.646 0.621	B B	0.647 0.622	B B	0.001 0.001	NO NO
15.	Vermont Avenue & 8th Street	A.M. P.M.	0.671 0.688	B B	0.669 0.691	B B	-0.002 0.003	NO NO

Chapter 6
Future with Project Conditions

This chapter describes the results of the analysis of intersection operating conditions associated with the Project when compared to Future without Project Conditions. The analysis year of 2021 corresponds to the buildout year of the Project and to the Future without Project data and analysis developed in Chapter 3. All future background traffic growth and transportation infrastructure improvements described in Chapter 3 are incorporated into this analysis.

FUTURE WITH PROJECT TRAFFIC VOLUMES

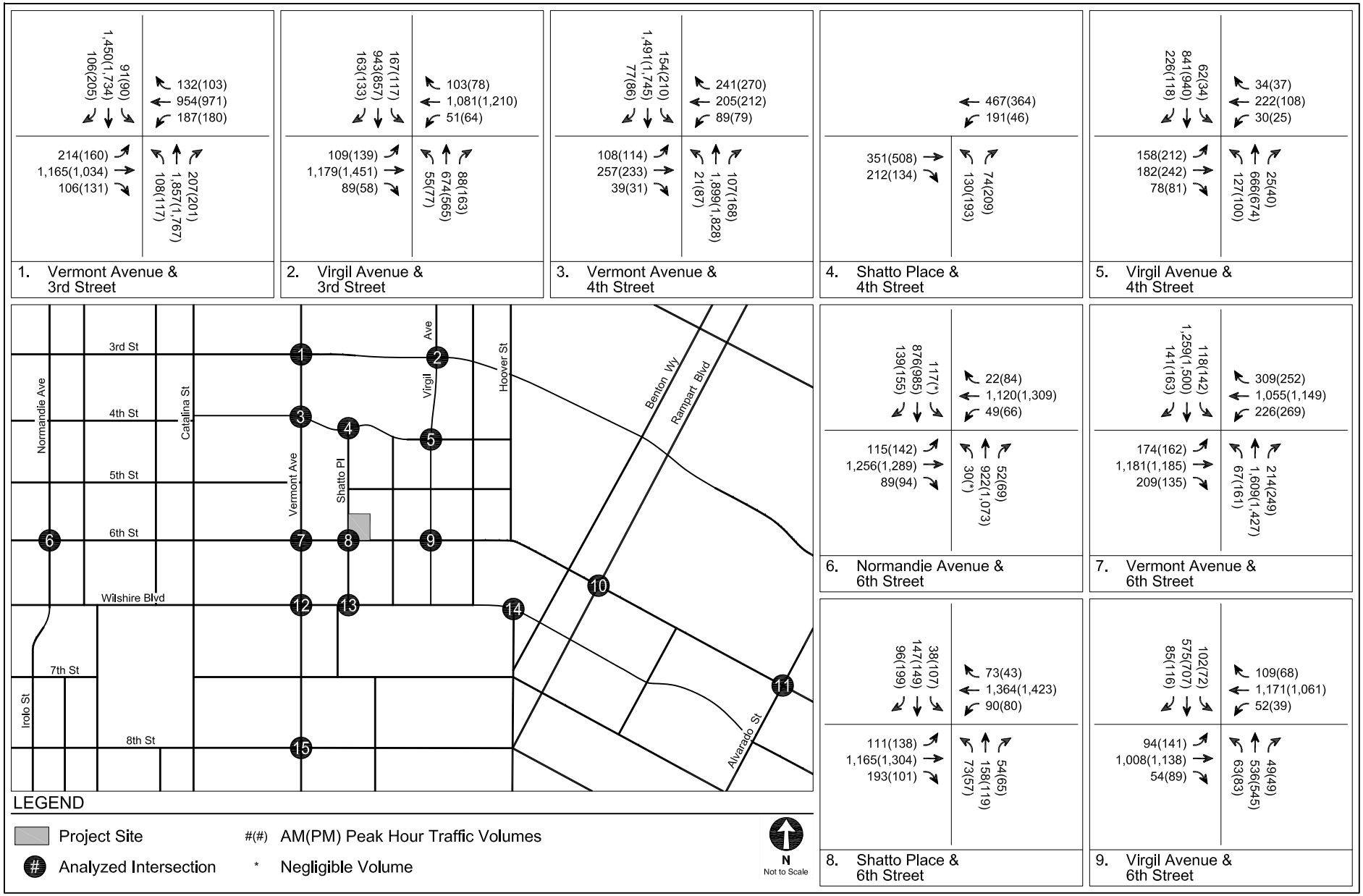
The Project-only morning and afternoon peak hour traffic volumes described in Chapter 4 and shown in Figure 9 were added to the Future without Project peak hour traffic volumes shown in Figure 7. The resulting volumes are illustrated in Figure 11 and represent Future with Project Conditions after development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

FUTURE WITH PROJECT INTERSECTION LEVELS OF SERVICE

Table 10 summarizes the results of the Future with Project Conditions during the weekday morning and afternoon peak hours for the 15 signalized study intersections. As shown in Table 10, 10 of the 15 signalized study intersections are anticipated to continue to operate at LOS D or better during both of the analyzed peak hours. The remaining five study intersections are anticipated to continue to operate at LOS E or F during at least one of the analyzed peak hours.

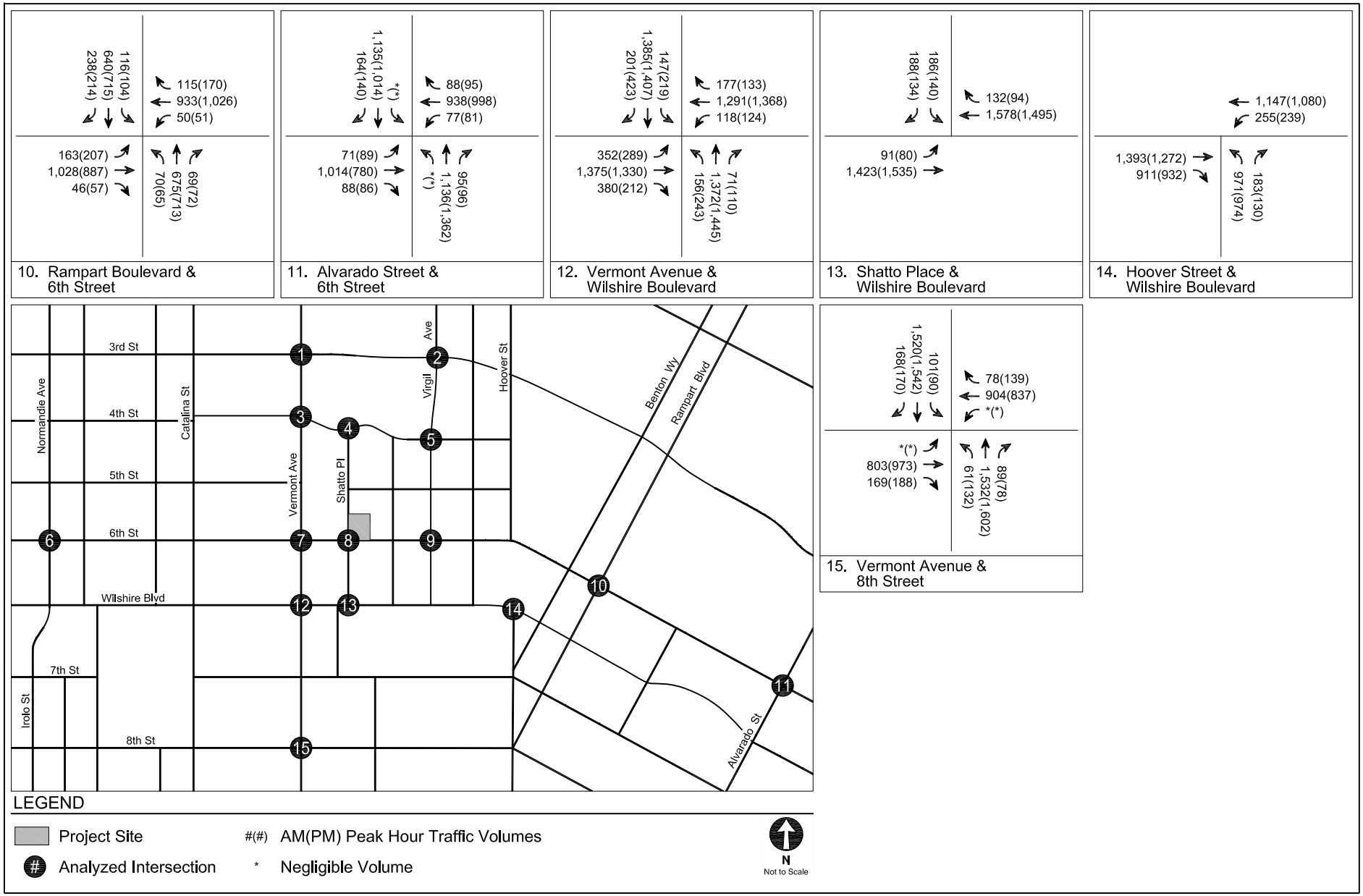
FUTURE WITH PROJECT SIGNIFICANT IMPACTS

The Future with Project Conditions during the weekday morning and afternoon peak hours are shown in Table 10. The Project is not anticipated to result in a significant impact at any of the 15 signalized study intersections.



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

FIGURE 11



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

FIGURE
11 (CONT.)

TABLE 10
FUTURE WITH PROJECT CONDITIONS (YEAR 2021)
SIGNALIZED INTERSECTION LEVELS OF SERVICE AND SIGNIFICANT IMPACTS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions			
			V/C	LOS	V/C	LOS	Δ V/C	Impact
1.	Vermont Avenue & 3rd Street	A.M. P.M.	1.022 0.965	F E	1.024 0.971	F E	0.002 0.006	NO NO
2.	Virgil Avenue & 3rd Street	A.M. P.M.	0.819 0.875	D D	0.819 0.876	D D	0.000 0.001	NO NO
3.	Vermont Avenue & 4th Street	A.M. P.M.	0.781 0.775	C C	0.777 0.788	C C	-0.004 0.013	NO NO
4.	Shatto Place & 4th Street	A.M. P.M.	0.488 0.467	A A	0.489 0.487	A A	0.001 0.020	NO NO
5.	Virgil Avenue & 4th Street	A.M. P.M.	0.638 0.690	B B	0.639 0.693	B B	0.001 0.003	NO NO
6.	Normandie Avenue & 6th Street	A.M. P.M.	0.850 0.839	D D	0.849 0.840	D D	-0.001 0.001	NO NO
7.	Vermont Avenue & 6th Street	A.M. P.M.	0.994 0.989	E E	0.998 0.996	E E	0.004 0.007	NO NO
8.	Shatto Place & 6th Street	A.M. P.M.	0.652 0.716	B C	0.664 0.751	B C	0.012 0.035	NO NO
9.	Virgil Avenue & 6th Street	A.M. P.M.	0.654 0.697	B B	0.653 0.701	B C	-0.001 0.004	NO NO
10.	Rampart Boulevard & 6th Street	A.M. P.M.	0.933 1.026	E F	0.931 1.029	E F	-0.002 0.003	NO NO
11.	Alvarado Street & 6th Street	A.M. P.M.	0.894 0.830	D D	0.897 0.835	D D	0.003 0.005	NO NO
12.	Vermont Avenue & Wilshire Boulevard	A.M. P.M.	1.237 1.293	F F	1.243 1.296	F F	0.006 0.003	NO NO
13.	Shatto Place & Wilshire Boulevard	A.M. P.M.	0.608 0.537	B A	0.611 0.545	B A	0.003 0.008	NO NO
14.	Hoover Street & Wilshire Boulevard	A.M. P.M.	0.889 0.858	D D	0.891 0.859	D D	0.002 0.001	NO NO
15.	Vermont Avenue & 8th Street	A.M. P.M.	0.837 0.944	D E	0.835 0.946	D E	-0.002 0.002	NO NO

Chapter 7

Congestion Management Program Analysis

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

TIA GUIDELINES

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

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

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

Arterial Monitoring Intersection TIA Guidelines

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

Mainline Freeway Monitoring Location TIA Guidelines

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

Transit Impact Review Guidelines

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

ARTERIAL MONITORING STATION ANALYSIS

The CMP identifies the following three arterial monitoring intersections within the vicinity of the Project Site:

- Western Avenue & James M Wood Boulevard (1.25 miles southwest of the Project Site)
- Western Avenue & Wilshire Boulevard (1.10 miles southwest of the Project Site)
- Alvarado Street & Wilshire Boulevard (0.90 miles east of the Project Site)

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

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

Intersection	Peak Hour Trips		Requires CMP Analysis?
	AM	PM	
Western Avenue & James M Wood Boulevard	3	12	No
Western Avenue & Wilshire Boulevard	3	12	No
Alvarado Street & Wilshire Boulevard	3	12	No

The Project would not add more than 50 peak hour trips at any of the arterial monitoring intersections nearest the Project Study Area. Therefore, further analysis of the CMP arterial monitoring intersections is not required.

FREEWAY SEGMENT ANALYSIS

The Project generates fewer than 150 trips during the peak hours and, therefore, would not add 150 or more peak hour trips to any freeway segment. No further CMP freeway segment analysis is required.

REGIONAL TRANSIT IMPACT ANALYSIS

Section B.8.4 of the CMP provides a methodology for estimating the number of transit trips expected to result from a proposed project based on the number of vehicle trips. This methodology assumes an average vehicle occupancy (AVO) factor of 1.4 in order to estimate the number of person trips to and from the Project and guidance regarding the percentage of person trips that may use public transit. Based on the assumptions in the vehicular trip generation estimates shown in Table 8, a transit/walk-in adjustment of 15% was applied to the commercial components of the Project and existing uses to account for the use of non-auto travel modes (e.g., rail, light-rail, bus, bicycle, walk, etc.) For the purposes of this analysis, all of the transit/walk-in trip estimates from Table 8 were conservatively assumed to travel via public transit and were used to conduct the transit trip calculation as described below.

Prior to transit reduction adjustments, the Project is anticipated to generate approximately 23 morning peak hour vehicle trips and 126 afternoon peak hour vehicle trips. Assuming an AVO of 1.4, the net new vehicle trips result in an estimated increase of 32 person trips during the morning peak hour and 176 person trips during the afternoon peak hour. Using the 15% transit mode split described in Table 8, the Project would generate approximately five net new transit person trips in the morning peak hour and 26 net new transit person trips in the afternoon peak hour.

As detailed in Chapter 2, the Study Area is served by numerous established transit routes. The public transit system within the Study Area has total available capacity for approximately 12,901 and 11,628 additional riders during the morning and afternoon peak hours, respectively. The Project morning and afternoon peak hour person trips by transit are projected at five and 26 trips, respectively, or less than 1% of the total residual capacity of the transit lines within the Study Area during morning and afternoon peak.

As detailed in Table 3, the Study Area is served by numerous bus lines, as well as the Metro Red Line and Purple Line and DASH bus lines. Although the Project (and other Related Projects) will cumulatively add transit ridership, the Project Site, Wilshire Center/Koreatown, and the Study Area are served by a vast amount of transit service. Overall, the total transit capacity along the routes of those lines can accommodate the Project's transit person trips. Therefore, the Project impact to the regional transit system is anticipated to be less than significant.

Furthermore, Los Angeles County voters approved Measure R, a half-cent sales tax increase for transportation, which has allowed Metro to develop projects to improve the existing transportation system. *2009 Long Range Transportation Plan* (Metro, Adopted 2009) (2009 LRTP), which outlined a range of transit and highway projects throughout Los Angeles County that were aimed to improve mobility and address future growth, is currently in the process of an update to address transportation issues and projects identified by local jurisdictions, Councils of Governments, and transportation agencies. *2014 Short Range Transportation Plan* (Metro, Adopted 2014) identifies projects and programs that will be implemented in accordance with the project priorities and funding schedules of the 2009 LRTP. It is recognized that with these plans in place, Metro will continue to maintain and expand regional transit service in order to

accommodate cumulative demand in the region. Therefore, cumulative impacts on regional transit are considered to be less than significant.

Chapter 8
Site Access and Circulation

This chapter presents a summary of how vehicles, pedestrians, and bicycles would access and circulate the Project Site.

VEHICULAR ACCESS AND CIRCULATION

Vehicular access would be provided via a full-access driveway on Shatto Place. The existing site consists of two driveways (one entry and one exit). The proposed Project driveway configuration would be redesigned for a single, full-access driveway and replace the existing curb cuts. The new driveway would be designed to LADOT standards under the review of City staff.

Shatto Place is currently designated in the Mobility Plan as a Local Street. Although a Local Street generally has 36 feet of pavement on a 60-foot right-of-way (ROW) to include two 18-foot travel lanes and two 12-foot sidewalks, the current configuration, travel speeds, traffic volumes, and utilization along Shatto Place is more representative of a Collector Street.

The current ROW is 100 feet, with a half-width of 50 feet (including roadbed and sidewalk) on the east side of the Street, along the Project frontage. Between 4th Street and 6th Street, the current configuration includes two travel lanes plus a two-way center turn lane with parking generally allowed on both sides of the street and traffic signals installed at both 4th Street and 6th Street, which are further indications of a Collector Street designation. Shatto Place has an existing traffic demand of approximately 7,000 average daily vehicles. Local streets have the daily traffic capacity of approximately 3,000 vehicles. Current land uses along this section are predominately commercial (including office, religious, and medical) and multi-family residential.

Developments along Shatto Place utilize the two-way left-turn lane for access to driveways on both sides of the street, allowing left-turning traffic to safely harbor outside of the through travel lane, thereby reducing the potential for queuing behind left-turning traffic. In some instances, where developments do not have an on-site loading capability, large trucks will also utilize the left-turn lane for loading. While the Project will provide all loading activities on-site, Project traffic will utilize the two-way left-turn lane for southbound access into the Project driveway. Reducing the width of the street to meet the Mobility Plan designation of a Local Street would create a capacity issue as well as left-turn queuing from both directions.

PEDESTRIAN AND BICYCLE ACCESS AND CIRCULATION

Pedestrian access to the residential lobby and commercial frontages would be provided along 6th Street and Shatto Place. All pedestrian access would be completely separated from the driveway and, therefore, no pedestrian impacts would occur.

Short-term bicycle parking would be provided on the ground level, accessible from the sidewalk along Shatto Place. Long-term bicycle parking would be provided within the parking garage. These spaces are designed to be accessed via the elevators to the lobby, though bicyclists may choose to use the vehicular parking ramps and the driveways along Shatto Place. No dedicated bicycle lanes currently exist on Shatto Place or 6th Street, nor have any been proposed in the Mobility Plan.

ON-STREET PARKING

The eastern curb along Shatto Place from 6th Street to 5th Street includes vehicle parking restrictions. Within the first 100 feet north of 6th Street (approximately five vehicle spaces), the east curb is restricted to accommodate school activity from 7:00 AM – 10:00 AM and 2:00 PM – 6:00 PM for “Passenger Loading Only” (on school days, with a five-minute time limit). This section allows two-hour parking on the weekdays (10:00 AM – 2:00 PM) and Saturday (8:00 AM – 6:00 PM) and unrestricted parking outside of these hours affecting these five spaces.

North of this section, the next 100 feet (excluding driveway width) is marked for 30-minute parking (8:00 AM – 6:00 PM) and has the capacity for approximately five additional vehicles. The full length of this section of eastern curb (approximately 200 feet of available parking) encompasses the entire Project frontage and accounts for approximately 10 vehicle parking spaces (with the parking restrictions noted).

The remaining length of Shatto Place, from the north edge of the proposed Project frontage to 5th Street, includes approximately 50 feet of 30-minute parking (two vehicle spaces) and red curb painted the remaining distance. The Project does not affect these additional two vehicle spaces.

Paid parking meters are not installed on the east curb between 6th Street and 5th Street.

With the school replaced, the Project proposes to repurpose this curbside frontage as full-time passenger loading zone (24-hour) within this 200 feet of linear curb. The net result of this application would affect approximately 10 vehicular spaces, but does not require the removal of parking meters. The City is in the process of creating accessibility standards for such drop-off zones which may require that for each loading space, an Americans with Disabilities Act-accessible ramp be installed. The ultimate configuration of any approved drop-off zone must be coordinated with the Bureau of Engineering to determine the required design and to meet accessibility standards.

No changes to the existing parking configuration are proposed on 6th Street along the Project frontage.

POTENTIAL NEIGHBORHOOD IMPACTS

Potential impacts onto local neighborhood streets from diversion of Project traffic were assessed for significant levels. Diverted trips (or cut-through traffic) are measured as vehicles that bypass congested arterial streets or intersections to instead travel along a residential local street to reach their destinations.

LADOT has set forth parameters for analyzing residential street impacts within the *Transportation Impact Study Guidelines*, which includes a minimum threshold for impacting residential streets of 120 trips per day (on a low volume street) and up to 240 trips per day on a residential street carrying 3,000 daily trips.

Neighborhood impact analyses are only required by non-residential projects. As this Project is primarily residential, it does not require a neighborhood analysis. However, when considering only the commercial components of the Project, the trip generation would be approximately 606 trips per day. To meet the thresholds of significant impacts to neighboring streets, the Project would have to be responsible for diverting up to 120 daily trips (or 20%) of the Project traffic to neighboring streets.

Based on the configuration and connectivity of neighboring streets, the opportunity for Project traffic to utilize other parallel or perpendicular streets as cut-through routes is negligible. Therefore, any neighborhood intrusion impacts were considered to be less than significant.

Chapter 9

Construction Impact Analysis

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

TYPES OF CONSTRUCTION IMPACTS

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

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

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

- Increases in truck traffic associated with export or import of fill materials and delivery of construction materials

- Increases in automobile traffic associated with construction workers traveling to and from the project site
- Reductions in existing street capacity or on-street parking from temporary lane closures necessary for the construction of roadway improvements, utility relocation, and drainage facilities
- Blocking existing vehicle or pedestrian access to other parcels fronting streets

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

PROPOSED CONSTRUCTION SCHEDULE

The Project is anticipated to be constructed over a maximum period of 26 months, with completion anticipated in Year 2021. Peak haul truck activity occurs during the excavation and grading process, and peak worker activity occurs during building construction. These two phases of construction were studied in greater detail.

EXCAVATION AND GRADING PHASE

The peak period of truck activity during construction would occur during excavation and grading of the Project Site. Based on projections compiled for the Project, approximately 56,000 cubic yards (CY) of material would be excavated and removed from the Project Site over a 128-workday period. That equates to approximately 438 CY of material exported each workday, requiring 32 haul trucks per work day based on an anticipated haul truck capacity of 14 CY each. In addition, it is anticipated that six delivery trucks would arrive and depart from the Project Site. Thus, up to 76 daily truck trips (38 inbound, 38 outbound) are forecast to occur during the excavation and grading period, or approximately 13 trips per hour (six inbound, seven outbound) if occurring uniformly over a typical six-hour workday.

Excavation Phase Trip Generation

Because construction trucks (such as earth-hauling trucks and cement trucks) are larger and slower than the passenger vehicles that make up the majority of the vehicles on the roads, they have an effect on traffic that is greater than a passenger vehicle's effect. *Transportation Research Circular No. 212* defines passenger car equivalency (PCE) for a vehicle as the number of through moving passenger cars to which it is equivalent based on the vehicle's headway and delay-creating effects. Table 8 of *Transportation Research Circular No. 212* and Exhibit 22.11 of *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016) suggest a PCE of 2.0 for trucks. Assuming a PCE factor of 2.0, the 76 truck trips would be equivalent to 152 daily PCE trips. The 24 hourly truck trips would be equivalent to 20 PCE trips (12 inbound, 12 outbound) per hour.

For workers, an AVO of 1.135 persons per vehicle was applied to account for carpooling, as provided in *CEQA Air Quality Handbook* (South Coast Air Quality Management District, 1993). Therefore, eight workers would result in a total of seven vehicles that would arrive and depart from the Project Site each day. The hours of construction are expected to be from 9:00 AM to 3:00 PM. However, the vast majority of workers would arrive on-site prior to the weekday morning commuter peak hour and leave prior to or after the afternoon commuter peak hour.

The total number of trips during the excavation and grading phase remains fewer than the number of trips currently generated at the Project Site, based on the estimates shown in Table 8. Thus, the impacts from construction-related traffic during the excavation and grading phase would be less than significant. Further, with the implementation of the Construction Management Plan, which is described in more detail later in this chapter, it is anticipated that almost all haul truck and worker activity to and from the Project Site would also occur outside of the peak hours.

Haul Route

The Project has submitted an Application for Review of Import – Export materials with the Los Angeles Department of Building and Safety and defines the haul route as follows:

- Loaded Trucks: north on Shatto Place, west on 4th Street, north on Vermont, US 101 south, exit Alvarado Street, north on Alvarado/Glendale Boulevard, SR 2 north, SR 134 east, to Figueroa Street, north on Figueroa Street to disposal site.

- Empty Trucks: south on Figueroa Street, SR 134 west, SR 2 south, to Glendale/Alvarado, US 101 north, exit Vermont, south on Vermont, east on 4th Street, south on Shatto Place to Project Site.

The traffic analysis prepared herein for the Project included the signalized intersections along this route within the Study Area and determined there were no significant impacts. Since the construction phasing generates fewer trips than the completed Project, the construction phase would also not result in significant traffic impacts along this route.

Temporary Impact Analysis

As summarized above, haul truck trips would not occur during the peak hours and represent fewer trips than the completed Project. Therefore, no peak hour construction traffic impacts are expected during the excavation and grading phase of construction.

BUILDING CONSTRUCTION PHASE

The traffic impacts associated with construction workers depends on the number of construction workers employed during various phases of construction, as well as the travel mode and travel time of the workers. In general, the hours of construction typically require workers to be on-site before the weekday morning commuter peak period and allow them to leave before or after the afternoon commuter peak period. Therefore, most, if not all, construction worker trips would occur outside of the typical weekday commuter peak periods.

Building Phase Trip Generation

Based on data provided by the construction management team, at its peak, construction is anticipated to require up to a maximum of 316 daily workers. Assuming an AVO of 1.135 persons per vehicle per *CEQA Air Quality Handbook*, 316 workers would result in a total of 278 vehicles that would arrive and depart from the Project Site each day. The estimated number of daily trips associated with the construction workers is approximately 556 (278 inbound and 278 outbound trips). In addition, it is anticipated that a maximum of 152 delivery trucks would arrive and depart from the Project Site during the building phase. Thus, up to 304 daily truck trips (152 inbound, 152 outbound) are forecasted to occur. Assuming a PCE factor of 2.0, the 304 daily truck trips would be equivalent to 608 daily PCE trips.

With the implementation of the Construction Management Plan, which is described in more detail later in this chapter, workers would generally arrive to the site prior to the morning peak hour and many would leave prior to the afternoon peak hour. It is worth noting that the number of daily construction worker trips and delivery truck trips equate to 1,164 trips, which is under the 1,495 daily total proposed trips the Project is estimated to generate (as shown in Table 8). Therefore, as there would be no significant impact from Project traffic, the impacts from construction-related traffic during the building construction phase would be less than significant. Furthermore, construction-related traffic would occur outside of the peak hours.

POTENTIAL IMPACTS ON ACCESS, TRANSIT, AND PARKING

Construction activities are expected to be primarily contained within the Project Site boundaries. However, it is expected that construction fences may encroach into the public ROW (e.g., sidewalk and roadways) adjacent to the Project Site. The curb lane on Shatto Place, which provides on-street parking, could be used intermittently throughout the construction period for equipment staging, concrete pumping, etc. Temporary traffic controls would be provided to direct traffic around any closures as required in the Construction Management Plan. Travel lanes would be maintained in each direction on Shatto Place throughout the construction period, and emergency access would not be impeded.

The use of the public ROW along Shatto Place and 6th Street may require temporary rerouting of pedestrian traffic as the sidewalks fronting the Project Site would be closed. The Construction Management Plan would include measures to ensure pedestrian safety along the affected sidewalks and temporary walkways (e.g., use of directional signage, maintaining continuous and unobstructed pedestrian paths, and/or providing overhead covering).

There is no bus stop adjacent to the Project Site that would require any temporary relocation. On-street parking is allowed along Shatto Place, so construction fences could result in the temporary loss of approximately 200 linear feet of curb parking on the east side of Shatto Place.

Project construction is not expected to create hazards for drivers, bicyclists, or pedestrians as long as commonly practiced safety procedures for construction are followed. Such procedures and other measures (e.g., to address temporary traffic control, lane closures, sidewalk closures, worker travel times, staging, etc.) would be incorporated into the Construction Management Plan, as described below. The construction-related impacts associated with access, transit, and parking are anticipated to be less than significant, and the implementation of the Construction Management Plan described below would further reduce those impacts.

CONSTRUCTION MANAGEMENT PLAN

A detailed Construction Management Plan would be prepared and submitted to the City for review and approval. The Construction Management Plan would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community.

The Construction Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and may include, but not be limited to, the following elements, as appropriate:

- Requiring workers and construction trucks to generally travel outside of the peak hours
- Prohibition of construction worker parking on nearby residential streets

- Temporary traffic control during all construction activities encroaching on public rights-of-way to improve traffic flow and safety on public roadways

- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets

- Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers as appropriate

- Scheduling of construction-related deliveries so as to generally occur outside the commuter peak hours

Chapter 10

Summary and Conclusions

This study was undertaken to analyze the potential transportation impacts of the 550 S. Shatto Place Project on the local street system. The following summarizes the results of this analysis:

- The Project proposes to construct 256 apartment units, including 29 affordable housing units, up to approximately 2,507 sf of office space and up to approximately 12,800 sf of restaurant space. The existing private school and surface parking lot would be removed to accommodate the Project. The Project is anticipated to be completed by year 2021.

- The Project would provide approximately 329 vehicular parking spaces and approximately 158 bicycle parking spaces. Vehicular access would be provided along Shatto Place.

- After application of appropriate trip reduction credits, the Project is estimated to generate a total of 1,136 net new daily trips, including 23 net new morning peak hour trips and 109 net new afternoon peak hour trips.

- The study conducted detailed traffic impact analyses at a total of 15 signalized study intersections. All 15 study intersections operate at LOS D or better during both the morning and afternoon peak hours under Existing Conditions.

- Of the 15 study intersections, 10 intersections are anticipated to operate at LOS D or better during both the morning and afternoon peak hours under the Future without Project Conditions in the Year 2021. The remaining five intersections are anticipated to operate at LOS E or F during at least one of the analyzed peak hours.

- Existing with Project and Future with Project Conditions in the Study Area were analyzed for the existing year of 2018 and buildout year of 2021, respectively. Based on LADOT significance criteria, the Project is not anticipated to result in a significant impact at any of the 15 study intersections under both Existing with Project and Future with Project Conditions. Therefore, mitigation measures are not required.

- Analysis of potential impacts on the regional transportation system conducted in accordance with CMP guidelines determined that the Project would not have a significant impact on the regional freeway or arterial system or the regional transit system.

- The Project provides adequate internal circulation to accommodate vehicular traffic, including loading/delivery operations, without impeding through traffic movements on City streets.

- The Project will incorporate pedestrian and bicycle-friendly designs.

References

2009 Long Range Transportation Plan, Los Angeles County Metropolitan Transportation Authority, Adopted 2009.

2010 Bicycle Plan, A Component of the City of Los Angeles Transportation Element, Los Angeles Department of City Planning, adopted March 1, 2011.

2010 Los Angeles County Congestion Management Program, Los Angeles County Metropolitan Transportation Authority, 2010.

2014 Short Range Transportation Plan, Los Angeles County Metropolitan Transportation Authority, Adopted 2014.

CEQA Air Quality Handbook, South Coast Air Quality Management District, 1993.

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

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

Highway Capacity Manual, 6th Edition, Transportation Research Board, 2016.

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

Los Angeles Municipal Code, City of Los Angeles.

Mobility Plan 2035, An Element of the General Plan, Los Angeles Department of City Planning, August 11, 2015.

State of California Senate Bill 743, Steinberg, 2013.

Transportation Impact Study Guidelines, Los Angeles Department of Transportation, December 2016.

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

Trip Generation, 9th Edition, Institute of Transportation Engineers, 2012.

Trip Generation, 10th Edition, Institute of Transportation Engineers, 2017.

References, cont.

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

Westside Subway Extension Final Environmental Impact Statement/Environmental Impact Report, Los Angeles County Metropolitan Transportation Authority, United States Department of Transportation, and Federal Transit Administration, March 2012.

Appendix A

Memorandum of Understanding

LADOT

Transportation Impact Study Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Impact Study for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Impact Study Guidelines:

I. PROJECT INFORMATION

Project Name: 550 S. Shatto Project

Project Address: 550 S. Shatto Place, Los Angeles, CA 90020

Project Description: The Project would consist of up to 256 apartment units, including 29 affordable housing units, up to approximately 2,500 square feet (sf) of office use and up to approximately 12,800 sf of restaurant space. The existing occupied private school would be removed to accommodate the Project.

LADOT Project Case Number: _____ Project Site Plan attached? *(Required)* ■ Yes ☐ No

II. TRIP GENERATION

Geographic Distribution: N 25.00 % S 25.00 % E 25.00 % W 25.00 %

Illustration of Project trip distribution percentages at Study intersections attached? *(Required)* ■ Yes ☐ No

Trip Generation Adjustments *(Exact amount of credit subject to approval by LADOT)*

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

Source of Trip Generation Rate(s)? ☐ ITE 9th Edition ■ Other: ITE 10th Edition

Trip generation table including a description of the proposed land uses, ITE rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? *(Required)* ■ Yes ☐ No

	IN	OUT	TOTAL
AM Trips	(20)	52	32
PM Trips	77	36	113

III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2021 Ambient or CMP Growth Rate: 0.14 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? *(Required)* ■ Yes ☐ No

Subject to Freeway Impact Analysis, in addition to CMP Analysis? *(Freeway analysis screening filter must be included in this MOU; selecting "yes" implies that at least one criteria was satisfied)* ☐ Yes ■ No

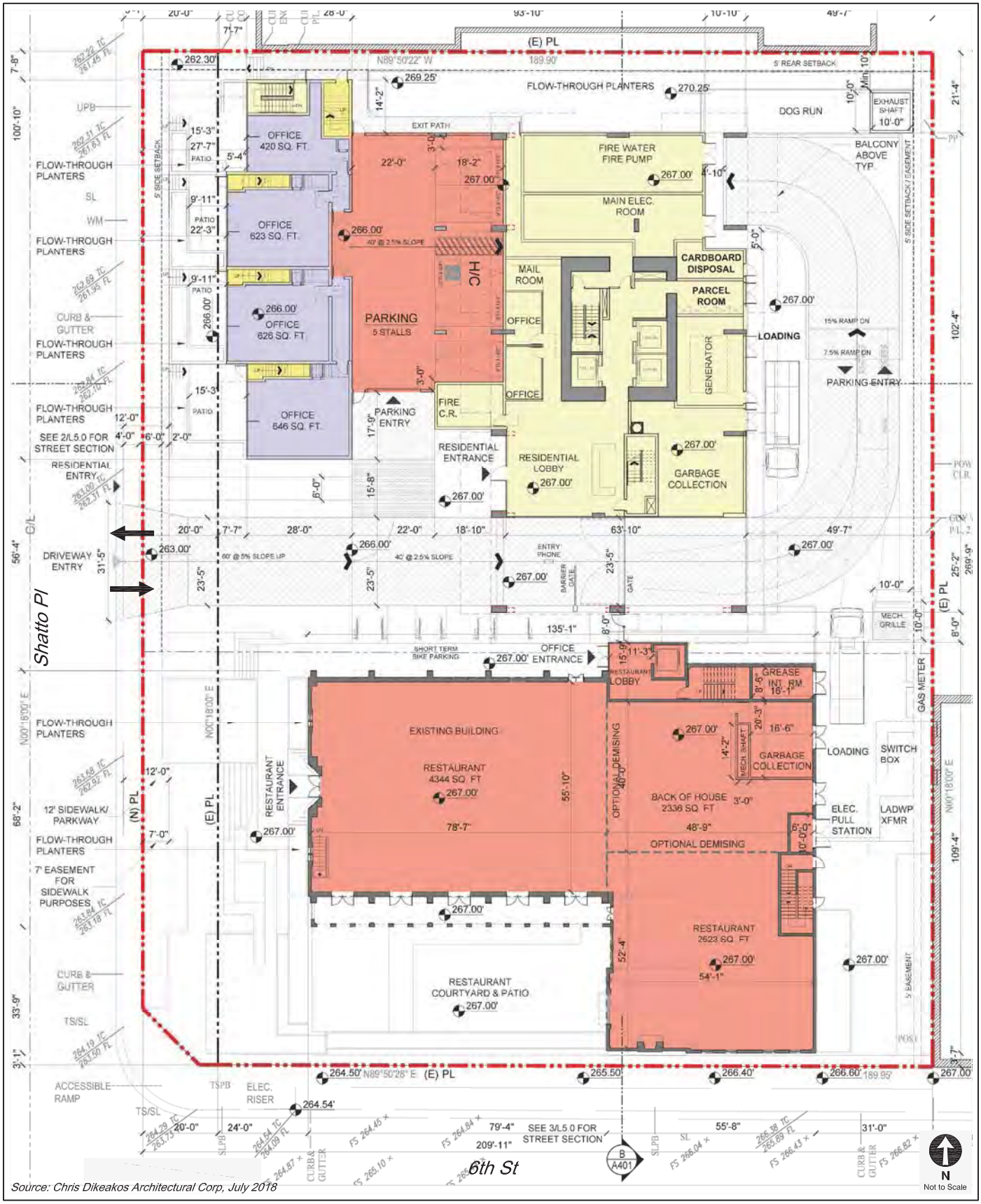
Map of Study Intersections attached? *(May be subject to LADOT revision after initial impact analysis)* ■ Yes ☐ No

Is this Project located on a street within the High Injury Network? ■ Yes ☐ No

IV. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	Gibson Transportation Consulting, Inc.	Damon Chan; TF Shatto Partnership
Address:	555 W. 5th Street, Suite 3375, Los Angeles, CA 90013	11400 W. Olympic Boulevard, Suite 850, Los Angeles, CA 90064
Phone Number:	(213) 683-0088	
E-Mail:	cle@gibsontrans.com	damon@formedevelopment.com

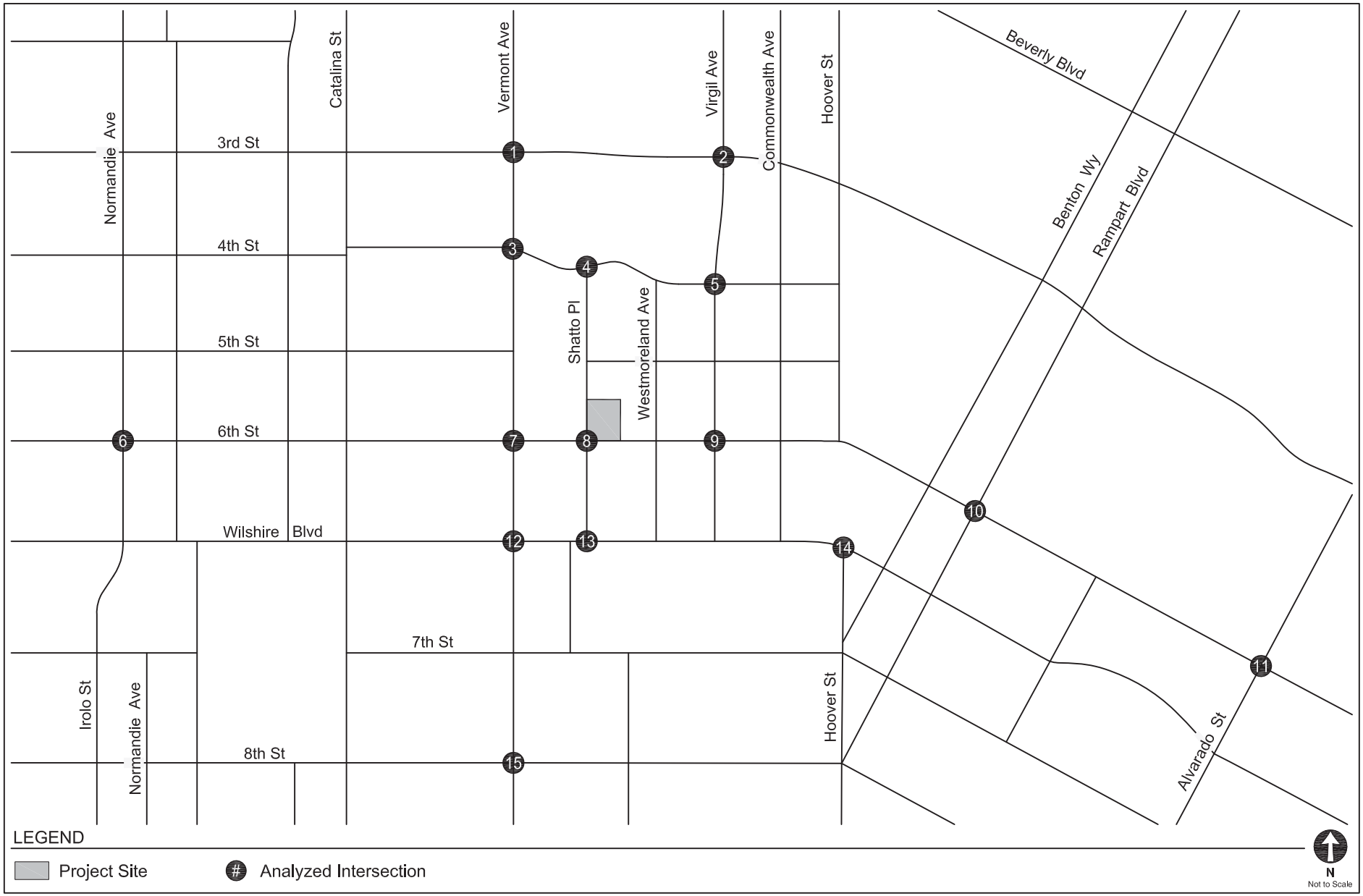
Approved by:					
	Consultant's Representative	Date	x	LADOT Representative	Date
		8/2/2018			8/9/18



Source: Chris Dikeakos Architectural Corp, July 2018

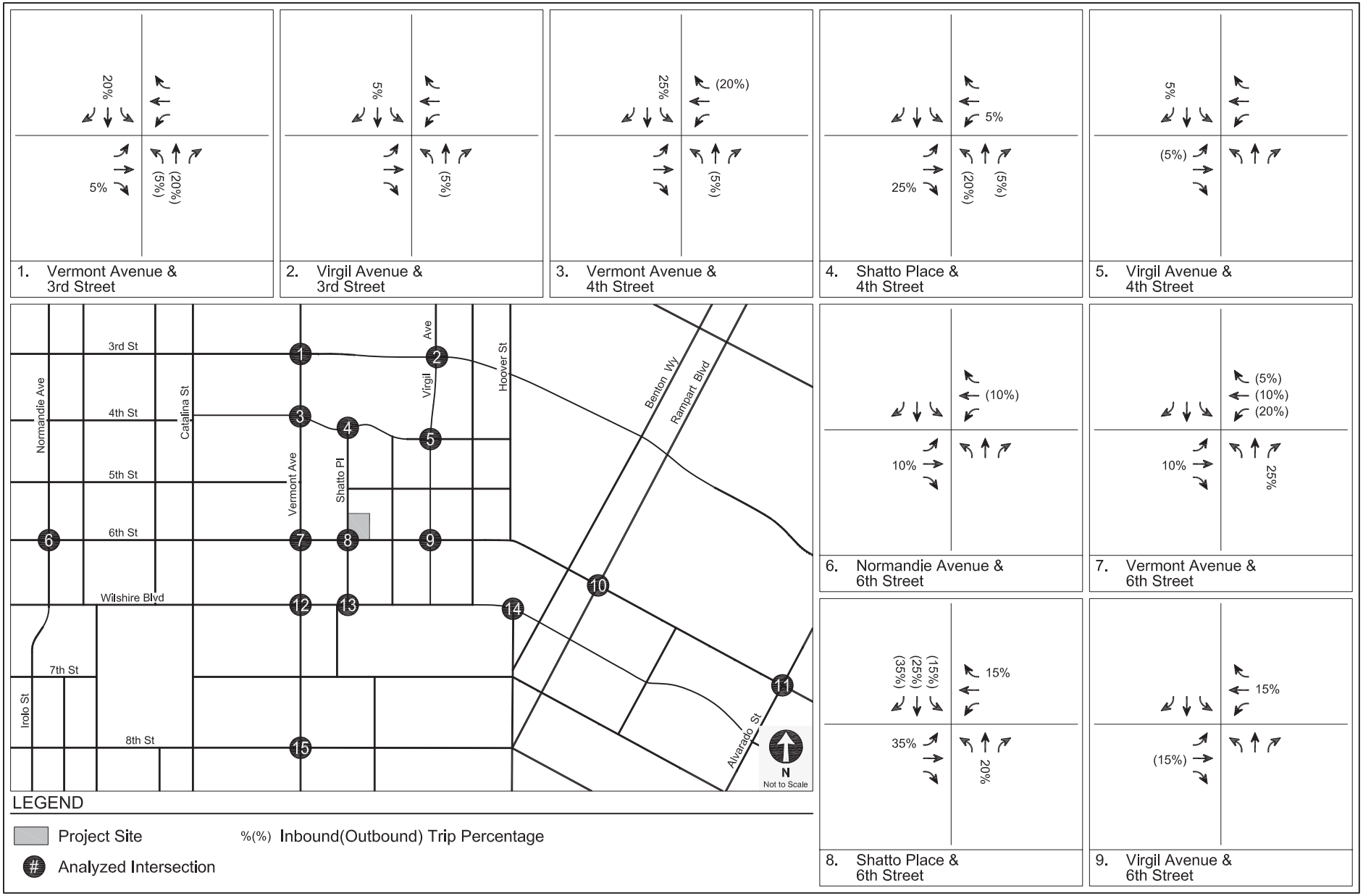
SITE PLAN

FIGURE 1



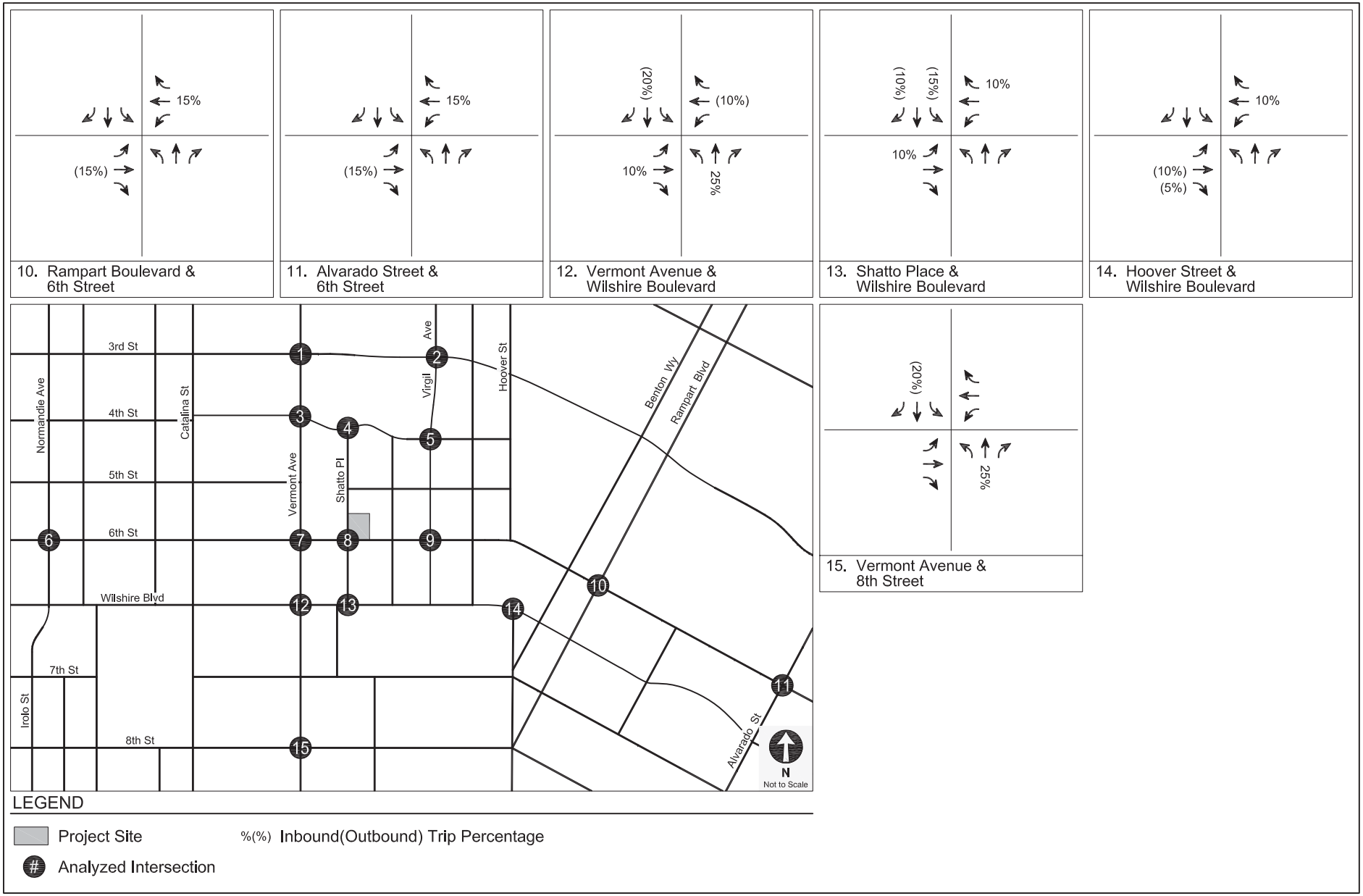
STUDY AREA

FIGURE 2



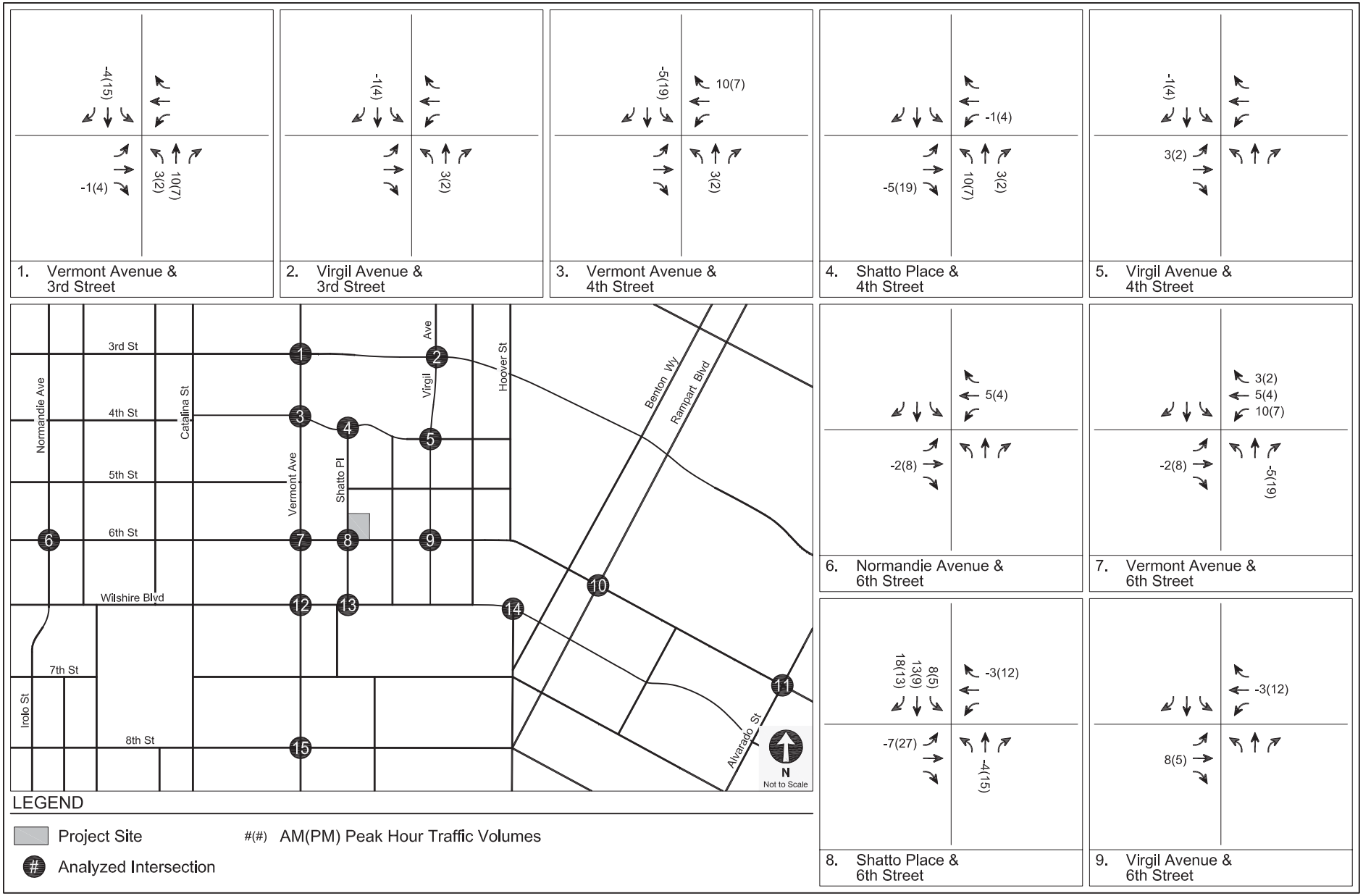
PROJECT TRIP DISTRIBUTION

FIGURE 3



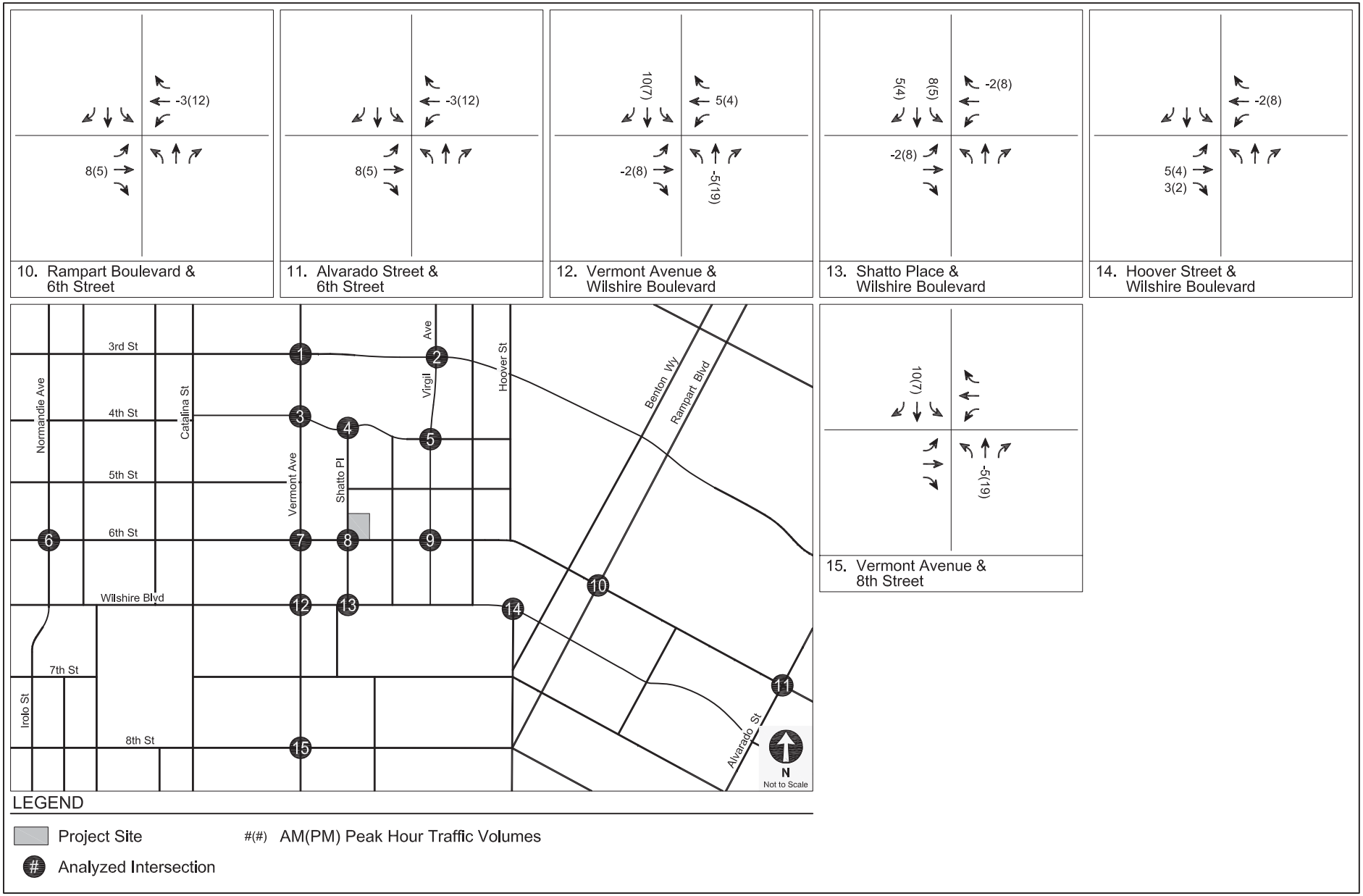
PROJECT TRIP DISTRIBUTION

FIGURE 3 (CONT.)



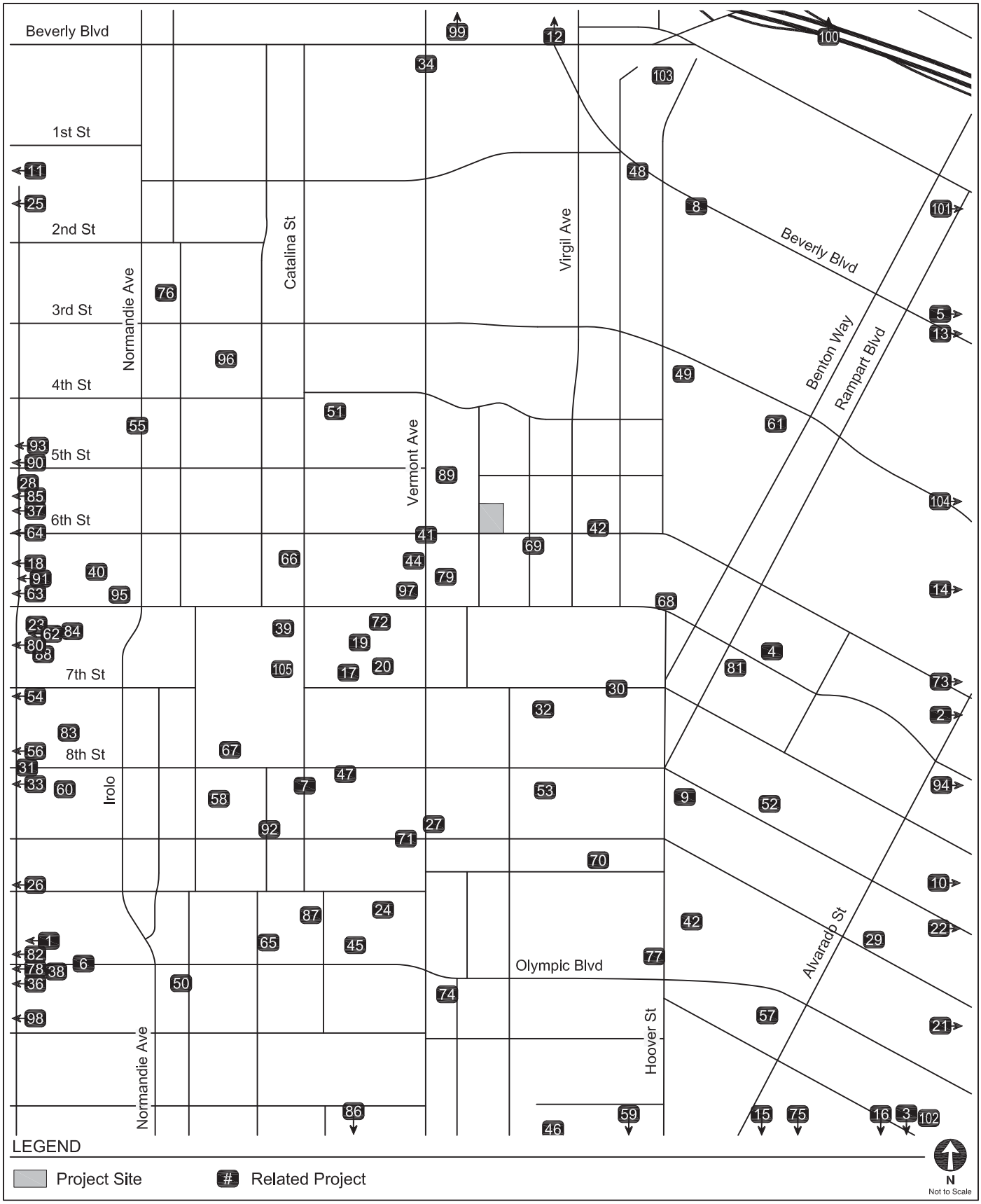
NET NEW PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
4



NET NEW PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
4 (CONT.)



LOCATIONS OF RELATED PROJECTS

FIGURE 5

TABLE 1
LIST OF ANALYZED INTERSECTIONS

No.	North/South Street	East/West Street
1.	Vermont Avenue	3rd Street
2.	Virgil Avenue	3rd Street
3.	Vermont Avenue	4th Street
4.	Shatto Place	4th Street
5.	Virgil Avenue	4th Street
6.	Normandie Avenue	6th Street
7.	Vermont Avenue	6th Street
8.	Shatto Place	6th Street
9.	Virgil Avenue	6th Street
10.	Rampart Boulevard	6th Street
11.	Alvarado Street	6th Street
12.	Vermont Avenue	Wilshire Boulevard
13.	Shatto Place	Wilshire Boulevard
14.	Hoover Street	Wilshire Boulevard
15.	Vermont Avenue	8th Street

TABLE 2
PROJECT TRIP GENERATION ESTIMATES

Land Use	ITE Land Use	Rate or Size	Daily	Morning Peak Hour			Afternoon Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates [a]									
Multi-Family Housing (High-Rise) [b]	222	per du	2.07	12%	88%	0.21	70%	30%	0.19
Affordable Housing (Family)	[c]	per du	4.08	40%	60%	0.50	55%	45%	0.34
Office [d]	710	per 1,000 sf	9.74	86%	14%	0.83	17%	83%	0.87
High-Turnover (Sit-Down) Restaurant	932	per 1,000 sf	112.18	55%	45%	9.94	62%	38%	9.77
Fast-Food Restaurant without Drive-Through Window	933	per 1,000 sf	288.36	60%	40%	25.10	50%	50%	28.34
Private School (K-12)	536	per student	2.48	61%	39%	0.80	43%	57%	0.17
Trip Generation Estimates									
Proposed Project									
Multi-Family Housing (High-Rise)	222	227 du	470	6	42	48	30	13	43
Affordable Housing (Family)	[c]	29 du	118	6	9	15	6	4	10
Office	710	2,507 sf	24	2	0	2	0	2	2
High-Turnover Restaurant	932	11,300 sf	1,268	62	50	112	68	42	110
Internal Capture - 10% [e]			*(127)*	*(6)*	*(5)*	*(11)*	*(7)*	*(4)*	*(11)*
Transit/Walk-In Adjustment - 15% [f]			*(171)*	*(8)*	*(7)*	*(15)*	*(9)*	*(6)*	*(15)*
Pass-By Adjustment - 20% [g]			*(194)*	*(10)*	*(7)*	*(17)*	*(10)*	*(7)*	*(17)*
Fast-Food Restaurant without Drive-Through Window	933	1,500 sf	433	23	15	38	22	21	43
Internal Capture - 10% [e]			*(43)*	*(2)*	*(2)*	*(4)*	*(2)*	*(2)*	*(4)*
Transit/Walk-In Adjustment - 15% [f]			*(59)*	*(3)*	*(2)*	*(5)*	*(3)*	*(3)*	*(6)*
Pass-By Adjustment - 50% [g]			*(166)*	*(9)*	*(6)*	*(15)*	*(9)*	*(8)*	*(17)*
Total Proposed Trips			***1,553***	***61***	***87***	***148***	***86***	***52***	***138***
Existing Uses									
Private School (K-12)	536	170 students	422	83	53	136	12	17	29
Transit/Walk-In Adjustment - 15% [f]			*(63)*	*(2)*	*(18)*	*(20)*	*(3)*	*(1)*	*(4)*
Total Existing Trips			***359***	***81***	***35***	***116***	***9***	***16***	***25***
TOTAL NET NEW PROJECT TRIPS			**1,194**	**-20**	**52**	**32**	**77**	**36**	**113**

Notes:

du = dwelling unit; sf = square feet.

[a] Trip generation rates are from *Trip Generation, 10th Edition* (Institute of Transportation Engineers, 2017), unless otherwise noted.

[b] Trip generation rates for multi-family housing (high-rise) are based on developments located in "Dense Multi-Use Urban" area as detailed in *Trip Generation, 10th Edition*.

[c] Trip generation rates for affordable housing projects are based on LADOT's *Transportation Impact Study Guidelines* (LADOT, 2016).

[d] Trip generation rates for general office are based on developments located in "Dense Multi-Use Urban" area as detailed in *Trip Generation, 10th Edition*. Daily trip rate is based on developments located in "General Urban/Suburban" area as no vehicle-rate is available for "Dense Multi-Use Urban" location.

[e] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development (e.g. residents and employees visiting the restaurant uses) without using an off-site road system.

[f] Per *Transportation Impact Study Guidelines*, the Project Site is located approximately 550 feet walking distance from a transit station (Metro Red/Purple Line Wilshire/Vermont Station), therefore a transit reduction is applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments.

[g] Per *Transportation Impact Study Guidelines*, a pass-by adjustment was applied to account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

TABLE 3
RELATED PROJECT LIST

No	Project	Address	Description	Size	Trip Generation [a]						
					Daily	Morning Peak Hour			Afternoon Peak Hour		
						In	Out	Total	In	Out	Total
1	2004-CEN-0958	3323 W Olympic Boulevard	Condominiums Office	208 du 3,500 sf	409	(13)	49	36	39	(7)	32
2	Westlake Housing Project	619 S Westlake Avenue	Apartments Affordable Housing	1 du 77 du	233	11	16	27	11	9	20
3	1700 W Olympic Hotel	1700 W Olympic Boulevard	Hotel	160 rm	1,157	44	32	76	45	42	87
4	2005-CEN-2347	2525 Wilshire Boulevard	Condominiums Retail	160 du 7,500 sf	1,160	16	60	76	61	36	97
5	Charter Elementary School	2515 Beverly Boulevard	School	650 students	527	131	126	257	40	22	62
6	Shopping Center/Mixed-Use	3060 W Olympic Boulevard	Retail	109,006 sf	4,134	60	26	86	169	191	360
7	Mixed-Use	805 S Catalina Street	Condominiums Retail	300 du 5,000 sf	1,935	24	119	137	110	57	167
8	Mixed-Use	3200 W Beverly Boulevard	Apartments Retail	32 du 5,867 sf	632	4	16	20	39	32	71
9	Mixed-Use	820 S Hoover Street	Condominiums Retail	32 du 4,500 sf	414	7	15	22	18	14	32
10	Restaurant & Bar	1728 W 7th Street	Restaurant Bar	9,600 sf 3,500 sf	362	(30)	(40)	(70)	50	14	64
11	Western Galleria Market	100 N Western Avenue	Retail Apartments	76,500 sf 187 du	940	17	40	57	54	38	92
12	District Maintenance Yard	611 N Hoover Street	Yard Office Fleet	80 emp 20 emp 40 veh	480	0	2	2	0	198	198
13	Alexan South Echo MU	1910 W Temple Street	Condominiums Apartments Retail	205 du 46 du 19,103 sf	1,187	(18)	74	56	78	13	91
14	Apartments	422 S Lake Street	Apartments	80 du	532	8	33	41	33	17	50
15	Charter High School	1929 W Pico Boulevard	School	480 students	821	140	66	206	20	42	62
16	1633 W 11th St Charter School (K-5)	1633 W 11th Street	School	460 seats	970	194	158	352	29	37	66
17	Berendo (688) Apartments	688 S Berendo Street	Apartments	136 du	678	10	42	52	41	22	63
18	Apartments	3869 W Wilshire Boulevard	Apartments	196 du	538	8	31	39	36	119	55
19	680 Berendo Apartments	680 S Berendo Street	Apartments	177 du	1,000	15	61	75	61	32	94
20	685 S New Hampshire	685 S New Hampshire Avenue	Apartments	177 du	1,000	15	61	76	61	32	93
21	1322 Linwood Apartments	1322 W Linwood Avenue	Apartments	84 du	449	5	30	35	28	14	42
22	Mixed-Use	1329 W 7th Street	Apartments Retail	94 du 2,000 sf	662	16	37	53	39	22	61
23	Residential	3640 W Wilshire Boulevard	Apartments	209 du	1,182	18	72	90	73	40	113
24	Church	968 S Berendo Street	Church	85,308 sf	535	23	8	31	3	9	12
25	11904 sf Restaurant	135 Western Avenue	Restaurant	11,904 sf	457	2	2	4	25	13	38
26	Mixed-Use	940 S Western Avenue	Apartments Retail	79 du 8,000 sf	380	6	31	37	26	11	37
27	Mixed-Use	864 S Vermont Avenue	Apartments Retail	411 du 43,800 sf	3,202	24	129	153	164	101	265
28	Apartments	535 S Kingsley Drive	Apartments	85 du	543	8	31	39	36	19	55
29	James M Wood Hotel	2005 W James M Wood Boulevard	Hotel	100 rm	545	24	18	42	20	18	38
30	Mixed-Use	2850 W 7th Street	Condominiums Retail	200 du 3,600 sf	1,057	20	72	92	72	42	114

Notes

[a] Related projects information and trip generation estimates provided by LADOT (July 12, 2018), Department of City Planning, and recent studies in the area..

TABLE 3 (Cont.)
RELATED PROJECT LIST

No	Project	Address	Description	Size	Trip Generation [a]						
					Daily	Morning Peak Hour			Afternoon Peak Hour		
						In	Out	Total	In	Out	Total
31	Apartments	800 S Harvard Boulevard	Apartments Retail	131 du 7,000 sf	827	7	33	40	44	21	65
32	Residential	2929 W Leeward Avenue	Condominiums	80 du	476	7	33	40	44	21	65
33	Mixed-Use	800 S Western Avenue	Apartments Retail Restaurant Hotel	96 du 29,730 sf 30,000 sf 148 rms	4,229	133	124	257	172	121	291
34	AMCAL - Meridian Apts	241 N Vermont Avenue	Apartments Retail	100 du 4,134 sf	510	7	38	45	33	16	49
35	Hotel and Retail	4110 W 3rd Street	Hotel Retail	171 rm 2,800 sf	1,185	45	35	80	46	40	86
36	Apartments	1011 S Serrano Avenue	Apartments	91 du	545	8	33	41	32	18	50
37	Apartments	525 S Wilton Place	Apartments	88 du	449	6	28	34	27	14	41
38	Mixed-Use	3076 W Olympic Boulevard	Apartments Retail	226 du 16,907 sf	1,567	25	78	103	90	56	146
39	Apartments	3350 W Wilshire Boulevard	Apartments	121 du	728	11	43	54	47	25	72
40	Mixed-Use (Revised)	3545 W Wilshire Boulevard	Apartments Retail	433 du 49,849 sf	917	(42)	83	41	84	10	94
41	Mixed-Use (Revised)	605 S Vermont Avenue	Apartments Museum	103 du 30,937 sf	755	17	39	56	42	37	79
42	Residential	1011 S Park View Street	Apartments	108 du	594	9	38	46	38	19	57
43	Hotel & Restaurant	2965 W 6th Street	Hotel	99 rm	688	26	18	44	25	25	50
44	Mixed-Use	627 S Vermont Avenue	Apartments Restaurant	179 du 12,000 sf	1,304	34	72	106	75	40	115
45	New 3-Story Retail & Office Building	2789 W Olympic Boulevard	Office Retail	2,781 sf 20,607 sf	612	16	8	24	25	29	54
46	Apartments	1255 E Elden Avenue	Apartments	93 du	376	0	32	32	28	10	38
47	Mixed-Use	3100 W 8th Street	Apartments	100 du	100	10	41	51	10	41	62
48	Apartment & Child Care	3330 W Beverly Boulevard	Apartments Day Care Office	40 du 3,607 sf 368 sf	455	23	31	54	32	28	60
49	Apartments	326 S Reno Street	Apartments	65 du	326	5	20	25	20	11	30
50	Apartments	1017 S Mariposa Avenue	Apartments	79 du	373	5	23	28	23	12	35
51	Apartments	427 S Berendo Street	Apartments	85 du	288	5	17	23	17	10	27
52	Mixed-Use	2405 W 8th Street	Apartments Retail	144 du 4,406 sf	333	(20)	48	28	42	(15)	27
53	Apartments	2859 W Francis Avenue	Apartments	81 du	492	7	28	37	31	5	47
54	Mixed-Use	700 S Manhattan Place	Apartments Restaurant Retail	162 du 6,500 sf 3,500 sf	1,260	19	57	76	71	46	117
55	Apartments	411 S Normandie Avenue	Apartments	224 du	1,407	22	86	108	87	47	134
56	3525 W 8th Street Mixed-Use	3525 W 8th Street	Apartments Supermarket Retail	367 du 22,906 sf 16,513 sf	1,214	8	121	129	83	25	108
57	Assisted Living	1030 S Lake Street	Assisted Living Senior Housing	338 beds 34 units	939	39	23	62	49	48	97
58	Mariposa & Fedora	840 S Mariposa Avenue	Apartments	173 du	978	15	60	75	61	31	92

Notes

[a] Related projects information and trip generation estimates provided by LADOT (July 12, 2018), Department of City Planning, and recent studies in the area..

TABLE 3 (Cont.)
RELATED PROJECT LIST

No	Project	Address	Description	Size	Trip Generation [a]						
					Daily	Morning Peak Hour			Afternoon Peak Hour		
						In	Out	Total	In	Out	Total
59	2250-2270 W Pico Blvd Hotel	2250-2270 W Pico Boulevard	Hotel	125 rm	409	26	19	45	10	9	19
60	815 S Kingsley Dr Residential Project	815 - 831 S Kingsley Drive	Apartments	90 du	521	7	32	39	30	18	48
61	Apartments	329 S Rampart Boulevard	Apartments Affordable Housing	45 du 8 du	279	6	17	23	17	9	26
62	Mixed-Use	3986 W Wilshire Boulevard	Apartments Retail	228 du 16,955 sf	1,354	100	23	77	124	77	47
63	Apartments	3875 W Wilshire Boulevard	Apartments	196 du	1,114	17	68	85	69	37	106
64	Mixed-Use	3800 W 6th Street	Condominiums Hotel Retail	122 du 192 rms 15,200 sf	1,804	31	49	80	66	43	109
65	Mixed-Use	2870 W Olympic Boulevard	Hotel Retail	121 du 17,850 sf	1,178	34	23	57	44	40	84
66	The Nest on Catalina	621 S Catalina Street	Apartments Retail Lounge/Restaurant	165 du 5,125 sf 12,210 sf	1,772	20	60	80	123	65	188
67	8th St MU	3216 W 8th Street	Condominiums Hotel Retail Karaoke	8 du 80 rms 4,808 sf 2,465 sf	694	24	18	42	42	32	74
68	2900 Wilshire Project MU	2900 W Wilshire Boulevard	Retail Restaurant Apartments	10,000 sf 5,500 sf 644 du	3,482	81	135	216	137	81	218
69	616 S Westmoreland MU	616 S Westmoreland Avenue	Retail Restaurant Apartments	745 sf 2,360 sf 77 du	446	1	30	31	31	5	36
70	2649 San Marino Apts	2649 W San Marino Avenue	Apartments	45 du	246	4	15	19	15	8	23
71	Zion Market	888 S Vermont Avenue	Office Mixed Use	4,400 sf 47,208 sf	2,526	45	19	64	171	169	340
72	Mixed Use	3240 W Wilshire Boulevard	Hotel Apartments Retail	162 rms 545 du 5,222 sf	1,353	15	173	188	89	23	112
73	425 S Union Apartments	425 S Union Avenue	Apartments	33 du	286	4	18	22	17	10	27
74	1000 S Vermont Ave Mixed Use	1000 S Vermont Avenue	Apartments Retail	236 du 60,300 sf	1,196	(13)	43	30	75	34	109
75	1420 Bonnie Brae Apartments	1420 Bonnie Brae Street	Apartments	26 du	193	3	12	15	12	6	18
76	Postpartum Extended Care & Retail	257 S Mariposa Avenue	Retail Apartments	4,630 sf 112 du	772	10	41	51	44	25	69
77	Olympic & Hoover Mixed-Use	2501 W Olympic Boulevard	Apartments Retail	173 du 36,180 sf	1,911	27	72	99	100	73	173
78	3170 W Olympic Blvd	3170 W Olympic Boulevard	Apartments Retail	252 du 32,300 sf	1,624	24	89	113	94	56	150
79	Wilshire Gate Project (Mixed-Use)	631 S Vermont Avenue	Hotel Condominiums Office Retail	200 rms 250 du 49,227 sf 21,230 sf	2,599	95	95	190	115	120	235
80	3700 W. Wilshire Mixed Use	3700 Wilshire Boulevard	Retail Restaurant Condominiums	40,323 sf 21,712 sf 506 du	3,500	49	152	201	178	80	258

Notes

[a] Related projects information and trip generation estimates provided by LADOT (July 12, 2018), Department of City Planning, and recent studies in the area..

TABLE 3 (Cont.)
RELATED PROJECT LIST

No	Project	Address	Description	Size	Trip Generation [a]						
					Daily	Morning Peak Hour			Afternoon Peak Hour		
						In	Out	Total	In	Out	Total
81	Mixed Use	668 S Coronado Street	Apartments Retail	122 du 1,182 sf	947	14	48	62	56	34	90
82	Assisted Living + Other	3377 W Olympic Boulevard	Assisted Living Medical Office Restaurant	146 beds 8,682 sf 4,454 sf	358	13	0	13	8	28	36
83	Apartments	748 S Kingsley Drive	Apartments	67 du	406	6	25	31	24	14	38
84	Mixed Use	3600 W Wilshire Boulevard	Apartments Retail Community Center	760 du 66,539 sf 34,834 sf	3,461	44	100	144	126	71	197
85	3751 W 6th St MU	3751 W 6th Street	Apartments Hotel Retail	44 du 200 rms 18,000 sf	1,182	29	20	49	33	25	58
86	Self-Storage	1810 W Venice Boulevard	Self Storage	154,024 sf	385	12	10	22	20	20	40
87	Hotel	966 S Dewey Avenue	Hotel	99 rms	677	28	15	43	24	24	48
88	Harvard Blvd Hotel	679 Harvard Boulevard	Hotel Retail	110 rms 1,840 sf	905	35	26	61	35	31	66
89	Vermont Corridor MU	510 S Vermont Avenue	Office Retail Apartments Community Center Apartments	2,166 emp 17,500 sf 72 du 13,200 sf 246 du	3,215	216	104	320	121	293	414
90	Simone Pl Project	500 S Oxford Avenue	Condominiums	89 du	439	6	27	33	26	13	39
91	635 Western MU	635 Western Avenue	Apartments Retail	220 du 900 sf	672	10	40	50	40	22	62
92	Apartments	923 Kenmore Avenue	Apartments	69 du	432	7	26	42	26	15	41
93	4074 W 5th Street Mixed Use	4074 W 5th Street	Condominiums	89 du	908	13	44	57	51	32	83
94	1930 Wilshire Blvd	1930 Wilshire Boulevard	Apartments Hotel Cultural Center	478 du 220 rms 70,000 sf	4,976	118	243	361	259	169	428
95	637 S Ardmore Ave	637 S Ardmore Avenue	Apartments Retail	428 du 31,689 sf	4,199	63	185	248	229	154	383
96	Apartments	350-362 S Alexandria Avenue	Apartments	59 du	392	6	24	30	24	13	37
97	Retail	3201 W Wilshire Boulevard	Retail	16,803 sf	717	10	6	16	30	32	62
98	Condominiums	1048 S Oxford Avenue	Condominiums	49 du	285	4	18	22	17	8	25
99	Mixed Use	600 N Vermont Avenue	Apartments Retail	80 du 14,780 sf	320	8	46	54	12	18	30
100	Mixed Use	609 N Dillon Street	Apartments Retail	137 du 18,000 sf	1,095	18	42	60	67	31	98
101	Residential	2335 W Temple Street	Apartments	71 du	554	8	31	39	37	20	57
102	1633 W 11th St Charter School (K-5)	1633 W 11th Street	School	460 seats	970	194	158	352	29	37	66
103	Apartments	235 N Hoover Street	Apartments	214 du	1,423	22	87	109	86	47	133
104	1800 Beverly Project	1800 W Beverly Boulevard	Affordable Housing Apartments Restaurant	21 du 222 du 3,500 sf	1,482	34	93	127	88	47	135
105	Residential	689 S Catalina Street	Apartments	61 du	365	5	23	28	22	12	34

Notes

[a] Related projects information and trip generation estimates provided by LADOT (July 12, 2018), Department of City Planning, and recent studies in the area..

TABLE 4
FREEWAY SEGMENT SCREENING PROCESS
EXISTING OPERATING CONDITIONS (YEAR 2018)

Freeway Segment	Direction	Number of Lanes [a]	Capacity [b]	Volume [c]	V/C Ratio	Project Traffic	Percent of Capacity	Meets Screening Criteria? [d]
AM Peak Hour								
US 101 between Melrose Avenue	NB	4	8,000	6,646	0.83	5	0.1%	NO
and Vermont Avenue	SB	4	8,000	4,545	0.57	-2	0.0%	NO
I-10 between Normandie Avenue	EB	5	10,000	7,603	0.76	-2	0.0%	NO
and Vermont Avenue	WB	5	10,000	6,237	0.62	5	0.1%	NO
I-10 between Vermont Avenue	EB	5	10,000	5,922	0.59	5	0.1%	NO
and Hoover Street	WB	5	10,000	5,920	0.59	-2	0.0%	NO
PM Peak Hour								
US 101 between Melrose Avenue	NB	4	8,000	5,890	0.74	4	0.0%	NO
and Vermont Avenue	SB	4	8,000	4,078	0.51	8	0.1%	NO
I-10 between Normandie Avenue	EB	5	10,000	6,364	0.64	8	0.1%	NO
and Vermont Avenue	WB	5	10,000	7,562	0.76	4	0.0%	NO
I-10 between Vermont Avenue	EB	5	10,000	5,253	0.53	4	0.0%	NO
and Hoover Street	WB	5	10,000	7,289	0.73	8	0.1%	NO

Notes

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

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

[c] Existing traffic volume based on available typical weekday peak hour data between February and March 2018 from *Caltrans' Performance Measurement System* (PeMS).

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

TABLE 5
FREEWAY OFF-RAMP SCREENING PROCESS
EXISTING OPERATING CONDITIONS (YEAR 2018)

Freeway Off-ramp	Peak Hour	Number of Lanes	Capacity [a]	Volume [b]	V/C Ratio	Project Traffic	Percent of Capacity	Meets Screening Criteria? [c]
US 101 Southbound Off-ramp to Vermont Avenue	AM	1	850	866	1.02	-2	-0.2%	NO
	PM	1	850	728	0.86	8	0.9%	NO
I-10 Westbound Off-ramp to Vermont Avenue	AM	1	850	764	0.90	-2	-0.2%	NO
	PM	1	850	428	0.50	8	0.9%	NO
I-10 Eastbound Off-ramp to Vermont Avenue	AM	1	850	462	0.54	-2	-0.2%	NO
	PM	1	850	1,043	1.23	8	0.9%	NO

Notes

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

[b] An ambient growth rate of 1% per year was applied to traffic count data collected in April 2016.

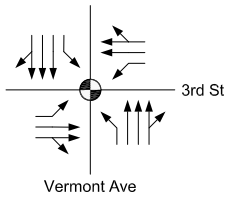
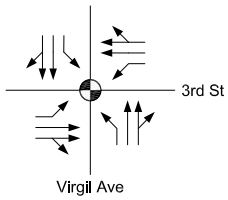
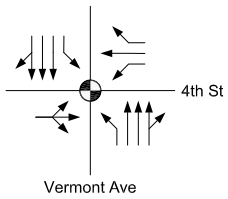
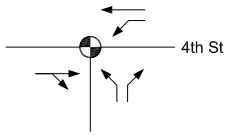
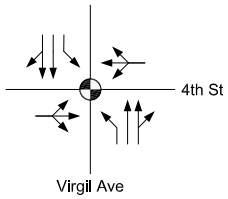
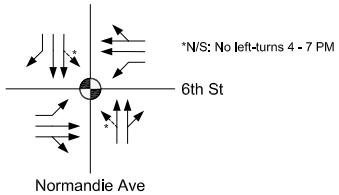
[c] Based on the *First Amendment to the Agreement between LADOT and Caltrans District 7 on Freeway Impact Analysis Procedures* (Caltrans & LADOT, December 2015), further analysis of Caltrans facilities would be required if the freeway off-ramp operates at LOS D and the project's peak hour trips would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

Appendix B

Intersection Lane Configurations

LEGEND

Signalized Intersection

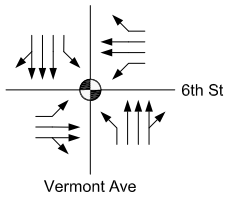
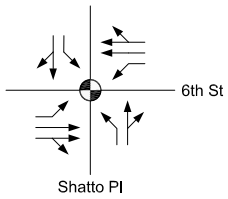
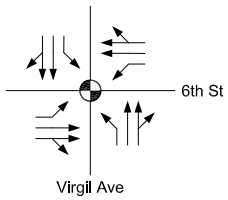
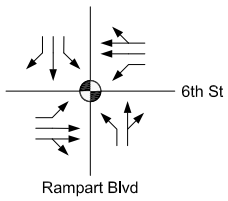
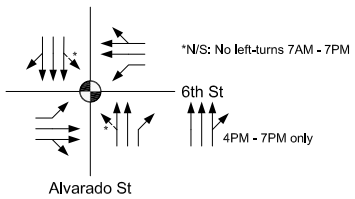
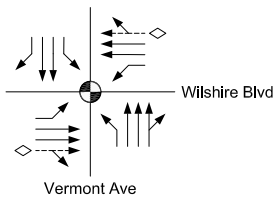
	EXISTING CONDITIONS (YEAR 2018)	FUTURE CONDITIONS (YEAR 2021)
1. Vermont Avenue & 3rd Street		Same as Existing Conditions
2. Virgil Avenue & 3rd Street		Same as Existing Conditions
3. Vermont Avenue & 4th Street		Same as Existing Conditions
4. Shatto Place & 4th Street		Same as Existing Conditions
5. Virgil Avenue & 4th Street		Same as Existing Conditions
6. Normandie Avenue & 6th Street		Same as Existing Conditions

INTERSECTION LANE CONFIGURATIONS

APPENDIX B

LEGEND

- Signalized Intersection
- ◊ Buses & Right-turns Only, Peak Hours M-F

	EXISTING CONDITIONS (YEAR 2018)	FUTURE CONDITIONS (YEAR 2021)
7. Vermont Avenue & 6th Street		Same as Existing Conditions
8. Shatto Place & 6th Street		Same as Existing Conditions
9. Virgil Avenue & 6th Street		Same as Existing Conditions
10. Rampart Boulevard & 6th Street		Same as Existing Conditions
11. Alvarado Street & 6th Street		Same as Existing Conditions
12. Vermont Avenue & Wilshire Boulevard		Same as Existing Conditions

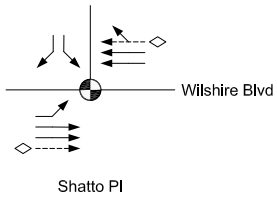
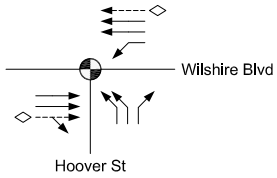
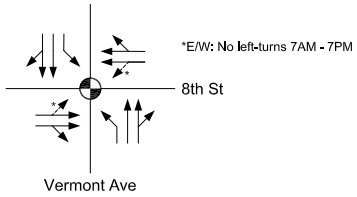
INTERSECTION LANE CONFIGURATIONS

APPENDIX B

LEGEND

Signalized Intersection

◊ Buses & Right-turns Only, Peak Hours M-F

	EXISTING CONDITIONS (YEAR 2018)	FUTURE CONDITIONS (YEAR 2021)
13. Shatto Place & Wilshire Boulevard		Same as Existing Conditions
14. Hoover Street & Wilshire Boulevard		Same as Existing Conditions
15. Vermont Avenue & 8th Street		Same as Existing Conditions

Appendix C

Traffic Counts

Turning Movement Count Report AM

Location ID: 10
North/South: Vermont Avenue
East/West: 3rd Street

Date: 11/02/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	32	278	14	20	185	30	23	273	17	24	193	35	1124
7:15	18	294	19	25	198	35	27	296	10	19	221	50	1212
7:30	21	296	22	34	216	42	45	294	14	15	257	51	1307
7:45	23	302	21	30	220	36	42	311	19	17	286	40	1347
8:00	23	305	23	24	216	43	31	302	20	24	259	42	1312
8:15	25	311	23	28	219	33	33	258	12	23	274	37	1276
8:30	21	293	24	35	203	41	25	272	18	18	282	30	1262
8:45	35	317	19	23	247	22	17	310	13	20	223	38	1284
9:00	26	284	21	19	237	41	10	281	10	20	263	46	1258
9:15	18	280	24	22	224	35	28	256	20	19	234	44	1204
9:30	23	263	23	21	219	34	21	275	19	21	249	46	1214
9:45	22	276	20	23	217	36	24	268	15	17	237	38	1193
Total Volume:	287	3499	253	304	2601	428	326	3396	187	237	2978	497	14993
Approach %	7%	87%	6%	9%	78%	13%	8%	87%	5%	6%	80%	13%	
Peak Hr Begin:	7:30												
PHV	92	1214	89	116	871	154	151	1165	65	79	1076	170	5242
PHF	0.971			0.977			0.928			0.966			0.973

Turning Movement Count Report PM

Location ID: 10
North/South: Vermont Avenue
East/West: 3rd Street

Date: 11/02/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	37	259	19	27	182	28	29	270	20	24	236	37	1168
15:15	41	247	17	30	193	31	33	256	20	17	266	40	1191
15:30	31	260	21	34	196	41	36	263	21	16	231	24	1174
15:45	33	279	18	26	215	27	35	258	18	18	260	36	1223
16:00	36	275	23	34	189	37	41	270	21	14	227	38	1205
16:15	37	297	19	13	215	29	37	279	18	16	248	37	1245
16:30	22	292	21	26	204	31	45	283	16	17	253	30	1240
16:45	36	299	20	22	234	34	44	298	18	18	271	33	1327
17:00	45	278	21	31	220	37	32	348	20	17	237	29	1315
17:15	40	279	23	24	218	35	34	312	19	21	224	33	1262
17:30	35	289	24	23	219	37	32	305	21	24	218	30	1257
17:45	38	305	20	21	225	30	35	277	20	13	234	28	1246

Total Volume:	431	3359	246	311	2510	397	433	3419	232	215	2905	395	14853
Approach %	11%	83%	6%	10%	78%	12%	11%	84%	6%	6%	83%	11%	

Peak Hr Begin:	16:45												
PHV	156	1145	88	100	891	143	142	1263	78	80	950	125	5161
PHF	0.978			0.978			0.927			0.897			0.972

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	46	0	6	1	42	0	17	0
7:15	49	1	5	0	66	2	18	0
7:30	33	0	14	1	74	1	30	1
7:45	30	0	20	0	92	1	35	0
8:00	55	0	15	0	78	0	35	0
8:15	39	0	23	0	79	2	39	0
8:30	51	0	36	0	52	0	35	0
8:45	36	0	32	0	46	0	32	1
9:00	33	0	31	0	47	0	33	0
9:15	30	0	32	1	26	1	19	0
9:30	25	0	31	0	25	0	23	0
9:45	26	0	19	0	26	0	31	1

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	36	2	15	0	89	0	28	0
15:15	57	0	13	0	72	0	20	0
15:30	61	1	28	2	98	1	28	0
15:45	65	1	12	1	73	1	37	0
16:00	59	0	14	0	75	4	29	0
16:15	49	0	11	0	65	0	30	0
16:30	43	0	13	1	102	2	35	2
16:45	55	1	9	0	97	2	47	0
17:00	71	0	10	0	101	0	40	2
17:15	37	0	9	0	85	1	22	0
17:30	42	0	11	0	80	0	32	0
17:45	31	0	15	0	70	0	31	0

Turning Movement Count Report AM

Location ID: 11
North/South: Virgil Avenue
East/West: 3rd Street

Date: 11/02/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	36	165	24	19	213	9	12	120	9	35	191	8	841
7:15	37	189	15	31	224	10	10	141	19	59	181	8	924
7:30	39	201	34	29	254	9	14	162	10	48	246	13	1059
7:45	47	201	39	26	229	10	18	151	18	24	253	35	1051
8:00	47	206	42	28	258	13	15	130	13	8	283	24	1067
8:15	26	211	48	17	239	9	13	117	13	7	296	34	1030
8:30	34	176	31	27	230	15	12	99	13	12	328	27	1004
8:45	29	185	38	26	253	12	7	108	11	12	261	9	951
9:00	31	183	32	7	265	14	7	107	6	12	252	25	941
9:15	33	154	30	22	242	18	10	97	18	14	228	30	896
9:30	45	157	24	18	216	15	3	92	11	18	238	38	875
9:45	48	129	18	29	208	13	6	86	15	7	190	41	790
Total Volume:	452	2157	375	279	2831	147	127	1410	156	256	2947	292	11429
Approach %	15%	72%	13%	9%	87%	5%	8%	83%	9%	7%	84%	8%	
Peak Hr Begin:	7:30												
PHV	159	819	163	100	980	41	60	560	54	87	1078	106	4207
PHF	0.967			0.937			0.901			0.943			0.986

Turning Movement Count Report PM

Location ID: 11
North/South: Virgil Avenue
East/West: 3rd Street

Date: 11/02/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	41	143	28	39	180	6	8	102	12	11	274	38	882
15:15	33	164	30	20	202	11	17	111	16	13	297	33	947
15:30	36	165	28	22	223	14	20	126	16	15	279	39	983
15:45	35	151	18	19	207	12	24	131	16	12	298	38	961
16:00	23	145	37	13	239	6	19	102	13	10	305	26	938
16:15	33	134	19	18	237	11	15	145	14	16	299	43	984
16:30	34	138	21	11	225	10	38	129	10	14	304	34	968
16:45	40	156	26	15	259	6	23	144	18	15	323	37	1062
17:00	42	162	26	18	266	14	41	148	21	13	314	27	1092
17:15	26	166	26	20	273	7	37	99	16	17	320	35	1042
17:30	21	173	36	23	300	3	45	119	20	12	347	36	1135
17:45	36	170	28	22	271	12	27	109	15	16	318	30	1054

Total Volume:	400	1867	323	240	2882	112	314	1465	187	164	3678	416	12048
Approach %	15%	72%	12%	7%	89%	3%	16%	75%	10%	4%	86%	10%	

Peak Hr Begin:	16:45												
PHV	129	657	114	76	1098	30	146	510	75	57	1304	135	4331
PHF	0.978			0.923			0.870			0.947			0.954

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	10	0	7	0	14	0	0	0
7:15	8	0	7	0	10	0	1	0
7:30	27	0	19	0	14	1	2	0
7:45	23	0	13	0	31	1	1	0
8:00	5	0	14	0	19	0	1	1
8:15	9	1	8	0	6	0	3	1
8:30	6	0	10	0	11	0	1	1
8:45	7	0	7	0	7	0	1	1
9:00	11	0	7	0	8	0	1	0
9:15	8	0	5	0	7	0	1	0
9:30	12	0	4	0	9	0	4	0
9:45	5	0	3	0	12	0	1	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	6	0	2	0	9	0	0	0
15:15	6	2	7	2	13	0	1	2
15:30	24	0	16	0	8	0	3	0
15:45	11	2	13	0	25	0	3	0
16:00	11	0	2	0	16	0	2	0
16:15	4	0	3	1	18	3	1	0
16:30	7	0	16	1	25	0	1	1
16:45	8	0	3	3	11	0	3	0
17:00	13	0	6	1	14	0	1	0
17:15	15	0	6	2	19	0	1	0
17:30	15	0	9	0	23	0	0	0
17:45	26	0	3	1	22	0	4	0

Turning Movement Count Report AM

Location ID: 13
North/South: Vermont Avenue
East/West: 4th Street

Date: 11/02/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	9	312	34	15	20	12	9	298	1	9	19	16	754
7:15	16	288	40	21	30	18	8	320	3	12	28	17	801
7:30	17	311	27	36	39	15	16	327	4	7	42	31	872
7:45	18	301	21	31	35	19	14	311	3	9	55	27	844
8:00	16	312	37	35	56	27	27	314	9	13	70	21	937
8:15	24	297	46	30	57	19	24	264	3	7	68	26	865
8:30	18	282	37	21	43	24	22	304	3	3	36	16	809
8:45	16	275	41	19	41	20	21	298	2	5	31	21	790
9:00	18	287	43	18	38	9	14	287	2	7	20	15	758
9:15	16	266	36	24	32	9	14	260	8	7	19	11	702
9:30	20	281	28	23	25	10	13	273	4	3	21	16	717
9:45	25	275	31	25	24	7	11	268	5	6	25	14	716

Total Volume:	213	3487	421	298	440	189	193	3524	47	88	434	231	9565
Approach %	5%	85%	10%	32%	47%	20%	5%	94%	1%	12%	58%	31%	

Peak Hr Begin:	7:30												
PHV	75	1221	131	132	187	80	81	1216	19	36	235	105	3518
PHF	0.972			0.845			0.940			0.904			0.939

Prepared by City Count, LLC. (www.citycount.com)

Turning Movement Count Report PM

Location ID: 13
North/South: Vermont Avenue
East/West: 4th Street

Date: 11/02/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	13	283	24	36	33	8	28	303	9	10	48	22	817
15:15	23	289	31	40	46	15	18	258	11	7	43	24	805
15:30	8	288	26	26	33	12	23	307	8	8	57	22	818
15:45	15	291	31	28	31	11	21	311	9	9	51	21	829
16:00	24	289	29	46	35	14	26	305	11	6	62	10	857
16:15	23	292	25	50	45	9	30	310	5	3	49	21	862
16:30	21	298	27	52	52	12	26	315	13	4	51	28	899
16:45	17	303	24	49	51	11	28	321	11	10	57	25	907
17:00	22	286	28	60	46	16	45	329	9	10	54	29	934
17:15	24	276	39	55	52	15	42	316	16	6	60	29	930
17:30	11	310	30	47	50	10	33	310	3	5	61	24	894
17:45	14	298	31	51	48	11	39	318	4	4	58	28	904
Total Volume:	215	3503	345	540	522	144	359	3703	109	82	651	283	10456
Approach %	5%	86%	8%	45%	43%	12%	9%	89%	3%	8%	64%	28%	
Peak Hr Begin:	16:30												
PHV	84	1163	118	216	201	54	141	1281	49	30	222	111	3670
PHF	0.986			0.965			0.960			0.955			0.982

Prepared by City Count, LLC. (www.citycount.com)

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	12	0	7	0	5	0	2	0
7:15	11	1	21	2	12	0	7	0
7:30	9	0	13	2	9	0	10	1
7:45	6	0	17	1	6	0	11	0
8:00	9	1	20	0	11	0	14	1
8:15	12	0	16	0	14	0	11	1
8:30	23	0	27	0	10	0	8	0
8:45	15	0	20	0	9	0	11	1
9:00	15	1	23	1	4	0	10	1
9:15	12	0	22	2	8	0	9	1
9:30	14	0	29	1	10	0	11	1
9:45	11	0	31	2	11	0	15	1

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	12	0	22	0	14	0	19	2
15:15	12	2	33	1	7	0	18	2
15:30	15	1	32	3	15	1	15	3
15:45	11	0	21	1	11	0	16	2
16:00	12	0	15	2	9	1	18	1
16:15	23	2	22	3	12	0	18	3
16:30	19	1	23	2	11	0	12	1
16:45	14	1	21	1	15	0	11	2
17:00	20	2	22	3	13	1	20	3
17:15	17	1	31	2	11	0	14	2
17:30	30	2	57	4	5	0	17	2
17:45	21	1	39	2	7	0	16	1

Turning Movement Count Report AM

Location ID: 14
North/South: Shatto Place
East/West: 4th Street

Date: 11/02/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	0	0	0	0	41	39	5	0	6	31	31	0	153
7:15	0	0	0	0	58	49	12	0	9	41	36	0	205
7:30	0	0	0	0	70	45	9	0	18	36	46	0	224
7:45	0	0	0	0	118	43	18	0	30	46	79	0	334
8:00	0	0	0	0	87	50	17	0	30	62	80	0	326
8:15	0	0	0	0	68	49	27	0	39	64	79	0	326
8:30	0	0	0	0	72	27	9	0	16	38	62	0	224
8:45	0	0	0	0	66	32	5	0	6	39	58	0	206
9:00	0	0	0	0	49	26	10	0	13	31	47	0	176
9:15	0	0	0	0	51	20	10	0	13	22	45	0	161
9:30	0	0	0	0	44	26	12	0	15	24	37	0	158
9:45	0	0	0	0	49	15	11	0	12	20	39	0	146
Total Volume:	0	0	0	0	773	421	145	0	207	454	639	0	2639
Approach %	0%	0%	0%	0%	65%	35%	41%	0%	59%	42%	58%	0%	
Peak Hr Begin:	7:30												
PHV	0	0	0	0	343	187	71	0	117	208	284	0	1210
PHF	0.000			0.823			0.712			0.860			0.906

Turning Movement Count Report PM

Location ID: 14
North/South: Shatto Place
East/West: 4th Street

Date: 11/02/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	0	0	0	0	46	7	25	0	30	26	66	0	200
15:15	0	0	0	0	59	14	27	0	40	25	71	0	236
15:30	0	0	0	0	50	12	43	0	25	26	80	0	236
15:45	0	0	0	0	47	9	24	0	21	21	75	0	197
16:00	0	0	0	0	64	9	64	0	27	18	86	0	268
16:15	0	0	0	0	66	11	66	0	34	23	86	0	286
16:30	0	0	0	0	71	7	83	0	43	14	77	0	295
16:45	0	0	0	0	55	9	54	0	41	16	89	0	264
17:00	0	0	0	0	68	6	72	0	57	22	100	0	325
17:15	0	0	0	0	76	9	48	0	46	20	114	0	313
17:30	0	0	0	0	59	10	50	0	49	16	110	0	294
17:45	0	0	0	0	79	11	33	0	31	19	110	0	283
Total Volume:	0	0	0	0	740	114	589	0	444	246	1064	0	3197
Approach %	0%	0%	0%	0%	87%	13%	57%	0%	43%	19%	81%	0%	
Peak Hr Begin:	17:00												
PHV	0	0	0	0	282	36	203	0	183	77	434	0	1215
PHF	0.000			0.883			0.748			0.953			0.935

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	0	0	9	0	4	0	0	0
7:15	0	0	5	0	8	0	0	0
7:30	0	0	9	0	7	0	0	0
7:45	0	0	5	0	7	0	0	0
8:00	0	0	6	0	6	0	0	0
8:15	0	0	6	0	11	0	0	0
8:30	0	0	7	0	13	0	0	0
8:45	0	0	7	0	12	0	0	0
9:00	0	0	4	0	12	0	0	0
9:15	0	0	3	0	8	0	0	0
9:30	0	0	3	0	7	0	0	0
9:45	0	0	3	1	10	0	0	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	0	0	17	0	10	0	0	0
15:15	0	0	10	0	19	3	0	0
15:30	0	0	5	0	14	1	0	0
15:45	0	0	10	0	12	0	0	0
16:00	0	0	12	0	9	1	0	0
16:15	0	0	4	0	19	0	0	0
16:30	0	0	17	2	17	1	0	0
16:45	0	0	12	0	7	0	0	0
17:00	0	0	13	0	24	0	0	0
17:15	0	0	6	2	8	0	0	0
17:30	0	0	8	0	8	1	0	0
17:45	0	0	10	1	11	2	0	0

Turning Movement Count Report AM

Location ID: 5
North/South: Virgil Avenue
East/West: 4th Street

Date: 01/18/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	42	132	9	5	21	5	2	96	6	6	13	12	349
07:15	41	184	15	8	27	0	2	134	0	8	20	14	453
07:30	51	163	17	13	49	1	4	156	12	12	38	28	544
07:45	54	171	17	4	62	3	4	116	11	11	46	25	524
08:00	47	177	15	8	56	7	4	124	4	22	54	30	548
08:15	57	186	13	9	51	1	6	128	5	13	40	35	544
08:30	52	186	10	10	46	5	4	116	10	13	30	29	511
08:45	44	192	10	7	27	3	4	106	6	18	23	19	459
09:00	25	176	11	8	23	2	1	99	9	12	17	18	401
09:15	31	176	9	5	22	0	4	96	9	16	19	20	407
09:30	23	171	3	3	25	2	6	103	8	16	16	22	398
09:45	25	169	0	6	28	3	3	99	10	10	20	16	389

Total Volume:	492	2083	129	86	437	32	44	1373	90	157	336	268	5527
Approach %	18%	77%	5%	15%	79%	6%	3%	91%	6%	21%	44%	35%	

Peak Hr Begin:	7:30												
PHV	209	697	62	34	218	12	18	524	32	58	178	118	2160
PHF	0.945			0.930			0.834			0.835			0.985

Prepared by City Count, LLC. (www.citycount.com)

Turning Movement Count Report PM

Location ID: 5
North/South: Virgil Avenue
East/West: 4th Street

Date: 01/18/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	13	184	10	3	15	2	3	117	9	8	47	33	444
15:15	17	163	12	5	12	2	7	121	8	19	59	35	460
15:30	11	162	7	10	30	4	1	141	14	19	53	31	483
15:45	18	164	7	7	25	5	2	155	14	14	50	33	494
16:00	16	139	9	3	27	0	7	139	10	8	45	49	452
16:15	12	163	11	5	22	2	6	163	14	13	48	47	506
16:30	21	193	11	9	27	0	2	136	10	14	47	60	530
16:45	15	193	12	7	24	3	4	143	7	9	58	44	519
17:00	14	173	6	10	26	0	6	169	13	7	59	58	541
17:15	27	190	11	13	22	3	3	144	16	10	56	45	540
17:30	23	190	8	9	28	4	5	133	13	10	64	46	533
17:45	17	188	9	5	28	4	3	176	14	15	58	41	558
Total Volume:	204	2102	113	86	286	29	49	1737	142	146	644	522	6060
Approach %	8%	87%	5%	21%	71%	7%	3%	90%	7%	11%	49%	40%	
Peak Hr Begin:	17:00												
PHV	81	741	34	37	104	11	17	622	56	42	237	190	2172
PHF	0.939			0.927			0.900			0.946			0.973

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	1	1	3	0	4	0	0	0
07:15	1	1	0	1	8	0	0	0
07:30	3	1	6	0	2	0	0	0
07:45	7	4	1	0	6	0	1	0
08:00	4	0	5	0	6	1	0	0
08:15	4	1	6	0	6	0	3	0
08:30	1	0	0	0	5	0	0	0
08:45	3	2	4	0	4	0	1	2
09:00	2	0	2	1	4	0	0	0
09:15	1	0	3	0	5	0	1	0
09:30	2	0	3	0	3	0	1	0
09:45	8	0	5	1	2	0	0	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	3	1	5	0	3	0	0	0
15:15	1	2	0	0	4	0	1	0
15:30	2	0	3	2	2	0	1	0
15:45	8	0	4	0	2	0	0	0
16:00	0	0	2	0	8	0	1	0
16:15	1	0	1	0	1	0	0	0
16:30	5	0	4	0	6	0	1	0
16:45	5	0	5	0	6	0	0	0
17:00	3	1	4	0	1	1	0	0
17:15	2	0	5	1	6	1	1	0
17:30	5	0	6	0	9	0	3	0
17:45	1	0	2	0	8	0	1	0

Turning Movement Count Report AM

Location ID: 17
North/South: Normandie Avenue
East/West: 6th Street

Date: 11/02/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	20	131	13	7	222	13	8	112	7	6	146	7	692
7:15	29	136	10	7	251	13	10	113	6	11	171	4	761
7:30	21	154	28	2	220	8	7	127	9	11	274	7	868
7:45	27	147	23	8	223	8	18	124	11	7	280	4	880
8:00	25	147	27	6	246	12	10	104	4	12	277	9	879
8:15	32	138	28	5	283	16	15	112	5	15	250	9	908
8:30	28	133	17	9	238	9	12	130	6	7	234	9	832
8:45	21	132	22	7	229	14	9	106	7	15	231	10	803
9:00	15	130	16	2	204	18	18	140	7	9	226	9	794
9:15	21	140	10	6	179	12	18	133	8	13	192	6	738
9:30	13	107	16	8	163	18	18	135	10	12	199	9	708
9:45	26	129	6	9	161	9	13	113	11	8	211	10	706

Total Volume:	278	1624	216	76	2619	150	156	1449	91	126	2691	93	9569
Approach %	13%	77%	10%	3%	92%	5%	9%	85%	5%	4%	92%	3%	

Peak Hr Begin:	7:30												
PHV	105	586	106	21	972	44	50	467	29	45	1081	29	3535
PHF	0.982			0.853			0.892			0.969			0.973

Turning Movement Count Report PM

Location ID: 17
North/South: Normandie Avenue
East/West: 6th Street

Date: 11/02/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	10	110	7	7	161	14	20	118	15	11	250	7	730
15:15	10	128	8	10	170	8	13	117	8	11	260	14	757
15:30	11	101	7	13	168	14	22	125	9	16	237	7	730
15:45	20	139	11	11	159	16	9	139	6	9	242	15	776
16:00	13	131	4	16	210	19	11	140	5	10	236	16	811
16:15	5	125	3	14	203	14	16	134	4	13	270	15	816
16:30	12	135	6	23	220	13	26	157	6	6	248	26	878
16:45	10	116	2	16	242	19	19	150	1	15	251	14	855
17:00	21	130	4	24	270	18	13	177	3	19	270	17	966
17:15	7	140	3	17	262	13	20	168	4	17	265	21	937
17:30	12	139	3	15	281	17	16	166	2	10	276	19	956
17:45	11	116	2	22	282	9	17	159	0	12	269	15	914
Total Volume:	142	1510	60	188	2628	174	202	1750	63	149	3074	186	10126
Approach %	8%	88%	4%	6%	88%	6%	10%	87%	3%	4%	90%	5%	
Peak Hr Begin:	17:00												
PHV	51	525	12	78	1095	57	66	670	9	58	1080	72	3773
PHF	0.948			0.982			0.965			0.989			0.976

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	7	0	11	1	7	0	13	1
7:15	6	0	20	0	13	0	18	1
7:30	24	0	24	0	37	0	46	2
7:45	7	1	27	1	20	0	31	1
8:00	6	0	18	0	16	0	26	1
8:15	2	0	19	1	1	0	21	1
8:30	7	1	15	1	4	0	25	1
8:45	7	1	19	1	3	0	23	0
9:00	2	0	17	0	12	0	27	1
9:15	4	0	17	1	15	0	21	0
9:30	6	0	24	0	15	0	27	2
9:45	8	1	18	2	20	0	17	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	8	0	12	1	27	2	20	0
15:15	13	0	10	3	19	3	35	0
15:30	7	1	16	0	22	0	36	0
15:45	7	1	27	1	13	2	27	0
16:00	2	0	26	2	17	0	26	1
16:15	6	0	11	2	43	2	23	1
16:30	4	0	17	0	14	0	22	1
16:45	5	0	16	3	21	1	18	0
17:00	4	0	21	1	18	0	21	0
17:15	5	0	28	3	29	2	27	1
17:30	6	0	32	2	26	1	31	1
17:45	1	0	28	4	29	0	30	0

Turning Movement Count Report AM

Location ID: 18
North/South: Vermont Avenue
East/West: 6th Street

Date: 11/02/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	21	259	18	21	189	21	31	251	8	34	181	16	1050
7:15	29	260	19	28	195	19	33	261	9	33	173	16	1075
7:30	22	293	25	18	192	28	43	292	14	40	239	16	1222
7:45	30	270	20	25	231	24	42	295	7	36	266	21	1267
8:00	30	271	23	31	228	26	48	262	7	28	256	23	1233
8:15	31	266	22	29	260	32	52	231	12	31	262	17	1245
8:30	31	248	23	29	232	20	29	260	18	36	233	21	1180
8:45	22	282	28	27	210	22	29	263	10	32	201	17	1143
9:00	25	251	18	21	204	26	22	241	7	30	220	16	1081
9:15	31	222	14	20	180	31	35	246	7	27	184	23	1020
9:30	30	247	22	25	183	25	30	233	7	27	178	19	1026
9:45	26	223	15	21	163	29	36	252	19	32	169	20	1005
Total Volume:	328	3092	247	295	2467	303	430	3087	125	386	2562	225	13547
Approach %	9%	84%	7%	10%	80%	10%	12%	85%	3%	12%	81%	7%	
Peak Hr Begin:	7:30												
PHV	113	1100	90	103	911	110	185	1080	40	135	1023	77	4967
PHF	0.958			0.875			0.935			0.956			0.980

Turning Movement Count Report PM

Location ID: 18
North/South: Vermont Avenue
East/West: 6th Street

Date: 11/02/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	31	251	23	35	163	23	35	250	21	26	171	36	1065
15:15	19	261	27	36	140	23	54	228	9	23	208	26	1054
15:30	15	261	20	38	174	27	36	262	13	16	233	26	1121
15:45	22	238	20	39	179	24	36	252	21	32	185	28	1076
16:00	18	256	23	30	181	31	29	243	15	26	197	24	1073
16:15	23	256	21	30	176	25	17	253	20	18	235	34	1108
16:30	11	257	19	40	212	20	31	283	21	25	238	27	1184
16:45	16	286	20	47	230	26	30	278	11	16	244	26	1230
17:00	22	257	17	37	246	26	38	304	16	14	243	25	1245
17:15	12	225	23	41	228	21	32	267	17	13	232	26	1137
17:30	16	247	23	39	247	25	34	274	19	26	268	28	1246
17:45	28	269	21	43	230	28	28	261	22	22	251	34	1237

Total Volume:	233	3064	257	455	2406	299	400	3155	205	257	2705	340	13776
Approach %	7%	86%	7%	14%	76%	9%	11%	84%	5%	8%	82%	10%	

Peak Hr Begin:	17:00												
PHV	78	998	84	160	951	100	132	1106	74	75	994	113	4865
PHF	0.912			0.973			0.916			0.918			0.976

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	8	1	35	1	15	2	23	1
7:15	11	2	47	3	24	0	37	2
7:30	3	0	60	3	15	2	24	1
7:45	6	0	44	2	30	2	21	1
8:00	5	0	51	2	22	0	20	1
8:15	6	1	73	3	31	1	25	2
8:30	8	1	50	1	27	0	17	2
8:45	5	1	48	2	22	1	18	1
9:00	9	1	63	2	12	0	14	2
9:15	7	2	55	3	21	0	15	1
9:30	12	0	57	1	26	2	26	3
9:45	12	1	49	1	16	0	11	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	9	0	61	1	33	0	34	2
15:15	6	0	76	2	43	1	33	4
15:30	10	0	69	6	27	1	34	2
15:45	6	0	66	7	29	0	50	2
16:00	8	0	64	1	20	0	52	4
16:15	10	0	78	4	10	1	37	2
16:30	8	1	65	2	34	0	34	2
16:45	3	1	73	4	18	0	28	1
17:00	2	0	64	2	17	0	26	1
17:15	6	1	72	2	34	1	21	2
17:30	14	2	58	4	26	0	46	1
17:45	5	0	60	1	30	1	42	3

Turning Movement Count Report AM

Location ID: 19
North/South: Shatto Place
East/West: 6th Street

Date: 11/02/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	9	6	4	13	204	19	5	23	9	8	147	15	462
7:15	12	12	3	19	220	14	11	30	11	20	175	16	543
7:30	13	20	4	20	211	22	13	40	14	29	230	22	638
7:45	9	34	8	19	249	23	11	49	23	61	231	21	738
8:00	16	38	6	22	252	26	16	34	20	59	224	30	743
8:15	22	38	8	27	271	24	16	52	14	48	253	25	798
8:30	21	21	7	8	247	15	10	24	15	20	238	34	660
8:45	13	20	6	13	220	14	6	18	14	15	212	25	576
9:00	13	12	4	10	220	19	11	20	10	14	218	24	575
9:15	10	15	10	15	201	10	12	15	9	14	193	23	527
9:30	17	22	6	16	209	10	12	21	7	10	182	18	530
9:45	15	16	8	9	187	21	6	17	9	15	179	24	506

Total Volume:	170	254	74	191	2691	217	129	343	155	313	2482	277	7296
Approach %	34%	51%	15%	6%	87%	7%	21%	55%	25%	10%	81%	9%	

Peak Hr Begin:	7:45												
PHV	68	131	29	76	1019	88	53	159	72	188	946	110	2939
PHF	0.838			0.918			0.855			0.954			0.921

Turning Movement Count Report PM

Location ID: 19
North/South: Shatto Place
East/West: 6th Street

Date: 11/02/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	30	22	8	20	186	13	17	27	8	25	195	19	570
15:15	14	27	6	10	157	13	16	21	23	35	212	22	556
15:30	21	26	13	10	187	25	12	20	24	35	240	13	626
15:45	18	25	4	5	204	19	9	11	20	33	196	17	561
16:00	20	31	12	5	201	19	10	23	11	25	214	10	581
16:15	15	39	9	7	199	13	21	22	17	24	230	20	616
16:30	28	45	29	10	234	18	13	25	14	32	247	13	708
16:45	36	31	12	6	242	19	13	21	14	23	234	23	674
17:00	34	45	27	6	272	19	19	24	10	25	250	22	753
17:15	23	33	13	7	262	20	16	23	15	23	265	15	715
17:30	27	27	8	9	261	21	10	31	18	28	271	19	730
17:45	16	31	15	8	271	18	19	23	13	22	255	21	712

Total Volume:	282	382	156	103	2676	217	175	271	187	330	2809	214	7802
Approach %	34%	47%	19%	3%	89%	7%	28%	43%	30%	10%	84%	6%	

Peak Hr Begin:	17:00												
PHV	100	136	63	30	1066	78	64	101	56	98	1041	77	2910
PHF	0.705			0.988			0.936			0.956			0.966

Prepared by City Count, LLC. (www.citycount.com)

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	9	0	3	0	11	0	7	0
7:15	9	0	2	0	9	0	5	0
7:30	11	1	3	0	11	1	10	0
7:45	31	1	0	0	20	1	17	0
8:00	49	0	10	0	15	6	9	0
8:15	38	1	5	1	23	0	16	1
8:30	23	1	4	0	18	5	10	0
8:45	30	1	3	0	11	0	11	0
9:00	18	0	0	1	20	1	9	0
9:15	19	0	1	1	15	2	14	0
9:30	19	1	2	0	25	2	3	0
9:45	9	0	2	0	20	0	5	1

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	19	1	3	1	14	3	13	0
15:15	67	0	8	0	28	0	11	0
15:30	83	3	11	0	13	1	19	1
15:45	38	2	9	1	19	1	17	0
16:00	24	2	11	0	9	0	21	0
16:15	24	0	22	0	15	1	10	0
16:30	36	0	20	0	18	4	13	2
16:45	28	2	18	1	15	0	9	0
17:00	36	1	3	0	16	3	15	3
17:15	25	3	7	0	23	3	19	2
17:30	32	4	6	0	18	2	12	1
17:45	24	4	6	0	15	0	13	1

Turning Movement Count Report AM

Location ID: 9
North/South: Virgil Avenue
East/West: 6th Street

Date: 01/18/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	23	84	17	8	169	10	9	77	9	5	104	11	526
07:15	20	133	14	11	189	3	18	97	8	8	150	18	669
07:30	18	103	17	15	215	12	12	116	19	5	197	29	758
07:45	20	119	19	13	245	7	11	104	14	10	221	16	799
08:00	27	131	21	20	239	21	14	93	11	11	211	24	823
08:15	16	99	33	17	225	12	12	97	10	8	232	20	781
08:30	19	124	21	16	191	8	11	91	5	12	199	28	725
08:45	18	132	23	15	201	15	4	104	11	13	194	33	763
09:00	31	105	24	16	184	10	8	93	10	9	191	32	713
09:15	30	106	19	26	148	13	6	97	6	15	149	38	653
09:30	29	118	13	26	130	10	10	91	7	18	141	36	629
09:45	34	110	11	23	193	10	10	104	4	22	159	28	708

Total Volume:	285	1364	232	206	2329	131	125	1164	114	136	2148	313	8547
Approach %	15%	73%	12%	8%	87%	5%	9%	83%	8%	5%	83%	12%	

Peak Hr Begin:	7:30												
PHV	81	452	90	65	924	52	49	410	54	34	861	89	3161
PHF	0.870			0.929			0.872			0.946			0.960

Prepared by City Count, LLC. (www.citycount.com)

Turning Movement Count Report PM

Location ID: 9
North/South: Virgil Avenue
East/West: 6th Street

Date: 01/18/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	25	122	17	13	150	6	6	99	11	19	178	31	677
15:15	17	129	9	13	137	5	16	95	7	17	170	35	650
15:30	22	133	19	12	140	6	12	92	9	16	202	30	693
15:45	22	125	10	20	171	7	19	116	13	13	235	32	783
16:00	15	107	20	16	190	9	14	118	14	10	215	30	758
16:15	18	119	17	14	185	7	15	115	12	15	198	35	750
16:30	20	138	19	13	205	3	5	104	9	14	225	40	795
16:45	26	150	18	15	188	11	12	113	15	11	200	36	795
17:00	25	122	19	13	192	10	10	110	12	12	233	39	797
17:15	20	159	14	21	188	10	16	112	18	11	243	30	842
17:30	29	131	17	17	185	11	14	118	16	12	250	34	834
17:45	35	132	17	19	214	8	9	137	21	16	236	32	876

Total Volume:	274	1567	196	186	2145	93	148	1329	157	166	2585	404	9250
Approach %	13%	77%	10%	8%	88%	4%	9%	81%	10%	5%	82%	13%	

Peak Hr Begin:	17:00												
PHV	109	544	67	70	779	39	49	477	67	51	962	135	3349
PHF	0.933			0.921			0.888			0.970			0.956

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	14	1	11	0	10	0	4	0
07:15	18	0	6	1	6	0	15	0
07:30	23	2	11	1	20	2	18	1
07:45	21	0	7	0	24	2	20	0
08:00	21	1	5	0	38	0	9	0
08:15	26	0	7	0	35	1	16	0
08:30	33	1	8	0	27	2	16	0
08:45	21	0	7	0	10	0	6	0
09:00	18	1	8	0	12	0	12	1
09:15	20	0	19	0	17	0	20	0
09:30	30	4	8	0	10	0	17	0
09:45	19	4	13	0	17	0	11	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	36	0	6	0	20	1	21	0
15:15	18	0	3	1	24	1	18	0
15:30	31	1	4	0	21	0	18	0
15:45	28	1	15	2	23	2	13	0
16:00	34	0	21	0	21	2	10	1
16:15	33	1	8	0	20	1	11	0
16:30	28	0	5	0	15	1	10	0
16:45	26	0	6	1	28	1	12	0
17:00	21	0	5	0	25	0	8	0
17:15	18	0	9	1	20	0	10	0
17:30	14	0	8	0	22	0	5	0
17:45	11	0	9	1	11	3	6	0

Turning Movement Count Report AM

Location ID: 20
North/South: Rampart Boulevard
East/West: 6th Street

Date: 11/02/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	52	77	24	17	134	9	16	100	13	5	116	19	582
7:15	55	76	17	28	169	2	11	133	5	7	146	31	680
7:30	44	93	27	34	141	7	9	135	17	10	167	26	710
7:45	40	110	34	21	180	14	9	112	16	3	210	37	786
8:00	67	116	29	28	192	5	10	124	16	8	178	33	806
8:15	48	122	25	25	114	8	10	110	18	8	207	30	725
8:30	50	110	25	38	153	6	12	117	13	9	231	33	797
8:45	56	112	36	43	140	5	16	122	5	7	185	31	758
9:00	76	97	25	21	142	7	12	107	13	3	217	30	750
9:15	53	95	28	29	109	3	15	105	6	7	167	29	646
9:30	57	96	30	24	134	9	20	91	9	2	142	25	639
9:45	50	79	24	20	110	7	15	112	8	2	162	26	615
Total Volume:	648	1183	324	328	1718	82	155	1368	139	71	2128	350	8494
Approach %	30%	55%	15%	15%	81%	4%	9%	82%	8%	3%	83%	14%	
Peak Hr Begin:	7:45												
PHV	205	458	113	112	639	33	41	463	63	28	826	133	3114
PHF	0.915			0.871			0.945			0.904			0.966

Turning Movement Count Report PM

Location ID: 20
North/South: Rampart Boulevard
East/West: 6th Street

Date: 11/02/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	26	69	23	33	114	10	16	123	13	4	115	53	599
15:15	26	84	17	25	116	3	13	119	7	13	130	43	596
15:30	31	92	18	24	109	4	11	126	8	7	144	50	624
15:45	38	96	31	22	136	7	11	125	9	3	138	41	657
16:00	28	93	26	50	121	4	16	125	10	8	129	46	656
16:15	35	115	27	44	127	7	14	118	18	4	150	47	706
16:30	38	97	17	38	173	9	14	142	10	13	165	45	761
16:45	49	119	26	42	153	12	18	125	7	4	149	52	756
17:00	38	134	25	35	161	5	11	145	11	8	167	47	787
17:15	43	113	27	43	183	9	14	126	20	5	179	54	816
17:30	46	125	28	52	185	11	15	129	12	5	172	44	824
17:45	50	116	21	36	180	5	20	124	14	11	163	39	779

Total Volume:	448	1253	286	444	1758	86	173	1527	139	85	1801	561	8561
Approach %	23%	63%	14%	19%	77%	4%	9%	83%	8%	3%	74%	23%	

Peak Hr Begin:	17:00												
PHV	177	488	101	166	709	30	60	524	57	29	681	184	3206
PHF	0.962			0.912			0.960			0.939			0.973

Prepared by City Count, LLC. (www.citycount.com)

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	20	4	7	3	20	1	17	0
7:15	29	1	3	1	25	0	27	1
7:30	82	3	10	0	21	0	45	0
7:45	48	1	15	1	31	0	27	0
8:00	35	1	12	1	35	0	41	1
8:15	24	1	16	1	32	0	26	1
8:30	24	2	30	0	24	0	22	0
8:45	27	1	31	0	20	1	19	0
9:00	21	1	30	0	18	2	21	0
9:15	32	1	18	1	13	1	14	0
9:30	19	1	16	1	19	0	13	0
9:45	25	2	17	1	31	0	18	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	38	1	7	1	20	0	22	0
15:15	33	0	8	1	18	0	24	0
15:30	28	4	5	0	27	0	41	0
15:45	48	2	5	0	4	0	23	0
16:00	45	1	6	0	16	0	43	2
16:15	66	1	17	1	13	1	36	1
16:30	25	2	2	0	25	1	34	0
16:45	31	3	14	0	42	0	34	0
17:00	59	3	18	0	51	1	59	4
17:15	37	2	17	1	30	1	51	2
17:30	51	4	17	1	59	0	59	3
17:45	57	3	18	2	40	1	40	1

Turning Movement Count Report AM

Location ID: 21
North/South: Alvarado Street
East/West: 6th Street

Date: 11/02/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	39	229	0	9	134	11	21	239	0	13	102	9	806
7:15	31	251	0	11	143	16	15	261	0	19	116	9	872
7:30	35	246	0	15	169	16	21	280	1	15	178	15	991
7:45	42	229	0	13	171	21	24	253	0	21	198	21	993
8:00	36	258	0	15	162	23	25	242	0	23	205	16	1005
8:15	40	251	0	9	134	15	23	234	0	23	209	18	956
8:30	45	230	0	11	122	14	19	229	0	15	222	12	919
8:45	46	227	0	8	128	18	24	237	0	18	201	14	921
9:00	49	239	0	15	135	16	26	208	0	17	175	15	895
9:15	40	241	0	21	114	18	19	213	0	19	135	16	836
9:30	42	249	0	16	112	11	23	219	0	14	151	18	855
9:45	38	229	0	17	108	15	19	208	0	15	126	17	792

Total Volume:	483	2879	0	160	1632	194	259	2823	1	212	2018	180	10841
Approach %	14%	86%	0%	8%	82%	10%	8%	92%	0%	9%	84%	7%	

Peak Hr Begin:	7:30												
PHV	153	984	0	52	636	75	93	1009	1	82	790	70	3945
PHF	0.967			0.930			0.913			0.942			0.981

Turning Movement Count Report PM

Location ID: 21
North/South: Alvarado Street
East/West: 6th Street

Date: 11/02/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	35	175	0	19	121	15	25	270	0	12	113	19	804
15:15	34	196	0	23	129	15	29	276	0	16	118	23	859
15:30	33	204	0	24	134	19	31	298	0	18	121	24	906
15:45	32	213	0	18	124	13	35	314	1	21	124	31	926
16:00	44	222	0	19	131	15	27	312	0	15	135	21	941
16:15	41	229	0	15	127	21	31	298	1	21	130	25	939
16:30	31	234	0	14	134	9	26	315	0	18	128	28	937
16:45	35	214	0	16	145	24	24	339	0	19	136	26	978
17:00	29	216	0	21	159	18	21	347	0	23	149	21	1004
17:15	34	238	0	21	178	19	26	331	0	20	146	21	1034
17:30	36	224	0	17	186	18	23	267	0	18	140	19	948
17:45	33	230	0	16	172	15	24	251	0	14	143	20	918

Total Volume:	417	2595	0	223	1740	201	322	3618	2	215	1583	278	11194
Approach %	14%	86%	0%	10%	80%	9%	8%	92%	0%	10%	76%	13%	

Peak Hr Begin:	16:45												
PHV	134	892	0	75	668	79	94	1284	0	80	571	87	3964
PHF	0.943			0.930			0.936			0.956			0.958

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0

Turning Movement Count Report AM

Location ID: 23
North/South: Vermont Avenue
East/West: Wilshire Boulevard

Date: 11/02/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	21	287	22	22	212	14	13	274	22	18	139	32	1076
7:15	40	276	39	18	207	18	6	260	17	26	184	39	1130
7:30	26	296	32	18	218	24	16	290	23	44	251	35	1273
7:45	33	273	30	17	258	21	26	285	21	50	217	45	1276
8:00	18	257	31	19	237	25	14	259	26	53	292	33	1264
8:15	20	285	39	20	246	37	13	250	24	38	277	32	1281
8:30	37	230	32	10	236	28	18	263	36	34	205	26	1155
8:45	39	288	42	15	218	25	16	250	25	42	244	35	1239
9:00	38	216	34	19	244	25	22	248	24	38	232	35	1175
9:15	24	220	24	20	251	36	24	257	23	30	173	23	1105
9:30	37	243	31	12	242	29	13	218	29	26	145	23	1048
9:45	28	227	25	15	210	27	22	265	35	37	166	19	1076
Total Volume:	361	3098	381	205	2779	309	203	3119	305	436	2525	377	14098
Approach %	9%	81%	10%	6%	84%	9%	6%	86%	8%	13%	76%	11%	
Peak Hr Begin:	7:30												
PHV	97	1111	132	74	959	107	69	1084	94	185	1037	145	5094
PHF	0.946			0.941			0.939			0.904			0.994

Turning Movement Count Report PM

Location ID: 23
North/South: Vermont Avenue
East/West: Wilshire Boulevard

Date: 11/02/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	23	239	24	20	186	26	33	240	33	29	216	31	1100
15:15	26	262	33	27	194	38	25	226	30	32	199	32	1124
15:30	23	250	30	16	175	31	25	248	32	26	221	36	1113
15:45	23	265	22	22	184	41	27	251	25	24	200	32	1116
16:00	18	273	32	24	179	31	26	244	34	27	227	31	1146
16:15	23	250	39	13	183	38	25	242	22	15	220	32	1102
16:30	20	245	24	18	210	31	21	261	26	23	225	41	1145
16:45	29	279	28	19	235	33	32	273	21	29	228	36	1242
17:00	23	254	38	22	233	21	15	276	13	20	225	37	1177
17:15	26	249	37	14	232	34	25	254	26	27	242	36	1202
17:30	19	254	39	23	234	30	27	255	28	19	262	43	1233
17:45	24	259	33	16	221	26	24	254	23	35	265	32	1212
Total Volume:	277	3079	379	234	2466	380	305	3024	313	306	2730	419	13912
Approach %	7%	82%	10%	8%	80%	12%	8%	83%	9%	9%	79%	12%	
Peak Hr Begin:	16:45												
PHV	97	1036	142	78	934	118	99	1058	88	95	957	152	4854
PHF	0.949			0.984			0.955			0.929			0.977

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	138	2	64	0	28	0	31	0
7:15	183	4	128	4	26	0	37	1
7:30	199	0	120	1	29	0	63	1
7:45	180	3	110	0	35	0	64	0
8:00	206	7	131	6	35	0	46	2
8:15	192	2	148	2	56	0	58	0
8:30	205	4	141	1	39	0	58	1
8:45	211	3	142	3	64	0	65	0
9:00	167	2	133	7	54	0	58	0
9:15	120	5	152	2	54	0	34	0
9:30	163	7	138	1	36	0	52	0
9:45	132	2	142	3	38	1	36	1

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	218	2	154	5	61	0	54	0
15:15	207	3	175	2	52	0	72	2
15:30	361	0	230	2	44	0	99	1
15:45	254	2	205	12	46	2	79	2
16:00	237	5	179	5	61	3	73	2
16:15	261	6	130	7	52	0	87	4
16:30	269	5	147	4	53	1	101	0
16:45	255	2	180	3	61	0	102	1
17:00	327	1	179	7	64	0	143	0
17:15	299	8	138	4	56	0	88	2
17:30	221	6	182	4	74	0	81	3
17:45	203	7	201	1	86	1	77	1

Turning Movement Count Report AM

Location ID: 13
North/South: Shatto Pl
East/West: Wilshire Blvd

Date: 01/18/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	22	0	15	29	271	0	0	0	0	0	199	11	547
07:15	38	0	21	29	280	0	0	0	0	0	222	13	603
07:30	31	0	39	27	259	0	0	0	0	0	281	21	658
07:45	39	0	41	43	296	0	0	0	0	0	249	25	693
08:00	52	0	51	32	310	0	0	0	0	0	261	21	727
08:15	60	0	47	32	275	0	0	0	0	0	290	27	731
08:30	33	0	22	26	288	0	0	0	0	0	256	18	643
08:45	20	0	18	17	283	0	0	0	0	0	261	9	608
09:00	27	0	11	21	246	0	0	0	0	0	270	18	593
09:15	16	0	13	16	246	0	0	0	0	0	215	24	530
09:30	18	0	20	13	267	0	0	0	0	0	196	21	535
09:45	21	0	11	30	286	0	0	0	0	0	193	17	558
Total Volume:	377	0	309	315	3307	0	0	0	0	0	2893	225	7426
Approach %	55%	0%	45%	9%	91%	0%	0%	0%	0%	0%	93%	7%	
Peak Hr Begin:	7:30												
PHV	182	0	178	134	1140	0	0	0	0	0	1081	94	2809
PHF	0.841			0.931			0.000			0.927			0.961

Turning Movement Count Report PM

Location ID: 13
North/South: Shatto Pl
East/West: Wilshire Blvd

Date: 01/18/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	28	0	26	29	210	0	0	0	0	0	251	16	560
15:15	43	0	31	12	220	0	0	0	0	0	246	19	571
15:30	44	0	43	14	258	0	0	0	0	0	270	23	652
15:45	28	0	29	13	215	0	0	0	0	0	247	18	550
16:00	34	0	28	11	234	0	0	0	0	0	255	21	583
16:15	28	0	36	13	222	0	0	0	0	0	281	25	605
16:30	42	0	51	18	229	0	0	0	0	0	272	16	628
16:45	32	0	32	25	251	0	0	0	0	0	297	17	654
17:00	38	0	42	18	241	0	0	0	0	0	243	14	596
17:15	29	0	34	23	245	0	0	0	0	0	260	24	615
17:30	31	0	26	20	266	0	0	0	0	0	296	17	656
17:45	36	0	28	20	264	0	0	0	0	0	283	23	654

Total Volume:	413	0	406	216	2855	0	0	0	0	0	3201	233	7324
Approach %	50%	0%	50%	7%	93%	0%	0%	0%	0%	0%	93%	7%	

Peak Hr Begin:	16:45												
PHV	130	0	134	86	1003	0	0	0	0	0	1096	72	2521
PHF	0.825			0.952			0.000			0.930			0.961

Prepared by City Count, LLC. (www.citycount.com)

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
07:00	32	0	9	0	0	0	29	2
07:15	31	1	10	0	0	0	32	1
07:30	36	4	9	1	0	0	43	5
07:45	37	1	4	0	0	0	64	1
08:00	57	0	11	0	0	0	106	1
08:15	58	2	15	3	0	0	79	0
08:30	50	2	6	0	0	0	30	1
08:45	43	0	17	0	0	0	32	1
09:00	38	0	7	2	0	0	31	0
09:15	25	0	1	0	0	0	26	0
09:30	31	1	8	0	0	0	106	2
09:45	26	3	2	0	0	0	25	1

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	64	5	12	0	0	0	49	3
15:15	114	4	62	0	0	0	90	1
15:30	96	2	38	1	0	0	64	1
15:45	88	0	25	0	0	0	50	0
16:00	91	1	11	0	0	0	32	0
16:15	66	4	10	1	0	0	29	0
16:30	69	1	13	0	0	0	33	1
16:45	55	7	16	0	0	0	41	4
17:00	48	1	13	0	0	0	39	1
17:15	79	7	25	0	0	0	37	0
17:30	60	0	9	0	0	0	37	0
17:45	69	2	18	0	0	0	43	1

Turning Movement Count Report AM

Location ID: 24
North/South: Hoover Stret
East/West: Wilshire Boulevard

Date: 11/02/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	100	118	0	0	0	0	0	183	31	8	0	198	638
7:15	161	199	0	0	0	0	0	204	69	11	0	162	806
7:30	162	252	0	0	0	0	0	207	40	6	0	223	890
7:45	172	235	0	0	0	0	0	236	22	3	0	205	873
8:00	161	250	0	0	0	0	0	234	29	2	0	185	861
8:15	216	382	0	0	0	0	0	190	21	5	0	161	975
8:30	148	234	0	0	0	0	0	174	33	8	0	143	740
8:45	149	231	2	0	0	0	0	176	18	4	0	167	747
9:00	128	233	0	0	0	0	0	173	26	6	0	172	738
9:15	110	174	0	0	0	0	0	176	29	6	0	162	657
9:30	107	141	0	0	0	0	0	163	32	5	0	138	586
9:45	114	155	0	0	0	0	0	160	20	5	0	153	607
Total Volume:	1728	2604	2	0	0	0	0	2276	370	69	0	2069	9118
Approach %	40%	60%	0%	0%	0%	0%	0%	86%	14%	3%	0%	97%	
Peak Hr Begin:	7:30												
PHV	711	1119	0	0	0	0	0	867	112	16	0	774	3599
PHF	0.765			0.000			0.931			0.862			0.923

Turning Movement Count Report PM

Location ID: 24
North/South: Hoover Stret
East/West: Wilshire Boulevard

Date: 11/02/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	125	197	0	0	0	0	0	149	27	11	0	165	674
15:15	137	171	0	0	0	0	0	127	22	9	0	157	623
15:30	173	243	0	0	0	0	0	139	18	10	0	151	734
15:45	164	210	0	0	0	0	0	144	37	11	0	159	725
16:00	153	213	0	0	0	0	0	138	28	8	0	141	681
16:15	173	207	1	0	0	0	0	141	20	12	0	191	745
16:30	199	205	0	0	0	0	0	154	30	3	0	173	764
16:45	175	235	1	0	0	0	0	185	27	11	0	196	830
17:00	202	209	0	0	0	0	0	158	28	7	0	209	813
17:15	172	251	0	0	0	0	0	164	31	4	0	204	826
17:30	181	221	0	0	0	0	0	204	31	10	0	200	847
17:45	171	218	1	0	0	0	0	218	22	13	0	193	836
Total Volume:	2025	2580	3	0	0	0	0	1921	321	109	0	2139	9098
Approach %	44%	56%	0%	0%	0%	0%	0%	86%	14%	5%	0%	95%	
Peak Hr Begin:	17:00												
PHV	726	899	1	0	0	0	0	744	112	34	0	806	3322
PHF	0.961			0.000			0.892			0.972			0.981

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	1	0	0	0	1	1	8	2
7:15	0	0	0	0	6	2	14	3
7:30	0	0	0	0	7	0	8	0
7:45	0	0	0	0	31	0	35	5
8:00	0	0	0	0	31	0	35	0
8:15	0	0	0	0	5	0	9	0
8:30	0	0	0	0	27	0	39	3
8:45	1	0	0	0	2	0	14	0
9:00	0	0	0	0	25	0	35	2
9:15	0	0	0	0	3	0	5	1
9:30	0	0	0	0	5	0	6	2
9:45	0	0	0	0	4	0	8	3

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	0	0	0	0	2	1	7	2
15:15	0	0	0	0	5	0	28	3
15:30	0	0	0	0	13	0	39	1
15:45	0	0	0	0	7	4	21	3
16:00	0	0	0	0	10	0	17	3
16:15	0	0	0	0	2	1	15	6
16:30	0	0	0	0	3	0	12	4
16:45	0	0	0	0	13	0	17	4
17:00	0	0	0	0	2	0	14	3
17:15	0	0	0	0	3	1	10	5
17:30	0	0	0	0	6	0	16	4
17:45	0	0	0	0	5	1	13	1

Turning Movement Count Report AM

Location ID: 3
North/South: Vermont Avenue
East/West: 8th Street

Date: 04/06/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	20	239	12	27	161	0	27	301	4	18	79	0	888
7:15	19	268	11	23	172	0	17	330	1	23	102	0	966
7:30	22	305	15	15	224	0	22	307	4	20	149	0	1083
7:45	23	302	11	15	215	1	21	303	2	12	163	0	1068
8:00	16	287	20	19	179	0	19	324	15	27	167	1	1074
8:15	14	268	13	15	180	0	16	276	7	31	194	0	1014
8:30	11	264	14	16	155	0	8	278	16	17	173	0	952
8:45	9	274	16	12	196	0	19	289	6	23	160	1	1005
9:00	8	257	9	14	170	1	17	281	10	20	146	0	933
9:15	13	264	10	10	170	0	12	297	7	22	116	2	923
9:30	23	278	11	17	143	0	22	301	7	24	119	0	945
9:45	19	283	12	21	171	1	22	287	10	23	112	0	961

Total Volume:	197	3289	154	204	2136	3	222	3574	89	260	1680	4	11812
Approach %	5%	90%	4%	9%	91%	0%	6%	92%	2%	13%	86%	0%	

Peak Hr Begin:	7:30												
PHV	75	1162	59	64	798	1	78	1210	28	90	673	1	4239
PHF	0.947			0.903			0.919			0.849			0.979

Prepared by City Count, LLC. (www.citycount.com)

Turning Movement Count Report PM

Location ID: 3
North/South: Vermont Avenue
East/West: 8th Street

Date: 04/06/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	27	278	17	10	115	0	14	263	14	27	137	2	904
15:15	32	294	15	19	123	0	18	272	17	36	160	0	986
15:30	21	285	18	18	118	0	13	228	17	35	202	0	955
15:45	22	287	17	20	114	2	21	288	15	25	175	0	986
16:00	32	280	12	20	133	2	15	270	15	30	177	1	987
16:15	20	290	14	15	131	3	13	296	15	26	192	0	1015
16:30	25	298	18	12	136	0	12	275	12	21	203	1	1013
16:45	20	314	17	24	163	0	16	266	12	23	225	0	1080
17:00	13	300	14	29	174	0	14	265	20	33	198	0	1060
17:15	23	299	13	25	170	0	14	272	17	33	207	2	1075
17:30	28	258	17	24	194	0	19	297	9	31	196	1	1074
17:45	25	271	14	24	177	0	20	273	17	23	205	2	1051
Total Volume:	288	3454	186	240	1748	7	189	3265	180	343	2277	9	12186
Approach %	7%	88%	5%	12%	88%	0%	5%	90%	5%	13%	87%	0%	
Peak Hr Begin:	16:45												
PHV	84	1171	61	102	701	0	63	1100	58	120	826	3	4289
PHF	0.937			0.921			0.939			0.957			0.993

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	23	3	28	1	22	1	18	3
7:15	29	1	24	3	26	1	28	3
7:30	54	0	39	2	24	2	33	1
7:45	77	3	52	2	34	1	33	4
8:00	63	2	34	2	39	1	39	0
8:15	65	3	46	1	51	0	25	1
8:30	34	4	37	0	32	2	23	3
8:45	27	2	27	1	26	1	23	1
9:00	22	0	39	0	28	3	24	1
9:15	32	1	30	2	30	1	20	3
9:30	32	0	45	1	33	1	22	2
9:45	28	2	43	2	33	2	23	3

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	48	3	43	3	35	1	39	1
15:15	49	1	58	2	38	3	53	4
15:30	65	0	51	4	51	0	68	4
15:45	68	3	66	2	61	4	70	2
16:00	58	1	70	1	66	1	64	2
16:15	67	4	66	1	64	5	62	1
16:30	56	1	81	0	61	4	63	4
16:45	78	6	70	5	56	3	50	4
17:00	65	2	48	3	52	2	74	1
17:15	72	1	71	1	62	2	67	5
17:30	89	3	68	4	57	3	93	3
17:45	94	4	74	2	59	1	58	5

Appendix D

Level of Service Worksheets

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avenue	Year of Count:	2018	Ambient Growth: (%):	0.17	Conducted by:	GTC	Date:	September 2018
1	East-West Street:	3rd Street	Projection Year:	2021	Peak Hour:	AM	Reviewed by:		Project:	550 S Shatto Place

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			3			3			3				3					3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	66	1	66	2	68	68	40	106	1	106	2	108	1	108	0	108	1	108
	Left-Through		0							0				0				0	
	Through	1188	2	447	10	1198	451	653	1847	2	685	10	1857	2	688	0	1857	2	688
	Through-Right		1							1				1				1	
	Right	154	0	154	0	154	154	52	207	0	207	0	207	0	207	0	207	0	207
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	91	1	91	0	91	91	0	91	1	91	0	91	1	91	0	91	1	91
	Left-Through		0							0				0				0	
	Through	1238	2	444	-5	1233	442	211	1455	2	520	-5	1450	2	519	0	1450	2	519
	Through-Right		1							1				1				1	
	Right	94	0	94	0	94	94	12	106	0	106	0	106	0	106	0	106	0	106
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	173	1	173	0	173	173	40	214	1	214	0	214	1	214	0	214	1	214
	Left-Through		0							0				0				0	
	Through	1098	1	590	0	1098	589	61	1165	1	636	0	1165	1	636	0	1165	1	636
	Through-Right		1							1				1				1	
	Right	81	0	81	-1	80	80	26	107	0	107	-1	106	0	106	0	106	0	106
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	157	1	157	0	157	157	29	187	1	187	0	187	1	187	0	187	1	187
	Left-Through		0							0				0				0	
	Through	888	1	503	0	888	503	61	954	1	543	0	954	1	543	0	954	1	543
	Through-Right		1							1				1				1	
	Right	118	0	118	0	118	118	13	132	0	132	0	132	0	132	0	132	0	132
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	North-South:		538	North-South:		542	North-South:			776	North-South:			779	North-South:			779
		East-West:		747	East-West:		746	East-West:			823	East-West:			823	East-West:			823
		SUM:		1285	SUM:		1288	SUM:			1599	SUM:			1602	SUM:			1602
	VOLUME/CAPACITY (V/C) RATIO:			0.902			0.904				1.122				1.124				1.124
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.802			0.804				1.022				1.024				1.024
	LEVEL OF SERVICE (LOS):			D			D				F				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Virgil Avenue	Year of Count:	2018	Ambient Growth (%):	0.17	Conducted by:	GTC	Date:	September 2018
2	East-West Street:	3rd Street	Projection Year:	2021	Peak Hour:	AM	Reviewed by:		Project:	550 S Shatto Place

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	55	1	**55**	0	55	**55**	0	55	1	**55**	0	55	1	**55**	0	55	1	**55**
Left-Through		0							0				0				0	
Through	571	1	316	2	573	317	98	672	1	380	2	674	1	381	0	674	1	381
Through-Right		1							1				1				1	
Right	61	0	61	0	61	61	27	88	0	88	0	88	0	88	0	88	0	88
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	166	1	166	0	166	166	0	167	1	167	0	167	1	167	0	167	1	167
Left-Through		0							0				0				0	
Through	835	1	**499**	-1	834	**498**	105	944	1	**554**	-1	943	1	**553**	0	943	1	**553**
Through-Right		1							1				1				1	
Right	162	0	162	0	162	162	0	163	0	163	0	163	0	163	0	163	0	163
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	108	1	**108**	0	108	**108**	0	109	1	**109**	0	109	1	**109**	0	109	1	**109**
Left-Through		0							0				0				0	
Through	1100	1	595	0	1100	595	73	1179	1	634	0	1179	1	634	0	1179	1	634
Through-Right		1							1				1				1	
Right	89	0	89	0	89	89	0	89	0	89	0	89	0	89	0	89	0	89
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	42	1	42	0	42	42	9	51	1	51	0	51	1	51	0	51	1	51
Left-Through		0							0				0				0	
Through	1000	1	**551**	0	1000	**551**	76	1081	1	**592**	0	1081	1	**592**	0	1081	1	**592**
Through-Right		1							1				1				1	
Right	102	0	102	0	102	102	0	103	0	103	0	103	0	103	0	103	0	103
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		554	*North-South:*		553	*North-South:*			609	*North-South:*			608	*North-South:*			608
	East-West:		659	*East-West:*		659	*East-West:*			701	*East-West:*			701	*East-West:*			701
	SUM:		1213	*SUM:*		1212	*SUM:*			1310	*SUM:*			1309	*SUM:*			1309
VOLUME/CAPACITY *(V/C)* RATIO:			0.851			0.851				0.919				0.919				0.919
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.751**			**0.751**				**0.819**				**0.819**				**0.819**
LEVEL OF SERVICE (LOS):			**C**			**C**				**D**				**D**				**D**

	NB--	SB--	EB--	WB--
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0
Existing	0	0	0	0
Project	0	0	0	0
Future w/o Project	0	0	0	0
Future w/ Project	0	0	0	0
Future w/ Project w/ Mitigation	0	0	0	0

	Existing	Project	Future w/o Project	Future w/ Project	Future w/ Project w/ Mitigation
No. of Phases	3	3	3	3	3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	0.17	Conducted by:	GTC	Date:	September 2018
3	East-West Street:	4th Street	Projection Year:	2021	Peak Hour:	AM	Reviewed by:		Project:	550 S Shatto Place

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2				2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	19	1	19	0	19	19	2	21	1	21	0	21	1	21	0	21	1	21
	Left-Through		0							0				0				0	
	Through	1240	2	**441**	2	1242	**442**	651	1897	2	**668**	2	1899	2	**669**	0	1899	2	**669**
	Through-Right		1							1				1				1	
	Right	83	0	83	0	83	83	24	107	0	107	0	107	0	107	0	107	0	107
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	134	1	**134**	-7	127	**127**	26	161	1	**161**	-7	154	1	**154**	0	154	1	**154**
	Left-Through		0							0				0				0	
	Through	1245	2	441	0	1245	441	240	1491	2	523	0	1491	2	523	0	1491	2	523
	Through-Right		1							1				1				1	
	Right	77	0	77	0	77	77	0	77	0	77	0	77	0	77	0	77	0	77
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	107	0	107	0	107	107	0	108	0	108	0	108	0	108	0	108	0	108
	Left-Through		0							0				0				0	
	Through	240	0	**384**	0	240	**384**	16	257	0	**404**	0	257	0	**404**	0	257	0	**404**
	Through-Right		0							0				0				0	
	Right	37	0	0	0	37	0	2	39	0	0	0	39	0	0	0	39	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	82	1	**82**	0	82	**82**	7	89	1	**89**	0	89	1	**89**	0	89	1	**89**
	Left-Through		0							0				0				0	
	Through	191	1	191	0	191	191	13	205	1	205	0	205	1	205	0	205	1	205
	Through-Right		0							0				0				0	
	Right	135	1	68	10	145	82	95	231	1	151	10	241	1	164	0	241	1	164
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		575	*North-South:*		569	*North-South:*			829	*North-South:*			823	*North-South:*			823
		East-West:		466	*East-West:*		466	*East-West:*			493	*East-West:*			493	*East-West:*			493
		SUM:		1041	*SUM:*		1035	*SUM:*			1322	*SUM:*			1316	*SUM:*			1316
	VOLUME/CAPACITY *(V/C)* RATIO:			0.694			0.690				0.881				0.877				0.877
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.594**			**0.590**				**0.781**				**0.777**				**0.777**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Shatto Place	Year of Count:	2018	Ambient Growth (%):	0.17	Conducted by:	GTC	Date:	September 2018
4	East-West Street:	4th Street	Projection Year:	2021	Peak Hour:	AM	Reviewed by:		Project:	550 S Shatto Place

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	119	1	**119**	10	129	**129**	0	120	1	**120**	10	130	1	**130**	0	130	1	**130**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	72	1	0	2	74	0	0	72	1	0	2	74	1	0	0	74	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	290	0	**502**	0	290	**495**	60	351	0	**570**	0	351	0	**563**	0	351	0	**563**
Through-Right		1							1				1				1	
Right	212	0	0	-7	205	0	6	219	0	0	-7	212	0	0	0	212	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	191	1	**191**	-1	190	**190**	0	192	1	**192**	-1	191	1	**191**	0	191	1	**191**
Left-Through		0							0				0				0	
Through	350	1	350	0	350	350	115	467	1	467	0	467	1	467	0	467	1	467
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		119	*North-South:*		129	*North-South:*			120	*North-South:*			130	*North-South:*			130
	East-West:		693	*East-West:*		685	*East-West:*			762	*East-West:*			754	*East-West:*			754
	SUM:		812	*SUM:*		814	*SUM:*			882	*SUM:*			884	*SUM:*			884
VOLUME/CAPACITY *(V/C)* RATIO:			0.541			0.543				0.588				0.589				0.589
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.441**			**0.443**				**0.488**				**0.489**				**0.489**
LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Virgil Avenue	Year of Count:	2018	Ambient Growth (%):	0.17	Conducted by:	GTC	Date:	September 2018
5	East-West Street:	4th Street	Projection Year:	2021	Peak Hour:	AM	Reviewed by:		Project:	550 S Shatto Place

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	32	1	**32**	0	32	**32**	95	127	1	**127**	0	127	1	**127**	0	127	1	**127**
Left-Through		0							0				0				0	
Through	524	1	271	0	524	271	139	666	1	346	0	666	1	346	0	666	1	346
Through-Right		1							1				1				1	
Right	18	0	18	0	18	18	7	25	0	25	0	25	0	25	0	25	0	25
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	62	1	62	0	62	62	0	62	1	62	0	62	1	62	0	62	1	62
Left-Through		0							0				0				0	
Through	697	1	**453**	0	697	**453**	140	841	1	**534**	0	841	1	**534**	0	841	1	**534**
Through-Right		1							1				1				1	
Right	209	0	209	-1	208	208	17	227	0	227	-1	226	0	226	0	226	0	226
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	118	0	**118**	2	120	**120**	37	156	0	156	2	158	0	158	0	158	0	158
Left-Through		0							0				0				0	
Through	178	0	354	0	178	356	3	182	0	**416**	0	182	0	**418**	0	182	0	**418**
Through-Right		0							0				0				0	
Right	58	0	0	0	58	0	20	78	0	0	0	78	0	0	0	78	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	12	0	12	0	12	12	18	30	0	**30**	0	30	0	**30**	0	30	0	**30**
Left-Through		0							0				0				0	
Through	218	0	**264**	0	218	**264**	3	222	0	286	0	222	0	286	0	222	0	286
Through-Right		0							0				0				0	
Right	34	0	0	0	34	0	0	34	0	0	0	34	0	0	0	34	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		485	*North-South:*		485	*North-South:*			661	*North-South:*			661	*North-South:*			661
	East-West:		382	*East-West:*		384	*East-West:*			446	*East-West:*			448	*East-West:*			448
	SUM:		867	*SUM:*		869	*SUM:*			1107	*SUM:*			1109	*SUM:*			1109
VOLUME/CAPACITY *(V/C)* RATIO:			0.578			0.579				0.738				0.739				0.739
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.478**			**0.479**				**0.638**				**0.639**				**0.639**
LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Normandie Avenue	Year of Count:	2018	Ambient Growth (%):	0.17	Conducted by:	GTC	Date:	September 2018
6	East-West Street:	6th Street	Projection Year:	2021	Peak Hour:	AM	Reviewed by:		Project:	550 S Shatto Place

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	30	0	**30**	0	30	**30**	0	30	0	**30**	0	30	0	**30**	0	30	0	**30**
	Left-Through		1							1				1				1	
	Through	476	0	324	0	476	324	444	922	0	577	0	922	0	577	0	922	0	577
	Through-Right		1							1				1				1	
	Right	51	0	324	0	51	324	1	52	0	577	0	52	0	577	0	52	0	577
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	108	0	108	0	108	108	8	117	0	117	0	117	0	117	0	117	0	117
	Left-Through		1							1				1				1	
	Through	598	1	**407**	0	598	**407**	275	876	1	**672**	0	876	1	**672**	0	876	1	**672**
	Through-Right		0							0				0				0	
	Right	107	1	92	0	107	92	31	139	1	82	0	139	1	82	0	139	1	82
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	30	1	30	0	30	30	85	115	1	115	0	115	1	115	0	115	1	115
	Left-Through		0							0				0				0	
	Through	1103	1	**575**	-3	1100	**573**	150	1259	1	**674**	-3	1256	1	**673**	0	1256	1	**673**
	Through-Right		1							1				1				1	
	Right	46	0	46	0	46	46	43	89	0	89	0	89	0	89	0	89	0	89
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	45	1	**45**	0	45	**45**	4	49	1	**49**	0	49	1	**49**	0	49	1	**49**
	Left-Through		0							0				0				0	
	Through	991	1	506	5	996	509	119	1115	1	569	5	1120	1	571	0	1120	1	571
	Through-Right		1							1				1				1	
	Right	21	0	21	0	21	21	1	22	0	22	0	22	0	22	0	22	0	22
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		437	*North-South:*		437	*North-South:*			702	*North-South:*			702	*North-South:*			702
		East-West:		620	*East-West:*		618	*East-West:*			723	*East-West:*			722	*East-West:*			722
		SUM:		1057	*SUM:*		1055	*SUM:*			1425	*SUM:*			1424	*SUM:*			1424
	VOLUME/CAPACITY *(V/C)* RATIO:			0.705			0.703				0.950				0.949				0.949
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.605**			**0.603**				**0.850**				**0.849**				**0.849**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	0.17	Conducted by:	GTC	Date:	September 2018
7	East-West Street:	6th Street	Projection Year:	2021	Peak Hour:	AM	Reviewed by:		Project:	550 S Shatto Place

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	41	1	41	0	41	41	26	67	1	67	0	67	1	67	0	67	1	67
Left-Through		0							0				0				0	
Through	1102	2	**430**	0	1102	**428**	501	1609	2	**610**	0	1609	2	**608**	0	1609	2	**608**
Through-Right		1							1				1				1	
Right	189	0	189	-7	182	182	31	221	0	221	-7	214	0	214	0	214	0	214
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	92	1	**92**	0	92	**92**	26	118	1	**118**	0	118	1	**118**	0	118	1	**118**
Left-Through		0							0				0				0	
Through	1122	2	412	0	1122	412	131	1259	2	467	0	1259	2	467	0	1259	2	467
Through-Right		1							1				1				1	
Right	115	0	115	0	115	115	25	141	0	141	0	141	0	141	0	141	0	141
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	79	1	79	0	79	79	95	174	1	174	0	174	1	174	0	174	1	174
Left-Through		0							0				0				0	
Through	1043	1	**591**	-3	1040	**589**	136	1184	1	**697**	-3	1181	1	**695**	0	1181	1	**695**
Through-Right		1							1				1				1	
Right	138	0	138	0	138	138	70	209	0	209	0	209	0	209	0	209	0	209
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	112	1	**112**	10	122	**122**	103	216	1	**216**	10	226	1	**226**	0	226	1	**226**
Left-Through		0							0				0				0	
Through	929	2	465	5	934	467	116	1050	2	525	5	1055	2	528	0	1055	2	528
Through-Right		0							0				0				0	
Right	105	1	59	2	107	61	201	307	1	248	2	309	1	250	0	309	1	250
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	North-South:		522	North-South:		520	North-South:			728	North-South:			726	North-South:			726
	East-West:		703	East-West:		711	East-West:			913	East-West:			921	East-West:			921
	SUM:		1225	SUM:		1231	SUM:			1641	SUM:			1647	SUM:			1647
VOLUME/CAPACITY (*V/C*) RATIO:			0.817			0.821				1.094				1.098				1.098
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.717**			**0.721**				**0.994**				**0.998**				**0.998**
LEVEL OF SERVICE (LOS):			C			C				E				E				E

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Shatto Place	Year of Count:	2018	Ambient Growth (%):	0.17	Conducted by:	GTC	Date:	September 2018
8	East-West Street:	6th Street	Projection Year:	2021	Peak Hour:	AM	Reviewed by:		Project:	550 S Shatto Place

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2				2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	73	1	**73**	0	73	**73**	0	73	1	**73**	0	73	1	**73**	0	73	1	**73**
	Left-Through		0							0				0				0	
	Through	162	0	216	-5	157	211	0	163	0	217	-5	158	0	212	0	158	0	212
	Through-Right		1							1				1				1	
	Right	54	0	0	0	54	0	0	54	0	0	0	54	0	0	0	54	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	30	1	30	7	37	37	1	31	1	31	7	38	1	38	0	38	1	38
	Left-Through		0							0				0				0	
	Through	134	0	**203**	12	146	**232**	0	135	0	**214**	12	147	0	**243**	0	147	0	**243**
	Through-Right		1							1				1				1	
	Right	69	0	0	17	86	0	10	79	0	0	17	96	0	0	0	96	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	112	1	**112**	-9	103	103	7	120	1	**120**	-9	111	1	**111**	0	111	1	**111**
	Left-Through		0							0				0				0	
	Through	965	1	579	0	965	**579**	195	1165	1	679	0	1165	1	679	0	1165	1	679
	Through-Right		1							1				1				1	
	Right	192	0	192	0	192	192	0	193	0	193	0	193	0	193	0	193	0	193
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	90	1	90	0	90	**90**	0	90	1	90	0	90	1	90	0	90	1	90
	Left-Through		0							0				0				0	
	Through	1039	1	**559**	0	1039	557	320	1364	1	**721**	0	1364	1	**719**	0	1364	1	**719**
	Through-Right		1							1				1				1	
	Right	78	0	78	-4	74	74	-1	77	0	77	-4	73	0	73	0	73	0	73
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		276	*North-South:*		305	*North-South:*			287	*North-South:*			316	*North-South:*			316
		East-West:		671	*East-West:*		669	*East-West:*			841	*East-West:*			830	*East-West:*			830
		SUM:		947	*SUM:*		974	*SUM:*			1128	*SUM:*			1146	*SUM:*			1146
	VOLUME/CAPACITY (*V/C*) RATIO:			0.631			0.649				0.752				0.764				0.764
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.531**			**0.549**				**0.652**				**0.664**				**0.664**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.012 **Δ*v/c* after mitigation:** 0.012

Significant impacted? NO **Fully mitigated?** N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Virigl Avenue	Year of Count:	2018	Ambient Growth (%):	0.17	Conducted by:	GTC	Date:	September 2018
9	East-West Street:	6th Street	Projection Year:	2021	Peak Hour:	AM	Reviewed by:		Project:	550 S Shatto Place

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	54	1	**54**	0	54	**54**	9	63	1	63	0	63	1	63	0	63	1	63
Left-Through		0							0				0				0	
Through	410	1	230	0	410	230	124	536	1	**293**	0	536	1	**293**	0	536	1	**293**
Through-Right		1							1				1				1	
Right	49	0	49	0	49	49	0	49	0	49	0	49	0	49	0	49	0	49
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	90	1	90	0	90	90	12	102	1	**102**	0	102	1	**102**	0	102	1	**102**
Left-Through		0							0				0				0	
Through	452	1	**267**	0	452	**267**	121	575	1	330	0	575	1	330	0	575	1	330
Through-Right		1							1				1				1	
Right	81	0	81	0	81	81	4	85	0	85	0	85	0	85	0	85	0	85
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	89	1	**89**	0	89	**89**	5	94	1	**94**	0	94	1	**94**	0	94	1	**94**
Left-Through		0							0				0				0	
Through	861	1	448	7	868	451	136	1001	1	528	7	1008	1	531	0	1008	1	531
Through-Right		1							1				1				1	
Right	34	0	34	0	34	34	20	54	0	54	0	54	0	54	0	54	0	54
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	52	1	52	0	52	52	0	52	1	52	0	52	1	52	0	52	1	52
Left-Through		0							0				0				0	
Through	924	1	**495**	-4	920	**493**	246	1175	1	**642**	-4	1171	1	**640**	0	1171	1	**640**
Through-Right		1							1				1				1	
Right	65	0	65	0	65	65	44	109	0	109	0	109	0	109	0	109	0	109
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		321	*North-South:*		321	*North-South:*			395	*North-South:*			395	*North-South:*			395
	East-West:		584	*East-West:*		582	*East-West:*			736	*East-West:*			734	*East-West:*			734
	SUM:		905	*SUM:*		903	*SUM:*			1131	*SUM:*			1129	*SUM:*			1129
VOLUME/CAPACITY *(V/C)* RATIO:			0.603			0.602				0.754				0.753				0.753
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.503**			**0.502**				**0.654**				**0.653**				**0.653**
LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Rampart Boulevard	Year of Count:	2018	Ambient Growth (%):	0.17	Conducted by:	GTC	Date:	September 2018
10	East-West Street:	6th Street	Projection Year:	2021	Peak Hour:	AM	Reviewed by:		Project:	550 S Shatto Place

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	64	1	64	0	64	64	6	70	1	70	0	70	1	70	0	70	1	70
Left-Through		0							0				0				0	
Through	472	0	**514**	0	472	**514**	201	675	0	**744**	0	675	0	**744**	0	675	0	**744**
Through-Right		1							1				1				1	
Right	42	0	0	0	42	0	27	69	0	0	0	69	0	0	0	69	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	115	1	**115**	0	115	**115**	0	116	1	**116**	0	116	1	**116**	0	116	1	**116**
Left-Through		0							0				0				0	
Through	467	1	467	0	467	467	171	640	1	640	0	640	1	640	0	640	1	640
Through-Right		0							0				0				0	
Right	209	1	141	0	209	141	28	238	1	157	0	238	1	157	0	238	1	157
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	136	1	**136**	0	136	**136**	26	163	1	**163**	0	163	1	**163**	0	163	1	**163**
Left-Through		0							0				0				0	
Through	843	1	436	7	850	440	174	1021	1	534	7	1028	1	537	0	1028	1	537
Through-Right		1							1				1				1	
Right	29	0	29	0	29	29	17	46	0	46	0	46	0	46	0	46	0	46
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	34	1	34	0	34	34	16	50	1	50	0	50	1	50	0	50	1	50
Left-Through		0							0				0				0	
Through	652	1	**383**	-4	648	**381**	282	937	1	**526**	-4	933	1	**524**	0	933	1	**524**
Through-Right		1							1				1				1	
Right	114	0	114	0	114	114	0	115	0	115	0	115	0	115	0	115	0	115
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		629	*North-South:*		629	*North-South:*			860	*North-South:*			860	*North-South:*			860
	East-West:		519	*East-West:*		517	*East-West:*			689	*East-West:*			687	*East-West:*			687
	SUM:		1148	*SUM:*		1146	*SUM:*			1549	*SUM:*			1547	*SUM:*			1547
VOLUME/CAPACITY *(V/C)* RATIO:			0.765			0.764				1.033				1.031				1.031
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.665**			**0.664**				**0.933**				**0.931**				**0.931**
LEVEL OF SERVICE (LOS):			**B**			**B**				**E**				**E**				**E**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Alvarado Street	Year of Count:	2018	Ambient Growth (%):	0.17	Conducted by:	GTC	Date:	September 2018
11	East-West Street:	6th Street	Projection Year:	2021	Peak Hour:	AM	Reviewed by:		Project:	550 S Shatto Place

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0			0				0					0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			1200			1200			1200				1200					1200
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1029	2	**515**	0	1029	**515**	102	1136	2	**568**	0	1136	2	**568**	0	1136	2	**568**
	Through-Right		0							0				0				0	
	Right	95	1	57	0	95	57	0	95	1	57	0	95	1	57	0	95	1	57
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	1004	2	387	0	1004	387	126	1135	2	433	0	1135	2	433	0	1135	2	433
	Through-Right		1							1				1				1	
	Right	156	0	156	0	156	156	7	164	0	164	0	164	0	164	0	164	0	164
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	71	1	71	0	71	71	0	71	1	71	0	71	1	71	0	71	1	71
	Left-Through		0							0				0				0	
	Through	806	1	**445**	7	813	**449**	197	1007	1	**548**	7	1014	1	**551**	0	1014	1	**551**
	Through-Right		1							1				1				1	
	Right	84	0	84	0	84	84	4	88	0	88	0	88	0	88	0	88	0	88
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	77	1	**77**	0	77	**77**	0	77	1	**77**	0	77	1	**77**	0	77	1	**77**
	Left-Through		0							0				0				0	
	Through	649	1	351	-4	645	349	290	942	1	515	-4	938	1	513	0	938	1	513
	Through-Right		1							1				1				1	
	Right	53	0	53	0	53	53	35	88	0	88	0	88	0	88	0	88	0	88
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		515	*North-South:*		515	*North-South:*		568		*North-South:*		568		*North-South:*			568
		East-West:		522	*East-West:*		526	*East-West:*		625		*East-West:*		628		*East-West:*			628
		SUM:		1037	*SUM:*		1041	*SUM:*		1193		*SUM:*		1196		*SUM:*			1196
	VOLUME/CAPACITY *(V/C)* RATIO:			0.864			0.868			0.994				0.997					0.997
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.764**			**0.768**			**0.894**				**0.897**					**0.897**
	LEVEL OF SERVICE (LOS):			C			C			D				D					D

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	0.17	Conducted by:	GTC	Date:	September 2018
12	East-West Street:	Wilshire Boulevard	Projection Year:	2021	Peak Hour:	AM	Reviewed by:		Project:	550 S Shatto Place

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	96	1	**96**	0	96	**96**	60	156	1	**156**	0	156	1	**156**	0	156	1	**156**
	Left-Through		0							0				0				0	
	Through	1106	2	392	-7	1099	390	267	1379	2	483	-7	1372	2	481	0	1372	2	481
	Through-Right		1							1				1				1	
	Right	70	0	70	0	70	70	1	71	0	71	0	71	0	71	0	71	0	71
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	135	1	135	0	135	135	11	147	1	147	0	147	1	147	0	147	1	147
	Left-Through		0							0				0				0	
	Through	1133	2	**567**	10	1143	**572**	236	1375	2	**688**	10	1385	2	**693**	0	1385	2	**693**
	Through-Right		0							0				0				0	
	Right	99	1	0	0	99	0	101	201	1	0	0	201	1	0	0	201	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	148	1	148	0	148	**148**	203	352	1	**352**	0	352	1	**352**	0	352	1	**352**
	Left-Through		0							0				0				0	
	Through	1058	2	**529**	-3	1055	528	315	1378	2	689	-3	1375	2	688	0	1375	2	688
	Through-Right		0							0				0				0	
	Right	189	1	141	0	189	141	190	380	1	302	0	380	1	302	0	380	1	302
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	109	1	**109**	0	109	109	8	118	1	118	0	118	1	118	0	118	1	118
	Left-Through		0							0				0				0	
	Through	978	2	489	5	983	**492**	303	1286	2	**643**	5	1291	2	**646**	0	1291	2	**646**
	Through-Right		0							0				0				0	
	Right	75	1	8	0	75	8	102	177	1	104	0	177	1	104	0	177	1	104
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*	663		*North-South:*	668		*North-South:*	844			*North-South:*	849			*North-South:*	849		
		East-West:	638		*East-West:*	640		*East-West:*	995			*East-West:*	998			*East-West:*	998		
		SUM:	1301		*SUM:*	1308		*SUM:*	1839			*SUM:*	1847			*SUM:*	1847		
	VOLUME/CAPACITY (*V/C*) RATIO:		0.946			0.951			1.337				1.343				1.343		
	V/C LESS ATSAC/ATCS ADJUSTMENT:		**0.846**			**0.851**			**1.237**				**1.243**				**1.243**		
	LEVEL OF SERVICE (LOS):		D			D			F				F				F		

	NB--	SB--	EB--	WB--
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	3	0	0

No. of Phases	4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0
ATSAC-1 or ATSAC+ATCS-2?	2
Override Capacity	0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Shatto Place	Year of Count:	2018	Ambient Growth (%):	0.17	Conducted by:	GTC	Date:	September 2018
13	East-West Street:	Wilshire Boulevard	Projection Year:	2021	Peak Hour:	AM	Reviewed by:		Project:	550 S Shatto Place

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	178	1	**178**	7	185	**185**	0	179	1	**179**	7	186	1	**186**	0	186	1	**186**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	182	1	135	5	187	142	0	183	1	136	5	188	1	143	0	188	1	143
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	94	1	**94**	-3	91	**91**	0	94	1	**94**	-3	91	1	**91**	0	91	1	**91**
	Left-Through		0							0				0				0	
	Through	1081	2	541	0	1081	541	336	1423	2	712	0	1423	2	712	0	1423	2	712
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1140	2	**570**	0	1140	**570**	432	1578	2	**789**	0	1578	2	**789**	0	1578	2	**789**
	Through-Right		0							0				0				0	
	Right	134	1	45	-3	131	39	0	135	1	46	-3	132	1	39	0	132	1	39
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		178	*North-South:*		185	*North-South:*			179	*North-South:*			186	*North-South:*			186
		East-West:		664	*East-West:*		661	*East-West:*			883	*East-West:*			880	*East-West:*			880
		SUM:		842	*SUM:*		846	*SUM:*			1062	*SUM:*			1066	*SUM:*			1066
	VOLUME/CAPACITY (*V/C*) RATIO:			0.561			0.564				0.708				0.711				0.711
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.461**			**0.464**				**0.608**				**0.611**				**0.611**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.003 **Δ*v/c* after mitigation:** 0.003

Significant impacted? NO **Fully mitigated?** N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Hoover Street	Year of Count:	2018	Ambient Growth (%):	0.17	Conducted by:	GTC	Date:	September 2018
14	East-West Street:	Wilshire Boulevard	Projection Year:	2021	Peak Hour:	AM	Reviewed by:		Project:	550 S Shatto Place

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	789	2	**434**	0	789	**434**	178	971	2	**534**	0	971	2	**534**	0	971	2	**534**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	16	1	0	0	16	0	167	183	1	56	0	183	1	56	0	183	1	56
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1141	2	**571**	5	1146	**573**	241	1388	2	**694**	5	1393	2	**697**	0	1393	2	**697**
	Through-Right		0							0				0				0	
	Right	725	1	508	2	727	510	180	909	1	642	2	911	1	644	0	911	1	644
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	114	1	**114**	0	114	**114**	140	255	1	**255**	0	255	1	**255**	0	255	1	**255**
	Left-Through		0							0				0				0	
	Through	884	2	442	-3	881	441	261	1150	2	575	-3	1147	2	574	0	1147	2	574
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		434	*North-South:*		434	*North-South:*			534	*North-South:*			534	*North-South:*			534
		East-West:		685	*East-West:*		687	*East-West:*			949	*East-West:*			952	*East-West:*			952
		SUM:		1119	*SUM:*		1121	*SUM:*			1483	*SUM:*			1486	*SUM:*			1486
	VOLUME/CAPACITY (*V/C*) RATIO:			0.746			0.747				0.989				0.991				0.991
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.646**			**0.647**				**0.889**				**0.891**				**0.891**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.002 **Δ*v/c* after mitigation:** 0.002

Significant impacted? NO **Fully mitigated?** N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	0.17	Conducted by:	GTC	Date:	September 2018
15	East-West Street:	8th Street	Projection Year:	2021	Peak Hour:	AM	Reviewed by:		Project:	550 S Shatto Place

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	29	1	29	0	29	29	32	61	1	61	0	61	1	61	0	61	1	61
	Left-Through		0							0				0				0	
	Through	1234	1	657	-7	1227	654	299	1539	1	814	-7	1532	1	811	0	1532	1	811
	Through-Right		1							1				1				1	
	Right	80	0	80	0	80	80	9	89	0	89	0	89	0	89	0	89	0	89
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	60	1	60	0	60	60	41	101	1	101	0	101	1	101	0	101	1	101
	Left-Through		0							0				0				0	
	Through	1185	1	631	10	1195	636	319	1510	1	839	10	1520	1	844	0	1520	1	844
	Through-Right		1							1				1				1	
	Right	77	0	77	0	77	77	91	168	0	168	0	168	0	168	0	168	0	168
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	686	1	389	0	686	389	113	803	1	486	0	803	1	486	0	803	1	486
	Through-Right		1							1				1				1	
	Right	92	0	92	0	92	92	77	169	0	169	0	169	0	169	0	169	0	169
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	814	1	440	0	814	440	86	904	1	491	0	904	1	491	0	904	1	491
	Through-Right		1							1				1				1	
	Right	65	0	65	0	65	65	13	78	0	78	0	78	0	78	0	78	0	78
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	North-South:		717	North-South:		714	North-South:			915	North-South:			912	North-South:			912
		East-West:		440	East-West:		440	East-West:			491	East-West:			491	East-West:			491
		SUM:		1157	SUM:		1154	SUM:			1406	SUM:			1403	SUM:			1403
	VOLUME/CAPACITY (V/C) RATIO:			0.771			0.769				0.937				0.935				0.935
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.671			0.669				0.837				0.835				0.835
	LEVEL OF SERVICE (LOS):			B			B				D				D				D

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: -0.002 | Δ*v/c* after mitigation: -0.002

Significant impacted? NO | Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	0.17	Conducted by:	GTC	Date:	September 2018
1	East-West Street:	3rd Street	Projection Year:	2021	Peak Hour:	PM	Reviewed by:		Project:	550 S Shatto Place

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			3			3			3				3					3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	80	1	80	2	82	82	35	115	1	**115**	2	117	1	**117**	0	117	1	**117**
	Left-Through		0							0				0				0	
	Through	1288	2	**478**	7	1295	**480**	465	1760	2	654	7	1767	2	656	0	1767	2	656
	Through-Right		1							1				1				1	
	Right	145	0	145	0	145	145	55	201	0	201	0	201	0	201	0	201	0	201
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	90	1	**90**	0	90	**90**	0	90	1	90	0	90	1	90	0	90	1	90
	Left-Through		0							0				0				0	
	Through	1168	2	442	15	1183	447	545	1719	2	**641**	15	1734	2	**646**	0	1734	2	**646**
	Through-Right		1							1				1				1	
	Right	159	0	159	0	159	159	45	205	0	205	0	205	0	205	0	205	0	205
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	128	1	128	0	128	128	31	160	1	160	0	160	1	160	0	160	1	160
	Left-Through		0							0				0				0	
	Through	969	1	**526**	0	969	**528**	60	1034	1	**581**	0	1034	1	**583**	0	1034	1	**583**
	Through-Right		1							1				1				1	
	Right	82	0	82	4	86	86	45	127	0	127	4	131	0	131	0	131	0	131
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	146	1	**146**	0	146	**146**	33	180	1	**180**	0	180	1	**180**	0	180	1	**180**
	Left-Through		0							0				0				0	
	Through	909	1	506	0	909	506	57	971	1	537	0	971	1	537	0	971	1	537
	Through-Right		1							1				1				1	
	Right	102	0	102	0	102	102	0	103	0	103	0	103	0	103	0	103	0	103
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		568	*North-South:*		570	*North-South:*			756	*North-South:*			763	*North-South:*			763
		East-West:		672	*East-West:*		674	*East-West:*			761	*East-West:*			763	*East-West:*			763
		SUM:		1240	*SUM:*		1244	*SUM:*			1517	*SUM:*			1526	*SUM:*			1526
	VOLUME/CAPACITY *(V/C)* RATIO:			0.870			0.873				1.065				1.071				1.071
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.770**			**0.773**				**0.965**				**0.971**				**0.971**
	LEVEL OF SERVICE (LOS):			**C**			**C**				**E**				**E**				**E**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.006 **Δ*v/c* after mitigation:** 0.006

Significant impacted? NO **Fully mitigated?** N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Virgil Avenue	Year of Count:	2018	Ambient Growth (%):	0.17	Conducted by:	GTC	Date:	September 2018
2	East-West Street:	3rd Street	Projection Year:	2021	Peak Hour:	PM	Reviewed by:		Project:	550 S Shatto Place

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	77	1	**77**	0	77	**77**	0	77	1	**77**	0	77	1	**77**	0	77	1	**77**
Left-Through		0							0				0				0	
Through	520	1	335	2	522	336	40	563	1	363	2	565	1	364	0	565	1	364
Through-Right		1							1				1				1	
Right	149	0	149	0	149	149	13	163	0	163	0	163	0	163	0	163	0	163
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	116	1	116	0	116	116	0	117	1	117	0	117	1	117	0	117	1	117
Left-Through		0							0				0				0	
Through	670	1	**401**	4	674	**403**	180	853	1	**493**	4	857	1	**495**	0	857	1	**495**
Through-Right		1							1				1				1	
Right	132	0	132	0	132	132	0	133	0	133	0	133	0	133	0	133	0	133
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	138	1	**138**	0	138	**138**	0	139	1	139	0	139	1	139	0	139	1	139
Left-Through		0							0				0				0	
Through	1330	1	694	0	1330	694	114	1451	1	**755**	0	1451	1	**755**	0	1451	1	**755**
Through-Right		1							1				1				1	
Right	58	0	58	0	58	58	0	58	0	58	0	58	0	58	0	58	0	58
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	31	1	31	0	31	31	33	64	1	**64**	0	64	1	**64**	0	64	1	**64**
Left-Through		0							0				0				0	
Through	1120	1	**599**	0	1120	**599**	84	1210	1	644	0	1210	1	644	0	1210	1	644
Through-Right		1							1				1				1	
Right	78	0	78	0	78	78	0	78	0	78	0	78	0	78	0	78	0	78
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		478	*North-South:*		480	*North-South:*			570	*North-South:*			572	*North-South:*			572
	East-West:		737	*East-West:*		737	*East-West:*			819	*East-West:*			819	*East-West:*			819
	SUM:		1215	*SUM:*		1217	*SUM:*			1389	*SUM:*			1391	*SUM:*			1391
VOLUME/CAPACITY *(V/C)* RATIO:			0.853			0.854				0.975				0.976				0.976
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.753**			**0.754**				**0.875**				**0.876**				**0.876**
LEVEL OF SERVICE (LOS):			**C**			**C**				**D**				**D**				**D**

	NB--	SB--	EB--	WB--
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0

No. of Phases	3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0
ATSAC-1 or ATSAC+ATCS-2?	2
Override Capacity	0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	0.17	Conducted by:	GTC	Date:	September 2018
3	East-West Street:	4th Street	Projection Year:	2021	Peak Hour:	PM	Reviewed by:		Project:	550 S Shatto Place

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	0	50	50	37	87	1	87	0	87	1	87	0	87	1	87
	Left-Through		0							0				0				0	
	Through	1307	2	**484**	2	1309	**484**	512	1826	2	**665**	2	1828	2	**665**	0	1828	2	**665**
	Through-Right		1							1				1				1	
	Right	144	0	144	0	144	144	23	168	0	168	0	168	0	168	0	168	0	168
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	120	1	**120**	19	139	**139**	70	191	1	**191**	19	210	1	**210**	0	210	1	**210**
	Left-Through		0							0				0				0	
	Through	1186	2	424	0	1186	424	553	1745	2	610	0	1745	2	610	0	1745	2	610
	Through-Right		1							1				1				1	
	Right	86	0	86	0	86	86	0	86	0	86	0	86	0	86	0	86	0	86
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	113	0	113	0	113	113	0	114	0	114	0	114	0	114	0	114	0	114
	Left-Through		0							0				0				0	
	Through	226	0	**370**	0	226	**370**	6	233	0	**378**	0	233	0	**378**	0	233	0	**378**
	Through-Right		0							0				0				0	
	Right	31	0	0	0	31	0	0	31	0	0	0	31	0	0	0	31	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	55	1	**55**	0	55	**55**	24	79	1	**79**	0	79	1	**79**	0	79	1	**79**
	Left-Through		0							0				0				0	
	Through	205	1	205	0	205	205	6	212	1	212	0	212	1	212	0	212	1	212
	Through-Right		0							0				0				0	
	Right	220	1	160	7	227	158	42	263	1	168	7	270	1	165	0	270	1	165
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		604	*North-South:*		623	*North-South:*			856	*North-South:*			875	*North-South:*			875
		East-West:		425	*East-West:*		425	*East-West:*			457	*East-West:*			457	*East-West:*			457
		SUM:		1029	*SUM:*		1048	*SUM:*			1313	*SUM:*			1332	*SUM:*			1332
VOLUME/CAPACITY *(V/C)* RATIO:				0.686			0.699				0.875				0.888				0.888
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.586**			**0.599**				**0.775**				**0.788**				**0.788**
LEVEL OF SERVICE (LOS):				**A**			**A**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Shatto Place	Year of Count:	2018	Ambient Growth (%):	0.17	Conducted by:	GTC	Date:	September 2018
4	East-West Street:	4th Street	Projection Year:	2021	Peak Hour:	PM	Reviewed by:		Project:	550 S Shatto Place

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	187	1	187	7	194	**194**	-2	186	1	**186**	7	193	1	**193**	0	193	1	**193**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	207	1	**189**	2	209	189	-1	207	1	186	2	209	1	186	0	209	1	186
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	443	0	**522**	0	443	**541**	63	508	0	**623**	0	508	0	**642**	0	508	0	**642**
	Through-Right		1							1				1				1	
	Right	79	0	0	19	98	0	36	115	0	0	19	134	0	0	0	134	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	37	1	**37**	4	41	**41**	5	42	1	**42**	4	46	1	**46**	0	46	1	**46**
	Left-Through		0							0				0				0	
	Through	288	1	288	0	288	288	75	364	1	364	0	364	1	364	0	364	1	364
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		189	*North-South:*		194	*North-South:*			186	*North-South:*			193	*North-South:*			193
		East-West:		559	*East-West:*		582	*East-West:*			665	*East-West:*			688	*East-West:*			688
		SUM:		748	*SUM:*		776	*SUM:*			851	*SUM:*			881	*SUM:*			881
VOLUME/CAPACITY *(V/C)* RATIO:				0.499			0.517				0.567				0.587				0.587
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.399**			**0.417**				**0.467**				**0.487**				**0.487**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Virgil Avenue	Year of Count:	2018	Ambient Growth (%):	0.17	Conducted by:	GTC	Date:	September 2018
5	East-West Street:	4th Street	Projection Year:	2021	Peak Hour:	PM	Reviewed by:		Project:	550 S Shatto Place

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	56	1	**56**	0	56	**56**	44	100	1	**100**	0	100	1	**100**	0	100	1	**100**
Left-Through		0							0				0				0	
Through	622	1	320	0	622	320	49	674	1	357	0	674	1	357	0	674	1	357
Through-Right		1							1				1				1	
Right	17	0	17	0	17	17	23	40	0	40	0	40	0	40	0	40	0	40
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	34	1	34	0	34	34	0	34	1	34	0	34	1	34	0	34	1	34
Left-Through		0							0				0				0	
Through	741	1	**411**	0	741	**413**	195	940	1	**527**	0	940	1	**529**	0	940	1	**529**
Through-Right		1							1				1				1	
Right	81	0	81	4	85	85	33	114	0	114	4	118	0	118	0	118	0	118
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	190	0	190	2	192	192	19	210	0	210	2	212	0	212	0	212	0	212
Left-Through		0							0				0				0	
Through	237	0	**469**	0	237	**471**	4	242	0	**533**	0	242	0	**535**	0	242	0	**535**
Through-Right		0							0				0				0	
Right	42	0	0	0	42	0	39	81	0	0	0	81	0	0	0	81	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	11	0	**11**	0	11	**11**	14	25	0	**25**	0	25	0	**25**	0	25	0	**25**
Left-Through		0							0				0				0	
Through	104	0	152	0	104	152	3	108	0	170	0	108	0	170	0	108	0	170
Through-Right		0							0				0				0	
Right	37	0	0	0	37	0	0	37	0	0	0	37	0	0	0	37	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		467	*North-South:*		469	*North-South:*			627	*North-South:*			629	*North-South:*			629
	East-West:		480	*East-West:*		482	*East-West:*			558	*East-West:*			560	*East-West:*			560
	SUM:		947	*SUM:*		951	*SUM:*			1185	*SUM:*			1189	*SUM:*			1189
VOLUME/CAPACITY *(V/C)* RATIO:			0.631			0.634				0.790				0.793				0.793
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.531**			**0.534**				**0.690**				**0.693**				**0.693**
LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Normandie Avenue	Year of Count:	2018	Ambient Growth (%):	0.17	Conducted by:	GTC	Date:	September 2018
6	East-West Street:	6th Street	Projection Year:	2021	Peak Hour:	PM	Reviewed by:		Project:	550 S Shatto Place

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	683	1	**375**	0	683	**375**	387	1073	1	**571**	0	1073	1	**571**	0	1073	1	**571**
	Through-Right		1							1				1				1	
	Right	67	0	67	0	67	67	2	69	0	69	0	69	0	69	0	69	0	69
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	536	2	268	0	536	268	446	985	2	493	0	985	2	493	0	985	2	493
	Through-Right		0							0				0				0	
	Right	52	1	16	0	52	16	103	155	1	84	0	155	1	84	0	155	1	84
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	73	1	**73**	0	73	**73**	69	142	1	**142**	0	142	1	**142**	0	142	1	**142**
	Left-Through		0							0				0				0	
	Through	1102	1	581	8	1110	585	173	1281	1	688	8	1289	1	692	0	1289	1	692
	Through-Right		1							1				1				1	
	Right	59	0	59	0	59	59	35	94	0	94	0	94	0	94	0	94	0	94
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	58	1	58	0	58	58	8	66	1	66	0	66	1	66	0	66	1	66
	Left-Through		0							0				0				0	
	Through	1117	1	**599**	3	1120	**600**	183	1306	1	**695**	3	1309	1	**697**	0	1309	1	**697**
	Through-Right		1							1				1				1	
	Right	80	0	80	0	80	80	4	84	0	84	0	84	0	84	0	84	0	84
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		375	*North-South:*		375	*North-South:*			571	*North-South:*			571	*North-South:*			571
		East-West:		672	*East-West:*		673	*East-West:*			837	*East-West:*			839	*East-West:*			839
		SUM:		1047	*SUM:*		1048	*SUM:*			1408	*SUM:*			1410	*SUM:*			1410
	VOLUME/CAPACITY (*V/C*) RATIO:			0.698			0.699				0.939				0.940				0.940
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.598**			**0.599**				**0.839**				**0.840**				**0.840**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	0.17	Conducted by:	GTC	Date:	September 2018
7	East-West Street:	6th Street	Projection Year:	2021	Peak Hour:	PM	Reviewed by:		Project:	550 S Shatto Place

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	75	1	75	0	75	75	86	161	1	**161**	0	161	1	**161**	0	161	1	**161**
Left-Through		0							0				0				0	
Through	1128	2	**421**	0	1128	**427**	293	1427	2	552	0	1427	2	559	0	1427	2	559
Through-Right		1							1				1				1	
Right	135	0	135	19	154	154	94	230	0	230	19	249	0	249	0	249	0	249
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	86	1	**86**	0	86	**86**	56	142	1	142	0	142	1	142	0	142	1	142
Left-Through		0							0				0				0	
Through	1018	2	366	0	1018	366	477	1500	2	**554**	0	1500	2	**554**	0	1500	2	**554**
Through-Right		1							1				1				1	
Right	80	0	80	0	80	80	83	163	0	163	0	163	0	163	0	163	0	163
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	115	1	115	0	115	115	46	162	1	162	0	162	1	162	0	162	1	162
Left-Through		0							0				0				0	
Through	1014	1	**546**	8	1022	**550**	158	1177	1	**656**	8	1185	1	**660**	0	1185	1	**660**
Through-Right		1							1				1				1	
Right	77	0	77	0	77	77	58	135	0	135	0	135	0	135	0	135	0	135
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	102	1	**102**	7	109	**109**	159	262	1	**262**	7	269	1	**269**	0	269	1	**269**
Left-Through		0							0				0				0	
Through	970	2	485	3	973	487	171	1146	2	573	3	1149	2	575	0	1149	2	575
Through-Right		0							0				0				0	
Right	163	1	120	2	165	122	86	250	1	179	2	252	1	181	0	252	1	181
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		507	*North-South:*		513	*North-South:*			715	*North-South:*			715	*North-South:*			715
	East-West:		648	*East-West:*		659	*East-West:*			918	*East-West:*			929	*East-West:*			929
	SUM:		1155	*SUM:*		1172	*SUM:*			1633	*SUM:*			1644	*SUM:*			1644
VOLUME/CAPACITY *(V/C)* RATIO:			0.770			0.781				1.089				1.096				1.096
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.670**			**0.681**				**0.989**				**0.996**				**0.996**
LEVEL OF SERVICE (LOS):			**B**			**B**				**E**				**E**				**E**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Shatto Place	Year of Count:	2018	Ambient Growth (%):	0.17	Conducted by:	GTC	Date:	September 2018
8	East-West Street:	6th Street	Projection Year:	2021	Peak Hour:	PM	Reviewed by:		Project:	550 S Shatto Place

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	57	1	**57**	0	57	**57**	0	57	1	**57**	0	57	1	**57**	0	57	1	**57**
Left-Through		0							0				0				0	
Through	103	0	168	15	118	183	0	104	0	169	15	119	0	184	0	119	0	184
Through-Right		1							1				1				1	
Right	65	0	0	0	65	0	0	65	0	0	0	65	0	0	0	65	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	64	1	64	5	69	69	38	102	1	102	5	107	1	107	0	107	1	107
Left-Through		0							0				0				0	
Through	139	0	**241**	9	148	**262**	0	140	0	**327**	9	149	0	**348**	0	149	0	**348**
Through-Right		1							1				1				1	
Right	102	0	0	12	114	0	84	187	0	0	12	199	0	0	0	199	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	79	1	79	26	105	**105**	33	112	1	**112**	26	138	1	**138**	0	138	1	**138**
Left-Through		0							0				0				0	
Through	1062	1	**581**	0	1062	581	237	1304	1	703	0	1304	1	703	0	1304	1	703
Through-Right		1							1				1				1	
Right	100	0	100	0	100	100	0	101	0	101	0	101	0	101	0	101	0	101
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	80	1	**80**	0	80	80	0	80	1	80	0	80	1	80	0	80	1	80
Left-Through		0							0				0				0	
Through	1087	1	559	0	1087	**565**	330	1423	1	**728**	0	1423	1	**733**	0	1423	1	**733**
Through-Right		1							1				1				1	
Right	31	0	31	11	42	42	1	32	0	32	11	43	0	43	0	43	0	43
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		298	*North-South:*		319	*North-South:*			384	*North-South:*			405	*North-South:*			405
	East-West:		661	*East-West:*		670	*East-West:*			840	*East-West:*			871	*East-West:*			871
	SUM:		959	*SUM:*		989	*SUM:*			1224	*SUM:*			1276	*SUM:*			1276
VOLUME/CAPACITY *(V/C)* RATIO:			0.639			0.659				0.816				0.851				0.851
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.539**			**0.559**				**0.716**				**0.751**				**0.751**
LEVEL OF SERVICE (LOS):			**A**			**A**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.035	Δ*v/c* after mitigation:	0.035
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Virgil Avenue	Year of Count:	2018	Ambient Growth (%):	0.17	Conducted by:	GTC	Date:	September 2018
9	East-West Street:	6th Street	Projection Year:	2021	Peak Hour:	PM	Reviewed by:		Project:	550 S Shatto Place

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2				2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	67	1	**67**	0	67	**67**	16	83	1	**83**	0	83	1	**83**	0	83	1	**83**
	Left-Through		0							0				0				0	
	Through	477	1	263	0	477	263	66	545	1	297	0	545	1	297	0	545	1	297
	Through-Right		1							1				1				1	
	Right	49	0	49	0	49	49	0	49	0	49	0	49	0	49	0	49	0	49
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	67	1	67	0	67	67	5	72	1	72	0	72	1	72	0	72	1	72
	Left-Through		0							0				0				0	
	Through	544	1	**327**	0	544	**327**	160	707	1	**412**	0	707	1	**412**	0	707	1	**412**
	Through-Right		1							1				1				1	
	Right	109	0	109	0	109	109	6	116	0	116	0	116	0	116	0	116	0	116
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	135	1	**135**	0	135	**135**	5	141	1	**141**	0	141	1	**141**	0	141	1	**141**
	Left-Through		0							0				0				0	
	Through	962	1	507	5	967	509	166	1133	1	611	5	1138	1	614	0	1138	1	614
	Through-Right		1							1				1				1	
	Right	51	0	51	0	51	51	38	89	0	89	0	89	0	89	0	89	0	89
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	39	1	39	0	39	39	0	39	1	39	0	39	1	39	0	39	1	39
	Left-Through		0							0				0				0	
	Through	779	1	**425**	11	790	**430**	267	1050	1	**559**	11	1061	1	**565**	0	1061	1	**565**
	Through-Right		1							1				1				1	
	Right	70	0	70	0	70	70	-2	68	0	68	0	68	0	68	0	68	0	68
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		394	*North-South:*		394	*North-South:*			495	*North-South:*			495	*North-South:*			495
		East-West:		560	*East-West:*		565	*East-West:*			700	*East-West:*			706	*East-West:*			706
		SUM:		954	*SUM:*		959	*SUM:*			1195	*SUM:*			1201	*SUM:*			1201
	VOLUME/CAPACITY *(V/C)* RATIO:			0.636			0.639				0.797				0.801				0.801
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.536**			**0.539**				**0.697**				**0.701**				**0.701**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.004 **Δ*v/c* after mitigation:** 0.004

Significant impacted? NO **Fully mitigated?** N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Rampart Boulevard	Year of Count:	2018	Ambient Growth (%):	0.17	Conducted by:	GTC	Date:	September 2018
10	East-West Street:	6th Street	Projection Year:	2021	Peak Hour:	PM	Reviewed by:		Project:	550 S Shatto Place

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2				2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	58	1	58	0	58	58	7	65	1	65	0	65	1	65	0	65	1	65
	Left-Through		0							0				0				0	
	Through	534	0	**595**	0	534	**595**	176	713	0	**785**	0	713	0	**785**	0	713	0	**785**
	Through-Right		1							1				1				1	
	Right	61	0	0	0	61	0	11	72	0	0	0	72	0	0	0	72	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	103	1	**103**	0	103	**103**	0	104	1	**104**	0	104	1	**104**	0	104	1	**104**
	Left-Through		0							0				0				0	
	Through	498	1	498	0	498	498	214	715	1	715	0	715	1	715	0	715	1	715
	Through-Right		0							0				0				0	
	Right	181	1	87	0	181	87	32	214	1	111	0	214	1	111	0	214	1	111
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	188	1	**188**	0	188	**188**	18	207	1	**207**	0	207	1	**207**	0	207	1	**207**
	Left-Through		0							0				0				0	
	Through	695	1	363	5	700	365	183	882	1	470	5	887	1	472	0	887	1	472
	Through-Right		1							1				1				1	
	Right	30	0	30	0	30	30	27	57	0	57	0	57	0	57	0	57	0	57
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	31	1	31	0	31	31	20	51	1	51	0	51	1	51	0	51	1	51
	Left-Through		0							0				0				0	
	Through	723	1	**446**	11	734	**452**	288	1015	1	**593**	11	1026	1	**598**	0	1026	1	**598**
	Through-Right		1							1				1				1	
	Right	169	0	169	0	169	169	0	170	0	170	0	170	0	170	0	170	0	170
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		698	*North-South:*		698	*North-South:*			889	*North-South:*			889	*North-South:*			889
		East-West:		634	*East-West:*		640	*East-West:*			800	*East-West:*			805	*East-West:*			805
		SUM:		1332	*SUM:*		1338	*SUM:*			1689	*SUM:*			1694	*SUM:*			1694
	VOLUME/CAPACITY *(V/C)* RATIO:			0.888			0.892				1.126				1.129				1.129
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.788**			**0.792**				**1.026**				**1.029**				**1.029**
	LEVEL OF SERVICE (LOS):			C			C				F				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Alvarado Street	Year of Count:	2018	Ambient Growth (%):	0.17	Conducted by:	GTC	Date:	September 2018
11	East-West Street:	6th Street	Projection Year:	2021	Peak Hour:	PM	Reviewed by:		Project:	550 S Shatto Place

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0			0				0					0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			1200			1200			1200				1200					1200
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1310	2	**469**	0	1310	**469**	45	1362	2	**486**	0	1362	2	**486**	0	1362	2	**486**
	Through-Right		1							1				1				1	
	Right	96	0	96	0	96	96	0	96	0	96	0	96	0	96	0	96	0	96
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	910	2	349	0	910	349	99	1014	2	385	0	1014	2	385	0	1014	2	385
	Through-Right		1							1				1				1	
	Right	137	0	137	0	137	137	2	140	0	140	0	140	0	140	0	140	0	140
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	89	1	**89**	0	89	**89**	0	89	1	**89**	0	89	1	**89**	0	89	1	**89**
	Left-Through		0							0				0				0	
	Through	582	1	332	5	587	335	190	775	1	431	5	780	1	433	0	780	1	433
	Through-Right		1							1				1				1	
	Right	82	0	82	0	82	82	4	86	0	86	0	86	0	86	0	86	0	86
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	81	1	81	0	81	81	0	81	1	81	0	81	1	81	0	81	1	81
	Left-Through		0							0				0				0	
	Through	681	1	**379**	11	692	**385**	303	987	1	**541**	11	998	1	**547**	0	998	1	**547**
	Through-Right		1							1				1				1	
	Right	77	0	77	0	77	77	18	95	0	95	0	95	0	95	0	95	0	95
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES		*North-South:*	469		*North-South:*	469		*North-South:*	486			*North-South:*	486			*North-South:*	486	
			East-West:	468		*East-West:*	474		*East-West:*	630			*East-West:*	636			*East-West:*	636	
			SUM:	937		*SUM:*	943		*SUM:*	1116			*SUM:*	1122			*SUM:*	1122	
	VOLUME/CAPACITY (*V/C*) RATIO:			0.781			0.786			0.930				0.935					0.935
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.681**			**0.686**			**0.830**				**0.835**					**0.835**
	LEVEL OF SERVICE (LOS):			**B**			**B**			**D**				**D**					**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.005 **Δ*v/c* after mitigation:** 0.005

Significant impacted? NO **Fully mitigated?** N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	0.17	Conducted by:	GTC	Date:	September 2018
12	East-West Street:	Wilshire Boulevard	Projection Year:	2021	Peak Hour:	PM	Reviewed by:		Project:	550 S Shatto Place

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4				4	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		3	NB-- 0 SB--		3	NB-- 0 SB--		3		NB-- 0 SB--		3		NB-- 0 SB--		3	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	90	1	**90**	0	90	**90**	153	243	1	**243**	0	243	1	**243**	0	243	1	**243**
	Left-Through		0							0				0				0	
	Through	1079	2	393	19	1098	400	341	1426	2	512	19	1445	2	518	0	1445	2	518
	Through-Right		1							1				1				1	
	Right	101	0	101	0	101	101	8	110	0	110	0	110	0	110	0	110	0	110
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	145	1	145	0	145	145	73	219	1	219	0	219	1	219	0	219	1	219
	Left-Through		0							0				0				0	
	Through	1057	2	**529**	7	1064	**532**	338	1400	2	**700**	7	1407	2	**704**	0	1407	2	**704**
	Through-Right		0							0				0				0	
	Right	99	1	0	0	99	0	323	423	1	134	0	423	1	134	0	423	1	134
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	155	1	**155**	0	155	**155**	133	289	1	**289**	0	289	1	**289**	0	289	1	**289**
	Left-Through		0							0				0				0	
	Through	976	2	488	8	984	492	341	1322	2	661	8	1330	2	665	0	1330	2	665
	Through-Right		0							0				0				0	
	Right	97	1	52	0	97	52	115	212	1	91	0	212	1	91	0	212	1	91
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	120	1	120	0	120	120	3	124	1	124	0	124	1	124	0	124	1	124
	Left-Through		0							0				0				0	
	Through	953	2	**477**	3	956	**478**	407	1365	2	**683**	3	1368	2	**684**	0	1368	2	**684**
	Through-Right		0							0				0				0	
	Right	80	1	8	0	80	8	53	133	1	24	0	133	1	24	0	133	1	24
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		619	*North-South:*		622	*North-South:*			943	*North-South:*			947	*North-South:*			947
		East-West:		632	*East-West:*		633	*East-West:*			972	*East-West:*			973	*East-West:*			973
		SUM:		1251	*SUM:*		1255	*SUM:*			1915	*SUM:*			1920	*SUM:*			1920
	VOLUME/CAPACITY *(V/C)* RATIO:			0.910			0.913				1.393				1.396				1.396
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.810**			**0.813**				**1.293**				**1.296**				**1.296**
	LEVEL OF SERVICE (LOS):			**D**			**D**				**F**				**F**				**F**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Shatto Place	Year of Count:	2018	Ambient Growth (%):	0.17	Conducted by:	GTC	Date:	September 2018
13	East-West Street:	Wilshire Boulevard	Projection Year:	2021	Peak Hour:	PM	Reviewed by:		Project:	550 S Shatto Place

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	134	1	**134**	5	139	**139**	0	135	1	**135**	5	140	1	**140**	0	140	1	**140**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	130	1	94	3	133	93	0	131	1	95	3	134	1	94	0	134	1	94
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	72	1	**72**	8	80	**80**	0	72	1	**72**	8	80	1	**80**	0	80	1	**80**
Left-Through		0							0				0				0	
Through	1096	2	548	0	1096	548	433	1535	2	768	0	1535	2	768	0	1535	2	768
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	1003	2	**502**	0	1003	**502**	487	1495	2	**748**	0	1495	2	**748**	0	1495	2	**748**
Through-Right		0							0				0				0	
Right	86	1	19	8	94	25	0	86	1	19	8	94	1	24	0	94	1	24
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	North-South:		134	North-South:		139	North-South:			135	North-South:			140	North-South:			140
	East-West:		574	East-West:		582	East-West:			820	East-West:			828	East-West:			828
	SUM:		708	SUM:		721	SUM:			955	SUM:			968	SUM:			968
VOLUME/CAPACITY (V/C) RATIO:			0.472			0.481				0.637				0.645				0.645
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.372**			**0.381**				**0.537**				**0.545**				**0.545**
LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Hoover Street	Year of Count:	2018	Ambient Growth (%):	0.17	Conducted by:	GTC	Date:	September 2018
14	East-West Street:	Wilshire Boulevard	Projection Year:	2021	Peak Hour:	PM	Reviewed by:		Project:	550 S Shatto Place

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	822	2	**452**	0	822	**452**	148	974	2	**536**	0	974	2	**536**	0	974	2	**536**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	35	1	0	0	35	0	95	130	1	11	0	130	1	11	0	130	1	11
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	917	2	459	3	920	460	347	1269	2	635	3	1272	2	636	0	1272	2	636
	Through-Right		0							0				0				0	
	Right	741	1	**515**	2	743	**517**	185	930	1	**662**	2	932	1	**664**	0	932	1	**664**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	114	1	**114**	0	114	**114**	124	239	1	**239**	0	239	1	**239**	0	239	1	**239**
	Left-Through		0							0				0				0	
	Through	759	2	380	8	767	384	309	1072	2	536	8	1080	2	540	0	1080	2	540
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		452	*North-South:*		452	*North-South:*			536	*North-South:*			536	*North-South:*			536
		East-West:		629	*East-West:*		631	*East-West:*			901	*East-West:*			903	*East-West:*			903
		SUM:		1081	*SUM:*		1083	*SUM:*			1437	*SUM:*			1439	*SUM:*			1439
VOLUME/CAPACITY (*V/C*) RATIO:				0.721			0.722				0.958				0.959				0.959
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.621**			**0.622**				**0.858**				**0.859**				**0.859**
LEVEL OF SERVICE (LOS):				**B**			**B**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	0.17	Conducted by:	GTC	Date:	September 2018
15	East-West Street:	8th Street	Projection Year:	2021	Peak Hour:	PM	Reviewed by:		Project:	550 S Shatto Place

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	59	1	**59**	0	59	**59**	73	132	1	**132**	0	132	1	**132**	0	132	1	**132**
	Left-Through		0							0				0				0	
	Through	1122	1	593	19	1141	603	455	1583	1	831	19	1602	1	840	0	1602	1	840
	Through-Right		1							1				1				1	
	Right	64	0	64	0	64	64	14	78	0	78	0	78	0	78	0	78	0	78
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	62	1	62	0	62	62	28	90	1	90	0	90	1	90	0	90	1	90
	Left-Through		0							0				0				0	
	Through	1194	1	**640**	7	1201	**644**	335	1535	1	**853**	7	1542	1	**856**	0	1542	1	**856**
	Through-Right		1							1				1				1	
	Right	86	0	86	0	86	86	84	170	0	170	0	170	0	170	0	170	0	170
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	843	1	**483**	0	843	**483**	126	973	1	**581**	0	973	1	**581**	0	973	1	**581**
	Through-Right		1							1				1				1	
	Right	122	0	122	0	122	122	65	188	0	188	0	188	0	188	0	188	0	188
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	715	1	410	0	715	410	118	837	1	488	0	837	1	488	0	837	1	488
	Through-Right		1							1				1				1	
	Right	104	0	104	0	104	104	34	139	0	139	0	139	0	139	0	139	0	139
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		699	*North-South:*		703	*North-South:*			985	*North-South:*			988	*North-South:*			988
		East-West:		483	*East-West:*		483	*East-West:*			581	*East-West:*			581	*East-West:*			581
		SUM:		1182	*SUM:*		1186	*SUM:*			1566	*SUM:*			1569	*SUM:*			1569
	VOLUME/CAPACITY (*V/C*) RATIO:			0.788			0.791				1.044				1.046				1.046
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.688**			**0.691**				**0.944**				**0.946**				**0.946**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**E**				**E**				**E**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.002 **Δ*v/c* after mitigation:** 0.002

Significant impacted? NO **Fully mitigated?** N/A