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engineers

TRAFFIC IMPACT STUDY

WEINGART PROJECTS

City of Los Angeles, California
March 13, 2018

Prepared for:

Weingart Tower, LP
6339 Paseo Del Lago
Carlsbad, California 92011

LLG Ref. 1-17-4241-2

Under the Supervision of:

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Principal

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TRAFFIC IMPACT STUDY
WEINGART PROJECTS
City of Los Angeles, California
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1.0 INTRODUCTION

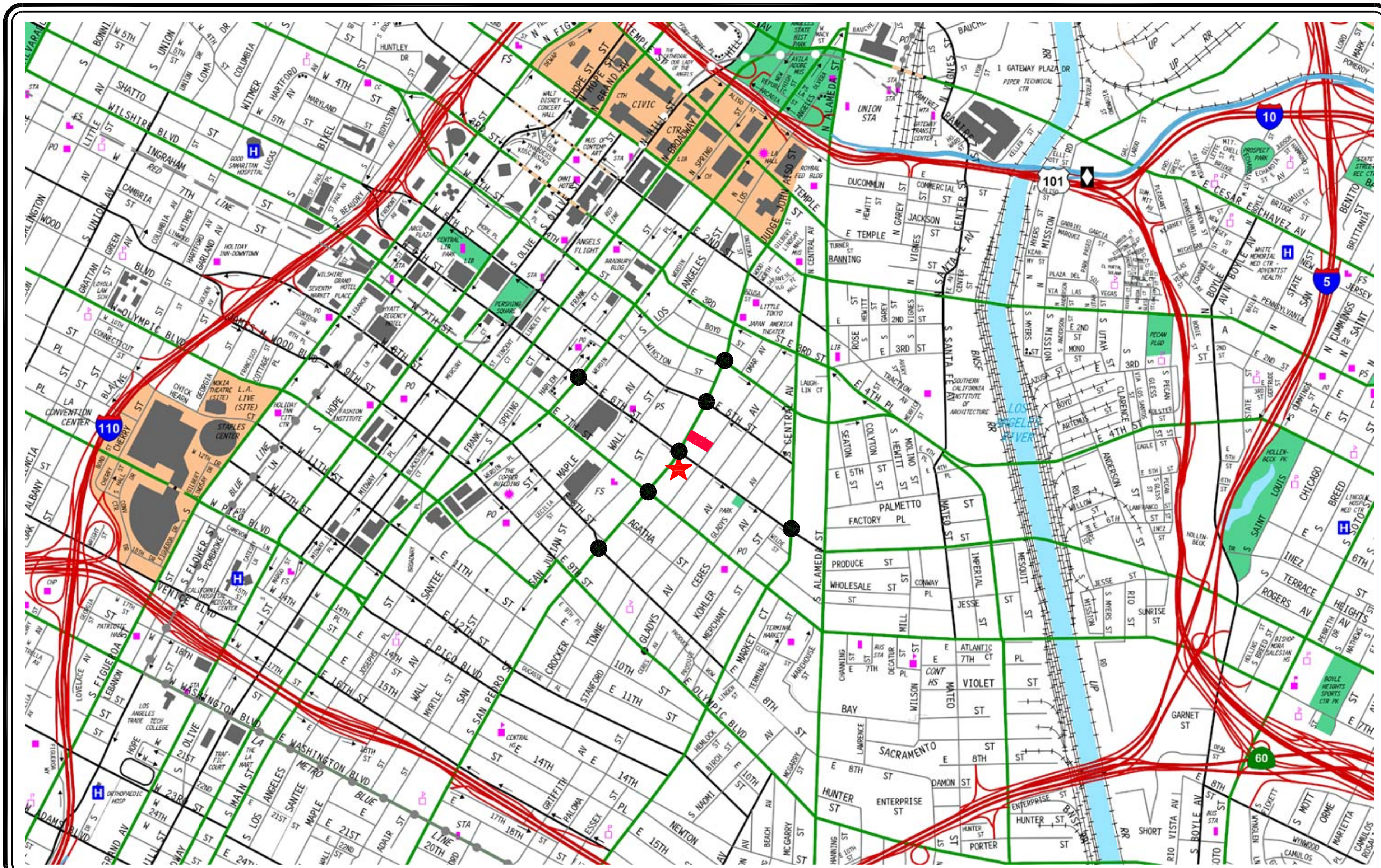
1.1 Traffic Study Overview

This traffic analysis has been conducted to identify and evaluate the potential traffic impacts of the proposed Weingart Projects ("proposed project" herein) on the surrounding street system. The proposed project site is located in the Central City East District of the Central City Community Plan area of the City of Los Angeles, California. The Weingart Projects include two distinct affordable housing projects, Weingart Towers project and San Pedro Tower project, for permanent long-term housing with supportive services designed to enable homeless persons and individuals/families at risk of homelessness to ensure that they remain housed and live as independently as possible. The Weingart Towers project site is bounded by existing commercial development to the north and south, Crocker Street to the east and San Pedro Street to the west. The San Pedro Tower project site is bounded by 6th Street to the north, existing commercial development to the south, Crocker Street to the east and San Pedro Street to the west. The proposed Weingart Projects site and general vicinity are shown in ***Figure 1-1***.

The traffic analysis follows City of Los Angeles (City) traffic study guidelines[1] and is consistent with traffic impact assessment guidelines set forth in the Los Angeles County Congestion Management Program (CMP)[2]. This traffic analysis evaluates potential project-related impacts at seven key intersections in the vicinity of the project site. The study intersections were determined in consultation with City of Los Angeles Department of Transportation (LADOT) staff. The Critical Movement Analysis method was used to determine Volume-to-Capacity ratios and corresponding Levels of Service for all seven study intersections. A review also was conducted of Metro freeway and intersection monitoring stations to determine if a CMP transportation impact assessment analysis is required for the proposed project. In addition, a screening analysis based on the Highway Capacity Manual (HCM) operational analysis methodologies was completed as it relates to the highway system and the ramp intersections under Caltrans jurisdiction.

This study (i) presents existing traffic volumes, (ii) provides existing traffic volumes with the forecast traffic volumes from the proposed project, (iii) determines existing with project-related impacts; (iv) forecasts future cumulative baseline traffic volumes, (v) forecasts future cumulative traffic volumes with the proposed project, (vi) determines future forecast with project-related impacts, and (vii) recommends mitigation measures, where necessary.

[1] *Transportation Impact Study Guidelines*, City of Los Angeles Department of Transportation, December 2016.
[2] *2010 Congestion Management Program*, Los Angeles County Metropolitan Transportation Authority, October 2010.



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MAP SOURCE: RAND MCNALLY & COMPANY

WEINGART TOWERS PROJECT

SAN PEDRO TOWER PROJECT

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FIGURE 1-1
VICINITY MAP

WEINGART PROJECTS

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1.2 Study Area

Upon coordination with LADOT staff, seven study intersections were identified for evaluation during the weekday morning and afternoon peak hours. The study intersections provide both regional and local access to the study area and define the extent of the boundaries for this traffic impact analysis. Further discussion of the existing street system and study area is provided in Section 4.0.

The general location of the project in relation to the study locations and surrounding street system is presented in *Figure 1–1*. The traffic analysis study area is generally comprised of those locations that have the greatest potential to experience significant traffic impacts due to the proposed project, as defined by the City as Lead Agency under the California Environmental Quality Act (CEQA). In the traffic engineering practice, the study area generally includes those intersections that are:

a. Immediately adjacent or in close proximity to the project site;

b. In the vicinity of the project site that are documented to have current or projected future adverse operational issues; and

c. 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 intersections selected for analysis were based on the above criteria, the proposed Weingart Projects's calculated peak hour vehicle trip generation, the anticipated distribution of project vehicular trips and existing intersection/corridor operations. LADOT confirmed the appropriateness of the seven study intersections when it entered into a traffic study Memorandum of Understanding (MOU) for the proposed project. The seven study intersections are identified in *Figure 1-1* and in the traffic study MOU, which is attached to this report as ***Appendix A***.

Further, in accordance with the "Freeway Impact Analysis Procedures" agreement[3] between the California Department of Transportation (Caltrans) District 7 and LADOT executed in October 2013 and amended in December 2015, the approved MOU included a freeway impact screening analysis to determine whether further review of the Caltrans freeway system would be required for the proposed project. As noted in the approved MOU, the amount of project-related traffic did not meet the criteria requiring a focused analysis of State Route 101 and Interstate 110 Freeway mainline segments and nearby off-ramps.

[3] The "Freeway Impact Analysis Procedures" agreement executed in October 2013 and amended in December 2015 between Caltrans District 7 and LADOT, requires project applicants to work with Caltrans and prepare a Freeway Impact Analysis utilizing Caltrans' *Guide for the Preparation of Traffic Impact Studies* for land use proposals that meet the established screening criteria.

1.3 Overview of Senate Bill 743

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743 (Steinberg, 2013). Among other things, SB 743 creates a process to change the methodology to analyze transportation impacts under CEQA (Public Resources Code section 21000 and following), which could include analysis based on project vehicle miles traveled (VMT) rather than impacts to intersection Level of Service. On December 30, 2013, the State of California Governor's Office of Planning and Research (OPR) released a preliminary evaluation of alternative methods of transportation analysis. The intent of the original guidance documentation was geared first towards projects located within areas that are designated as transit priority areas, to be followed by other areas of the State. OPR issued other draft discussion documents in March 2015 and January 2016, suggesting some new revisions to the state CEQA Guidelines. OPR has submitted the proposed updates to the CEQA Guidelines to the State's Natural Resources Agency (NRA). Over the coming months, the NRA will conduct a formal administrative rulemaking process on the CEQA Guidelines. That rulemaking process will entail additional public review and may lead to further revisions. OPR then would update the technical advisory as appropriate. OPR has therefore not issued any final revisions to the state CEQA Guidelines to implement the CEQA traffic analysis component of SB 743; thus, the analysis in this study utilizes existing, long-established protocols in accordance with CEQA, the existing state CEQA Guidelines, and the City's CEQA Thresholds Guide. (See Public Resources Code section 21099(b).)

This is also consistent with the current City of Los Angeles traffic impact analysis procedures. In August 2014, Councilmember Mike Bonin introduced a motion directing the Department of City Planning (DCP) and LADOT to begin preparation for the shift to VMT analysis (CF 14-1169). DCP subsequently contracted with an outside consultant to develop the strategy and methodology in order to establish the tools necessary to bring the City into compliance with the state mandate. The City is currently in the process of conducting beta testing of the recommended VMT tools/metrics that will be used to conduct VMT analyses in traffic studies for projects. It is anticipated that in mid to late 2018, City staff will present the CEQA Appendix G environmental checklist update to the City Council, which will likely lead to the adoption of new VMT-based significance thresholds and its subsequent incorporation into the City's CEQA Threshold Guide in late-2018 to early 2019. Following adoption, projects must then comply with the updated transportation evaluation framework, thus bringing the City into compliance with the state mandate. The City's VMT tools/metrics had not been finalized at the time this traffic study was completed for inclusion in the proposed project's Draft EIR. Should the City finalize those tools/metrics prior to the City decisionmakers' consideration of the proposed project's EIR and entitlements, this traffic study may be updated in consultation with LADOT to include a VMT analysis and a determination of whether the proposed project would result in significant impacts based on VMT-based significance thresholds. While any agency can immediately apply the proposed new CEQA Guidelines section (proposed Guidelines section 15064.3), a statewide application of that new section would not be required until January 1, 2020.

2.0 PROJECT DESCRIPTION

2.1 Project Location

The proposed project site is located in the Central City East District of the Central City Community Plan area of the City of Los Angeles, California. The Weingart Projects include two distinct affordable housing projects, Weingart Towers project and San Pedro Tower project, for permanent long-term housing with supportive services designed to enable homeless persons and individuals/families at risk of homelessness to ensure that they remain housed and live as independently as possible. The proposed Weingart Projects site and general vicinity are shown in *Figure 1-1*. An aerial photograph of the existing project sites and general vicinity is contained in ***Figure 2-1***.

The Central City Community Plan[4] area is located south of Sunset Boulevard/Cesar Chavez Avenue, north of the Santa Monica Freeway (Interstate 10), east of the Harbor Freeway (Interstate 110) and west of Alameda Street. It is bordered by the communities of Central City North, Silver Lake-Echo Park, Westlake, Southeast and South Central Los Angeles. The Central City Community Plan area is comprised of nine districts: Civic Center, Bunker Hill, Financial Core, Convention Center/Arena, South Park, Center City/Historic Core, Little Tokyo, Central City East, and South Markets. The Central City area is the historic, political, social, governmental and economic center of the City of Los Angeles. Major rail networks and six major freeways converge and interconnect in this plan area. Refer to ***Figure 2-2*** which shows the Central City Community Plan area and notes the nine districts.

The Central City East district (generally bounded by Third Street, Olympic Boulevard, Los Angeles Street and Alameda Street) contains wholesale and warehousing uses including produce, fish and food processing, the Flower Market, toy import-export industry-related development and a mix of other commercial activities. The area is also a center of social services including alcohol, drug and mental health services. Further, the area includes job training programs, transitional housing, homeless outreach, family and children's services, and aging programs, including various government agencies.

The project sites are well-served by transit and are located less than one mile from Metro's Regional Connector 1st Street portal which is currently under construction, Metro's Little Tokyo Gold Line station, and Metro's Pershing Square Red Line station. The project study area also is served by Metro Bus Lines 17, 18, 51/52/352, 53, 60, 62, 720, 760, Gardena Line 1X, and Montebello Lines 40 and 90.

2.2 Existing Project Site

The Weingart Towers project site, which comprises approximately 0.63 acres, is bounded by existing commercial development to the north and south, Crocker Street to the east and San Pedro Street to the west. A total of three driveways (one driveway on San Pedro Street and two driveways on Crocker Street) is presently provided at the existing Weingart Towers project site, although it

[4] Source: *Central City Community Plan*; A Part of the General Plan-City of Los Angeles; http://cityplanning.cityofla.org.

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MAP SOURCE: GOOGLE EARTH

PROJECT SITES

EXISTING DRIVEWAY

INACTIVE DRIVEWAY

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FIGURE 2-1
AERIAL PHOTOGRAPH OF EXISTING PROJECT SITES

WEINGART PROJECTS

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MAP SOURCE: CITY OF LOS ANGELES DEPARTMENT OF PLANNING

WEINGART TOWERS SITE

SAN PEDRO TOWER SITE

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FIGURE 2-2
CENTRAL CITY COMMUNITY PLAN AREA

WEINGART PROJECTS

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appears that only the northerly driveway on Crocker Street is currently used for vehicular access. The existing Weingart Towers project site is presently occupied by an approximate 7,000 square-foot building that contains the Weingart Café and surface parking spaces. It is noted that although the Weingart Café is a functional restaurant, it serves the homeless and does not operate as a typical restaurant.

The San Pedro Tower project site, which comprises approximately 1.12 acres, is bounded by 6th Street to the north, existing commercial development to the south, Crocker Street to the east and San Pedro Street to the west. A total of three driveways (two driveways on 6th Street and one driveway on Crocker Street) is presently provided at the existing San Pedro Tower project site, although it appears that only the easterly driveway on 6th Street and the Crocker Street driveway are currently used for vehicular access. The existing San Pedro Tower project site is presently occupied by a surface parking lot.

2.3 Proposed Project Description

The Weingart Projects include two distinct affordable housing projects for permanent long-term housing with supportive services designed to enable homeless persons and individuals/families (who qualify for affordable housing at fifty percent [50%] AMI or less) to ensure that they remain housed and live as independently as possible. Summaries of the two projects are provided below:

- The Weingart Towers project is located at 554-562 South San Pedro Street and 555-561 South Crocker Street. This project consists of an 18-story building with 278 dwelling units and a 12-story building with 104 dwelling units (i.e., 382 total dwelling units). Please note that the residential component includes 378 affordable housing dwelling units (302 permanent supportive housing [PSH] units and 76 family units) and 4 manager apartment dwelling units. Additionally, a total of approximately 21,280 square feet of commercial space is planned for this project, including 19,030 square feet of general office space and 2,250 square feet of other commercial space (i.e., considered as retail space for purposes of this analysis), as well as 11,463 square feet of dining room/flex space to provide meals to residents and area homeless during breakfast, lunch and dinner. At other times the dining room/flex space may be used for other ancillary activities for residents and area homeless. Vehicular access to the Weingart Towers project is planned to be provided via a single driveway on Crocker Street. The ground floor site plan for the Weingart Towers project is illustrated in ***Figure 2-3***.

- The San Pedro Tower project is located at 600-628 South San Pedro Street, 611-615 South Crocker Street, and 518-522 East 6th Street. This project consists of a 19-story building with a total of 303 dwelling units and approximately 20,300 square feet of commercial space, including 17,100 square feet of general office space and 3,200 square feet of other commercial space (i.e., retail space for purposes of this analysis). Please note that the residential component includes 298 affordable housing dwelling units (149 PSH units and 149 family units) and 5 manager apartment dwelling units. Vehicular access to the San Pedro Tower project is planned to be provided via a single driveway on San Pedro Street. The ground floor site plan for the San Pedro Tower project is illustrated in ***Figure 2-4***.

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MAP SOURCE: JWDA ARCHITECTURE PLANNING INTERIOR DESIGN

FIGURE 2-3
GROUND FLOOR SITE PLAN
WEINGART TOWERS
WEINGART PROJECTS

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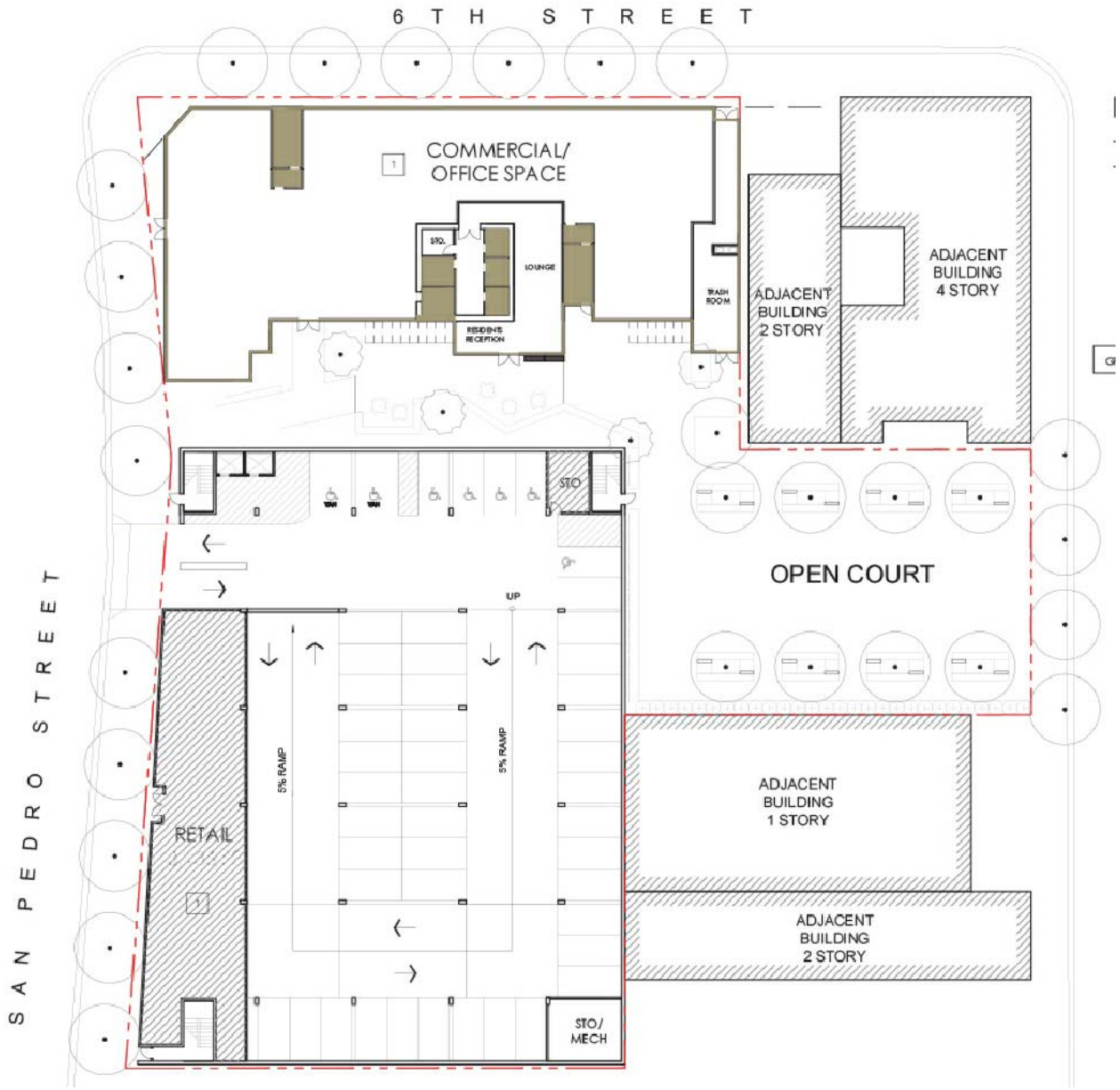

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MAP SOURCE: JWDA ARCHITECTURE PLANNING INTERIOR DESIGN

FIGURE 2-4
GROUND FLOOR SITE PLAN

SAN PEDRO TOWER
WEINGART PROJECTS

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2.4 Construction Phasing

It is important to note that the two distinct affordable housing projects presently have different anticipated build-out years. The Weingart Towers project is currently expected to be completed and occupied by the end of year 2025. The San Pedro Tower project is presently expected to be completed and occupied by the end of year 2023. This impact analysis evaluates the combined effects of the two projects assuming build-out in year 2025 in order to address any potential CEQA-related issues associated with project segmentation.

3.0 SITE ACCESS AND CIRCULATION

3.1 Existing Vehicular Site Access

As previously discussed (refer to Subsection 2.2 herein), a total of three driveways (one driveway on San Pedro Street and two driveways on Crocker Street) is presently provided at the existing Weingart Towers project site, although it appears that only the northerly driveway on Crocker Street is currently used for vehicular access. A total of three driveways (two driveways on 6th Street and one driveway on Crocker Street) is presently provided at the existing San Pedro Tower project site, although it appears that only the easterly driveway on 6th Street and the Crocker Street driveway are currently used for vehicular access. The locations of the Weingart Towers site and San Pedro Tower site access points are shown in *Figure 2-1*.

3.2 Proposed Project Vehicular Site Access

The proposed site access for the Weingart Projects is displayed in *Figures 2-3* and *2-4* for the Weingart Towers project and San Pedro Tower project, respectively. Vehicular movements into and out of the Weingart Towers project site will be provided via a single driveway on Crocker Street while vehicular access into and out of the San Pedro Tower project site will be provided via a single driveway on San Pedro Street. Descriptions of the proposed project vehicular site access driveways are provided in the following paragraphs.

- *Weingart Towers Project Site – Crocker Street Driveway*

  The Weingart Towers project site driveway will be located at the southeast corner of the subject site along Crocker Street (i.e., along the easterly property frontage). The planned Weingart Towers project site driveway will be located in essentially the same location as an existing site driveway that is currently inactive (refer to *Figure 2-1* which notes the existing site driveways). One inbound lane and one outbound lane will be provided at this location with gate control equipment located such that no vehicle queuing would extend back out onto the public right-of-way. This project site driveway is planned to accommodate full access (i.e., left-turn and right-turn ingress and egress turning movements) for motorists accessing the project site. The Crocker Street driveway will be constructed to City of Los Angeles design standards.

- *San Pedro Tower Project Site – San Pedro Street Driveway*

  The San Pedro Tower project site driveway will be located at the southwest corner of the subject site along San Pedro Street (i.e., along the westerly property frontage). One inbound lane and one outbound lane will be provided at this location with gate control equipment located such that no vehicle queuing would extend back out onto the public right-of-way. Based on preliminary comments received from LADOT staff, this project site driveway will be restricted to right-turn ingress and egress turning movements for motorists accessing the project site. The San Pedro Street driveway will be constructed to City of Los Angeles design standards.

3.3 Vehicular Site Access Recommendations

It is noted that the project's site access and circulation scheme has been reviewed on a preliminary basis in consultation with LADOT staff. The purpose of the preliminary coordination was to obtain input regarding questions and comments on the vehicular site access schemes for both the Weingart Tower project site and the San Pedro Tower project site. Please note that the preliminary coordination with LADOT staff and subsequent modifications does not constitute formal approval of the project's vehicular site access scheme. The following traffic management measures are recommended to facilitate access to and from the planned project site:

- Install appropriate pavement markings (i.e., stop bar with STOP legend) on both project site exit drive aisles just west and east of the public sidewalks along Crocker Street and San Pedro Street, respectively, to ensure that motorists stop prior to the sidewalk before exiting the site.

- Install No Left-Turn In signing on the exterior of the San Pedro Tower project site driveway entrance to reinforce the restricted right-turn ingress movement for motorists entering the site.

- Install pavement right-turn arrows prior to the stop bar/STOP legend on the San Pedro Tower project exit drive aisle to reinforce the right-turn only movement for motorists exiting the site.

- Install a right-turn only sign at the San Pedro Tower project drive aisle just east of the public sidewalk to reinforce the restricted right-turn egress movement for motorists exiting the site.

- Maintain a graphic on a transportation information display kiosk in the common areas of both the Weingart Towers and San Pedro Tower project sites that display the allowable traffic movements at the site driveways.

3.4 Pedestrian Access

The Central City East District area experiences a high level of pedestrian activity, particularly along the key corridors near the project site, such as 6th Street, Los Angeles Street, and San Pedro Street. Based on the existing level of pedestrian activity in the area, the proximity of the nearby the Federal, State, County and local government offices located nearby in Little Tokyo and the Civic Center area and, more importantly, the future Metro Regional Connector 1st Street/Little Tokyo rail station and portal on the project site, it is anticipated that there will continue to be a high level of pedestrian activity in the area as well as to and from the proposed project site.

The proposed project is designed to encourage pedestrian activity and walking as a transportation mode with a Walkability score for the project site of approximately 93 (Walker's Paradise) out of

100.[5] As indicated in *Figures 2-2* and *2–3*, the proposed project is designed to provide connections to the adjacent public sidewalks and would include site enhancements to promote walkability. Walkability is a term describing the extent to which walking is readily available as a safe, connected, accessible and pleasant mode of transport. There are several criteria that are widely accepted as key aspects of the walkability of urban areas that should be satisfied. The underlying principle is that pedestrians should not be delayed, diverted, or placed in danger. The widely accepted characteristics of walkability are as follows:

- Connectivity: Can people walk from one place to another without encountering major obstacles, obstructions, or loss of connectivity?

- Convivial: Are pedestrian routes friendly and attractive, and perceived as such by pedestrians?

- Conspicuous: Are suitable levels of lighting, visibility and surveillance over its entire length provided, with high quality delineation and signage?

- Comfortable: Are high quality and well-maintained footpaths of suitable widths, attractive landscaping and architecture, shelter and rest spaces provided with a suitable allocation of roadspace to pedestrians?

- Convenient: Is walking a realistic travel choice, partly because of the impact of the other criteria set forth above, but also because walking routes are of a suitable length as a result of land use planning with minimal delays?

A review of the project site location and pedestrian walkway network indicates that these five primary characteristics are accommodated as part of the proposed project. The project site is accessible from nearby public bus and rail transit stops and will be situated less than one mile from Metro's Regional Connector 1st Street portal which is currently under construction, Metro's Little Tokyo Gold Line station, and Metro's Pershing Square Red Line station. The majority of pedestrian access to the project site is envisioned to occur via the existing public sidewalks provided along every street in the Downtown Los Angeles area. The project site is located within Downtown Los Angeles, which offers a wide variety of employment, entertainment, retail and restaurant opportunities.

Proposed project features would include landscaped and lighted pedestrian walkways connecting facilities within each individual site, as well as connections with the adjacent public sidewalks on San Pedro Street, Crocker Street and 6th Street. In addition, street trees and streetscape plantings would be introduced along same public frontages in accordance with the City's standards.

[5] Refer to http://www.walkscore.com/, which generates the walkability score for the project site. Walk Score calculates the walkability of an address by locating nearby stores, restaurants, schools, parks, etc. Walk Score measures how easy it is to live a car-lite lifestyle—not how pretty the area is for walking.

Project signage could include general ground level and wayfinding pedestrian signage around the perimeter of the individual project sites, building identification signs, and other sign types. Wayfinding signs would be located at access points to the on-site amenities and facilities, parking garages, commercial and residential entries, corridors, and elevator lobbies.

3.5 Bicycle Access

Bicycle access to the project site is facilitated by the City's bicycle roadway network. Walk Score also calculates a bike score based on the topography, number and proximity of bike lanes, etc., which generates a bike score for the project site of approximately 63 (Bikeable) out of 100.[6] Existing and proposed bicycle facilities (e.g., Class I Bicycle Path, Class II Bicycle Lanes, Class III Bicycle Routes, Proposed Bicycle Routes, Bicycle Friendly Streets, etc.) identified in the City's 2010 Bicycle Plan are located within an approximate one-mile radius from the project site.[7] It is important to note that the 2010 Bicycle Plan goals and policies have been folded into the Mobility Plan 2035 to reflect a commitment to a balanced, multi-modal viewpoint. The location of the City's bicycle enhanced network (low stress network) in close proximity to the project site and in the surrounding area is shown in ***Figure 3-1***. The location of the City of Los Angeles bicycle lane network in close proximity to the project site and in the surrounding area is illustrated in ***Figure 3-2***.

The Federal and State transportation systems recognize three primary bikeway facilities: Bicycle Paths (Class I), Bicycle Lanes (Class II), and Bicycle Routes (Class III). Bicycle Paths (Class I) are exclusive car free facilities that are typically not located within a roadway area. Bicycle Lanes (Class II) are part of the street design that is dedicated only for bicycles and identified by a striped lane separating vehicle lanes from bicycle lanes. Bicycle Routes (Class III) are preferably located on collector and lower volume arterial streets.

Use of bicycles as a transportation mode to and from the project sites should be encouraged by the provision of ample and safe bicycle parking. The type of spaces and dimensions will be provided based on City Code requirements (refer to Los Angeles Municipal Code Sections 12.21.A.16 and 12.21 A.4(c)), as well as to meet the needs of a variety of bicycles. The bicycle spaces will be provided in a readily accessible location(s). Appropriate lighting will be provided to increase safety and provide theft deterrent during night-time parking. The short-term and long-term bicycle parking requirements of the Los Angeles Municipal Code will be more than satisfied both for the residential and commercial land use components of the proposed project. ***Table 3-1*** summarizes the City's bicycle parking requirements as well as the number of bicycle parking spaces proposed to be provided by the proposed project.

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[6] Refer to http://www.walkscore.com/, which generates the bike score for the project site. Walk Score calculates the bike score of an address by locating nearby bicycling facilities as well as connections to bus/rail transit routes and stops. Walk Score measures how easy it is to live a car-lite lifestyle—not how pretty the area is for bicycling.

[7] Sources: City of Los Angeles Mobility Plan 2035 (2015), and City of Los Angeles Bicycle Parking Plan; www.labikeplan.org. As noted in the Mobility Plan 2035, the 2010 Bicycle Plan and policies have been folded into the Mobility Plan to reflect a commitment to a balanced, multi-modal viewpoint.

MAP SOURCE: CITY OF LOS ANGELES MOBILITY PLAN 2035

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PROJECT SITES

FIGURE 3-1
CITY OF LOS ANGELES BICYCLE ENHANCED NETWORK (LOW STRESS NETWORK)

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WEINGART PROJECTS

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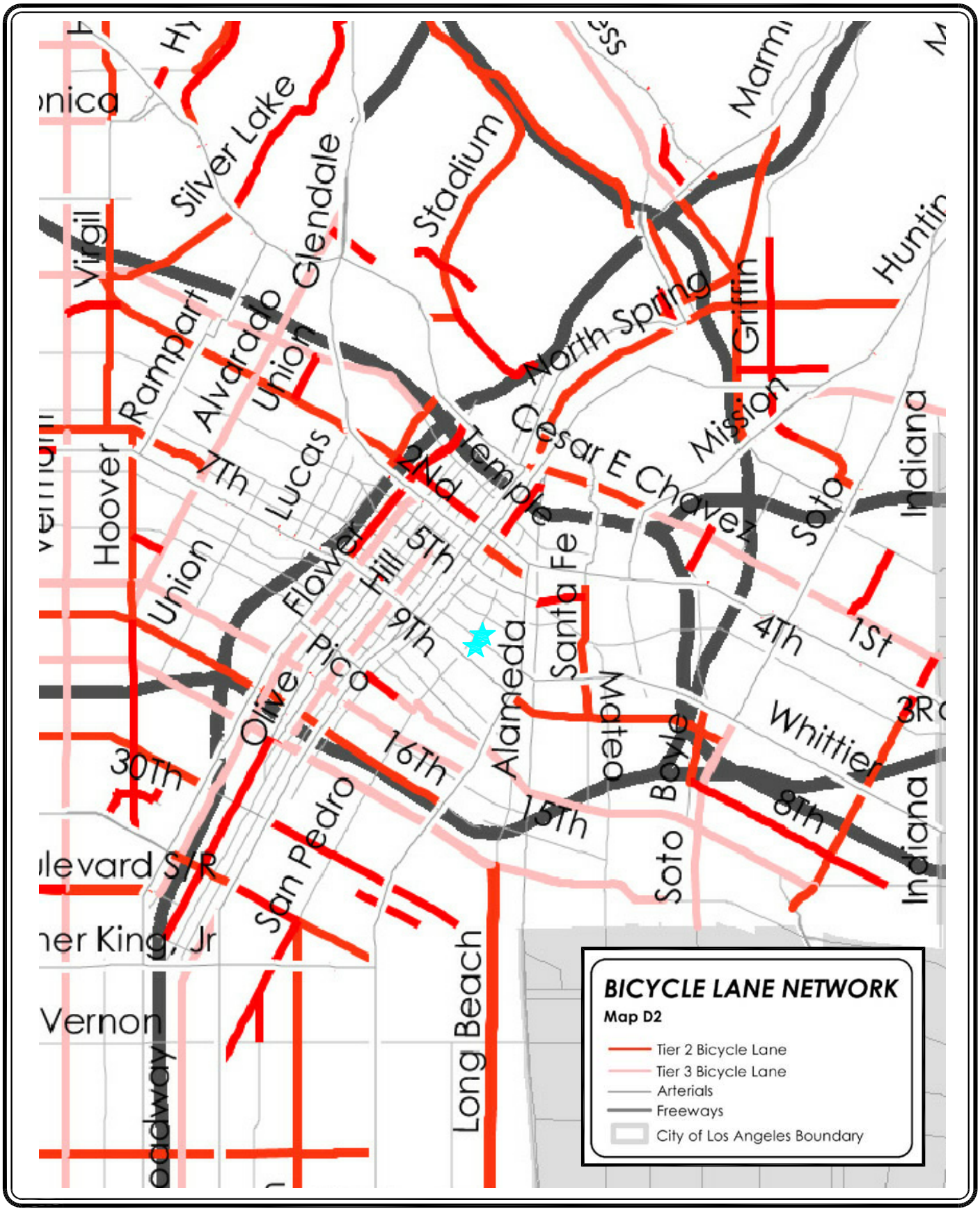

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MAP SOURCE: CITY OF LOS ANGELES MOBILITY PLAN 2035

PROJECT SITES

FIGURE 3-2
CITY OF LOS ANGELES
PROPOSED BICYCLE LANE NETWORK

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Table 3-1
SUMMARY OF BICYCLE PARKING

WEINGART TOWERS PROJECT - CODE REQUIRED BICYCLE PARKING				
Land Use	**Size**	**Type of Parking**	**Parking Ratio [1]**	**Number of Code Required Spaces**
Residential	382 DU	Long-Term	1 /DU	382
		Short-Term	0.1 /DU	38
Retail	2,250 SF	Long-Term	1 /2,000 SF	3
		Short-Term	1 /2,000 SF	3
General Office	19,030 SF	Long-Term	2 /10,000 SF	4
		Short-Term	1 /10,000 SF	2
General Commercial (Dining/Multi-purpose)	11,463 SF	Long-Term	1 /10,000 SF	3
		Short-Term	1 /10,000 SF	3
Subtotal Number of Long-Term Bicycle Parking Spaces [A]				**392**
Subtotal Number of Short-Term Bicycle Parking Spaces [B]				**46**
Total Number of Code Required Bicycle Parking Spaces ([A]+[B])				***438***
Subtotal Supply of Long-Term Bicycle Parking Spaces [C]				**392**
Subtotal Supply of Short-Term Bicycle Parking Spaces [D]				**46**
Total On-Site Supply of Bicycle Parking Spaces ([C]+[D])				***438***

SAN PEDRO TOWER PROJECT - CODE REQUIRED BICYCLE PARKING				
Land Use	**Size**	**Type of Parking**	**Parking Ratio [1]**	**Number of Code Required Spaces**
Residential	303 DU	Long-Term	1 /DU	303
		Short-Term	0.1 /DU	30
Retail	3,200 SF	Long-Term	1 /2,000 SF	4
		Short-Term	1 /2,000 SF	4
General Office	17,100 SF	Long-Term	2 /10,000 SF	4
		Short-Term	1 /10,000 SF	2
Subtotal Number of Long-Term Bicycle Parking Spaces [A]				**311**
Subtotal Number of Short-Term Bicycle Parking Spaces [B]				**36**
Total Number of Code Required Bicycle Parking Spaces ([A]+[B])				***347***
Subtotal Supply of Long-Term Bicycle Parking Spaces [C]				**311**
Subtotal Supply of Short-Term Bicycle Parking Spaces [D]				**36**
Total On-Site Supply of Bicycle Parking Spaces ([C]+[D])				***347***

[1] Source: City of Los Angeles Municipal Code Section 12.21.A.16.(a) "Bicycle Parking and Shower Facilities"

4.0 EXISTING STREET SYSTEM

4.1 Regional Highway System

Regional vehicular access to the project site is provided by the U.S. 101 (Hollywood) Freeway. Additional freeways providing indirect access to the project site include the I-10 (Santa Monica) Freeway and State Route 110/I-110 (Pasadena/Harbor) Freeway. Brief descriptions of the Hollywood Freeway, Pasadena/Harbor Freeway and Santa Monica Freeway are provided in the following paragraphs.

U.S. 101 (Hollywood) Freeway is generally a north-south oriented freeway connecting downtown Los Angeles to the San Fernando Valley within the City of Los Angeles region. In the project vicinity, the U.S. 101 Freeway alignment runs in a northwest to southeast direction. Four mainline travel lanes are provided in each direction on the U.S. 101 Freeway. Within the general project area, on and/or off-ramps are provided at Broadway-Aliso Street, Spring Street, Los Angeles Street, and Alameda Street.

SR-110/I-110 (Pasadena/Harbor) Freeway is a major north-south oriented freeway connecting Pasadena to the north with the San Pedro area to the south. The SR-110/I-110 Freeway generally contains four mainline freeway lanes in each direction in the project vicinity. The Harbor Freeway Transitway located south of the project site and downtown Los Angeles, includes two elevated express lanes in each direction (which requires the use of a FasTrak Flex transponder). Within the general project area, on and/or off-ramps are provided at 3rd Street, 4th Street, 5th Street, and 6th Street.

I-10 (Santa Monica) Freeway is a major east-west oriented freeway connecting Santa Monica to the west to the Inland Empire to the east. The I-10 Freeway generally contains four mainline freeway lanes in each direction along with auxiliary lanes in the Downtown area. Within the general project area in the eastbound direction on the I-10 Freeway, off-ramps are provided at Grand Avenue and Maple Street. In the westbound direction on the I-10 Freeway, off-ramps are provided at Los Angeles Street and Hoover Street/20th Street.

4.2 Roadway Classifications

The City utilizes the roadway categories recognized by regional, state, and federal transportation agencies. There are four categories in the roadway hierarchy, ranging from freeways with the highest capacity to two-lane undivided roadways with the lowest capacity. The roadway categories are summarized as follows:

- *Freeways* are limited-access and high speed travel ways included in the state and federal highway systems. Their purpose is to carry regional through-traffic. Access is provided by interchanges with typical spacing of one mile or greater. No local access is provided to adjacent land uses.

- *Arterial* roadways are major streets (e.g., Boulevard and Avenue designations) that primarily serve through-traffic and provide access to abutting properties as a secondary function. Arterials are generally designed with two to six travel lanes and their major intersections are signalized. This roadway type is divided into two categories: principal and minor arterials. Principal arterials are typically four-or-more lane roadways and serve both local and regional through-traffic. Minor arterials are typically two-to-four lane streets that service local and commute traffic.

- *Collector* roadways are streets that provide access and traffic circulation within residential and non-residential (e.g., commercial and industrial) areas. Collector roadways connect local streets to arterials and are typically designed with two through travel lanes (i.e., one through travel lane in each direction) that may accommodate on-street parking. They may also provide access to abutting properties.

- *Local* roadways distribute traffic within a neighborhood, or similar adjacent neighborhoods, and are not intended for use as a through-street or a link between higher capacity facilities such as collector or arterial roadways. Local streets are fronted by residential uses and do not typically serve commercial uses.

- *Alleys* are common throughout the Downtown area as well as throughout the City. Alleys parallel to major and secondary highways provide an essential service function, enable limitations on curb cuts, and assist traffic flow on arterial streets.

4.3 Local Street System

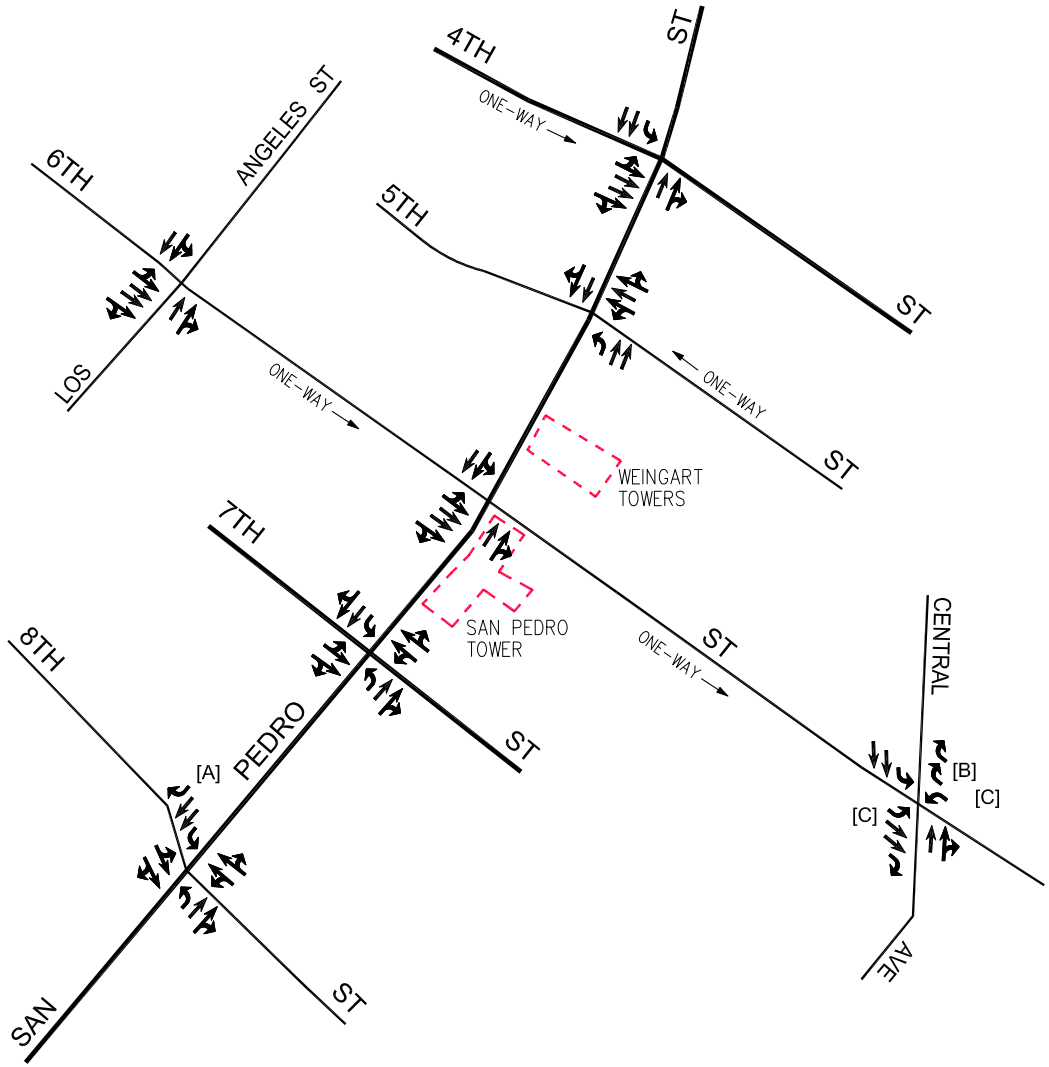
The list of seven study intersections selected for analysis of potential impacts related to the proposed project was based on consultation with LADOT staff. The list of study intersections is presented in ***Table 4-1*** and the study locations are shown in *Figure 1-1*. All seven study intersections are currently controlled by traffic signals. The existing roadway configurations and intersection controls at the study intersections are displayed in ***Figure 4-1*** and descriptions of the existing roadways (e.g., number of travel lanes, median type, and speed limit) are provided in ***Table 4-2***.

4.4 Transit Services

Extensive public bus and rail transit service is provided within the project study area. Public bus transit service in the immediate project study area is currently provided by Metro, City of Gardena Transit and City of Montebello Bus Lines. Additional public bus transit service in the Downtown Los Angeles area is provided by Foothill Transit, LADOT DASH Transit Service, Orange County Transportation Authority, and Torrance Transit Service. The Metro Red and Gold lines also are provided in close proximity to the project sites. Metro's nearest Purple/Red line station is the Pershing Square station, which is located approximately 0.7 miles west of the project site, while the nearest Metro Gold Line station is situated north of the project sites at the Little Tokyo/1st Street station. Additionally, as noted previously, the project sites are located less than one mile from Metro's Regional Connector 1st Street portal which is currently under construction. Walk Score calculates a transit score based on the number and proximity of bus and rail routes, which generates

Table 4-1
LIST OF STUDY INTERSECTIONS

NO.	INTERSECTION	TRAFFIC CONTROL	JURISDICTION(S)
1	Los Angeles Street/6th Street	Signalized	City of Los Angeles
2	San Pedro Street/4th Street	Signalized	City of Los Angeles
3	San Pedro Street/5th Street	Signalized	City of Los Angeles
4	San Pedro Street/6th Street	Signalized	City of Los Angeles
5	San Pedro Street/7th Street	Signalized	City of Los Angeles
6	San Pedro Street/8th Street	Signalized	City of Los Angeles
7	Central Avenue/6th Street	Signalized	City of Los Angeles



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NOT TO SCALE

[- - -] PROJECT SITES

[A] NOT PART OF SIGNAL

[B] NO RIGHT-TURN ON RED

[C] SPLIT PHASE OPERATION

FIGURE 4-1
EXISTING LANE CONFIGURATIONS

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Table 4-2
EXISTING ROADWAY DESCRIPTIONS

Roadway	Classification [1]	Travel Lanes		Median Types [4]
		Direction [2]	No. Lanes [3]	
Los Angeles Street	Avenue II	N-S	4	N/A
San Pedro Street	Avenue II	N-S	4	N/A
Central Avenue (9th St to 2nd St)	Avenue I	N-S	4	2WLT/NA
4th Street (Broadway to San Pedro St)	Avenue III	E	4	N/A
4th Street (San Pedro St to Alameda St)	Avenue II	E	4	N/A
5th Street (Broadway to Los Angeles St)	Avenue III	W	4	N/A
5th Street (Los Angeles St to Alameda St)	Avenue II	W	4	N/A
6th Street (Flower St to Los Angeles St)	Avenue III	E	4	N/A
6th Street (Los Angeles St to Central Ave)	Avenue II	E	4	N/A
6th Street (Central Ave to Mateo St)	Avenue II	E-W	4	N/A
7th Street	Avenue II	E-W	4	N/A
8th Street (Olive St to Main St)	Avenue III	E-W	4	N/A
8th Street (Main St to Central Ave)	Avenue II	E-W	4	N/A

Notes:
[1] Roadway classifications obtained from the City of Los Angeles Mobility Plan 2035, Adopted January 20, 2016.
[2] Direction of roadways in the project area: NB-SB - northbound and southbound; and EB-WB - eastbound and westbound.
[3] Number of lanes in both directions of the roadway.
[4] Median type of the road: RMI - Raised Median Island; 2WLT - 2-Way Left-Turn Lane; and N/A-Not Applicable.

a transit score of approximately 95 (Rider's Paradise) out of 100 for the project site.[8] A summary of the existing transit service, including the transit route, destinations and peak hour headways is presented in ***Table 4–3***. The existing public transit routes in the project site vicinity are illustrated in ***Figure 4–2***.

[8] Refer to http://www.walkscore.com/, which generates the transit score for the project site. Walk Score calculates the transit score of an address by locating nearby bus/rail transit routes and stops. Walk Score measures how easy it is to live a car-lite lifestyle—not how pretty the area is for using transit service.

Table 4-3
EXISTING TRANSIT ROUTES [1]

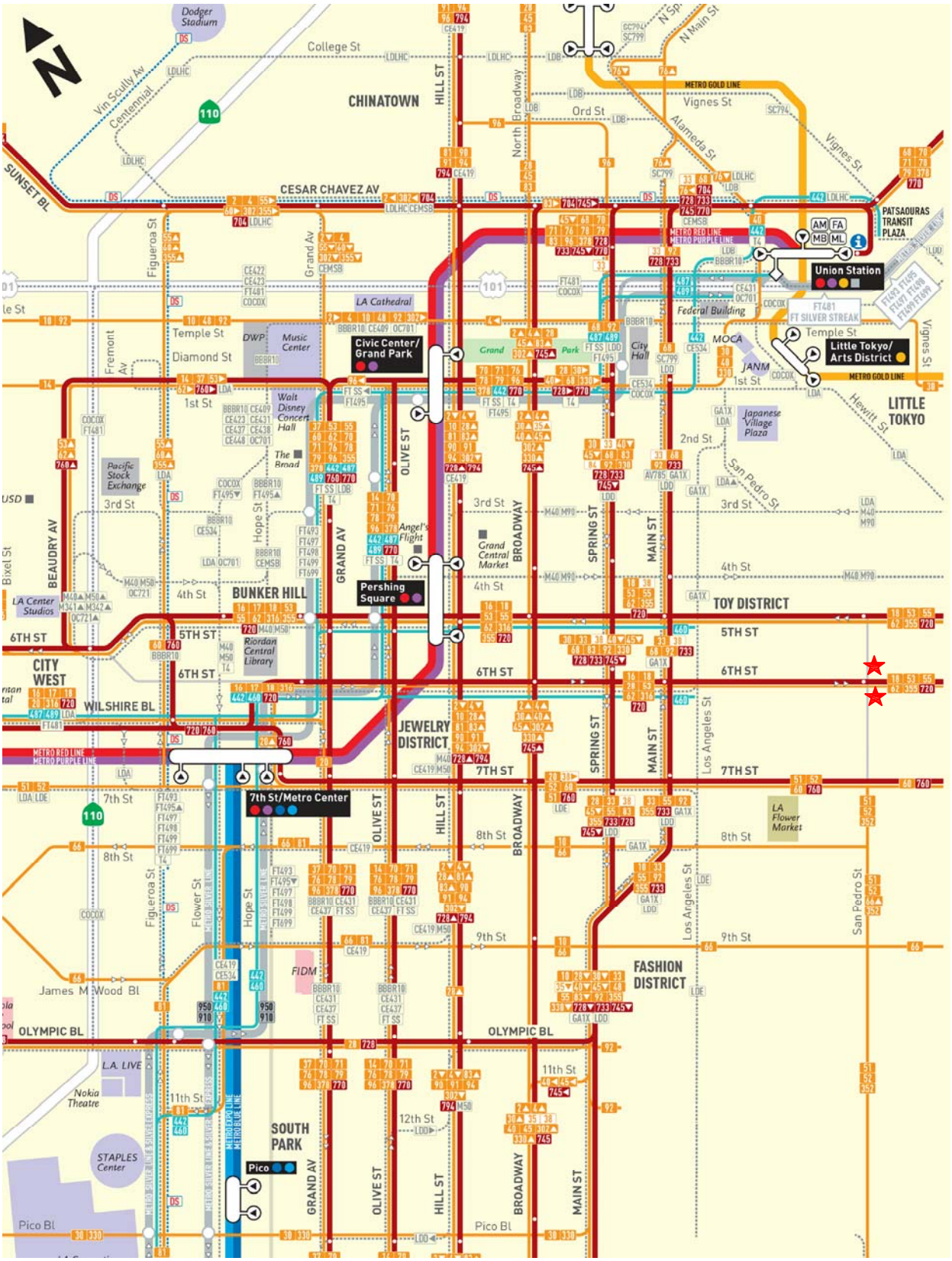
ROUTE	DESTINATIONS	ROADWAY(S) NEAR SITE	NO. OF BUSES/TRAINS DURING PEAK HOUR		
			DIR	AM	PM
Metro 17	Century City to Downtown Los Angeles via Culver City, West Hollywood, Beverly Grove, Hancock Park and Los Angeles	Los Angeles Street, 6th Street	EB WB	2 2	2 2
Metro 18	Wilshire Center to Montebello via Downtown Los Angeles, Boyle Heights and East Los Angeles	Los Angeles Street, San Pedro Street, Central Avenue, 5th Street, 6th Street	EB WB	6 6	8 11
Metro 51/52/352	Wilshire Center to Compton via Westlake, Downtown Los Angeles, Los Angeles and Harbor Gateway	San Pedro Street, 7th Street, 8th Street	NB SB	15 14	14 13
Metro 53	Carson to Downtown Los Angeles via Compton and Los Angeles	Los Angeles Street, San Pedro Street, Central Avenue, 5th Street, 6th Street	NB SB	11 5	5 8
Metro 60	Downtown Los Angeles to Compton via Vernon, Southgate and Lynwood	San Pedro Street, 7th Street	NB SB	8 9	9 10
Metro 62	Downtown Los Angeles to Hawaiian Gardens via Boyle Heights, Commerce, Downey, Norwalk and Cerritos	Los Angeles Street, San Pedro Street, Central Avenue, 5th Street, 6th Street,	EB WB	3 3	3 3
Metro 720	Santa Monica to Commerce via Westwood and Los Angeles	San Pedro Street, Central Avenue, 5th Street, 6th Street	EB WB	6 19	18 8
Metro 760	Lynwood to Downtown Los Angeles via South Gate and Huntington Park	San Pedro Street, 7th Street	NB SB	5 4	5 5
Gardena Line 1X	Redondo Beach to Downtown Los Angeles via Torrance and Gardena	Los Angeles Street, 6th Street	NB SB	2 2	2 2

[1] Sources: Los Angeles County Metropolitan Transportation Authority (Metro), City of Gardena Transit and City of Montebello Bus Lines, websites, 2018.

Table 4-3 (Continued)
EXISTING TRANSIT ROUTES [1]

ROUTE	DESTINATIONS	ROADWAY(S) NEAR SITE	NO. OF BUSES/TRAINS DURING PEAK HOUR		
			DIR	AM	PM
Montebello 40	Whittier to Downtown Los Angeles via Pico Rivera, Montebello and East Los Angeles	San Pedro Street, 4th Street	EB WB	6 6	6 6
Montebello 90	Whittier to Downtown Los Angeles via Pico Rivera, Montebello and East Los Angeles	San Pedro Street, 4th Street	EB WB	2 3	3 2
			Total	139	145

[1] Sources: Los Angeles County Metropolitan Transportation Authority (Metro), City of Gardena Transit and City of Montebello Bus Lines, websites, 2018.



MAP SOURCE: METROPOLITAN TRANSPORTATION AUTHORITY (METRO) WEBSITE NOVEMBER 2017

NOT TO SCALE

★ PROJECT SITES

FIGURE 4-2
EXISTING PUBLIC TRANSIT ROUTES

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5.0 TRAFFIC COUNTS

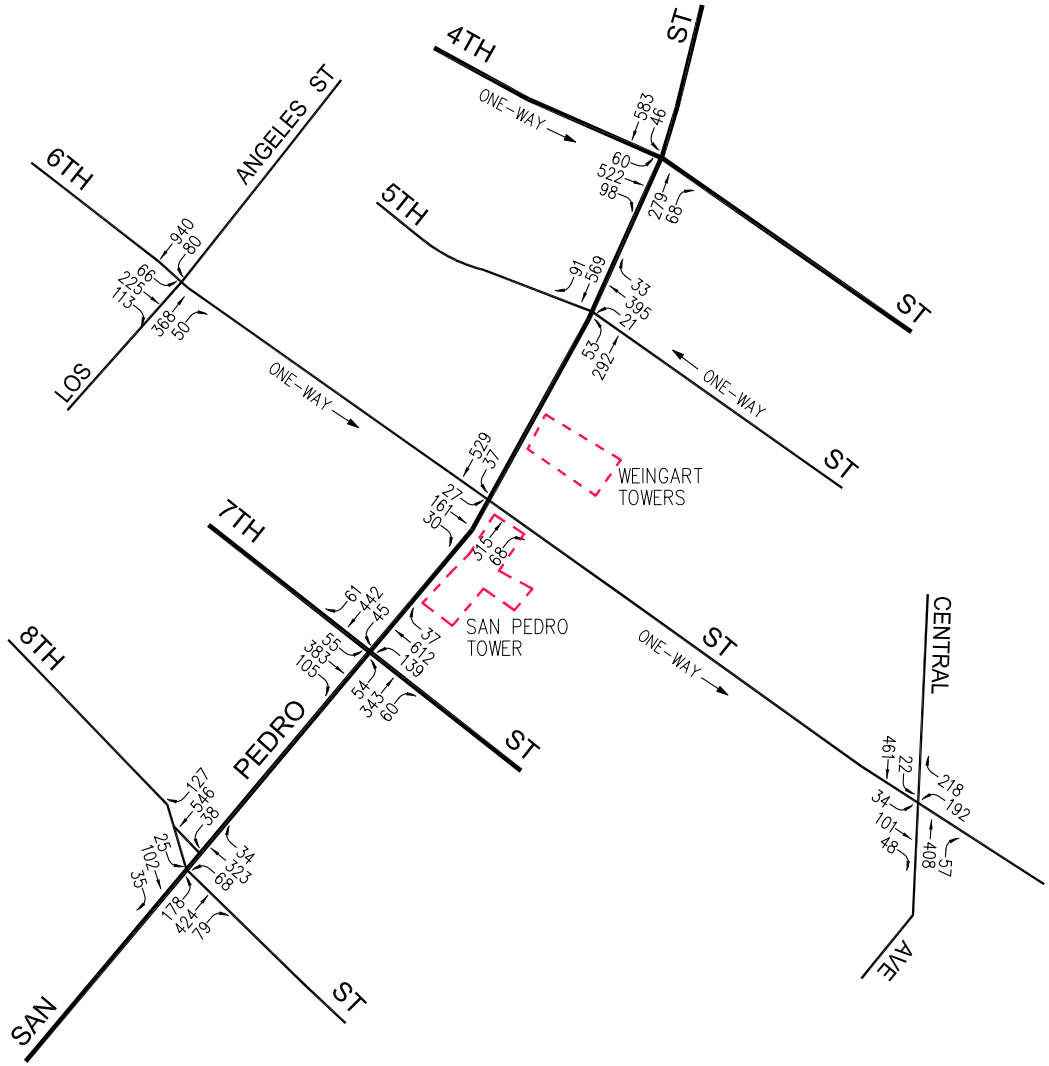
Manual counts of vehicular turning movements were conducted at each of the study intersections during the weekday morning (AM) and afternoon (PM) commute periods to determine the peak hour traffic volumes. The manual counts were conducted by an independent traffic count subconsultant (The Traffic Solution) at the study intersections from 7:00 to 10:00 AM to determine the weekday AM peak commute hour, and from 3:00 to 6:00 PM to determine the weekday PM peak commute hour. In conjunction with the manual turning movement vehicle counts, a count of bicycle and pedestrian volumes were also collected during the peak periods. It is noted that all of the traffic counts were conducted when local schools were in session. Traffic volumes at the study intersections show the typical peak periods between 7:00 to 10:00 AM and 3:00 to 6:00 PM generally associated with metropolitan Los Angeles weekday peak commute hours.

The weekday and weekend peak hour manual counts of vehicle movements at the study intersections are summarized in ***Table 5-1***. The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are shown in ***Figures 5-1*** and ***5-2***, respectively. Summary data worksheets of the manual traffic counts at the study intersections are contained in ***Appendix B***.

Table 5-1
EXISTING TRAFFIC VOLUMES [1]
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR		PM PEAK HOUR	
				BEGAN	VOLUME	BEGAN	VOLUME
1	Los Angeles Street/ 6th Street	10/12/2017	NB SB EB WB	7:15	418 1,020 404 0	5:00	975 798 821 0
2	San Pedro Street/ 4th Street	10/12/2017	NB SB EB WB	7:15	347 629 680 0	5:00	813 445 1,651 0
3	San Pedro Street/ 5th Street	10/12/2017	NB SB EB WB	7:15	345 660 0 449	5:00	769 476 0 360
4	San Pedro Street/ 6th Street	10/12/2017	NB SB EB WB	7:15	383 566 218 0	5:00	751 452 777 0
5	San Pedro Street/ 7th Street	10/12/2017	NB SB EB WB	7:15	457 548 543 788	5:00	775 494 774 683
6	San Pedro Street/ 8th Street	10/12/2017	NB SB EB WB	7:15	681 711 162 425	5:00	904 639 358 508
7	Central Avenue/ 6th Street	10/12/2017	NB SB EB WB	7:15	465 483 183 410	5:00	916 482 678 373

[1] Counts conducted by Counts Unlimited, Inc.



PROJECT SITES

NOT TO SCALE

FIGURE 5-1
EXISTING TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
WEINGART PROJECTS

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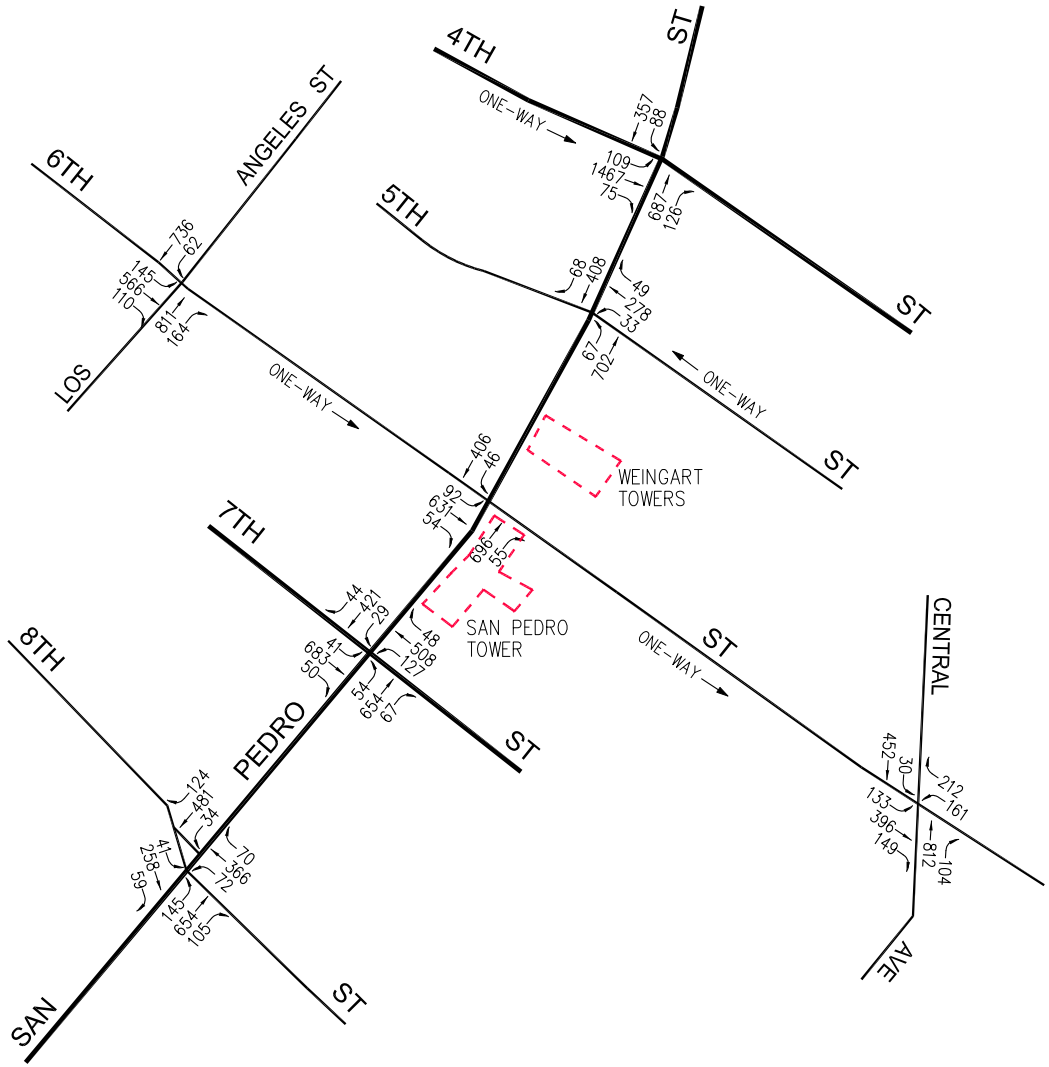

PROJECT SITES

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NOT TO SCALE

FIGURE 5-2
EXISTING TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

WEINGART PROJECTS

LINSCOTT, LAW & GREENSPAN, engineers

6.0 CUMULATIVE DEVELOPMENT PROJECTS

The forecast of future pre-project conditions was prepared in accordance with procedures outlined in Section 15130 of the CEQA Guidelines. Specifically, the CEQA Guidelines provide two options for developing the future 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 document shall be referenced and made available to the public at a location specified by the lead agency."

Accordingly, this traffic analysis provides a highly conservative estimate of future pre-project traffic volumes as it incorporates both the "A" and "B" options outlined in the CEQA Guidelines for purposes of developing the forecast.

6.1 Related Projects

A forecast of on-street traffic conditions prior to occupancy of the proposed project was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area (i.e., within an approximate 1.5-mile radius from the project site). With this information, the potential impact of the proposed project can be evaluated within the context of the cumulative impacts of all ongoing development. The related projects research was based on information on file with both LADOT and LADCP. For LADOT, a list of related projects was obtained from LADOT for the approximately 1.5-mile radius from the project site. For LADCP, the research included, but was not limited to, a review of proposed development projects within the Central City and Central City North community plan areas, proposed development projects within an approximate 1.5-mile radius from the project site for which EIRs are being or have been prepared (as shown on the Major Projects section of LADCP's website), and LADCP's bi-weekly case filing reports. In addition, related projects lists from recently approved traffic study MOU and traffic studies in the project vicinity also were reviewed. The list of related projects in the project site area is presented in ***Table 6-1***. The location of the related projects is shown in ***Figure 6-1***.

Table-6-1
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
1	Proposed	220 East Washington Boulevard	Specialty Retail Restaurant Apartment	7,750 GLSF 7,750 GSF 357 DU	[1]	2,113	38	118	156	125	53	178
2	Proposed	1500 South Figueroa Street	Apartment Retail	190 DU 12,432 GLSF	[1]	1,199	18	67	85	71	40	111
3	Under Construction	454 East Commercial Street	Bus Maintenance Facility	2 Acres	[1]	300	22	8	30	9	1	10
4	Proposed	Tenten Wilshire Expansion 1027 West Wilshire Boulevard	Condominium Retail Office	356 DU 5,000 GLSF 5,000 GSF	[3]	5,457	113	248	361	286	217	503
5	Proposed	233 West Washington Boulevard	Apartment Retail	160 DU 24,000 GLSF	[1]	1,764	25	56	81	89	71	160
6	Proposed	215 West 9th Street	Condominium Retail	210 DU 9,000 GLSF	[1]	1,140	14	56	70	64	38	102
7	Proposed	1400 South Figueroa Street	Apartment Retail	106 DU 4,834 GLSF	[1]	647	10	38	48	39	22	61
8	Under Construction	Amacon Project 1133 South Hope Street	Apartment Retail	208 DU 5,029 GLSF	[1]	1,543	20	74	94	91	50	141
9	Proposed	Magatoys 905 East 2nd Street	Condominium Retail	320 DU 18,712 GLSF	[1]	1,207	(6)	70	64	69	23	92
10	Under Construction	Park Fifth 427 West 5th Street, 437 South Hill Street	Apartment Restaurant	600 DU 13,742 GSF	[3]	4,707	71	273	344	279	158	437
11	Proposed	1115 South Hill Street	Condominium Restaurant	172 DU 6,850 GSF	[1]	543	(45)	40	(5)	50	(7)	43
12	Proposed	1130 West Wilshire Boulevard	Office Day Care High-Turnover Restaurant Quality Restaurant	88,224 GSF 20 Students 248 GSF 5,375 GSF	[1]	964	92	12	104	28	61	89
13	Proposed	Embassy Tower 848 South Grand Avenue	Condominium Retail	420 DU 38,500 GLSF	[1]	3,882	66	144	210	212	165	377
14	Proposed	826 South Mateo Street	Condominium Retail Restaurant	90 DU 11,000 GLSF 5,600 GSF	[1]	1,267	11	34	45	62	39	101
15	Proposed	2030 East 7th Street	Office Retail	243,583 GSF 40,000 GLSF	[1]	2,306	274	34	308	69	249	318
16	Proposed	The Reef - LA Mart/SOLA Village 1900 South Broadway	Condominium Apartment Hotel Retail Office Gallery/Museum Gym	900 DU 550 DU 210 Rooms 143,100 GLSF 180,000 GSF 17,600 GSF 8,000 GSF	[1]	5,985	390	552	942	637	566	1,203

Table-6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
17	Proposed	Grand Avenue Project 225 South Grand Avenue 100 South Grand Avenue	Condominium Apartment Office Retail	1,432 DU 357 DU 681,000 GSF 449,000 GLSF	[1] [4]	21,631	929	611	1,540	1,067	1,348	2,415
18	Under Construction	Metropolis Mixed-Use 899 South Francisco Street	Hotel Condominium Retail/Restaurant Office	480 Rooms 836 DU 46,000 GSF 988,225 GSF	[3] [5]	8,010	307	318	625	387	512	899
19	Proposed	LA Civic Center Office 150 North Los Angeles Street	Office Retail Child Care	712,500 GSF 35,000 GLSF 2,500 GSF	[1]	13,534	930	118	1,048	435	942	1,377
20	Proposed	1300 South Hope Street	Apartment Retail	419 DU 42,000 GLSF	[1]	4,280	88	105	193	136	102	238
21	Proposed	2130 East Violet Street	Office Retail	94,000 GSF 7,500 GLSF	[1]	1,351	137	30	167	39	122	161
22	Proposed	1329 West 7th Street	Apartment	87 DU	[1]	662	16	37	53	39	22	61
23	Under Construction	Topaz Mixed-Use 534-552 South Main Street 539-547 South Los Angeles Street	Apartment Retail Restaurant Fast-Food Restaurant	160 DU 18,000 GLSF 3,500 GSF 3,500 GSF	[1]	2,213	52	75	127	87	58	145
24	Under Construction	840 South Olive Street	Condominium Restaurant Retail	303 DU 9,680 GSF 1,500 GLSF	[1]	3,071	81	166	247	174	96	270
25	Under Construction	Santa Fe Freight Yard Redevelopment 950 East 3rd Street	Apartment Retail/Restaurant School	635 DU 30,062 GLSF 532 Students	[1]	6,372	162	177	339	245	213	458
26	Proposed	201 South Broadway	Office/Retail Restaurant	27,675 GSF	[1]	1,638 [6]	(40)	(41)	(81)	53	17	70
27	Proposed	The City Market 1057 South San Pedro Street ENV-2012-3003-EIR	Office Retail Cinema Apartment Hotel Condominium	549,141 GSF 224,862 GLSF 744 Seats 877 DU 210 Rooms 68 DU	[6]	15,890 [7]	837	434	1,271	632	957	1,589
28	Under Construction	400 South Broadway	Apartment Retail Bar	450 DU 6,904 GLSF 5,000 GSF	[3]	3,292	50	187	237	193	112	305
29	Proposed	Camden Arts Mixed-Use 1525 East Industrial Street	Apartment Retail Restaurant Office	328 DU 6,400 GLSF 5,700 GSF 27,300 GSF	[1]	2,288	58	73	131	86	69	155
30	Proposed	920 South Hill Street	Apartment Retail	239 DU 5,400 GLSF	[1]	1,476	23	84	107	87	50	137

Table-6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
31	Proposed	955 South Broadway	Apartment Retail	163 DU 6,406 GLSF	[1]	1,275	21	72	93	74	43	117
32	Under Construction	1212 South Flower Street	Condominium Retail	730 DU 7,873 GLSF	[1]	3,956	78	233	311	229	121	350
33	Under Construction	820 South Olive Street 825 South Hill Street	Apartment Retail	589 DU 4,500 GLSF	[1]	3,309	63	202	265	195	106	301
34	Proposed	1722 East 16th Street	Restaurant	8,515 GSF	[1]	592	(4)	2	(2)	36	11	47
35	Proposed	601 South Main Street	Condominium Retail	452 DU 25,000 GLSF	[1]	2,686	36	144	180	152	87	239
36	Proposed	2051 East 7th Street	Apartment Retail Restaurant	320 DU 15,000 GLSF 5,000 GSF	[3]	2,310	17	127	144	145	64	209
37	Under Construction	Herald Examiner 1111 South Broadway & 156 West 11th Street & 1201 South Main Street	Apartment Retail Office	391 DU 49,000 GLSF 39,725 GSF	[8]	5,198	144	176	320	258	274	532
38	Under Construction	South Park Site 1 1120 South Grand Avenue	Apartment Retail	666 DU 20,690 GLSF	[1]	2,730	42	127	169	136	93	229
39	Under Construction	1247 South Grand Avenue	Apartment Retail	115 DU 4,610 GLSF	[9]	763	10	41	51	42	25	67
40	Proposed	1400 South Flower Street	Apartment Retail	147 DU 6,921 GLSF	[1]	798	(1)	49	48	51	16	67
41	Proposed	Variety Arts Mixed-Use 940 South Figueroa Street	Theater Restaurant Bar	1,942 Seats 10,056 GSF 5,119 GSF	[1]	2,237	5	4	9	99	35	134
42	Under Construction	La Plaza Cultura Village 527 North Spring Street	Apartment Retail Specialty Retail Restaurant	345 DU 23,000 GLSF 21,000 GLSF 11,000 GSF	[1]	3,585	49	118	167	189	131	320
43	Proposed	1036 South Grand Avenue	Restaurant	7,149 GSF	[1]	492	2	3	5	27	14	41
44	Proposed	Coca Cola 963 East 4th Street	Office Retail Restaurant	78,600 GSF 25,000 GLSF 20,000 GSF	[1]	2,512	106	22	128	113	138	251
45	Proposed	1248 South Figueroa Street	Hotel Restaurant	1,162 Rooms 13,145 GSF	[3]	5,720	192	125	317	203	212	415
46	Proposed	459 South Hartford Avenue	Apartment	101 DU	[1]	361	15	15	30	22	22	44
47	Proposed	Arts District Center 1129 East 5th Street	Retail Restaurant Hotel Apartment Art School/Convention Hall Art Gallery/Creative Office	23,000 GLSF 28,400 GSF 149 Rooms 228 DU 15,700 GSF 39,860 GSF	[1]	4,674	130	140	270	157	69	226

Table-6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
48	Proposed	1800 East 7th Street	Apartment Restaurant Retail	122 DU 4,605 GSF 3,245 GLSF	[3]	1,536	42	74	116	74	46	120
49	Proposed	1150 West Wilshire Boulevard	Apartment Restaurant	80 DU 4,589 GSF	[1]	511	(22)	26	4	39	(5)	34
50	Under Construction	737 South Spring Street	Apartment Pharmacy/Drug Store	320 DU 25,000 GSF	[1]	3,942	72	141	213	167	116	283
51	Proposed	520 South Mateo Street CPC-2016-3853	Apartment Office Retail Restaurant	600 DU 30,000 GSF 15,000 GLSF 15,000 GSF	[3]	4,995	157	220	377	274	223	497
52	Proposed	1218 West Ingraham Street	Apartment	80 DU	[1]	532	8	33	41	33	17	50
53	Proposed	Palmetto & Mateo 555 South Mateo Street	Retail	153,000 GLSF	[1]	4,300	5	30	35	220	205	425
54	Under Construction	732 South Spring Street	Apartment Pharmacy/Drug Store	400 DU 15,000 GSF	[1]	3,359	59	152	211	164	104	268
55	Proposed	340 South Hill Street	Apartment Restaurant	428 DU 2,894 GSF	[3]	2,253	36	129	165	133	75	208
56	Proposed	1145 West 7th Street ENV-2015-2800-MND	Condominium Retail	241 DU 7,291 GLSF	[1]	1,084	4	66	70	67	35	102
57	Proposed	540 South Santa Fe Avenue	Office	89,825 GSF	[1]	726	90	12	102	17	81	98
58	Proposed	360 South Alameda Street	Apartment Office Restaurant	55 DU 6,300 GSF 2,500 GSF	[1]	670	25	33	58	35	26	61
59	Proposed	118 South Astronaut Ellison S Onizuka Street	Apartment	77 DU	[1]	97	(1)	20	19	19	6	25
60	Proposed	222 West 2nd Street	Office Apartment Retail	534,044 GSF 107 DU 7,200 GLSF	[10]	4,006	467	93	560	118	423	541
61	Proposed	Soho House 1000 South Santa Fe Avenue	Restaurant/Bar Private Club	8,447 GSF 48 Rooms	[3]	966	36	38	74	49	20	69
62	Proposed	700 West Cesar Chavez Avenue	Apartment Retail	299 DU 8,000 GLSF	[1]	1,511	7	89	96	99	54	153
63	Proposed	Clinic at 7th & Wall 649 South Wall Street	Medical Office Assisted Living	66 Empl. 55 Beds	[1]	104	24	5	29	3	24	27
64	Proposed	Metro Emergency Security Operations Center 410 North Center Street	Office	110,000 GSF	[1]	1,165	87	0	87	0	79	79
65	Proposed	500 South Mateo Street	Restaurant	12,882 GSF	[1]	1,052	48	41	89	50	31	81
66	Proposed	Medallion Phase 2 300 South Main Street	Apartment Retail/Restaurant	471 DU 32,970 GLSF	[1]	4,691	143	243	386	257	153	410
67	Proposed	Alexan South Broadway 850 South Hill Street	Apartment Retail/Restaurant	300 DU 7,000 GLSF	[1]	1,998	29	108	137	117	67	184

Table-6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
68	Proposed	Olympic & Hill Mixed-Use 1030 South Hill Street	Apartment Retail Restaurant	700 DU 7,000 GLSF 8,000 GSF	[1]	3,392	49	193	242	181	104	285
69	Proposed	Alameda Hotel 400 South Alameda Street	Hotel Restaurant Retail	66 Rooms 2,130 GSF 840 GLSF	[1]	512	20	18	38	23	14	37
70	Proposed	Apex II 700 West 9th Street	Apartment Retail	341 DU 11,687 GLSF	[3]	2,624	37	146	183	143	95	238
71	Proposed	649 South Olive Street	Hotel	241 Rooms	[1]	1,674	65	44	109	63	60	123
72	Proposed	Sapphire Mixed-Use 1111 West 6th Street	Apartment Retail	362 DU 25,805 GLSF	[1]	587	(71)	117	46	104	(51)	53
73	Proposed	Grand Residences 1233 South Grand Avenue	Condominium Restaurant	161 DU 3,000 GSF	[11]	1,116	23	62	85	62	33	95
74	Proposed	675 South Bixel Street	Hotel Apartment Retail	126 Rooms 422 DU 4,874 GLSF	[1]	3,461	74	173	247	184	116	300
75	Proposed	740 South Hartford Avenue	Apartment	80 DU	[1]	479	7	30	37	29	15	44
76	Proposed	Lifan Tower 1235 West 7th Street	Condominium Retail	304 DU 5,960 GLSF	[1]	1,959	30	108	138	114	66	180
77	Proposed	940 South Hill Street	Apartment Retail	232 DU 14,000 GLSF	[1]	1,881	20	80	100	115	53	168
78	Proposed	361 South Spring Street	Hotel Meeting Rooms	315 Rooms 2,000 GSF	[1]	2,273	91	59	150	84	85	169
79	Proposed	1340 South Olive Street	Apartment Retail Restaurant	156 DU 5,000 GLSF 10,000 GSF	[1]	1,700	51	82	133	89	57	146
80	Proposed	1334 South Flower Street	Apartment Retail/Restaurant	146 DU 6,270 GLSF	[1]	796	(1)	49	48	51	16	67
81	Proposed	929 East 2nd Street	Retail Other	37,974 GLSF 71,078 GSF	[3]	2,153	68	12	80	105	96	201
82	Proposed	633 South Spring Street	Hotel Restaurant Bar	176 Rooms 8,430 GSF 5,290 GSF	[1]	2,045	83	33	116	97	99	196
83	Proposed	Luxe Hotel 1020 South Figueroa Street	Hotel Condominium Retail	300 Rooms 435 DU 58,959 GLSF	[1]	6,583	204	274	478	312	27	339
84	Under Construction	1200 South Figueroa Street	Residential Restaurant Retail	648 DU 20,000 GSF 28,000 GLSF	[12]	5,717	79	158	237	170	113	283
85	Proposed	701 South Hill Street	Apartment Retail	124 DU 8,500 GLSF	[13] [14]	825 363	13 5	50 3	63 8	50 15	27 17	77 32
86	Proposed	525 South Spring Street	Apartment Retail	360 DU 9,400 GLSF	[13] [14]	2,394 401	37 6	147 3	184 9	145 17	78 18	223 35

Table-6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
87	Proposed	Case Hotel 1106 South Broadway	Hotel	151 Rooms	[15]	1,234	47	33	80	46	45	91
88	Proposed	Freehand Hotel 416 West 8th Street	Hotel	200 Rooms	[15]	1,634	63	43	106	61	59	120
89	Proposed	656 South Stanford Avenue	Apartment	82 DU	[1]	1,463	8	34	42	33	18	51
90	Proposed	Olympic Tower 815 West Olympic Boulevard	Hotel Retail Condominiums Office Conference Center	373 Rooms 65,074 GLSF 374 DU 33,498 GSF 10,801 GSF	[16]	4,423	166	170	336	189	185	374
91	Proposed	LA Gateway Project 1025 Olympic Boulevard ENV-2016-4889-EIR	Apartment Restaurant Retail	1,367 DU 20,000 GSF 20,000 GLSF	[3]	5,216	86	297	383	283	115	398
92	Under Construction	Oceanwide Plaza 1101 South Flower Street	Condominiums Hotel Retail Restaurant	504 DU 183 Rooms 120,583 GLSF 46,000 GSF	[17] [18] [15] [18] [14] [18] [19] [18]	2,928 1,495 5,149 5,849	38 57 72 273	184 40 44 224	222 97 116 497	176 56 215 272	86 54 232 181	262 110 447 453
93	Proposed	Los Angeles Sports and Entertainment District Figueroa Street & 11th Street DIR-2005-7453-SPP-M3	Office Convention Center	601,800 GSF 250,000 GSF	[4] [18] [20] [4] [18]	5,136 2,050 [7]	708 Nom.	96 Nom.	804 Nom.	129 51	631 154	760 205
94	Proposed	708 North Hill Street	Apartment Retail	162 DU 5,000 GLSF	[1]	980	16	57	73	57	33	90
95	Proposed	130 South Beaudry Avenue	Apartment	230 DU	[1]	1,159	8	76	84	76	29	105
96	Proposed	Urban View Lots 495 South Hartford Avenue	Apartment	218 DU	[1]	1,033	16	63	79	62	34	96
97	Proposed	8th & Figueroa Mixed-Use 744 South Figueroa Street	Apartment Retail	438 DU 7,500 GLSF	[1]	2,972	38	148	186	176	94	270
98	Proposed	433 South Main Street	Condominium Mixed-Use	196 DU 6,200 GSF	[1]	1,450	32	72	104	61	37	98
99	Proposed	Downtown LA Hotel 926 West James M. Woods Boulevard	Hotel	247 Rooms	[1]	1,562	59	42	101	59	56	115
100	Proposed	JMF Tower 333 West 5th Street	Condominiums Hotel Retail	100 DU 200 Rooms 27,500 GLSF	[1]	3,358	64	72	136	201	129	330
101	Proposed	Times Mirror Square 202 West 1st Street	Apartments Office Supermarket Restaurant	1,127 DU 285,088 GSF 50,000 GSF 75,589 GSF	[21]	8,535	94	341	435	294	38	332
102	Under Construction	888 South Hope Street	Apartments	526 DU	[13]	3,498	54	214	268	212	114	326

Table-6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
103	Proposed	2117 East Violet Street CPC-2017-437-GPA	Apartments Retail	509 DU 288,230 GLSF	[13] [14]	3,385 12,307	52 172	208 105	260 277	205 513	111 556	316 1,069
104	Proposed	Ferrante 1000 West Temple Street	Apartments Retail	1,500 DU 30,000 GLSF	[13] [14]	9,975 1,281	153 18	612 11	765 29	605 53	325 58	930 111
105	Proposed	6AM Project 640 South Alameda Street, 1206 East 6th Street ENV-2016-3758-EIR	Apartments Condominiums Hotel Office Retail School Art Space	1,305 DU 431 DU 412 Rooms 253,514 GSF 127,609 GLSF 29,316 GSF 22,429 GSF	[1]	14,258	437	585	1,022	710	642	1,352
106	Proposed	1300 South Figueroa Street CPC-2017-746-GPA	Hotel	1,024 Rooms	[15]	9,134	398	288	686	351	366	717
107	Proposed	Budokan of Los Angeles 237-249 South Los Angeles Street	Sports Center	63,000 GSF	[1]	1,869	79	50	129	161	98	259
108	Proposed	King's Arch 537 South Broadway	Office	45,000 GSF	[23]	496	62	8	70	11	56	67
109	Proposed	Title Insurance Building 433 South Spring Street	Office	320,000 GSF	[23]	3,178	427	58	485	74	363	437
110	Proposed	Subway Terminal Retail 417 South Hill Street	Retail/Office	130,000 GLSF	[14]	5,551	78	47	125	231	251	482
111	Proposed	401 South Hewitt Street COC-2017-469-GPA	Office Retail Restaurant	255,500 GSF 4,970 GLSF 9,940 GSF	[1]	3,493	365	76	441	100	324	424
112	Proposed	333 South Alameda Street CPC-2017-552-GPA	Apartments Retail	994 DU 99,300 GLSF	[3]	8,445	134	260	394	390	329	719
113	Proposed	1000 South Hill Street ENV-2016-4711-EAF	Apartments Retail	498 DU 8,707 GLSF	[13] [14]	3,312 372	51 5	203 3	254 8	201 15	108 17	309 32
114	Proposed	1018 West Ingraham Street ENV-2017-979-EAF	Apartments Retail	37 DU 1,890 GLSF	[1]	327	5	16	21	18	12	30
115	Proposed	1100 East 5th Street ENV-2016-3727-EIR, VTT-74549	Apartment Office Restaurant Retail	220 DU 20,021 GSF 19,609 GSF 9,250 GLSF	[3]	2,583	79	119	198	133	74	207
116	Proposed	1100 South Main Street ENV-2016-3825-EAF	Apartments Retail	379 DU 25,810 GLSF	[3]	385	9	103	112	78	14	92
117	Proposed	220 North Center Street 2017-CEN-46412	Apartment Retail	430 DU 8,742 GLSF	[3]	2,166	33	119	152	121	79	200
118	Proposed	1219 South Hope Street ENV-2017-1701-EAF	Hotel Restaurant	75 Rooms 7,700 GSF	[1]	613	24	16	40	23	22	45

Table-6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

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			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
119	Proposed	1307 West 7th Street DIR-2015-3777-SPP-DB-1A	Apartments Retail	76 DU 6,035 GLSF	[13] [14]	505 258	8 4	31 2	39 6	31 11	16 11	47 22
120	Proposed	1322 West Maryland Street DIR-2016-3116-DB-SPP	Apartments Retail	47 DU 760 GLSF	[13] [14]	313 32	5 1	19 0	24 1	19 1	10 2	29 3
121	Proposed	1323 South Grand Avenue	Apartments Retail/Restaurant	284 DU 6,300 GLSF	[1]	2,158	33	118	151	125	74	199
122	Proposed	601 South Central Avenue 930 East 6th Street	Apartments Retail	236 DU 12,000 GLSF	[1]	1,074	17	79	96	70	32	102
123	Proposed	640 South Santa Fe Avenue	Office Retail/Restaurant	91,185 GSF 15,980 GLSF	[1]	1,330	90	8	98	43	114	157
124	Proposed	641 South Imperial Street ENV-2017-740-EAF	Apartments Office	140 DU 14,749 GLSF	[3] [13] [3] [23]	931 163	14 20	57 3	71 23	57 4	30 18	87 22
125	Proposed	643 North Spring Street	Apartments Hotel Retail Restaurant	281 DU 142 Rooms 17,003 GLSF 2,532 GSF	[1]	2,723	61	122	183	138	91	229
126	Proposed	668 South Alameda Street VTT-74537	Apartment Office Retail Supermarket Restaurant	475 DU 43,000 GSF 9,000 GLSF 15,000 GSF 17,000 GSF	[3]	4,002	107	182	289	216	145	361
127	Proposed	676 South Mateo Street VTT-74550	Apartment Mixed-Use	185 DU 27,280 GLSF	[1]	1,990	50	95	145	106	51	157
128	Proposed	755 South Los Angeles Street ENV-2016-4963-EAF	Office Retail Restaurant	60,243 GSF 16,694 GLSF 26,959 GSF	[3]	2,482	110	57	167	105	100	205
129	Proposed	940 East 4th Street ENV-2017-611-EAF	Apartment Retail Office	93 DU 14,248 GLSF 6,000 GSF	[3]	788	14	37	51	44	31	75
130	Proposed	1410 South Flower Street ENV-2016-2477-MND	Apartments Retail	152 DU 1,184 GLSF	[13] [14]	1,011 51	16 1	62 0	78 1	61 2	33 2	94 4
131	Proposed	845 South Olive Street ENV-2016-4864-MND	Apartment Retail Restaurant	208 DU 810 GLSF 1,620 GSF	[3]	1,305	25	76	101	77	42	119
132	Proposed	330 South Alameda Street ENV-2016-3335-EIR	Apartment Office Retail	186 DU 10,415 GSF 11,925 GLSF	[3]	1,662	36	76	112	91	65	156
133	Proposed	527 South Colyton Street ENV-2016-3400-EIR	Apartments Retail Office	310 DU 11,375 GLSF 11,736 GSF	[1]	2,095	36	116	152	121	74	195

Table-6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA LAND-USE	LAND USE DATA SIZE	PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
134	Proposed	Fashion District Residences 212-230 East 7th Street, 701-739 South Maple Avenue ENV-2016-3685-MND	Apartments Retail Restaurant	452 DU 6,802 GLSF 6,802 GSF	[1]	3,199	67	179	246	185	105	290
135	Proposed	755 South Wall Street ENV-2016-3991-EIR	Apartment Retail Event Space Office Restaurant	323 DU 4,400 GLSF 125 Persons 53,200 GSF 4,420 GSF	[3]	2,499	122	79	201	164	141	305
136	Proposed	1101 East 5th Street, 445-457 South Colyton Street ENV-2016-4476-EIR	Live/Work Retail Restaurant Hotel Art Uses	129 DU 26,979 GLSF 31,719 GSF 113 Rooms 13,771 GSF	[3]	4,674	130	140	270	157	69	226
137	Proposed	1045 South Olive Street ENV-2017-3264-EIR	Apartments Retail	794 DU 12,504 GLSF	[1]	2,227	39	157	196	138	62	200
138	Proposed	Figueroa Centre 913 South Figueroa Street ENV-2017-174-EIR	Hotel Condominiums Retail	220 Rooms 200 DU 94,080 GLSF	[3]	7,145	143	162	305	315	290	605
139	Proposed	8th, Grand & Hope Tower 754 South Hope Street	Apartments Retail	401 DU 19,909 GLSF	[1]	2,315	35	137	172	137	78	215
140	Proposed	1340 South Hill Street ENV-2017-1213-EAF	Apartments	233 DU	[3]	1,755	11	103	114	108	30	138
141	Proposed	670 South Mesquite Street ENV-2017-249-EIR	Apartments Hotel Office Retail Restaurant Event Space Gym Grocery	308 DU 236 Rooms 944,055 GSF 79,240 GLSF 89,576 GSF 93,617 GSF 62,148 GSF 56,912 GSF	[1]	22,845	1,258	321	1,579	640	1,195	1,835
142	Under Construction	Alameda Square 777 South Alameda Street	Restaurant Retail	117,400 GSF 66,200 GLSF	[1]	916	(134)	(172)	(306)	(157)	35	(122)
143	Proposed	1600 South Figueroa Street CPC-2017-400-GPA	Apartments Hotel	336 DU 250 Rooms	[13] [15]	2,234 2,230	34 97	137 71	171 168	135 86	73 89	208 175
144	Proposed	2159 East Bay Street CPC-2017-624-VZC	Office Retail	203,670 GSF 18,330 GLSF	[1]	2,029	194	30	224	57	192	249
145	Proposed	2110 Bay Street 2016-CEN-44566	Apartment Affordable Housing Office Retail	99 DU 11 DU 113,350 GSF 43,657 GLSF	[3]	2,394	180	63	243	89	192	281
146	Proposed	215 West 14th Street	Apartment Retail	154 DU 10,700 GLSF	[3]	1,481	22	67	89	81	54	135

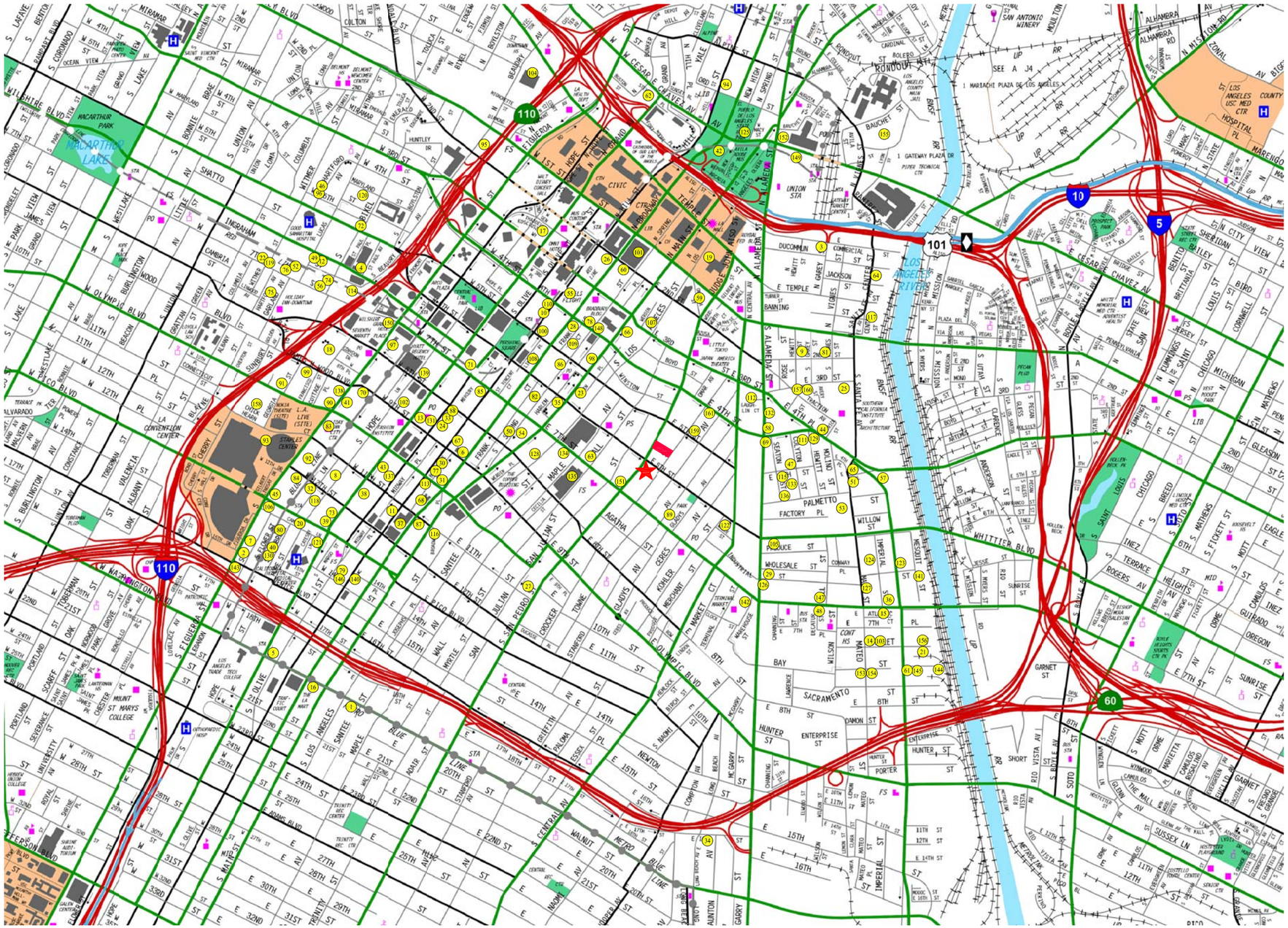
Table-6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
147	Proposed	1745 East 7th Street	Apartment Retail	57 DU 6,000 GLSF	[3]	635	10	25	35	34	23	57
148	Under Construction	354 South Spring Street	Apartment Restaurant	212 DU 15,280 GSF	[13]	1,410	22	86	108	85	46	131
149	Proposed	Alameda District Plan	Residential Office Retail Hotel Restaurant Museum	22 DU 7,443,200 GSF 645,000 GLSF 750 Rooms 20,000 GSF 70,000 GSF	[3]	25,312	862	527	1,389	734	1,042	1,776
150	Proposed	775 South Figueroa Street 945 West 8th Street	Apartment Retail	781 DU 6,700 GLSF	[1]	2,869	63	146	209	144	91	235
151	Proposed	655 South San Pedro 513 East 7th Street DIR-2017-2333-SPR	Apartment	81 DU	[3]	539	8	33	41	33	17	50
152	Proposed	900 North Alameda Street 2017-CEN-46271	Data Center	179,900 GSF	[3]	178	8	8	16	3	13	16
153	Proposed	1005 South Mateo Street 2007-CEN-4582	Industrial Park	94,849 GSF	[3]	426	40	9	49	10	39	49
154	Proposed	1000-1024 South Mateo Street	Apartment Office Restaurant Retail Arts & Production	104 DU 101,983 GSF 16,279 GSF 5,830 GLSF 5,519 GSF	[3]	2,238	153	83	236	90	131	221
155	Proposed	LA County Consolidated Correctional Facility 441 East Bauchet Street	Jail	3,885 Beds	[1]	242	0	9	9	0	9	9
156	Proposed	2143 East Violet Street	Apartment Office Retail	320 DU 224,292 GSF 46,670 GLSF	[1]	4,477	329	122	451	130	330	460
157	Proposed	806 East 3rd Street	Restaurant	18,327 GSF	[1]	253	1	(1)	0	13	7	20
158	Proposed	Olympia Mixed-Use 1001 West Olympic Boulevard	Apartment Restaurant Retail Hotel	879 DU 20,000 GSF 20,000 GLSF 1,000 Rooms	[1]	10,418	320	388	708	455	309	764
159	Proposed	609 East 5th Street	Apartment	151 DU	[1]	1,004	15	62	77	61	33	94
160	Proposed	810 East 3rd Street	Apartment Restaurant Retail	4 DU 3,541 GSF 6,171 GLSF	[1]	1,487	37	32	69	87	48	135
161	Proposed	508 East 4th Street	Apartment	41 DU	[1]	167	8	12	20	8	6	14

Table-6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
TOTAL						**525,088**	**17,056**	**18,484**	**35,540**	**24,102**	**22,564**	**46,666**

[1] Source: City of Los Angeles Department of Transportation (LADOT) and Department of City Planning (LADCP), except as noted below. The peak hour traffic volumes were forecast based on trip data provided by LADOT and by applying trip rates as provided in the ITE "Trip Generation Manual", 9th Edition, 2012.
[2] Trips are one-way traffic movements, entering or leaving.
[3] Project description and trip generation forecasts obtained from third party research.
[4] Description listed constitutes the remaining allowable development under this project.
[5] Source: "Metropolis Master Plan Project - Traffic Analysis Update Phase 2", from Tomas Carranza, Senior Transportation Engineer, to Blake Lamb, City Planner, May 9, 2014.
[6] Source: "Traffic Assessment for the Proposed Development Project Located at 1057 South San Pedro Street", from Tomas Carranza, Senior Transportation Engineer, to Karen Hoo, City Planner, November 6, 2013.
[7] Daily trip volumes are not provided. PM peak hour volume was estimated to represent 10% of the daily totals.
[8] Source: "Updated Traffic Assessment for the South Park Residential Sites and Herald Examiner Building Renovation Project", from Tomas Carranza, Senior Transportation Engineer, to Karen Hoo, City Planner, January 24, 2014.
[9] Source: "Grand Avenue/Pico Boulevard Project Traffic Impact Analysis", prepared by Kunzman Associates, Inc., January 27, 2014.
[10] Source: "222 West 2nd Project Traffic Study MOU," prepared by LLG Engineers, dated January 18, 2016.
[11] Source: "Grand Residences Draft Traffic Impact Study", prepared by LLG Engineers, February 4, 2016.
[12] Sources: "Los Angeles Sports and Entertainment District Specific Plan Determination and Findings", Michael J. LoGrande, Director of Planning, November 12, 2014; "L.A. Entertainment District EIR Traffic Study", prepared by The Mobility Group with Kaku Associates, January 2001. Daily and AM Peak Hour trips were forecast using the following ITE trip generation average rates: Land Use Code 222 (High-Rise Apartment), Land Use Code 931 (Quality Restaurant), and Land Use Code 820 (Shopping Center).
[13] ITE Land Use Code 220 (Apartment) trip generation average rates.
[14] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
[15] ITE Land Use Code 310 (Hotel) trip generation average rates.
[16] Source: "Olympic Tower Project Traffic Impact Study", prepared by LLG Engineers, October 27, 2016.
[17] ITE Land Use Code 232 (High-Rise Condo./Townhouse) trip generation average rates.
[18] Source: "Los Angeles Sports and Entertainment District Specific Plan", DIR-2005-7453-SPP-M3, January 2015
[19] ITE Land Use Code 932 (High-turnover [Sit-Down] Restaurant) trip generation average rates.
[20] ITE Land Use Code 710 (General Office Building) trip generation equation rates.
[21] Source: "Times Mirror Square", LADOT Transportation Impact Study Memorandum of Understanding, dated March 30, 2017.
[22] ITE Land Use Code 495 (Recreational Community Center) trip generation average rates.
[23] ITE Land Use Code 710 (General Office Building) trip generation average rates.



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NOT TO SCALE

MAP SOURCE: RAND MCNALLY & COMPANY

🟥 WEINGART TOWERS PROJECT

★ SAN PEDRO TOWER PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 6-1
LOCATION OF RELATED PROJECTS

WEINGART PROJECTS

Traffic volumes expected to be generated by the related projects were calculated using rates provided in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*[9], or they were obtained from other traffic studies recently approved by the City. The related projects' respective traffic generation for the weekday AM and PM peak hours, as well as on a daily basis for a typical weekday, is summarized in *Table 6-1*. The related projects traffic volumes were distributed and assigned to the street system based on the projects' locations in relation to the study intersections, their proximity to major traffic corridors, proposed land uses, nearby population and employment centers, etc. The distribution of the related projects traffic volumes to the study intersections during the weekday AM and PM peak hours are displayed in ***Figures 6-2*** and ***6-3***, respectively.

6.2 Downtown Transit / Infrastructure Projects

Several transit and/or infrastructure projects are proposed or under construction within the greater Downtown Los Angeles area. While the projects discussed below and others like them could be expected to result in greater trip reductions than what occur today, no trip reductions have been assumed in this traffic analysis for existing uses so as to provide a conservative review of potential traffic impacts. Some of the relevant projects are as follows:

Regional Connector Transit Project

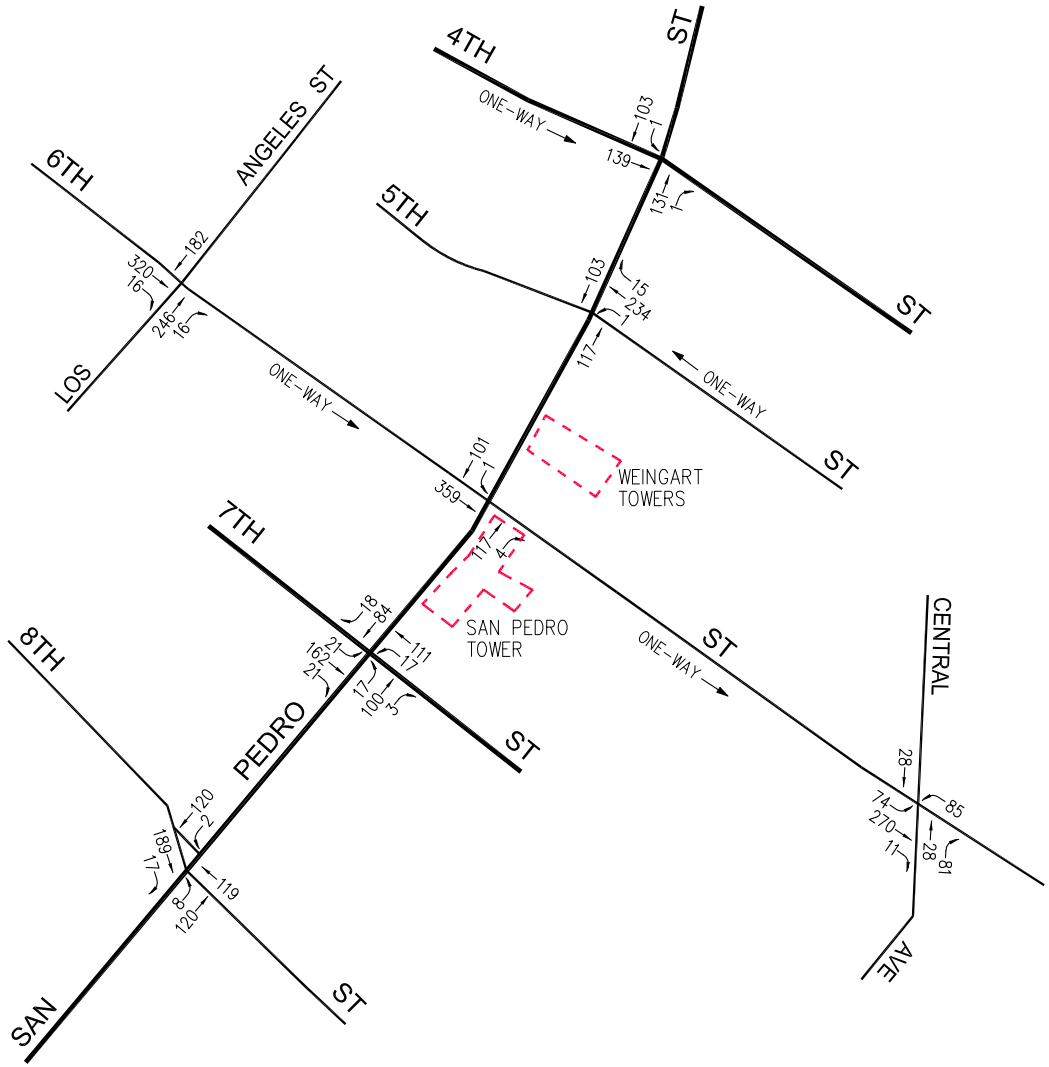
As summarized on the Metro website, the Regional Connector project will extend from Metro's Little Tokyo/Arts District Station to the 7th Street/Metro Center in Downtown Los Angeles. This will allow transit passengers to access the Gold, Blue, Expo, Red and Purple lines. The addition will extend 1.9 miles and will serve Little Tokyo, the Arts District, Civic Center, the Historic Core, Broadway, Grand Avenue, Bunker Hill, and Flower Street, as well as the Financial District.

This new extension will provide a one-seat ride for travel across Los Angeles County by allowing passengers to travel between Azusa and Long Beach and between East Los Angeles and Santa Monica without having to transfer lines. The forecast opening year of the Regional Connector Transit project is currently 2021.

Downtown Los Angeles Historic Streetcar Project

The restoration of the Historic Streetcar Service in Downtown Los Angeles is expected to revive a service that previously spanned over 600 miles of the Los Angeles area during the first half of the 1900's. The approved alignments closely follow the early alignments that traversed the historic Downtown core. The service would increase mobility and improve connectivity by linking residential and employment hubs, shopping districts, civic resources, cultural institutions, landmarks and entertainment venues for those who live, work, and visit Downtown. The Historic Streetcar project is also intended to connect patrons to a regional network of transit options including local and regional bus lines, and Metro Rail lines including the Regional Connector Transit project. Based on information contained in the Historic Streetcar project's Environmental Impact Report

[9] Institute of Transportation Engineers *Trip Generation Manual*, 9th Edition, Washington, D.C., 2012.



PROJECT SITES

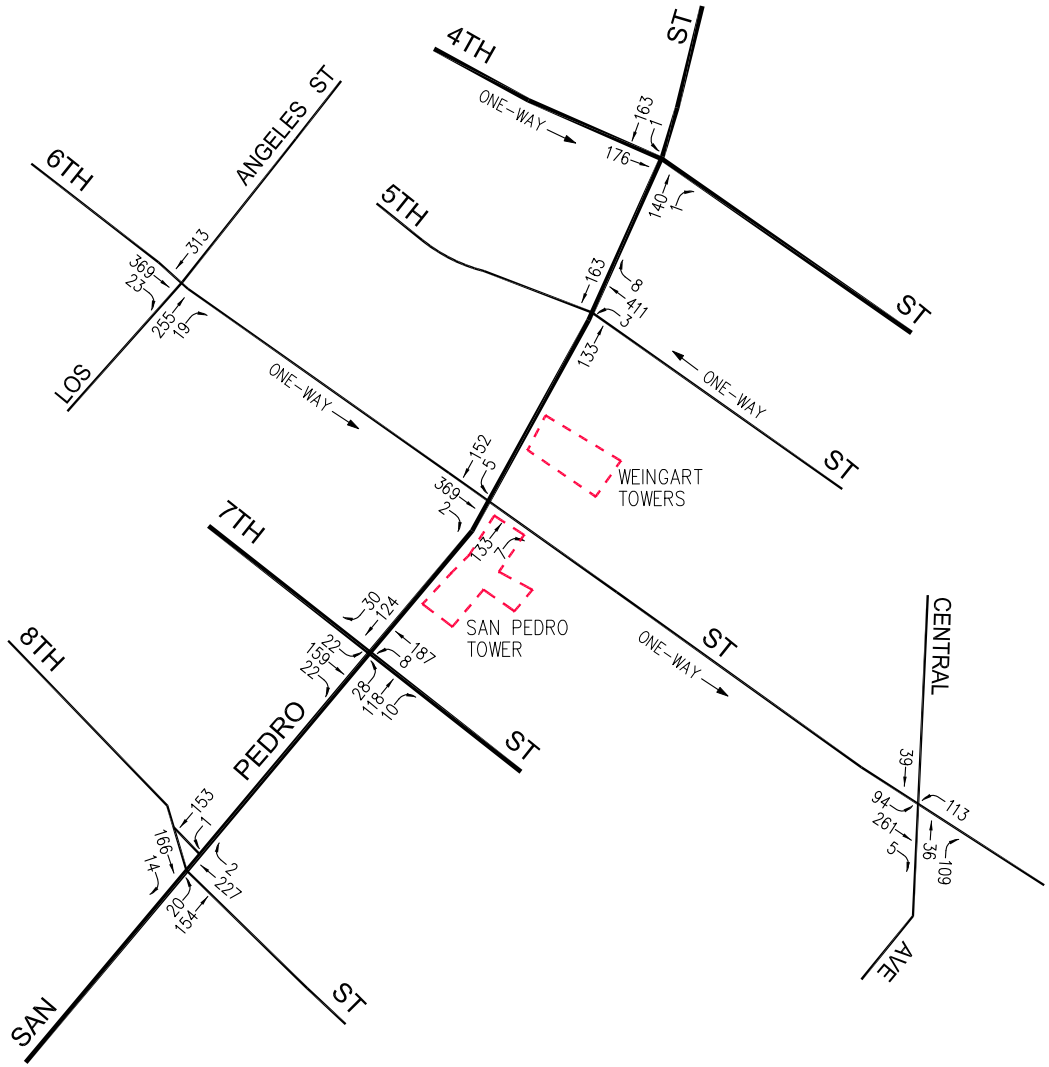
NOT TO SCALE

FIGURE 6-2
RELATED PROJECTS TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

WEINGART PROJECTS

LINSCOTT, LAW & GREENSPAN, engineers



PROJECT SITES

NOT TO SCALE

FIGURE 6-3
RELATED PROJECTS TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

WEINGART PROJECTS

LINSCOTT, LAW & GREENSPAN, engineers

(SCH No. 2013011001), which has been certified by the Los Angeles City Council, assuming that the necessary funding is obtained, this project may be completed by 2020.

6.3 Ambient Traffic Growth Factor

Horizon year background traffic growth estimates have been calculated using an ambient traffic growth factor. The ambient traffic growth factor is intended to include unknown related projects in the study area as well as account for typical growth in traffic volumes due to the development of projects outside the study area. Ambient traffic growth in the Downtown Los Angeles area (i.e., included in Regional Statistical Area 23 (RSA 23) that includes Downtown LA), which is presented in the *2010 Congestion Management Program*, indicates existing traffic volumes are expected to increase at an annual rate of approximately 0.20 percent (0.20%) per year between years 2010 and 2025. An annual growth rate of one percent (1.0%) until the year 2025 (i.e., the anticipated project build-out year) was selected for this analysis in consultation with LADOT during the scoping process. Therefore, application of this one percent (1.0%) ambient growth factor in addition to the forecast traffic generated by the related projects allows for a conservative forecast of future traffic volumes in the project study area as incorporation of both (i.e., an ambient traffic growth rate and a detailed list of cumulative development projects) is expected to overstate potential future traffic volumes. The cumulative development projects should already be incorporated as part of the growth rate projection per the adopted, local and regional planning documents (i.e., which account for the future population, housing, and employment [socio-economic data] projections). Further, as described in Section 6.0 herein, CEQA only requires that one of these two approaches be employed in developing the future traffic volume forecasts.

7.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic impact characteristics of the proposed project, a multi-step process has been utilized. The first step is trip generation, which estimates the total arriving and departing traffic volumes on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations or rates to the project development tabulation.

The second step of the forecasting process is trip distribution, which identifies the origins and destinations of inbound and outbound project traffic volumes. These origins and destinations are typically based on demographics and existing/anticipated travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.

With the forecasting process complete and project traffic assignments developed, the impact of the proposed project is isolated by comparing operational (i.e., Levels of Service) conditions at the selected key intersections using existing and expected future traffic volumes without and with forecast project traffic. The significance of the project's impacts can then be identified based on the current City traffic impact analysis guidelines and the need for site-specific and/or cumulative local area traffic improvements can then be evaluated.

7.1 Project Traffic Generation

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Traffic volumes to be generated by the proposed project were forecast for the weekday AM and PM peak hours, and over a 24-hour period. Generation rates provided in the ITE *Trip Generation Manual* were utilized to forecast project traffic generation for the proposed project. Traffic volumes expected to be generated by the project's general office and commercial (i.e., retail) land use components were based upon the following ITE trip generation average rates:

- ITE Land Use Code 710: General Office Building
- ITE Land Use Code 820: Shopping Center

The kitchen/dining room and flex space planned for the Weingart Towers project will provide meals for residents and area homeless during breakfast, lunch and dinner. At other times this space may be used for other activities. It was deemed appropriate to estimate trips for this space only for service and delivery by selecting and ITE land use category (ITE 110, General Light Industrial) that could approximate these trips.

As the ITE publication does not provide trip rates for a land use such as the project's residential land use component, it was deemed appropriate to forecast the trips expected to be generated by the affordable housing land use component using trip rates recently published by LADOT which are directly applicable to the proposed project. The LADOT trip generation rates for affordable housing projects were published in November, 2016, and developed based on vehicle trip count data collected at affordable housing sites in the City of Los Angeles during year 2016. The LADOT affordable housing trip rates include three different housing type categories: affordable family housing; affordable seniors housing, and affordable special needs and supportive housing. In this instance, both the affordable family and affordable special needs and supportive housing category are directly applicable to the proposed project which will provide housing for permanent long-term tenants with supportive services designed to enable homeless persons and individuals/families at risk of homelessness to ensure that they remain housed and live as independently as possible. LADOT's affordable family and affordable special needs and supportive housing category trip rates are summarized below:

Affordable Family Housing

- Average Daily Trip Rate: 4.08 trips per dwelling unit
- Average AM Peak Hour Trip Rate: 0.50 trips per dwelling unit; 40% inbound and 60% outbound
- Average PM Peak Hour Trip Rate: 0.34 trips per dwelling unit; 55% inbound and 45% outbound

Affordable Special Needs and Supportive Housing

- Average Daily Trip Rate: 1.27 trips per dwelling unit
- Average AM Peak Hour Trip Rate: 0.12 trips per dwelling unit; 44% inbound and 56% outbound
- Average PM Peak Hour Trip Rate: 0.12 trips per dwelling unit; 59% inbound and 41% outbound

The ITE manual contains trip rates for a variety of land uses (including office buildings, shopping centers, condominiums, etc.), which have been derived based on traffic counts conducted at existing sites. However, the traffic count data submitted to ITE is for free-standing sites generally located in suburban locations, which likely do not reflect the trip generation characteristics for projects located in urban areas such as the City of Los Angeles's transit oriented district (TOD) areas. Thus, the trip rates provided in the ITE *Trip Generation Manual* (derived from traffic counts at suburban projects) would be expected to overstate the trip generation potential of projects located within the downtown Los Angeles area, including the proposed Weingart Projects.

For the proposed project, it is reasonable to conclude that its primary land use component (i.e., affordable housing), location in downtown Los Angeles near multimodal corridors, and proximity to rail lines would result in a significant reduction in vehicle trips as compared to the trip forecasts that would otherwise be calculated using the applicable and unadjusted ITE trip rates in a passively managed traffic management condition. An actively managed site could be expected to yield additional trip reductions. Therefore, based on criteria contained in the City's traffic study guidelines and recent downtown Los Angeles project experience, conservative adjustments were made to the project's general office land use component trip generation forecasts to account for transit usage, walkability and internal capture as follows:

- 5 percent (5%) transit adjustment
- 5 percent (5%) walk adjustment
- 5 percent (5%) internal capture adjustment

For the project's commercial (i.e., retail) land use components, a forecast was made of likely pass-by trips that could be anticipated at the site. Pass-by trips are intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site. The pass-by traffic forecast has been estimated based on existing traffic volumes in the project vicinity and the *LADOT Policy on Pass-by Trips*. Pass-by adjustments have been applied to the weekday AM and PM peak hour traffic volume forecasts, as well as to the daily traffic volume forecasts, for the project's commercial land use components.

In addition to the proposed project trip generation forecasts, forecasts also were made for the existing Weingart Towers project site land use. Although the existing site use (Weingart Café) for this project site is a functional restaurant, it serves the homeless and does not function as a typical restaurant. As such, it was determined appropriate to estimate existing site trips only for service and delivery trips by selecting an ITE land use category (i.e., ITE Code 110, General Light Industrial) that could approximate these trips.

The trip generation rates and forecast of the vehicular trips anticipated to be generated by the proposed project are presented in ***Table 7-1***. As summarized in *Table 7-1*, the proposed project is expected to generate a net increase of 229 trips (120 inbound trips and 109 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the proposed project is expected to generate a net increase of 197 trips (91 inbound trips and 106 outbound trips). Over a 24-hour period, the proposed project is forecast to generate a net increase of 2,038 trips (1,019 inbound trips and 1,019 outbound trips) during a typical weekday.

Table 7-1
PROJECT TRIP GENERATION [1]

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Weingart Towers - Phases 1 & 2 [3]								
Affordable Housing - Supportive [4]	302 DU	384	16	20	36	21	15	36
Affordable Housing - Family [5]	76 DU	310	15	23	38	14	12	26
Manager Apartment [6]	4 DU	27	0	2	2	1	1	2
Commercial [7]	2,250 GLSF	96	1	1	2	4	4	8
- Less 50% Pass-by [8]		(48)	(1)	(1)	(2)	(2)	(2)	(4)
General Office [9]	19,030 GSF	210	26	4	30	5	23	28
- Less Transit Adjustment (5%) [10]		(11)	(1)	0	(1)	0	(1)	(1)
- Less Walk Adjustment (5%) [10]		(11)	(1)	0	(1)	0	(1)	(1)
- Less Internal Capture (5%) [10]		(11)	(1)	0	(1)	0	(1)	(1)
Dining Room/Flex Space [11]	11,463 GSF	80	10	1	11	1	10	11
Subtotal Weingart Towers Project		1,026	64	50	114	44	60	104
San Pedro Tower [3]								
Affordable Housing - Supportive [4]	149 DU	189	8	10	18	11	7	18
Affordable Housing - Family [5]	149 DU	608	30	45	75	28	23	51
Manager Apartment [6]	5 DU	33	1	2	3	2	1	3
Commercial [7]	3,200 GLSF	137	2	1	3	6	6	12
- Less 50% Pass-by [8]		(69)	(1)	(1)	(2)	(3)	(3)	(6)
General Office [9]	17,100 GSF	189	24	3	27	4	21	25
- Less Transit Adjustment (5%) [10]		(9)	(1)	0	(1)	0	(1)	(1)
- Less Walk Adjustment (5%) [10]		(9)	(1)	0	(1)	0	(1)	(1)
- Less Internal Capture (5%) [10]		(9)	(1)	0	(1)	0	(1)	(1)
Subtotal San Pedro Tower Project		1,060	61	60	121	48	52	100
Subtotal Weingart Projects		**2,086**	**125**	**110**	**235**	**92**	**112**	**204**
Existing Weingart Towers Site								
Weingart Cafe [12]	(7,000) GSF	(48)	(5)	(1)	(6)	(1)	(6)	(7)
Subtotal Existing Weingart Towers Site		**(48)**	**(5)**	**(1)**	**(6)**	**(1)**	**(6)**	**(7)**
NET INCREASE		**2,038**	**120**	**109**	**229**	**91**	**106**	**197**

Table 7-1 (Continued)
PROJECT TRIP GENERATION [1]

[1] Source: City of Los Angeles Department of Transportation (LADOT), November 2016; and ITE "Trip Generation Manual", 9th Edition, 2012.

[2] Trips are one-way traffic movements, entering or leaving.

[3] The Weingart Projects include two distinct affordable housing projects for permanent long-term housing with supportive services designed to enable homeless persons and individuals/families at risk of homelessness to ensure that they remain housed and live as independently as possible. Summaries of the two projects are provided below:
- Weingart Towers project is located at 554-562 South San Pedro Street and 555-561 South Crocker Street. This project consists of an 18-story building with 278 dwelling units and a 12-story building with 104 dwelling units (i.e., 382 total dwelling units). Please note that the residential component includes 378 affordable housing dwelling units (302 permanent supportive housing units and 76 family units) and 4 manager apartment dwelling units. Additionally, a total of approximately 21,280 square feet of commercial space is planned for this project including 2,250 square feet of retail space and 19,030 square feet of general office space, as well as 11,463 square feet of dining room/flex space.
- San Pedro Tower project is located at 600-628 South San Pedro Street, 611-615 South Crocker Street and 518-522 East 6th Street. This project consists of a 19-story building with 303 dwelling units and approximately 20,300 square feet of commercial space, including 17,100 square feet of general office space and 3,200 square feet of other commercial space (i.e., retail space for purposes of this analysis). Please note that the residential component includes 298 affordable dwelling units (149 permanent supportive housing units and 149 family units) and 5 manager apartment dwelling units.

[4] LADOT trip generation average rates for affordable housing type Special Needs & Supportive Housing.
- Daily Trip Rate: 1.27 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.12 trips/dwelling unit; 44% inbound/56% outbound
- PM Peak Hour Trip Rate: 0.12 trips/dwelling unit; 59% inbound/41% outbound

[5] LADOT trip generation average rates for affordable housing type Family.
- Daily Trip Rate: 4.08 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.50 trips/dwelling unit; 40% inbound/60% outbound
- PM Peak Hour Trip Rate: 0.34 trips/dwelling unit; 55% inbound/45% outbound

[6] ITE Land Use Code 220 (Apartment) trip generation average rates.
- Daily Trip Rate: 6.65 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.51 trips/dwelling units; 20% inbound/80% outbound
- PM Peak Hour Trip Rate: 0.62 trips/dwelling units; 65% inbound/35% outbound

[7] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- Daily Trip Rate: 42.7 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.96 trips/1,000 SF of floor area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.71 trips/1,000 SF of floor area; 48% inbound/52% outbound

[8] Source: LADOT policy on pass-by trip adjustments. Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from the traffic passing the site on an adjacent street or roadway that offers direct access to the site.

[9] ITE Land Use Code 710 (General Office Building) trip generation average rates.
- Daily Trip Rate: 11.03 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 1.56 trips/1,000 SF of floor area; 88% inbound/12% outbound
- PM Peak Hour Trip Rate: 1.49 trips/1,000 SF of floor area; 17% inbound/83% outbound

[10] Transit, walk and downtown Los Angeles trip adjustments are based on site's proximity to Metro rail and bus transit opportunities and the two project site locations.

[11] The planned kitchen/dining room/flex space will provide meals for residents and area homeless during breakfast, lunch and dinner. At other times this space may be used for other activities. It was deemed appropriate to estimate trips for this space only for service and delivery by selecting an ITE land use category (ITE 110, General Light Industrial) that could approximate these trips.
ITE Land Use Code 110 (General Light Industrial) trip generation average rates.
- Daily Trip Rate: 6.97 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.92 trips/1,000 SF of floor area; 88% inbound/12% outbound
- PM Peak Hour Trip Rate: 0.97 trips/1,000 SF of floor area; 12% inbound/88% outbound

[12] Although the existing site use (Weingart Café) for the Weingart Towers project site is a functional restaurant, it serves the homeless and does not operate as a typical restaurant. It was determined appropriate to estimate existing site trips only for service and delivery trips by selecting an ITE land use category (ITE Code 110, General Light Industrial) that could approximate these trips.
ITE Land Use Code 110 (General Light Industrial) trip generation average rates.
- Daily Trip Rate: 6.97 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.92 trips/1,000 SF of floor area; 88% inbound/12% outbound
- PM Peak Hour Trip Rate: 0.97 trips/1,000 SF of floor area; 12% inbound/88% outbound

7.2 Project Traffic Distribution and Assignment

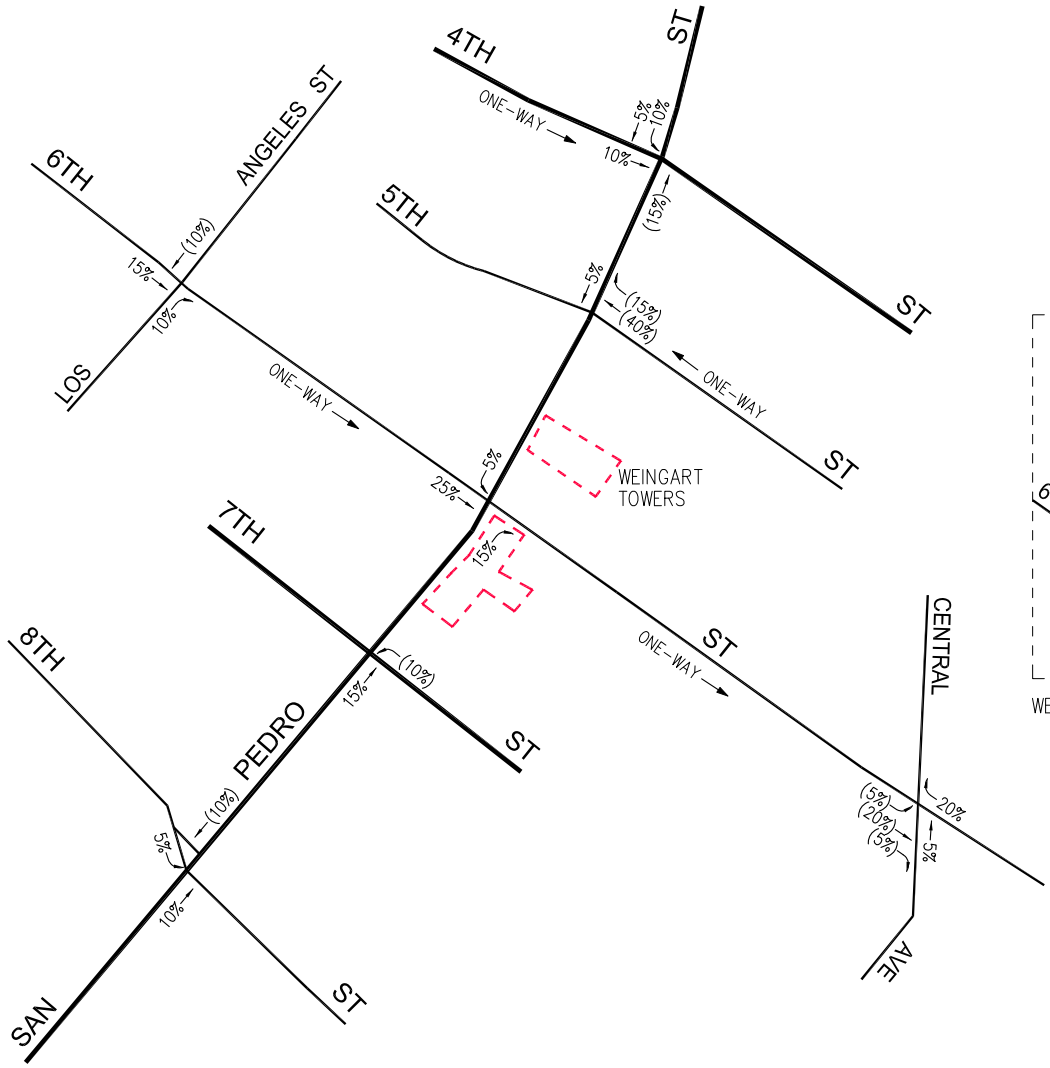
Project traffic volumes both entering and exiting the site have been distributed and assigned to the adjacent street system based on the following considerations:

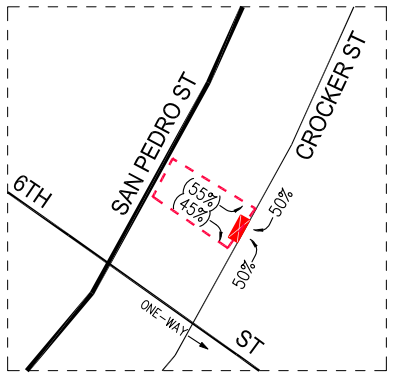
- The site's proximity to major traffic corridors (i.e., Los Angeles Street, San Pedro Street, Central Avenue, 4th Street, 5th Street, 6th Street, etc.);
- Expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic signals;
- Existing intersection traffic volumes;
- Ingress/egress scheme planned for the proposed project, including the restricted right-turn ingress/egress access scheme for the San Pedro Tower project;
- Nearby population and employment centers; and
- Input from LADOT staff.

The general, directional traffic distribution pattern for the proposed project are presented as follows:

- ***Figure 7-1*** – Weingart Towers Residential Component
- ***Figure 7-2*** – Weingart Towers Commercial Component
- ***Figure 7-3*** – San Pedro Tower Residential Component
- ***Figure 7-4*** – San Pedro Tower Commercial Component

The forecast weekday AM and PM peak hour project traffic volumes at the study intersections associated with the proposed project are presented in ***Figures 7-5*** and ***7-6***, respectively. The traffic volume assignments presented in *Figures 7-5* and *7-6* reflect the traffic distribution characteristics shown in *Figures 7-1*, *7-2*, *7-3*, and *7-4* and the project traffic generation forecasts presented in *Table 7-1*. It is noted that the Weingart Towers commercial component trip distribution pattern (i.e., refer to *Figure 7-2*) has been utilized for the existing use on the Weingart Towers project site.





WEINGART TOWERS DRIVEWAY DISTRIBUTION

N

NOT TO SCALE

PROJECT SITES

XX = INBOUND PERCENTAGE

(XX) = OUTBOUND PERCENTAGE

FIGURE 7-1
PROJECT TRIP DISTRIBUTION - WEINGART TOWERS

RESIDENTIAL COMPONENT

WEINGART PROJECTS

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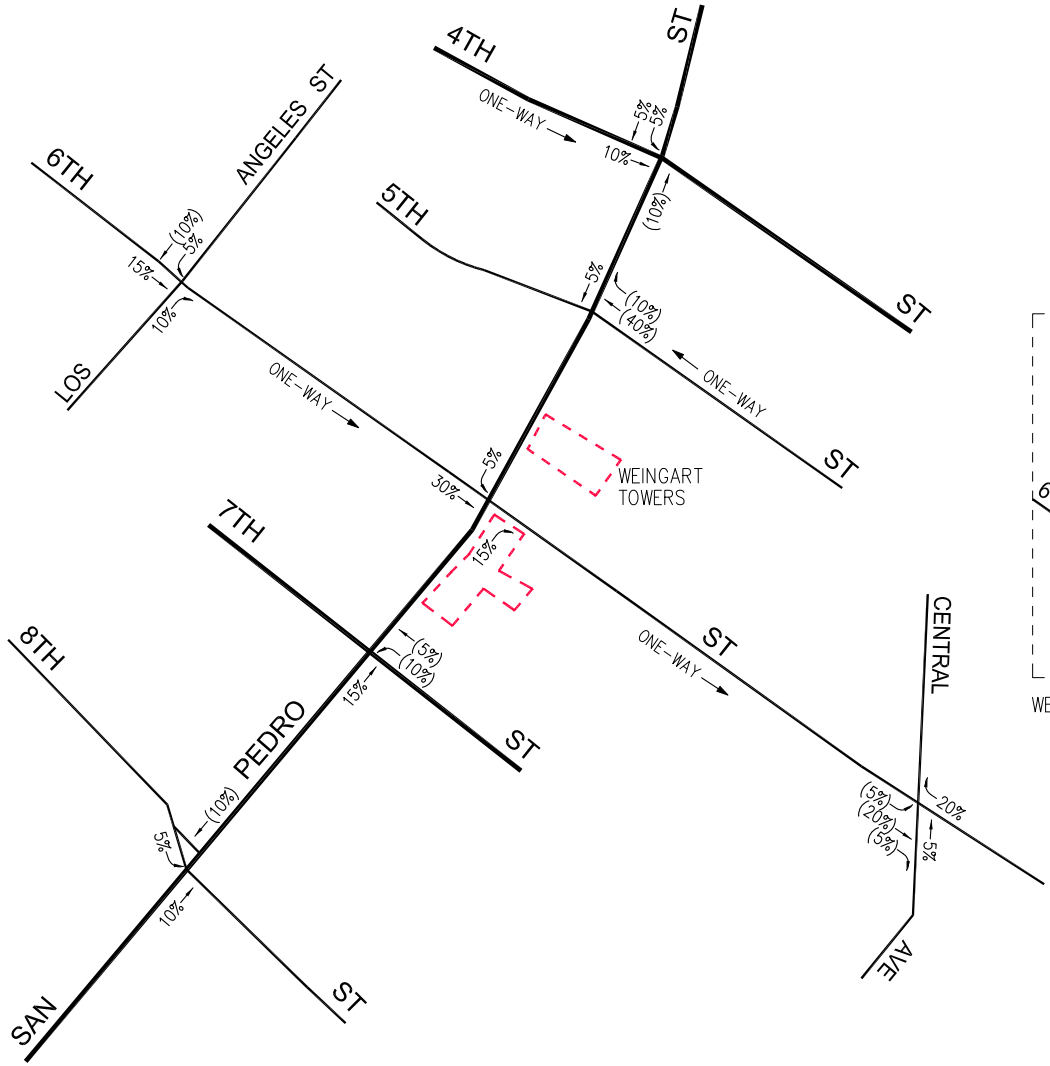
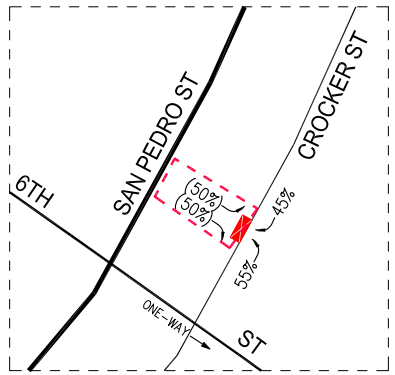




WEINGART TOWERS DRIVEWAY DISTRIBUTION

N

NOT TO SCALE

PROJECT SITES

XX = INBOUND PERCENTAGE

(XX) = OUTBOUND PERCENTAGE

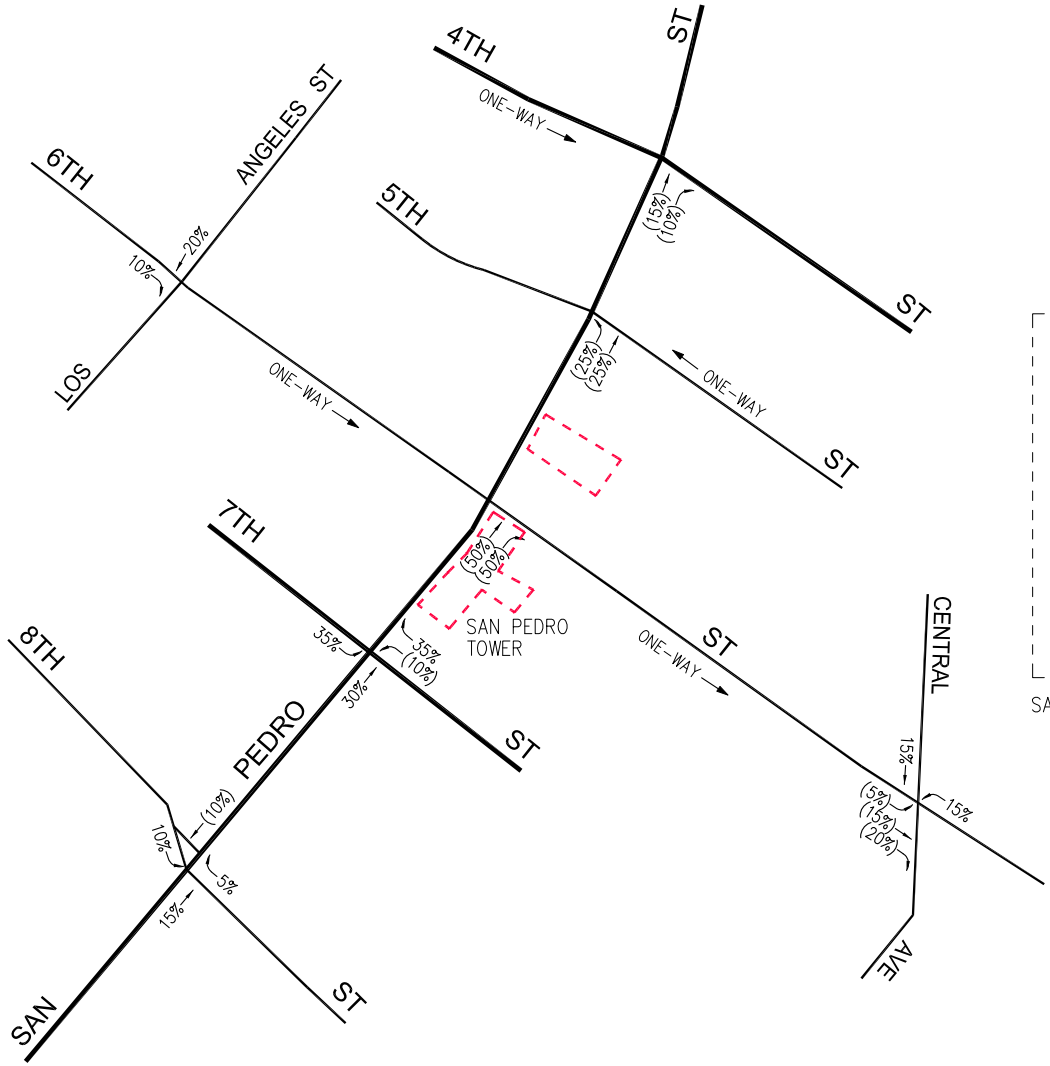
FIGURE 7-2

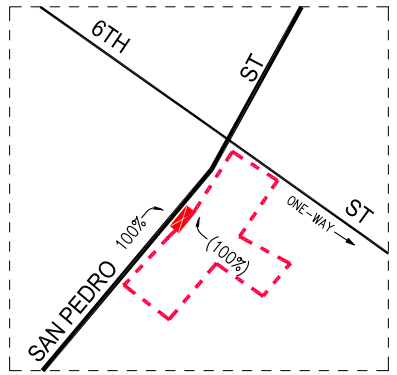
PROJECT TRIP DISTRIBUTION - WEINGART TOWERS

COMMERCIAL COMPONENT

WEINGART PROJECTS

LINSCOTT, LAW & GREENSPAN, engineers





SAN PEDRO TOWER DRIVEWAY DISTRIBUTION

N

NOT TO SCALE

PROJECT SITES

XX = INBOUND PERCENTAGE

(XX) = OUTBOUND PERCENTAGE

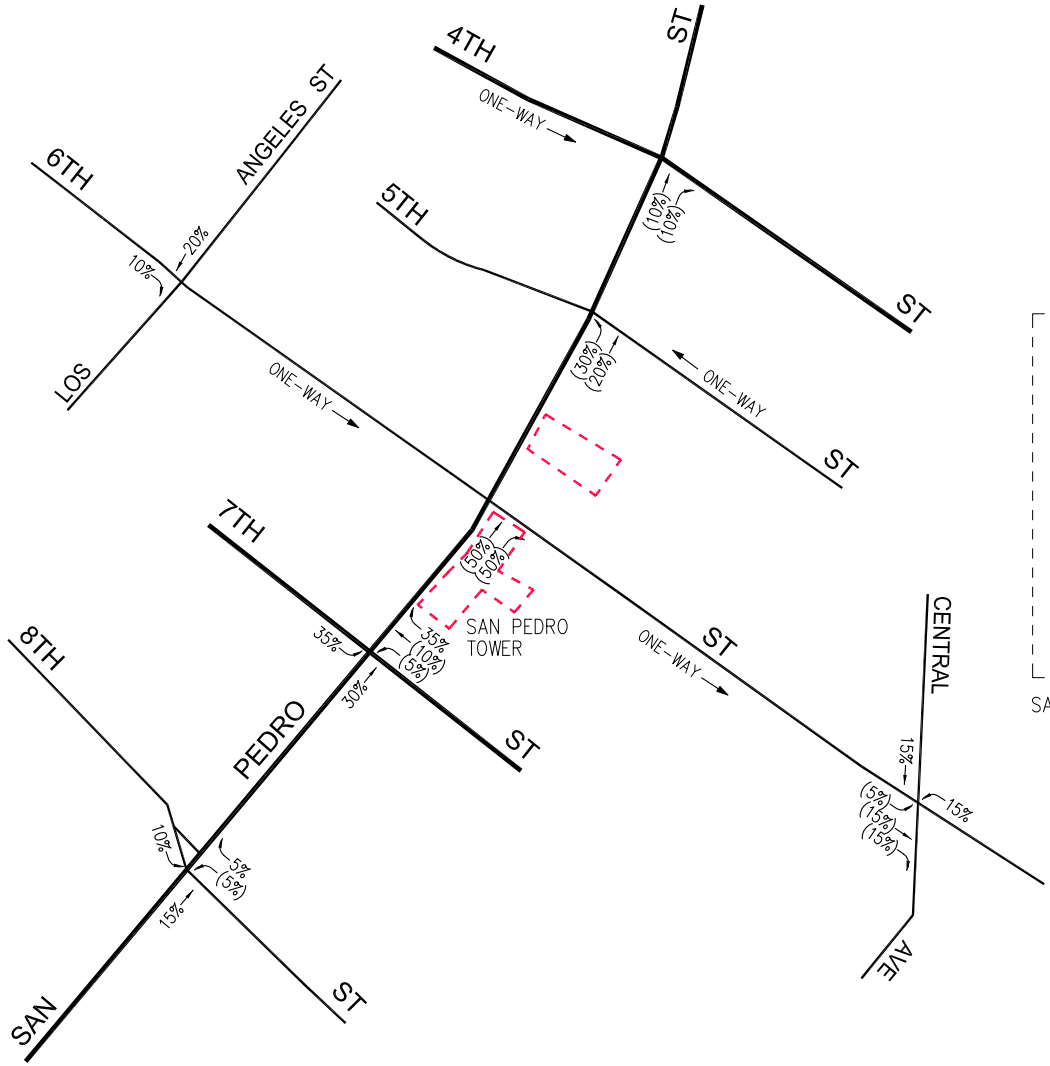
FIGURE 7-3

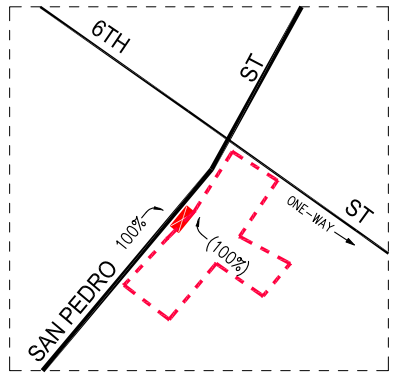
PROJECT TRIP DISTRIBUTION - SAN PEDRO TOWER

RESIDENTIAL COMPONENT

WEINGART PROJECTS

LINSCOTT, LAW & GREENSPAN, engineers





SAN PEDRO TOWER DRIVEWAY DISTRIBUTION

N

NOT TO SCALE

PROJECT SITES

XX = INBOUND PERCENTAGE

(XX) = OUTBOUND PERCENTAGE

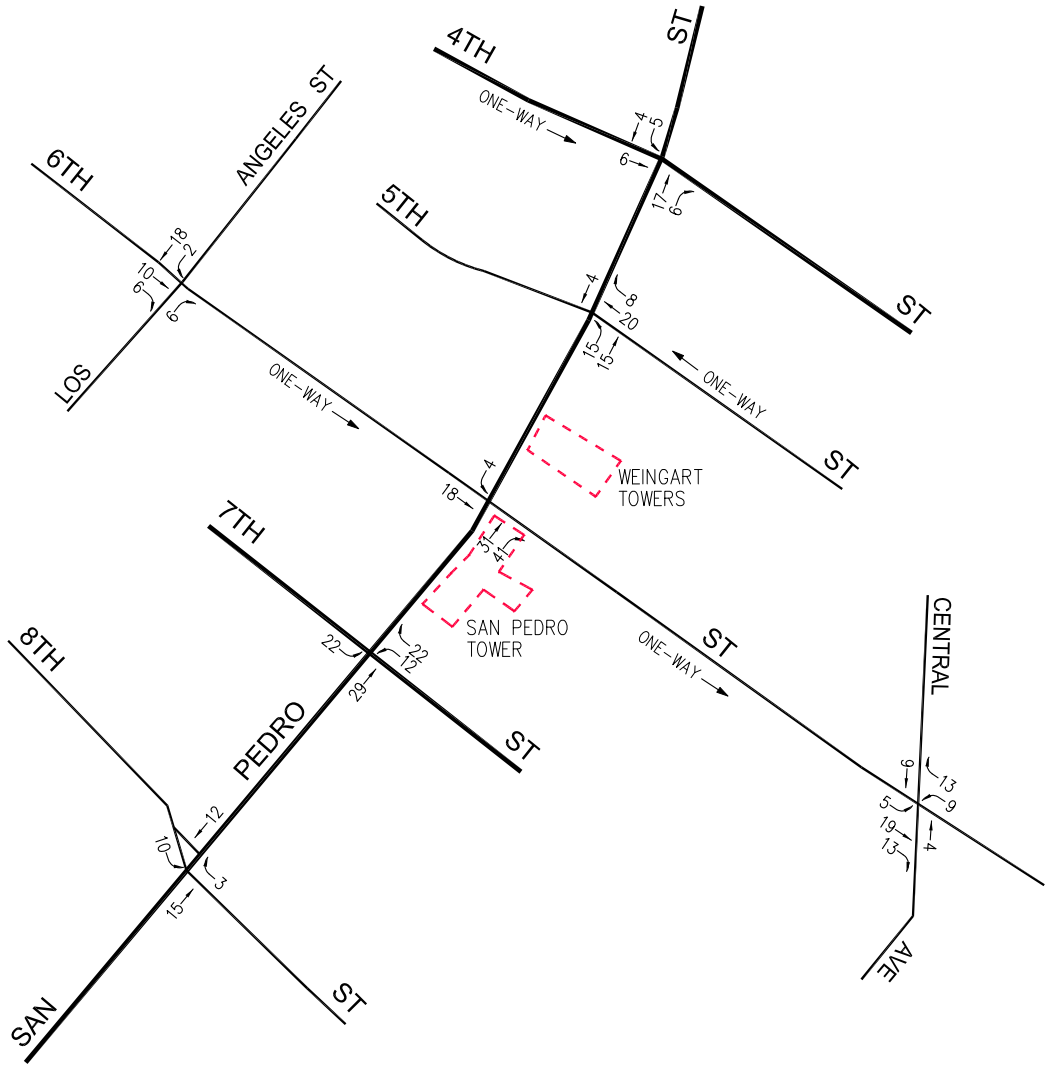
FIGURE 7-4

PROJECT TRIP DISTRIBUTION - SAN PEDRO TOWER

COMMERCIAL COMPONENT

WEINGART PROJECTS

LINSCOTT, LAW & GREENSPAN, engineers



PROJECT SITES

NOT TO SCALE

FIGURE 7-5
PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

WEINGART PROJECTS

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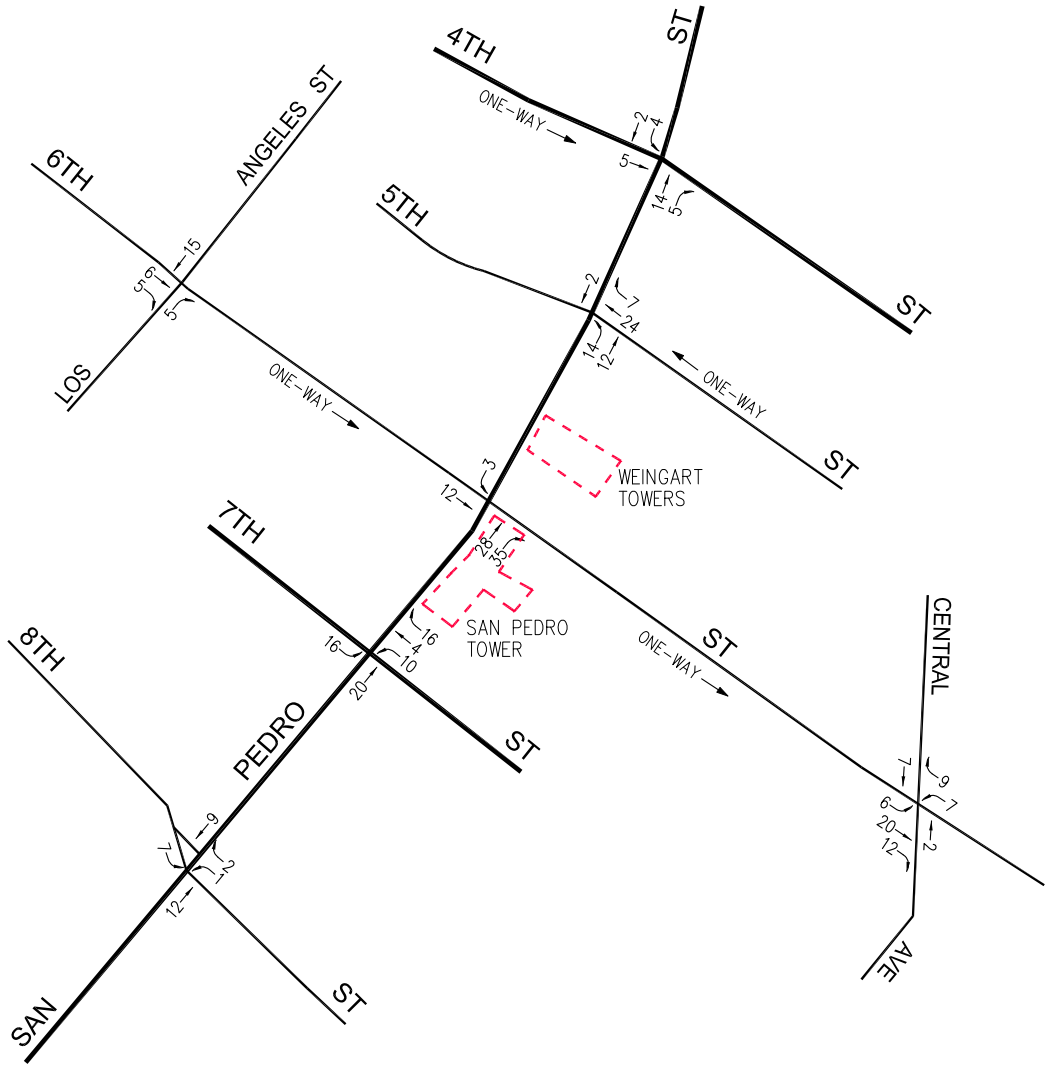

PROJECT SITES

NOT TO SCALE

FIGURE 7-6
PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

WEINGART PROJECTS

LINSCOTT, LAW & GREENSPAN, engineers

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8.0 TRAFFIC IMPACT ANALYSIS METHODOLOGY

The study intersections were evaluated using the Critical Movement Analysis (CMA) method of analysis that determines Volume-to-Capacity (*v/c*) ratios on a critical lane basis consistent with the current City of Los Angeles traffic impact analysis procedures. The overall intersection *v/c* ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. Level of Service varies from LOS A (free flow) to LOS F (jammed condition). A description of the CMA method and corresponding Level of Service is provided in ***Appendix C***.

As discussed in Section 1.2, in response to SB 743, the City is currently considering new guidelines and metrics (i.e., VMT-based significance thresholds) for use in determining whether a project's transportation impacts are significant. It is anticipated that in mid to late 2018, City staff will present the CEQA Appendix G environmental checklist update to the City Council, which will likely lead to the adoption of the new VMT-based significance thresholds and its subsequent incorporation into the City's CEQA Threshold Guide in late 2018 to early 2019. Following adoption, projects must then comply with the updated transportation evaluation framework, thus bringing the City into compliance with the state mandate. The City's VMT tools/metrics had not been finalized at the time this traffic study was completed for inclusion in the proposed project's Draft EIR. Should the City finalize those tools/metrics prior to the City decisionmakers' consideration of the proposed project's EIR and entitlements, this traffic study may be updated in consultation with LADOT to include a VMT analysis using the City's VMT tools/metrics and a determination of whether the proposed project results in significant impacts based on VMT-based significance thresholds. While any agency can immediately apply the proposed new CEQA Guidelines section (proposed Guidelines section 15064.3), a statewide application of that new section would not be required until January 1, 2020.

8.1 Impact Criteria and Thresholds

The relative impact of the added traffic volumes forecast to be generated by the proposed project during the weekday AM and PM peak hours was evaluated based on analysis of existing and future operating conditions at the study intersections, without and with the proposed project. The previously discussed capacity analysis procedures were utilized to evaluate the future *v/c* relationships and service level characteristics at each study intersection.

The significance of the potential impacts of project-generated traffic was identified using the traffic impact criteria set forth in LADOT's *Transportation Impact Study Guidelines*, December 2016. According to the City's published traffic study guidelines, the impact is considered significant if the project-related increase in the *v/c* ratio equals or exceeds the thresholds presented in ***Table 8–1***.

Table 8-1 CITY OF LOS ANGELES INTERSECTION IMPACT THRESHOLD CRITERIA		
Final *v/c*	**Level of Service**	**Project-Related Increase in *v/c***
> 0.701 - 0.800	C	equal to or greater than 0.040
> 0.801 - 0.900	D	equal to or greater than 0.020
> 0.901	E or F	equal to or greater than 0.010

The City's Sliding Scale Method requires mitigation of a project's traffic impacts whenever traffic generated by the proposed development causes an increase of the analyzed intersection *v/c* ratio by an amount equal to or greater than the values shown above.

8.2 Traffic Impact Analysis Scenarios

Traffic impacts at the study intersections were analyzed for the following conditions:

[a] Existing conditions.

[b] Existing with project conditions.

[c] Condition [a] plus one percent (1.0%) annual ambient traffic growth through year 2025 and with completion and occupancy of the related projects (i.e., future without project conditions).

[d] Condition [c] with completion and occupancy of the proposed project.

[e] Condition [d] with implementation of project mitigation measures, where necessary.

It should be noted that Condition [b] above is a hypothetical scenario in that it calculates the traffic due to the occupancy of the proposed project in addition to the existing traffic volumes, but changes to existing volumes are expected to occur throughout the project's construction period due to other area projects and regional growth. However, this condition has been prepared to be consistent with the general rule under CEQA that the potential impacts of a development project are to be measured against existing conditions. Condition [d] above analyzes future conditions upon completion and full occupancy of the proposed project, which is expected to occur in 2025.

9.0 TRAFFIC ANALYSIS

The traffic impact analysis prepared for the study intersections using the CMA methodology and application of the City's significant traffic impact criteria is summarized in ***Table 9-1***. The CMA data worksheets for the analyzed intersections are contained in *Appendix C*.

9.1 Existing Conditions

9.1.1 *Existing Conditions*

As indicated in column [1] of *Table 9–1*, all seven study intersections are presently operating at LOS A during the weekday AM and PM peak hours under existing conditions. These operating conditions at the study intersections reflect the one-way travel patterns of the east-west oriented roadways (i.e., 4th Street, 5th Street, 6th Street) which reduce the number of conflicts for critical movements. The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in *Figures 5–1* and *5–2*, respectively.

9.1.2 *Existing With Project Conditions*

As shown in column [2] of *Table 9–1*, application of the City's threshold criteria to the "Existing With Project" scenario indicates that the proposed project is not expected to create significant impacts at any of the seven study intersections. Less than significant impacts are noted at all seven study intersections. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections under the "Existing With Project" conditions. The existing with project traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 9–1*** and ***9–2***, respectively.

9.2 Future Conditions

9.2.1 *Future Without Project Conditions*

The future cumulative baseline conditions were forecast based on the addition of traffic generated by the completion and occupancy of the related projects, as well as the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth). The *v/c* ratios at all of the study intersections are incrementally increased with the addition of ambient traffic and traffic generated by the related projects listed in *Table 6–1*. As presented in column [3] of *Table 9–1*, all seven study intersections are expected to operate at LOS C or better during the weekday AM and PM peak hours with the addition of growth in ambient traffic and related projects traffic under the future without project conditions. The future without project (existing, ambient growth, and related projects) traffic volumes at the study intersections during the weekday AM and PM peak hours are presented in ***Figures 9–3*** and ***9–4***, respectively.

9.2.2 *Future With Project Conditions*

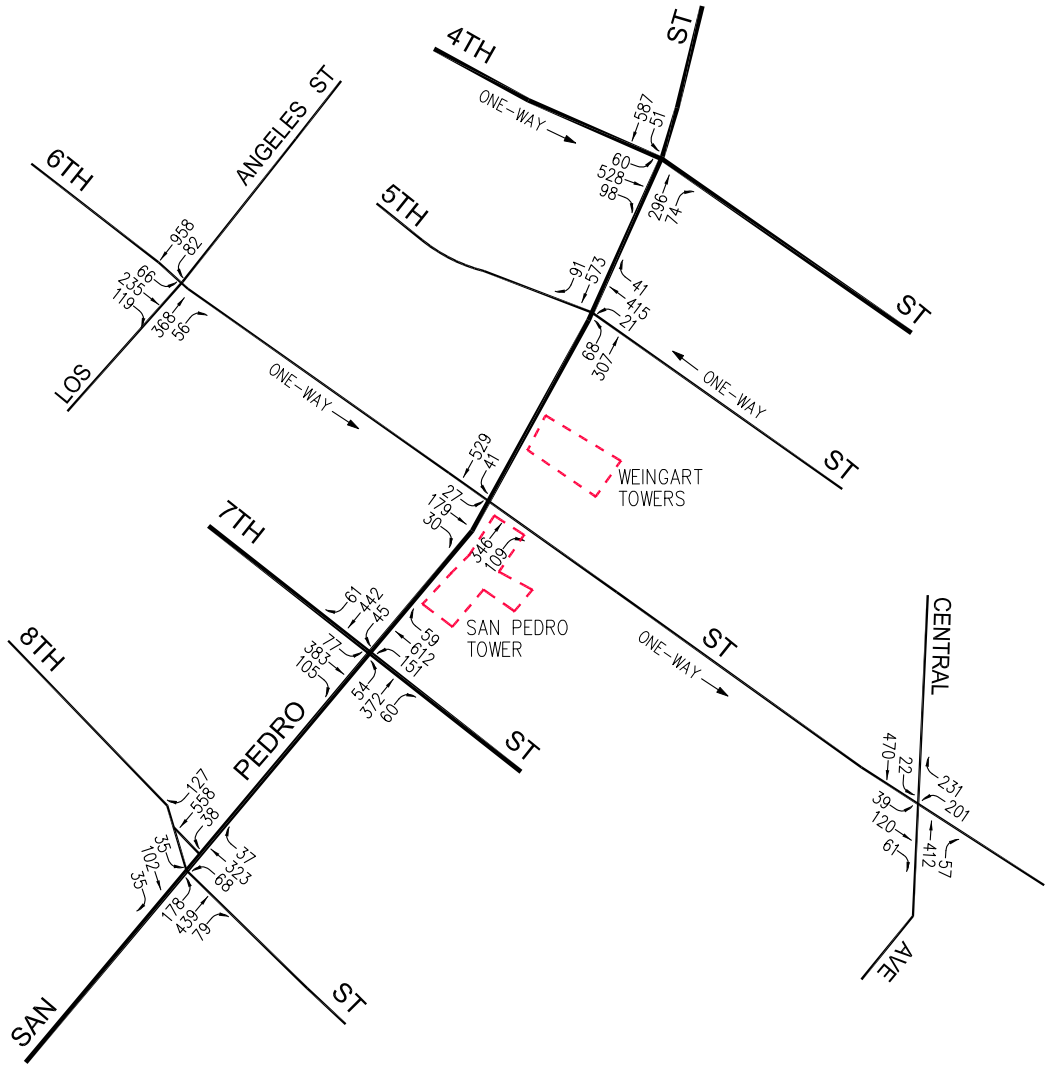
As shown in column [4] of *Table 9–1*, application of the City's threshold criteria to the "Future With Proposed Project" scenario indicates that the proposed project is not expected to create significant impacts at any of the seven study intersections. Incremental, but not significant, impacts are noted at the seven study intersections. Because there are no significant impacts, no traffic mitigation

Table 9-1
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2017 EXISTING V/C	LOS	[2] YEAR 2017 EXISTING WITH PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	[3] YEAR 2025 FUTURE W/O PROJECT V/C	LOS	[4] YEAR 2025 FUTURE WITH PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]
1	Los Angeles Street/	AM	0.342	A	0.353	A	0.011	No	0.545	A	0.556	A	0.011	No
	6th Street	PM	0.403	A	0.407	A	0.004	No	0.617	B	0.625	B	0.008	No
2	San Pedro Street/	AM	0.208	A	0.211	A	0.003	No	0.291	A	0.293	A	0.002	No
	4th Street	PM	0.505	A	0.515	A	0.010	No	0.632	B	0.641	B	0.009	No
3	San Pedro Street/	AM	0.255	A	0.273	A	0.018	No	0.375	A	0.392	A	0.017	No
	5th Street	PM	0.214	A	0.225	A	0.011	No	0.379	A	0.389	A	0.010	No
4	San Pedro Street/	AM	0.138	A	0.143	A	0.005	No	0.251	A	0.287	A	0.036	No
	6th Street	PM	0.311	A	0.335	A	0.024	No	0.457	A	0.482	A	0.025	No
5	San Pedro Street/	AM	0.450	A	0.480	A	0.030	No	0.715	C	0.753	C	0.038	No
	7th Street	PM	0.542	A	0.579	A	0.037	No	0.735	C	0.769	C	0.034	No
6	San Pedro Street/	AM	0.359	A	0.371	A	0.012	No	0.507	A	0.519	A	0.012	No
	8th Street	PM	0.397	A	0.407	A	0.010	No	0.566	A	0.576	A	0.010	No
7	Central Avenue/	AM	0.262	A	0.277	A	0.015	No	0.492	A	0.507	A	0.015	No
	6th Street	PM	0.516	A	0.529	A	0.013	No	0.797	C	0.810	D	0.013	No

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010



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NOT TO SCALE

PROJECT SITES

FIGURE 9-1
EXISTING WITH PROJECT TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
WEINGART PROJECTS

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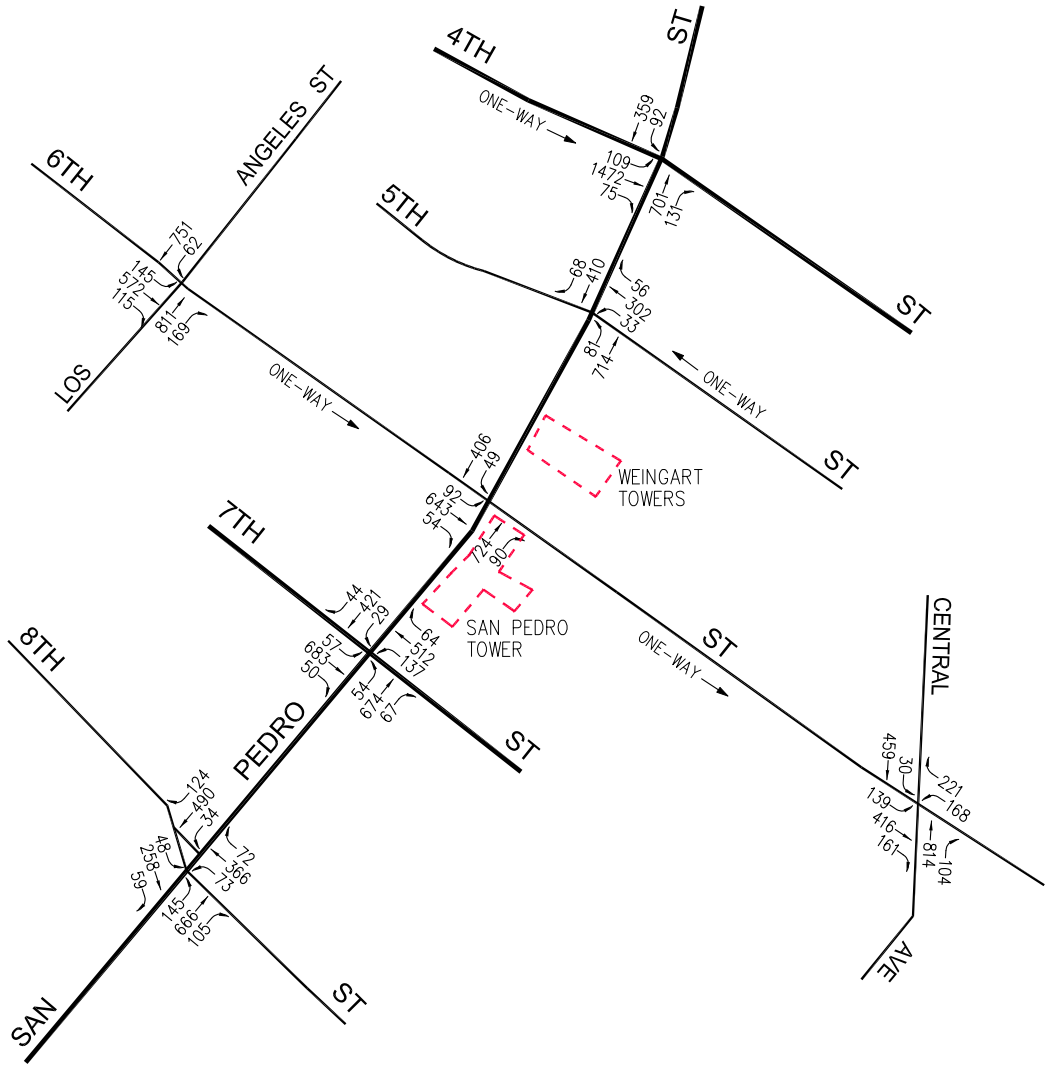

PROJECT SITES

NOT TO SCALE

FIGURE 9-2
EXISTING WITH PROJECT TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
WEINGART PROJECTS

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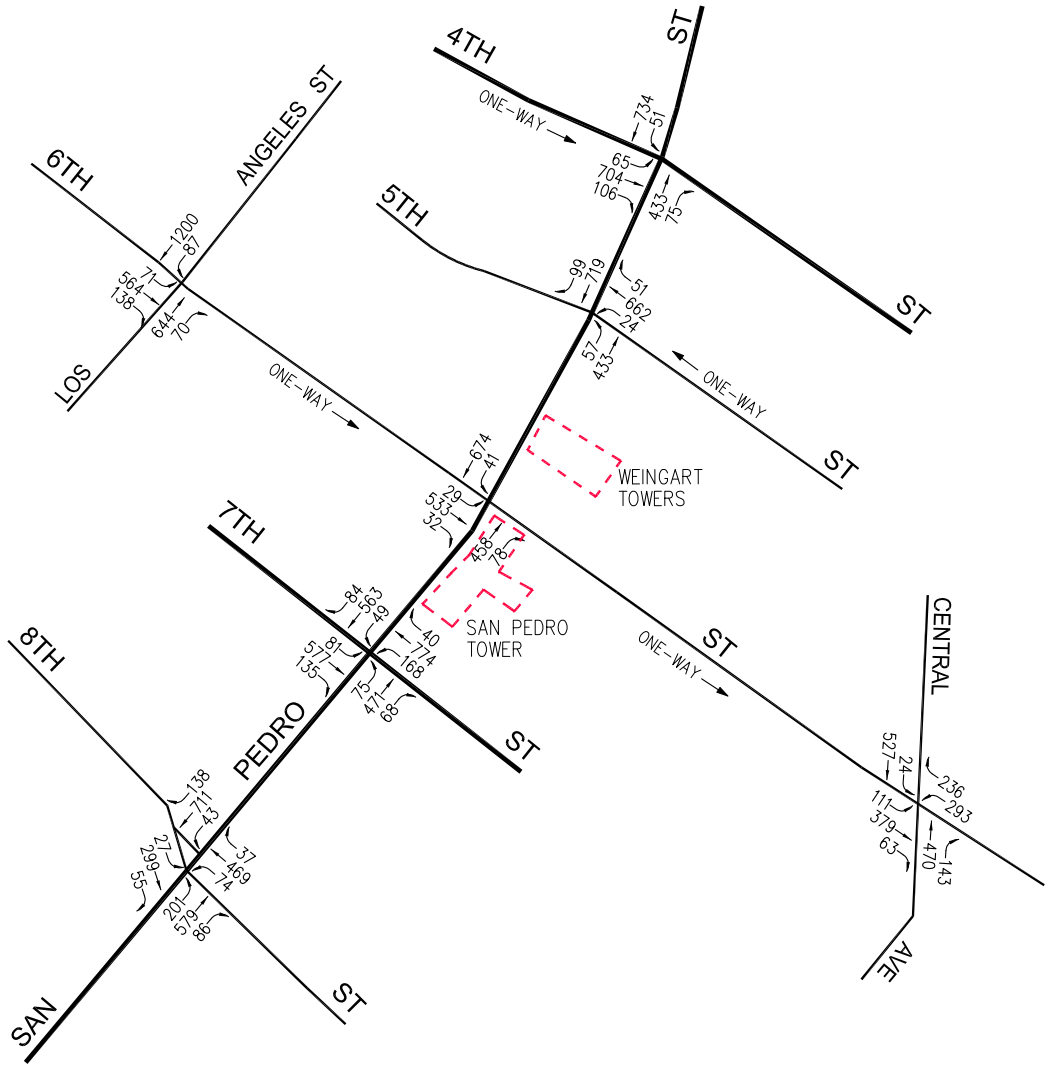

PROJECT SITES

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FIGURE 9-3
FUTURE WITHOUT PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

WEINGART PROJECTS

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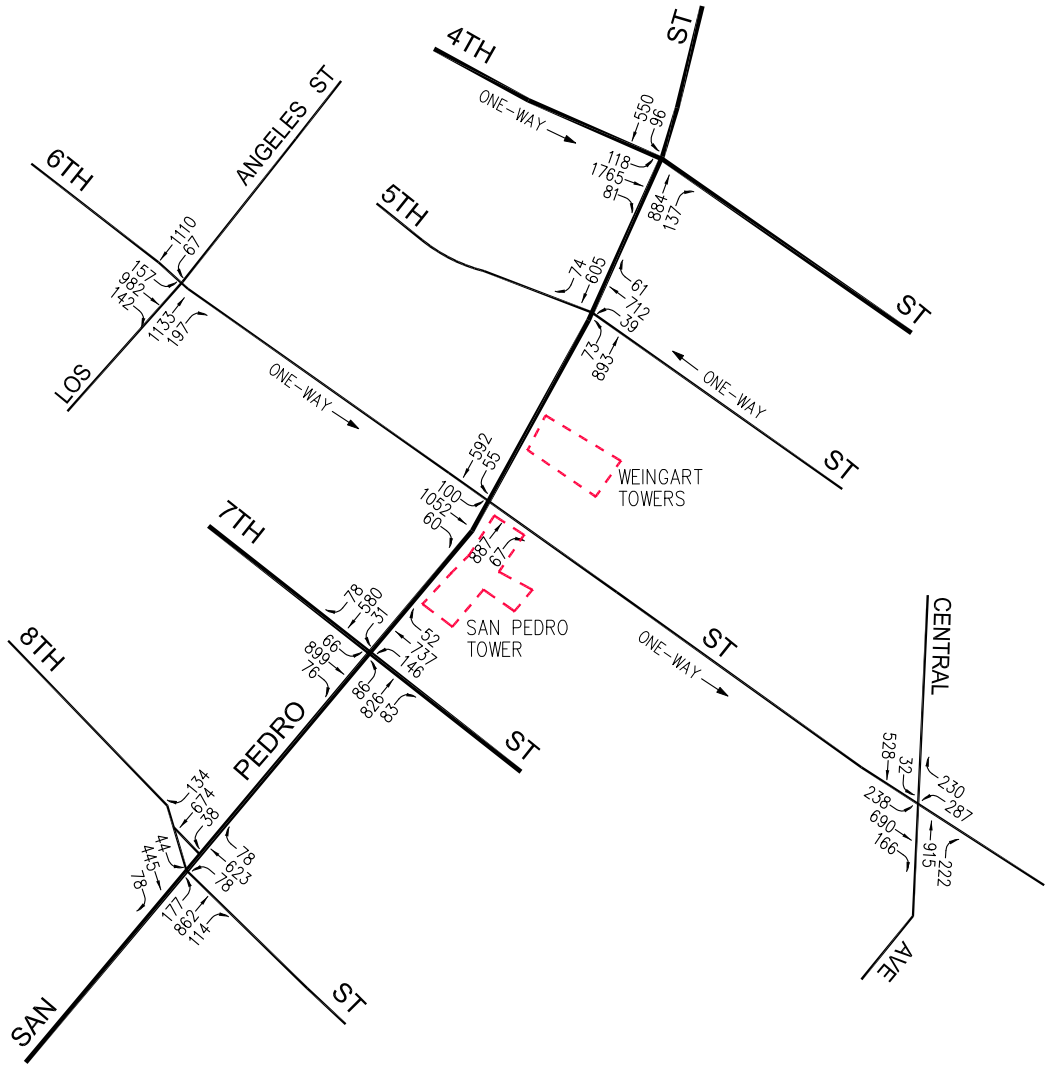


PROJECT SITES

NOT TO SCALE

FIGURE 9-4
FUTURE WITHOUT PROJECT TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
WEINGART PROJECTS

LINSCOTT, LAW & GREENSPAN, engineers

measures are required or recommended for the study intersections. The future with project (existing, ambient growth, related projects and project) traffic volumes at the study intersections during the weekday AM and PM peak hours are provided in ***Figures 9-5*** and ***9-6***, respectively.

9.3 Freeway Impact Analysis Screening Criteria Review

Pursuant to the "Freeway Impact Analysis Procedures" agreement executed in October 2013 between LADOT and Caltrans District 7, as amended in December 2015, traffic studies may be required to conduct a focused freeway impact analysis in addition to the CMP analysis. If projects meet any of the following criteria, applicants are directed to the Caltrans' Intergovernmental Review (IGR) section for a determination on the need for analysis and, if necessary, the methodology to be utilized for a freeway impact analysis:

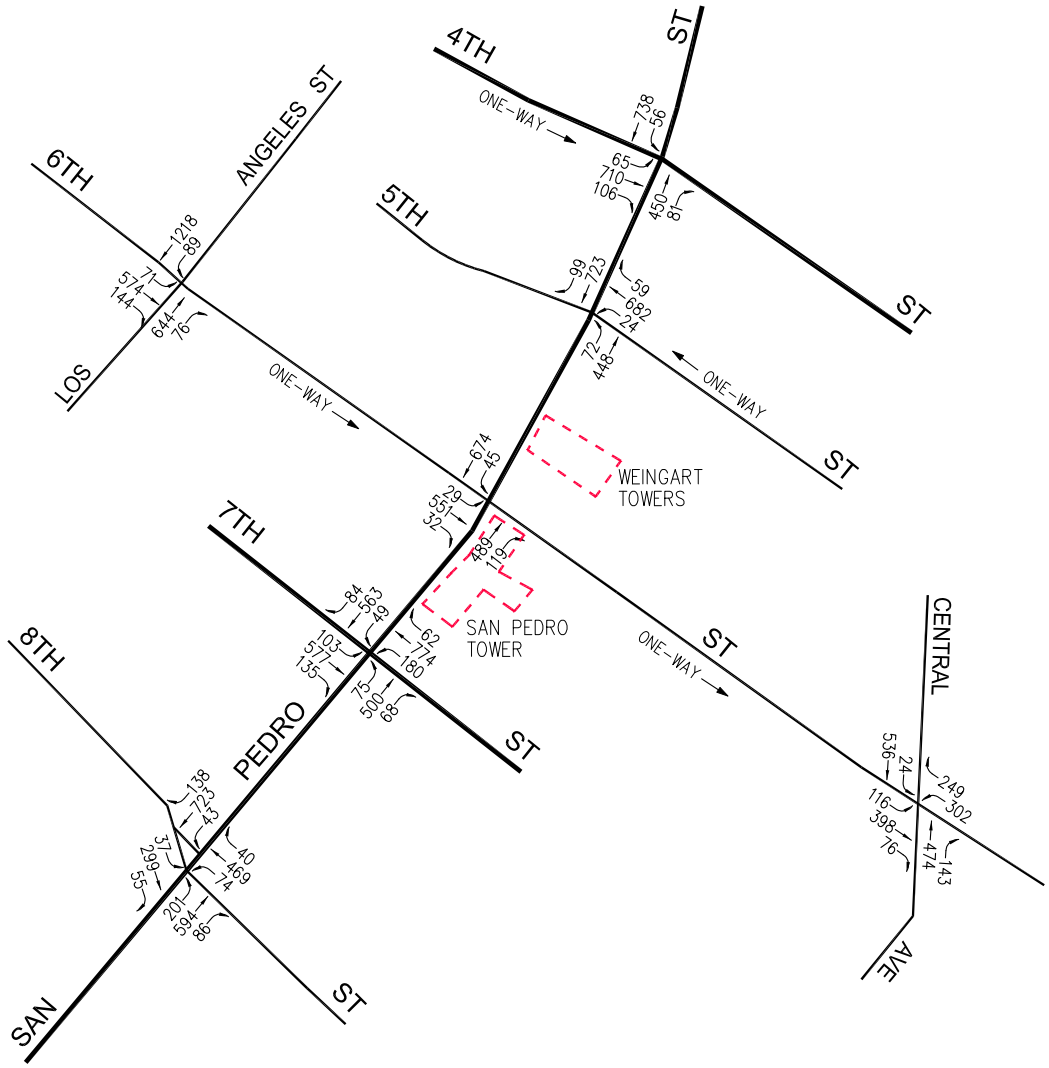
- The project's peak hour trips would result in a 1% or more increase to the freeway mainline capacity of a freeway segment operating at LOS E or F (based on an assumed capacity of 2,000 vehicles per hour per lane); or

- The project's peak hour trips would result in a 2% or more increase to the freeway mainline capacity of a freeway segment operating at LOS D (based on an assumed capacity of 2,000 vehicles per hour per lane); or

- The project's peak hour trips would result in a 1% or more increase to the capacity of a freeway off-ramp operating at LOS E or F (based on an assumed ramp capacity of 850 vehicles per hour per lane); or

- The project's peak hour trips would result in a 2% or more increase to the capacity of a freeway off-ramp operating at LOS D (based on an assumed ramp capacity of 850 vehicles per hour per lane).

Freeway mainline segments and off-ramps in the project vicinity that are forecast to receive net new project trips are subject to freeway impact analysis screening. This screening analysis is based solely on the comparisons between the expected net new project-related traffic volumes and the capacity of the subject mainline freeway segments and freeway off-ramps. Thus, cumulative conditions (i.e., related project's traffic volumes and regional growth) are not considered for purposes of the screening analysis. The five (5) mainline freeway segments and five (5) freeway off-ramps selected for screening due to the proposed project are presented in ***Table 9-2***, with the freeway impact analysis screening performed for these facilities also presented therein. The project trips assigned to the freeway facilities are based on the trip distribution percentages presented in *Figures 7-1*, *7-2*, *7-3* and *7-4* and the trip generation forecast presented in *Table 7-1*. Based on this review, the amount of project traffic expected to occur on the freeway system is not expected to meet any of the above listed criteria. Therefore, no further analysis of potential impacts to the freeway system is required.



PROJECT SITES

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FIGURE 9-5
FUTURE WITH PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

WEINGART PROJECTS

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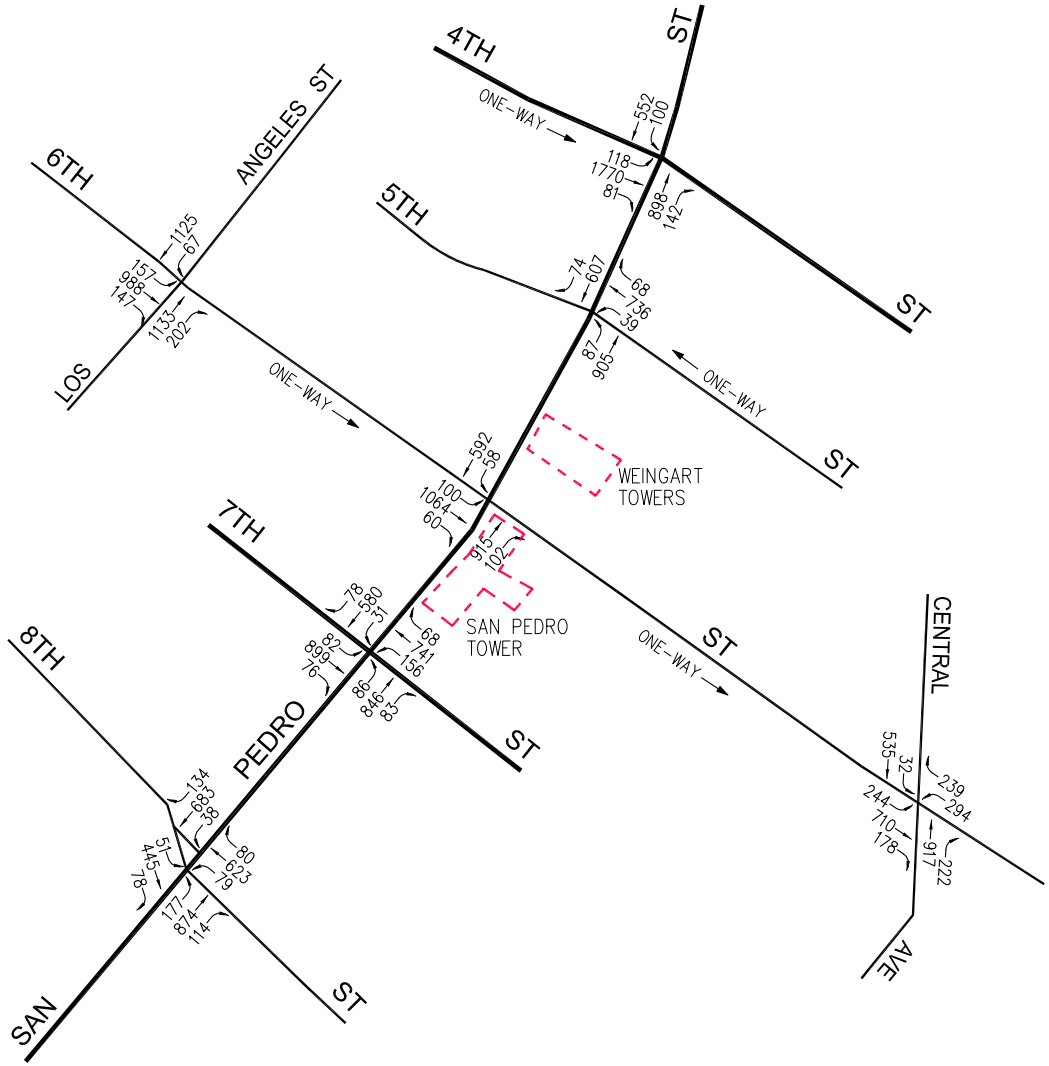

PROJECT SITES

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FIGURE 9-6
FUTURE WITH PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

WEINGART PROJECTS

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Table 9-2
FREEWAY IMPACT ANALYSIS SCREENING [1]
Weekday AM and PM Peak Hours

PROJECT TRIP GENERATION	RESIDENTIAL COMPONENT		COMMERCIAL COMPONENT		TOTAL PROJECT	
	AM	PM	AM	PM	AM	PM
Inbound	70	77	50	14	120	91
Outbound	102	59	7	47	109	106

FREEWAY LOCATION	DIR.	PROJECT TRIP DIRECTION	RESIDENTIAL COMPONENT			COMMERCIAL COMPONENT			TOTAL PROJECT TRIPS		NO. OF LANES	TOTAL CAPACITY [2]	PERCENT OF CAPACITY		FREEWAY ANALYSIS REQUIRED? (YES/NO) [3]
			DIST.	TRIPS AM	TRIPS PM	DIST.	TRIPS AM	TRIPS PM	AM	PM			AM	PM	
Mainline Segment															
I-110 Freeway north of 1st Street	NB SB	Outbound Inbound	5% 5%	5 4	3 4	3% 3%	0 2	1 0	5 6	4 4	6 7	12,000 14,000	0.04% 0.04%	0.03% 0.03%	No No
I-110 Freeway south of Chick Hearn Court	NB SB	Inbound Outbound	10% 10%	7 10	8 6	6% 6%	3 0	1 3	10 10	9 9	5 6	10,000 12,000	0.10% 0.08%	0.09% 0.08%	No No
US-101 Freeway north of Spring Street	NB SB	Outbound Inbound	5% 5%	5 4	3 4	3% 3%	0 2	1 0	5 6	4 4	4 4	8,000 8,000	0.06% 0.08%	0.05% 0.05%	No No
US-101 Freeway south of Center Street	NB SB	Inbound Outbound	5% 5%	4 5	4 3	3% 3%	2 0	0 1	6 5	4 4	4 4	8,000 8,000	0.08% 0.06%	0.05% 0.05%	No No
I-10 Freeway east of Central Avenue	EB WB	Outbound Inbound	10% 10%	10 7	6 8	5% 5%	0 3	2 1	10 10	8 9	5 5	10,000 10,000	0.10% 0.10%	0.08% 0.09%	No No
Off-Ramp															
I-110 Freeway at 6th Street	SB	Inbound	5%	4	4	3%	2	0	6	4	1	850	0.71%	0.47%	No
I-110 Freeway at 6th Street	NB	Inbound	10%	7	8	6%	3	1	10	9	2	1,700	0.59%	0.53%	No
US-101 Freeway at Los Angeles Street	SB	Inbound	5%	4	4	3%	2	0	6	4	2	1,700	0.35%	0.24%	No
US-101 Freeway at Alameda Street	NB	Inbound	5%	4	4	3%	2	0	6	4	4	3,400	0.18%	0.12%	No
I-10 Freeway at San Pedro Street	WB	Inbound	10%	7	8	5%	3	1	10	9	2	1,700	0.59%	0.53%	No

[1] Pursuant to *Traffic Study Policies and Procedures* , City of Los Angeles Department of Transportation, August 2014, *Agreement Between City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures* , October 2013, and per *First Amendment to the Agreement between LADOT and Caltrans District 7 on Freeway Impact Analysis Procedures* , December 15, 2015.

[2] Total Capacity derived from the assumed free-flow capacities shown below: (in vehicles per hour per lane)

Facility Type	Capacity
Mainline Segment	2,000 vphpl
Off-Ramp	850 vphpl

[3] Freeway impact analysis is required if the project would result in an increase of ≥2% of capacity for facilities operating at LOS D, or in an increase of ≥1% of capacity for facilities operating at LOS E/F. For a more conservative screening analysis, all facilities are assumed to be operating at LOS E or F.

9.4 City of Los Angeles High Injury Network Review

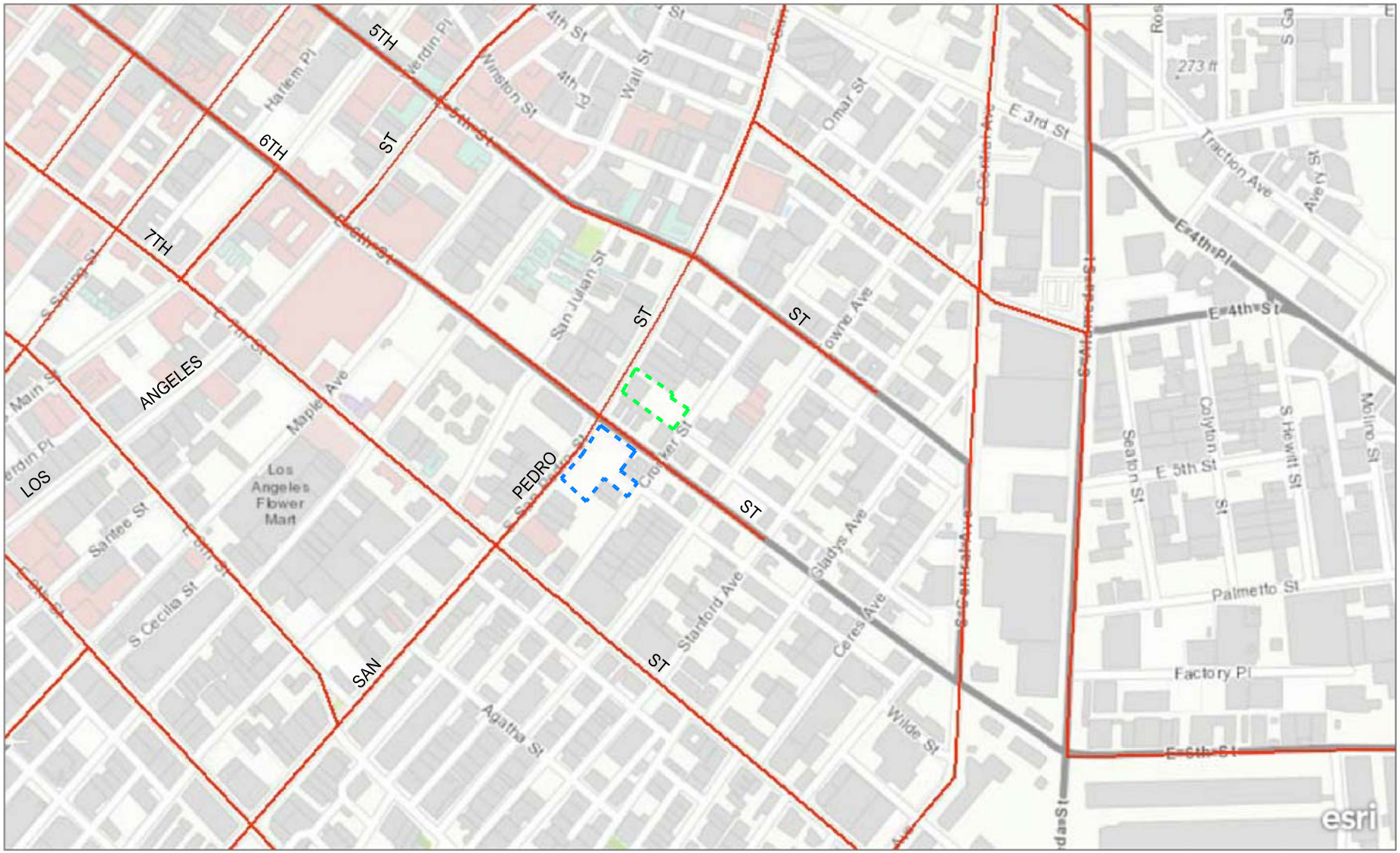
Vision Zero is a citywide initiative which prioritizes the safety of pedestrians and bicyclists on public streets, with the understanding that roads which are safe for vulnerable users will be safer for all users, in an effort to eliminate traffic fatalities. Key elements of the policy, such as reducing traffic speeds, are founded on the principles of engineering, education, enforcement, evaluation, and equity. Originating in Sweden, the policy has been adopted in numerous other North American cities, including California cities such as San Francisco and San Diego.

Mayor Eric Garcetti issued Executive Directive No. 10 in August 2015, formally launching the Vision Zero initiative in Los Angeles. Vision Zero is also a stated safety objective in the Mobility Plan 2035, which sets the goal of zero traffic deaths by 2035. Jointly directed by LADOT and the Police Department, Vision Zero takes a multi-disciplinary approach to identifying safety risk factors and implementing solutions on a citywide scale. Using a methodology originally developed by the San Francisco Public Health Department, the Vision Zero Task Force has identified streets where investments in safety will have the most impact in reducing severe injuries and traffic fatalities in the City.[10] These roads are collectively known as the High Injury Network (HIN). The HIN will be reviewed by the LADOT's Vision Zero group for potential engineering re-design as well as educational and enforcement campaigns.

The proposed project is located in the heart of Downtown Los Angeles which is a major focus of the City's Vision Zero Task Force. The project site is situated along the San Pedro Street and 6th Street corridors, both of which are included on the City's HIN. As shown in ***Figure 9-7***, roadways in the immediate vicinity of the proposed project which have been identified on the HIN are noted below:

- Los Angeles Street north of 6th Street
- San Pedro Street
- Central Avenue
- Alameda Street
- 4th Street between San Pedro Street and Alameda Street
- 5th Street west of Stanford Avenue
- 6th Street west of Stanford Avenue
- 7th Street
- 8th Street west of San Pedro Street

[10] Vision Zero Los Angeles 2015-2025, August 2015.



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WEINGART TOWERS PROJECT SITE

SAN PEDRO PROJECT SITE

FIGURE 9-7
CITY OF LOS ANGELES HIGH INJURY NETWORK IN PROJECT VICINITY

WEINGART PROJECTS

LINSCOTT, LAW & GREENSPAN, engineers

If a proposed project results in significant traffic impacts at intersections located along a designated HIN, LADOT's Vision Zero group will review those specific locations and immediate vicinity for potential safety enhancements that are consistent with the City's Vision Zero initiative.

10.0 TRANSPORTATION IMPROVEMENT MEASURES

As summarized in Subsections 9.1.2 (Existing With Project Conditions) and 9.2.2 (Future With Project Conditions) herein, application of the City's threshold criteria to the with proposed project scenarios indicates that the proposed project is not expected to create significant impacts at any of the seven study intersections. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections. However, as noted previously (refer to Subsection 3.1.3 herein), the following site access/transportation management measures are recommended to facilitate vehicular access to and from the planned project sites:

- Install appropriate pavement markings (i.e., stop bar with STOP legend) on both project site exit drive aisles just west and east of the public sidewalks along Crocker Street and San Pedro Street, respectively, to ensure that motorists stop prior to the sidewalk before exiting the site.

- Install No Left-Turn In signing on the exterior of the San Pedro Tower project site driveway entrance to reinforce the restricted right-turn ingress movement for motorists entering the site.

- Install pavement right-turn arrows prior to the stop bar/STOP legend on the San Pedro Tower project exit drive aisle to reinforce the right-turn only movement for motorists exiting the site.

- Install a right-turn only sign at the San Pedro Tower project drive aisle just east of the public sidewalk to reinforce the restricted right-turn egress movement for motorists exiting the site.

- Maintain a graphic on a transportation information display kiosk in the common areas of both the Weingart Towers and San Pedro Tower project sites that display the allowable traffic movements at the site driveways.

In addition to the vehicular site access/traffic management recommendations, it is recommended that the project applicant install and maintain a transportation information display kiosk in a common area at both the Weingart Towers project site and San Pedro Tower project site that also displays the following in order to facilitate and encourage use of public transportation:

- Maps, routes, and schedules for public transit serving the site.

- Materials publicizing internet and telephone numbers for referrals on transportation information.

- Ridesharing promotional material supplied by Metro and/or other publicly supported transportation organizations.

11.0 CONGESTION MANAGEMENT PROGRAM TRAFFIC IMPACT ASSESSMENT

The Congestion Management Program (CMP) is a state-mandated program that was enacted by the California State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system.

As required by the 2010 Congestion Management Program, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated monitoring locations on the CMP highway system. The analysis has been prepared in accordance with procedures outlined in the *2010 Congestion Management Program*, Los Angeles County Metropolitan Transportation Authority, October 2010.

According to Section D.9.1 (Appendix D, page D-6) of the 2010 CMP manual, the criteria for determining a significant transportation impact is listed below:

> "A significant transportation impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C $\geq$ 0.02), causing or worsening LOS F (V/C > 1.00); if the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C $\geq$ 0.02)."

The CMP impact criteria apply for analysis of both intersection and freeway monitoring locations.

11.1 Intersections

The following CMP intersection monitoring locations have been identified in the project vicinity:

CMP Station	Intersection
No. 43	Alameda Street/Washington Boulevard
No. 44	Alvarado Street/Sunset Boulevard

The CMP TIA guidelines require that intersection monitoring locations must be examined if the proposed project will add 50 or more trips during either the weekday AM or PM peak hours. The proposed project will not add 50 or more trips during either the weekday AM or PM peak hours (i.e., of adjacent street traffic) at CMP monitoring intersections, as stated in the CMP manual as the threshold criteria for a traffic impact assessment. The proposed project is anticipated to contribute less than 50 peak hour vehicle trips during the weekday AM and PM peak hours at the Alameda Street/Washington Boulevard and Alvarado Street/Sunset Boulevard intersections. Therefore, no further review of potential impacts to intersection monitoring locations that are part of the CMP highway system is required.

11.2 Freeways

The following CMP freeway monitoring locations have been identified in the project vicinity:

CMP Station	Location
Seg. No. 1036	US-101 Freeway north of Vignes Street
Seg. No. 1048	I-110 Freeway south of US-101 Freeway
Seg. No. 1049	SR-110 Freeway at Alpine Street

The CMP TIA guidelines require that freeway monitoring locations must be examined if the proposed project will add 150 or more trips (in either direction) during either the weekday AM or PM peak hours. The proposed project will not add 150 or more trips (in either direction) during either the weekday AM or PM peak hours to CMP freeway monitoring locations which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. The proposed project is anticipated to generate well below the 150 AM or PM peak hour trip threshold at the mainline freeway segments in closest proximity to the above freeway monitoring locations. Therefore, no further review of potential impacts to freeway monitoring locations that are part of the CMP highway system is required.

11.3 Transit Impact Review

As required by the *2010 Congestion Management Program*, a review has been made of the potential impacts of the project on transit service. As discussed in Subsection 4.4 herein, existing transit service is provided in the vicinity of the proposed Weingart projects.

The project trip generation, as shown in *Table 7–1*, was adjusted by values set forth in the CMP (i.e., person trips equal 1.4 times vehicle trips, and transit trips equal 3.5 percent of the total person trips) to estimate transit trip generation. Pursuant to the CMP guidelines, the proposed project is forecast to generate demand for 11 and 10 transit trips during the weekday AM and PM peak hours, respectively. Over a 24-hour period, the proposed project is forecast to generate demand for 100 daily transit trips. The calculations are as follows:

- Weekday AM Peak Hour = $229 \times 1.4 \times 0.035 = 11$ Transit Trips
- Weekday PM Peak Hour = $197 \times 1.4 \times 0.035 = 10$ Transit Trips
- Weekday Daily Trips = $2{,}038 \times 1.4 \times 0.035 = 100$ Transit Trips

As shown in *Table 4–3*, 11 bus transit lines and routes are provided in close proximity to the project site. As outlined in *Table 4–3*, under the "No. of Buses During Peak Hour" column, these 11 transit lines provide services for an average of (i.e., average of the directional number of buses/trains during the peak hours) roughly 139 and 145 buses during the weekday AM and PM peak hours, respectively. Therefore, based on the above calculated weekday AM and PM peak hour trips, this

would correspond to less than one additional transit rider per bus. It is anticipated that the existing transit service in the project area will adequately accommodate the increase of project-generated transit trips. Thus, given the number of project-generated transit trips per bus, no project impacts on existing or future transit services in the project area are expected to occur as a result of the proposed project.

12.0 SUMMARY AND CONCLUSIONS

- ***Project Description*** – The Weingart Projects include two distinct affordable housing projects for permanent long-term housing with supportive services designed to enable homeless persons and individuals/families at risk of homelessness to ensure that they remain housed and live as independently as possible. Summaries of the two projects are provided below:

  - The Weingart Towers project consists of an 18-story building with 278 dwelling units and a 12-story building with 104 dwelling units (i.e., 382 total dwelling units). Please note that the residential component includes 378 affordable housing dwelling units (302 permanent supportive housing units and 76 family units) and 4 manager apartment dwelling units. Additionally, a total of approximately 21,280 square feet of commercial space is planned for this project, including 19,030 square feet of general office space and 2,250 square feet of other commercial space (i.e., considered as retail space for purposes of this analysis), as well as 11,463 square feet of dining room/flex space to provide meals to residents and area homeless during breakfast, lunch and dinner.

  - The San Pedro Tower project consists of a 19-story building with a total of 303 dwelling units and approximately 20,300 square feet of commercial space, including 17,100 square feet of general office space and 3,200 square feet of other commercial space (i.e., retail space for purposes of this analysis). Please note that the residential component includes 298 affordable housing dwelling units (149 permanent supportive housing units and 149 family units) and 5 manager apartment dwelling units.

  - The Weingart Towers project is currently expected to be completed and occupied by the end of year 2025. The San Pedro Tower project is presently expected to be completed and occupied by the end of year 2023. This impact analysis evaluates the combined effects of the two projects assuming build-out in year 2025 in order to address any potential CEQA-related issues associated with project segmentation.

- ***Vehicular Site Access*** – Vehicular movements into and out of the Weingart Towers project site will be provided via a single driveway on Crocker Street while vehicular access into and out of the San Pedro Tower project site will be provided via a single driveway on San Pedro Street. The Weingart Towers project site driveway will be located at the southeast corner of the subject site along Crocker Street and will accommodate full access (i.e., left-turn and right-turn ingress and egress turning movements) for motorists accessing the project site. The San Pedro Tower project site driveway will be located at the southwest corner of the subject site along San Pedro Street and will be restricted to right-turn ingress and egress turning movements for motorists accessing the project site based on preliminary review by LADOT staff. Gate control equipment at the two driveways will be located such that no vehicle queuing would extend back out onto the public right-of-way.

- ***Study Scope –*** A total of seven study intersections were selected for analysis in consultation with LADOT staff in order to determine potential impacts related to the proposed project.

- ***Project Trip Generation*** – The proposed project is expected to generate a net increase of 229 trips (120 inbound trips and 109 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the proposed project is expected to generate a net increase of 197 trips (91 inbound trips and 106 outbound trips). Over a 24-hour period, the proposed project is forecast to generate a net increase of 2,038 trips (1,019 inbound trips and 1,019 outbound trips) during a typical weekday.

- ***Related Projects*** – The City of Los Angeles Departments of Transportation and Planning were consulted to obtain the list of development projects (related projects) in the area. A total of 161 related projects was identified and considered as part of the cumulative traffic analysis. In addition, an annual growth rate of one percent (1.0%) to the year 2025 (i.e., the anticipated project build-out year) was used for analysis purposes. Therefore, application of this ambient growth factor in addition to the forecast traffic generated by the related projects allows for a conservative forecast of future traffic volumes in the project study area as incorporation of both (i.e., an ambient traffic growth rate and a detailed list of cumulative development projects) is expected to overstate potential future traffic volumes. Further, as described in Section 6.0 above, CEQA only requires that one of these two approaches be employed in developing the future traffic volume forecasts.

- ***Traffic Impact Analysis*** – It is concluded that the proposed project is not expected to create significant impacts at any of the seven study intersections under either the Existing With Project or Future With Project conditions based on the City of Los Angeles thresholds of significance used for evaluating traffic impacts. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections.

- ***Transportation Improvement Measures*** – While the proposed project is not forecast to create significant impacts at any of the study intersections, site access/transportation management measures are recommended to facilitate vehicular access to and from the planned project sites.

- ***CMP Traffic Assessment*** – The results of the Los Angeles CMP traffic assessment indicate that the proposed project will not adversely affect any CMP arterial monitoring intersections or freeway monitoring locations. Therefore, no improvements/mitigation measures are required.

APPENDIX A

TRAFFIC STUDY 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: Weingart Projects

Project Address: Please refer to the attached project description for the project site addresses.

Project Description: Please refer to the attached project description.

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

Refer to Figures 2-3 & 2-4

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)* Refer to Figures 7-1, 7-2, 7-3 & 7-4

	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: Also LADOT Affordable Housing trip rates

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

Refer to Table 7-1

	IN	OUT	TOTAL
AM Trips	120	109	229
PM Trips	91	106	197

III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2025 Ambient or CMP Growth Rate: 1.0 % Per Yr.

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

Refer to Table 6-1 & Figure 6-1

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 Refer to Table 9-2

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

Refer to Figure 1-1 & Table 4-1

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

IV. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	Clare Look-Jaeger, LLG Engineers	Tim Baker, Chelsea Investments Corp.
Address:	600 S. Lake Avenue, Suite 500, Pasadena CA 91106	6339 Paseo Del Lago, Carlsbad CA 92011
Phone Number:	626-796-2322, Ext. 222	760-456-6000, Ext. 149
E-Mail:	look-jaeger@llgengineers.com	tbaker@chelseainvestco.com

Approved by:	Consultant's Representative	Date		LADOT Representative	Date
	Clare M. Look-Jaeger	02-27-18	x	[signature]	3/6/18

LADOT PROJ. CASE NO.
CEN 17-45655

2.3 Proposed Project Description

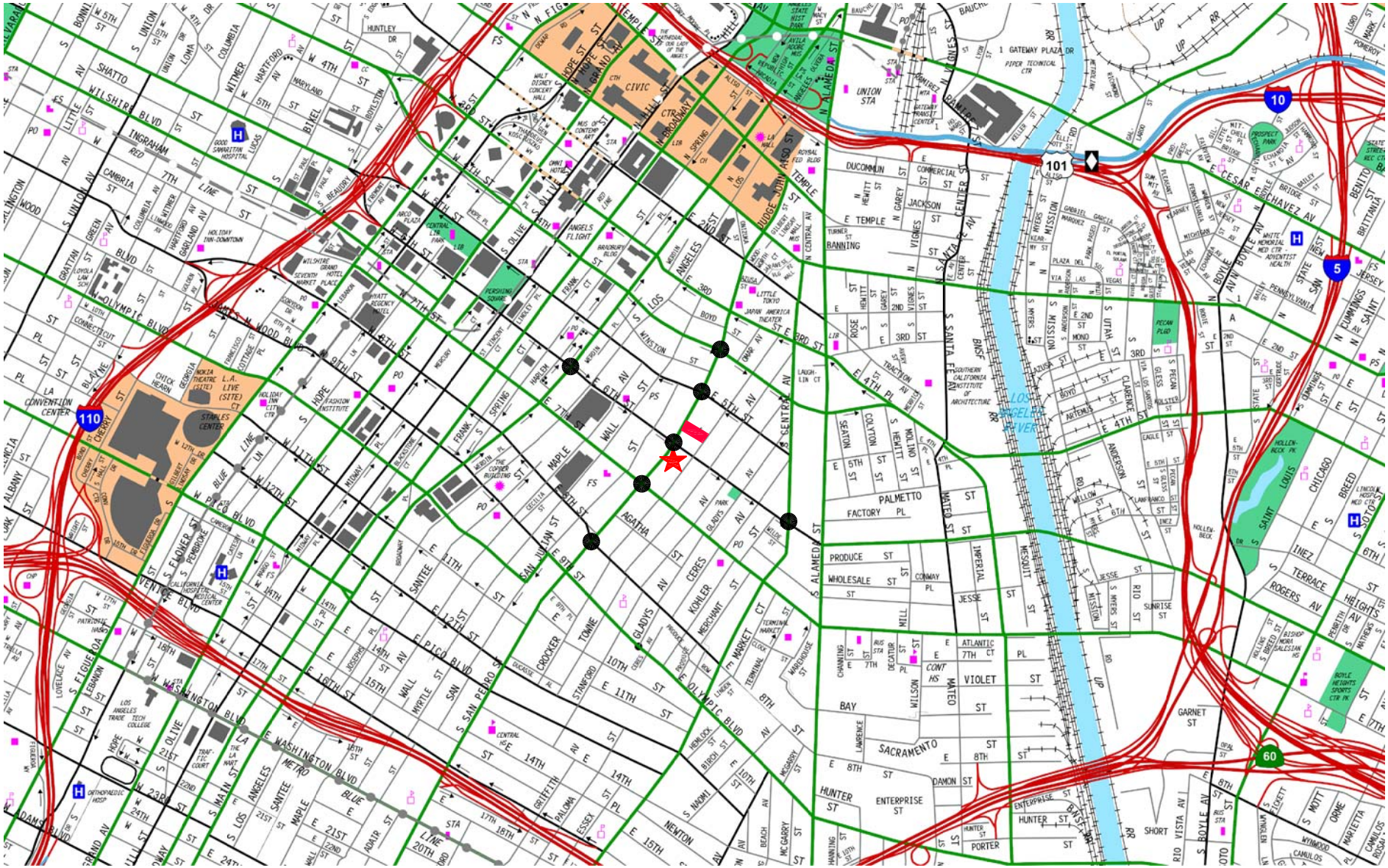
The Weingart Projects include two distinct affordable housing projects for permanent long-term housing with supportive services designed to enable homeless persons and individuals/families at risk of homelessness to ensure that they remain housed and live as independently as possible. Summaries of the two projects are provided below:

- The Weingart Towers project is located at 554-562 South San Pedro Street and 555-561 South Crocker Street. This project consists of an 18-story building with 278 dwelling units and a 12-story building with 104 dwelling units (i.e., 382 total dwelling units). Please note that the residential component includes 378 affordable housing dwelling units (302 permanent supportive housing [PSH] units and 76 family units) and 4 manager apartment dwelling units. Additionally, a total of approximately 21,280 square feet of commercial space is planned for this project, including 19,030 square feet of general office space and 2,250 square feet of other commercial space (i.e., considered as retail space for purposes of this analysis), as well as 11,463 square feet of dining room/flex space to provide meals to residents and area homeless during breakfast, lunch and dinner. At other times the dining room/flex space may be used for other ancillary activities for residents and area homeless. Vehicular access to the Weingart Towers project is planned to be provided via a single driveway on Crocker Street. The ground floor site plan for the Weingart Towers project is illustrated in ***Figure 2-3***.

- The San Pedro Tower project is located at 600-628 South San Pedro Street, 611-615 South Crocker Street, and 518-522 East 6th Street. This project consists of a 19-story building with a total of 303 dwelling units and approximately 20,300 square feet of commercial space, including 17,100 square feet of general office space and 3,200 square feet of other commercial space (i.e., retail space for purposes of this analysis). Please note that the residential component includes 298 affordable housing dwelling units (149 PSH units and 149 family units) and 5 manager apartment dwelling units. Vehicular access to the San Pedro Tower project is planned to be provided via a single driveway on San Pedro Street. The ground floor site plan for the San Pedro Tower project is illustrated in ***Figure 2-4***.

2.4 Construction Phasing

It is important to note that the two distinct affordable housing projects presently have different anticipated build-out years. The Weingart Towers project is currently expected to be completed and occupied by the end of year 2025. The San Pedro Tower project is presently expected to be completed and occupied by the end of year 2023. This impact analysis evaluates the combined effects of the two projects assuming build-out in year 2025 in order to address any potential CEQA-related issues associated with project segmentation.



N

NOT TO SCALE

MAP SOURCE: RAND MCNALLY & COMPANY

WEINGART TOWERS PROJECT

SAN PEDRO TOWER PROJECT

FIGURE 1-1
VICINITY MAP

LINSCOTT, LAW & GREENSPAN, engineers

WEINGART PROJECTS

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MAP SOURCE: JWDA ARCHITECTURE PLANNING INTERIOR DESIGN

FIGURE 2-3
GROUND FLOOR SITE PLAN
WEINGART TOWERS
WEINGART PROJECTS

LINSCOTT, LAW & GREENSPAN, engineers

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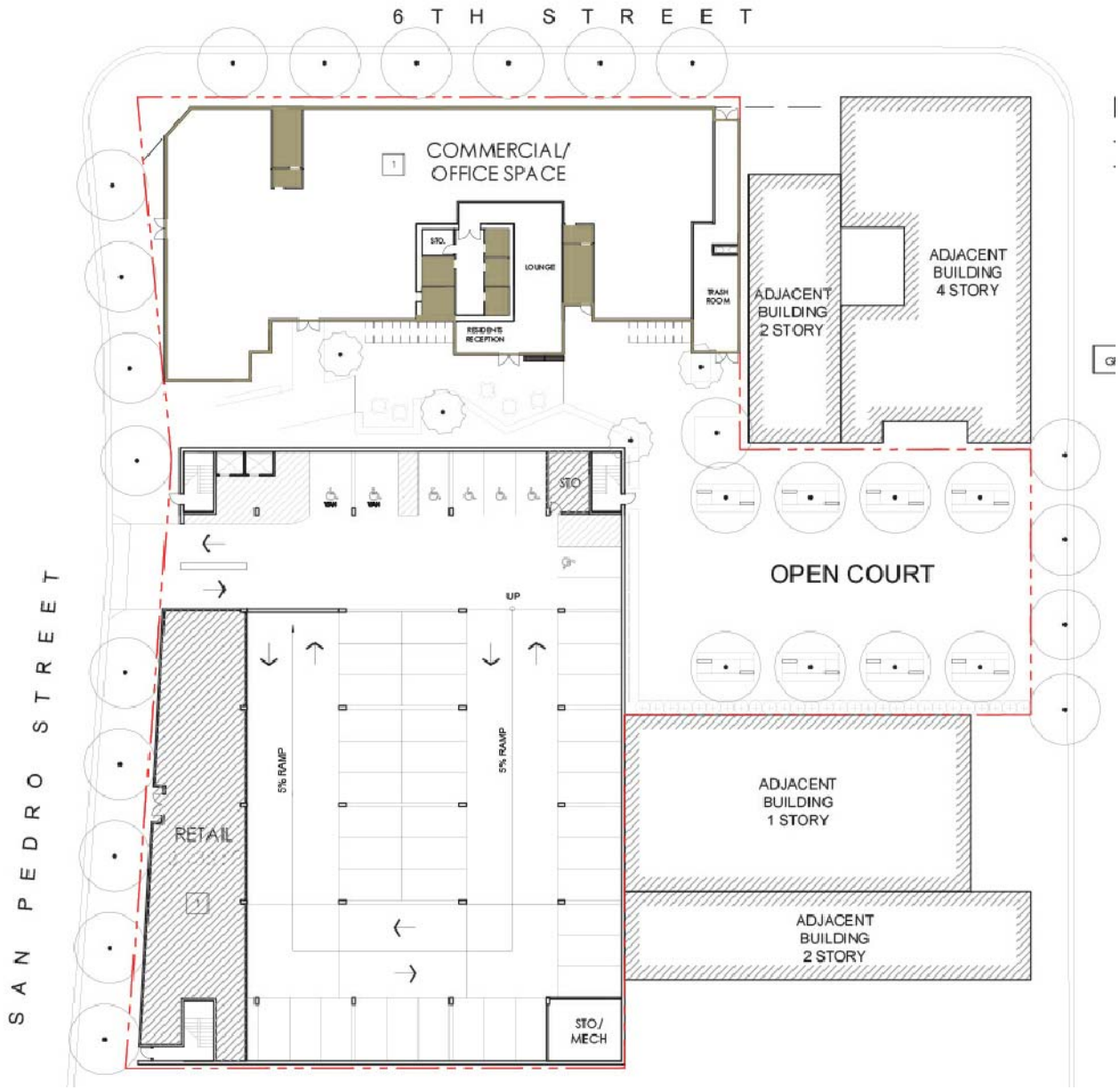

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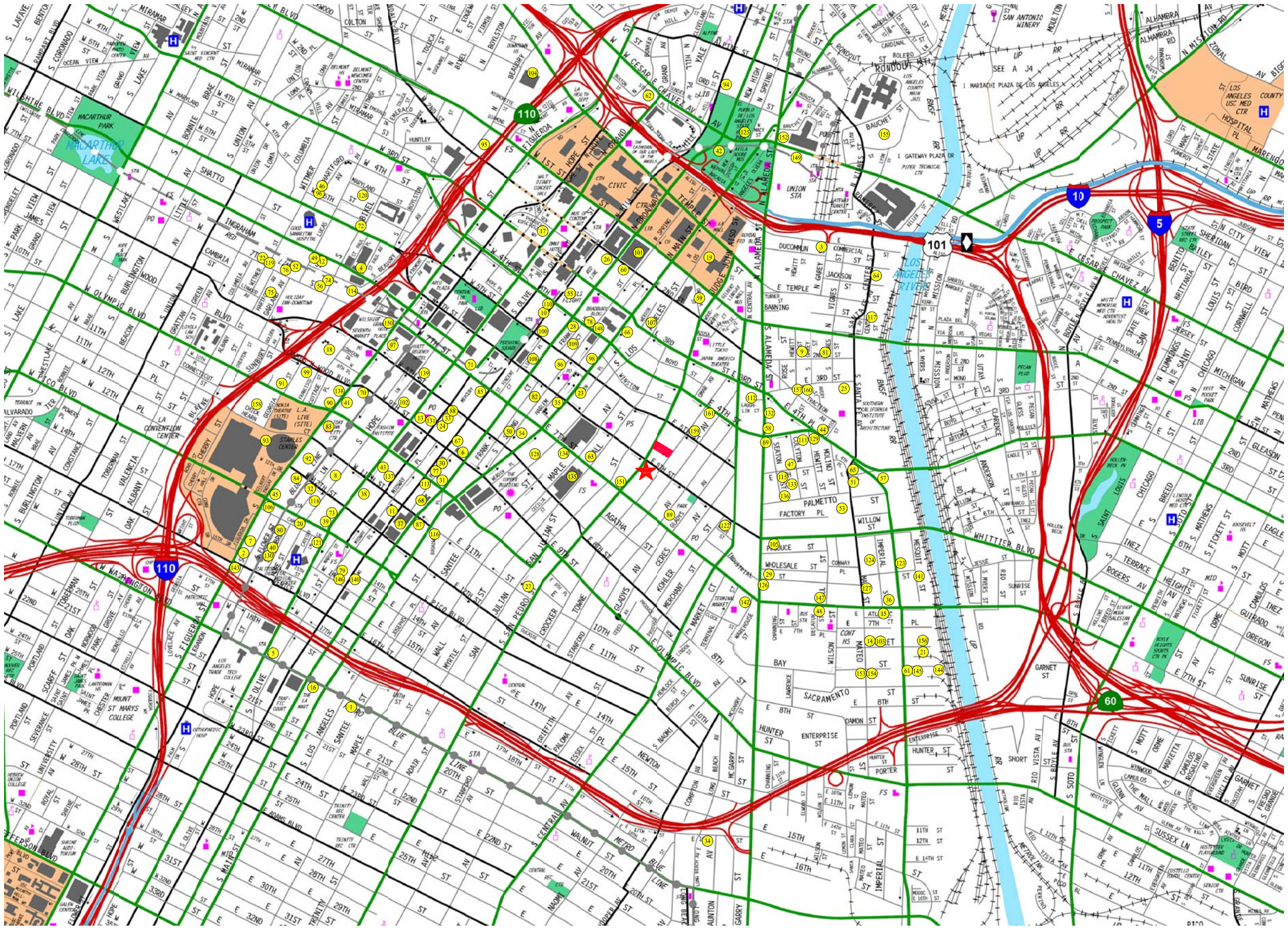
MAP SOURCE: JWDA ARCHITECTURE PLANNING INTERIOR DESIGN

FIGURE 2-4
GROUND FLOOR SITE PLAN
SAN PEDRO TOWER
WEINGART PROJECTS

LINSCOTT, LAW & GREENSPAN, engineers



NOT TO SCALE

MAP SOURCE: RAND MCNALLY & COMPANY

WEINGART TOWERS PROJECT

SAN PEDRO TOWER PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 6-1
LOCATION OF RELATED PROJECTS

WEINGART PROJECTS

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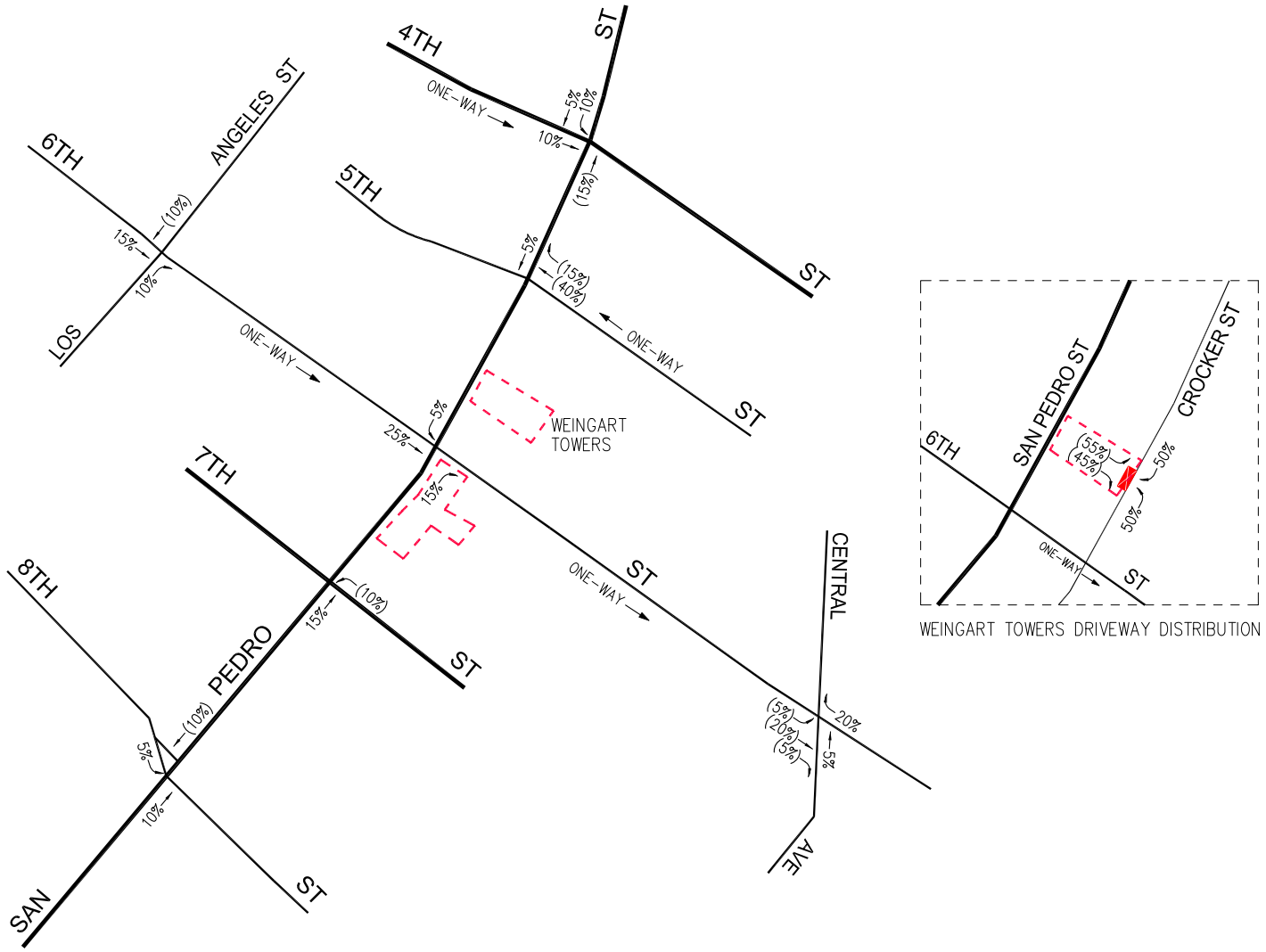

WEINGART TOWERS DRIVEWAY DISTRIBUTION

N

NOT TO SCALE

PROJECT SITES

XX = INBOUND PERCENTAGE

(XX) = OUTBOUND PERCENTAGE

FIGURE 7-1

PROJECT TRIP DISTRIBUTION - WEINGART TOWERS

RESIDENTIAL COMPONENT

WEINGART PROJECTS

LINSCOTT, LAW & GREENSPAN, engineers

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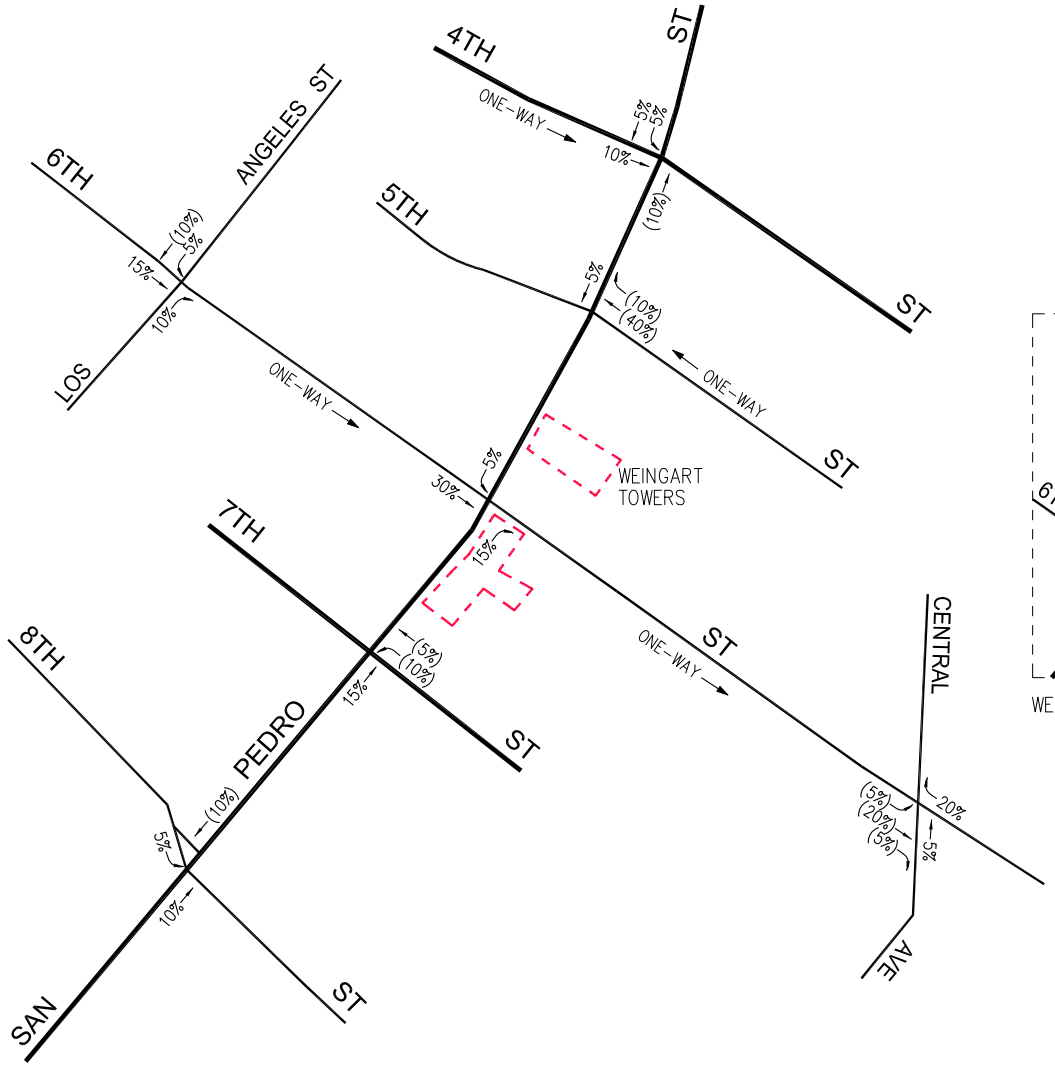

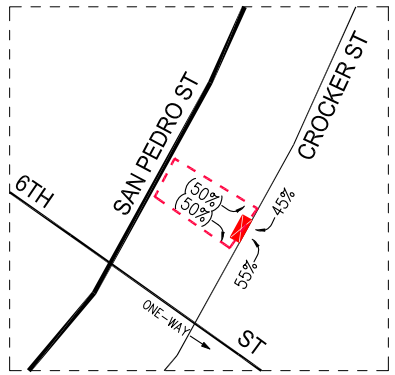

WEINGART TOWERS DRIVEWAY DISTRIBUTION

N

NOT TO SCALE

PROJECT SITES

XX = INBOUND PERCENTAGE

(XX) = OUTBOUND PERCENTAGE

FIGURE 7-2

PROJECT TRIP DISTRIBUTION - WEINGART TOWERS

COMMERCIAL COMPONENT

WEINGART PROJECTS

LINSCOTT, LAW & GREENSPAN, engineers

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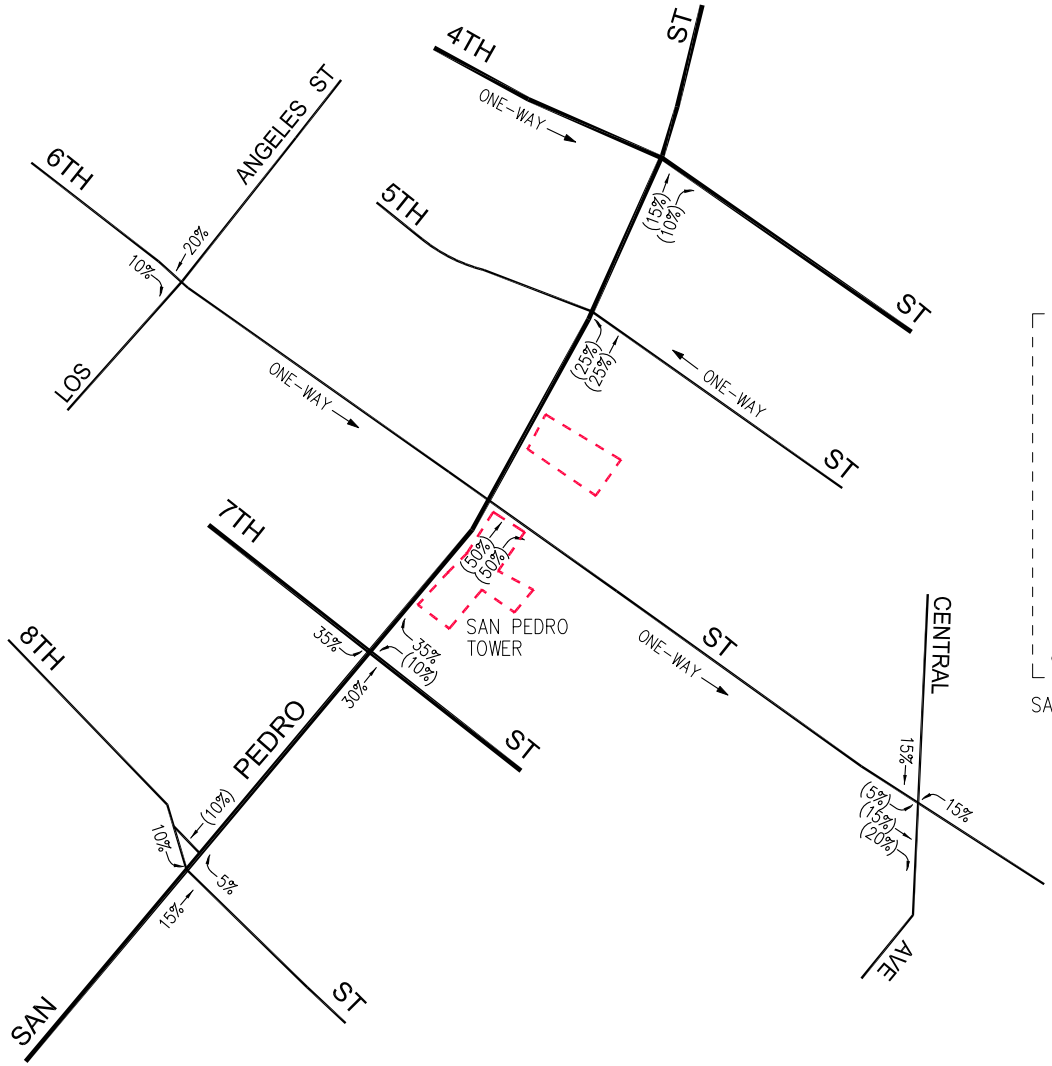
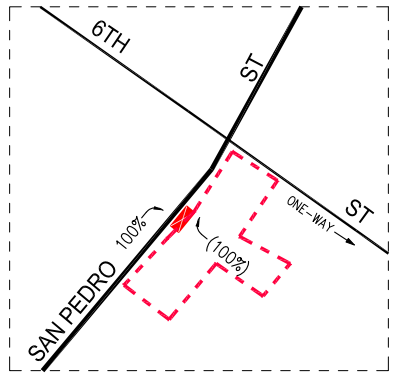




SAN PEDRO TOWER DRIVEWAY DISTRIBUTION

NOT TO SCALE

PROJECT SITES

XX = INBOUND PERCENTAGE

(XX) = OUTBOUND PERCENTAGE

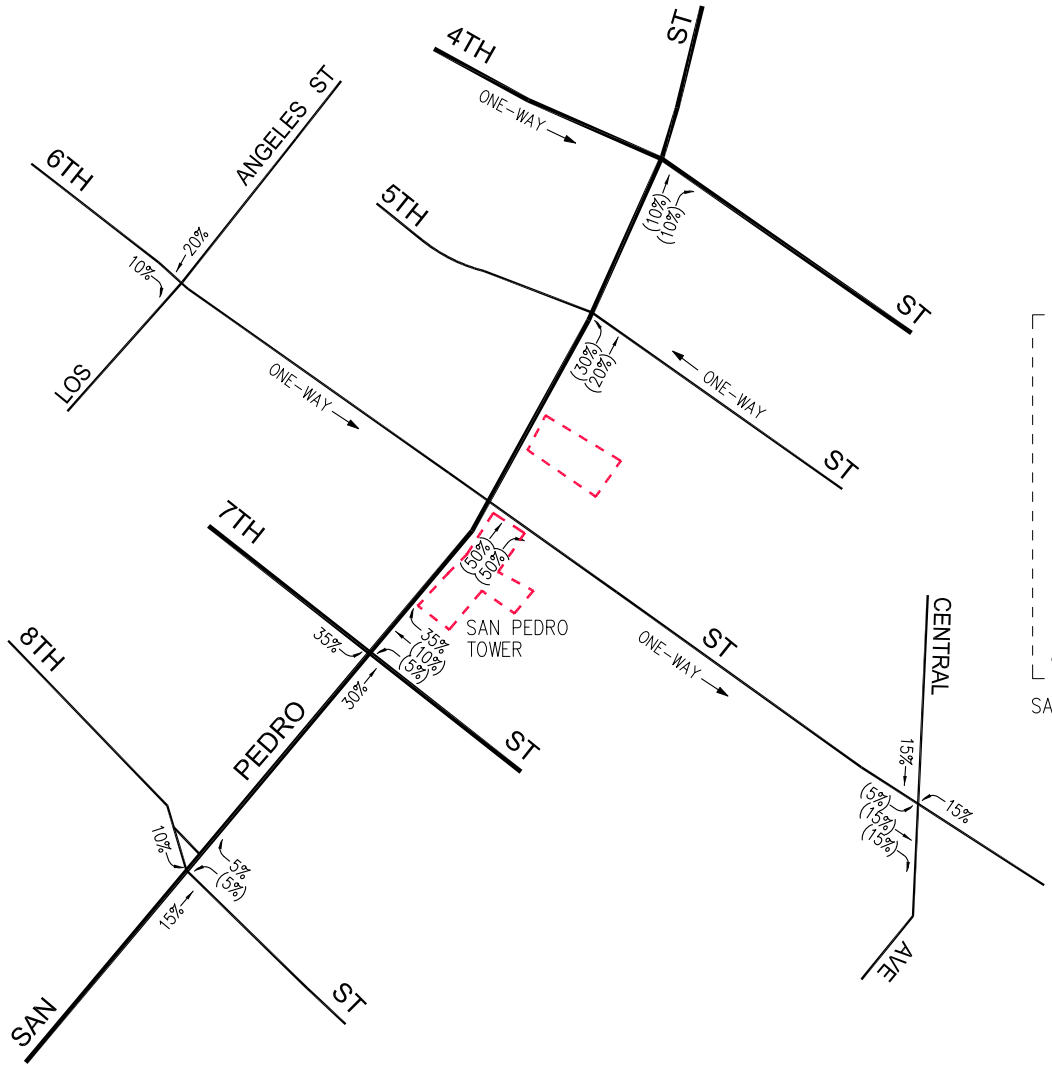
FIGURE 7-3

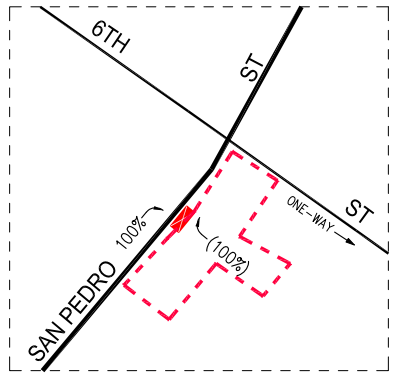
PROJECT TRIP DISTRIBUTION - SAN PEDRO TOWER

RESIDENTIAL COMPONENT

WEINGART PROJECTS

LINSCOTT, LAW & GREENSPAN, engineers





SAN PEDRO TOWER DRIVEWAY DISTRIBUTION

NOT TO SCALE

PROJECT SITES

XX = INBOUND PERCENTAGE

(XX) = OUTBOUND PERCENTAGE

FIGURE 7-4

PROJECT TRIP DISTRIBUTION - SAN PEDRO TOWER

COMMERCIAL COMPONENT

WEINGART PROJECTS

LINSCOTT, LAW & GREENSPAN, engineers

Table 4-1

LIST OF STUDY INTERSECTIONS

NO.	INTERSECTION	TRAFFIC CONTROL	JURISDICTION(S)
1	Los Angeles Street/6th Street	Signalized	City of Los Angeles
2	San Pedro Street/4th Street	Signalized	City of Los Angeles
3	San Pedro Street/5th Street	Signalized	City of Los Angeles
4	San Pedro Street/6th Street	Signalized	City of Los Angeles
5	San Pedro Street/7th Street	Signalized	City of Los Angeles
6	San Pedro Street/8th Street	Signalized	City of Los Angeles
7	Central Avenue/6th Street	Signalized	City of Los Angeles

Table-6-1
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
1	Proposed	220 East Washington Boulevard	Specialty Retail Restaurant Apartment	7,750 GLSF 7,750 GSF 357 DU	[1]	2,113	38	118	156	125	53	178
2	Proposed	1500 South Figueroa Street	Apartment Retail	190 DU 12,432 GLSF	[1]	1,199	18	67	85	71	40	111
3	Under Construction	454 East Commercial Street	Bus Maintenance Facility	2 Acres	[1]	300	22	8	30	9	1	10
4	Proposed	Tenten Wilshire Expansion 1027 West Wilshire Boulevard	Condominium Retail Office	356 DU 5,000 GLSF 5,000 GSF	[3]	5,457	113	248	361	286	217	503
5	Proposed	233 West Washington Boulevard	Apartment Retail	160 DU 24,000 GLSF	[1]	1,764	25	56	81	89	71	160
6	Proposed	215 West 9th Street	Condominium Retail	210 DU 9,000 GLSF	[1]	1,140	14	56	70	64	38	102
7	Proposed	1400 South Figueroa Street	Apartment Retail	106 DU 4,834 GLSF	[1]	647	10	38	48	39	22	61
8	Under Construction	Amacon Project 1133 South Hope Street	Apartment Retail	208 DU 5,029 GLSF	[1]	1,543	20	74	94	91	50	141
9	Proposed	Magatoys 905 East 2nd Street	Condominium Retail	320 DU 18,712 GLSF	[1]	1,207	(6)	70	64	69	23	92
10	Under Construction	Park Fifth 427 West 5th Street, 437 South Hill Street	Apartment Restaurant	600 DU 13,742 GSF	[3]	4,707	71	273	344	279	158	437
11	Proposed	1115 South Hill Street	Condominium Restaurant	172 DU 6,850 GSF	[1]	543	(45)	40	(5)	50	(7)	43
12	Proposed	1130 West Wilshire Boulevard	Office Day Care High-Turnover Restaurant Quality Restaurant	88,224 GSF 20 Students 248 GSF 5,375 GSF	[1]	964	92	12	104	28	61	89
13	Proposed	Embassy Tower 848 South Grand Avenue	Condominium Retail	420 DU 38,500 GLSF	[1]	3,882	66	144	210	212	165	377
14	Proposed	826 South Mateo Street	Condominium Retail Restaurant	90 DU 11,000 GLSF 5,600 GSF	[1]	1,267	11	34	45	62	39	101
15	Proposed	2030 East 7th Street	Office Retail	243,583 GSF 40,000 GLSF	[1]	2,306	274	34	308	69	249	318
16	Proposed	The Reef - LA Mart/SOLA Village 1900 South Broadway	Condominium Apartment Hotel Retail Office Gallery/Museum Gym	900 DU 550 DU 210 Rooms 143,100 GLSF 180,000 GSF 17,600 GSF 8,000 GSF	[1]	5,985	390	552	942	637	566	1,203

Table-6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
17	Proposed	Grand Avenue Project 225 South Grand Avenue 100 South Grand Avenue	Condominium Apartment Office Retail	1,432 DU 357 DU 681,000 GSF 449,000 GLSF	[1] [4]	21,631	929	611	1,540	1,067	1,348	2,415
18	Under Construction	Metropolis Mixed-Use 899 South Francisco Street	Hotel Condominium Retail/Restaurant Office	480 Rooms 836 DU 46,000 GSF 988,225 GSF	[3] [5]	8,010	307	318	625	387	512	899
19	Proposed	LA Civic Center Office 150 North Los Angeles Street	Office Retail Child Care	712,500 GSF 35,000 GLSF 2,500 GSF	[1]	13,534	930	118	1,048	435	942	1,377
20	Proposed	1300 South Hope Street	Apartment Retail	419 DU 42,000 GLSF	[1]	4,280	88	105	193	136	102	238
21	Proposed	2130 East Violet Street	Office Retail	94,000 GSF 7,500 GLSF	[1]	1,351	137	30	167	39	122	161
22	Proposed	1329 West 7th Street	Apartment	87 DU	[1]	662	16	37	53	39	22	61
23	Under Construction	Topaz Mixed-Use 534-552 South Main Street 539-547 South Los Angeles Street	Apartment Retail Restaurant Fast-Food Restaurant	160 DU 18,000 GLSF 3,500 GSF 3,500 GSF	[1]	2,213	52	75	127	87	58	145
24	Under Construction	840 South Olive Street	Condominium Restaurant Retail	303 DU 9,680 GSF 1,500 GLSF	[1]	3,071	81	166	247	174	96	270
25	Under Construction	Santa Fe Freight Yard Redevelopment 950 East 3rd Street	Apartment Retail/Restaurant School	635 DU 30,062 GLSF 532 Students	[1]	6,372	162	177	339	245	213	458
26	Proposed	201 South Broadway	Office/Retail Restaurant	27,675 GSF	[1]	1,638 [6]	(40)	(41)	(81)	53	17	70
27	Proposed	The City Market 1057 South San Pedro Street ENV-2012-3003-EIR	Office Retail Cinema Apartment Hotel Condominium	549,141 GSF 224,862 GLSF 744 Seats 877 DU 210 Rooms 68 DU	[6]	15,890 [7]	837	434	1,271	632	957	1,589
28	Under Construction	400 South Broadway	Apartment Retail Bar	450 DU 6,904 GLSF 5,000 GSF	[3]	3,292	50	187	237	193	112	305
29	Proposed	Camden Arts Mixed-Use 1525 East Industrial Street	Apartment Retail Restaurant Office	328 DU 6,400 GLSF 5,700 GSF 27,300 GSF	[1]	2,288	58	73	131	86	69	155
30	Proposed	920 South Hill Street	Apartment Retail	239 DU 5,400 GLSF	[1]	1,476	23	84	107	87	50	137

Table-6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
31	Proposed	955 South Broadway	Apartment Retail	163 DU 6,406 GLSF	[1]	1,275	21	72	93	74	43	117
32	Under Construction	1212 South Flower Street	Condominium Retail	730 DU 7,873 GLSF	[1]	3,956	78	233	311	229	121	350
33	Under Construction	820 South Olive Street 825 South Hill Street	Apartment Retail	589 DU 4,500 GLSF	[1]	3,309	63	202	265	195	106	301
34	Proposed	1722 East 16th Street	Restaurant	8,515 GSF	[1]	592	(4)	2	(2)	36	11	47
35	Proposed	601 South Main Street	Condominium Retail	452 DU 25,000 GLSF	[1]	2,686	36	144	180	152	87	239
36	Proposed	2051 East 7th Street	Apartment Retail Restaurant	320 DU 15,000 GLSF 5,000 GSF	[3]	2,310	17	127	144	145	64	209
37	Under Construction	Herald Examiner 1111 South Broadway & 156 West 11th Street & 1201 South Main Street	Apartment Retail Office	391 DU 49,000 GLSF 39,725 GSF	[8]	5,198	144	176	320	258	274	532
38	Under Construction	South Park Site 1 1120 South Grand Avenue	Apartment Retail	666 DU 20,690 GLSF	[1]	2,730	42	127	169	136	93	229
39	Under Construction	1247 South Grand Avenue	Apartment Retail	115 DU 4,610 GLSF	[9]	763	10	41	51	42	25	67
40	Proposed	1400 South Flower Street	Apartment Retail	147 DU 6,921 GLSF	[1]	798	(1)	49	48	51	16	67
41	Proposed	Variety Arts Mixed-Use 940 South Figueroa Street	Theater Restaurant Bar	1,942 Seats 10,056 GSF 5,119 GSF	[1]	2,237	5	4	9	99	35	134
42	Under Construction	La Plaza Cultura Village 527 North Spring Street	Apartment Retail Specialty Retail Restaurant	345 DU 23,000 GLSF 21,000 GLSF 11,000 GSF	[1]	3,585	49	118	167	189	131	320
43	Proposed	1036 South Grand Avenue	Restaurant	7,149 GSF	[1]	492	2	3	5	27	14	41
44	Proposed	Coca Cola 963 East 4th Street	Office Retail Restaurant	78,600 GSF 25,000 GLSF 20,000 GSF	[1]	2,512	106	22	128	113	138	251
45	Proposed	1248 South Figueroa Street	Hotel Restaurant	1,162 Rooms 13,145 GSF	[3]	5,720	192	125	317	203	212	415
46	Proposed	459 South Hartford Avenue	Apartment	101 DU	[1]	361	15	15	30	22	22	44
47	Proposed	Arts District Center 1129 East 5th Street	Retail Restaurant Hotel Apartment Art School/Convention Hall Art Gallery/Creative Office	23,000 GLSF 28,400 GSF 149 Rooms 228 DU 15,700 GSF 39,860 GSF	[1]	4,674	130	140	270	157	69	226

Table-6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
48	Proposed	1800 East 7th Street	Apartment Restaurant Retail	122 DU 4,605 GSF 3,245 GLSF	[3]	1,536	42	74	116	74	46	120
49	Proposed	1150 West Wilshire Boulevard	Apartment Restaurant	80 DU 4,589 GSF	[1]	511	(22)	26	4	39	(5)	34
50	Under Construction	737 South Spring Street	Apartment Pharmacy/Drug Store	320 DU 25,000 GSF	[1]	3,942	72	141	213	167	116	283
51	Proposed	520 South Mateo Street CPC-2016-3853	Apartment Office Retail Restaurant	600 DU 30,000 GSF 15,000 GLSF 15,000 GSF	[3]	4,995	157	220	377	274	223	497
52	Proposed	1218 West Ingraham Street	Apartment	80 DU	[1]	532	8	33	41	33	17	50
53	Proposed	Palmetto & Mateo 555 South Mateo Street	Retail	153,000 GLSF	[1]	4,300	5	30	35	220	205	425
54	Under Construction	732 South Spring Street	Apartment Pharmacy/Drug Store	400 DU 15,000 GSF	[1]	3,359	59	152	211	164	104	268
55	Proposed	340 South Hill Street	Apartment Restaurant	428 DU 2,894 GSF	[3]	2,253	36	129	165	133	75	208
56	Proposed	1145 West 7th Street ENV-2015-2800-MND	Condominium Retail	241 DU 7,291 GLSF	[1]	1,084	4	66	70	67	35	102
57	Proposed	540 South Santa Fe Avenue	Office	89,825 GSF	[1]	726	90	12	102	17	81	98
58	Proposed	360 South Alameda Street	Apartment Office Restaurant	55 DU 6,300 GSF 2,500 GSF	[1]	670	25	33	58	35	26	61
59	Proposed	118 South Astronaut Ellison S Onizuka Street	Apartment	77 DU	[1]	97	(1)	20	19	19	6	25
60	Proposed	222 West 2nd Street	Office Apartment Retail	534,044 GSF 107 DU 7,200 GLSF	[10]	4,006	467	93	560	118	423	541
61	Proposed	Soho House 1000 South Santa Fe Avenue	Restaurant/Bar Private Club	8,447 GSF 48 Rooms	[3]	966	36	38	74	49	20	69
62	Proposed	700 West Cesar Chavez Avenue	Apartment Retail	299 DU 8,000 GLSF	[1]	1,511	7	89	96	99	54	153
63	Proposed	Clinic at 7th & Wall 649 South Wall Street	Medical Office Assisted Living	66 Empl. 55 Beds	[1]	104	24	5	29	3	24	27
64	Proposed	Metro Emergency Security Operations Center 410 North Center Street	Office	110,000 GSF	[1]	1,165	87	0	87	0	79	79
65	Proposed	500 South Mateo Street	Restaurant	12,882 GSF	[1]	1,052	48	41	89	50	31	81
66	Proposed	Medallion Phase 2 300 South Main Street	Apartment Retail/Restaurant	471 DU 32,970 GLSF	[1]	4,691	143	243	386	257	153	410
67	Proposed	Alexan South Broadway 850 South Hill Street	Apartment Retail/Restaurant	300 DU 7,000 GLSF	[1]	1,998	29	108	137	117	67	184

Table-6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
68	Proposed	Olympic & Hill Mixed-Use 1030 South Hill Street	Apartment Retail Restaurant	700 DU 7,000 GLSF 8,000 GSF	[1]	3,392	49	193	242	181	104	285
69	Proposed	Alameda Hotel 400 South Alameda Street	Hotel Restaurant Retail	66 Rooms 2,130 GSF 840 GLSF	[1]	512	20	18	38	23	14	37
70	Proposed	Apex II 700 West 9th Street	Apartment Retail	341 DU 11,687 GLSF	[3]	2,624	37	146	183	143	95	238
71	Proposed	649 South Olive Street	Hotel	241 Rooms	[1]	1,674	65	44	109	63	60	123
72	Proposed	Sapphire Mixed-Use 1111 West 6th Street	Apartment Retail	362 DU 25,805 GLSF	[1]	587	(71)	117	46	104	(51)	53
73	Proposed	Grand Residences 1233 South Grand Avenue	Condominium Restaurant	161 DU 3,000 GSF	[11]	1,116	23	62	85	62	33	95
74	Proposed	675 South Bixel Street	Hotel Apartment Retail	126 Rooms 422 DU 4,874 GLSF	[1]	3,461	74	173	247	184	116	300
75	Proposed	740 South Hartford Avenue	Apartment	80 DU	[1]	479	7	30	37	29	15	44
76	Proposed	Lifan Tower 1235 West 7th Street	Condominium Retail	304 DU 5,960 GLSF	[1]	1,959	30	108	138	114	66	180
77	Proposed	940 South Hill Street	Apartment Retail	232 DU 14,000 GLSF	[1]	1,881	20	80	100	115	53	168
78	Proposed	361 South Spring Street	Hotel Meeting Rooms	315 Rooms 2,000 GSF	[1]	2,273	91	59	150	84	85	169
79	Proposed	1340 South Olive Street	Apartment Retail Restaurant	156 DU 5,000 GLSF 10,000 GSF	[1]	1,700	51	82	133	89	57	146
80	Proposed	1334 South Flower Street	Apartment Retail/Restaurant	146 DU 6,270 GLSF	[1]	796	(1)	49	48	51	16	67
81	Proposed	929 East 2nd Street	Retail Other	37,974 GLSF 71,078 GSF	[3]	2,153	68	12	80	105	96	201
82	Proposed	633 South Spring Street	Hotel Restaurant Bar	176 Rooms 8,430 GSF 5,290 GSF	[1]	2,045	83	33	116	97	99	196
83	Proposed	Luxe Hotel 1020 South Figueroa Street	Hotel Condominium Retail	300 Rooms 435 DU 58,959 GLSF	[1]	6,583	204	274	478	312	27	339
84	Under Construction	1200 South Figueroa Street	Residential Restaurant Retail	648 DU 20,000 GSF 28,000 GLSF	[12]	5,717	79	158	237	170	113	283
85	Proposed	701 South Hill Street	Apartment Retail	124 DU 8,500 GLSF	[13] [14]	825 363	13 5	50 3	63 8	50 15	27 17	77 32
86	Proposed	525 South Spring Street	Apartment Retail	360 DU 9,400 GLSF	[13] [14]	2,394 401	37 6	147 3	184 9	145 17	78 18	223 35

Table-6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
87	Proposed	Case Hotel 1106 South Broadway	Hotel	151 Rooms	[15]	1,234	47	33	80	46	45	91
88	Proposed	Freehand Hotel 416 West 8th Street	Hotel	200 Rooms	[15]	1,634	63	43	106	61	59	120
89	Proposed	656 South Stanford Avenue	Apartment	82 DU	[1]	1,463	8	34	42	33	18	51
90	Proposed	Olympic Tower 815 West Olympic Boulevard	Hotel Retail Condominiums Office Conference Center	373 Rooms 65,074 GLSF 374 DU 33,498 GSF 10,801 GSF	[16]	4,423	166	170	336	189	185	374
91	Proposed	LA Gateway Project 1025 Olympic Boulevard ENV-2016-4889-EIR	Apartment Restaurant Retail	1,367 DU 20,000 GSF 20,000 GLSF	[3]	5,216	86	297	383	283	115	398
92	Under Construction	Oceanwide Plaza 1101 South Flower Street	Condominiums Hotel Retail Restaurant	504 DU 183 Rooms 120,583 GLSF 46,000 GSF	[17] [18] [15] [18] [14] [18] [19] [18]	2,928 1,495 5,149 5,849	38 57 72 273	184 40 44 224	222 97 116 497	176 56 215 272	86 54 232 181	262 110 447 453
93	Proposed	Los Angeles Sports and Entertainment District Figueroa Street & 11th Street DIR-2005-7453-SPP-M3	Office Convention Center	601,800 GSF 250,000 GSF	[4] [18] [20] [4] [18]	5,136 2,050 [7]	708 Nom.	96 Nom.	804 Nom.	129 51	631 154	760 205
94	Proposed	708 North Hill Street	Apartment Retail	162 DU 5,000 GLSF	[1]	980	16	57	73	57	33	90
95	Proposed	130 South Beaudry Avenue	Apartment	230 DU	[1]	1,159	8	76	84	76	29	105
96	Proposed	Urban View Lots 495 South Hartford Avenue	Apartment	218 DU	[1]	1,033	16	63	79	62	34	96
97	Proposed	8th & Figueroa Mixed-Use 744 South Figueroa Street	Apartment Retail	438 DU 7,500 GLSF	[1]	2,972	38	148	186	176	94	270
98	Proposed	433 South Main Street	Condominium Mixed-Use	196 DU 6,200 GSF	[1]	1,450	32	72	104	61	37	98
99	Proposed	Downtown LA Hotel 926 West James M. Woods Boulevard	Hotel	247 Rooms	[1]	1,562	59	42	101	59	56	115
100	Proposed	JMF Tower 333 West 5th Street	Condominiums Hotel Retail	100 DU 200 Rooms 27,500 GLSF	[1]	3,358	64	72	136	201	129	330
101	Proposed	Times Mirror Square 202 West 1st Street	Apartments Office Supermarket Restaurant	1,127 DU 285,088 GSF 50,000 GSF 75,589 GSF	[21]	8,535	94	341	435	294	38	332
102	Under Construction	888 South Hope Street	Apartments	526 DU	[13]	3,498	54	214	268	212	114	326

Table-6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
103	Proposed	2117 East Violet Street CPC-2017-437-GPA	Apartments Retail	509 DU 288,230 GLSF	[13] [14]	3,385 12,307	52 172	208 105	260 277	205 513	111 556	316 1,069
104	Proposed	Ferrante 1000 West Temple Street	Apartments Retail	1,500 DU 30,000 GLSF	[13] [14]	9,975 1,281	153 18	612 11	765 29	605 53	325 58	930 111
105	Proposed	6AM Project 640 South Alameda Street, 1206 East 6th Street ENV-2016-3758-EIR	Apartments Condominiums Hotel Office Retail School Art Space	1,305 DU 431 DU 412 Rooms 253,514 GSF 127,609 GLSF 29,316 GSF 22,429 GSF	[1]	14,258	437	585	1,022	710	642	1,352
106	Proposed	1300 South Figueroa Street CPC-2017-746-GPA	Hotel	1,024 Rooms	[15]	9,134	398	288	686	351	366	717
107	Proposed	Budokan of Los Angeles 237-249 South Los Angeles Street	Sports Center	63,000 GSF	[1]	1,869	79	50	129	161	98	259
108	Proposed	King's Arch 537 South Broadway	Office	45,000 GSF	[23]	496	62	8	70	11	56	67
109	Proposed	Title Insurance Building 433 South Spring Street	Office	320,000 GSF	[23]	3,178	427	58	485	74	363	437
110	Proposed	Subway Terminal Retail 417 South Hill Street	Retail/Office	130,000 GLSF	[14]	5,551	78	47	125	231	251	482
111	Proposed	401 South Hewitt Street COC-2017-469-GPA	Office Retail Restaurant	255,500 GSF 4,970 GLSF 9,940 GSF	[1]	3,493	365	76	441	100	324	424
112	Proposed	333 South Alameda Street CPC-2017-552-GPA	Apartments Retail	994 DU 99,300 GLSF	[3]	8,445	134	260	394	390	329	719
113	Proposed	1000 South Hill Street ENV-2016-4711-EAF	Apartments Retail	498 DU 8,707 GLSF	[13] [14]	3,312 372	51 5	203 3	254 8	201 15	108 17	309 32
114	Proposed	1018 West Ingraham Street ENV-2017-979-EAF	Apartments Retail	37 DU 1,890 GLSF	[1]	327	5	16	21	18	12	30
115	Proposed	1100 East 5th Street ENV-2016-3727-EIR, VTT-74549	Apartment Office Restaurant Retail	220 DU 20,021 GSF 19,609 GSF 9,250 GLSF	[3]	2,583	79	119	198	133	74	207
116	Proposed	1100 South Main Street ENV-2016-3825-EAF	Apartments Retail	379 DU 25,810 GLSF	[3]	385	9	103	112	78	14	92
117	Proposed	220 North Center Street 2017-CEN-46412	Apartment Retail	430 DU 8,742 GLSF	[3]	2,166	33	119	152	121	79	200
118	Proposed	1219 South Hope Street ENV-2017-1701-EAF	Hotel Restaurant	75 Rooms 7,700 GSF	[1]	613	24	16	40	23	22	45

Table-6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
119	Proposed	1307 West 7th Street DIR-2015-3777-SPP-DB-1A	Apartments Retail	76 DU 6,035 GLSF	[13] [14]	505 258	8 4	31 2	39 6	31 11	16 11	47 22
120	Proposed	1322 West Maryland Street DIR-2016-3116-DB-SPP	Apartments Retail	47 DU 760 GLSF	[13] [14]	313 32	5 1	19 0	24 1	19 1	10 2	29 3
121	Proposed	1323 South Grand Avenue	Apartments Retail/Restaurant	284 DU 6,300 GLSF	[1]	2,158	33	118	151	125	74	199
122	Proposed	601 South Central Avenue 930 East 6th Street	Apartments Retail	236 DU 12,000 GLSF	[1]	1,074	17	79	96	70	32	102
123	Proposed	640 South Santa Fe Avenue	Office Retail/Restaurant	91,185 GSF 15,980 GLSF	[1]	1,330	90	8	98	43	114	157
124	Proposed	641 South Imperial Street ENV-2017-740-EAF	Apartments Office	140 DU 14,749 GLSF	[3] [13] [3] [23]	931 163	14 20	57 3	71 23	57 4	30 18	87 22
125	Proposed	643 North Spring Street	Apartments Hotel Retail Restaurant	281 DU 142 Rooms 17,003 GLSF 2,532 GSF	[1]	2,723	61	122	183	138	91	229
126	Proposed	668 South Alameda Street VTT-74537	Apartment Office Retail Supermarket Restaurant	475 DU 43,000 GSF 9,000 GLSF 15,000 GSF 17,000 GSF	[3]	4,002	107	182	289	216	145	361
127	Proposed	676 South Mateo Street VTT-74550	Apartment Mixed-Use	185 DU 27,280 GLSF	[1]	1,990	50	95	145	106	51	157
128	Proposed	755 South Los Angeles Street ENV-2016-4963-EAF	Office Retail Restaurant	60,243 GSF 16,694 GLSF 26,959 GSF	[3]	2,482	110	57	167	105	100	205
129	Proposed	940 East 4th Street ENV-2017-611-EAF	Apartment Retail Office	93 DU 14,248 GLSF 6,000 GSF	[3]	788	14	37	51	44	31	75
130	Proposed	1410 South Flower Street ENV-2016-2477-MND	Apartments Retail	152 DU 1,184 GLSF	[13] [14]	1,011 51	16 1	62 0	78 1	61 2	33 2	94 4
131	Proposed	845 South Olive Street ENV-2016-4864-MND	Apartment Retail Restaurant	208 DU 810 GLSF 1,620 GSF	[3]	1,305	25	76	101	77	42	119
132	Proposed	330 South Alameda Street ENV-2016-3335-EIR	Apartment Office Retail	186 DU 10,415 GSF 11,925 GLSF	[3]	1,662	36	76	112	91	65	156
133	Proposed	527 South Colyton Street ENV-2016-3400-EIR	Apartments Retail Office	310 DU 11,375 GLSF 11,736 GSF	[1]	2,095	36	116	152	121	74	195

Table-6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA LAND-USE	LAND USE DATA SIZE	PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
134	Proposed	Fashion District Residences 212-230 East 7th Street, 701-739 South Maple Avenue ENV-2016-3685-MND	Apartments Retail Restaurant	452 DU 6,802 GLSF 6,802 GSF	[1]	3,199	67	179	246	185	105	290
135	Proposed	755 South Wall Street ENV-2016-3991-EIR	Apartment Retail Event Space Office Restaurant	323 DU 4,400 GLSF 125 Persons 53,200 GSF 4,420 GSF	[3]	2,499	122	79	201	164	141	305
136	Proposed	1101 East 5th Street, 445-457 South Colyton Street ENV-2016-4476-EIR	Live/Work Retail Restaurant Hotel Art Uses	129 DU 26,979 GLSF 31,719 GSF 113 Rooms 13,771 GSF	[3]	4,674	130	140	270	157	69	226
137	Proposed	1045 South Olive Street ENV-2017-3264-EIR	Apartments Retail	794 DU 12,504 GLSF	[1]	2,227	39	157	196	138	62	200
138	Proposed	Figueroa Centre 913 South Figueroa Street ENV-2017-174-EIR	Hotel Condominiums Retail	220 Rooms 200 DU 94,080 GLSF	[3]	7,145	143	162	305	315	290	605
139	Proposed	8th, Grand & Hope Tower 754 South Hope Street	Apartments Retail	401 DU 19,909 GLSF	[1]	2,315	35	137	172	137	78	215
140	Proposed	1340 South Hill Street ENV-2017-1213-EAF	Apartments	233 DU	[3]	1,755	11	103	114	108	30	138
141	Proposed	670 South Mesquite Street ENV-2017-249-EIR	Apartments Hotel Office Retail Restaurant Event Space Gym Grocery	308 DU 236 Rooms 944,055 GSF 79,240 GLSF 89,576 GSF 93,617 GSF 62,148 GSF 56,912 GSF	[1]	22,845	1,258	321	1,579	640	1,195	1,835
142	Under Construction	Alameda Square 777 South Alameda Street	Restaurant Retail	117,400 GSF 66,200 GLSF	[1]	916	(134)	(172)	(306)	(157)	35	(122)
143	Proposed	1600 South Figueroa Street CPC-2017-400-GPA	Apartments Hotel	336 DU 250 Rooms	[13] [15]	2,234 2,230	34 97	137 71	171 168	135 86	73 89	208 175
144	Proposed	2159 East Bay Street CPC-2017-624-VZC	Office Retail	203,670 GSF 18,330 GLSF	[1]	2,029	194	30	224	57	192	249
145	Proposed	2110 Bay Street 2016-CEN-44566	Apartment Affordable Housing Office Retail	99 DU 11 DU 113,350 GSF 43,657 GLSF	[3]	2,394	180	63	243	89	192	281
146	Proposed	215 West 14th Street	Apartment Retail	154 DU 10,700 GLSF	[3]	1,481	22	67	89	81	54	135

Table-6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
147	Proposed	1745 East 7th Street	Apartment Retail	57 DU 6,000 GLSF	[3]	635	10	25	35	34	23	57
148	Under Construction	354 South Spring Street	Apartment Restaurant	212 DU 15,280 GSF	[13]	1,410	22	86	108	85	46	131
149	Proposed	Alameda District Plan	Residential Office Retail Hotel Restaurant Museum	22 DU 7,443,200 GSF 645,000 GLSF 750 Rooms 20,000 GSF 70,000 GSF	[3]	25,312	862	527	1,389	734	1,042	1,776
150	Proposed	775 South Figueroa Street 945 West 8th Street	Apartment Retail	781 DU 6,700 GLSF	[1]	2,869	63	146	209	144	91	235
151	Proposed	655 South San Pedro 513 East 7th Street DIR-2017-2333-SPR	Apartment	81 DU	[3]	539	8	33	41	33	17	50
152	Proposed	900 North Alameda Street 2017-CEN-46271	Data Center	179,900 GSF	[3]	178	8	8	16	3	13	16
153	Proposed	1005 South Mateo Street 2007-CEN-4582	Industrial Park	94,849 GSF	[3]	426	40	9	49	10	39	49
154	Proposed	1000-1024 South Mateo Street	Apartment Office Restaurant Retail Arts & Production	104 DU 101,983 GSF 16,279 GSF 5,830 GLSF 5,519 GSF	[3]	2,238	153	83	236	90	131	221
155	Proposed	LA County Consolidated Correctional Facility 441 East Bauchet Street	Jail	3,885 Beds	[1]	242	0	9	9	0	9	9
156	Proposed	2143 East Violet Street	Apartment Office Retail	320 DU 224,292 GSF 46,670 GLSF	[1]	4,477	329	122	451	130	330	460
157	Proposed	806 East 3rd Street	Restaurant	18,327 GSF	[1]	253	1	(1)	0	13	7	20
158	Proposed	Olympia Mixed-Use 1001 West Olympic Boulevard	Apartment Restaurant Retail Hotel	879 DU 20,000 GSF 20,000 GLSF 1,000 Rooms	[1]	10,418	320	388	708	455	309	764
159	Proposed	609 East 5th Street	Apartment	151 DU	[1]	1,004	15	62	77	61	33	94
160	Proposed	810 East 3rd Street	Apartment Restaurant Retail	4 DU 3,541 GSF 6,171 GLSF	[1]	1,487	37	32	69	87	48	135
161	Proposed	508 East 4th Street	Apartment	41 DU	[1]	167	8	12	20	8	6	14

Table-6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
TOTAL						**525,088**	**17,056**	**18,484**	**35,540**	**24,102**	**22,564**	**46,666**

[1] Source: City of Los Angeles Department of Transportation (LADOT) and Department of City Planning (LADCP), except as noted below. The peak hour traffic volumes were forecast based on trip data provided by LADOT and by applying trip rates as provided in the ITE "Trip Generation Manual", 9th Edition, 2012.
[2] Trips are one-way traffic movements, entering or leaving.
[3] Project description and trip generation forecasts obtained from third party research.
[4] Description listed constitutes the remaining allowable development under this project.
[5] Source: "Metropolis Master Plan Project - Traffic Analysis Update Phase 2", from Tomas Carranza, Senior Transportation Engineer, to Blake Lamb, City Planner, May 9, 2014.
[6] Source: "Traffic Assessment for the Proposed Development Project Located at 1057 South San Pedro Street", from Tomas Carranza, Senior Transportation Engineer, to Karen Hoo, City Planner, November 6, 2013.
[7] Daily trip volumes are not provided. PM peak hour volume was estimated to represent 10% of the daily totals.
[8] Source: "Updated Traffic Assessment for the South Park Residential Sites and Herald Examiner Building Renovation Project", from Tomas Carranza, Senior Transportation Engineer, to Karen Hoo, City Planner, January 24, 2014.
[9] Source: "Grand Avenue/Pico Boulevard Project Traffic Impact Analysis", prepared by Kunzman Associates, Inc., January 27, 2014.
[10] Source: "222 West 2nd Project Traffic Study MOU," prepared by LLG Engineers, dated January 18, 2016.
[11] Source: "Grand Residences Draft Traffic Impact Study", prepared by LLG Engineers, February 4, 2016.
[12] Sources: "Los Angeles Sports and Entertainment District Specific Plan Determination and Findings", Michael J. LoGrande, Director of Planning, November 12, 2014; "L.A. Entertainment District EIR Traffic Study", prepared by The Mobility Group with Kaku Associates, January 2001. Daily and AM Peak Hour trips were forecast using the following ITE trip generation average rates: Land Use Code 222 (High-Rise Apartment), Land Use Code 931 (Quality Restaurant), and Land Use Code 820 (Shopping Center).
[13] ITE Land Use Code 220 (Apartment) trip generation average rates.
[14] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
[15] ITE Land Use Code 310 (Hotel) trip generation average rates.
[16] Source: "Olympic Tower Project Traffic Impact Study", prepared by LLG Engineers, October 27, 2016.
[17] ITE Land Use Code 232 (High-Rise Condo./Townhouse) trip generation average rates.
[18] Source: "Los Angeles Sports and Entertainment District Specific Plan", DIR-2005-7453-SPP-M3, January 2015
[19] ITE Land Use Code 932 (High-turnover [Sit-Down] Restaurant) trip generation average rates.
[20] ITE Land Use Code 710 (General Office Building) trip generation equation rates.
[21] Source: "Times Mirror Square", LADOT Transportation Impact Study Memorandum of Understanding, dated March 30, 2017.
[22] ITE Land Use Code 495 (Recreational Community Center) trip generation average rates.
[23] ITE Land Use Code 710 (General Office Building) trip generation average rates.

Table 7-1
PROJECT TRIP GENERATION [1]

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Weingart Towers - Phases 1 & 2 [3]								
Affordable Housing - Supportive [4]	302 DU	384	16	20	36	21	15	36
Affordable Housing - Family [5]	76 DU	310	15	23	38	14	12	26
Manager Apartment [6]	4 DU	27	0	2	2	1	1	2
Commercial [7]	2,250 GLSF	96	1	1	2	4	4	8
- Less 50% Pass-by [8]		(48)	(1)	(1)	(2)	(2)	(2)	(4)
General Office [9]	19,030 GSF	210	26	4	30	5	23	28
- Less Transit Adjustment (5%) [10]		(11)	(1)	0	(1)	0	(1)	(1)
- Less Walk Adjustment (5%) [10]		(11)	(1)	0	(1)	0	(1)	(1)
- Less Internal Capture (5%) [10]		(11)	(1)	0	(1)	0	(1)	(1)
Dining Room/Flex Space [11]	11,463 GSF	80	10	1	11	1	10	11
Subtotal Weingart Towers Project		1,026	64	50	114	44	60	104
San Pedro Tower [3]								
Affordable Housing - Supportive [4]	149 DU	189	8	10	18	11	7	18
Affordable Housing - Family [5]	149 DU	608	30	45	75	28	23	51
Manager Apartment [6]	5 DU	33	1	2	3	2	1	3
Commercial [7]	3,200 GLSF	137	2	1	3	6	6	12
- Less 50% Pass-by [8]		(69)	(1)	(1)	(2)	(3)	(3)	(6)
General Office [9]	17,100 GSF	189	24	3	27	4	21	25
- Less Transit Adjustment (5%) [10]		(9)	(1)	0	(1)	0	(1)	(1)
- Less Walk Adjustment (5%) [10]		(9)	(1)	0	(1)	0	(1)	(1)
- Less Internal Capture (5%) [10]		(9)	(1)	0	(1)	0	(1)	(1)
Subtotal San Pedro Tower Project		1,060	61	60	121	48	52	100
Subtotal Weingart Projects		**2,086**	**125**	**110**	**235**	**92**	**112**	**204**
Existing Weingart Towers Site								
Weingart Cafe [12]	(7,000) GSF	(48)	(5)	(1)	(6)	(1)	(6)	(7)
Subtotal Existing Weingart Towers Site		**(48)**	**(5)**	**(1)**	**(6)**	**(1)**	**(6)**	**(7)**
NET INCREASE		**2,038**	**120**	**109**	**229**	**91**	**106**	**197**

Table 7-1 (Continued)
PROJECT TRIP GENERATION [1]

[1] Source: City of Los Angeles Department of Transportation (LADOT), November 2016; and ITE "Trip Generation Manual", 9th Edition, 2012.
[2] Trips are one-way traffic movements, entering or leaving.
[3] The Weingart Projects include two distinct affordable housing projects for permanent long-term housing with supportive services designed to enable homeless persons and individuals/families at risk of homelessness to ensure that they remain housed and live as independently as possible. Summaries of the two projects are provided below:
- Weingart Towers project is located at 554-562 South San Pedro Street and 555-561 South Crocker Street. This project consists of an 18-story building with 278 dwelling units and a 12-story building with 104 dwelling units (i.e., 382 total dwelling units). Please note that the residential component includes 378 affordable housing dwelling units (302 permanent supportive housing units and 76 family units) and 4 manager apartment dwelling units. Additionally, a total of approximately 21,280 square feet of commercial space is planned for this project including 2,250 square feet of retail space and 19,030 square feet of general office space, as well as 11,463 square feet of dining room/flex space.
- San Pedro Tower project is located at 600-628 South San Pedro Street, 611-615 South Crocker Street and 518-522 East 6th Street. This project consists of a 19-story building with 303 dwelling units and approximately 20,300 square feet of commercial space, including 17,100 square feet of general office space and 3,200 square feet of other commercial space (i.e., retail space for purposes of this analysis). Please note that the residential component includes 298 affordable dwelling units (149 permanent supportive housing units and 149 family units) and 5 manager apartment dwelling units.

[4] LADOT trip generation average rates for affordable housing type Special Needs & Supportive Housing.
- Daily Trip Rate: 1.27 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.12 trips/dwelling unit; 44% inbound/56% outbound
- PM Peak Hour Trip Rate: 0.12 trips/dwelling unit; 59% inbound/41% outbound

[5] LADOT trip generation average rates for affordable housing type Family.
- Daily Trip Rate: 4.08 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.50 trips/dwelling unit; 40% inbound/60% outbound
- PM Peak Hour Trip Rate: 0.34 trips/dwelling unit; 55% inbound/45% outbound

[6] ITE Land Use Code 220 (Apartment) trip generation average rates.
- Daily Trip Rate: 6.65 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.51 trips/dwelling units; 20% inbound/80% outbound
- PM Peak Hour Trip Rate: 0.62 trips/dwelling units; 65% inbound/35% outbound

[7] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- Daily Trip Rate: 42.7 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.96 trips/1,000 SF of floor area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.71 trips/1,000 SF of floor area; 48% inbound/52% outbound

[8] Source: LADOT policy on pass-by trip adjustments. Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from the traffic passing the site on an adjacent street or roadway that offers direct access to the site.

[9] ITE Land Use Code 710 (General Office Building) trip generation average rates.
- Daily Trip Rate: 11.03 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 1.56 trips/1,000 SF of floor area; 88% inbound/12% outbound
- PM Peak Hour Trip Rate: 1.49 trips/1,000 SF of floor area; 17% inbound/83% outbound

[10] Transit, walk and downtown Los Angeles trip adjustments are based on site's proximity to Metro rail and bus transit opportunities and the two project site locations.

[11] The planned kitchen/dining room will provide meals for residents and area homeless during breakfast, lunch and dinner. At other times the dining room area maybe used for other activities. It was deemed appropriate to estimate trips for this space only for service and delivery by selecting an ITE land use category (ITE 110, General Light Industrial) that could approximate these trips.
ITE Land Use Code 110 (General Light Industrial) trip generation average rates.
- Daily Trip Rate: 6.97 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.92 trips/1,000 SF of floor area; 88% inbound/12% outbound
- PM Peak Hour Trip Rate: 0.97 trips/1,000 SF of floor area; 12% inbound/88% outbound

[12] Although the existing site use (Weingart Café) for the Weingart Towers project site is a functional restaurant, it serves the homeless and does not operate as a typical restaurant. It was determined appropriate to estimate existing site trips only for service and delivery trips by selecting an ITE land use category (ITE Code 110, General Light Industrial) that could approximate these trips.
ITE Land Use Code 110 (General Light Industrial) trip generation average rates.
- Daily Trip Rate: 6.97 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.92 trips/1,000 SF of floor area; 88% inbound/12% outbound
- PM Peak Hour Trip Rate: 0.97 trips/1,000 SF of floor area; 12% inbound/88% outbound

Table 9-2
FREEWAY IMPACT ANALYSIS SCREENING [1]
Weekday AM and PM Peak Hours

PROJECT TRIP GENERATION	RESIDENTIAL COMPONENT		COMMERCIAL COMPONENT		TOTAL PROJECT	
	AM	PM	AM	PM	AM	PM
Inbound	70	77	50	14	120	91
Outbound	102	59	7	47	109	106

FREEWAY LOCATION	DIR.	PROJECT TRIP DIRECTION	RESIDENTIAL COMPONENT			COMMERCIAL COMPONENT			TOTAL PROJECT TRIPS		NO. OF LANES	TOTAL CAPACITY [2]	PERCENT OF CAPACITY		FREEWAY ANALYSIS REQUIRED? (YES/NO) [3]
			DIST.	TRIPS AM	TRIPS PM	DIST.	TRIPS AM	TRIPS PM	AM	PM			AM	PM	
Mainline Segment															
I-110 Freeway north of 1st Street	NB SB	Outbound Inbound	5% 5%	5 4	3 4	3% 3%	0 2	1 0	5 6	4 4	6 7	12,000 14,000	0.04% 0.04%	0.03% 0.03%	No No
I-110 Freeway south of Chick Hearn Court	NB SB	Inbound Outbound	10% 10%	7 10	8 6	6% 6%	3 0	1 3	10 10	9 9	5 6	10,000 12,000	0.10% 0.08%	0.09% 0.08%	No No
US-101 Freeway north of Spring Street	NB SB	Outbound Inbound	5% 5%	5 4	3 4	3% 3%	0 2	1 0	5 6	4 4	4 4	8,000 8,000	0.06% 0.08%	0.05% 0.05%	No No
US-101 Freeway south of Center Street	NB SB	Inbound Outbound	5% 5%	4 5	4 3	3% 3%	2 0	0 1	6 5	4 4	4 4	8,000 8,000	0.08% 0.06%	0.05% 0.05%	No No
I-10 Freeway east of Central Avenue	EB WB	Outbound Inbound	10% 10%	10 7	6 8	5% 5%	0 3	2 1	10 10	8 9	5 5	10,000 10,000	0.10% 0.10%	0.08% 0.09%	No No
Off-Ramp															
I-110 Freeway at 6th Street	SB	Inbound	5%	4	4	3%	2	0	6	4	1	850	0.71%	0.47%	No
I-110 Freeway at 6th Street	NB	Inbound	10%	7	8	6%	3	1	10	9	2	1,700	0.59%	0.53%	No
US-101 Freeway at Los Angeles Street	SB	Inbound	5%	4	4	3%	2	0	6	4	2	1,700	0.35%	0.24%	No
US-101 Freeway at Alameda Street	NB	Inbound	5%	4	4	3%	2	0	6	4	4	3,400	0.18%	0.12%	No
I-10 Freeway at San Pedro Street	WB	Inbound	10%	7	8	5%	3	1	10	9	2	1,700	0.59%	0.53%	No

[1] Pursuant to *Traffic Study Policies and Procedures* , City of Los Angeles Department of Transportation, August 2014, *Agreement Between City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures* , October 2013, and per *First Amendment to the Agreement between LADOT and Caltrans District 7 on Freeway Impact Analysis Procedures* , December 15, 2015.

[2] Total Capacity derived from the assumed free-flow capacities shown below: (in vehicles per hour per lane)

Facility Type	Capacity
Mainline Segment	2,000 vphpl
Off-Ramp	850 vphpl

[3] Freeway impact analysis is required if the project would result in an increase of ≥2% of capacity for facilities operating at LOS D, or in an increase of ≥1% of capacity for facilities operating at LOS E/F. For a more conservative screening analysis, all facilities are assumed to be operating at LOS E or F.

APPENDIX B

TRAFFIC COUNT DATA

Counts Unlimited, Inc.
PO Box 1178
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(951) 268-6268

City of Los Angeles
N/S: Los Angeles Street
E/W: 6th Street
Weather: Clear

File Name : 01_LAC LA6th AM TV
Site Code : 05717675
Start Date : 10/12/2017
Page No : 1

Groups Printed- Total Volume

	Los Angeles Street Southbound				6th Street Westbound				Los Angeles Street Northbound				6th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	18	184	0	202	0	0	0	0	0	69	5	74	9	42	11	62	338
07:15 AM	18	175	0	193	0	0	0	0	0	70	6	76	11	49	22	82	351
07:30 AM	18	189	0	207	0	0	0	0	0	73	4	77	22	64	9	95	379
07:45 AM	19	227	0	246	0	0	0	0	0	63	6	69	15	65	17	97	412
Total	73	775	0	848	0	0	0	0	0	275	21	296	57	220	59	336	1480
08:00 AM	17	198	0	215	0	0	0	0	0	77	12	89	20	68	15	103	407
08:15 AM	15	246	0	261	0	0	0	0	0	73	12	85	18	62	25	105	451
08:30 AM	21	205	0	226	0	0	0	0	0	96	15	111	16	51	23	90	427
08:45 AM	20	259	0	279	0	0	0	0	0	109	12	121	19	50	37	106	506
Total	73	908	0	981	0	0	0	0	0	355	51	406	73	231	100	404	1791
09:00 AM	24	230	0	254	0	0	0	0	0	90	11	101	13	62	28	103	458
09:15 AM	40	188	0	228	0	0	0	0	0	83	13	96	21	70	25	116	440
09:30 AM	23	192	0	215	0	0	0	0	0	87	20	107	19	77	20	116	438
09:45 AM	19	179	0	198	0	0	0	0	0	88	17	105	18	71	26	115	418
Total	106	789	0	895	0	0	0	0	0	348	61	409	71	280	99	450	1754
Grand Total	252	2472	0	2724	0	0	0	0	0	978	133	1111	201	731	258	1190	5025
Apprch %	9.3	90.7	0		0	0	0		0	88	12		16.9	61.4	21.7		
Total %	5	49.2	0	54.2	0	0	0	0	0	19.5	2.6	22.1	4	14.5	5.1	23.7	

	Los Angeles Street Southbound				6th Street Westbound				Los Angeles Street Northbound				6th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	15	246	0	261	0	0	0	0	0	73	12	85	18	**62**	25	105	451
08:30 AM	21	205	0	226	0	0	0	0	0	96	**15**	111	16	51	23	90	427
08:45 AM	20	**259**	0	**279**	0	0	0	0	0	**109**	12	**121**	**19**	50	**37**	**106**	**506**
09:00 AM	**24**	230	0	254	0	0	0	0	0	90	11	101	13	62	28	103	458
Total Volume	80	940	0	1020	0	0	0	0	0	368	50	418	66	225	113	404	1842
% App. Total	7.8	92.2	0		0	0	0		0	88	12		16.3	55.7	28		
PHF	.833	.907	.000	.914	.000	.000	.000	.000	.000	.844	.833	.864	.868	.907	.764	.953	.910

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City of Los Angeles
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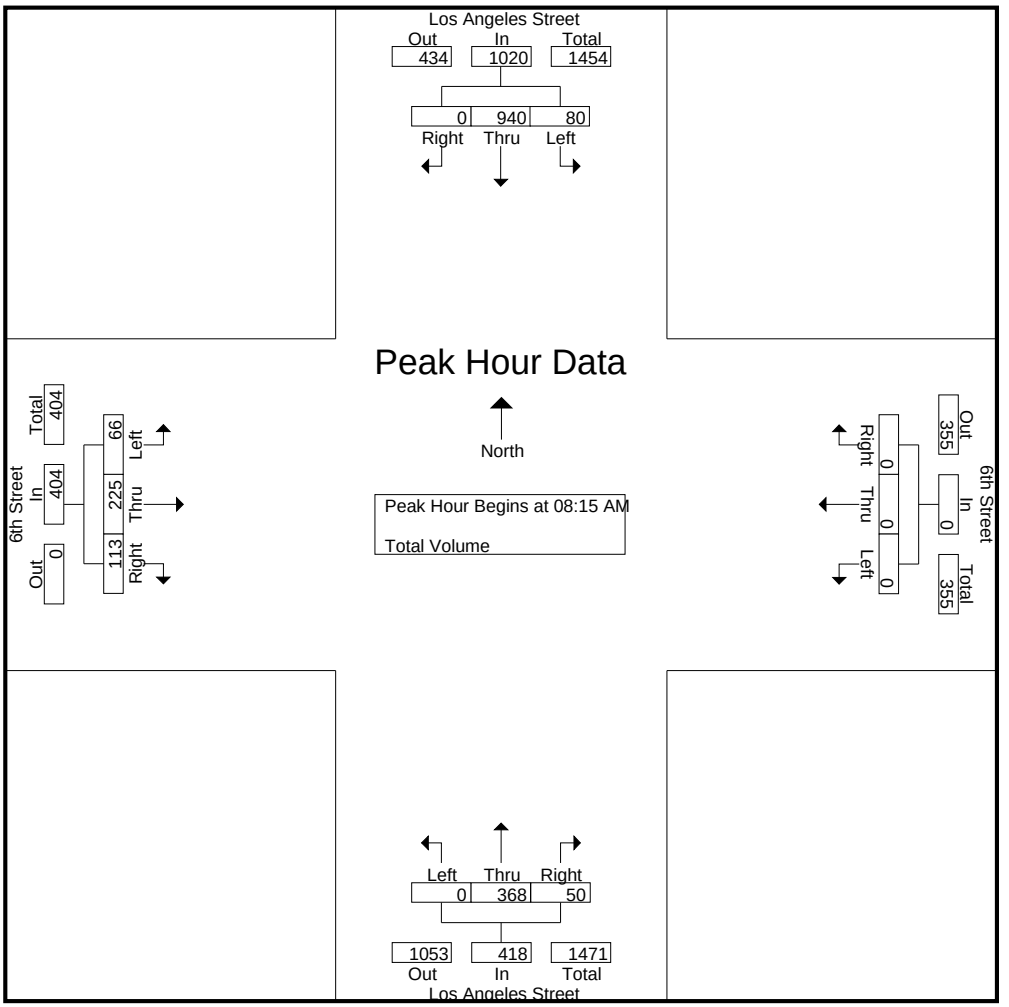
Weather: Clear

File Name : 01_LAC LA6th AM TV
Site Code : 05717675
Start Date : 10/12/2017
Page No : 2



Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:15 AM				07:00 AM				08:30 AM				09:00 AM			
+0 mins.	15	246	0	261	0	0	0	0	0	96	**15**	111	13	62	**28**	103
+15 mins.	21	205	0	226	0	0	0	0	0	**109**	12	**121**	**21**	70	25	**116**
+30 mins.	20	**259**	0	**279**	0	0	0	0	0	90	11	101	19	**77**	20	116
+45 mins.	**24**	230	0	254	0	0	0	0	0	83	13	96	18	71	26	115
Total Volume	80	940	0	1020	0	0	0	0	0	378	51	429	71	280	99	450
% App. Total	7.8	92.2	0		0	0	0		0	88.1	11.9		15.8	62.2	22	
PHF	.833	.907	.000	.914	.000	.000	.000	.000	.000	.867	.850	.886	.845	.909	.884	.970

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City of Los Angeles
N/S: Los Angeles Street
E/W: 6th Street
Weather: Clear

File Name : 01_LAC LA6th PM TV
Site Code : 05717675
Start Date : 10/12/2017
Page No : 1

Groups Printed- Total Volume

	Los Angeles Street Southbound				6th Street Westbound				Los Angeles Street Northbound				6th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	17	107	0	124	0	0	0	0	0	58	57	115	8	119	17	144	383
03:15 PM	12	134	0	146	0	0	0	0	0	126	62	188	15	103	15	133	467
03:30 PM	18	154	0	172	0	0	0	0	0	145	46	191	25	109	28	162	525
03:45 PM	21	167	0	188	0	0	0	0	0	159	35	194	27	109	26	162	544
Total	68	562	0	630	0	0	0	0	0	488	200	688	75	440	86	601	1919
04:00 PM	14	176	0	190	0	0	0	0	0	162	34	196	20	110	29	159	545
04:15 PM	24	155	0	179	0	0	0	0	0	142	19	161	34	118	13	165	505
04:30 PM	20	187	0	207	0	0	0	0	0	163	24	187	21	134	39	194	588
04:45 PM	9	222	0	231	0	0	0	0	0	185	26	211	21	119	28	168	610
Total	67	740	0	807	0	0	0	0	0	652	103	755	96	481	109	686	2248
05:00 PM	20	201	0	221	0	0	0	0	0	175	38	213	44	128	27	199	633
05:15 PM	14	184	0	198	0	0	0	0	0	207	50	257	31	125	31	187	642
05:30 PM	12	156	0	168	0	0	0	0	0	209	46	255	40	178	24	242	665
05:45 PM	16	195	0	211	0	0	0	0	0	220	30	250	30	135	28	193	654
Total	62	736	0	798	0	0	0	0	0	811	164	975	145	566	110	821	2594
Grand Total	197	2038	0	2235	0	0	0	0	0	1951	467	2418	316	1487	305	2108	6761
Apprch %	8.8	91.2	0		0	0	0		0	80.7	19.3		15	70.5	14.5		
Total %	2.9	30.1	0	33.1	0	0	0	0	0	28.9	6.9	35.8	4.7	22	4.5	31.2	

	Los Angeles Street Southbound				6th Street Westbound				Los Angeles Street Northbound				6th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**20**	**201**	0	**221**	0	0	0	0	0	175	38	213	**44**	128	27	199	633
05:15 PM	14	184	0	198	0	0	0	0	0	207	**50**	**257**	31	125	**31**	187	642
05:30 PM	12	156	0	168	0	0	0	0	0	209	46	255	40	**178**	24	**242**	**665**
05:45 PM	16	195	0	211	0	0	0	0	0	**220**	30	250	30	135	28	193	654
Total Volume	62	736	0	798	0	0	0	0	0	811	164	975	145	566	110	821	2594
% App. Total	7.8	92.2	0		0	0	0		0	83.2	16.8		17.7	68.9	13.4		
PHF	.775	.915	.000	.903	.000	.000	.000	.000	.000	.922	.820	.948	.824	.795	.887	.848	.975

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Weather: Clear

File Name : 01_LAC LA6th PM TV
Site Code : 05717675
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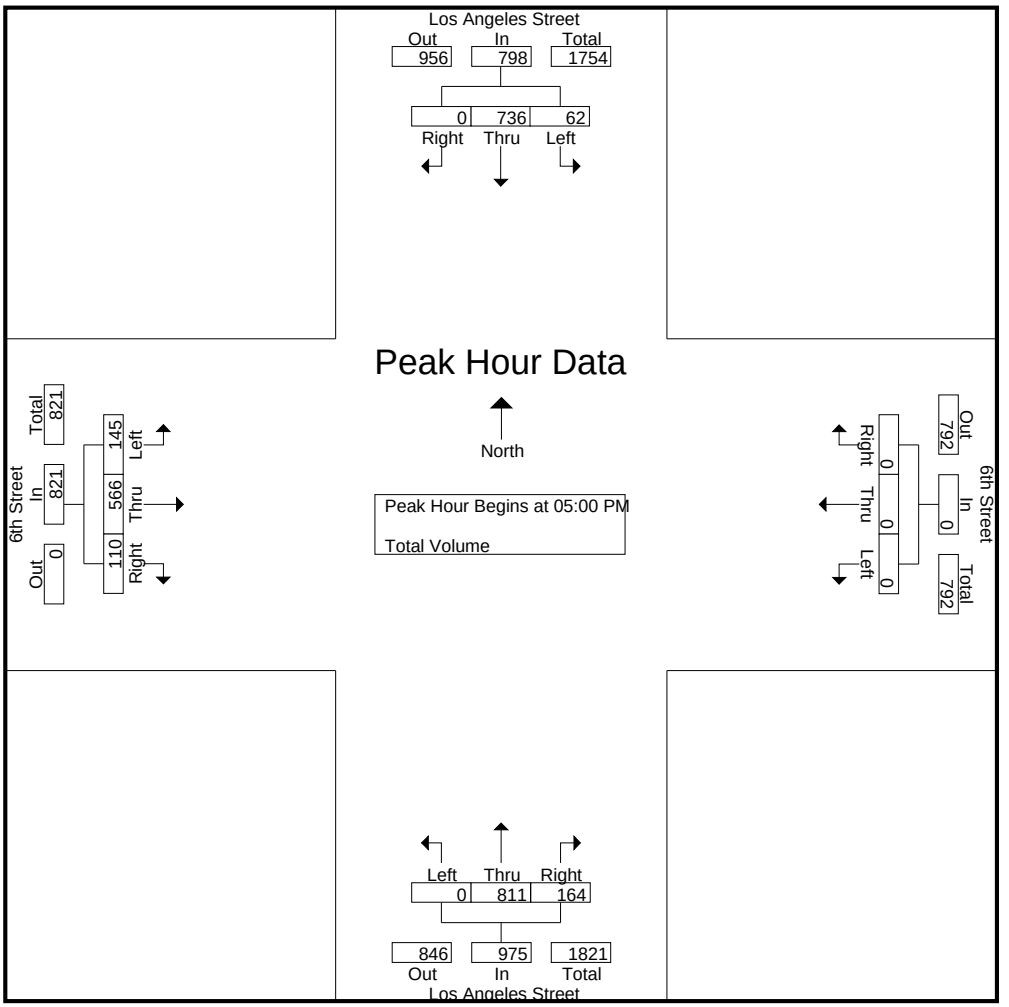

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				03:00 PM				05:00 PM				05:00 PM			
+0 mins.	**20**	187	0	207	0	0	0	0	0	175	38	213	**44**	128	27	199
+15 mins.	9	**222**	0	**231**	0	0	0	0	0	207	**50**	**257**	31	125	**31**	187
+30 mins.	20	201	0	221	0	0	0	0	0	209	46	255	40	**178**	24	**242**
+45 mins.	14	184	0	198	0	0	0	0	0	**220**	30	250	30	135	28	193
Total Volume	63	794	0	857	0	0	0	0	0	811	164	975	145	566	110	821
% App. Total	7.4	92.6	0		0	0	0		0	83.2	16.8		17.7	68.9	13.4	
PHF	.788	.894	.000	.927	.000	.000	.000	.000	.000	.922	.820	.948	.824	.795	.887	.848

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City of Los Angeles
N/S: San Pedro Street
E/W: 4th Street
Weather: Clear

File Name : 02_LAC SP4th AM TV
Site Code : 05717675
Start Date : 10/12/2017
Page No : 1

Groups Printed- Total Volume

	San Pedro Street Southbound				4th Street Westbound				San Pedro Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	10	70	0	80	0	0	0	0	0	50	14	64	9	93	14	116	260
07:15 AM	5	102	0	107	0	0	0	0	0	70	8	78	9	115	22	146	331
07:30 AM	5	99	0	104	0	0	0	0	0	64	13	77	10	119	21	150	331
07:45 AM	11	128	0	139	0	0	0	0	0	57	16	73	4	152	41	197	409
Total	31	399	0	430	0	0	0	0	0	241	51	292	32	479	98	609	1331
08:00 AM	16	141	0	157	0	0	0	0	0	63	10	73	5	124	23	152	382
08:15 AM	10	161	0	171	0	0	0	0	0	78	13	91	17	132	30	179	441
08:30 AM	8	123	0	131	0	0	0	0	0	71	15	86	12	121	27	160	377
08:45 AM	9	134	0	143	0	0	0	0	0	73	28	101	12	149	20	181	425
Total	43	559	0	602	0	0	0	0	0	285	66	351	46	526	100	672	1625
09:00 AM	19	165	0	184	0	0	0	0	0	57	12	69	19	120	21	160	413
09:15 AM	11	127	0	138	0	0	0	0	0	86	33	119	15	99	28	142	399
09:30 AM	28	112	0	140	0	0	0	0	0	66	33	99	17	107	21	145	384
09:45 AM	15	116	0	131	0	0	0	0	0	71	42	113	11	110	27	148	392
Total	73	520	0	593	0	0	0	0	0	280	120	400	62	436	97	595	1588
Grand Total	147	1478	0	1625	0	0	0	0	0	806	237	1043	140	1441	295	1876	4544
Apprch %	9	91	0		0	0	0		0	77.3	22.7		7.5	76.8	15.7		
Total %	3.2	32.5	0	35.8	0	0	0	0	0	17.7	5.2	23	3.1	31.7	6.5	41.3	

	San Pedro Street Southbound				4th Street Westbound				San Pedro Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	10	161	0	171	0	0	0	0	0	**78**	13	91	17	132	**30**	179	**441**
08:30 AM	8	123	0	131	0	0	0	0	0	71	15	86	12	121	27	160	377
08:45 AM	9	134	0	143	0	0	0	0	0	73	**28**	**101**	12	**149**	20	**181**	425
09:00 AM	**19**	**165**	0	**184**	0	0	0	0	0	57	12	69	**19**	120	21	160	413
Total Volume	46	583	0	629	0	0	0	0	0	279	68	347	60	522	98	680	1656
% App. Total	7.3	92.7	0		0	0	0		0	80.4	19.6		8.8	76.8	14.4		
PHF	.605	.883	.000	.855	.000	.000	.000	.000	.000	.894	.607	.859	.789	.876	.817	.939	.939

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Site Code : 05717675
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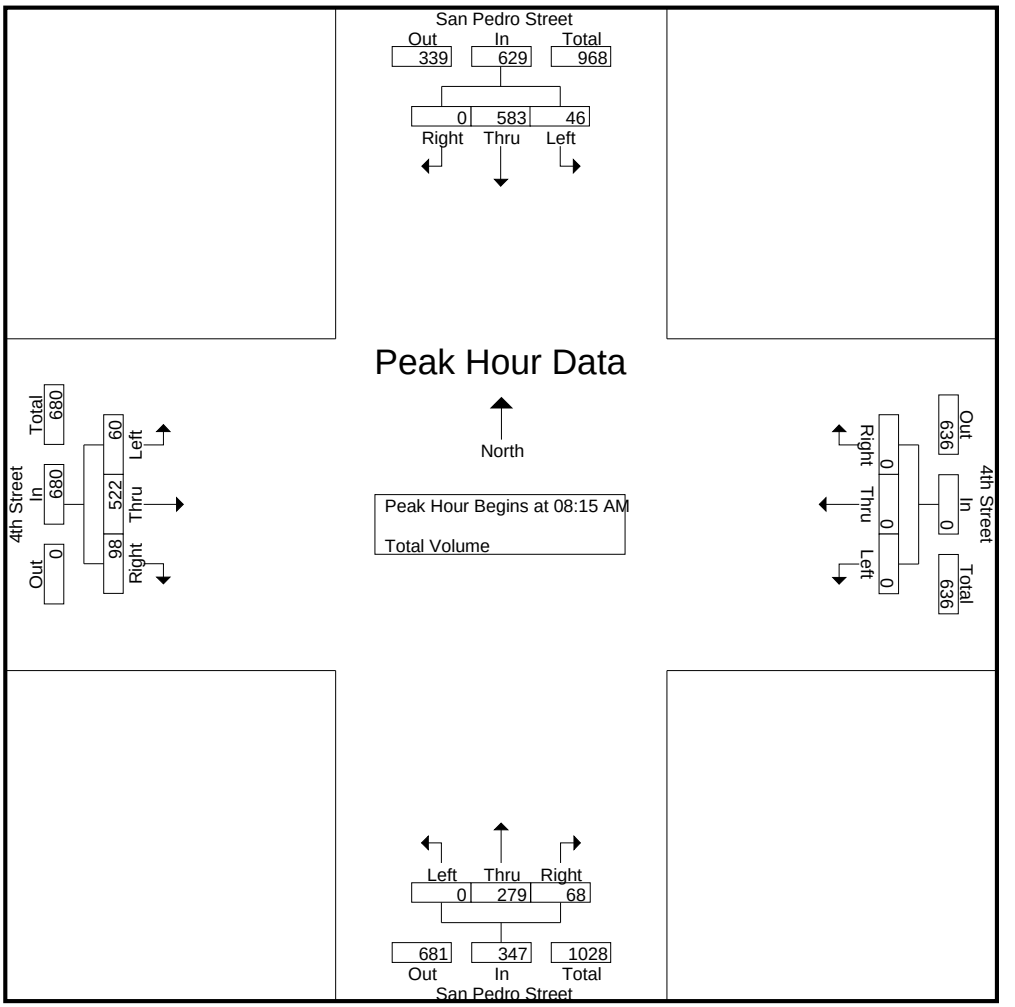

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:15 AM				07:00 AM				09:00 AM				07:45 AM			
+0 mins.	10	161	0	171	0	0	0	0	0	57	12	69	4	**152**	**41**	**197**
+15 mins.	8	123	0	131	0	0	0	0	0	**86**	33	**119**	5	124	23	152
+30 mins.	9	134	0	143	0	0	0	0	0	66	33	99	**17**	132	30	179
+45 mins.	**19**	**165**	0	**184**	0	0	0	0	0	71	**42**	113	12	121	27	160
Total Volume	46	583	0	629	0	0	0	0	0	280	120	400	38	529	121	688
% App. Total	7.3	92.7	0		0	0	0		0	70	30		5.5	76.9	17.6	
PHF	.605	.883	.000	.855	.000	.000	.000	.000	.000	.814	.714	.840	.559	.870	.738	.873

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File Name : 02_LAC SP4th PM TV
Site Code : 05717675
Start Date : 10/12/2017
Page No : 1

Groups Printed- Total Volume

	San Pedro Street Southbound				4th Street Westbound				San Pedro Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	24	87	0	111	0	0	0	0	0	108	19	127	17	188	25	230	468
03:15 PM	18	76	0	94	0	0	0	0	0	78	28	106	16	234	21	271	471
03:30 PM	18	100	0	118	0	0	0	0	0	100	31	131	13	252	28	293	542
03:45 PM	17	93	0	110	0	0	0	0	0	91	20	111	17	289	23	329	550
Total	77	356	0	433	0	0	0	0	0	377	98	475	63	963	97	1123	2031
04:00 PM	21	110	0	131	0	0	0	0	0	113	29	142	31	275	21	327	600
04:15 PM	28	103	0	131	0	0	0	0	0	105	30	135	19	316	27	362	628
04:30 PM	32	134	0	166	0	0	0	0	0	101	24	125	13	325	36	374	665
04:45 PM	17	109	0	126	0	0	0	0	0	92	30	122	14	370	24	408	656
Total	98	456	0	554	0	0	0	0	0	411	113	524	77	1286	108	1471	2549
05:00 PM	20	104	0	124	0	0	0	0	0	147	38	185	18	386	15	419	728
05:15 PM	26	81	0	107	0	0	0	0	0	166	37	203	23	345	21	389	699
05:30 PM	21	86	0	107	0	0	0	0	0	165	28	193	40	430	21	491	791
05:45 PM	21	86	0	107	0	0	0	0	0	209	23	232	28	306	18	352	691
Total	88	357	0	445	0	0	0	0	0	687	126	813	109	1467	75	1651	2909
Grand Total	263	1169	0	1432	0	0	0	0	0	1475	337	1812	249	3716	280	4245	7489
Apprch %	18.4	81.6	0		0	0	0		0	81.4	18.6		5.9	87.5	6.6		
Total %	3.5	15.6	0	19.1	0	0	0	0	0	19.7	4.5	24.2	3.3	49.6	3.7	56.7	

	San Pedro Street Southbound				4th Street Westbound				San Pedro Street Northbound				4th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	20	**104**	0	**124**	0	0	0	0	0	147	**38**	185	18	386	15	419	728
05:15 PM	**26**	81	0	107	0	0	0	0	0	166	37	203	23	345	**21**	389	699
05:30 PM	21	86	0	107	0	0	0	0	0	165	28	193	**40**	**430**	21	**491**	**791**
05:45 PM	21	86	0	107	0	0	0	0	0	**209**	23	**232**	28	306	18	352	691
Total Volume	88	357	0	445	0	0	0	0	0	687	126	813	109	1467	75	1651	2909
% App. Total	19.8	80.2	0		0	0	0		0	84.5	15.5		6.6	88.9	4.5		
PHF	.846	.858	.000	.897	.000	.000	.000	.000	.000	.822	.829	.876	.681	.853	.893	.841	.919

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Site Code : 05717675
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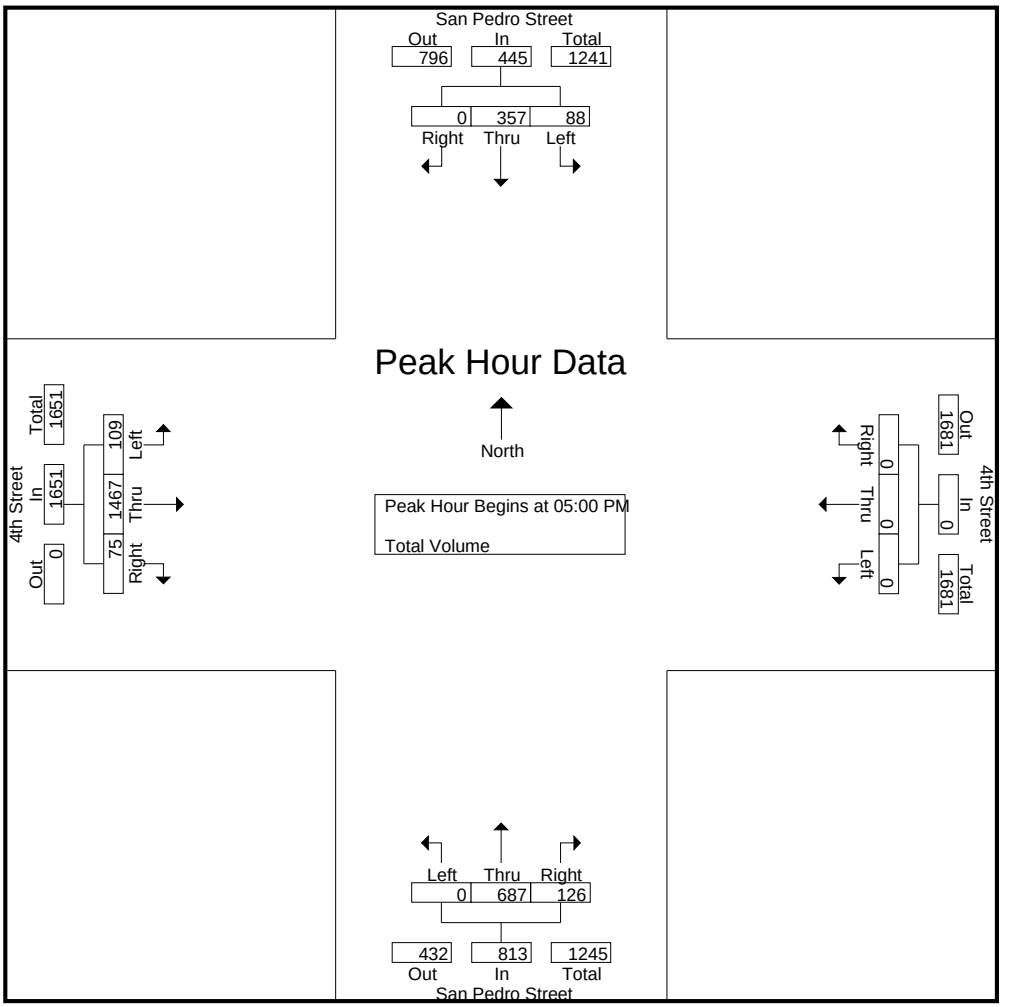

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				03:00 PM				05:00 PM				04:45 PM			
+0 mins.	21	110	0	131	0	0	0	0	0	147	**38**	185	14	370	**24**	408
+15 mins.	28	103	0	131	0	0	0	0	0	166	37	203	18	386	15	419
+30 mins.	**32**	**134**	0	**166**	0	0	0	0	0	165	28	193	23	345	21	389
+45 mins.	17	109	0	126	0	0	0	0	0	**209**	23	**232**	**40**	**430**	21	**491**
Total Volume	98	456	0	554	0	0	0	0	0	687	126	813	95	1531	81	1707
% App. Total	17.7	82.3	0		0	0	0		0	84.5	15.5		5.6	89.7	4.7	
PHF	.766	.851	.000	.834	.000	.000	.000	.000	.000	.822	.829	.876	.594	.890	.844	.869

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Weather: Clear

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Site Code : 05717675
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Groups Printed- Total Volume

	San Pedro Street Southbound				5th Street Westbound				San Pedro Street Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	77	9	86	0	64	3	67	13	44	0	57	0	0	0	0	210
07:15 AM	0	93	20	113	6	85	2	93	19	69	0	88	0	0	0	0	294
07:30 AM	0	119	12	131	5	105	5	115	11	62	0	73	0	0	0	0	319
07:45 AM	0	144	13	157	12	95	5	112	11	64	0	75	0	0	0	0	344
Total	0	433	54	487	23	349	15	387	54	239	0	293	0	0	0	0	1167
08:00 AM	0	156	16	172	7	102	3	112	18	68	0	86	0	0	0	0	370
08:15 AM	0	149	21	170	3	95	7	105	10	76	0	86	0	0	0	0	361
08:30 AM	0	122	26	148	7	102	8	117	15	69	0	84	0	0	0	0	349
08:45 AM	0	142	28	170	4	96	15	115	10	79	0	89	0	0	0	0	374
Total	0	569	91	660	21	395	33	449	53	292	0	345	0	0	0	0	1454
09:00 AM	0	159	20	179	10	72	7	89	18	57	0	75	0	0	0	0	343
09:15 AM	0	146	27	173	7	69	13	89	13	85	0	98	0	0	0	0	360
09:30 AM	0	107	24	131	10	58	6	74	15	83	0	98	0	0	0	0	303
09:45 AM	0	124	29	153	10	71	8	89	31	86	0	117	0	0	0	0	359
Total	0	536	100	636	37	270	34	341	77	311	0	388	0	0	0	0	1365
Grand Total	0	1538	245	1783	81	1014	82	1177	184	842	0	1026	0	0	0	0	3986
Apprch %	0	86.3	13.7		6.9	86.2	7		17.9	82.1	0		0	0	0		
Total %	0	38.6	6.1	44.7	2	25.4	2.1	29.5	4.6	21.1	0	25.7	0	0	0	0	

	San Pedro Street Southbound				5th Street Westbound				San Pedro Street Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	**156**	16	**172**	**7**	**102**	3	112	**18**	68	0	86	0	0	0	0	370
08:15 AM	0	149	21	170	3	95	7	105	10	76	0	86	0	0	0	0	361
08:30 AM	0	122	26	148	7	102	8	**117**	15	69	0	84	0	0	0	0	349
08:45 AM	0	142	**28**	170	4	96	**15**	115	10	**79**	0	**89**	0	0	0	0	**374**
Total Volume	0	569	91	660	21	395	33	449	53	292	0	345	0	0	0	0	1454
% App. Total	0	86.2	13.8		4.7	88	7.3		15.4	84.6	0		0	0	0		
PHF	.000	.912	.813	.959	.750	.968	.550	.959	.736	.924	.000	.969	.000	.000	.000	.000	.972

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Site Code : 05717675
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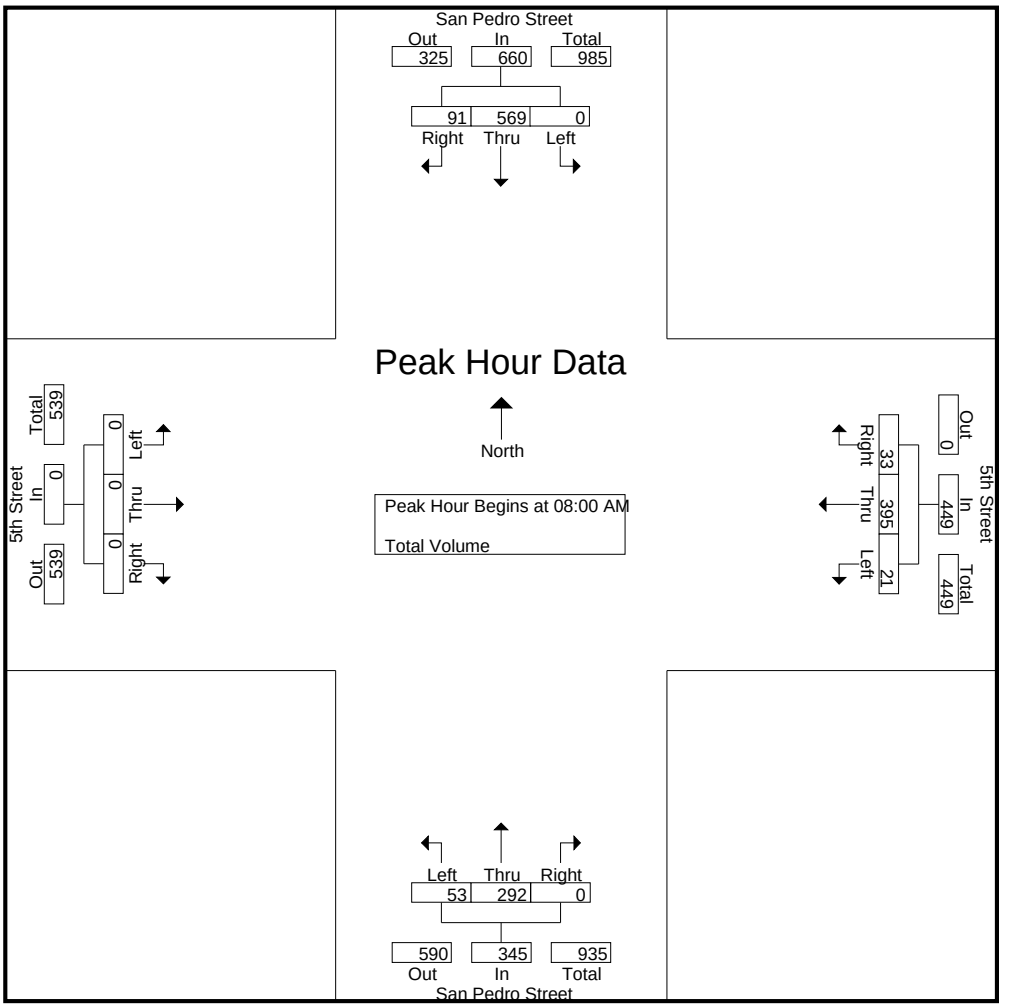

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:30 AM				08:00 AM				09:00 AM				07:00 AM			
+0 mins.	0	122	26	148	**7**	**102**	3	112	18	57	0	75	0	0	0	0
+15 mins.	0	142	**28**	170	3	95	7	105	13	85	0	98	0	0	0	0
+30 mins.	0	**159**	20	**179**	7	102	8	**117**	15	83	0	98	0	0	0	0
+45 mins.	0	146	27	173	4	96	**15**	115	**31**	**86**	0	**117**	0	0	0	0
Total Volume	0	569	101	670	21	395	33	449	77	311	0	388	0	0	0	0
% App. Total	0	84.9	15.1		4.7	88	7.3		19.8	80.2	0		0	0	0	
PHF	.000	.895	.902	.936	.750	.968	.550	.959	.621	.904	.000	.829	.000	.000	.000	.000

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Weather: Clear

File Name : 03_LAC SP5th PM TV
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Groups Printed- Total Volume

	San Pedro Street Southbound				5th Street Westbound				San Pedro Street Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	106	19	125	8	46	5	59	21	110	0	131	0	0	0	0	315
03:15 PM	0	81	22	103	6	52	9	67	11	100	0	111	0	0	0	0	281
03:30 PM	0	102	32	134	5	48	12	65	16	106	0	122	0	0	0	0	321
03:45 PM	0	105	25	130	8	51	6	65	18	96	0	114	0	0	0	0	309
Total	0	394	98	492	27	197	32	256	66	412	0	478	0	0	0	0	1226
04:00 PM	0	112	32	144	8	62	6	76	14	114	0	128	0	0	0	0	348
04:15 PM	0	96	33	129	12	57	11	80	15	108	0	123	0	0	0	0	332
04:30 PM	0	147	30	177	12	54	8	74	12	86	0	98	0	0	0	0	349
04:45 PM	0	124	24	148	8	46	10	64	14	105	0	119	0	0	0	0	331
Total	0	479	119	598	40	219	35	294	55	413	0	468	0	0	0	0	1360
05:00 PM	0	113	24	137	11	68	11	90	13	169	0	182	0	0	0	0	409
05:15 PM	0	104	11	115	10	70	12	92	17	164	0	181	0	0	0	0	388
05:30 PM	0	104	17	121	4	63	9	76	13	186	0	199	0	0	0	0	396
05:45 PM	0	87	16	103	8	77	17	102	24	183	0	207	0	0	0	0	412
Total	0	408	68	476	33	278	49	360	67	702	0	769	0	0	0	0	1605
Grand Total	0	1281	285	1566	100	694	116	910	188	1527	0	1715	0	0	0	0	4191
Apprch %	0	81.8	18.2		11	76.3	12.7		11	89	0		0	0	0		
Total %	0	30.6	6.8	37.4	2.4	16.6	2.8	21.7	4.5	36.4	0	40.9	0	0	0	0	

	San Pedro Street Southbound				5th Street Westbound				San Pedro Street Northbound				5th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	**113**	**24**	**137**	**11**	68	11	90	13	169	0	182	0	0	0	0	409
05:15 PM	0	104	11	115	10	70	12	92	17	164	0	181	0	0	0	0	388
05:30 PM	0	104	17	121	4	63	9	76	13	**186**	0	199	0	0	0	0	396
05:45 PM	0	87	16	103	8	**77**	**17**	**102**	**24**	183	0	**207**	0	0	0	0	**412**
Total Volume	0	408	68	476	33	278	49	360	67	702	0	769	0	0	0	0	1605
% App. Total	0	85.7	14.3		9.2	77.2	13.6		8.7	91.3	0		0	0	0		
PHF	.000	.903	.708	.869	.750	.903	.721	.882	.698	.944	.000	.929	.000	.000	.000	.000	.974

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Site Code : 05717675
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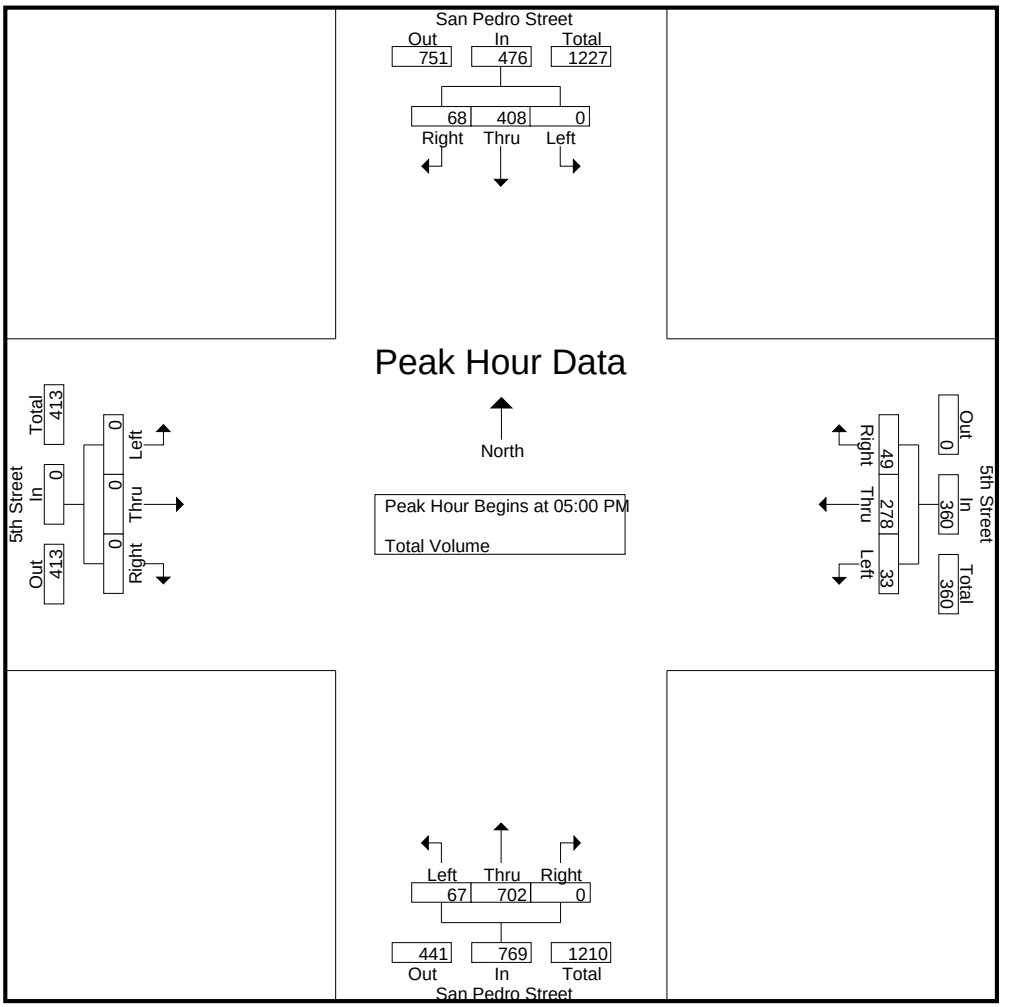

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				05:00 PM				03:00 PM			
+0 mins.	0	112	32	144	**11**	68	11	90	13	169	0	182	0	0	0	0
+15 mins.	0	96	**33**	129	10	70	12	92	17	164	0	181	0	0	0	0
+30 mins.	0	**147**	30	**177**	4	63	9	76	13	**186**	0	199	0	0	0	0
+45 mins.	0	124	24	148	8	**77**	**17**	**102**	**24**	183	0	**207**	0	0	0	0
Total Volume	0	479	119	598	33	278	49	360	67	702	0	769	0	0	0	0
% App. Total	0	80.1	19.9		9.2	77.2	13.6		8.7	91.3	0		0	0	0	
PHF	.000	.815	.902	.845	.750	.903	.721	.882	.698	.944	.000	.929	.000	.000	.000	.000

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City of Los Angeles
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E/W: 6th Street
Weather: Clear

File Name : 04_LAC SP6th AM TV
Site Code : 05717675
Start Date : 10/12/2017
Page No : 1

Groups Printed- Total Volume

	San Pedro Street Southbound				6th Street Westbound				San Pedro Street Northbound				6th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	8	69	0	77	0	0	0	0	0	66	17	83	7	26	5	38	198
07:15 AM	6	90	0	96	0	0	0	0	0	77	9	86	10	40	7	57	239
07:30 AM	7	117	0	124	0	0	0	0	0	77	18	95	7	50	8	65	284
07:45 AM	8	139	0	147	0	0	0	0	0	72	17	89	7	50	10	67	303
Total	29	415	0	444	0	0	0	0	0	292	61	353	31	166	30	227	1024
08:00 AM	11	137	0	148	0	0	0	0	0	81	17	98	11	56	9	76	322
08:15 AM	11	136	0	147	0	0	0	0	0	85	16	101	2	5	3	10	258
08:30 AM	14	118	0	132	0	0	0	0	0	81	16	97	3	8	2	13	242
08:45 AM	9	142	0	151	0	0	0	0	0	96	21	117	2	2	1	5	273
Total	45	533	0	578	0	0	0	0	0	343	70	413	18	71	15	104	1095
09:00 AM	12	147	0	159	0	0	0	0	0	69	14	83	0	0	0	0	242
09:15 AM	5	134	0	139	0	0	0	0	0	106	9	115	0	7	0	7	261
09:30 AM	6	129	0	135	0	0	0	0	0	116	3	119	7	5	6	18	272
09:45 AM	4	133	0	137	0	0	0	0	0	118	1	119	17	3	21	41	297
Total	27	543	0	570	0	0	0	0	0	409	27	436	24	15	27	66	1072
Grand Total	101	1491	0	1592	0	0	0	0	0	1044	158	1202	73	252	72	397	3191
Apprch %	6.3	93.7	0		0	0	0		0	86.9	13.1		18.4	63.5	18.1		
Total %	3.2	46.7	0	49.9	0	0	0	0	0	32.7	5	37.7	2.3	7.9	2.3	12.4	

	San Pedro Street Southbound				6th Street Westbound				San Pedro Street Northbound				6th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	7	117	0	124	0	0	0	0	0	77	**18**	95	7	50	8	65	284
07:45 AM	8	**139**	0	147	0	0	0	0	0	72	17	89	7	50	**10**	67	303
08:00 AM	**11**	137	0	**148**	0	0	0	0	0	81	17	98	**11**	**56**	9	**76**	**322**
08:15 AM	11	136	0	147	0	0	0	0	0	**85**	16	**101**	2	5	3	10	258
Total Volume	37	529	0	566	0	0	0	0	0	315	68	383	27	161	30	218	1167
% App. Total	6.5	93.5	0		0	0	0		0	82.2	17.8		12.4	73.9	13.8		
PHF	.841	.951	.000	.956	.000	.000	.000	.000	.000	.926	.944	.948	.614	.719	.750	.717	.906

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Weather: Clear

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Site Code : 05717675
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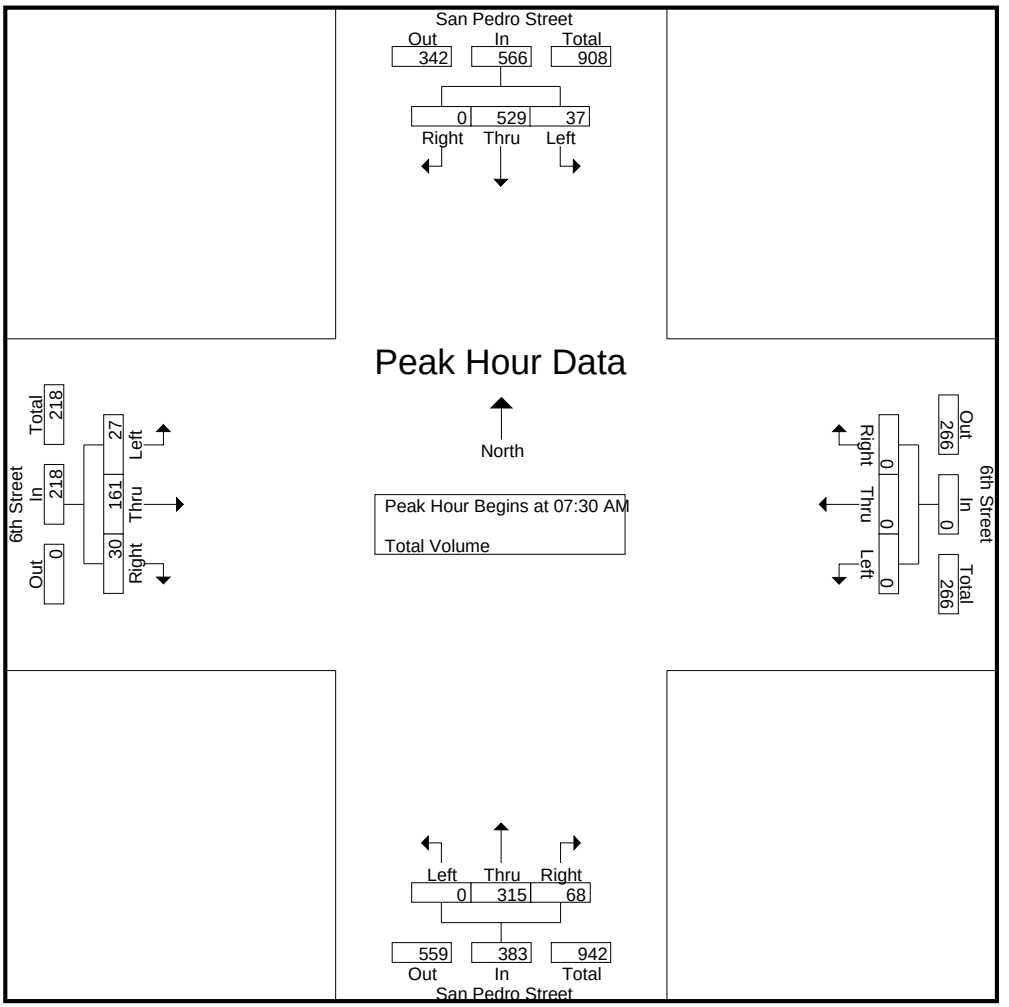

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:15 AM				07:00 AM				09:00 AM				07:15 AM			
+0 mins.	11	136	0	147	0	0	0	0	0	69	**14**	83	10	40	7	57
+15 mins.	**14**	118	0	132	0	0	0	0	0	106	9	115	7	50	8	65
+30 mins.	9	142	0	151	0	0	0	0	0	116	3	**119**	7	50	**10**	67
+45 mins.	12	**147**	0	**159**	0	0	0	0	0	**118**	1	119	**11**	**56**	9	**76**
Total Volume	46	543	0	589	0	0	0	0	0	409	27	436	35	196	34	265
% App. Total	7.8	92.2	0		0	0	0		0	93.8	6.2		13.2	74	12.8	
PHF	.821	.923	.000	.926	.000	.000	.000	.000	.000	.867	.482	.916	.795	.875	.850	.872

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City of Los Angeles
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Site Code : 05717675
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Groups Printed- Total Volume

	San Pedro Street Southbound				6th Street Westbound				San Pedro Street Northbound				6th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	11	99	0	110	0	0	0	0	0	109	7	116	14	110	14	138	364
03:15 PM	10	85	0	95	0	0	0	0	0	94	15	109	18	104	12	134	338
03:30 PM	8	96	0	104	0	0	0	0	0	107	11	118	9	112	12	133	355
03:45 PM	10	107	0	117	0	0	0	0	0	109	11	120	12	114	14	140	377
Total	39	387	0	426	0	0	0	0	0	419	44	463	53	440	52	545	1434
04:00 PM	7	121	0	128	0	0	0	0	0	116	19	135	17	110	15	142	405
04:15 PM	10	95	0	105	0	0	0	0	0	105	9	114	13	116	13	142	361
04:30 PM	11	140	0	151	0	0	0	0	0	84	5	89	14	138	22	174	414
04:45 PM	7	125	0	132	0	0	0	0	0	101	14	115	17	121	15	153	400
Total	35	481	0	516	0	0	0	0	0	406	47	453	61	485	65	611	1580
05:00 PM	13	111	0	124	0	0	0	0	0	174	14	188	20	140	13	173	485
05:15 PM	18	105	0	123	0	0	0	0	0	149	13	162	18	169	17	204	489
05:30 PM	10	99	0	109	0	0	0	0	0	183	15	198	23	182	14	219	526
05:45 PM	5	91	0	96	0	0	0	0	0	190	13	203	31	140	10	181	480
Total	46	406	0	452	0	0	0	0	0	696	55	751	92	631	54	777	1980
Grand Total	120	1274	0	1394	0	0	0	0	0	1521	146	1667	206	1556	171	1933	4994
Apprch %	8.6	91.4	0		0	0	0		0	91.2	8.8		10.7	80.5	8.8		
Total %	2.4	25.5	0	27.9	0	0	0	0	0	30.5	2.9	33.4	4.1	31.2	3.4	38.7	

	San Pedro Street Southbound				6th Street Westbound				San Pedro Street Northbound				6th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	13	**111**	0	**124**	0	0	0	0	0	174	14	188	20	140	13	173	485
05:15 PM	**18**	105	0	123	0	0	0	0	0	149	13	162	18	169	**17**	204	489
05:30 PM	10	99	0	109	0	0	0	0	0	183	**15**	198	23	**182**	14	**219**	**526**
05:45 PM	5	91	0	96	0	0	0	0	0	**190**	13	**203**	**31**	140	10	181	480
Total Volume	46	406	0	452	0	0	0	0	0	696	55	751	92	631	54	777	1980
% App. Total	10.2	89.8	0		0	0	0		0	92.7	7.3		11.8	81.2	6.9		
PHF	.639	.914	.000	.911	.000	.000	.000	.000	.000	.916	.917	.925	.742	.867	.794	.887	.941

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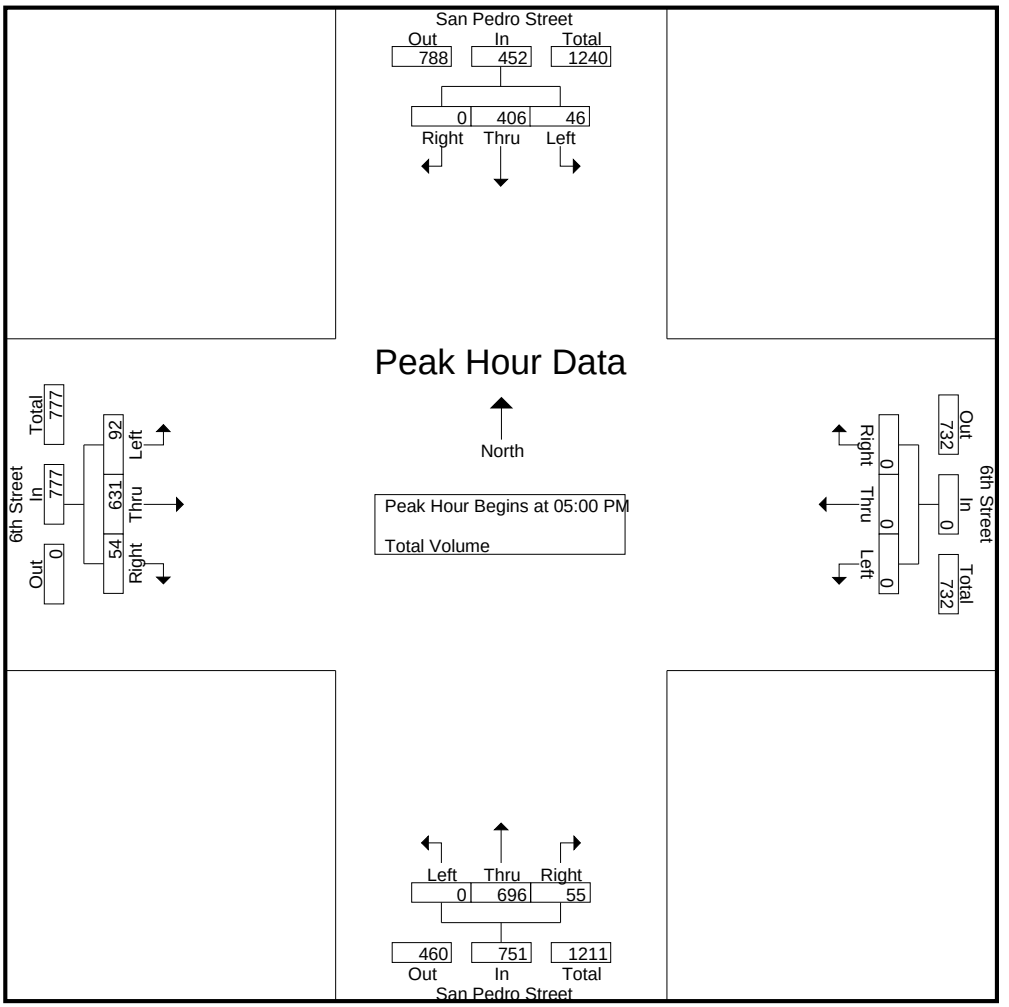

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				03:00 PM				05:00 PM				05:00 PM			
+0 mins.	11	**140**	0	**151**	0	0	0	0	0	174	14	188	20	140	13	173
+15 mins.	7	125	0	132	0	0	0	0	0	149	13	162	18	169	**17**	204
+30 mins.	13	111	0	124	0	0	0	0	0	183	**15**	198	23	**182**	14	**219**
+45 mins.	**18**	105	0	123	0	0	0	0	0	**190**	13	**203**	**31**	140	10	181
Total Volume	49	481	0	530	0	0	0	0	0	696	55	751	92	631	54	777
% App. Total	9.2	90.8	0		0	0	0		0	92.7	7.3		11.8	81.2	6.9	
PHF	.681	.859	.000	.877	.000	.000	.000	.000	.000	.916	.917	.925	.742	.867	.794	.887

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Weather: Clear

File Name : 05_LAC SP7th PM TV
Site Code : 05717675
Start Date : 10/12/2017
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Groups Printed- Total Volume

	San Pedro Street Southbound				7th Street Westbound				San Pedro Street Northbound				7th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	54	15	76	31	127	17	175	15	62	22	99	3	40	26	69	419
07:15 AM	6	79	7	92	18	136	8	162	10	74	15	99	5	31	12	48	401
07:30 AM	11	116	11	138	22	157	12	191	13	69	11	93	4	66	19	89	511
07:45 AM	5	126	8	139	25	134	7	166	10	76	18	104	5	68	16	89	498
Total	29	375	41	445	96	554	44	694	48	281	66	395	17	205	73	295	1829
08:00 AM	7	139	14	160	20	125	7	152	16	86	12	114	3	58	20	81	507
08:15 AM	4	122	16	142	28	125	6	159	19	86	14	119	8	101	19	128	548
08:30 AM	6	116	13	135	29	117	8	154	9	83	14	106	7	100	26	133	528
08:45 AM	8	115	16	139	28	159	9	196	17	102	10	129	11	87	21	119	583
Total	25	492	59	576	105	526	30	661	61	357	50	468	29	346	86	461	2166
09:00 AM	10	135	16	161	33	150	9	192	15	75	20	110	14	87	23	124	587
09:15 AM	9	107	12	128	34	153	9	196	10	92	11	113	19	90	31	140	577
09:30 AM	18	85	17	120	44	150	10	204	12	74	19	105	11	119	30	160	589
09:45 AM	33	105	18	156	28	115	14	157	15	92	17	124	8	97	30	135	572
Total	70	432	63	565	139	568	42	749	52	333	67	452	52	393	114	559	2325
Grand Total	124	1299	163	1586	340	1648	116	2104	161	971	183	1315	98	944	273	1315	6320
Apprch %	7.8	81.9	10.3		16.2	78.3	5.5		12.2	73.8	13.9		7.5	71.8	20.8		
Total %	2	20.6	2.6	25.1	5.4	26.1	1.8	33.3	2.5	15.4	2.9	20.8	1.6	14.9	4.3	20.8	

	San Pedro Street Southbound				7th Street Westbound				San Pedro Street Northbound				7th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	8	115	16	139	28	**159**	9	196	**17**	**102**	10	**129**	11	87	21	119	583
09:00 AM	10	**135**	16	**161**	33	150	9	192	15	75	**20**	110	14	87	23	124	587
09:15 AM	9	107	12	128	34	153	9	196	10	92	11	113	**19**	90	**31**	140	577
09:30 AM	**18**	85	**17**	120	**44**	150	**10**	**204**	12	74	19	105	11	**119**	30	**160**	**589**
Total Volume	45	442	61	548	139	612	37	788	54	343	60	457	55	383	105	543	2336
% App. Total	8.2	80.7	11.1		17.6	77.7	4.7		11.8	75.1	13.1		10.1	70.5	19.3		
PHF	.625	.819	.897	.851	.790	.962	.925	.966	.794	.841	.750	.886	.724	.805	.847	.848	.992

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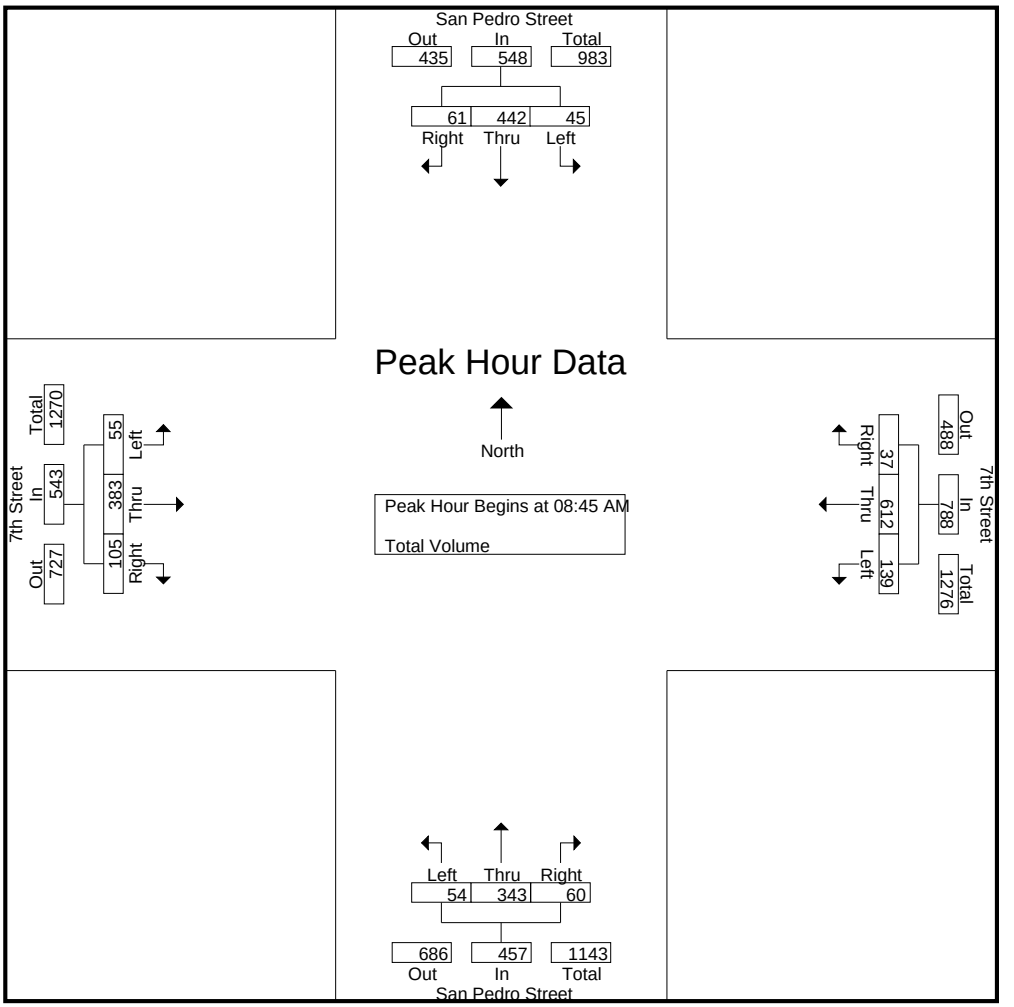

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				08:45 AM				08:00 AM				09:00 AM			
+0 mins.	**11**	116	11	138	28	**159**	9	196	16	86	12	114	14	87	23	124
+15 mins.	5	126	8	139	33	150	9	192	**19**	86	**14**	119	**19**	90	**31**	140
+30 mins.	7	**139**	14	**160**	34	153	9	196	9	83	14	106	11	**119**	30	**160**
+45 mins.	4	122	**16**	142	**44**	150	**10**	**204**	17	**102**	10	**129**	8	97	30	135
Total Volume	27	503	49	579	139	612	37	788	61	357	50	468	52	393	114	559
% App. Total	4.7	86.9	8.5		17.6	77.7	4.7		13	76.3	10.7		9.3	70.3	20.4	
PHF	.614	.905	.766	.905	.790	.962	.925	.966	.803	.875	.893	.907	.684	.826	.919	.873

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Weather: Clear

File Name : 05_LAC SP7th AM TV
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Groups Printed- Combined Groups

	San Pedro Street Southbound				7th Street Westbound				San Pedro Street Northbound				7th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	6	102	20	128	23	85	24	132	13	95	18	126	5	94	12	111	497
03:15 PM	6	85	7	98	21	71	12	104	14	84	27	125	8	154	26	188	515
03:30 PM	6	103	14	123	27	95	11	133	16	105	26	147	6	131	21	158	561
03:45 PM	10	102	12	124	25	126	6	157	20	104	22	146	8	121	23	152	579
Total	28	392	53	473	96	377	53	526	63	388	93	544	27	500	82	609	2152
04:00 PM	10	106	9	125	29	95	14	138	17	113	19	149	10	134	21	165	577
04:15 PM	10	106	12	128	32	113	13	158	17	102	19	138	6	123	20	149	573
04:30 PM	11	144	14	169	39	104	9	152	6	71	18	95	2	111	20	133	549
04:45 PM	10	133	6	149	32	119	19	170	10	96	11	117	11	136	20	167	603
Total	41	489	41	571	132	431	55	618	50	382	67	499	29	504	81	614	2302
05:00 PM	6	121	9	136	30	126	10	166	15	157	14	186	10	162	18	190	678
05:15 PM	10	105	16	131	27	133	11	171	10	145	19	174	9	176	8	193	669
05:30 PM	8	92	14	114	36	132	19	187	16	153	14	183	14	180	16	210	694
05:45 PM	5	103	5	113	34	117	8	159	13	199	20	232	8	165	8	181	685
Total	29	421	44	494	127	508	48	683	54	654	67	775	41	683	50	774	2726
Grand Total	98	1302	138	1538	355	1316	156	1827	167	1424	227	1818	97	1687	213	1997	7180
Apprch %	6.4	84.7	9		19.4	72	8.5		9.2	78.3	12.5		4.9	84.5	10.7		
Total %	1.4	18.1	1.9	21.4	4.9	18.3	2.2	25.4	2.3	19.8	3.2	25.3	1.4	23.5	3	27.8	

	San Pedro Street Southbound				7th Street Westbound				San Pedro Street Northbound				7th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	6	**121**	9	**136**	30	126	10	166	15	157	14	186	10	162	**18**	190	678
05:15 PM	**10**	105	**16**	131	27	**133**	11	171	10	145	19	174	9	176	8	193	669
05:30 PM	8	92	14	114	**36**	132	**19**	**187**	**16**	153	14	183	**14**	**180**	16	**210**	**694**
05:45 PM	5	103	5	113	34	117	8	159	13	**199**	**20**	**232**	8	165	8	181	685
Total Volume	29	421	44	494	127	508	48	683	54	654	67	775	41	683	50	774	2726
% App. Total	5.9	85.2	8.9		18.6	74.4	7		7	84.4	8.6		5.3	88.2	6.5		
PHF	.725	.870	.688	.908	.882	.955	.632	.913	.844	.822	.838	.835	.732	.949	.694	.921	.982

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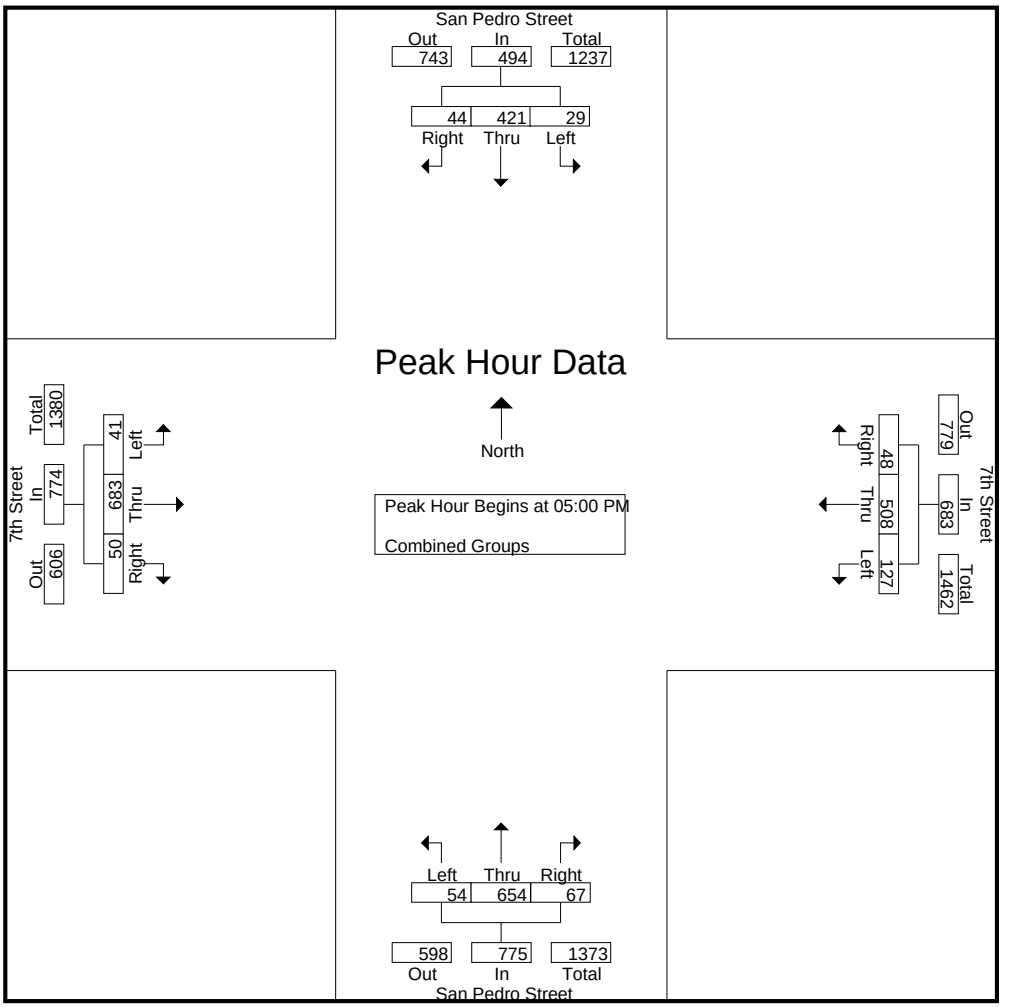

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				05:00 PM				05:00 PM			
+0 mins.	**11**	**144**	14	**169**	32	119	**19**	170	15	157	14	186	10	162	**18**	190
+15 mins.	10	133	6	149	30	126	10	166	10	145	19	174	9	176	8	193
+30 mins.	6	121	9	136	27	**133**	11	171	**16**	153	14	183	**14**	**180**	16	**210**
+45 mins.	10	105	**16**	131	**36**	132	19	**187**	13	**199**	**20**	**232**	8	165	8	181
Total Volume	37	503	45	585	125	510	59	694	54	654	67	775	41	683	50	774
% App. Total	6.3	86	7.7		18	73.5	8.5		7	84.4	8.6		5.3	88.2	6.5	
PHF	.841	.873	.703	.865	.868	.959	.776	.928	.844	.822	.838	.835	.732	.949	.694	.921

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City of Los Angeles
N/S: San Pedro Street
E/W: 8th Street
Weather: Clear

File Name : 06_LAC SP8th AM TV
Site Code : 05717675
Start Date : 10/12/2017
Page No : 1

Groups Printed- Total Volume

	San Pedro Street Southbound				8th Street Westbound				San Pedro Street Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	60	35	101	8	67	7	82	41	78	13	132	3	16	9	28	343
07:15 AM	3	96	25	124	6	81	4	91	37	99	15	151	5	19	8	32	398
07:30 AM	3	110	15	128	15	69	2	86	48	85	23	156	2	25	16	43	413
07:45 AM	13	131	35	179	14	92	7	113	34	95	25	154	8	35	8	51	497
Total	25	397	110	532	43	309	20	372	160	357	76	593	18	95	41	154	1651
08:00 AM	16	135	22	173	12	76	9	97	52	114	18	184	7	27	6	40	494
08:15 AM	4	152	36	192	22	78	8	108	50	111	20	181	3	24	14	41	522
08:30 AM	5	128	34	167	20	77	10	107	42	104	16	162	7	16	7	30	466
08:45 AM	4	113	38	155	18	90	8	116	38	116	15	169	10	21	18	49	489
Total	29	528	130	687	72	321	35	428	182	445	69	696	27	88	45	160	1971
09:00 AM	8	130	42	180	16	75	10	101	35	98	17	150	4	21	20	45	476
09:15 AM	3	125	54	182	23	67	9	99	38	100	16	154	7	27	18	52	487
09:30 AM	9	105	40	154	32	60	7	99	35	104	17	156	2	20	17	39	448
09:45 AM	5	105	44	154	28	54	14	96	32	110	26	168	8	33	27	68	486
Total	25	465	180	670	99	256	40	395	140	412	76	628	21	101	82	204	1897
Grand Total	79	1390	420	1889	214	886	95	1195	482	1214	221	1917	66	284	168	518	5519
Apprch %	4.2	73.6	22.2		17.9	74.1	7.9		25.1	63.3	11.5		12.7	54.8	32.4		
Total %	1.4	25.2	7.6	34.2	3.9	16.1	1.7	21.7	8.7	22	4	34.7	1.2	5.1	3	9.4	

	San Pedro Street Southbound				8th Street Westbound				San Pedro Street Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	13	131	35	179	14	**92**	7	**113**	34	95	**25**	154	**8**	**35**	8	**51**	497
08:00 AM	**16**	135	22	173	12	76	9	97	**52**	**114**	18	**184**	7	27	6	40	494
08:15 AM	4	**152**	**36**	**192**	**22**	78	8	108	50	111	20	181	3	24	**14**	41	**522**
08:30 AM	5	128	34	167	20	77	**10**	107	42	104	16	162	7	16	7	30	466
Total Volume	38	546	127	711	68	323	34	425	178	424	79	681	25	102	35	162	1979
% App. Total	5.3	76.8	17.9		16	76	8		26.1	62.3	11.6		15.4	63	21.6		
PHF	.594	.898	.882	.926	.773	.878	.850	.940	.856	.930	.790	.925	.781	.729	.625	.794	.948

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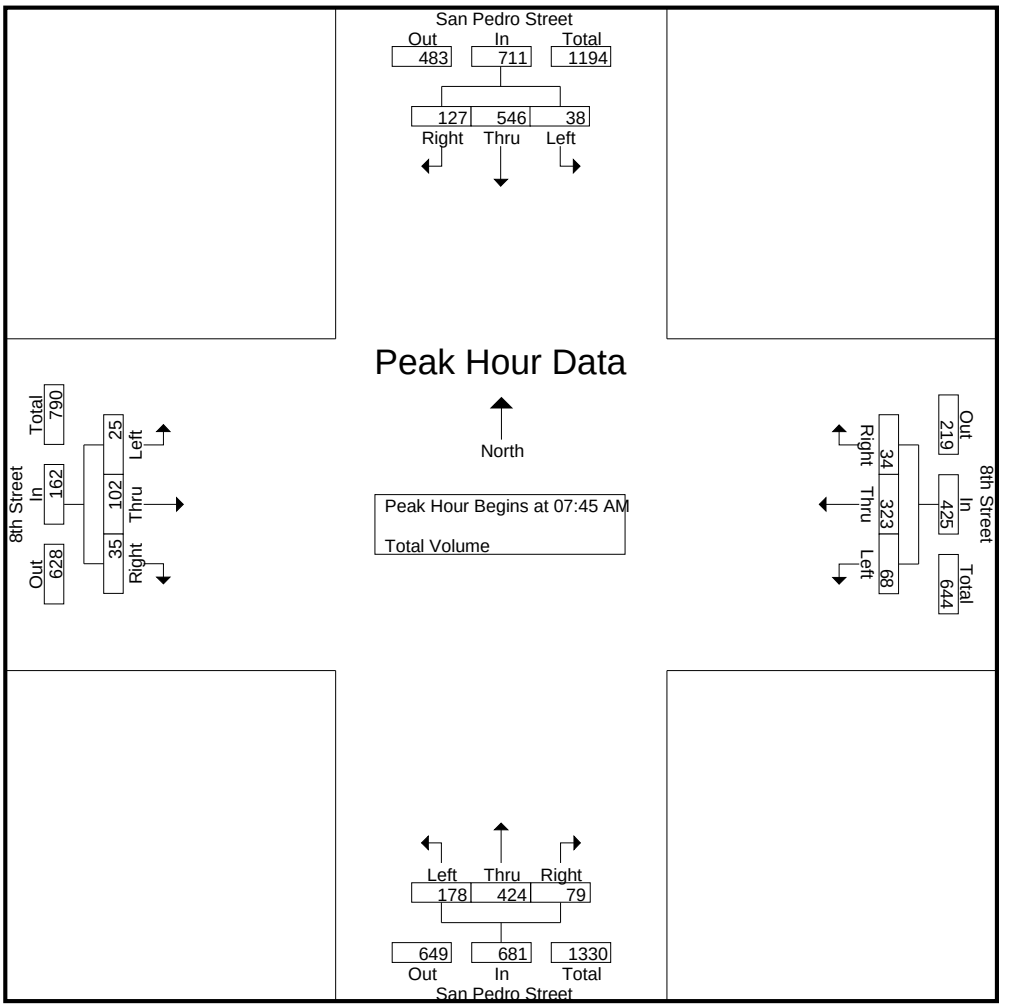

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				08:15 AM				08:00 AM				09:00 AM			
+0 mins.	13	131	35	179	**22**	78	8	108	**52**	114	18	**184**	4	21	20	45
+15 mins.	**16**	135	22	173	20	77	**10**	107	50	111	**20**	181	7	27	18	52
+30 mins.	4	**152**	**36**	**192**	18	**90**	8	**116**	42	104	16	162	2	20	17	39
+45 mins.	5	128	34	167	16	75	10	101	38	**116**	15	169	**8**	**33**	**27**	**68**
Total Volume	38	546	127	711	76	320	36	432	182	445	69	696	21	101	82	204
% App. Total	5.3	76.8	17.9		17.6	74.1	8.3		26.1	63.9	9.9		10.3	49.5	40.2	
PHF	.594	.898	.882	.926	.864	.889	.900	.931	.875	.959	.863	.946	.656	.765	.759	.750

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Groups Printed- Total Volume

	San Pedro Street Southbound				8th Street Westbound				San Pedro Street Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	8	111	20	139	13	48	9	70	36	114	22	172	12	31	20	63	444
03:15 PM	4	113	20	137	18	52	11	81	22	106	24	152	11	35	21	67	437
03:30 PM	12	111	29	152	29	40	13	82	29	123	17	169	7	43	29	79	482
03:45 PM	8	125	27	160	18	59	9	86	25	129	14	168	8	30	26	64	478
Total	32	460	96	588	78	199	42	319	112	472	77	661	38	139	96	273	1841
04:00 PM	6	110	22	138	23	53	6	82	32	123	19	174	12	33	22	67	461
04:15 PM	9	134	23	166	9	50	4	63	38	130	29	197	8	53	27	88	514
04:30 PM	8	146	25	179	29	48	7	84	37	101	16	154	12	37	23	72	489
04:45 PM	82	37	79	198	3	109	19	131	17	43	15	75	14	72	6	92	496
Total	105	427	149	681	64	260	36	360	124	397	79	600	46	195	78	319	1960
05:00 PM	14	146	35	195	21	114	16	151	38	139	23	200	15	52	23	90	636
05:15 PM	6	97	33	136	20	97	16	133	36	160	24	220	9	74	14	97	586
05:30 PM	5	134	29	168	19	81	21	121	27	173	21	221	13	70	14	97	607
05:45 PM	9	104	27	140	12	74	17	103	44	182	37	263	4	62	8	74	580
Total	34	481	124	639	72	366	70	508	145	654	105	904	41	258	59	358	2409
Grand Total	171	1368	369	1908	214	825	148	1187	381	1523	261	2165	125	592	233	950	6210
Apprch %	9	71.7	19.3		18	69.5	12.5		17.6	70.3	12.1		13.2	62.3	24.5		
Total %	2.8	22	5.9	30.7	3.4	13.3	2.4	19.1	6.1	24.5	4.2	34.9	2	9.5	3.8	15.3	

	San Pedro Street Southbound				8th Street Westbound				San Pedro Street Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**14**	**146**	**35**	**195**	**21**	**114**	16	**151**	38	139	23	200	**15**	52	**23**	90	**636**
05:15 PM	6	97	33	136	20	97	16	133	36	160	24	220	9	**74**	14	**97**	586
05:30 PM	5	134	29	168	19	81	**21**	121	27	173	21	221	13	70	14	97	607
05:45 PM	9	104	27	140	12	74	17	103	**44**	**182**	**37**	**263**	4	62	8	74	580
Total Volume	34	481	124	639	72	366	70	508	145	654	105	904	41	258	59	358	2409
% App. Total	5.3	75.3	19.4		14.2	72	13.8		16	72.3	11.6		11.5	72.1	16.5		
PHF	.607	.824	.886	.819	.857	.803	.833	.841	.824	.898	.709	.859	.683	.872	.641	.923	.947

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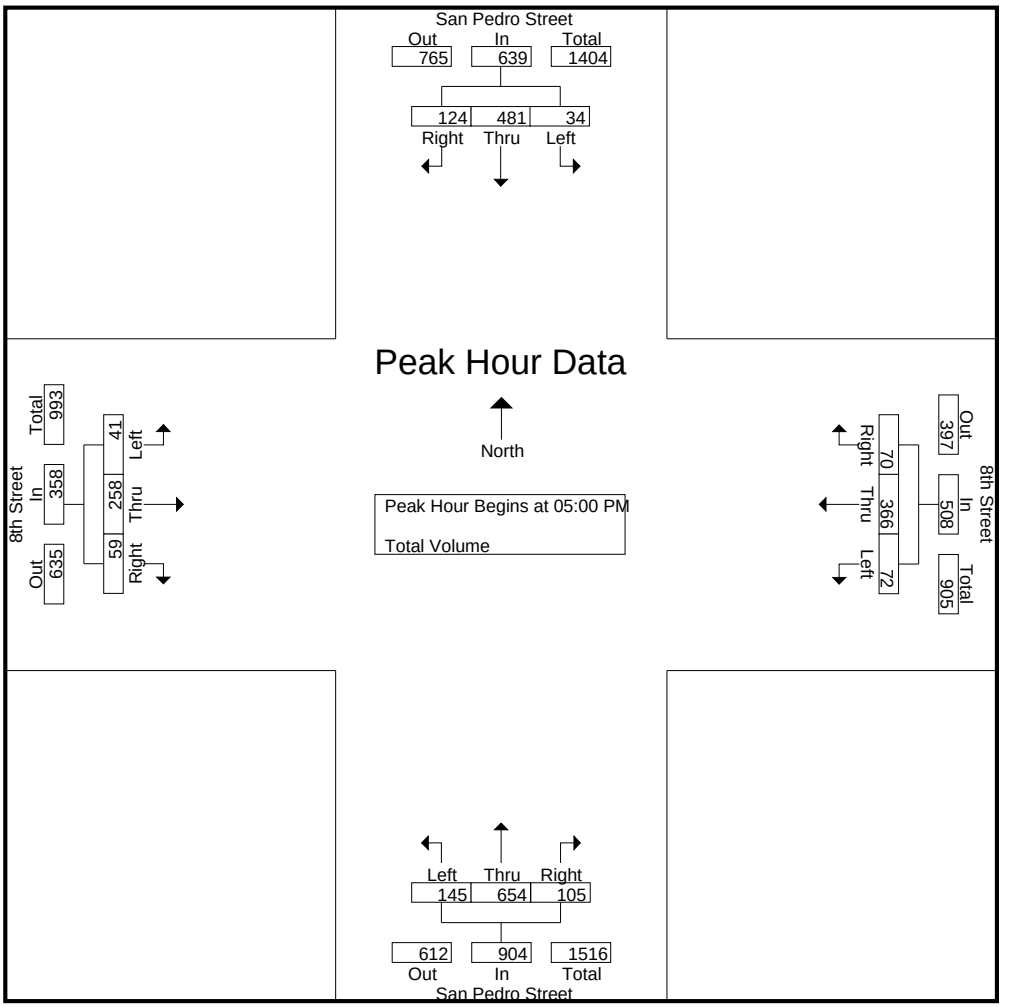

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:45 PM				05:00 PM				04:45 PM			
+0 mins.	9	134	23	166	3	109	19	131	38	139	23	200	14	72	6	92
+15 mins.	8	**146**	25	179	**21**	**114**	16	**151**	36	160	24	220	**15**	52	**23**	90
+30 mins.	**82**	37	**79**	**198**	20	97	16	133	27	173	21	221	9	**74**	14	**97**
+45 mins.	14	146	35	195	19	81	**21**	121	**44**	**182**	**37**	**263**	13	70	14	97
Total Volume	113	463	162	738	63	401	72	536	145	654	105	904	51	268	57	376
% App. Total	15.3	62.7	22		11.8	74.8	13.4		16	72.3	11.6		13.6	71.3	15.2	
PHF	.345	.793	.513	.932	.750	.879	.857	.887	.824	.898	.709	.859	.850	.905	.620	.969

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Groups Printed- Total Volume

	Central Avenue Southbound				6th Street Westbound				Central Avenue Northbound				6th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	60	0	62	25	0	41	66	0	80	8	88	8	20	11	39	255
07:15 AM	5	88	0	93	20	0	62	82	0	94	11	105	6	29	12	47	327
07:30 AM	3	88	0	91	41	0	41	82	0	87	10	97	4	18	15	37	307
07:45 AM	2	114	0	116	48	0	42	90	0	96	13	109	6	20	9	35	350
Total	12	350	0	362	134	0	186	320	0	357	42	399	24	87	47	158	1239
08:00 AM	5	119	0	124	52	0	64	116	0	97	17	114	12	41	15	68	422
08:15 AM	6	127	0	133	53	0	54	107	0	102	12	114	7	22	8	37	391
08:30 AM	3	110	0	113	42	0	49	91	0	111	13	124	7	19	12	38	366
08:45 AM	8	105	0	113	45	0	51	96	0	98	15	113	8	19	13	40	362
Total	22	461	0	483	192	0	218	410	0	408	57	465	34	101	48	183	1541
09:00 AM	7	98	0	105	50	0	38	88	0	108	19	127	4	12	14	30	350
09:15 AM	3	100	0	103	40	0	40	80	0	104	11	115	9	10	18	37	335
09:30 AM	1	91	0	92	34	0	41	75	0	87	17	104	4	16	12	32	303
09:45 AM	4	82	0	86	29	0	50	79	0	101	21	122	8	16	10	34	321
Total	15	371	0	386	153	0	169	322	0	400	68	468	25	54	54	133	1309
Grand Total	49	1182	0	1231	479	0	573	1052	0	1165	167	1332	83	242	149	474	4089
Apprch %	4	96	0		45.5	0	54.5		0	87.5	12.5		17.5	51.1	31.4		
Total %	1.2	28.9	0	30.1	11.7	0	14	25.7	0	28.5	4.1	32.6	2	5.9	3.6	11.6	

	Central Avenue Southbound				6th Street Westbound				Central Avenue Northbound				6th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	5	119	0	124	52	0	**64**	**116**	0	97	**17**	114	**12**	**41**	**15**	**68**	**422**
08:15 AM	6	**127**	0	**133**	**53**	0	54	107	0	102	12	114	7	22	8	37	391
08:30 AM	3	110	0	113	42	0	49	91	0	**111**	13	**124**	7	19	12	38	366
08:45 AM	**8**	105	0	113	45	0	51	96	0	98	15	113	8	19	13	40	362
Total Volume	22	461	0	483	192	0	218	410	0	408	57	465	34	101	48	183	1541
% App. Total	4.6	95.4	0		46.8	0	53.2		0	87.7	12.3		18.6	55.2	26.2		
PHF	.688	.907	.000	.908	.906	.000	.852	.884	.000	.919	.838	.938	.708	.616	.800	.673	.913

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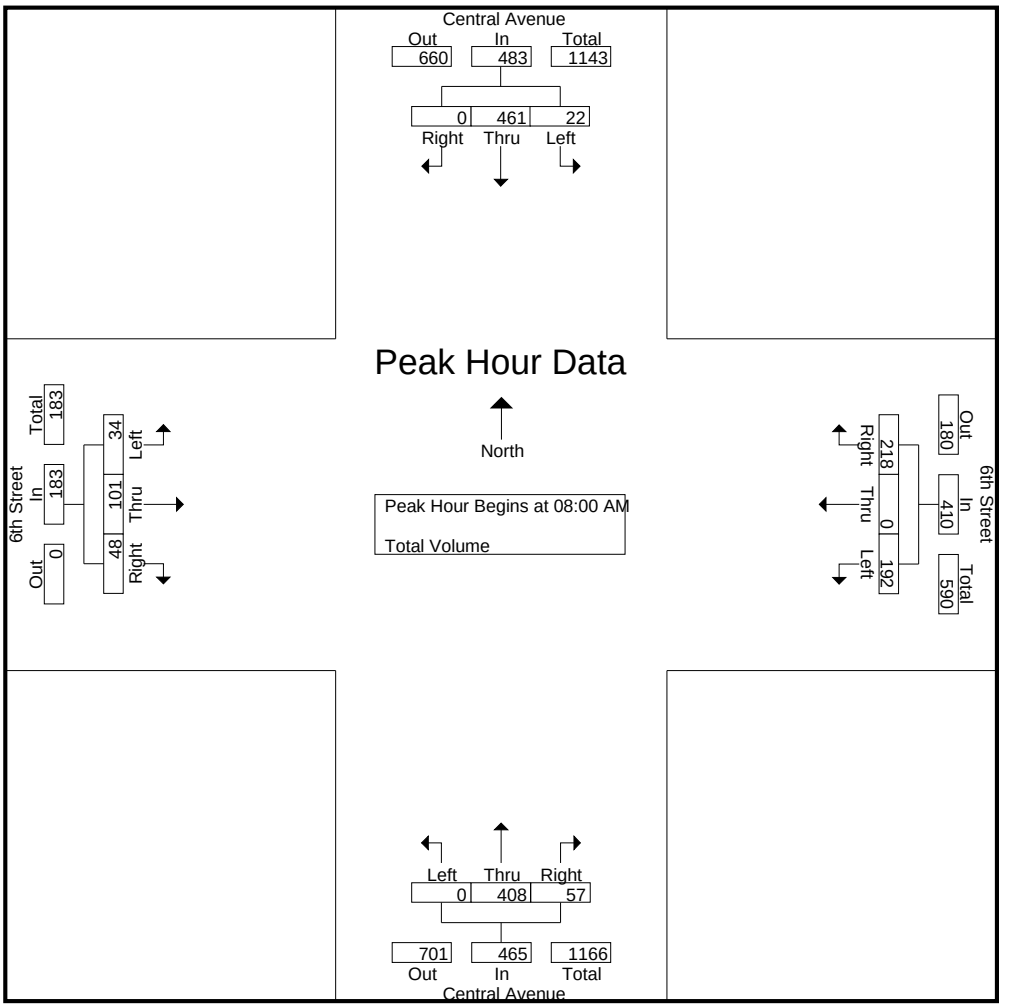

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				08:00 AM				08:30 AM				07:15 AM			
+0 mins.	2	114	0	116	52	0	**64**	**116**	0	**111**	13	124	6	29	12	47
+15 mins.	5	119	0	124	**53**	0	54	107	0	98	15	113	4	18	**15**	37
+30 mins.	**6**	**127**	0	**133**	42	0	49	91	0	108	**19**	**127**	6	20	9	35
+45 mins.	3	110	0	113	45	0	51	96	0	104	11	115	**12**	**41**	15	**68**
Total Volume	16	470	0	486	192	0	218	410	0	421	58	479	28	108	51	187
% App. Total	3.3	96.7	0		46.8	0	53.2		0	87.9	12.1		15	57.8	27.3	
PHF	.667	.925	.000	.914	.906	.000	.852	.884	.000	.948	.763	.943	.583	.659	.850	.688

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Groups Printed- Total Volume

	Central Avenue Southbound				6th Street Westbound				Central Avenue Northbound				6th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	10	87	0	97	34	0	29	63	0	116	13	129	16	86	25	127	416
03:15 PM	11	99	0	110	28	0	17	45	0	134	16	150	26	87	35	148	453
03:30 PM	6	89	0	95	45	0	33	78	0	122	21	143	24	84	28	136	452
03:45 PM	8	82	0	90	29	0	46	75	0	124	21	145	23	90	32	145	455
Total	35	357	0	392	136	0	125	261	0	496	71	567	89	347	120	556	1776
04:00 PM	8	121	0	129	39	0	31	70	0	148	17	165	18	85	41	144	508
04:15 PM	5	94	0	99	33	0	28	61	0	115	19	134	21	81	32	134	428
04:30 PM	9	117	0	126	39	0	55	94	0	131	20	151	26	91	38	155	526
04:45 PM	7	126	0	133	41	0	44	85	0	174	20	194	29	88	32	149	561
Total	29	458	0	487	152	0	158	310	0	568	76	644	94	345	143	582	2023
05:00 PM	6	146	0	152	56	0	41	97	0	201	26	227	25	84	43	152	628
05:15 PM	2	111	0	113	42	0	63	105	0	163	20	183	28	113	36	177	578
05:30 PM	14	91	0	105	39	0	48	87	0	195	26	221	37	116	35	188	601
05:45 PM	8	104	0	112	24	0	60	84	0	253	32	285	43	83	35	161	642
Total	30	452	0	482	161	0	212	373	0	812	104	916	133	396	149	678	2449
Grand Total	94	1267	0	1361	449	0	495	944	0	1876	251	2127	316	1088	412	1816	6248
Apprch %	6.9	93.1	0		47.6	0	52.4		0	88.2	11.8		17.4	59.9	22.7		
Total %	1.5	20.3	0	21.8	7.2	0	7.9	15.1	0	30	4	34	5.1	17.4	6.6	29.1	

	Central Avenue Southbound				6th Street Westbound				Central Avenue Northbound				6th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	6	**146**	0	**152**	**56**	0	41	97	0	201	26	227	25	84	**43**	152	628
05:15 PM	2	111	0	113	42	0	**63**	**105**	0	163	20	183	28	113	36	177	578
05:30 PM	**14**	91	0	105	39	0	48	87	0	195	26	221	37	**116**	35	**188**	601
05:45 PM	8	104	0	112	24	0	60	84	0	**253**	**32**	**285**	**43**	83	35	161	**642**
Total Volume	30	452	0	482	161	0	212	373	0	812	104	916	133	396	149	678	2449
% App. Total	6.2	93.8	0		43.2	0	56.8		0	88.6	11.4		19.6	58.4	22		
PHF	.536	.774	.000	.793	.719	.000	.841	.888	.000	.802	.813	.804	.773	.853	.866	.902	.954

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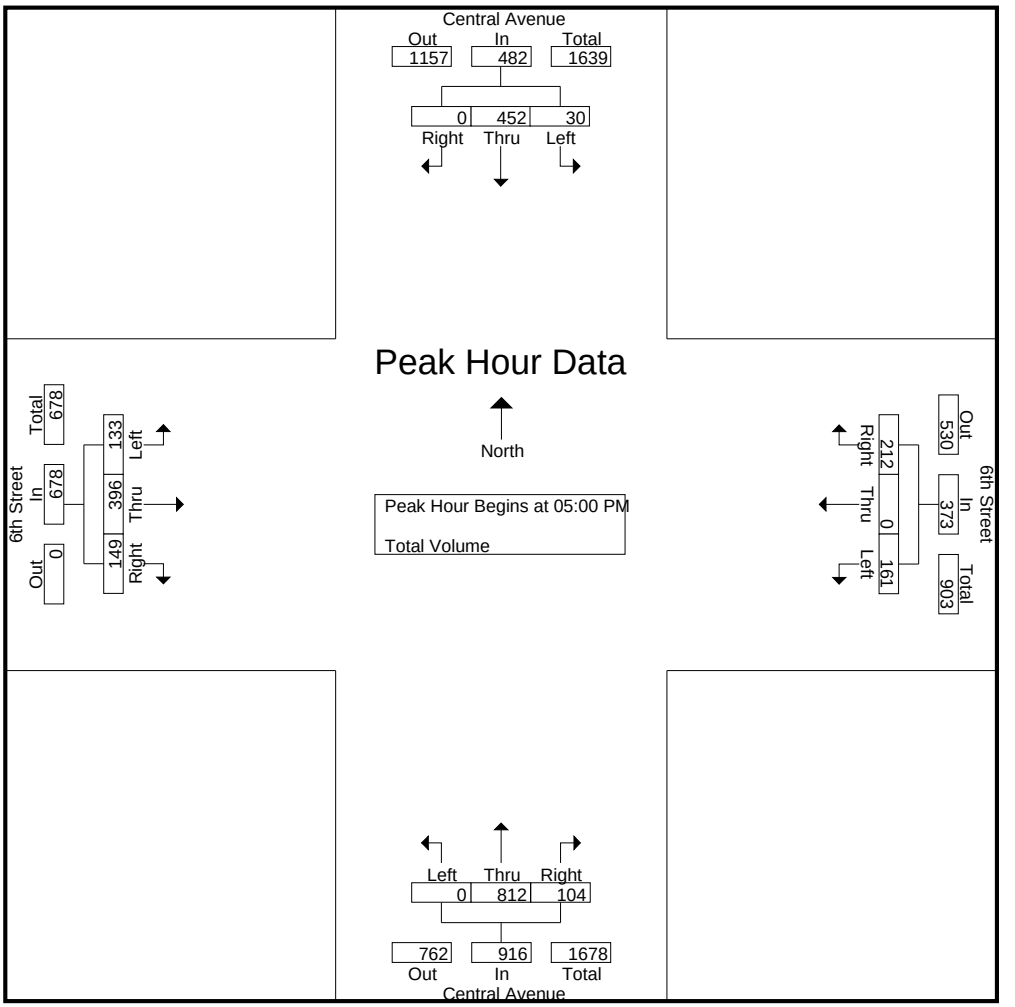

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				05:00 PM				05:00 PM			
+0 mins.	**9**	117	0	126	39	0	55	94	0	201	26	227	25	84	**43**	152
+15 mins.	7	126	0	133	41	0	44	85	0	163	20	183	28	113	36	177
+30 mins.	6	**146**	0	**152**	**56**	0	41	97	0	195	26	221	37	**116**	35	**188**
+45 mins.	2	111	0	113	42	0	**63**	**105**	0	**253**	**32**	**285**	**43**	83	35	161
Total Volume	24	500	0	524	178	0	203	381	0	812	104	916	133	396	149	678
% App. Total	4.6	95.4	0		46.7	0	53.3		0	88.6	11.4		19.6	58.4	22	
PHF	.667	.856	.000	.862	.795	.000	.806	.907	.000	.802	.813	.804	.773	.853	.866	.902

APPENDIX C

PROPOSED PROJECT:
CMA AND LEVELS OF SERVICE EXPLANATION
CMA DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS

CRITICAL MOVEMENT ANALYSIS (CMA) DESCRIPTION

Level of Service is a term used to describe prevailing conditions and their effect on traffic. Broadly interpreted, the Level of Service concept denotes any one of a number of differing combinations of operating conditions which may take place as a roadway is accommodating various traffic volumes. Level of Service is a qualitative measure of the effect of such factors as travel speed, travel time, interruptions, freedom to maneuver, safety, driving comfort and convenience.

Six Levels of Service, A through F, have been defined in the 1965 *Highway Capacity Manual*. Level of Service A describes a condition of free flow, with low traffic volumes and relatively high speeds, while Level of Service F describes forced traffic flow at low speeds with jammed conditions and queues which cannot clear during the green phases.

Critical Movement Analysis (CMA) is a procedure which provides a capacity and level of service geometry and traffic signal operation and results in a level of service determination for the intersection as a whole operating unit.

The per lane volume for each movement in the intersection is determined and the per lane intersection capacity based on the Transportation Research Board (TRB) Report 212 (*Interim Materials on Highway Capacity*). The resulting CMA represents the ratio of the intersection's cumulative volume over its respective capacity (V/C ratio). Critical Movement Analysis takes into account lane widths, bus and truck operations, pedestrian activity and parking activity, as well as number of lanes and geometrics.

The Level of Service (abbreviated from the *Highway Capacity Manual*) are listed here with their corresponding CMA and Load Factor equivalents. Load Factor is that proportion of the signal cycles during the peak hour which are fully loaded; i.e. when all of the vehicles waiting at the beginning of green are not able to clear on that green phase.

Critical Movement Analysis Characteristics

Level of Service	Load Factor	Equivalent CMA
A (free flow)	0.0	0.00 - 0.60
B (rural design)	0.0 - 0.1	0.61 - 0.70
C (urban design)	0.1 - 0.3	0.71 - 0.80
D (maximum urban design)	0.3 - 0.7	0.81 - 0.90
E (capacity)	0.7 - 1.0	0.91 - 1.00
F (force flow)	Not Applicable	Not Applicable

SERVICE LEVEL A
There are no loaded cycles and few are even close to loaded at this service level. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.

SERVICE LEVEL B
This level represents stable operation where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.

SERVICE LEVEL C
At this level stable operation continues. Loading is still intermittent but more frequent than at Level B. Occasionally drivers may have to wait through more one red signal indication and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.

SERVICE LEVEL D
This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak hour, but enough cycles with lower demand occur to permit periodic clearance of queues, thus preventing excessive backups. Drivers frequently have to wait through more than one red signal. This level is the lower limit of acceptable operation to most drivers.

SERVICE LEVEL E
This represents near capacity and capacity operation. At capacity (CMA = 1.0) it represents the most vehicles that the particular intersection can accommodate. However, full utilization of every signal cycle is seldom attained no matter how great the demand. At this level all drivers wait through more than one red signal, and frequently through several.

SERVICE LEVEL F
Jammed conditions. Traffic backed up from a downstream location on one of the street restricts or prevents movement of traffic through the intersection under consideration.

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Los Angels Street	Year of Count:	2017	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	3/5/2018
1	East-West Street:	6th Street	Projection Year:	2025	Peak Hour:	AM	Reviewed by:		Project:	Weingart Projects/1-17-4241-1

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	368	1	209	0	368	212	246	644	1	357	0	644	1	360	0	644	1	360
	Through-Right		1							1				1				1	
	Right	50	0	50	6	56	56	16	70	0	70	6	76	0	76	0	76	0	76
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	80	0	80	2	82	82	0	87	0	87	2	89	0	89	0	89	0	89
	Left-Through		1							1				1				1	
	Through	940	1	**550**	18	958	**561**	182	1200	1	**774**	18	1218	1	**787**	0	1218	1	**787**
	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	66	0	66	0	66	66	0	71	0	71	0	71	0	71	0	71	0	71
	Left-Through		1							1				1				1	
	Through	225	2	97	10	235	100	320	564	2	**193**	10	574	2	**197**	0	574	2	**197**
	Through-Right		1							1				1				1	
	Right	113	0	**113**	6	119	**119**	16	138	0	193	6	144	0	197	0	144	0	197
	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	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	
CRITICAL VOLUMES		*North-South:*		550	*North-South:*		561	*North-South:*			774	*North-South:*			787	*North-South:*			787
		East-West:		113	*East-West:*		119	*East-West:*			193	*East-West:*			197	*East-West:*			197
		SUM:		663	*SUM:*		680	*SUM:*			967	*SUM:*			984	*SUM:*			984
VOLUME/CAPACITY *(V/C)* RATIO:				0.442			0.453				0.645				0.656				0.656
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.342**			**0.353**				**0.545**				**0.556**				**0.556**
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: 0.011 **Δ*v/c* after mitigation:** 0.011

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Los Angels Street	Year of Count:	2017	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	3/5/2018
1	East-West Street:	6th Street	Projection Year:	2025	Peak Hour:	PM	Reviewed by:		Project:	Weingart Projects/1-17-4241-1

		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-- / EB-- 0 WB--		0	NB-- 0 SB-- / EB-- 0 WB--		0	NB-- 0 SB-- / EB-- 0 WB--		0		NB-- 0 SB-- / EB-- 0 WB--		0		NB-- 0 SB-- / 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	811	1	**488**	0	811	**490**	255	1133	1	665	0	1133	1	668	0	1133	1	668
	Through-Right		1							1				1				1	
	Right	164	0	164	5	169	169	19	197	0	197	5	202	0	202	0	202	0	202
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	62	0	**62**	0	62	**62**	0	67	0	67	0	67	0	67	0	67	0	67
	Left-Through		1							1				1				1	
	Through	736	1	492	15	751	500	313	1110	1	**756**	15	1125	1	**764**	0	1125	1	**764**
	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	145	0	145	0	145	145	0	157	0	157	0	157	0	157	0	157	0	157
	Left-Through		1							1				1				1	
	Through	566	2	**205**	6	572	**208**	369	982	2	**320**	6	988	2	**323**	0	988	2	**323**
	Through-Right		1							1				1				1	
	Right	110	0	205	5	115	208	23	142	0	320	5	147	0	323	0	147	0	323
	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	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	
	CRITICAL VOLUMES	*North-South:*		550	*North-South:*		552	*North-South:*			756	*North-South:*			764	*North-South:*			764
		East-West:		205	*East-West:*		208	*East-West:*			320	*East-West:*			323	*East-West:*			323
		SUM:		755	*SUM:*		760	*SUM:*			1076	*SUM:*			1087	*SUM:*			1087
	VOLUME/CAPACITY (V/C) RATIO:			0.503			0.507				0.717				0.725				0.725
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.403**			**0.407**				**0.617**				**0.625**				**0.625**
	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: 0.008 **$\Delta v/c$ after mitigation:** 0.008

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Pedro Street	Year of Count:	2017	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	3/5/2018
2	East-West Street:	4th Street	Projection Year:	2025	Peak Hour:	AM	Reviewed by:		Project:	Weingart Projects/1-17-4241-1

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

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	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	279	1	174	17	296	185	131	433	1	254	17	450	1	266	0	450	1	266
	Through-Right		1							1				1				1	
	Right	68	0	68	6	74	74	1	75	0	75	6	81	0	81	0	81	0	81
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	46	1	46	5	51	51	1	51	1	51	5	56	1	56	0	56	1	56
	Left-Through		0							0				0				0	
	Through	583	2	**292**	4	587	**294**	103	734	2	**367**	4	738	2	**369**	0	738	2	**369**
	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	60	0	60	0	60	60	0	65	0	65	0	65	0	65	0	65	0	65
	Left-Through		1							1				1				1	
	Through	522	2	**170**	6	528	**172**	139	704	2	**219**	6	710	2	**220**	0	710	2	**220**
	Through-Right		1							1				1				1	
	Right	98	0	170	0	98	172	0	106	0	219	0	106	0	220	0	106	0	220
	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	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	
CRITICAL VOLUMES		*North-South:*		292	*North-South:*		294	*North-South:*			367	*North-South:*			369	*North-South:*			369
		East-West:		170	*East-West:*		172	*East-West:*			219	*East-West:*			220	*East-West:*			220
		SUM:		462	*SUM:*		466	*SUM:*			586	*SUM:*			589	*SUM:*			589
VOLUME/CAPACITY *(V/C)* RATIO:				0.308			0.311				0.391				0.393				0.393
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.208**			**0.211**				**0.291**				**0.293**				**0.293**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	∆*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:	San Pedro Street	Year of Count:	2017	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	3/5/2018
2	East-West Street:	4th Street	Projection Year:	2025	Peak Hour:	PM	Reviewed by:		Project:	Weingart Projects/1-17-4241-1

		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-- / EB-- 0 WB--		0	NB-- 0 SB-- / EB-- 0 WB--		0	NB-- 0 SB-- / EB-- 0 WB--		0		NB-- 0 SB-- / EB-- 0 WB--		0		NB-- 0 SB-- / 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	687	1	**407**	14	701	**416**	140	884	1	**511**	14	898	1	**520**	0	898	1	**520**
	Through-Right		1							1				1				1	
	Right	126	0	126	5	131	131	1	137	0	137	5	142	0	142	0	142	0	142
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	88	1	**88**	4	92	**92**	1	96	1	**96**	4	100	1	**100**	0	100	1	**100**
	Left-Through		0							0				0				0	
	Through	357	2	179	2	359	180	163	550	2	275	2	552	2	276	0	552	2	276
	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	109	0	109	0	109	109	0	118	0	118	0	118	0	118	0	118	0	118
	Left-Through		1							1				1				1	
	Through	1467	2	**413**	5	1472	**414**	176	1765	2	**491**	5	1770	2	**492**	0	1770	2	**492**
	Through-Right		1							1				1				1	
	Right	75	0	413	0	75	414	0	81	0	491	0	81	0	492	0	81	0	492
	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	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	
	CRITICAL VOLUMES	*North-South:*		495	*North-South:*		508	*North-South:*			607	*North-South:*			620	*North-South:*			620
		East-West:		413	*East-West:*		414	*East-West:*			491	*East-West:*			492	*East-West:*			492
		SUM:		908	*SUM:*		922	*SUM:*			1098	*SUM:*			1112	*SUM:*			1112
	VOLUME/CAPACITY (V/C) RATIO:			0.605			0.615				0.732				0.741				0.741
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.505**			**0.515**				**0.632**				**0.641**				**0.641**
	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: 0.009 **$\Delta v/c$ after mitigation:** 0.009

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Pedro Street	Year of Count:	2017	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	3/5/2018
3	East-West Street:	5th Street	Projection Year:	2025	Peak Hour:	AM	Reviewed by:		Project:	Weingart Projects/1-17-4241-1

	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	53	1	**53**	15	68	**68**	0	57	1	**57**	15	72	1	**72**	0	72	1	**72**
Left-Through		0							0				0				0	
Through	292	2	146	15	307	154	117	433	2	217	15	448	2	224	0	448	2	224
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	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	569	1	**330**	4	573	**332**	103	719	1	**409**	4	723	1	**411**	0	723	1	**411**
Through-Right		1							1				1				1	
Right	91	0	91	0	91	91	0	99	0	99	0	99	0	99	0	99	0	99
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	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	
WESTBOUND																		
Left	21	0	21	0	21	21	1	24	0	24	0	24	0	24	0	24	0	24
Left-Through		1							1				1				1	
Through	395	1	**150**	20	415	**159**	234	662	1	**246**	20	682	1	**255**	0	682	1	**255**
Through-Right		1							1				1				1	
Right	33	0	150	8	41	159	15	51	0	246	8	59	0	255	0	59	0	255
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		383	*North-South:*		400	*North-South:*			466	*North-South:*			483	*North-South:*			483
	East-West:		150	*East-West:*		159	*East-West:*			246	*East-West:*			255	*East-West:*			255
	SUM:		533	*SUM:*		559	*SUM:*			712	*SUM:*			738	*SUM:*			738
VOLUME/CAPACITY *(V/C)* RATIO:			0.355			0.373				0.475				0.492				0.492
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.255**			**0.273**				**0.375**				**0.392**				**0.392**
LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

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

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.017 **Significant impacted?** NO

Δ*v/c* after mitigation: 0.017 **Fully mitigated?** N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Pedro Street	Year of Count:	2017	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	3/5/2018
3	East-West Street:	5th Street	Projection Year:	2025	Peak Hour:	PM	Reviewed by:		Project:	Weingart Projects/1-17-4241-1

		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-- / EB-- 0 WB--		0	NB-- 0 SB-- / EB-- 0 WB--		0	NB-- 0 SB-- / EB-- 0 WB--		0		NB-- 0 SB-- / EB-- 0 WB--		0		NB-- 0 SB-- / 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	14	81	81	0	73	1	73	14	87	1	87	0	87	1	87
	Left-Through		0							0				0				0	
	Through	702	2	**351**	12	714	**357**	133	893	2	**447**	12	905	2	**453**	0	905	2	**453**
	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	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	408	1	238	2	410	239	163	605	1	340	2	607	1	341	0	607	1	341
	Through-Right		1							1				1				1	
	Right	68	0	68	0	68	68	0	74	0	74	0	74	0	74	0	74	0	74
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
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	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	
WESTBOUND	Left	33	0	33	0	33	33	3	39	0	39	0	39	0	39	0	39	0	39
	Left-Through		1							1				1				1	
	Through	278	1	**120**	24	302	**130**	411	712	1	**271**	24	736	1	**281**	0	736	1	**281**
	Through-Right		1							1				1				1	
	Right	49	0	120	7	56	130	8	61	0	271	7	68	0	281	0	68	0	281
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		351	*North-South:*		357	*North-South:*			447	*North-South:*			453	*North-South:*			453
		East-West:		120	*East-West:*		130	*East-West:*			271	*East-West:*			281	*East-West:*			281
		SUM:		471	*SUM:*		487	*SUM:*			718	*SUM:*			734	*SUM:*			734
	VOLUME/CAPACITY (V/C) RATIO:			0.314			0.325				0.479				0.489				0.489
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.214**			**0.225**				**0.379**				**0.389**				**0.389**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.010 **$\Delta v/c$ after mitigation:** 0.010

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Pedro Street	Year of Count:	2017	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	3/5/2018
4	East-West Street:	6th Street	Projection Year:	2025	Peak Hour:	AM	Reviewed by:		Project:	Weingart Projects/1-17-4241-1

	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-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- 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	315	1	192	31	346	228	117	458	1	268	31	489	1	304	0	489	1	304
Through-Right		1							1				1				1	
Right	68	0	68	41	109	109	4	78	0	78	41	119	0	119	0	119	0	119
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	37	0	37	4	41	41	1	41	0	41	4	45	0	45	0	45	0	45
Left-Through		1							1				1				1	
Through	529	1	**302**	0	529	**306**	101	674	1	**378**	0	674	1	**427**	0	674	1	**427**
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	27	0	27	0	27	27	0	29	0	29	0	29	0	29	0	29	0	29
Left-Through		1							1				1				1	
Through	161	2	**55**	18	179	**59**	359	533	2	**149**	18	551	2	**153**	0	551	2	**153**
Through-Right		1							1				1				1	
Right	30	0	55	0	30	59	0	32	0	149	0	32	0	153	0	32	0	153
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	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	
CRITICAL VOLUMES	*North-South:*		302	*North-South:*		306	*North-South:*			378	*North-South:*			427	*North-South:*			427
	East-West:		55	*East-West:*		59	*East-West:*			149	*East-West:*			153	*East-West:*			153
	SUM:		357	*SUM:*		365	*SUM:*			527	*SUM:*			580	*SUM:*			580
VOLUME/CAPACITY *(V/C)* RATIO:			0.238			0.243				0.351				0.387				0.387
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.138**			**0.143**				**0.251**				**0.287**				**0.287**
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: 0.036 **$\Delta v/c$ after mitigation:** 0.036

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Pedro Street	Year of Count:	2017	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	3/5/2018
4	East-West Street:	6th Street	Projection Year:	2025	Peak Hour:	PM	Reviewed by:		Project:	Weingart Projects/1-17-4241-1

	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	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	696	1	**376**	28	724	**407**	133	887	1	**477**	28	915	1	**509**	0	915	1	**509**
Through-Right		1							1				1				1	
Right	55	0	55	35	90	90	7	67	0	67	35	102	0	102	0	102	0	102
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	46	0	**46**	3	49	**49**	5	55	0	**55**	3	58	0	**58**	0	58	0	**58**
Left-Through		1							1				1				1	
Through	406	1	295	0	406	301	152	592	1	406	0	592	1	470	0	592	1	470
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	92	0	92	0	92	92	0	100	0	100	0	100	0	100	0	100	0	100
Left-Through		1							1				1				1	
Through	631	2	**194**	12	643	**197**	369	1052	2	**303**	12	1064	2	**306**	0	1064	2	**306**
Through-Right		1							1				1				1	
Right	54	0	194	0	54	197	2	60	0	303	0	60	0	306	0	60	0	306
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	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	
CRITICAL VOLUMES	*North-South:*		422	*North-South:*		456	*North-South:*			532	*North-South:*			567	*North-South:*			567
	East-West:		194	*East-West:*		197	*East-West:*			303	*East-West:*			306	*East-West:*			306
	SUM:		616	*SUM:*		653	*SUM:*			835	*SUM:*			873	*SUM:*			873
VOLUME/CAPACITY (V/C) RATIO:			0.411			0.435				0.557				0.582				0.582
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.311**			**0.335**				**0.457**				**0.482**				**0.482**
LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

	NB--	SB--	EB--	WB--
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?				
Override Capacity				

	EXISTING CONDITION	EXISTING PLUS PROJECT	FUTURE CONDITION W/O PROJECT	FUTURE CONDITION W/ PROJECT	FUTURE W/ PROJECT W/ MITIGATION
No. of Phases	2	2	2	2	2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.025 — $\Delta v/c$ after mitigation: 0.025

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Pedro Street	Year of Count:	2017	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	3/5/2018
5	East-West Street:	7th Street	Projection Year:	2025	Peak Hour:	AM	Reviewed by:		Project:	Weingart Projects/1-17-4241-1

	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-- / EB-- 0 WB--		0	NB-- 0 SB-- / EB-- 0 WB--		0	NB-- 0 SB-- / EB-- 0 WB--			0	NB-- 0 SB-- / EB-- 0 WB--			0	NB-- 0 SB-- / EB-- 0 WB--			0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	
NORTHBOUND																		
Left	54	1	**54**	0	54	**54**	17	75	1	**75**	0	75	1	**75**	0	75	1	**75**
Left-Through		0							0				0				0	
Through	343	1	202	29	372	216	100	471	1	270	29	500	1	284	0	500	1	284
Through-Right		1							1				1				1	
Right	60	0	60	0	60	60	3	68	0	68	0	68	0	68	0	68	0	68
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	45	1	45	0	45	45	0	49	1	49	0	49	1	49	0	49	1	49
Left-Through		0							0				0				0	
Through	442	1	**252**	0	442	**252**	84	563	1	**324**	0	563	1	**324**	0	563	1	**324**
Through-Right		1							1				1				1	
Right	61	0	61	0	61	61	18	84	0	84	0	84	0	84	0	84	0	84
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	55	0	**55**	22	77	**77**	21	81	0	**81**	22	103	0	**103**	0	103	0	**103**
Left-Through		1							1				1				1	
Through	383	0	354	0	383	398	162	577	0	518	0	577	0	562	0	577	0	562
Through-Right		1							1				1				1	
Right	105	0	354	0	105	398	21	135	0	518	0	135	0	562	0	135	0	562
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	139	0	139	12	151	151	17	168	0	168	12	180	0	180	0	180	0	180
Left-Through		1							1				1				1	
Through	612	0	**464**	0	612	**487**	111	774	0	**743**	0	774	0	**778**	0	774	0	**778**
Through-Right		1							1				1				1	
Right	37	0	464	22	59	487	0	40	0	743	22	62	0	778	0	62	0	778
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		306	*North-South:*		306	*North-South:*			399	*North-South:*			399	*North-South:*			399
	East-West:		519	*East-West:*		564	*East-West:*			824	*East-West:*			881	*East-West:*			881
	SUM:		825	*SUM:*		870	*SUM:*			1223	*SUM:*			1280	*SUM:*			1280
VOLUME/CAPACITY *(V/C)* RATIO:			0.550			0.580				0.815				0.853				0.853
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.450**			**0.480**				**0.715**				**0.753**				**0.753**
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: 0.038 **Δ*v/c* after mitigation:** 0.038

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Pedro Street	Year of Count:	2017	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	3/5/2018
5	East-West Street:	7th Street	Projection Year:	2025	Peak Hour:	PM	Reviewed by:		Project:	Weingart Projects/1-17-4241-1

		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-- / EB-- 0 WB--		0	NB-- 0 SB-- / EB-- 0 WB--		0	NB-- 0 SB-- / EB-- 0 WB--		0		NB-- 0 SB-- / EB-- 0 WB--		0		NB-- 0 SB-- / EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	54	1	54	0	54	54	28	86	1	86	0	86	1	86	0	86	1	86
	Left-Through		0							0				0				0	
	Through	654	1	**361**	20	674	**371**	118	826	1	**455**	20	846	1	**465**	0	846	1	**465**
	Through-Right		1							1				1				1	
	Right	67	0	67	0	67	67	10	83	0	83	0	83	0	83	0	83	0	83
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	29	1	**29**	0	29	**29**	0	31	1	**31**	0	31	1	**31**	0	31	1	**31**
	Left-Through		0							0				0				0	
	Through	421	1	233	0	421	233	124	580	1	329	0	580	1	329	0	580	1	329
	Through-Right		1							1				1				1	
	Right	44	0	44	0	44	44	30	78	0	78	0	78	0	78	0	78	0	78
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	41	0	**41**	16	57	**57**	22	66	0	66	16	82	0	82	0	82	0	82
	Left-Through		1							1				1				1	
	Through	683	0	408	0	683	424	159	899	0	**620**	0	899	0	**652**	0	899	0	**652**
	Through-Right		1							1				1				1	
	Right	50	0	408	0	50	424	22	76	0	620	0	76	0	652	0	76	0	652
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	127	0	127	10	137	137	8	146	0	**146**	10	156	0	**156**	0	156	0	**156**
	Left-Through		1							1				1				1	
	Through	508	0	**532**	4	512	**562**	187	737	0	687	4	741	0	717	0	741	0	717
	Through-Right		1							1				1				1	
	Right	48	0	532	16	64	562	0	52	0	687	16	68	0	717	0	68	0	717
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		390	*North-South:*		400	*North-South:*			486	*North-South:*			496	*North-South:*			496
		East-West:		573	*East-West:*		619	*East-West:*			766	*East-West:*			808	*East-West:*			808
		SUM:		963	*SUM:*		1019	*SUM:*			1252	*SUM:*			1304	*SUM:*			1304
	VOLUME/CAPACITY (V/C) RATIO:			0.642			0.679				0.835				0.869				0.869
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.542**			**0.579**				**0.735**				**0.769**				**0.769**
	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: 0.034 **$\Delta v/c$ after mitigation:** 0.034

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Pedro Street	Year of Count:	2017	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	3/5/2018
6	East-West Street:	8th Street	Projection Year:	2025	Peak Hour:	AM	Reviewed by:		Project:	Weingart Projects/1-17-4241-1

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	178	1	**178**	0	178	**178**	8	201	1	**201**	0	201	1	**201**	0	201	1	**201**
	Left-Through		0							0				0				0	
	Through	424	1	252	15	439	259	120	579	1	333	15	594	1	340	0	594	1	340
	Through-Right		1							1				1				1	
	Right	79	0	79	0	79	79	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	
SOUTHBOUND	Left	38	1	38	0	38	38	2	43	1	43	0	43	1	43	0	43	1	43
	Left-Through		0							0				0				0	
	Through	546	2	**273**	12	558	**279**	120	711	2	**356**	12	723	2	**362**	0	723	2	**362**
	Through-Right		0							0				0				0	
	Right	127	0	0	0	127	0	0	138	0	0	0	138	0	0	0	138	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	25	0	**25**	10	35	**35**	0	27	0	**27**	10	37	0	**37**	0	37	0	**37**
	Left-Through		1							1				1				1	
	Through	102	0	94	0	102	104	189	299	0	204	0	299	0	214	0	299	0	214
	Through-Right		1							1				1				1	
	Right	35	0	94	0	35	104	17	55	0	204	0	55	0	214	0	55	0	214
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	68	0	68	0	68	68	0	74	0	74	0	74	0	74	0	74	0	74
	Left-Through		1							1				1				1	
	Through	323	0	**213**	0	323	**214**	119	469	0	**327**	0	469	0	**329**	0	469	0	**329**
	Through-Right		1							1				1				1	
	Right	34	0	213	3	37	214	0	37	0	327	3	40	0	329	0	40	0	329
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		451	*North-South:*		457	*North-South:*			557	*North-South:*			563	*North-South:*			563
		East-West:		238	*East-West:*		249	*East-West:*			354	*East-West:*			366	*East-West:*			366
		SUM:		689	*SUM:*		706	*SUM:*			911	*SUM:*			929	*SUM:*			929
VOLUME/CAPACITY *(V/C)* RATIO:				0.459			0.471				0.607				0.619				0.619
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.359**			**0.371**				**0.507**				**0.519**				**0.519**
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:	0.012	∆*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:	San Pedro Street	Year of Count:	2017	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	3/5/2018
6	East-West Street:	8th Street	Projection Year:	2025	Peak Hour:	PM	Reviewed by:		Project:	Weingart Projects/1-17-4241-1

	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-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	
NORTHBOUND																		
Left	145	1	145	0	145	145	20	177	1	177	0	177	1	177	0	177	1	177
Left-Through		0							0				0				0	
Through	654	1	**380**	12	666	**386**	154	862	1	**488**	12	874	1	**494**	0	874	1	**494**
Through-Right		1							1				1				1	
Right	105	0	105	0	105	105	0	114	0	114	0	114	0	114	0	114	0	114
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	34	1	**34**	0	34	**34**	1	38	1	**38**	0	38	1	**38**	0	38	1	**38**
Left-Through		0							0				0				0	
Through	481	2	241	9	490	245	153	674	2	337	9	683	2	342	0	683	2	342
Through-Right		0							0				0				0	
Right	124	0	0	0	124	0	0	134	0	0	0	134	0	0	0	134	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	41	0	**41**	7	48	**48**	0	44	0	**44**	7	51	0	**51**	0	51	0	**51**
Left-Through		1							1				1				1	
Through	258	0	200	0	258	207	166	445	0	350	0	445	0	364	0	445	0	364
Through-Right		1							1				1				1	
Right	59	0	200	0	59	207	14	78	0	350	0	78	0	364	0	78	0	364
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	72	0	72	1	73	73	0	78	0	78	1	79	0	79	0	79	0	79
Left-Through		1							1				1				1	
Through	366	0	**290**	0	366	**292**	227	623	0	**429**	0	623	0	**431**	0	623	0	**431**
Through-Right		1							1				1				1	
Right	70	0	290	2	72	292	2	78	0	429	2	80	0	431	0	80	0	431
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		414	*North-South:*		420	*North-South:*			526	*North-South:*			532	*North-South:*			532
	East-West:		331	*East-West:*		340	*East-West:*			473	*East-West:*			482	*East-West:*			482
	SUM:		745	*SUM:*		760	*SUM:*			999	*SUM:*			1014	*SUM:*			1014
VOLUME/CAPACITY (V/C) RATIO:			0.497			0.507				0.666				0.676				0.676
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.397**			**0.407**				**0.566**				**0.576**				**0.576**
LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.010 **Δ*v/c* after mitigation:** 0.010

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Central Avenue	Year of Count:	2017	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	3/5/2018
7	East-West Street:	6th Street	Projection Year:	2025	Peak Hour:	AM	Reviewed by:		Project:	Weingart Projects/1-17-4241-1

No. of Phases			4			4			4			4			4			4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2			2	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	2	EB-- 0	WB--	2	EB-- 0	WB--	2	EB-- 0	WB--	2	EB-- 0	WB--	2	EB-- 0	WB--	2	
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	408	1	**233**	4	412	**235**	28	470	1	**307**	4	474	1	**309**	0	474	1	**309**
	Through-Right		1							1				1				1	
	Right	57	0	57	0	57	57	81	143	0	143	0	143	0	143	0	143	0	143
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	22	1	**22**	0	22	**22**	0	24	1	**24**	0	24	1	**24**	0	24	1	**24**
	Left-Through		0							0				0				0	
	Through	461	2	231	9	470	235	28	527	2	264	9	536	2	268	0	536	2	268
	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	34	1	34	5	39	39	74	111	1	111	5	116	1	116	0	116	1	116
	Left-Through		0							0				0				0	
	Through	101	2	**51**	19	120	60	270	379	2	**190**	19	398	2	**199**	0	398	2	**199**
	Through-Right		0							0				0				0	
	Right	48	1	48	13	61	**61**	11	63	1	63	13	76	1	76	0	76	1	76
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	192	1	**192**	9	201	**201**	85	293	1	**293**	9	302	1	**302**	0	302	1	**302**
	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	218	2	120	13	231	127	0	236	2	130	13	249	2	137	0	249	2	137
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		255	*North-South:*		257	*North-South:*			331	*North-South:*			333	*North-South:*			333
		East-West:		243	*East-West:*		262	*East-West:*			483	*East-West:*			501	*East-West:*			501
		SUM:		498	*SUM:*		519	*SUM:*			814	*SUM:*			834	*SUM:*			834
VOLUME/CAPACITY *(V/C)* RATIO:				0.362			0.377				0.592				0.607				0.607
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.262**			**0.277**				**0.492**				**0.507**				**0.507**
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:	0.015	∆*v/c* after mitigation:	0.015
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Central Avenue	Year of Count:	2017	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	3/5/2018
7	East-West Street:	6th Street	Projection Year:	2025	Peak Hour:	PM	Reviewed by:		Project:	Weingart Projects/1-17-4241-1

	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?			2			2			2				2				2	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- 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	812	1	**458**	2	814	**459**	36	915	1	**569**	2	917	1	**570**	0	917	1	**570**
Through-Right		1							1				1				1	
Right	104	0	104	0	104	104	109	222	0	222	0	222	0	222	0	222	0	222
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	30	1	**30**	0	30	**30**	0	32	1	**32**	0	32	1	**32**	0	32	1	**32**
Left-Through		0							0				0				0	
Through	452	2	226	7	459	230	39	528	2	264	7	535	2	268	0	535	2	268
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	133	1	133	6	139	139	94	238	1	238	6	244	1	244	0	244	1	244
Left-Through		0							0				0				0	
Through	396	2	**198**	20	416	**208**	261	690	2	**345**	20	710	2	**355**	0	710	2	**355**
Through-Right		0							0				0				0	
Right	149	1	149	12	161	161	5	166	1	166	12	178	1	178	0	178	1	178
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	161	1	**161**	7	168	**168**	113	287	1	**287**	7	294	1	**294**	0	294	1	**294**
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	212	2	117	9	221	122	0	230	2	127	9	239	2	131	0	239	2	131
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		488	*North-South:*		489	*North-South:*			601	*North-South:*			602	*North-South:*			602
	East-West:		359	*East-West:*		376	*East-West:*			632	*East-West:*			649	*East-West:*			649
	SUM:		847	*SUM:*		865	*SUM:*			1233	*SUM:*			1251	*SUM:*			1251
VOLUME/CAPACITY (V/C) RATIO:			0.616			0.629				0.897				0.910				0.910
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.516**			**0.529**				**0.797**				**0.810**				**0.810**
LEVEL OF SERVICE (LOS):			**A**			**A**				**C**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.013 **$\Delta v/c$ after mitigation:** 0.013

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