



ADDENDUM TO THE MITIGATED NEGATIVE DECLARATION

WILSHIRE COMMUNITY PLAN AREA

Volume 1 of 1

3670 Wilshire Boulevard Project

Case Numbers: ENV-2005-7521-MND-REC1 and ZA-2013-1334-ZAA-CLQ-MS

Project Location: 3670 W. Wilshire Boulevard and 651-689 S. Hobart Boulevard
Council District: 10

Project Description: The project involves a modification to the previously approved Vesting Tentative Tract Map and Zone Change for a mixed-use residential development consisting of 378 condominium units and approximately 8,000 square feet of retail/restaurant space, with 883 parking spaces and a maximum height of 490 feet.

The revised project involves the construction of a new mixed-use development consisting of 377 apartment units and 8,460 square feet of retail/restaurant space, with 710 parking spaces and a maximum height of 90 feet.

The entitlement request includes a Clarification of 'Q' Condition Nos. 1, 2, 7, and 8 of adopted Zone Change Ordinance No. 178,119 as they relate to use, height, and landscape; a Zoning Administrator's Adjustment to allow a reduced side yard of 3 to 7 feet along Hobart Boulevard in lieu of the required 10 feet and a variable side yard of 6 to 8 feet along the west portion of the site in lieu of the required 10 feet; a Zoning Administrator's Adjustment to allow a 4-foot encroachment within the 5-foot Building Line on Wilshire Boulevard; and a Director's Determination to allow a 3% reduction in the required open space resulting in 39,404 square feet in lieu of the required 40,700 square feet.

APPLICANT:
3670 Wilshire, LLC

PREPARED BY:
CAJA Environmental Services,
LLC

ON BEHALF OF:
The City of Los Angeles
Department of City Planning

JANUARY 2014

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
PROPOSED MITIGATED NEGATIVE DECLARATION

LEAD CITY AGENCY City of Los Angeles	COUNCIL DISTRICT 10
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PROJECT TITLE ENV-2005-7521-MND-REC1	CASE NO. ZA-2013-1334-ZAA-CLQ-MSC
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PROJECT LOCATION
3670 West Wilshire Boulevard, 651-689 South Hobart Boulevard

PROJECT DESCRIPTION
The project involves a modification to the previously approved Vesting Tentative Tract Map and Zone Change for a mixed-use residential development consisting of 378 condominium units and approximately 8,000 square feet of retail/restaurant space, with 883 parking spaces and a maximum height of 490 feet.

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NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY
Matt Dzurec
11611 San Vicente Boulevard, Suite 900
Los Angeles, CA 90049

FINDING:
The City Planning Department of the City of Los Angeles has Proposed that a mitigated negative declaration be adopted for this project because the mitigation measure(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance

(CONTINUED ON PAGE 2)

SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.

Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt the mitigated negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING THIS FORM	TITLE	TELEPHONE NUMBER
CHRISTINA TOY-LEE	City Planning Associate	(213) 473-9723

ADDRESS	SIGNATURE (Official)	DATE
200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012		3/5/2014

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY
and CHECKLIST
(CEQA Guidelines Section 15063)

LEAD CITY AGENCY: City of Los Angeles	COUNCIL DISTRICT: CD 10 - HERB J. WESSON, JR.	DATE: 12/19/2013
RESPONSIBLE AGENCIES: Department of City Planning		
ENVIRONMENTAL CASE: ENV-2005-7521-MND-REC1	RELATED CASES: ZA-2013-1334-ZAA-CLQ-MSC	
PREVIOUS ACTIONS CASE NO.: VTT-64143, CPC-2005-7528-ZC-SPR	<input checked="" type="checkbox"/> Does have significant changes from previous actions. <input type="checkbox"/> Does NOT have significant changes from previous actions	
PROJECT DESCRIPTION: NEW MIXED-USE PROJECT CONSISTING OF 377 APARTMENT UNITS AND 8,460 SQUARE FEET OF COMMERCIAL		
ENV PROJECT DESCRIPTION: The project involves a modification to the previously approved Vesting Tentative Tract Map and Zone Change for a mixed-use residential development consisting of 378 condominium units and approximately 8,000 square feet of retail/restaurant space, with 883 parking spaces and a maximum height of 490 feet. The revised project involves the construction of a new mixed-use development consisting of 377 apartment units and 8,460 square feet of retail/restaurant space, with 710 parking spaces and a maximum height of 90 feet. The entitlement request includes a Clarification of 'Q' Condition Nos. 1, 2, 7, and 8 of adopted Zone Change Ordinance No. 178,119 as they relate to use, height, and landscape; a Zoning Administrator's Adjustment to allow a reduced side yard of 3 to 7 feet along Hobart Boulevard in lieu of the required 10 feet and a variable side yard of 6 to 8 feet along the west portion of the site in lieu of the required 10 feet; a Zoning Administrator's Adjustment to allow a 4-foot encroachment within the 5-foot Building Line on Wilshire Boulevard; and a Director's Determination to allow a 3% reduction in the required open space resulting in 39,404 square feet in lieu of the required 40,700 square feet.		
ENVIRONMENTAL SETTINGS: The project site is a 2.22 acre site, consisting of a rectangular-shaped lot, bounded by Wilshire Boulevard to the north, 7th Street to the south, and Hobart Boulevard to the east. The site is currently vacant and previously improved with a five-story office building. Adjacent land uses consists of a office building and a mixed-use residential building with ground floor retail to the north across Wilshire Boulevard in the C4-2 Zone; multi-family uses to the south across 7th Street in the R4-2 Zone; a retail mall and a driving range to the west in in the C4-2 and R3P-2 zones; and an office building, parking structure, and vacant land to the east across Hobart Boulevard in the C4-2, PB-2, (T)(Q)C2-2, and R3P-2 Zones. Wilshire Boulevard is a Major Highway-Class II dedicated to a 100-foot width, 7th Street is a Secondary Highway dedicated to a 80-foot width, and Hobart Boulevard is a Local Street dedicated to a 77-foot width. The site is located in an Adaptive Reuse Incentive Areas, Wilshire Center/Koreatown Redevelopment Project area, and in the Los Angeles State Enterprise Zone.		
PROJECT LOCATION: 3670 West Wilshire Boulevard, 651-689 South Hobart Boulevard		
COMMUNITY PLAN AREA: WILSHIRE STATUS: <input checked="" type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan	AREA PLANNING COMMISSION: CENTRAL	CERTIFIED NEIGHBORHOOD COUNCIL: WILSHIRE CENTER - KOREATOWN

EXISTING ZONING: (T)(Q)C2-2	MAX. DENSITY/INTENSITY ALLOWED BY ZONING: 6:1 FAR	LA River Adjacent: NO
GENERAL PLAN LAND USE: Regional Center Commercial	MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION: 6:1 FAR	
	PROPOSED PROJECT DENSITY: 377 units & 8,460 square feet commercial	

Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

City Planning Associate

(213) 473-9723

Signature

Title

Phone

Evaluation Of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

Environmental Factors Potentially Affected:

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

<input checked="" type="checkbox"/> AESTHETICS <input type="checkbox"/> AGRICULTURE AND FOREST RESOURCES <input type="checkbox"/> AIR QUALITY <input type="checkbox"/> BIOLOGICAL RESOURCES <input checked="" type="checkbox"/> CULTURAL RESOURCES <input checked="" type="checkbox"/> GEOLOGY AND SOILS	<input checked="" type="checkbox"/> GREEN HOUSE GAS EMISSIONS <input type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS <input checked="" type="checkbox"/> HYDROLOGY AND WATER QUALITY <input checked="" type="checkbox"/> LAND USE AND PLANNING <input type="checkbox"/> MINERAL RESOURCES <input checked="" type="checkbox"/> NOISE	<input type="checkbox"/> POPULATION AND HOUSING <input checked="" type="checkbox"/> PUBLIC SERVICES <input checked="" type="checkbox"/> RECREATION <input checked="" type="checkbox"/> TRANSPORTATION/TRAFFIC <input checked="" type="checkbox"/> UTILITIES AND SERVICE SYSTEMS <input type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE
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INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

Background

PROPONENT NAME:

Matt Dzurec

PHONE NUMBER:

(310) 209-8800

APPLICANT ADDRESS:

11611 San Vicente Boulevard, Suite 900
 Los Angeles, CA 90049

AGENCY REQUIRING CHECKLIST:

Department of City Planning

DATE SUBMITTED:

05/06/2013

PROPOSAL NAME (if Applicable):

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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I. AESTHETICS				
a.	Have a substantial adverse effect on a scenic vista?		✓	
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			✓
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?	✓		
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	✓		
II. AGRICULTURE AND FOREST RESOURCES				
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?			✓
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?			✓
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?			✓
d.	Result in the loss of forest land or conversion of forest land to non-forest use?			✓
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?		✓	
III. AIR QUALITY				
a.	Conflict with or obstruct implementation of the applicable air quality plan?		✓	
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		✓	
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		✓	
d.	Expose sensitive receptors to substantial pollutant concentrations?		✓	
e.	Create objectionable odors affecting a substantial number of people?			✓
IV. BIOLOGICAL RESOURCES				
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			✓
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?			✓
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			✓
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			✓
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			✓
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			✓
V. CULTURAL RESOURCES				

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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a.	Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?			✓
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	✓		
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	✓		
d.	Disturb any human remains, including those interred outside of formal cemeteries?	✓		

VI. GEOLOGY AND SOILS

a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			✓
b.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?	✓		
c.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?			✓
d.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Landslides?			✓
e.	Result in substantial soil erosion or the loss of topsoil?	✓		
f.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		✓	
g.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			✓
h.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?			✓

VII. GREEN HOUSE GAS EMISSIONS

a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	✓		
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?		✓	

VIII. HAZARDS AND HAZARDOUS MATERIALS

a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			✓
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✓
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			✓
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			✓
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?			✓
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✓

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				✓
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IX. HYDROLOGY AND WATER QUALITY

a.	Violate any water quality standards or waste discharge requirements?		✓		
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				✓
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				✓
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?				✓
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			✓	
f.	Otherwise substantially degrade water quality?				✓
g.	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓
h.	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				✓
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			✓	
j.	Inundation by seiche, tsunami, or mudflow?				✓

X. LAND USE AND PLANNING

a.	Physically divide an established community?				✓
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?		✓		
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓

XI. MINERAL RESOURCES

a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓

XII. NOISE

a.	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		✓		
b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			✓	
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		✓		

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓

XIII. POPULATION AND HOUSING

a.	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓

XIV. PUBLIC SERVICES

a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?		✓		
b.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Police protection?		✓		
c.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Schools?		✓		
d.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Parks?		✓		
e.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Other public facilities?		✓		

XV. RECREATION

a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?		✓		
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				✓

XVI. TRANSPORTATION/TRAFFIC

a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?		✓		
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Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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b.	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?		✓	
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			✓
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		✓	
e.	Result in inadequate emergency access?			✓
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			✓

XVII. UTILITIES AND SERVICE SYSTEMS

a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		✓	
c.	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		✓	
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	✓		
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?		✓	
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	✓		
g.	Comply with federal, state, and local statutes and regulations related to solid waste?	✓		

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			✓
b.	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		✓	
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			✓

Note: Authority cited: Sections 21083, 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080, 21083.05, 21095, Pub. Resources Code; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets if necessary)

The Environmental Impact Assessment includes the use of official City of Los Angeles and other government source reference materials related to various environmental impact categories (e.g., Hydrology, Air Quality, Biology, Cultural Resources, etc.). The State of California, Department of Conservation, Division of Mines and Geology - Seismic Hazard Maps and reports, are used to identify potential future significant seismic events; including probable magnitudes, liquefaction, and landslide hazards. Based on applicant information provided in the Master Land Use Application and Environmental Assessment Form, impact evaluations were based on stated facts contained therein, including but not limited to, reference materials indicated above, field investigation of the project site, and any other reliable reference materials known at the time.

Project specific impacts were evaluated based on all relevant facts indicated in the Environmental Assessment Form and expressed through the applicant's project description and supportive materials. Both the Initial Study Checklist and Checklist Explanations, in conjunction with the City of Los Angeles's Adopted Thresholds Guide and CEQA Guidelines, were used to reach reasonable conclusions on environmental impacts as mandated under the California Environmental Quality Act (CEQA).

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as **ENV-2005-7521-MND-REC1** and the associated case(s), **ZA-2013-1334-ZAA-CLQ** **ZA-2013-1334-ZAA-CLQ-MSC**. Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impact(s) on the environment (after mitigation) **will not:**

- Substantially degrade environmental quality.
- Substantially reduce fish or wildlife habitat.
- Cause a fish or wildlife habitat to drop below self sustaining levels.
- Threaten to eliminate a plant or animal community.
- Reduce number, or restrict range of a rare, threatened, or endangered species.
- Eliminate important examples of major periods of California history or prehistory.
- Achieve short-term goals to the disadvantage of long-term goals.
- Result in environmental effects that are individually limited but cumulatively considerable.
- Result in environmental effects that will cause substantial adverse effects on human beings.

ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the EIR Unit, Room 763, City Hall.

For City information, addresses and phone numbers: visit the City's website at <http://www.lacity.org> ; City Planning - and Zoning Information Mapping Automated System (ZIMAS) cityplanning.lacity.org/ or EIR Unit, City Hall, 200 N Spring Street, Room 763. Seismic Hazard Maps - <http://gmw.consrv.ca.gov/shmp/> Engineering/Infrastructure/Topographic Maps/Parcel Information - <http://boemaps.eng.ci.la.ca.us/index01.htm> or City's main website under the heading "Navigate LA".

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:
CHRISTINA TOY-LEE	City Planning Associate	(213) 473-9723	01/23/2014

Impact?	Explanation	Mitigation Measures
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APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

I. AESTHETICS		
a.	LESS THAN SIGNIFICANT IMPACT	
b.	NO IMPACT	
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	
II. AGRICULTURE AND FOREST RESOURCES		
a.	NO IMPACT	
b.	NO IMPACT	
c.	NO IMPACT	
d.	NO IMPACT	
e.	LESS THAN SIGNIFICANT IMPACT	
III. AIR QUALITY		
a.	LESS THAN SIGNIFICANT IMPACT	
b.	LESS THAN SIGNIFICANT IMPACT	
c.	LESS THAN SIGNIFICANT IMPACT	
d.	LESS THAN SIGNIFICANT IMPACT	
e.	NO IMPACT	
IV. BIOLOGICAL RESOURCES		
a.	NO IMPACT	
b.	NO IMPACT	
c.	NO IMPACT	
d.	NO IMPACT	
e.	NO IMPACT	
f.	NO IMPACT	
V. CULTURAL RESOURCES		
a.	NO IMPACT	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	
VI. GEOLOGY AND SOILS		
a.	NO IMPACT	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	
c.	NO IMPACT	
d.	NO IMPACT	

Impact?	Explanation	Mitigation Measures
---------	-------------	---------------------

e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED		
f.	LESS THAN SIGNIFICANT IMPACT		
g.	NO IMPACT		
h.	NO IMPACT		

VII. GREEN HOUSE GAS EMISSIONS

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED		
b.	LESS THAN SIGNIFICANT IMPACT		

VIII. HAZARDS AND HAZARDOUS MATERIALS

a.	NO IMPACT		
b.	NO IMPACT		
c.	NO IMPACT		
d.	NO IMPACT		
e.	NO IMPACT		
f.	NO IMPACT		
g.	NO IMPACT		
h.	NO IMPACT		

IX. HYDROLOGY AND WATER QUALITY

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED		
b.	NO IMPACT		
c.	NO IMPACT		
d.	NO IMPACT		
e.	LESS THAN SIGNIFICANT IMPACT		
f.	NO IMPACT		
g.	NO IMPACT		
h.	NO IMPACT		
i.	LESS THAN SIGNIFICANT IMPACT		
j.	NO IMPACT		

X. LAND USE AND PLANNING

a.	NO IMPACT		
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED		
c.	NO IMPACT		

XI. MINERAL RESOURCES

a.	NO IMPACT		
b.	NO IMPACT		

XII. NOISE

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED		
b.	LESS THAN SIGNIFICANT IMPACT		
c.	LESS THAN SIGNIFICANT IMPACT		

Impact?	Explanation	Mitigation Measures
---------	-------------	---------------------

d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED		
e.	NO IMPACT		
f.	NO IMPACT		

XIII. POPULATION AND HOUSING

a.	LESS THAN SIGNIFICANT IMPACT		
b.	NO IMPACT		
c.	NO IMPACT		

XIV. PUBLIC SERVICES

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED		
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED		
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED		
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED		
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED		

XV. RECREATION

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED		
b.	NO IMPACT		

XVI. TRANSPORTATION/TRAFFIC

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED		
b.	LESS THAN SIGNIFICANT IMPACT		
c.	NO IMPACT		
d.	LESS THAN SIGNIFICANT IMPACT		
e.	NO IMPACT		
f.	NO IMPACT		

XVII. UTILITIES AND SERVICE SYSTEMS

a.	NO IMPACT		
b.	LESS THAN SIGNIFICANT IMPACT		
c.	LESS THAN SIGNIFICANT IMPACT		
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED		
e.	LESS THAN SIGNIFICANT IMPACT		
f.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED		
g.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED		

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a.	NO IMPACT		
b.	LESS THAN SIGNIFICANT IMPACT		
c.	NO IMPACT		

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- Appendix A: Supplemental Traffic Analysis
- Appendix B: LADOT Letter

II. PROJECT DESCRIPTION

PROJECT LOCATION

Project Location

The Project Site is located at the southwest corner of Wilshire Boulevard and Hobart Boulevard at the confluence of the Koreatown and Wilshire Center districts of the City of Los Angeles (the “Project Site”). The Project Site is approximately three blocks east of Western Avenue and 10 blocks west of Vermont Avenue. The block that includes the Project Site is surrounded by Wilshire Boulevard on the north, 7th Street on the south, Hobart Boulevard on the east, and Serrano Avenue on the west. The Project Site is the eastern half of this block.

Description of the Project Site and Existing Land Uses

The Project Site consists of eight separate parcels, totaling 96,750 square feet (2.22 acres) of land. Between 1954 and November 2004, the Site was developed with a 66,272 square-foot (55,308 square feet rentable), five-story office building and a 203-space surface parking lot. The building and parking lot have since been demolished. The Site is currently a fenced-off vacant dirt field. The only remnant of the previous use is a mature Acacia tree in a masonry planter at the southwestern corner of the Site. Vehicular access to the Site is presently provided through gates along Hobart Boulevard and 7th Street. Pedestrian access is provided by paved sidewalks on each of the surrounding streets.

PROJECT BACKGROUND

Entitlement History

On December 6, 2006 the City Council approved Case CPC-2005-7528-ZC-SPR which granted a Site Plan Review and Zone Change from (T)(Q)C2-2 to (T)(Q)C2-2 for the development of a mixed-use project on the property with 378 condominiums and approximately 8,000 square feet of ground floor commercial uses with a total floor area of 580,656 square feet (the “Approved Project”). The commercial uses were proposed along Wilshire Boulevard and the majority of the residential uses were proposed within a 26-story residential tower built on top of a six-level podium containing parking and townhome style condominium units. In May of 2006 a Mitigated Negative Declaration (MND) was prepared for the purposes of environmental compliance consistent with the California Environmental Quality Act (CEA) Guidelines.

Description of the Project Presented in the MND

The Applicant proposes a new site plan to develop a previously approved mixed-use project consisting of 377 apartments and approximately 8,460 square feet of ground floor commercial space with a total floor area of 302,547 square feet on the same site. The site consists of the eastern portion of the City block bordered to the north by Wilshire Boulevard, to the east by Hobart Boulevard and to the south by 7th Street (the “Property” or “Project Site”). Although now vacant, the Property was most recently the site of

an office building and a surface parking lot containing 204 parking spaces. Adjacent to the Project Site on the same block to the west is the Aroma Wilshire Center, a five-story facility that features a premium spa, a 4-level, 60-tee station golf driving range with net fence, 35 retail shops, and an international food court.

The Project Site is surrounded on three sides (north, east, and west) with commercial uses including a commercial shopping center, high rise office buildings, a service station, churches, parking structures, on C4-2, R3P-2, and PB-2 zoned parcels. South of the Property are multi-family residential buildings on R4-2 zoned properties that range from three to eight stories in height.

ADDENDUM CHARACTERISTICS

An Addendum has been prepared to assess the proposed minor technical changes and modifications to the MND for the Revised Project. All information presented below is merely a minor change to the Approved Project or helps clarify, amplify, or make insignificant minor technical modifications to the MND. As discussed in the following sections, the new information is not considered “significant” pursuant to CEQA, and circulation or preparation of a new formal environmental document is not required (see Guidelines Section 15088.5). Aside from the proposed modifications, zoning adjustments, determinations, and clarifications described below, all other impact analyses and associated mitigation measures proposed within the MND would remain unchanged.

Proposed Modifications

Similar to the Approved Project, the Applicant proposes the construction of a new mixed-use development with multi-family and commercial uses. The Applicant is requesting to modify the Approved Project to include apartment units in place of condominium units. The Revised Project is substantially similar to the Approved Project but proposes a lower number of stories with less height, less overall floor area, and slightly increased commercial space. Specifically, the Revised Project proposes 377 apartment units.

In particular, the Revised Project proposes a six-story building with a maximum height of 90 feet (as measured from grade) with one level of subterranean parking. Although a 490 foot tower building was previously approved for the Project Site, the proposed Revised Project building is more consistent and compatible with the scale of surrounding development, including the multi-family apartment buildings located to the south of the Property.

The ground floor would be developed with 8,460 square feet of commercial space located along Wilshire Boulevard and a portion of Hobart Boulevard. The commercial space may include retail and/or restaurant uses and would include pedestrian oriented entryways and transparent storefront glass. The remaining portion of the ground floor would include a leasing center directly accessed from Hobart Boulevard, a bicycle storage area, commercial parking located to the rear of the commercial space, and guest and resident parking. A total of 209 parking spaces would be located on the ground level. Access to the ground floor parking level would be provided from two vehicular driveways along Hobart Boulevard. The ground level façade along Hobart Boulevard and 7th Street is designed to hide the at grade parking structure by providing varying architectural elements, textures, and materials, including storefront glazing

on the leasing center, which also creates interest, provides articulation, reduces the visual massing, and differentiates the upper levels of the building. The upper parking level located above the ground level would contain 238 resident parking spaces.

The first residential podium level would include 73 apartments oriented around a series of courtyards. The main 8,571-square-foot courtyard features a pool, spa, fire pit, planters, BBQs, and seating areas. The main courtyard also creates a break in the building along Hobart Boulevard, which reduces the building massing and softens the façade. Three smaller courtyards are also proposed that include private patios and common areas with planters, water features, and fireplaces. In addition, a 4,345-square-foot fitness center is proposed on the podium residential level with direct access from the main courtyard. The remaining four residential levels would be similarly situated and provide the remaining 304 apartments.

The Revised Project proposes to plant 18 new street trees along Hobart Boulevard, four new street trees along Wilshire Boulevard, and provide perimeter landscaping and parkways. In addition, enhanced paving is proposed in front of the commercial space along Wilshire Boulevard and a bicycle center and guest bicycle racks are proposed along 7th Street.

Table II-1, Development Summary of Approved Project and Revised Project, provides a comparison between the Approved Project and the Revised Project. Plans, elevations, and perspective views for the Revised Project are provided in Figures II-1 through II-12.

Table II-1

Development Summary of Approved Project and Revised Project

Project Component	Approved Project	Revised Project
Density	378 condos	377 apartments
Total FAR ¹	580,656 square feet	302,547 square feet
Commercial FAR	8,000 square feet	8,460 square feet
Parking Spaces	883	710
Height	490 feet	90 feet
Stories	32	6
¹ FAR = Floor Area Ratio. Source: CAJA Environmental Services, LLC.		

Zoning and Land Use

The Project Site is designated as Regional Center Commercial in the Wilshire Community Plan and zoned (T)(Q)C2-2. The Los Angeles Municipal Code (LAMC) permits one dwelling unit per 200 square feet of lot area within commercial zones with a Regional Center Commercial land use designation. Thus, because

the Property is 96,776 square feet in size, 483 dwelling units are permitted for the Project Site. The Applicant's proposal to develop 377 units at the Property complies with this limitation.

As the zoning designation indicates, the Property is located in Height District 2, which permits a maximum floor area ratio ("FAR") of 6:1 and does not limit the building height. A maximum total of 580,656 square feet of floor area is permitted for the Property. The Project proposes 302,547 square feet of floor area, which is significantly less than permitted.

Anticipated Approvals

The Revised Project requires the following discretionary approvals:

A. Q Clarification

The Property is subject to certain Q conditions specifically tailored for the development of the Approved Project pursuant to Ordinance No. 178119, effective January 13, 2007. The proposed Project meets the intent of the City Council action in approving a high-density mixed-use development at this site. However, it is necessary to clarify certain Q Conditions to develop the Project as proposed.

The Applicant requests clarification of the following Q Conditions:

1. Use. The use of the subject property is for a mixed-use project limited to a maximum of 378 residential units, and 8,000 square feet of commercial uses, and shall comply with the use provisions of the C2 Zone, pursuant to Municipal Code Section 12.14.

The Project proposes to clarify Q Condition No. 1 to allow 8,460 square feet of commercial space in lieu of the maximum 8,000 square feet set forth in the condition. The Property is located in the C2 zone and designated with a Regional Center Commercial land use that encourages high-density mixed-use developments. The commercial limitation strictly reflects the amount of commercial space proposed at the time by the previous developer and was not the result of the City trying to cap the commercial component of the project. The increase would allow for a more viable commercial component and is a negligible amount of area. Moreover, the overall Project proposes significant less floor area than allowed by the LAMC and approved by the City Council.

2. Height. The main residential building on the subject property shall not exceed 490-feet in height, as defined by Section 12.21.1 of the Municipal Code. The height of all structures shall be in substantial conformance with the elevation plan labeled "Exhibit-A" stamped and dated September 14, 2006, attached to the subject case file.

The Revised Project proposes to develop a six-story building in lieu of a 32-story tower as previously approved by the City. The Revised Project requests clarification to Condition 2 to allow for revised project plans and elevations.

7. Landscape Buffer. A minimum 20-foot wide landscaped area shall be required along the southerly property line, except for the driveway access area, to provide a buffer between the

subject property and residential uses along Seventh Street. The landscaped area shall include shrubs, ground covers, and minimum 24-inch box trees, not less than 8-feet in height at the time of planting.

The City Council required that the Approved Project provide a 20-wide landscape area along the southern property line to provide an adequate buffer in relation to the multi-family buildings located on the south side of 7th Street and to also reduce impacts related to the approved 32-story tower. The Revised Project height would be commensurate and consistent with the height and scale of the adjacent multi-family uses and a 20 foot buffer is not necessary to reduce impacts to these adjacent uses that were associated with the tower element. The Revised Project proposes to provide a variable 8 to 12 foot wide landscape buffer on the southerly side of the Property (7th Street), which is considered a front yard that does not typically require a setback.

8. Landscape Podium/Children's Play Area. Prior to the issuance of a building permit, the applicant shall submit a site plan of the 6th floor outdoor common open space area indicating a separate section of the outdoor area specifically designed as a children's play area. The play area shall be located in an area of the podium that is safe, secure, and in plain view of everyone in the outdoor open space area.

The condition required a separate children's play area on the podium level (6th floor) open space area on the Approved Project. The Approved Project proposed the development of for sale condominium units with large units targeted for occupancy by families with children. The Revised Project proposes smaller units targeted towards a different demographic. Out of the Approved Project's 378 condominium units, 258 units included either two or three bedrooms. Conversely, out of the Revised Project's 377 apartment units, only 114 units contain two bedrooms, and there are no three-bedroom units. Although a portion of the Revised Project would be occupied by families with children, there is not the same demand for a defined, separated children's play area, which is not mandated by the LAMC. The Revised Project would provide adequate common open space for all its residents that include courtyards with seating and gathering areas and a pool.

B. Zoning Administrator's Adjustment

Pursuant to LAMC 12.28, the Revised Project requests approval of a Zoning Administrator's Adjustment to (1) allow a variable width setback of 3 to 7 feet along Hobart Boulevard, considered a side yard and not a front yard in this case, in lieu of 10 feet otherwise required, (2) to allow a variable width setback of 6 to 8 feet in lieu of 10 feet otherwise required along the west portion of the site, (3) and to allow a 4-foot encroachment into the 5 foot building line on Wilshire Boulevard.

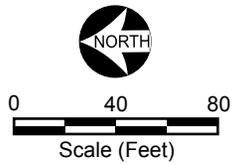
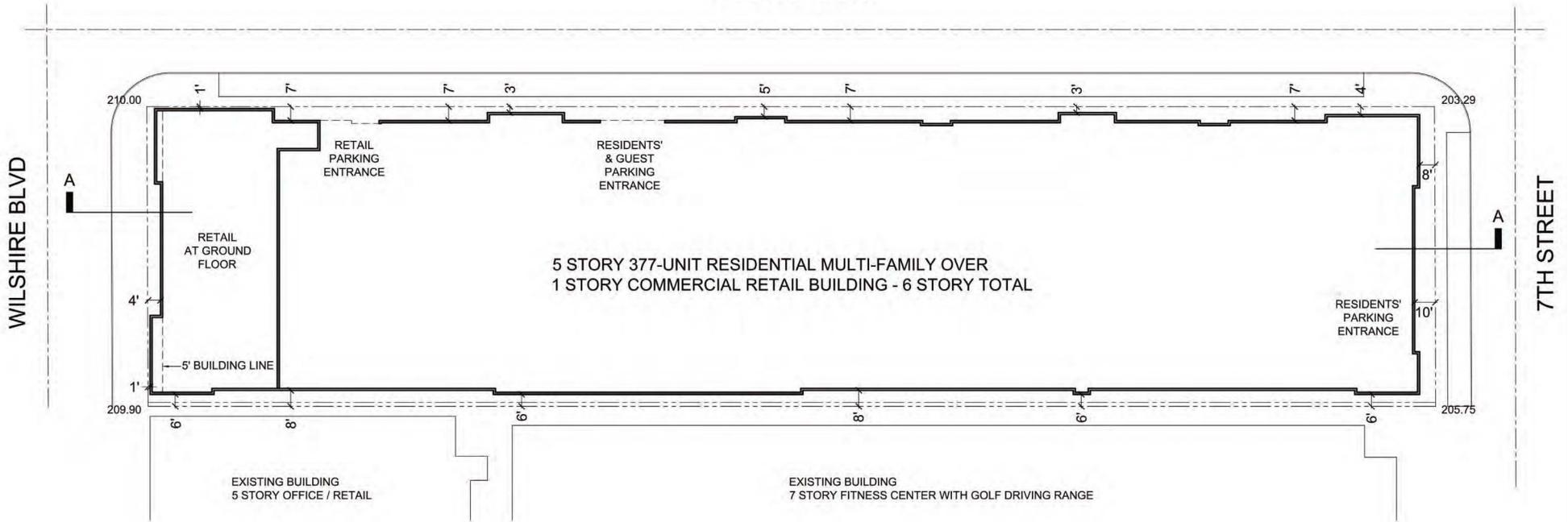
C. Director's Determination

Pursuant to LAMC 12.21.G.2, the Revised Project requests a miscellaneous Director's Determination to allow a three percent reduction in total required open space.

Current Environmental Setting

The environmental setting in which the Revised Project would be built and operated has not substantially changed since 2006, when the original MND for the Approved Project was adopted and included in the City files. Overall, the circumstances surrounding the Revised Project, both with respect to surrounding uses and applicable land use plans have not changed so fundamentally as to warrant preparation of an EIR.

HOBART BLVD



Source: Van Tilburg, Banvard & Soderbergh, AIA, 04/18/13.

HOBART BLVD

WILSHIRE BLVD

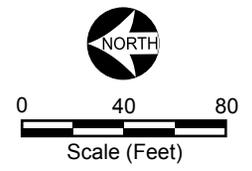
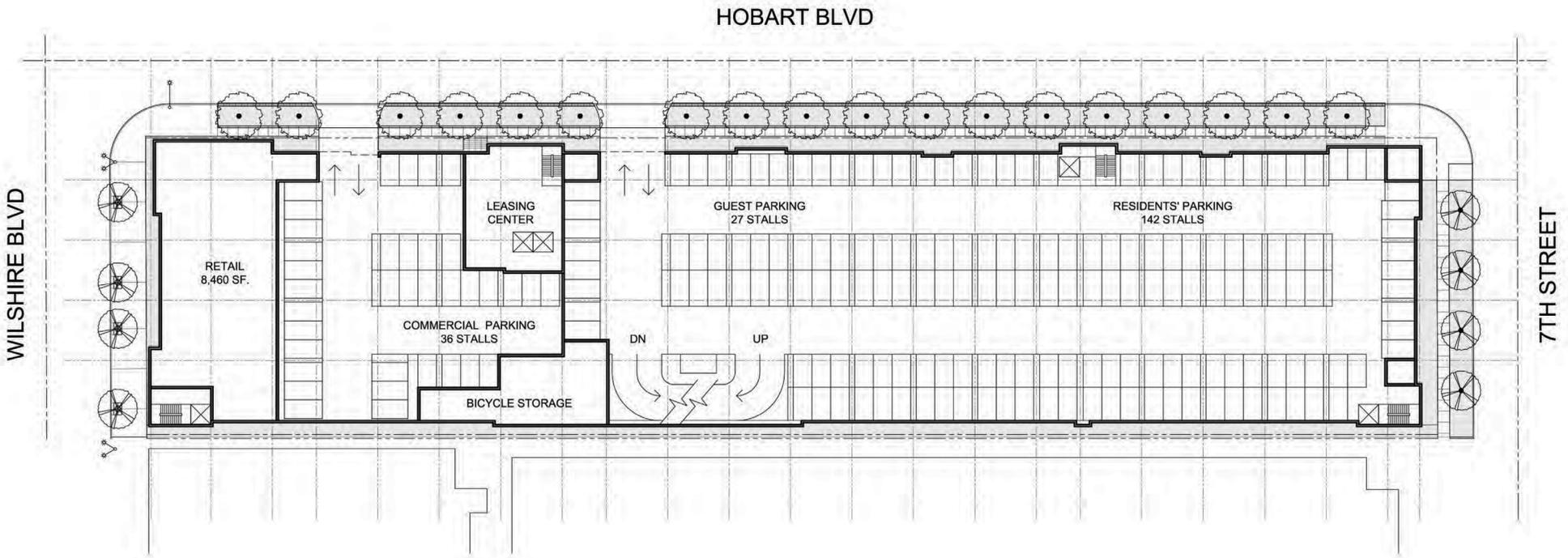
7TH STREET

RESIDENTS' PARKING
267 STALLS

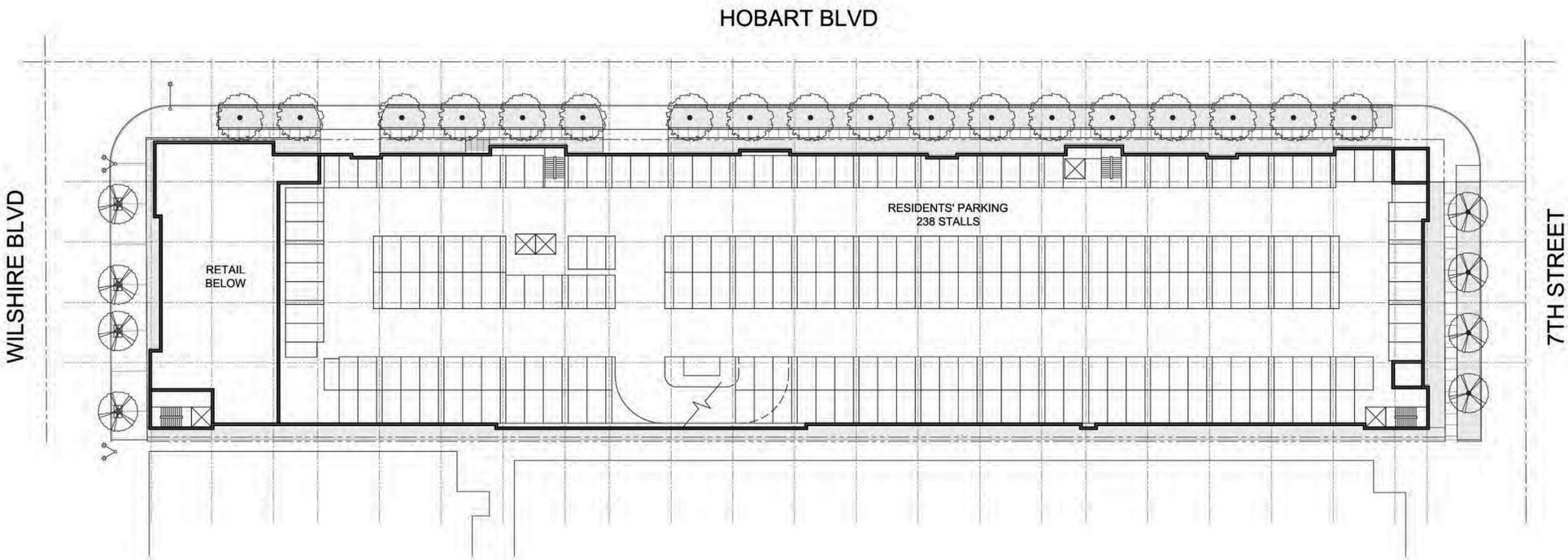
BICYCLE CENT.
1,288 SF.



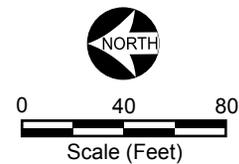
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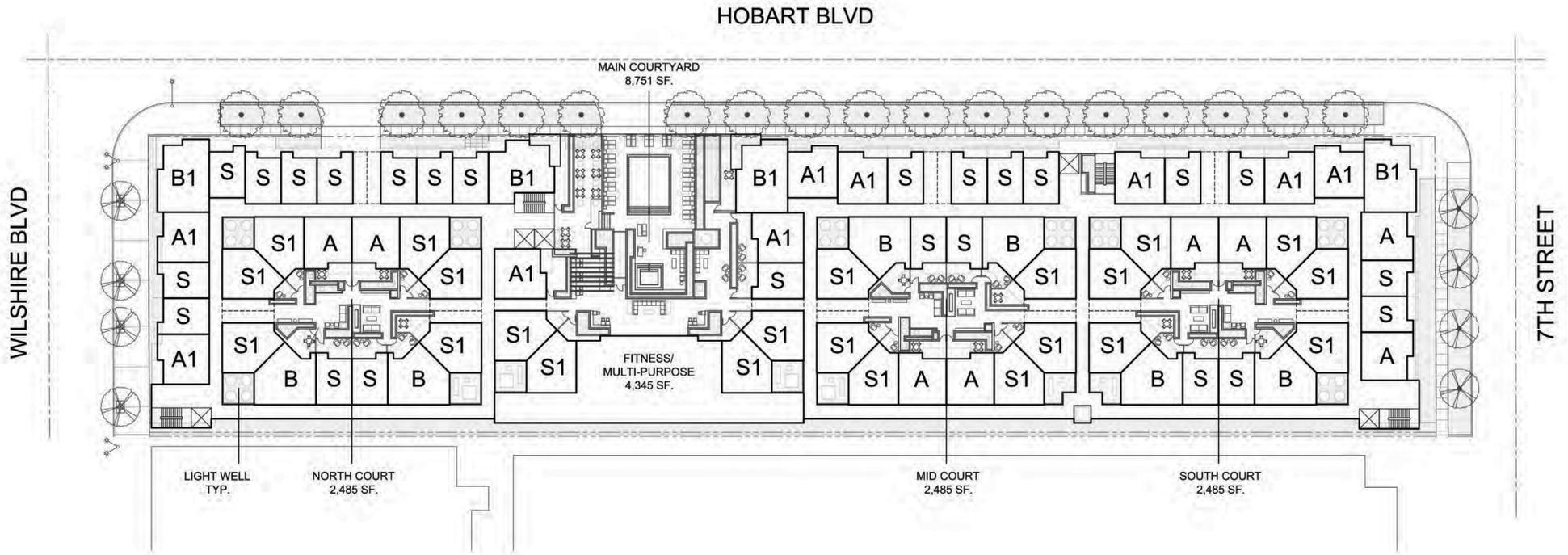


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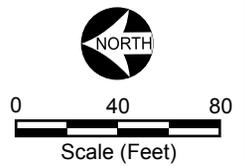


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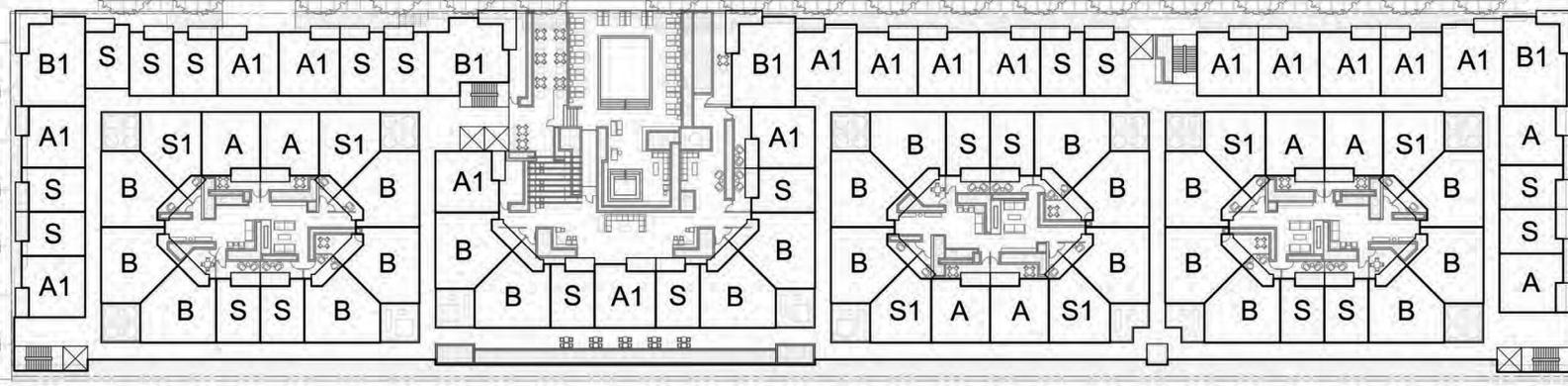
Source: Van Tilburg, Banvard & Soderbergh, AIA, 04/18/13.



HOBART BLVD

WILSHIRE BLVD

7TH STREET



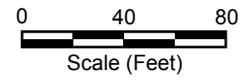
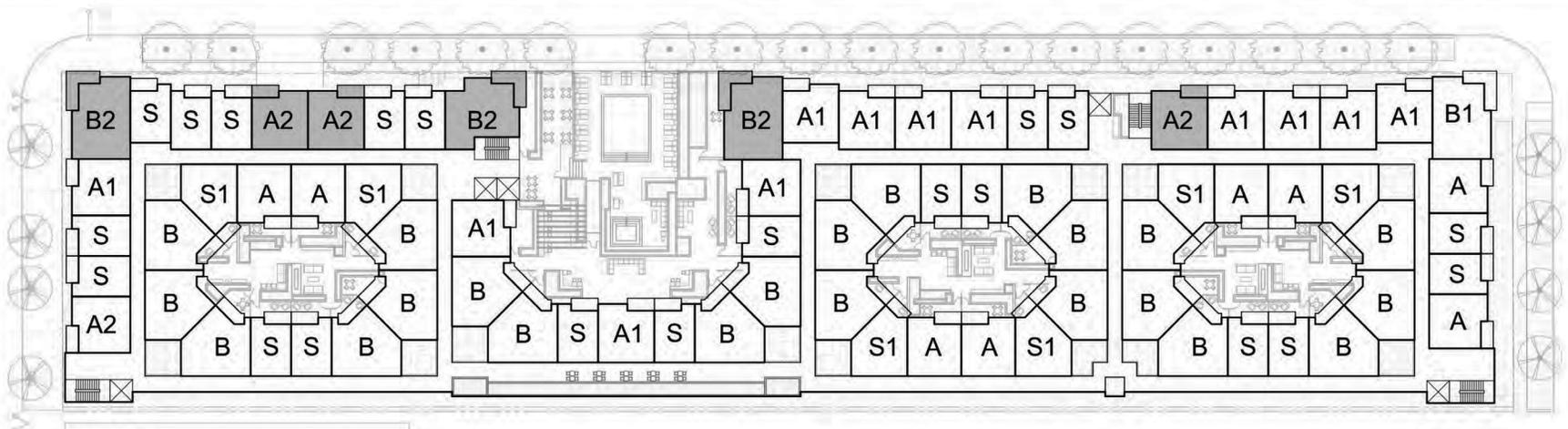
Source: Van Tilburg, Banvard & Soderbergh, AIA, 04/18/13.

HOBART BLVD

LOFT UNITS

WILSHIRE BLVD

7TH STREET



Source: Van Tilburg, Banvard & Soderbergh, AIA, 04/18/13.



Source: Van Tilburg, Banvard & Soderbergh, AIA, 04/18/13.



HOBART BLVD

7TH ST ELEVATION



WILSHIRE BLVD

7TH ST

WEST ELEVATION

Source: Van Tilburg, Banvard & Soderbergh, AIA, 04/18/13.



VIEW NORTH ALONG HOBART



FROM WILSHIRE LOOKING WEST & SOUTH

Source: Van Tilburg, Banvard & Soderbergh, AIA, 04/18/13.



CORNER OF WILSHIRE AND HOBART



VIEW ALONG HOBART

Source: Van Tilburg, Banvard & Soderbergh, AIA, 04/18/13.



CORNER OF WILSHIRE AND HOBART



FROM HOBART LOOKING SOUTH

Source: Van Tilburg, Banvard & Soderbergh, AIA, 04/18/13.

III. RATIONALE FOR ADDENDUM

Section 15160 of the CEQA Guidelines explains that there are several mechanisms, and variations in environmental documents, that can be tailored to different situations and intended uses of environmental review. Specifically, Section 15160 states that the “. . . variations listed [including Subsequent EIRs, Supplemental EIRs, and Addendums] are not exclusive. Lead agencies may use other variations consistent with the Guidelines to meet the needs of other circumstances.” This provision allows Lead agencies to tailor the use of CEQA mechanisms (such as this Addendum) to fit the circumstances presented to the Lead agency by a project. Here, the City has opted to prepare an Addendum to assess the minor modifications of the Project that have transpired since preparation of the Negative Declaration.

Specifically, Section 15164 of the CEQA Guidelines states:

(a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

(b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.

(c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.

(d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.

(e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

Section 15162 of the CEQA Guidelines provides the criteria for preparing a Subsequent EIR or Negative Declaration. Specifically, a Subsequent EIR or new Negative Declaration is required when there are substantial changes to a project that involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects; substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previously approved Negative Declaration; or new information of substantial importance, which was not known and could not have been known with reasonable diligence at the time the previous Negative Declaration was certified, show more or more severe significant effects, new feasible mitigation measures or alternatives are available but not adopted.

As required in subsection (e), above, substantial evidence supporting the Lead agency's decision not to prepare a Subsequent EIR or new Negative Declaration pursuant to CEQA Guidelines Section 15162 is provided in Section IV, Environmental Impact Analysis, of this Addendum. The environmental analysis

presented in Section IV evaluates the potential impacts of the Revised Project's changes in relation to the current environmental conditions and in consideration of the environmental findings for the Project.

As summarized in Section II, Project Description, and further analyzed in greater detail in Section IV, Environmental Impact Analysis, the changes proposed to the Project are relatively minor and would not result in any new significant environmental impacts. The analysis contained herein demonstrates that the Revised Project is consistent with the size, scale, and massing of the Project and all of the impact issues previously examined in the approved Negative Declaration would remain unchanged with the proposed modifications. The Revised Project would result in little to no changes with respect to the environmental impact conclusions analyzed for the Project (see Table III-1 below).

As the proposed changes to the Project would not alter the proposed uses of the Project, none of the environmental issue areas previously determined in the Initial Study/Negative Declaration to be less than significant would be affected to a degree that would warrant further analysis. The proposed changes associated with the Revised Project involve technical language, modifications to floor plate sizes, design changes regarding height, and adjustments to setbacks and parking, and additional means of implementing certain aspects of the Project. In addition, the Revised Project proposes to eliminate the separate children's play area. The Approved Project proposed the development of for sale condominium units with large units targeted for occupancy by families with children. The Revised Project proposes smaller units targeted towards a different demographic. Out of the Approved Project's 378 condominium units, 258 units included either two or three bedrooms. Conversely, out of the Revised Project's 377 apartment units, only 114 units contain two bedrooms, and there are no three-bedroom units. Although a portion of the Revised Project would be occupied by families with children, there is not the same demand for a defined, separated children's play area, which is not mandated by the LAMC. The Revised Project would provide adequate common open space for all its residents that include courtyards with seating and gathering areas and a pool. As demonstrated by the analysis in this Addendum, all of the potential environmental impacts of the Revised Project were previously addressed within the scope of the original Initial Study/Negative Declaration.

Therefore, as described in further detail in Section IV, the analysis of the Revised Project supports the determination that the proposed changes to the Project would not involve new significant environmental effects, or result in a substantial increase in the severity of previously identified significant effects which would call for, as provided in Section 15162 of the State CEQA Guidelines, the preparation of a Subsequent EIR or Negative Declaration. Therefore, the City has elected to prepare this variation of an Addendum to the approved Initial Study/Negative Declaration as the appropriate form of documentation to meet the statutory requirements of CEQA.

**Table III-1
Comparison of Environmental Findings between the Project and the Revised Project**

Environmental Issue	Approved Project	Revised Project	Conclusion
Aesthetics			
Scenic Vista	LTS	LTS	Less
Scenic Resources	NI	NI	Less
Visual Character	LTS/Mitigation	LTS/Mitigation	No Change
<i>Signage</i>	LTS	LTS	No Change
<i>Shade/Shadow</i>	LTS	LTS	Less
Light and Glare	LTS/Mitigation	LTS/Mitigation	No Change
Agriculture			
Convert Prime Farmland to Non-Agriculture Use	NI	NI	No Change
Williamson Act	NI	NI	No Change
Conversion of Farmland	NI	NI	No Change
Air Quality			
Air Quality Management Plan	LTS	LTS	No Change
Violate Air Quality Standard	LTS	LTS	Less
Cumulative Increase of Criteria Pollutants	LTS	LTS	Less
Expose Sensitive Receptors	LTS	LTS	Less
Odors	NI	NI	No Change
Biological Resources			
Candidate Species	NI	NI	No Change
Riparian Habitat	NI	NI	No Change
Clean Water Act/Conservation Plan	NI	NI	No Change
Cultural Resources			
Historic	NI	NI	No Change
Archaeological	LTS/Mitigation	LTS/Mitigation	No Change
Paleontological	LTS/Mitigation	LTS/Mitigation	No Change
Human Remains	NI	NI	No Change
Geology and Soils			
Expose People or Structures	LTS/Mitigation	LTS/Mitigation	No Change
Soil Erosion	LTS/Mitigation	LTS/Mitigation	No Change
Unstable Soil	LTS	LTS	No Change

**Table III-1
Comparison of Environmental Findings between the Project and the Revised Project**

Environmental Issue	Approved Project	Revised Project	Conclusion
Expansive Soil	LTS	LTS	No Change
Septic Tanks	NI	NI	No Change
Hazards and Hazardous Materials			
Transport, Use, or Disposal	NI	NI	No Change
Release into the Environment	LTS	LTS	No Change
Emit Hazardous Emissions	NI	NI	No Change
Located On Hazardous Materials Site	NI	NI	No Change
Airport Land Use Plan	NI	NI	No Change
Private Airstrip	NI	NI	No Change
Emergency Response Plan	NI	NI	No Change
Significant Risk of Loss	NI	NI	No Change
Hydrology and Water Quality			
Water Quality Standards	LTS/Mitigation	LTS/Mitigation	No Change
Deplete Groundwater	NI	NI	No Change
Drainage Patterns/Erosion	NI	NI	No Change
Drainage Patterns/Runoff	NI	NI	No Change
Runoff Exceed Capacity	LTS	LTS	No Change
Degrade Water Quality	NI	NI	No Change
Flood Hazard Map	NI	NI	No Change
100 Year Flood Hazard	NI	NI	No Change
Significant Risk of Loss	LTS	LTS	No Change
Expose People	NI	NI	No Change
Land Use/Planning			
Physically Divide	NI	NI	No Change
Land Use Compatibility	LTS	LTS	No Change
Conservation Plan	NI	NI	No Change
Mineral Resources			
Loss of a Resource	NI	NI	No Change
Loss of Recovery Site	NI	NI	No Change
Noise			
Noise Levels - Construction Noise	LTS/Mitigation	LTS/Mitigation	No Change

**Table III-1
Comparison of Environmental Findings between the Project and the Revised Project**

Environmental Issue	Approved Project	Revised Project	Conclusion
Noise Levels - Operational Noise	LTS/Mitigation	LTS/Mitigation	Less
Groundborne Vibration	LTS	LTS	No Change
Permanent Ambient Noise Levels	LTS	LTS	No Change
Temporary Ambient Noise Levels	LTS/Mitigation	LTS/Mitigation	No Change
Airport Land Use Plan	NI	NI	No Change
Private Airstrip	NI	NI	No Change
Population and Housing			
Induce Population Growth	LTS	LTS	No Change
Displace Existing Housing	NI	NI	No Change
Displace Existing Persons	NI	NI	No Change
Public Services			
Fire	LTS/Mitigation	LTS/Mitigation	No Change
Police	LTS/Mitigation	LTS/Mitigation	No Change
Schools	LTS/Mitigation	LTS/Mitigation	No Change
Parks	LTS/Mitigation	LTS/Mitigation	No Change
Libraries	LTS/Mitigation	LTS/Mitigation	No Change
Recreation			
Increase Use/Substantial Deterioration	LTS/Mitigation	LTS/Mitigation	No Change
Construction or Expansion of Recreational Facilities	NI	NI	No Change
Transportation/Circulation			
Increase in Traffic - Construction	LTS/Mitigation	LTS/Mitigation	No Change
Increase in Traffic - Operation	LTS/Mitigation	LTS/Mitigation	No Change
Increase Level of Service - CMP	LTS	LTS	No Change
Air Traffic Patterns	NI	NI	No Change
Increase Hazards	LTS	LTS	No Change
Emergency Access	NI	NI	No Change
Inadequate Parking	LTS	LTS	No Change
Conflict with Adopted Plan	NI	NI	No Change
Utilities			
Exceed Wastewater Treatment Requirements	NI	NI	No Change

**Table III-1
Comparison of Environmental Findings between the Project and the Revised Project**

Environmental Issue	Approved Project	Revised Project	Conclusion
Result in Construction of New Treatment Facilities	LTS	LTS	No Change
Result in Construction of New Stormwater Facilities	LTS	LTS	No Change
Water Supplies	LTS/Mitigation	LTS/Mitigation	No Change
Adequate Wastewater Treatment Capacity	LTS	LTS	No Change
Landfill with Sufficient Capacity	LTS/Mitigation	LTS/Mitigation	No Change
Solid Waste Compliance	NI	NI	No Change
<p><i>Notes:</i> LTS = Less than significant LTS/Mitigation = Less than significant with mitigation SU = Significant and Unavoidable NI = No Impact Table prepared based on a comparison of the characteristics of Approved Project and Revised Project as related to each environmental impact category analyzed in the Mitigated Negative Declaration.</p>			

IV. ENVIRONMENTAL IMPACT ANALYSIS

The following analysis addresses the environmental issues that were previously analyzed in the MND for the Approved Project and determines if the Revised Project creates a new significant impact or increases the severity of an environmental impact as identified in the MND. Provided below is an assessment of how changes to the Approved Project affect the conclusions of each respective environmental issue analyzed in the Approved Project. As described in greater detail in Section II, Project Description, of this Addendum, both the Approved Project and the Revised Project would construct a mixed-use development in the City of Los Angeles. The Revised Project is substantially similar to the Approved Project and proposes slightly less height and floor area, and is generally within the same building footprint as the Approved Project. Specifically, the Revised Project proposes 377 apartment units (smaller units than the Approved Project's condominium units). The total floor area would be smaller than the Approved Project at 302,547 square feet, and the maximum height would be approximately 90 feet versus the Approved Project's height of roughly 590 feet. Finally, the Revised Project would provide 710 parking spaces, in compliance with LAMC apartment and commercial parking requirements.

In addition, the Revised Project proposes to eliminate the separate children's play area. The Approved Project proposed the development of for sale condominium units with large units targeted for occupancy by families with children. The Revised Project proposes smaller units targeted towards a different demographic. Out of the Approved Project's 378 condominium units, 258 units included either two or three bedrooms. Conversely, out of the Revised Project's 377 apartment units, only 114 units contain two bedrooms, and there are no three-bedroom units. Although a portion of the Revised Project would be occupied by families with children, there is not the same demand for a defined, separated children's play area, which is not mandated by the LAMC. The Revised Project would provide adequate common open space for all its residents that include courtyards with seating and gathering areas and a pool. These changes are also detailed in Table II-1 (in Section II, Project Description).

AESTHETICS

Approved Project

Scenic Vista

The Approved Project's existing visual character of the surrounding locale is highly urban and the Project Site is not located within or along a designated scenic corridor. Views in the vicinity of the Project Site are largely constrained by adjacent structures and the area's relatively flat topography. A temporary view of the Hollywood Hills including the Hollywood sign and the Griffith Observatory is provided along the Project Site. However, this view was temporarily caused by the demolition of the previous building at the Project Site and the previous building at the property north of Wilshire Boulevard directly opposite the Project Site. Therefore, the Approved Project impacts to scenic vistas were found to be less than significant in the Adopted MND.

Scenic Resources

No scenic resources such as rock outcroppings or trees exist on the Project Site. Furthermore, the Project Site is not located along or near a State Scenic Highway or City-designated Scenic Highway. Therefore, no impacts to scenic resources were found to occur under the Approved Project.

Visual Character

The MND for the Approved Project analyzed a 32-story mixed-use development. In the spirit of encouraging new development while preserving the unique character of the Wilshire community with its landmark buildings, the Approved Project is designed to complement and enhance the aesthetic value and image of the surrounding area. The Approved Project would alter the visual character of the vacant Project Site through the construction of a mixed-use residential development. With respect to building mass and height, land uses in the project vicinity vary in use and height. The design and height of the Approved Project residential tower conforms to the general massing and height for buildings located in Downtown Los Angeles. Furthermore, the Project Site is located in Height District No. 2, which does not specify a height restriction. The height of the building is limited by the floor area limits of the 6:1 Floor Area Ratio (FAR), which equates to a maximum of 580,656 square feet. Since the 587,137-square-foot FAR measurement of the Approved Project is within 6:1, the Approved Project would be within the permissible height limit.

The Approved Project would be built in a “modern” style that is consistent with other recent developments within the Koreatown area of the City. The building exterior would consist mainly of non-reflective glass. Exterior lighting would also correspond with building architecture to beautify the architectural design and to provide comfort and security. However, the Approved Project would introduce elements that would substantially impact the visual character of the surrounding area, as the proposed 6-story parking structure would extend almost the entire length of the block-face along Hobart Boulevard and the Project Site length along 7th Street. This would create a monolithic structure that would rise more than 75 feet in height and stretch for approximately 600 feet in length and 150 feet in width. Nevertheless, the impact would be mitigated to less than significant levels with compliance to recommended mitigation measures in the Adopted MND.

Signage

Aesthetic impacts may result from Approved Project implementation due to on-site signage in excess of that allowed under the Los Angeles Municipal Code (LAMC) Section 91.6205. However, the potential impact under the Approved Project to the visual character of the Project Site and surrounding area would be less than significant, as proposed and approved mitigation measures would ensure that signage does not cause significant impacts to surrounding community.

Shade/Shadow

Summer shadows from the Project Site would primarily be cast to the east and west. Shadows are cast on shadow-sensitive land uses towards the end of the daylight hours and would not last longer than four

hours. Therefore, summer shadow impacts from the Approved Project were found to be less than significant. Winter shadows from the Project Site are cast on shadow-sensitive uses towards the end of the day. Given that the shadow is cast towards the end of the day, it is not expected that the shadow would last more than three hours. Therefore, winter shadow impacts from the Approved Project to surrounding shadow-sensitive land uses were found to be less than significant.

Light and Glare

Although the site includes a vacant lot, which is lit at night, implementation of the Approved Project would create additional sources of illumination on the Project Site, as the site would be built with a mix of uses, including commercial and residential, which would intensify the uses currently on-site. Though the Approved Project would increase ambient light levels on the Project Site and in the vicinity, the increase would be considered nominal, as the area is located in an urbanized location that is already illuminated at night. The streets are illuminated with streetlights, as well as lights from passing automobiles. The surrounding buildings emanate light from interior commercial and retail uses and from exterior security lighting.

The Approved Project has been designed with a variety of exterior materials with careful consideration given to exclude materials that would create glare impacts. Further, compliance with the LAMC's reflective materials design standards (City Municipal Code Lighting Regulations, Chapter 9, Article 3, Section 93.0117), which limits reflective surface areas and the reflectivity of architectural materials used, would reduce any adverse impact from window glass glare. Implementation of the Approved Project would therefore not produce glare which would create a visual nuisance, a hazard or result in differential warming of adjacent residential properties. The Approved Project's impact with regard to glare would be less than significant.

Overall, the Approved Project's impacts to aesthetics, including visual character, views, shade/shadow, and light and glare, would be less than significant with mitigation.

Cumulative Impacts

Development of the Approved Project in conjunction with the 37 related projects were found to result in an intensification of land uses in an already urbanized area of the City. While many of the related projects would be visible from public and private properties, only the mixed-use residential and commercial building that is being constructed along the northern side of Wilshire Boulevard is located in close proximity to the Project Site. It was found in the Adopted MND that the existing temporary viewsheds through the Project Site and the other development site will disappear once the other building is erected. Both of these buildings are consistent and compatible with the existing development patterns along this area of Wilshire Boulevard. Therefore, the cumulative aesthetic impacts would be less than significant and the contribution of the Approved Project to this impact would not be considerable.

Additionally, the remainder of the cumulative impacts (shade/shadow and light and glare) would similarly be less than significant.

Revised Project

Scenic Vista/Resources

As described in Section II, Project Description, of this Addendum, there have been minimal changes to the uses surrounding the Project Site. As such, views and viewsheds in the vicinity of the Project Site have not changed, especially of scenic vistas. The Revised Project would be constructed within the same building footprint as the Approved Project, although the Revised Project's building would be significantly shorter than the Approved Project by approximately 26 stories. Therefore, the Revised Project would not be expected to obstruct scenic vistas, including the Hollywood Hills and Hollywood Sign. Additionally, views of the Hollywood Hills (and Griffith Park) are available in many other locations. Thus, the Revised Project would result in a less than significant impact with respect to scenic views, and this impact would be less than the Approved Project's less than significant impact, by virtue of a shorter building.

Visual Character

The Revised Project would be significantly shorter and less massive than the Approved Project, but would be constructed generally within the same building footprint, and proposes the same architectural design and materials as the Approved Project. In addition, the Revised Project has been designed to complement the aesthetic value and image of the surrounding area, similar to the Approved Project. The new building would alter the visual character of the area by replacing a vacant lot with a building in an architectural style that is visually compatible with the buildings in the area. Thus, the Revised Project building remains sensitive to the unique visual character and image of the area and Revised Project impacts to the area's aesthetic value and image would be less than significant, and the same as the Approved Project's impacts.

Signage

The Revised Project does not propose a supergraphic sign. Therefore, aesthetic impacts related to signage are less than significant.

Shade/Shadow

The Revised Project would be generally built within the same general footprint as the Approved Project, and would be significantly shorter – thereby reducing potential shading impacts to a significant degree. As described in Section II, Project Description, of this Addendum, there have been minimal changes to the uses surrounding the Project Site, and as a result, the sensitive receptors in the vicinity of the Project Site have not changed. As such, shadows generated by the Revised Project on surrounding sensitive uses are expected to be reduced when compared to the Approved Project. Therefore, the Revised Project's impacts with respect to shade/shadow would be less than significant.

Light and Glare

Like the Approved Project, the Revised Project would increase ambient light levels on the Project Site and in the vicinity. However, the increase would be considered nominal, as the area is located in an urbanized location that is already illuminated at night, and the illumination provided by the Revised Project would be the same as the illumination provided by the Approved Project. In addition, the Revised Project would exclude materials that would create glare impacts, and would comply with the City's Lighting Regulations contained in the LAMC. Overall, the Revised Project's impacts with respect to light and glare would be less than significant, similar to the Approved Project.

Mitigation Measures

The Revised Project would implement Mitigation Measures 1-1 through 1-10, as provided for the Approved Project:

- 1-1 Any exterior wall abutting a public right-of-way shall not extend more than 100 feet horizontally without containing architectural articulations or being recessed which will adequately prevent featureless, uninterrupted, large wall planes. The treated façade shall resemble a series of smaller buildings.
- 1-2 The design of the parking structure shall be compatible with the main buildings so that all of the buildings appear as a unified whole. Automobiles shall be completely screened from public view, as seen from a public street or alley.
- 1-3 Above grade parking levels shall be visually screened from frontage streets by landscaping and/or architectural features. Planter boxes associated with this screening shall not be used to add to the height of the structure.
- 1-4 Any parking structure abutting a public right-of-way shall not exceed 50 feet in height, without being set back, above 50 feet, from the building lot line a minimum of 10 feet horizontally. The façade of the structure shall be set back a minimum of 10 feet horizontally every 50 feet in height above that so as to create a stepping-back effect.
- 1-5 On-site signs are to be limited to the maximum allowable under Los Angeles Municipal Code Section 91.6205.
- 1-6 Multiple temporary signs in the store windows and along the building walls are not permitted.
- 1-7 Every building, structure, or portions thereof shall be maintained in a safe and sanitary condition and good repair, and free of graffiti, debris, rubbish, garbage, trash, overgrown vegetation or similar material, pursuant to Municipal Code Section 91,8104.
- 1-8 The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a public street or alley, pursuant to Municipal Code Section 91,8104.15.

- 1-9 Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen from adjacent residential properties.
- 1-10 The exterior of the proposed buildings shall be constructed of materials such as high-performance tinted non-reflective glass and pre-cast concrete or fabricated wall surfaces.

In addition, the Revised Project would also implement the following mitigation measure:

1-11 Aesthetics (Landscape Plan)

Environmental impacts to the character and aesthetics of the neighborhood may result from project implementation. However, the potential impacts will be mitigated to a less than significant level by the following measure:

- All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a licensed Landscape Architect and to the satisfaction of the decision maker.

Overall, the conditions that could affect impacts to aesthetics would remain unchanged. The Revised Project's modifications to the Approved Project would not change the existing conditions of the Project Site. Therefore, the aesthetic impacts of the Revised Project would be the same as the impacts of the Approved Project, and in some cases to a lesser degree due to a reduction in height and total floor area. Visual character, views, shade/shadow, and light and glare impacts would continue to be less than significant. Therefore, with regard to the criteria set forth in CEQA Guidelines Section 15162(a), the changes proposed by the Revised Project would not result in any new significant impact with respect to aesthetics.

Cumulative Impacts

The cumulative impact would also be the same for the Revised Project as for the Approved Project, which would be less than significant for visual character, shade/shadow, and light and glare. Therefore, the preparation of a subsequent or new Negative Declaration is not warranted.

AGRICULTURAL RESOURCES

Approved Project

The Project Site is located in a heavily urbanized area of the City of Los Angeles and does not include any State designated agricultural lands. The Extent of Important Farmland Map Coverage maintained by the Division of Land Protection indicates that the Project Site is not included in the Important Farmland Category and the Project Site and adjacent properties are not utilized for agricultural purposes. Additionally, the Approved Project would not involve the conversion of agricultural land to another use

and the Project Site is not under a Williamson Act contract. Therefore, no impacts to agricultural resources would occur as a result of the Approved Project.

Cumulative Impacts

As the Approved Project would result in no impact with respect to agricultural resources, it would not combine with any other project to result in a significant cumulative impact. As such, cumulative impacts with respect to agricultural resources would be less than significant.

Revised Project

The Revised Project would be developed on the same site as the Approved Project. The conditions that could affect impacts to agricultural resources would remain unchanged. With regard to the criteria set forth in CEQA Guidelines Section 15162(a), the changes proposed by the Revised Project would not result in any new significant environmental impacts upon agricultural resources or result in a substantial increase in the severity of any previously identified impacts. The Revised Project would have no impacts to agricultural resources, same as the Approved Project.

Cumulative Impacts

The cumulative impact would also be exactly the same for the Revised Project as for the Approved Project. Therefore, the preparation of a subsequent or new Negative Declaration is not warranted.

AIR QUALITY

Approved Project

Air Quality Management Plan (AQMP)

The Project would have an average population of approximately 926 residents and 18 retail employees, which represents approximately two percent of the overall population growth expected to occur in the Wilshire Community Plan Area between 2000 and 2010. Due to the strong demand for housing in the area, the increase in housing supply would be considered beneficial. In addition, the Site is located within walking distance of employment and shopping sites for Project residents, and the proposed retail use would be within walking distance of existing residents in the local vicinity. The Project was found to be consistent with the 2003 AQMP, resulting in a less than significant impact.

Violate Air Quality Standard

The analysis of daily construction emissions of volatile organic compounds (VOC), nitrogen oxides (NO_x), carbon monoxide (CO), sulfur oxides (SO_x), and respirable particulate matter (PM₁₀) was prepared using the URBEMIS 2002 model recommended by the SCAQMD. As shown in the MND for the Approved Project (Table IV-2), emissions during Project construction would not exceed the thresholds recommended by the SCAQMD, resulting in a less than significant impact.

The analysis of daily operational emissions was also prepared using the URBEMIS 2002 model. As shown in the Adopted MND (Table IV-3), the Project would generate a net increase in average daily emissions that does not exceed the thresholds of significance recommended by the SCAQMD during both the summertime smog season and the wintertime no-smog season. As such, the Project would result in a less than significant operational impact.

Although both construction and operational emissions would be less than significant, mitigation measures were recommended to ensure that impacts remain less than significant during both construction and operation.

Cumulative Increase of Criteria Pollutants

Because the Basin is currently in nonattainment for ozone, CO, and PM₁₀, related projects could exceed an air quality standard or contribute to an existing or projected air quality exceedance. SCAQMD recommends that a Project's potential contribution to cumulative impacts should be assessed using the same significance criteria as those for project specific impacts. Therefore, the analysis for the Approved Project assumed that individual development projects that generate construction or operational emissions that exceed the SCAQMD recommended daily thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment. As the Project's construction and operational emissions would be less than significant, they would not be cumulatively considerable.

Expose Sensitive Receptors to Substantial Pollutant Concentrations

SCAQMD protocol utilizes localized CO concentrations to determine pollutant concentration potential. The simplified CALINE4 screening procedure was used to predict future CO concentrations at intersections in the vicinity of the Project Site in the year 2008 with cumulative development projects. As shown in the Adopted MND (Table IV-4), the future CO concentrations near these intersections would not exceed the national and State ambient air quality standards for CO. Therefore, implementation of the Project and cumulative development would not expose any sensitive receptors located in close proximity to these intersections to substantial pollutant concentrations, and impacts would be less than significant.

Odors

The Project would include residential and ground floor commercial uses, and would not contain the use of any chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes. Therefore, no impact associated with objectionable odors would occur.

Cumulative Impacts

Cumulative impacts are discussed above, under "Cumulative Increase of Criteria Pollutants."

Revised Project

Air Quality Management Plan

The Revised Project would result in a virtually identical number of new residents and retail employees as the Approved Project. As such, the Revised Project would be consistent with the City's General Plan and with growth forecasts contained in the 2012 AQMP, along with the SCAG 2012-2035 Regional Transportation Plan and Sustainable Communities Strategy. As a result, the Revised Project would result in a less than significant impact with respect to AQMP consistency, and impacts would be the same as the Approved Project.

Violate Air Quality Standard

Construction-related emissions of criteria pollutants are expected to be less than those of the Approved Project, as the Project's floor area would decrease by approximately 47 percent. The concomitant emissions from all phases of construction, with the exception of demolition, are expected to be substantially less. Like the Approved Project, the Revised Project's short-term construction activities would neither violate any air quality standard nor contribute substantially to existing or projected violations, and impacts would be less than significant and less than those of the Approved Project.

Operational-related emissions of criteria pollutants are also expected to be less than those of the Approved Project. First, the Revised Project would result in approximately 47 percent less floor area, potentially resulting in substantial decreases in area source emissions from building cooling, heating, and other operational functions. Second, the Revised Project would generate about 87 fewer daily trips at adjacent intersections when compared to the Approved Project. This would further reduce vehicle-related emissions while also improving congestion levels of service at four of the six intersections analyzed in the Adopted MND. Like the Approved Project, the Revised Project's long-term operations would neither violate any air quality standard nor contribute substantially to existing or projected violations, and impacts would be less than significant and less than those of the Approved Project.

Cumulative Increase of Criteria Pollutants

When compared to the Approved Project, the Revised Project would produce fewer area and mobile source emissions for all criteria pollutants during both construction and operation. This is largely due to the reduction in the building's scale and envelope as well as the lower level of daily traffic trips to and from the Project Site. Like the Approved Project, the Revised Project's operations would not result in cumulatively considerable net increases of emissions for any nonattainment pollutants, and impacts would be less than significant and less than those of the Approved Project.

Expose Sensitive Receptors to Substantial Pollutant Concentrations

The Revised Project's construction activities would be scaled down from the Approved Project and would produce less localized emissions of pollutants that could affect nearby sensitive receptors (i.e., CO, NO₂, PM₁₀, and PM_{2.5}). Likewise, the Project's operations would result in approximately 87 fewer daily vehicle

trips at adjacent intersections when compared to the Approved Project. This would further reduce vehicle-related emissions and would ultimately reduce exposure of nearby receptors to roadway-based CO concentrations. Like the Approved Project, the Revised Project would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant and less than those of the Approved Project.

Odors

Like the Approved Project, the Revised Project would include residential and retail commercial uses that would not normally emit odors during operations. As such, the Revised Project would result in no impact with respect to odors, same as the Approved Project.

Mitigation Measures

The Revised Project would implement Mitigation Measures 3-1 through 3-3, as provided for the Approved Project:

3-1 The Project Developer shall implement measures to reduce the emissions of pollutants generated by heavy-duty diesel-powered equipment operating at the project site throughout the project construction phases. The Project Developer shall include in construction contracts the control measures required and recommended by the SCAQMD at the time of development. Examples of the types of measures currently required and recommended include the following:

- Keep all construction equipment in proper tune in accordance with manufacturer's specifications.
- Use late model heavy-duty diesel-powered equipment at the project site to the extent that it is readily available in the South Coast Air Basin (meaning that it does not have to be imported from another air basin and that the procurement of the equipment would not cause a delay in construction activities of more than two weeks).
- Use low-emission diesel fuel for all heavy-duty diesel-powered equipment operating and refueling at the project site to the extent that it is readily available and cost effective in the South Coast Air Basin (meaning that it does not have to be imported from another air basin, that the procurement of the equipment would not cause a delay in construction activities of more than two weeks, that the cost of the equipment use is not more than 20 percent greater than the cost of standard equipment). (This measure does not apply to diesel-powered trucks traveling to and from the site.)
- Utilize alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent that the equipment is readily available and cost effective in the South Coast Air Basin (meaning that it does not have to be imported from another air basin, that the procurement of the equipment would not cause a delay in construction activities of more than two weeks, that the cost of the equipment use is not more than 20 percent greater than the cost of standard equipment).
- Limit truck and equipment idling time to five minutes or less.

- Rely on the electricity infrastructure surrounding the construction sites rather than electrical generators powered by internal combustion engines to the extent feasible.
- 3-2 The Project Developer shall implement fugitive dust control measures in accordance with SCAQMD Rule 403. The Project Developer shall include in construction contracts the control measures required and recommended by the SCAQMD at the time of development. Examples of the types of measures currently required and recommended include the following:
- Use watering to control dust generation during demolition of structures or break-up of pavement.
 - Water active grading/excavation sites and unpaved surfaces at least three times daily.
 - Cover stock piles with tarps or apply non-toxic chemical soil binders.
 - Sweep daily (with water sweepers) all paved parking areas and staging areas.
 - Provide daily clean-up of mud and dirt carried onto paved streets from the site.
 - Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site.
 - Install wind breaks at the windward sides of construction areas.
 - Suspend excavation and grading activity when winds (instantaneous gusts) exceed 15 miles per hour over a 30-minute period or more.
 - An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive fugitive dust generation. Any reasonable complaints shall be rectified within 24 hours of their receipt.
- 3-3 The Project Developer shall include in construction and building management contracts the following requirements or measures shown to be equally effective:
- Use solar or low-emission water heaters in the residential buildings.
 - Provide energy-efficient natural gas heating and cooking equipment.
 - Install air filtration system capable of removing 99.97% of all airborne contaminants at 0.3 microns in order to reduce the effects of diminished air quality on the occupants of the Project.
 - Install ozone destruction catalyst on air conditioning systems, in consultation with the SCAQMD.
 - Require that commercial landscapers providing services at the common areas of project site use electric or battery-powered equipment, or other internal combustion equipment that is either certified by the California Air Resources Board or is three years old or less at the time of use, to the extent that such equipment is reasonably available and competitively priced in Los Angeles County (meaning that the equipment can be easily purchased at stores in Los Angeles County and the cost of the equipment is not more than 20 percent greater than the cost of standard equipment).

In addition, the Revised Project would also implement the following mitigation measure:

3-4 Green House Gas Emissions

The project will result in impacts resulting in increased green house gas emissions. However, the impact can be reduced to a less than significant level through compliance with the following measure(s):

- Install a demand (tankless or instantaneous) water heater system sufficient to serve the anticipated needs of the dwelling(s).
- Only low-and non-VOC- containing paints, sealants, adhesives, and solvents shall be utilized in the construction of the project.

Overall, the Revised Project's modifications to the Approved Project would reduce most impacts of the Approved Project with respect to air quality as a result of a smaller floor area and a reduction in daily vehicle trips. Construction and operational emissions would continue to be less than significant. Therefore, with regard to the criteria set forth in CEQA Guidelines Section 15162(a), the changes proposed by the Revised Project would not result in any new significant impact with respect to air quality.

Cumulative Impacts

Cumulative impacts are discussed above under “Cumulative Increase of Criteria Pollutants.” As discussed, cumulative impacts would be less than significant and reduced when compared to the Approved Project. Therefore, the preparation of a subsequent or new Negative Declaration is not warranted.

BIOLOGICAL RESOURCES

Approved Project

The Project Site is located in a heavily urbanized area of the City of Los Angeles. The Project Site does not contain any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game (Fish and Game) or U.S. Fish and Wildlife Service (USFWS). Nor are there any riparian or other sensitive habitat areas located on or adjacent to the Project Site. In addition, there are no known locally designated natural communities on the Project Site or in the project vicinity.

The Approved Project would not result in the direct removal, filling or hydrological interruption of a federally protected wetland as defined by Section 404 of the Clean Water Act. Due to the highly urbanized surroundings, there are no wildlife corridors or native wildlife nursery sites in the Approved Project vicinity. The Approved Project would not interfere with the movement of any resident or migratory fish or wildlife species. There are no known locally designated natural communities on the Project Site or in the development vicinity. Therefore, the Approved Project would not conflict with the

provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or State habitat conservation plan. Therefore, the Approved Project was found to not impact biological resources.

Cumulative Impacts

As the Approved Project would result in no impact with respect to biological resources, it would not combine with any other project to result in a significant cumulative impact. As such, cumulative impacts with respect to biological resources would be less than significant.

Revised Project

The conditions that could affect impacts to biological resources would remain unchanged with the Revised Project. There would be no site changes that include any areas of significant biological value. With regard to the criteria set forth in CEQA Guidelines Section 15162(a), the changes proposed by the Revised Project would not result in any new significant environmental impacts upon biological resources or result in a substantial increase in the severity of any previously identified impacts. Therefore, the biological impacts of the Revised Project would be exactly the same as the impacts of the Approved Project and there continues to be no impact with respect to biological resources.

Cumulative Impacts

The cumulative impact would also be exactly the same for the Revised Project as for the Approved Project. Therefore, the preparation of a subsequent or new Negative Declaration is not warranted.

CULTURAL RESOURCES

Approved Project

Historic Resources

The Project Site is currently a vacant lot. No structures, which could have any historical significance, exist on the Project Site. Additionally, the Approved Project would not physically affect any building located within a Historic District, and as such, would not affect the ratio of contributing buildings to noncontributing buildings. Therefore, the development of the Approved Project would not result in a change to the significance of a historical resource, and no impact would occur.

Archaeological Resources

No known prehistoric have archaeological resources been identified on the Project Site or within the Adopted MND for the Approved Project. All portions of the Project Site have been previously developed, and as such, have been subject to ground disturbing activities such as grading and excavating, which could have damaged, destroyed, or removed any archaeological resources that could have been present. As such, the potential for archaeological resources to occur in the Project Site is low. In the unlikely event that archeological resources are encountered during construction activities (e.g.,

demolition, excavation, etc.), mitigation measures have been provided in the MND to reduce potential impacts.

Paleontological Resources

The Approved Project Site contains no known unique paleontological resources. All portions of the Project Site have been developed and as such, have been subject to ground disturbing activities such as grading, which could have damaged, destroyed, or removed any paleontological resources that could have been present. Thus, the potential for paleontological resources to occur at the Project Site is low.

However, as a portion of the Project Site has only been developed on the ground surface, it is difficult to know what may lie beneath. It is possible that unknown paleontological resources could be encountered during the Approved Project's construction phase. Without proper care during grading and excavation, unknown resources could be damaged or destroyed. However, with implementation of mitigation measures in the Adopted MND, any potential impact to paleontological resources would be reduced to less than significant levels.

Human Remains

No known human burials have been identified on the Project Site or vicinity. However, it is possible that unknown human remains could occur on the Project Site, and if proper care is not taken during project construction, damage to or destruction of these unknown remains could occur. Proper mitigation measures mentioned within the Adopted MND were included to reduce any potential impacts to a less than significant level.

Cumulative Impacts

Development of the Approved Project in conjunction with the 37 related projects was found to result in further development of residential and commercial land uses in the Wilshire Community Plan area. Similar to the Project Site, all of the related projects are located in an urbanized area. Therefore, it is highly unlikely that human remains, archaeological, or paleontological resources exist on the surface of the related Project Sites. Nevertheless, there remains the remote possibility that unknown subsurface archaeological and paleontological resources could be encountered during related project development. Like the Approved Project, the related projects would follow standard City mitigation measures during the earthwork and excavation phase to avoid any impacts with respect to archaeological/paleontological resources and human remains. As such, cumulative impacts with respect to cultural resources were found to be less than significant in the MND.

Revised Project

The conditions that could affect impacts to cultural resources would remain unchanged with the Revised Project. The changes would involve a different interior allocation of space within the project, namely the switch from larger condominium units to smaller apartment units (and a reduction in total FAR). As

such, the Revised Project would not be expected to impact any neighboring historic resources. Therefore, impacts with respect to historic resources as a result of the Revised Project would be less than significant.

Overall, these modifications to the Revised Project would not change the existing conditions of the Project Site or the proposed excavation plans for the Revised Project, and would not change the impacts with respect to cultural resources. Therefore, the cultural resource impacts of the Revised Project would be the same as the Approved Project. Also, the Revised Project would implement standard City mitigation measures during the earthwork and excavation phase. Therefore, the Revised Project's impacts to archaeological/paleontological resources and human remains remain less than significant, same as the Approved Project.

Mitigation Measures

The Revised Project would implement the following mitigation measures, which would replace Mitigation Measures 5-1 and 5-2, which were provided for the Approved Project:

5-3 Cultural Resources (Archaeological)

Environmental impacts may result from project implementation due to discovery of unrecorded archaeological resources. However, the potential impacts will be mitigated to a less than significant level by the following measures:

- If any archaeological materials are encountered during the course of project development, all further development activity shall halt and:
 - a. The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
 - b. The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
 - c. The applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study or report.
- Project development activities may resume once copies of the archaeological survey, study or report are submitted to:

SCCIC Department of Anthropology
McCarthy Hall 477
CSU Fullerton

800 North State College Boulevard
Fullerton, CA 92834

- Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.
- A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

5-4 Cultural Resources (Paleontological)

Environmental impacts may result from project implementation due to discovery of unrecorded paleontological resources. However, the potential impacts will be mitigated to a less than significant level by the following measures:

- If any paleontological materials are encountered during the course of project development, all further development activities shall halt and:
 - a. The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology - USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum - who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
 - b. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
 - c. The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report.
 - d. Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.
- Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered
- A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

5-5 Cultural Resources (Human Remains)

Environmental impacts may result from project implementation due to discovery of unrecorded human remains.

- In the event that human remains are discovered during excavation activities, the following procedure shall be observed:
 - a. Stop immediately and contact the County Coroner:

1104 N. Mission Road
Los Angeles, CA 90033
323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or
323-343-0714 (After Hours, Saturday, Sunday, and Holidays)
 - b. The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission.
 - c. The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
 - d. The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
 - e. If the descendent does not make recommendations within 48 hours the owner shall reinter the remains in an area of the property secure from further disturbance, or;
 - f. If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the Native American Heritage Commission.
- *Discuss and confer* means the meaningful and timely discussion careful consideration of the views of each party.

Therefore, with regard to the criteria set forth in CEQA Guidelines Section 15162(a), the changes proposed by the Revised Project would not result in any new significant environmental impacts upon cultural resources or result in a substantial increase in the severity of any previously identified impacts. Like the Approved Project, the Revised Project would result in no impact to historic resources, and a less than significant impact with respect to archaeological/paleontological resources and human remains.

Cumulative Impacts

The cumulative impact would also be exactly the same for the Revised Project as for the Approved Project. Therefore, the preparation of a subsequent or new Negative Declaration is not warranted.

GEOLOGY AND SOILS

Approved Project

Expose People or Structures

The Project Site is located in the seismically active region of southern California. Numerous active and potentially active faults with surface expressions (fault traces) have been mapped adjacent to, within, and beneath the City of Los Angeles. However, there are no active surface fault traces identified by the State, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, known to be present on the Project Site. Therefore, the possibility of surface fault rupture affecting the Project Site would be considered remote, and the Approved Project would not present any adverse impacts with respect to exposing people or property to hazardous conditions resulting from rupture of a known earthquake fault on the Project Site. Thus, no impact would occur.

The potential seismic hazard to the Project Site would not be higher than in most areas of the City of Los Angeles or elsewhere in the region. Therefore, the risks from seismic ground shaking are considered to be less than significant.

Liquefaction describes a phenomenon where earthquake-induced ground motions create excess pore pressures in cohesionless soils. As a result, the soils may acquire a high degree of mobility, which can lead to lateral spreading, consolidation and settlement of loose sediments, and ground oscillation. According to historic groundwater maps for the vicinity, groundwater is anticipated to be to depths of approximately 20 feet below the ground surface in the area of the Project Site. In addition, the Project Site is not located in a State Seismic Hazard Zone for liquefaction. Therefore, the Project Site would not be considered prone to liquefaction, and no impact would occur under the Approved Project.

Soil Erosion

Due to previous grading for development on the Project Site, no original topsoil remains onsite. The topography of the Project Site is relatively flat and it would be mostly paved-over, so little soil would be exposed during the operation of the Approved Project.

Although project development has the potential to result in the erosion of soil during site preparation and construction activities, erosion would be reduced by implementation of appropriate erosion controls during grading. Minor amounts of erosion and siltation could occur during project grading, which would be collected in a controlled manner. Additionally, the potential for soil erosion during the operation of the Approved Project is low due to the generally level topography of the area and the fully developed aspects of the Project Site at the completion of build-out. All grading activities require grading permits from the Department of Building and Safety, which include requirements and standards designed to limit potential impacts to acceptable levels, and all grading should also conform to the requirements of the City of Los Angeles Grading Division. With implementation of the applicable grading and building permit requirements and the application of Best Management Practices, a less than significant impact would occur with respect to erosion or loss of topsoil under the Approved Project.

Unstable Soil

Based on the findings contained in the Geotechnical Investigation mentioned in the Adopted MND for the Approved Project, the development is feasible from a geotechnical engineering standpoint, provided the advice and recommendations contained within their investigations are followed and are implemented during construction. It should be noted, however, that engineering for the Approved Project should not begin until approval of the geotechnical investigation is granted by the local building official, as significant changes in the geotechnical recommendations may result due to the building department review process. Therefore, with adherence to these design considerations, impacts were found to be less than significant.

Expansive Soil

According to the Geotechnical Investigation conducted for the Approved Project, subsurface materials at the Project Site consist of clayey sands, clayey silts, sandy silts, sandy clay, and silty sands, which have very low expansion potential. As such, risks related to expansive soils are unlikely and the Approved Project would not have a significant impact related to expansive soils.

Septic Tanks

The Project Site is located in a developed area of the City of Los Angeles, which is served by a wastewater collection, conveyance, and treatment system operated by the City. No septic tanks or alternative disposal systems are proposed under the Approved Project. Therefore, no impact was expected to occur.

Cumulative Impacts

Geotechnical impacts related to future development in the City would involve hazards related to site-specific soil conditions, erosion, and ground shaking during earthquakes. These impacts would be site-specific and would not be common to nor shared with the impacts on other sites. Furthermore, development of each of the related projects and the Approved Project would be subject to uniform site development and construction standards that are designed to protect public safety. Therefore, cumulative geotechnical impacts would be less than significant.

Revised Project

The conditions that could affect impacts to geology and soils would remain unchanged with the Revised Project. The modifications proposed as part of the Revised Project would not change the existing geologic conditions of the Project Site or the engineering and excavation plans for the development, although the Revised Project would provide less subterranean parking than the Approved Project. Therefore, the geology and soils impacts of the Approved Project would be the same in the Revised Project. With the implementation of the mitigation measures identified in the MND and design standards recommended in the geotechnical report, impacts would remain less than significant.

Mitigation Measures

The Revised Project would implement Mitigation Measures 6-1 through 6-5, as provided for the Approved Project:

- 6-1 The design and construction of the project shall conform to the Uniform Building Code seismic standards, as approved by the Department of Building and Safety.
- 6-2 The project shall comply with the mat foundation recommendations, listed on pages 5 through 7 of the *Report of Geotechnical Investigation – Proposed Mixed-Use Development, 3670 Wilshire Boulevard, Los Angeles, California*, prepared by MACTEC Engineering and Consulting, March 20, 2006. Specifically, the following recommendations shall be implemented:
- The non-tower podium portion of the structure may be supported on a mat foundation so long as the majority of the settlement is allowed to occur in the podium before it is structurally connected to the tower structures.
 - A mat foundation for the non-tower portion of the podium, established in firm undisturbed natural soils can be designed to impose an average net dead-plus-live load pressure of 2,000 pounds per square foot. The bearing pressure has been calculated assuming the footprint area of the site excluding the tower to be about 65,000 square feet and structural loads of about 225 pounds per square foot.
 - For localized areas of the mat, the bearing value may be taken as up to 4,000 pounds per square foot.
 - A one third increase in both the average and localized bearing values can be used for wind or seismic loads. The recommended bearing value is a net value, and the weight of concrete in the mat can be taken as 50 pounds per cubic foot.
 - Footings for minor structures (loading dock walls, minor retaining walls, and free-standing walls) that are structurally separate from the main structure can be designed to impose a net dead-plus-live load pressure of 1,500 pounds per square foot at a depth of 1½ feet below the lowest adjacent grade. Such footings can be established in either properly compacted fill soils or undisturbed natural soils.
- 6-3 The project shall comply with the drilled cast-in-place concrete piles recommendations, listed on pages 7 through 10 of the *Report of Geotechnical Investigation – Proposed Mixed-Use Development, 3670 Wilshire Boulevard, Los Angeles, California*, prepared by MACTEC Engineering and Consulting, March 20, 2006. Specifically, the following recommendations shall be implemented:
- Drilled piles may be used to support the tower structures. However, the piles would likely need to be installed using casing and/or drilling mud below the groundwater level.
 - Piles in groups, if needed, should be spaced at least three diameters on centers.

- Pile excavations should be filled with concrete as soon as after drilling and inspection as possible; the holes should not be left overnight.
 - Concrete should be pumped from the bottom up through a rigid pipe extending to the bottom of the drilled excavation, with the pipe being slowly withdrawn as the concrete level rises. The discharge end of the pipe should be at least five (5) feet below the surface of the concrete at all times during placement. The discharge pipe should be kept full of concrete during the entire placing operation and should not be removed from the concrete until all of the concrete is placed and fresh concrete appears at the top of the pile.
 - The volume of the concrete pumped into the hole should be recorded and compared to design volume.
 - Below the groundwater level, the strength of concrete should be increased by 1,000 pounds per square inch, per City of Los Angeles guidelines.
 - Only competent drilling contractors with experience in the installation of drilled cast-in-place piles should be considered for pile construction.
 - The drilling of the pile excavations and the placing of the concrete should be observed continuously by personnel of the geotechnical engineer of record to verify that the desired diameter and depths of piles are achieved.
- 6-4 Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), construct diversion dikes to channel runoff around the site. Line channels with grass or roughened pavement to reduce runoff velocity.
- 6-5 Incorporate appropriate erosion control and drainage devices to the satisfaction of the Building and Safety Department shall be incorporated, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code, including planting fast-growing annual and perennial grasses in areas where construction is not immediately planned. These will shield and bind the soil.

With regard to the criteria set forth in CEQA Guidelines Section 15162(a), the changes proposed by the Revised Project would not result in any new significant environmental impacts upon geology and soils or result in a substantial increase in the severity of any previously identified impacts. The Revised Project impacts on geology and soils would be less than significant, same as the Approved Project.

Cumulative Impacts

The cumulative impact would also be exactly the same for the Revised Project as for the Approved Project. Therefore, the preparation of a subsequent or new Negative Declaration is not warranted.

HAZARDS AND HAZARDOUS MATERIALS

Approved Project

Transport, Use, or Disposal

Other than typical cleaning solvents used for retail and residential purposes, no hazardous materials would be used, transported, or disposed of in conjunction with the routine day-to-day operations of the Approved Project. Therefore, no impact would occur.

Release into the Environment

Between 1954 and November 2004, the site was developed with a 66,272-square-foot (55,308 square feet rentable), five-story office building and a 203-space surface parking lot. The building and parking lot have since been vacated and demolished. As such, no Poly-Chlorinated Biphenyls (PCBs), Asbestos Containing Materials (ACMs), or Lead-Based Paint occurs within the Project Site. In addition, no aboveground or underground storage tanks currently occur within the Project Site. Further, the Project Site does not contain any oil or gas wells and is not located in a City-designated Methane Zone. Thus, impacts are considered less than significant under the Approved Project.

Emit Hazardous Emissions

There are three schools located within one-quarter mile of the Project Site. These schools, listed in order of proximity to the Project Site, include Camino Nuevo Charter Academy at 635 Harvard Boulevard, LA Trinity Academy at 3750 6th Street, and ECC Academy at 3850 Wilshire Boulevard. However, as stated above, the Approved Project would use, at most, minimal amounts of hazardous materials for routine cleaning and, therefore, would not pose any substantial potential for accident conditions involving the release of hazardous materials. Thus, there would be no impact concerning emission of hazardous materials near a school.

Located On Hazardous Materials Site

A review of current databases and files from federal, State, and local environmental regulatory agencies was conducted to identify use, generation, storage, treatment or disposal of hazardous materials and chemicals, or release incidents of such materials, which may impact the Approved Project. The Project Site is not included on any of the applicable lists. Sites were noted in the regulatory databases that appear near the Project Site. These sites appear to have environmental issues associated with them. However, none of these other sites are expected to result in a recognized environmental condition at the Project Site. Therefore, as the Project Site is not included in any hazards list, no impact would occur.

Airport Land Use Plan

The nearest airports are the Compton Airport, El Monte Airport, and Los Angeles International Airport, which are located approximately 15 miles south, approximately 17 miles east, and 13 miles west of the Project Site, respectively. As such, the Approved Project is not included in any airport land use plan. Therefore, no impact would occur.

Private Airstrip

The Project Site is not located in the vicinity of a private airstrip. Therefore, no impact would occur.

Emergency Response Plan

The Project Site is not subject to any specific emergency response plans or emergency evacuation plans. Therefore, no impact would occur. Development of the Project Site may require temporary and/or partial street closures due to construction activities. Nonetheless, while such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans. Therefore, the Approved Project is not expected to interfere with any adopted emergency response plan or emergency evacuation plan, and no Approved Project impact would occur.

Significant Risk of Loss

The Project Site is located in a dense urban area of the City that does not include wildlands or high fire hazard terrain or vegetation and, therefore, is not subject to hazards from wildland fires. Consequently, no impact would occur.

The Approved Project would use, at most, minimal amounts of hazardous materials for routine cleaning and therefore would not pose any substantial potential for accident conditions involving the release of hazardous materials. The Approved Project does not include elements or aspects that will create or otherwise emit any health hazard or potential health hazard, and would not produce hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste. Therefore, impacts concerning release of hazardous materials into the environment would be less than significant under the Approved Project.

Cumulative Impacts

Hazardous materials and risk of upset conditions are largely site-specific, and therefore, each related project would require evaluation for potential threats to public safety. Further, local municipalities are required to follow local, State, and federal laws regarding hazardous materials. Therefore, compliance with local, State, and federal laws pertaining to hazards and hazardous materials, cumulative impacts would be less than significant.

Revised Project

Since the Project Site is vacant, the Revised Project would have no impact related to the upset or release of materials (including PCBs, ACM, and LBP) during construction. The conditions that could affect impacts to hazards and hazardous materials during project operation would remain unchanged with the Revised Project, as the operational use of the project remains the same. Therefore, the hazards and hazardous materials impacts of the Revised Project during construction would be reduced when compared to the Approved Project. The impacts during operation would be the same as the Approved Project.

With regard to the criteria set forth in CEQA Thresholds Guide Section 15162(a), the changes proposed by the Revised Project would not result in any new significant impact with respect to hazardous materials. The Revised Project would have no impact with respect to hazards and hazardous materials during demolition and construction, which is less than the impact of the Approved Project. The Revised Project would result in a less than significant impact on hazards and hazardous materials during project operation, same as the Approved Project.

Cumulative Impacts

The cumulative impact would also be exactly the same for the Revised Project as the Approved Project. Therefore, the preparation of a subsequent or new Negative Declaration is not warranted.

HYDROLOGY AND WATER QUALITY

Approved Project

Water Quality Standards

Construction activities associated with the Approved Project would be required to meet the National Pollution Discharge Elimination System (NPDES) requirements for storm water quality. It was found that during construction, the Project Site would contain a variety of construction materials that are potential sources of stormwater pollution, such as adhesives, cleaning agents, landscaping, plumbing, painting, heat/cooling, masonry materials, floor and wall coverings, and demolition debris. Construction activities must adhere to the relevant stormwater management regulations under Los Angeles County's NPDES Permit No. CA0061654. When properly designed and implemented, these Best Management Practices (BMPs) would ensure that short-term construction related water quality impacts are not significant. Implementation of the mitigation measures identified in the Adopted MND would ensure that project-related water quality impacts during the construction period would be reduced to less than significant levels.

Additionally, in order to prevent potential impacts, the Approved Project was designed in compliance with Order No. 90-079 of the Regional Water Quality Control Board, Los Angeles Region, which regulates the issuance of water discharge requirements to Los Angeles County (including Cities that are tributaries to the County for stormwater discharge), under NPDES Permit No. CA0061654. This would

ensure that impacts to stormwater quality as a result of project implementation would be less than significant.

Deplete Groundwater

The Project Site is presently a permeable surface (i.e., dirt); however, up until recently the Project Site was developed entirely with impermeable surfaces (i.e., asphalt and office building). No groundwater recharge takes place at the Project Site. Consequently, with construction of the Approved Project, no change in the amount of groundwater recharge would occur. According to the Soils Engineering Investigation, the depth to ground water is estimated to be 42 to 45 feet below the ground surface. As Project excavation would be restricted to the one subterranean parking level, reaching a depth of approximately 10 feet below grade level, no groundwater interference would occur. Therefore, the Approved Project would not deplete groundwater supplies, and no impact would occur.

Drainage Patterns/Erosion

As discussed in the MND, the Project Site is located in a dense urbanized area, and no stream or river courses are located in the immediate Project vicinity. The closest water body to the Project Site is the Los Angeles River, located approximately 4 miles east of the Project Site. The Project Site is presently a permeable surface (i.e., dirt); however, up until recently the Project Site was developed entirely with impermeable surfaces (i.e., asphalt and office building). Runoff from the Project Site flows, and would continue to flow, towards existing City storm drains. Therefore, no impact associated with the alteration of existing drainage patterns would occur.

Drainage Patterns/Runoff

Currently, runoff from the Project Site flows southeast along Hobart Boulevard to existing storm drain inlets along Hobart Boulevard. With the development of the Approved Project, runoff would continue to be directed towards the existing storm drain inlets. Therefore, the Proposed Project would not substantially alter the existing drainage pattern of the Project area. No Approved Project impacts would occur.

Runoff Exceed Capacity

Under the Approved Project, runoff currently is and would continue to be collected on the Project Site and directed towards existing storm drains in the project vicinity. The existing dirt surface is exposed to runoff, thereby, creating minimal amounts of polluted runoff. As the parking component of the Approved Project would be enclosed to the elements, it would not be exposed to runoff, thereby decreasing the amount of polluted runoff from the Project site and creating a net beneficial impact. Therefore, the Approved Project would not provide substantial additional sources of polluted runoff to the storm drain system or increase storm water runoff from the Project Site above existing levels, and a less-than-significant impact would occur.

Degrade Water Quality

The Approved Project would not include other potential sources of contaminants that could potentially degrade water quality. Therefore, the Approved Project was found to not degrade water quality and no impact would occur.

Flood Hazard Map

The Project Site is not in an area designated as a 100-year flood hazard area. The Project Site is located in Zone C (areas of minimal flooding) according to FEMA Flood Insurance Rate Map (FIRM) 0601370073D. Therefore, no impact was determined to occur.

100 Year Flood Hazard

The Project Site is not in an area designated as a 100-year flood hazard area. The Project Site is located in Zone C (areas of minimal flooding) according to FEMA Flood Insurance Rate Map (FIRM) 0601370073D. Therefore, no impact would occur.

Significant Risk of Loss

According to the Safety Element of the City General Plan, the Project Site is not located within a potential inundation area. In addition, flooding from other sources is not expected (see Section 8(h)). Therefore, the potential impact associated with flooding due to the failure of a levee or dam would be less than significant under the Approved Project.

Expose People

The Project Site is not located in a potential tsunami zone. With respect to the potential impact from a mudflow, the Project Site is relatively flat and is surrounded by urban development; thus, it does not contain any sources of mudflow. Therefore, there would be no impact associated with the risk of loss, injury, or death by seiche, tsunami, or mudflow.

Cumulative Impacts

Development of the Approved Project in combination with the 37 related projects would result in the further infilling of uses in an already dense urbanized area. Little, if any additional cumulative runoff would be expected from the Project Site and the related Project Sites since this part of the City is already fully developed with impervious surfaces. Therefore, cumulative impacts to the existing or planned stormwater drainage system would be less than significant. In addition, development on each site would be subject to uniform site development and construction standards that are designed to ensure water quality and hydrological conditions are not adversely affected. All of the related projects would be required to implement BMPs and to conform to the existing NPDES water quality program. Therefore, cumulative water quality impacts would be less than significant under the Approved Project.

Revised Project

The conditions that could affect impacts to hydrology and water quality remain unchanged. This would include the impermeable nature of the Project Site, the location of the Project Site, the construction plan, and the project's compliance with all water quality and waste discharge requirements.

The Revised Project's surface water quality impacts during construction would be similar to the Approved Project because the same amount of land would be graded and the construction area would be the same. The Revised Project's water quality impacts during operation would be the same as the Approved Project, and the Revised Project also proposes multi-family residential uses with ground-floor commercial space, within the same building footprint (although at a smaller total FAR and shorter height). Like the Approved Project, the Revised Project would comply with the requirements of NPDES Permit No. CA0061654. Also, like the Approved Project, the Revised Project would not result in a change in the Project Site coverage from existing setting conditions and would include approximately the same impervious and permeable surface ratios, and would not contribute to groundwater depletion or interfere with groundwater recharge to an environmentally significant degree. Finally, as the Revised Project would be located on the same site as the Approved Project, it would result in a less than significant impact with respect to flooding.

Therefore, the hydrology and water quality impacts of the Revised Project would be the same as the impacts for the Approved Project. The Revised Project would continue to have a less than significant impact associated with groundwater supplies, drainage patterns, water quality, stormwater drainage, and flooding. The Revised Project would continue to have a less than significant impact associated with water quality, with the incorporation of the EIR's mitigation measures to ensure compliance with water quality requirements.

Mitigation Measures

The Revised Project would implement Mitigation Measures 8-1 through 8-18, as provided for the Approved Project:

- 8-1 All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete; wood, and vegetation. Non recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.
- 8-2 Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
- 8-3 Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
- 8-4 Dumpsters shall be covered and maintained. Place uncovered dumpsters under a roof or cover with tarps or plastic sheeting.

- 8-5 Where truck traffic is frequent, gravel approaches shall be used to reduce soil compaction and limit the tracking of sediment into streets.
- 8-6 All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.
- 8-7 Project applicants are required to implement stormwater BMPs to retain or treat the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook – Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.
- 8-8 Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion.
- 8-9 Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation.
- 8-10 Install roof runoff systems where site suitable for installation. Runoff from rooftops is relatively clean, can provide groundwater recharge and reduce excessive runoff into storm drains.
- 8-11 Paint messages that prohibit the dumping of improper materials into the storm drain system adjacent to storm drain inlets. Prefabricated stencils can be obtained from the Watershed Protection Division.
- 8-12 All storm drain inlets and catch basins within the project area must be stenciled with prohibitive language (such as NO DUMPING - DRAINS TO OCEAN) and/or graphical icons to discourage illegal dumping.
- 8-13 Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the project area.
- 8-14 Legibility of stencils and signs must be maintained.
- 8-15 Materials with the potential to contaminate stormwater must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar structure that prevents contact with runoff spillage to the stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs.
- 8-16 The storage area must be paved and sufficiently impervious to contain leaks and spills.
- 8-17 The storage area must have a roof or awning to minimize collection of stormwater within the secondary containment area.

- 8-18 The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturer's instructions.

With regard to the criteria set forth in CEQA Guidelines Section 15162(a), the changes proposed by the Revised Project would not result in any new significant environmental impacts upon hydrology and water quality or result in a substantial increase in the severity of any previously identified impacts. The Revised Project's impacts to hydrology and water quality would be less than significant, same as the Approved Project.

Cumulative Impacts

The cumulative impact would also be exactly the same for the Revised Project as the Approved Project. Therefore, the preparation of a subsequent or new Negative Declaration is not warranted.

LAND USE/PLANNING

Approved Project

Physically Divide

The Project Site is located within the urban area of the Koreatown and Wilshire Center districts of the City of Los Angeles and is consistent with the existing physical arrangement of the properties within the vicinity. As discussed in the MND for the Approved Project, the development includes the construction of a residential tower on the southwest corner of Wilshire Boulevard and Hobart Boulevard. With the development of the Approved Project, no streets or sidewalks would be permanently closed, and no separation of uses or disruption of access between land use types would occur. Therefore, implementation of the Approved Project would not disrupt or divide the physical arrangement of the established community, and no impact would occur.

Land Use Compatibility

The Wilshire Community Plan (Community Plan) designated the Project Site as General Commercial, which allows high- and mid-rise office, hotel, retail, entertainment, and residential uses. The Project Site is located within one of four regional commercial centers designated in the Community Plan. It is located within the Wilshire Center Regional Commercial Center, which is approximately 100 acres in size. Thus, this neighborhood is recognized to be a mixed-use community that includes high-density housing intermixed with commercial uses.

The Project Site is currently zoned (T)(Q) C2-2. The C2 zoning is a corresponding zone to the Regional Center Commercial designation. The "-2" component indicates that the site is located in Height District 2, which typically permits a maximum floor area ratio ("FAR") of 6:1 and does not limit height. Because of the C2 zoning, the Project site would typically be subject to the R4

Zone's development standards relating to area. Those standards provide that the minimum lot area per dwelling unit shall be 400 square feet. However, the City has issued a Zoning Administrator's interpretation confirming that mixed-use developments located in Regional Center Commercial areas – such as the Approved Project Site – are to comply with R5 development standards. The minimum lot area per dwelling unit requirement in the R5 Zone is 200 square feet. Because the property is 96,776 square feet in size, up to 483 dwelling units are permitted at the Project Site.

The Project Site is subject to certain Q conditions specifically designed for the development of the Approved Project. Specifically, the Q conditions were adopted pursuant to Ordinance No. 178119 (“Q Conditions”), effective as of January 13, 2007 in conjunction with approvals granted by the City for the Approved Project. This Ordinance related to an approval of case number CPC-2005-7528-ZC-SPR-, which approved the construction of a mixed-use residential development consisting of 378 condominium units and approximately 8,000 square feet of retail/restaurant space, along with a minimum of 883 Code- required parking spaces, improvements and landscaping. With approval of the Zone Change and other approvals, the Approved Project is consistent with the current (T)(Q) C2-2 Zoning. Overall, the Approved Project is consistent with the existing zoning for the site and any potential zoning consistency impacts were found to be less than significant in the Adopted MND.

SCAQMD, SCAG, and CMP

The Approved Project is located within the South Coast Air Basin (“Basin”) and, therefore, falls under the jurisdiction of the SCAQMD. The SCAQMD is responsible for formulating and implementing air pollution control strategies. The SCAQMD's Air Quality Management Plan (AQMP) was updated in 2003 to establish a comprehensive air pollution control program leading to the attainment of State and federal air quality standards in the Basin, which is a non-attainment area. The AQMP also addresses the requirements set forth in the State and federal Clean Air Acts.

As analyzed in the MND, the Approved Project is substantially consistent with the applicable local and regional plans, with the exception of zoning variances identified above. With approval of the requested discretionary actions and adoption of the required findings, the Approved Project's impacts related to land use plans, policies, and zoning would be less than significant.

Conservation Plan

As discussed in the MND, no such plans presently exist which govern any portion of the Project Site. Therefore, no impact was expected to occur.

Cumulative Impacts

Development of the Approved Project in conjunction with the 37 related projects would result in further “infilling” of various urban land uses in the City of Los Angeles. Overall, development of the Approved Project and related projects is not anticipated to substantially conflict with the intent of the City's General Plan regarding the future development, or with other land use regulations required to be consistent with the General Plan. Development of the related projects is expected to occur in accordance

with adopted plans and regulations. Development of the Approved Project in conjunction with the related projects would result in an intensification of existing prevailing land uses in the Approved Project area. In addition, based upon the information available regarding the related projects, it is reasonable to assume that the projects under consideration in the surrounding area would implement and support important local and regional planning goals and policies. The cumulative impacts of the Approved Project and related projects are less than significant.

Revised Project

As the Revised Project would be located on the same site as the Approved Project, it would not physically divide an established community, nor would it conflict with a habitat or community conservation plan. Specifically, the Revised Project proposes a similar development as the Approved Project, with apartment units in lieu of condominium units (377 apartment units instead of 378 condominium units), and slightly more commercial space, within a six-story 90 feet in height building). The Revised Project would be consistent with the land use designations for the Project Site contained in the General Plan Framework and Wilshire Community Plan. While the Revised Project requests a Zoning Administrator's Adjustment to allow a 4-foot encroachment within the 5-foot Building Line on Wilshire Boulevard, this is not of the scale such that it would physically divide an established community or result in any other land use compatibility impact. As a result, the Revised Project would neither physically divide an established community on the block that includes the Project Site, nor in the surrounding community. No separation of uses or disruption of access between land use types would occur as a result of the Revised Project.

As just mentioned, the Project Site is located within the Wilshire Community Plan and is designated as Regional Center Commercial, for which the Project Site's current (T)(Q)C2-2 is a corresponding zone. The proposed uses are consistent with the provisions of the C2 zone, including the residential density of the Revised Project, which due to the Project Site's Regional Center Commercial designation corresponds to the R5 density. The Revised Project also complies with the permitted floor area, height, and provides parking in compliance with the zoning code. As noted, the Property is subject to certain Q conditions specifically tailored for the development of the Approved Project pursuant to Ordinance No. 178119, effective January 13, 2007. The Revised Project meets the intent of the City Council action in approving a high-density mixed-use development at this site. However, it is necessary to clarify certain Q Conditions to develop the Revised Project as proposed. As such, the Applicant has requested clarification of certain Q Conditions. With approval of the Q clarification, the Revised Project would be consistent with the zoning.

The Revised Project is consistent with the residential policies and objectives of the adopted Community Plan as well.

In addition the Revised Project would implement the following mitigation measure, which would ensure that impacts with respect to land use compatibility are less than significant:

9-1 Pollution (Stationary)

Adverse impacts upon future occupants may result from the project implementation due to existing diminished ambient air pollution levels in the project vicinity. However, this impact can be mitigated to a less than significant level by the following measure:

- An air filtration system shall be installed and maintained with filters meeting or { exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 11, to the satisfaction of the Department of Building and Safety.

With regard to the criteria set forth in CEQA Guidelines Section 15162(a), the changes proposed by the Revised Project would not result in any new significant environmental impacts upon land use and planning or result in a substantial increase in the severity of any previously identified impacts. The Revised Project's impact regarding land use compatibility, consistency, and physically dividing a community or conflicting with a conservation plan would be less than significant, same as the Approved Project.

Cumulative Impacts

The cumulative impact would also be exactly the same for the Revised Project as for the Approved Project. Therefore, the preparation of a subsequent or new Negative Declaration is not warranted.

MINERAL RESOURCES**Approved Project*****Loss of a Resource***

The Project Site is located in a heavily urbanized area of the City of Los Angeles. No classified or designated mineral deposits of statewide or regional significance are known to occur on the Project Site or in the vicinity of the Project Site. The Project Site is not delineated as a locally-important mineral resource recovery site on any City plans. Additionally, the Project Site is not located in an oil field or an oil drilling area. No oil wells currently exist on-site and the site was not previously utilized for oil drilling. Therefore, the Approved Project would not impact mineral resources.

Loss of Recovery Site

The City of Los Angeles has not designated the Project Site as a locally-significant area containing significant mineral deposits. Therefore, no impact would occur in association with the Approved Project.

Cumulative Impacts

As the Approved Project would result in no impact with respect to mineral resources, it would not combine with any other project to result in a significant cumulative impact. As such, cumulative impacts with respect to mineral resources would be less than significant.

Revised Project

The conditions that could affect mineral resources would remain unchanged with the Revised Project because the Project Site does not include any areas of mineral resource value. The mineral resource impacts of the Revised Project would be exactly the same as the Approved Project; there would continue to be no impact to mineral resources. Therefore, with regard to the criteria set forth in CEQA Guidelines Section 15162(a), the changes proposed by the Revised Project would not result in any new significant environmental impacts upon mineral resources or result in a substantial increase in the severity of any previously identified impacts. The Revised Project would have no impact on mineral resources, same as the Approved Project.

Cumulative Impacts

The cumulative impact would also be exactly the same for the Revised Project as the Approved Project. Therefore, the preparation of a subsequent or new Negative Declaration is not warranted.

NOISE

Approved Project

Construction

The Approved Project would comply with Section 41.40 of the Los Angeles Municipal Code (LAMC), which regulates noise from demolition and construction activities. In addition, mitigation measures were recommended (Mitigation Measures 11-1 and 11-2) to ensure that construction-related noise levels remain less than significant and do not exceed City standards.

Operation

Future noise levels at the Project Site would continue to be dominated by vehicular traffic. However, as demonstrated in the Adopted MND (Table IV-5), future exterior and interior noise levels associated with roadway traffic would not exceed City standards at the Project Site, resulting in a less than significant impact. In addition, Mitigation Measure 11-3 was provided to ensure impacts remain less than significant.

Groundborne Vibration

Construction activities for the Approved Project would primarily affect the Aroma Wilshire Center located to the west of the Project Site, the existing multi-family units located along the southern side of 7th Street, and the mixed-use residential and commercial building along the northern side of Wilshire

Boulevard. Based on information provided in the Adopted MND (Table IV-6), vibration levels at the nearest residential units would not exceed the 80 VdB threshold for residences and buildings where people normally sleep. In addition, construction activities would be limited to the hours provided in Section 41.40 of the LAMC, which would ensure that impacts are less than significant.

Permanent Increase in Ambient Noise

Locations in the vicinity of the Project Site could experience slight changes in noise levels as a result of an increase in the onsite population and resulting increase in motor vehicle trips. However, as shown in the Adopted MND (Table IV-7), the maximum increase in noise levels along roadway segments in the Project vicinity would be 0.8 dBA CNEL, which is inaudible/imperceptible to most people. This would be a less than significant impact.

Noise would also be generated by activities within the parking structure, and by rooftop mechanical heating, ventilation, and air conditioning (HVAC) equipment. However, the increases in noise from these sources would be similar to existing noise levels, and impacts would be less than significant. In addition, Mitigation Measure 11-4 was provided to further reduce noise levels experienced at the nearby residential units.

Temporary or Periodic Increase In Ambient Noise

During construction of the Approved Project, two basic types of activities would be expected to occur and generate noise. First, the Site would be prepared, excavated, and graded to accommodate the subterranean parking structure and building foundation. Next, the proposed parking/retail/residential podium and residential tower would be constructed. Based on information presented in the Adopted MND (Table IV-9), construction activities would increase daytime noise levels by more than 10 dBA L_{eq} . While the use of mufflers on construction equipment could reduce noise levels by an average of 3 dBA, impacts would still be potentially significant. Implementation of Mitigation Measures 11-1, 11-2, and 11-5 through 11-7 would reduce the impacts to less than significant.

Airport Land Use Plan

The Project Site is not within two miles of a public airport, nor is it within an airport land use plan. Therefore, no impact would occur.

Private Airstrip

The Project Site is not within the vicinity of a private airstrip, and no such facilities are located in the vicinity of the Site. Therefore, no impact would occur.

Cumulative Impacts

Cumulative noise impacts would occur primarily as a result of increased traffic on local roadways due to the Project and other projects in the study area. Therefore, cumulative traffic-generated noise impacts were assessed based on the contribution of the Approved Project to the future year 2008 cumulative base

traffic volumes in the Project vicinity. As shown in the Adopted MND (Table IV-10), cumulative development along with the Approved Project would increase noise levels by a maximum of 0.7 dBA CNEL, which would not exceed the 5.0 dBA CNEL threshold, and impacts would not be substantial. In addition, Mitigation Measures 11-1 through 11-7 would reduce the potential noise impacts associated with development of the Approved Project to less than significant. Therefore, the contribution of the Approved Project to the potential cumulative impacts would not be cumulatively considerable.

Revised Project

Construction

The building footprint of the Revised Project would be similar to that of the Approved Project. As a result, construction equipment associated with the Revised Project would be the same distance from sensitive receptors as the Approved Project. Therefore, construction-related noise would neither increase nor decrease when compared to the Approved Project. Like the Approved Project, Mitigation Measures 11-1 and 11-2 would still be required. Therefore, the Revised Project's construction noise impacts would be less than significant and the same as the Approved Project.

Operation

The operational noise conditions for the Revised Project would not change as compared to the Approved Project, with the exception of 87 fewer daily vehicle trips. This reduction in vehicle trips would slightly reduce the overall operational noise levels from the Revised Project both onsite and offsite. Like the Approved Project, Mitigation Measure 11-3 would be required to ensure operational interior noise standards. As a result, the Revised Project's impact on operational noise levels is expected to be less than significant, and slightly reduced when compared to the Approved Project based on the reduction in daily vehicle trips.

Groundborne Vibration

The building footprint of the Revised Project would be similar to that of the Approved Project. Therefore, vibration-inducing construction equipment and vehicles would be the same distance to sensitive receptors as the Approved Project. As such, impacts with respect to groundborne vibration as a result of the Revised Project would be less than significant and the same as the Approved Project.

Permanent Increase in Ambient Noise

The Revised Project would result in 87 fewer daily trips when compared to the Approved Project, which would slightly reduce the 0.8 dBA noise increase, resulting in a less than significant impact that would be slightly reduced when compared to the Approved Project.

With respect to stationary noise, as the footprint of the Revised Project would be similar to the Approved Project, the noise associated with HVAC systems would not be located any nearer or further from nearby sensitive receptors. In addition, the noise from the Revised Project's parking structure would be similar to

that of the Approved Project. Finally, like the Approved Project, the Revised Project would implement Mitigation Measure 11-4 to reduce noise levels at nearby sensitive receptors. Overall, impacts would be less than significant and the same as the Approved Project.

Temporary or Periodic Increase In Ambient Noise

The building footprint of the Revised Project would be similar to the Approved Project. As such, construction equipment associated with the Revised Project would be the same distance from sensitive receptors as the Approved Project. Therefore, construction-related noise would neither increase nor decrease when compared to the Approved Project. However, like the Approved Project, construction noise levels could increase ambient noise at nearby sensitive receptors. Mitigation measures 11-1, 11-2, and 11-5 through 11-7 would reduce these impacts to less than significant.

Airport Land Use Plan

The Project Site is not located within an airport land use area, and therefore, the Revised Project would result in no impact.

Private Airstrip

The Project Site is not located in the vicinity of a private airstrip. Therefore, the Revised Project would result in no impact.

Mitigation Measures

The Revised Project would implement Mitigation Measures 11-1 through 11-7, as provided for the Approved Project:

- 11-1 The Project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- 11-2 Construction and demolition shall be restricted to the hours of 7:00 AM to 6:00 PM Monday through Friday, and 8:00 AM to 6:00 PM on Saturday.
- 11-3 The Project sponsor must comply with the Noise Insulation Standards of Title 24 of the California Code Regulations, which ensure an acceptable interior noise environment.
- 11-4 Concrete, not metal, shall be used for construction of parking ramps. The interior ramps shall be textured to prevent tire squeal at turning areas.
- 11-5 Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

- 11-6 The Project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- 11-7 An information sign shall be posted at the entrance to the construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive noise levels. Any reasonable complaints shall be rectified within 24 hours of their receipt.

In addition, the Revised Project would implement the following mitigation measures:

11-8 Increased Noise Levels (Demolition, Grading, and Construction Activities)

- The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

11-9 Increased Noise Levels (Parking Structure Ramps)

Environmental impacts may result from project implementation due to noise from cars using the parking ramp. However, the potential impacts will be mitigated to a less than significant level by the following measures:

- Concrete, not metal, shall be used for construction of parking ramps.
- The interior ramps shall be textured to prevent tire squeal at turning areas.

11-10 Increased Noise Levels (Mixed-Use Development)

Environmental impacts to proposed on-site residential uses from noises generated by proposed on-site commercial uses may result from project implementation. However, the potential impact will be mitigated to a less than significant level by the following measure:

- Wall and floor-ceiling assemblies separating commercial tenant spaces, residential units, and public places, shall have a Sound Transmission Coefficient (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413.

Overall, the Revised Project's modifications to the Approved Project would result in similar impacts as the Approved Project with respect to noise, as the distance to sensitive receptors would be the same based on similar building footprints. Noise from construction and operation of the Revised Project would continue to be less than significant. Therefore, with regard to the criteria set forth in CEQA Guidelines Section 15162(a), the changes proposed by the Revised Project would not result in any new significant impact with respect to noise.

Cumulative Impacts

Cumulative impacts for the Revised Project would be slightly reduced when compared to the Approved Project, based on a reduction of approximately 87 daily vehicle trips. Therefore, the preparation of a subsequent or new Negative Declaration is not warranted.

POPULATION AND HOUSING

Approved Project

Induce Population Growth

Population

The Approved Project was estimated to have an average population of approximately 926 residents based on the local average occupancy rate of 2.3 persons per residential unit in the area. For a conservative analysis, it is assumed that all the residents generated by the Approved Project would be new to the Wilshire community. With respect to direct population growth due to job creation, the Approved Project would add 18 new jobs to the Wilshire community. For a conservative analysis, it is assumed that the 18 new employees would be new residents to the Wilshire Community and would not reside in the residences of the Approved Project.

Based on the information presented in the Adopted MND, the Approved Project would contribute a total of 944 new individuals, which includes 18 employees and 926 residents, to the Wilshire Community Plan area, which represents approximately two percent (944/44,285) of the overall population growth expected to occur in the Wilshire area between 2000 and 2010. As such, it was reasonable to conclude that the population growth associated with the Approved Project has already been anticipated and planned for within the Wilshire Community Plan.

Based on an average household size of 2.3 persons for households in the Hollywood Community Plan Area, approximately 219 people would occupy the proposed residential units. The increase in residential population resulting from implementation of the Approved Project is considered minimal, as it would represent approximately one and one-half percent (1.5 percent) of the anticipated population growth of 14,821 persons in Hollywood by 2020. As such, the Approved Project would not directly induce substantial housing growth, and impacts related to housing were found to be less than significant.

Housing

In 2000, the estimated number of residences in the Wilshire Community was approximately 120,112. With the construction of the Approved Project, 378 dwelling units would be added to the Wilshire area, representing approximately 3 percent (378/14,188) of the overall residences expected to be constructed in the Wilshire area between 2000 and 2010. The additional 378 dwelling units are within the City's housing projection for the Wilshire Community. As such, the increase of dwelling units associated with the Approved Project has already been anticipated and planned for in the Wilshire Community Plan. Overall, the Approved Project would have a less than significant impact to population growth.

Displace Existing Housing

Currently, there are no residential uses on the Project Site and, thus, no housing would be displaced by the development of the Approved Project. Therefore, it was found that no impact would occur.

Displace Existing Persons

There are currently no residential uses on the Project Site and, thus, no people would be displaced by the development of the Approved Project. Therefore, it was found that no impact would occur.

Cumulative Impacts

For the purpose of a cumulative impact analysis for the Approved Project, only the 29 related projects located in the Wilshire Community Plan area were addressed in the MND. Of these 29 related projects, 26 have a non-residential component and 12 have a residential component. Based on an estimate of one new housing unit per new employee, the cumulative employment would indirectly result in 2,602 new residences within the Wilshire area.

The housing units that would be developed with the implementation of the Approved Project in combination with the related projects within the Wilshire Community Plan area would concurrently increase the resident population in the area. The 1,713 dwelling units that would be developed with the related projects in combination with the Approved Project's 378 dwelling units would yield a combined population increase of 5,317 persons. This cumulative addition of 5,317 new people would be within the Wilshire Community Plan area's forecasted increase of 44,243 people between 2000 and 2010.

The cumulative addition of 2,091 housing units (1,713 related projects housing units + 378 Approved Project housing units = 2,091 cumulative housing units) would also be within the Wilshire Community Plan area's forecasted increase of 17,725 housing units between 2000 and 2010.

Based on the foregoing, the Approved Project in combination with the related projects was found to not result in a significant impact to population or housing, as the incremental contribution to cumulative population and housing growth would not be considerable under the Approved Project.

Revised Project

The Revised Project would consist of 377 apartment units and would generate the same number (or slightly lower based on a net reduction of one dwelling unit) of persons based on a rate of 2.3 persons per residential unit in the Wilshire Community Plan area. Therefore, the Revised Project would be expected to result in a slightly lower overall population at the site, when compared to the Approved Project. As such, the Revised Project would result in slightly fewer residents than the Approved Project. Similar to the Approved Project, the Revised Project would utilize and connect to the existing infrastructure that services the existing uses at the project site and surrounding vicinity. Therefore, the Revised Project would not introduce any unplanned infrastructure that was not previously evaluated in the Wilshire Community Plan or General Plan.

Similar to the Approved Project, the additional 377 dwelling units are within the City's housing projection for the Wilshire Community. As such, the increase of dwelling units associated with the Revised Project has already been anticipated and planned for in the Wilshire Community Plan. Overall, the Revised Project would have a less than significant impact to population growth.

Therefore, with regard to the criteria set forth in CEQA Guidelines Section 15162(a), the changes proposed by the Revised Project would not result in any new significant environmental impacts upon population and housing or result in a substantial increase in the severity of any previously identified impacts. The population difference is negligible as both projects would be within the population forecasts. Neither the Approved Project nor the Revised Project would displace any existing housing or peoples. Similar to the Approved Project, the Revised Project's impact would be less than significant and the preparation of a new or subsequent MND is not warranted.

Cumulative Impacts

The cumulative impact would also be similar for the Revised Project as the Approved Project. Therefore, the preparation of a subsequent or new Negative Declaration is not warranted.

PUBLIC SERVICES

Approved Project

Fire

A significant impact may occur if the City of Los Angeles Fire Department (LAFD) could not adequately serve a project based upon response time, access, or fire hydrant/water availability. The Approved Project Site is 0.6 miles east of Fire Station No. 29, located at 4029 Wilshire Boulevard in the Wilshire Center, and 1.6 miles south of Fire Station No. 13, located at 1206 Vermont Avenue in Koreatown. Based on the response distance from these existing fire stations to the Project Site, fire protection was found to be adequately available in the MND. Thus, the level of equipment is adequate to meet the Project area's current demand for fire service. Response time to the Project Site from Fire Station No. 29 is 3.9 minutes and 6.4 minutes from Fire Station No. 13.

Based on the existing staffing levels, equipment, facilities, and most importantly, response distance from existing stations, it is expected that the LAFD could accommodate the Approved Project's demand for fire protection service. Therefore, the Approved Project was found to not necessitate the construction or expansion of a fire station to maintain acceptable service ratios, response times, or other performance objectives of the LAFD. Further, the implementation of mitigation measures identified in the Adopted MND would further reduce the Approved Project's already less than significant impacts with respect to fire protection.

Cumulative Impacts

Each of the related projects would be individually subject to LAFD review and would be required to comply with all applicable construction-related and operational fire safety requirements of the LAFD and the City of Los Angeles in order to adequately mitigate fire protection impacts. Therefore, the Approved Project would not have a cumulatively considerable incremental effect upon fire protection services and cumulative impact would be less than significant.

Police

The Project Site is located in the Wilshire Community Police Station service area and would be served by the Wilshire Community Police Station, located at 4861 Venice Boulevard. Also, the Approved Project is located within Reporting District (RD) 729, which is bounded by the following: 5th Street to the north; Western Avenue to the west; Wilshire Boulevard to the south; and Normandie Avenue to the east. As discussed in the MND, implementation of the Approved Project would result in an increase in the number of residents, visitors, and employees to the Project Site, thereby, potentially increasing the number of service calls from the Project Site. However, development of the Approved Project was found to not require a new or expanded police protection to be constructed, resulting in a less than significant impact. Further, implementation of mitigation measures identified in the Adopted MND would further reduce the Approved Project's less than significant impacts with respect to police protection.

Cumulative Impacts

Any new or expanded police station would be funded via existing mechanisms (i.e., sales taxes, government funding) to which the Approved Project and related projects would contribute. Furthermore, similar to the Approved Project, each of the related projects would be individually subject to LAPD review, and would be required to comply with all applicable safety requirements of the LAPD and the City of Los Angeles in order to adequately address police protection service demands. As the Approved Project would not incrementally contribute to the cumulative demand for police protection services therefore not cumulatively considerable and impacts would be less than significant.

Schools

Under the Adopted MND, the Approved Project Site was currently served by the following LAUSD public schools:

- Cahuenga Elementary School (grades K-5), located at 220 Hobart Boulevard;
- Berendo Middle School (grades 6-8), located at 1157 Berendo Street; and
- Los Angeles Senior High School (grades 9-12), located at 4650 Olympic Boulevard.

Potential impacts are related to school traffic, pedestrian routes, and transportation safety for students traveling near the Project Site or construction-related vehicles traveling near the schools. The Approved Project would generate a total of 79 elementary students, 36 middle school students, and 34 high school students. While it is likely that some of the students generated by the Approved Project would already reside in areas served by LAUSD and would already be enrolled in LAUSD schools, for a conservative analysis, it is assumed that all students generated by the Approved Project would be new to LAUSD. Based on Government Code Section 65595, to mitigate potential impacts on schools, the LAUSD has established a school facilities fee for any new development within the boundaries of the LAUSD. Consequently, the Project developer would pay this fee, which constitutes full and complete mitigation of all potential school impacts associated with the Approved Project. Therefore, with implementation of the mitigation measure identified in the MND, the Approved Project was found to have a less than significant impact to school services.

Cumulative Impacts

A cumulative increase in the demand for school services is expected to occur with the development of the 37 related projects. It is estimated that the related projects combined with the Approved Project would generate a total of 916 students (491 elementary, 219 middle, and 206 high school) who could potentially attend LAUSD schools. However, the applicants of the related commercial and residential projects would be expected to pay required developer school fees to the LAUSD (pursuant to SB 50) to help reduce any impacts they may have on school services. The provisions of SB 50 are deemed to provide full and complete mitigation of school facilities impacts. The payment of these fees by the related projects would be mandatory and would ensure that cumulative impacts upon school services remain less than significant. Therefore, the Approved Project's impact on schools would not be cumulatively considerable and cumulative impacts would be less than significant.

Recreation and Parks

Within the Wilshire Community Plan area, there are approximately 191 acres of parks, which include the private golf course at the Wilshire Country Club, 10 neighborhood parks and recreation centers, 9 community parks and recreation centers, and one regional park. As discussed in the MND, it was estimated that the development of the Approved Project would result in an increase of 926 residents. In general, employees of the Approved Project are not likely to patronize parks during working hours, as they are more likely to use parks near their homes during non-work hours.

Overall, the standard ratio of neighborhood and community parks to population is four acres per 1,000 residents. Therefore, the Approved Project would generate a need for approximately 3.7 acres $((926 \div 1,000) \times 4)$ of public parkland to be provided in the Project area. With implementation of mitigation measures identified in the MND for the Approved Project, requiring payment of park fees and dwelling

unit taxes, the Approved Project's impact to parks and recreational facilities were found to be less than significant.

Cumulative Impacts

Development of the Approved Project in conjunction with the 37 related projects would result in an increase in permanent residents residing in the project area. In the absence of mitigation, additional cumulative development would contribute to lowering the City's existing parkland to population ratio, which is currently below the preferred standard. However, each of the residential related projects are expected to comply with payment of Quimby (for condominium units) and other fees, such as the Parks and Recreation Fee (for apartment units). Therefore, with payment of the applicable Quimby and Parks and Recreation Fees on a project-by-project basis, the cumulative park impacts related to parks and recreational facilities were found to be reduced to less than significant levels.

Libraries

The Project Site is served by the Pio Pico Koreatown Library, which opened in August 2002, as part of the Pio Pico Union Branch. This library currently has a service population of 91,000 persons and has 14 staff positions. As discussed in the MND for the Approved Project, the Pio Pico Union Branch was currently meeting the demands of the surrounding community.

Development of the Approved Project would increase the demand for library services by increasing the permanent residential population in the area. In particular, the Approved Project would increase the residential population in the Project area by approximately 926 individuals. Therefore, the Approved Project would require 463 (926 x 0.5) square feet of library space and 1,852 (926 x 2) volumes of permanent collection. The Approved Project residential population (926 persons) in conjunction with the existing service population of the library (91,000 persons) would result in 91,926 persons requiring library services and a ratio of 0.22 square foot of facility space per resident. This ratio falls short of the recommended ratio of 0.5 square foot of facility space per resident. Thus, the Los Angeles Public Library recommends the payment of fees as mitigation in order to adequately meet the library needs of the Approved Project. As a result, no new or expanded libraries would need to be constructed to accommodate the library service demands of the new Approved Project residents, and, with incorporation of the identified mitigation in the MND, a less than significant impact would occur.

Cumulative Impacts

Of the 37 related projects, only 12 would generate additional residents, who could increase the demand upon library services. The cumulative demand of the Approved Project and the related projects may present a potentially significant impact on library facilities. However, with payment of the library mitigation fees recommended in the MND, the potentially significant cumulative impacts would be reduced to less than significant. As such, the Approved Project in combination with the related projects would result in a less than significant impact with respect to library services. Therefore, the Approved Project's impact on libraries would not be cumulatively considerable and cumulative impacts would be less than significant.

Revised Project

Demand for public services depends on the type and intensity of land uses. A change in the project's operational land uses, a substantial increase in floor area, or a substantial increase in the number of dwelling units could have the potential to increase the demand for police, fire, school, parks, and other public facilities, thereby changing the impacts to public services.

The Revised Project would be of a smaller size and scale when compared to the Approved Project. While the Revised Project would provide slightly more commercial space than the Approved Project, the Revised Project's overall FAR and units would be smaller when compared to the larger condominium uses of the Approved Project. Further, the Revised Project would provide far less floor area than the Approved Project. As there would be no change in land use type, and a similar intensity, there would be no potential to increase impacts or demands to public services.

In addition, while the Revised Project proposes to eliminate the separate children's play area, it would provide adequate common open space for all its residents that include courtyards with seating and gathering areas, as well as a pool. The Approved Project proposed the development of for sale condominium units with large units targeted for occupancy by families with children. The Revised Project proposes smaller units targeted towards a different demographic. Out of the Approved Project's 378 condominium units, 258 units included either two or three bedrooms. Conversely, out of the Revised Project's 377 apartment units, only 114 units contain two bedrooms, and there are no three-bedroom units. Although a portion of the Revised Project would be occupied by families with children, there is not the same demand for a defined, separated children's play area, which is not mandated by the LAMC. As the Revised Project would continue to provide adequate open space, impacts would be less than significant. The Revised Project would utilize the same public services infrastructure as the Approved Project since all proposed changes are generally internal and overall project intensity and size is not increasing (but rather decreasing). The analysis in the Adopted MND concluded that the existing public services infrastructure could sufficiently accommodate the Approved Project. The changes of the Revised Project with respect to public services would not increase the demand for public services to the extent that the Revised Project's demand for services could not be met.

As such, the public services impacts of the Revised Project would be comparable to the Approved Project. Impacts would remain less than significant with the implementation of the MNDs mitigation measures.

Mitigation Measures

The Revised Project would implement Mitigation Measures 13-1 through 13-11, and 13-13, as provided for the Approved Project:

- 13-1 The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features:

- Fire lanes, where required, shall be a minimum of 20 feet in width.
 - All structures must be within 300 feet of an approved fire hydrant.
 - Entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.
 - Access to all structures shall be provided for Fire Department apparatus and personnel.
 - Adequate off-site public and on-site private fire hydrants shall be provided. The number and locations shall be determined by the Fire Department after their review of the plot plan.
- 13-2 Incorporate into the plans the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to Design out Crime Guidelines: Crime Prevention Through Environmental Design published by the Los Angeles Police Department's Crime Prevention Section (located at Parker Center, 150 N. Los Angeles Street, Room 818, Los Angeles, 213-485-3134). These measures shall be approved by the Police Department prior to the issuance of building permits.
- 13-3 The developer and contractors must maintain ongoing contact with administrators of Cahuenga Elementary School, Berendo Middle School, and Los Angeles Senior High School. The administrative offices should be contacted when demolition, grading and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer must obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (323) 342-1400 and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.
- 13-4 The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- 13-5 Haul route scheduling shall be sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and dismissal times of the school day. Haul route trucks shall not be routed past any school during periods when school is in session especially when students are arriving or departing from the campus.
- 13-6 There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets adjacent to schools.
- 13-7 No construction vehicles or haul trucks may be staged or idled on streets near schools during school hours.
- 13-8 Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

- 13-9 Funding for cross guards (at contractor's expense) is required when safety of children may be compromised by construction-related activities at impacted school crossings.
- 13-10 Contractors are required to provide security patrols (at their expense) to minimize trespassing, vandalism, and short-cut attractions.
- 13-11 Pursuant to Section 65595 of the Government Code, the Project applicant shall be responsible for the payment of all applicable schools fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the Project area.
- 13-13 The Project applicant shall pay the applicable mitigation fee of \$200 per capita based upon the projected residential population of the Proposed Project. Based upon a projected population of 715 persons, a fee of \$143,000 shall be provided by the applicant to the Los Angeles Public Library.

Mitigation Measure 13-12 as provided for the Approved Project has been replaced with the following measure:

13-14 Recreation (Increased Demand For Parks Or Recreational Facilities)

Environmental impacts may result from project implementation due to insignificant parks and/or recreational facilities. However, the potential impact will be mitigated to a less than significant level by the following measure:

- (*Apartments*) Pursuant to Section 21.10 of the Los Angeles Municipal Code, the applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings.

The Revised Project's impact to police, fire, schools, parks, and libraries would be less than significant, same as the Approved Project. With regard to the criteria set forth in CEQA Guidelines Section 15162(a), the changes proposed by the Revised Project would not result in any new significant environmental impacts upon public services or result in a substantial increase in the severity of any previously identified impacts.

Cumulative Impacts

The cumulative impact would also be exactly the same for the Revised Project as the Approved Project, which would be less than significant for fire, police, schools, parks and recreation, and libraries. Therefore, the preparation of a subsequent or new Negative Declaration is not warranted.

RECREATION

Approved Project

Increase Use/Substantial Deterioration

As discussed above in the Public Services Parks and Recreation section above, with implementation of mitigation measures, the impact to maintenance of park and recreational facilities would be reduced to a less than significant level.

Construction or Expansion of Recreational Facilities

As discussed above in the Public Services Parks and Recreation section above, the Approved Project does not include construction of any park or public recreation facility use. Therefore, there would be no impact associated with the construction of recreational facilities.

Cumulative Impacts

As analyzed in the cumulative impact section of Public Services Parks and Recreation above, the construction of the Approved Project in conjunction with the 37 related projects would increase the need for new park and recreational facilities. Nevertheless, with the payment of the required fees on a project-by-project basis, the overall impact upon the maintenance of park and recreational facilities would be reduced to a less than significant level.

TRANSPORTATION/TRAFFIC

Approved Project

Construction Traffic

Construction of the Approved Project could impact traffic and circulation patterns in the local vicinity. These impacts are related to vehicular traffic, pedestrian routes, and transportation safety for people traveling near the Project Site. This is a potentially significant impact, which can be reduced to a less than significant level through the implementation of mitigation measures identified in the MND for the Approved Project.

Trip Generation

The Traffic Impact Analysis discussed in the Approved Project's MND was prepared using procedures adopted by the City of Los Angeles to evaluate the potential traffic impacts of the Approved Project. As indicated in the MND, the residential component of the Approved Project is expected to generate 1,789 overall daily vehicle trips, and the retail component of the Approved Project is expected to generate 691 overall daily vehicle trips. Thus, a total of 2,480 net daily vehicle trips are expected to be generated as a

result of the Approved Project, with 197 vehicle trips during the morning peak hour and 220 vehicle trips during the evening peak hour.

Prior to the addition of traffic generated by the Approved Project, six of the fourteen study intersections are operating at LOS C or better during both peak hours. The remaining eight intersections are operating at LOS D or worse, during the AM peak hour, the PM peak hour or both. The addition of traffic generated by the Approved Project would increase the V/C ratio at all fourteen study intersections during one or both peak hours; however, the LOS would change at only one of the study intersections. Based on the significance criteria above, the Approved Project would generate a significant traffic impact in the PM peak hours at the intersection of 7th Street and Hobart Boulevard (due to a change in LOS from C to D), resulting in a potentially significant impact upon traffic. However, implementation of mitigation measures would reduce the impact at this intersection to a less than significant level.

With implementation of the identified mitigation measures in the MND, the Approved Project would not significantly impact any of the 14 studied intersections during the morning or evening peak hour, when compared to the cumulative base traffic conditions. Therefore, Approved Project-related impacts would be reduced to a less-than-significant level.

CMP

The Approved Project would result in less than 150 directional vehicles per hour during both the AM and PM peak hours along CMP freeway monitoring segments in the Approved Project vicinity. Therefore, no further traffic analysis on CMP mainline freeway monitoring location is required, and CMP freeway impacts are considered to be less than significant.

Air Traffic Patterns

There are no air traffic patterns existing near the Project Site. Under the MND it was concluded that no impacts would occur.

Increase Hazards

Vehicular access to the Approved Project would be provided via a primary driveway along Hobart Boulevard, while site loading dock access would be located along the 7th Street frontage. The primary driveway is projected to carry approximately 213 total vehicles in the AM peak hour (150 out and 63 in) and 235 vehicles in the PM peak hour (82 out and 153 in). The Traffic Impact Report of the MND concludes that no significant impacts are expected with these traffic volumes. Furthermore, the Approved Project would consist of a retail and residential use, all of which are not considered new land uses to the Project area. Based on this information, the Approved Project would not substantially increase traffic hazards and the potential impact would be less than significant.

Emergency Access

The Approved Project would satisfy the emergency response requirements of the LAFD. Furthermore, the Approved Project would be subject to the site plan review requirements of the LAFD and the LAPD to ensure that all access roads, driveways, and parking areas would remain accessible to emergency service vehicles. Therefore, the Approved Project would be expected to provide adequate emergency access.

Conflict with Adopted Plan

The MTA and LADOT Downtown Area Short Hopper (DASH) system provide the existing public transit service in the vicinity of the project site. The Project area is served by Bus Lines 18, 20/21, 66/366, 206, 207/357, 720, 480/481, which all serve the Wilshire Boulevard/Western Avenue intersection. The Approved Project's residents, visitors, and employees could also access the Metrolink Red Line stop at Wilshire/Western. Therefore, there would be no impact to adopted policies or existing alternative transportation facilities.

Cumulative Impacts

The Traffic Impact Report attached to the MND evaluated the future roadway impacts of the Approved Project along with related projects 1 through 36. The Letter from Crain & Associates concludes that the traffic generated by related project 37 would not alter the conclusions of the Traffic Impact Report. The Traffic Impact Report included a 1% annual ambient growth factor over a three year study period to account for any projects not specifically identified in the Traffic Impact Report. Consequently, impacts of cumulative growth are already incorporated into the traffic model. Therefore, cumulative impacts to traffic around the project area would be less than significant at all fourteen of the study intersections analyzed. Furthermore, mitigation measures for future projects that contribute to cumulative traffic growth at the study intersections will be implemented on a case-by case basis for each of the related projects in coordination with LADOT.

Revised Project

A Supplemental Trip Generation and Traffic Impact Analyses letter to LADOT was prepared (included as Appendix A to this Addendum) to evaluate the potential traffic effects of the changes contained in the Revised Project.

Construction Traffic

Like the Approved project, construction of the Revised Project could impact traffic and circulation patterns in the local vicinity, which is a potentially significant impact. However, implementation of mitigation measures identified in the MND for the Approved Project would also reduce the Revised Project's impact to less than significant.

Trip Generation

Since the preparation of the traffic study for the Approved Project in late 2005, the Institute of Transportation Engineers (ITE) has updated the information contained in the Trip Generation manual, with the current data contained in the recently released 9th Edition. While the traffic analysis for the Approved Project appropriately utilized the 7th Edition of the ITE Trip Generation manual, in order to conform to LADOT's requirements, the evaluation for the Revised Project uses the 9th Edition ITE data to estimate the potential traffic generated by the Revised Project.

Using the trip generation methodologies and assumptions described in the supplemental letter to LADOT (contained in Appendix A of this Addendum), the trip generation estimates for the Revised Project were calculated. As shown in Table IV-1, the Revised Project is expected to generate a total of approximately 2,411 new trips per day, including 177 trips (37 inbound, 140 outbound) during the AM peak hour, and 224 trips (144 inbound, 80 outbound) during the PM peak hour. As such, the Revised Project is expected to result in approximately 69 fewer daily trips than the Approved Project, including a reduction of 20 trips (18 inbound, two outbound) during the AM peak hour, although it could exhibit a slight increase of four total trips (all outbound) during the PM peak hour.

This level of trip generation for the Revised Project is applicable to most of the study intersections examined in the traffic study for the Approved Project. However, per LADOT policy, pass-by reductions are not applicable at the site-adjacent intersections of Wilshire and Hobart Boulevards, and Hobart Boulevard and 7th Street, and therefore, as with the analyses for the Approved Project, the pass-by discounts associated with the Revised Project's retail component were again removed from the trip generation estimates to identify the potential net Revised Project trips at these two locations. As also shown in Table IV-1, with these adjustments, the Revised Project would be expected to result in a total "adjacent intersection" trip generation of approximately 2,566 trips per day, including 181 trips (39 inbound, 142 outbound) during the AM peak hour, and 238 trips (151 inbound, 87 outbound) during the PM peak hour. When compared to the adjacent intersection trips from the Approved Project, the Revised Project would result in a reduction of approximately 87 daily trips and 32 AM peak hour trips, although it would again be expected to result in a slight increase of three total trips during the PM peak hour.

**Table IV-1
Revised Project Trip Generation**

Size/Use	Daily Trips	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Revised Project							
377-unit Apartments	2,507	38	154	192	152	82	234
<i>(Less 10% Transit Trips)</i>	<i>(251)</i>	<i>(4)</i>	<i>(15)</i>	<i>(19)</i>	<i>(15)</i>	<i>(8)</i>	<i>(23)</i>
Subtotal Proposed Condominium Trips	2,256	34	139	173	137	74	211
8,460 sf Retail	361	5	3	8	15	16	31
<i>(Less 15% Total Internal/Transit/Walk-in)</i>	<i>(51)</i>	<i>(0)</i>	<i>(0)</i>	<i>(0)</i>	<i>(1)</i>	<i>(3)</i>	<i>(4)</i>

**Table IV-1
Revised Project Trip Generation**

Size/Use	Daily Trips	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
<i>(Less 50% Pass-by Trips)</i>	<i>(155)</i>	<i>(2)</i>	<i>(2)</i>	<i>(4)</i>	<i>(7)</i>	<i>(7)</i>	<i>(14)</i>
Subtotal Proposed Retail Trips	155	3	1	4	7	6	13
Subtotal Revised Project Trips	2,411	37	140	177	144	80	224
Less Existing Retail Development							
N/A (vacant site)	--	--	--	--	--	--	--
Total Net Revised Project Trips	2,411	37	140	177	144	80	224
<i>Total Net Project Trips at Adj. Intersections</i>	<i>2,566</i>	<i>39</i>	<i>142</i>	<i>181</i>	<i>151</i>	<i>87</i>	<i>238</i>
Change in Net Project Trips	(69)	(18)	(2)	(20)	0	4	4
Change in Net Project Trips at Adj. Int.	(87)	(24)	(8)	(32)	(2)	5	3
<i>Source: Hirsch/Green Transportation, 3670 Wilshire Project Trip and Impact Comparison Tech Letter, October 3, 2013, included as Appendix A.</i>							

Therefore, the Revised Project is expected to generally result in fewer net trips than the Approved Project during the daily (24-hour) and AM peak hour periods, and as a result, project-related traffic impacts during those time periods are expected to be no greater than, and are likely to be less than those shown in the traffic study for the Approved Project. As such, since the Approved Project did not produce any significant impacts during the AM peak hour, the Revised Project, with its reduced trip generation during this period, would also be anticipated to result in no significant impacts during the AM peak hour. Further, although the Revised Project could result in slightly more traffic during the PM peak hour than the Approved Project, these potential trip increases are nominal (four additional trips at most study intersections and three additional trips at the two site-adjacent intersections), and would not be expected to result in any meaningful changes to the project-related impacts during this time period from those shown in the traffic study for the Approved Project. During the PM peak hour, the Approved Project was expected to result in a significant impact at the intersection of Hobart Boulevard and 7th Street.

However, it is important to note that the conclusions that the Revised Project would not result in any substantial changes to the project-related traffic impacts identified in the traffic study for the Approved Project are based on the assumption that area traffic conditions have remained similar to those identified for both the then-existing (year 2005) and forecast future (year 2008) conditions shown in the previous analyses. If area traffic volumes have increased, or if there are additional other developments anticipated for the study area (increasing the potential future traffic in the area) compared to that used in the August 2005 traffic study, the existing (year 2013) and/or future (year 2016, assuming the same three-year analysis timeframe from the August 2005 study) traffic conditions at the study intersections could be worse than those upon which the original traffic study's project-related impact conclusions were based. Higher traffic volumes can result in higher levels of service at the study intersections, which could result

in smaller thresholds for identifying potential significant project-related traffic impacts. As such, even though the Revised Project would result in similar or reduced trip generation compared to the Approved Project, it could still produce significant impacts under current (year 2013) or forecast future (using baseline 2013 traffic data and updated related projects information) conditions.

In order to address this potential issue, this supplemental analysis was expanded to provide a “check” of the current traffic volumes and conditions at several of the key study intersections in the Project vicinity, as well as to include an investigation of the potential for future development in the study area (related projects), so that both the existing and potential future conditions in the Project vicinity can be identified, and definitive conclusions regarding the potential for the Revised Project to produce significant impacts can be drawn. The methodologies and assumptions used to conduct the additional traffic volume and related projects evaluations, and the results of the investigations, are described in detail in the following sections of this report.

Intersection Traffic Volume and Operations – Existing (2005 vs. 2013) Conditions

The traffic study for the Approved Project included an examination of the conditions and potential effects of the Approved Project at a total of 14 intersections adjacent to and surrounding the Project Site, based on traffic volume counts conducted in May of 2005. As discussed above, although the Revised Project is expected to generate fewer (daily, AM peak hour) or relatively comparable (PM peak hour) trips compared to the Approved Project, it is possible that changes (increases) in area traffic volumes over the past eight years have resulted in worsened operational conditions for some or all of the study intersections, which could potentially result in new or previously unidentified project-related impacts. Therefore, new traffic volume data at several key intersections in the immediate Project vicinity were collected and analyzed to identify the existing (year 2013) traffic conditions in the area. This data was then compared to the traffic volume and intersection operations identified in the August 2005 study to determine whether, and to what extent, traffic conditions in the study area may have changed since preparation and approval of that traffic impact analyses for the Approved Project.

For purposes of this supplemental evaluation, six of the original 14 study intersections were selected for comparison to the traffic volume and operational conditions described in the traffic study for the Approved Project. The following six intersections were selected due to their proximity to the Project Site and/or their location along roadways directly serving the Project’s driveways (on Hobart Boulevard and 7th Street), and therefore represent locations that exhibit a higher likelihood of project-related impacts, or because they are the intersections of two key arterial roadways (such as Wilshire Boulevard and Western Avenue, and Wilshire Boulevard and Normandie Avenue), which are expected to reflect overall traffic volume changes throughout the larger study area.

- Wilshire Boulevard and Western Avenue;
- Wilshire Boulevard and Hobart Boulevard;
- Wilshire Boulevard and Normandie Avenue;
- Western Avenue and 7th Street;
- Hobart Boulevard and 7th Street; and

- Hobart Boulevard and 8th Street.

The supplemental intersection traffic counts were conducted in mid-September 2013. The traffic count data sheets for both the Approved Project and Revised Project are contained in Appendix A to this Addendum. The detailed results of this comparison are provided in Appendix A to this Addendum, and show that the current year 2013 traffic volumes at each of the selected comparison intersections are lower, and in many cases, substantially lower, than those observed in 2005, with the lone exception of the site-adjacent intersection of Hobart Boulevard and 7th Street, which exhibits a slight increase in overall traffic during the AM peak hour.¹

As a result of the overall reduced traffic volumes at the selected intersections, it could reasonably be concluded that the operations of each of the subject “comparison” locations would also be comparable to or better than those identified in the traffic study for the Approved Project. However, as shown in the detailed intersection volume comparison tables contained in Appendix A, although the total approach volumes at most of the selected locations exhibit reductions from their 2005 values, some of the individual approach movements (left-turn, through, right-turn) do show increases from their previous volumes. As such, it is still possible that, despite the overall lower total intersection volumes, the operations of some or all of the comparison intersections could increase from the Critical Movement Analysis (“CMA”) values or Level of Service (“LOS”) conditions identified in the traffic study for the Approved Project.

Therefore, in order to evaluate the actual operations of the six selected intersections, the current 2013 AM and PM peak hour volumes were analyzed using the same CMA analysis procedures described in detail in the traffic study for the Approved Project. This supplemental CMA analysis utilized the same assumptions as identified in the previous study, and a field check of the subject locations verified that the lane configurations and basic traffic signal operations have remained unchanged from those used in the 2005 analyses. However, at the time the traffic study was prepared for the Approved Project, the signalized intersections in the study area were equipped only with the City’s Advanced Traffic Surveillance and Control (“ATSAC”) traffic signal coordination system, which results in increased efficiency for those locations as compared to intersections that are not so equipped. Since 2005, LADOT has completed the installation of the City’s next-generation Adaptive Traffic Control System (“ATCS”) signal coordination protocols at most of the signalized intersections in the study area, including each of the six signalized comparison intersections (note that the intersection of Hobart Boulevard and 7th Street is not signalized; the analyses methodology for this location is discussed later in this section). As a result, the CMA analyses for the comparison intersections for the current 2013 conditions appropriately include the effects of both ATSAC and ATCS in the calculations, although no other changes were assumed.

Additionally, as briefly noted above, the intersection of Hobart Boulevard and 7th Street is unsignalized (four-way STOP-sign controlled). The traffic study for the Approved Project evaluated the operations of

¹ Note that the identified increase of 29.9 percent reflects a total increase of only 142 vehicles at this relatively low volume intersection.

this intersection using the basic CMA analysis methodology, but assuming a total intersection capacity of 1,000 vehicles per hour, as was LADOT's recommend procedure for analyzing unsignalized intersections at that time. LADOT's current Traffic Study Policies and Procedures (June 2013) indicate that unsignalized intersections are no longer to be evaluated regarding specific project-related impacts, but rather, should only be analyzed to determine whether installation of a new traffic signal at the intersection is warranted (either due to existing conditions, or as a direct result of development of a potential project). However, since the purpose of this supplemental analysis is to determine whether the Approved Project's traffic study continues to adequately address the potential impacts of the Revised Project, the previous CMA-based analysis technique was again utilized, to provide for appropriate comparison to the prior results.

The results of the supplemental CMA analysis of the existing 2013 traffic conditions at each of the selected comparison intersections is provided in Appendix A. As shown therein, as with the comparison of the overall intersection volumes discussed earlier, the results of the CMA analyses of the current 2013 traffic volumes at the selected intersections indicates that each of the subject locations actually exhibits better operating conditions (CMA value, LOS, or both) than identified in the August 2005 study, again with the exception of Hobart Boulevard and 7th Street during the AM peak hour (which also exhibited slightly higher total intersection volumes than in 2005), although this intersection would still operate at very good LOS A conditions during this time period. In fact, each of the six comparison intersection currently operates at LOS A or LOS B conditions during both peak hours, whereas the 2005 data identified LOS C or LOS D operations during one or both peak hours at the intersections of Wilshire Boulevard and Western Avenue, and Hobart Boulevard and 7th Street.

Therefore, the results of the supplemental CMA analyses clearly show that not only have overall traffic conditions in the study area not deteriorated over time, the traffic volumes and associated operations at the intersections closest to the Project Site have improved as compared to their 2005 conditions, including not only at the intersections of two typically lower-volume side streets (Hobart Boulevard and 7th Street, and Hobart Boulevard and 8th Street) or at the intersections between these side street and major arterials (Wilshire Boulevard and Hobart Boulevard, Western Avenue and 7th Street), but at the intersections of two key arterials (Wilshire Boulevard and Western Avenue, and Wilshire Boulevard and Normandie Avenue). As such, it can be anticipated that overall traffic volumes and operational levels at all of the 14 intersections analyzed in the traffic study for the Approved Project are at least comparable to their 2005 conditions, and are likely to exhibit both lower volumes and better operating conditions than shown in that study.

Forecast Future Intersection Conditions

As described above, the existing (year 2013) intersection conditions in the study area are comparable to, and in many cases better than the 2005 existing conditions shown in the traffic study for the Approved Project. However, despite these conclusions, it is still possible that the future forecast conditions in the Project vicinity could be higher than those anticipated in the previous traffic study, since the forecast future traffic volumes include traffic expected to be generated by other development projects ("related projects") in the area. Therefore, this supplemental analysis also includes a comparison of such related

projects identified in the August 2005 study against those currently ongoing or proposed, in order to evaluate whether traffic from such projects could result in higher intersection volumes than originally anticipated.

The Approved Project's traffic study identified a total of 36 related projects within an approximately 1.5-mile radius of the Project Site. These related projects were estimated to generate a total of approximately 85,195 trips per day, including approximately 8,375 trips during the AM peak hour, and approximately 10,702 trips during the PM peak hour. By comparison, a listing of currently proposed or ongoing development projects in the study area, obtained from LADOT files, indicates that there are currently a total of 30 related projects within the same 1.5-mile radius of the site. However, these 30 current related projects are estimated to generate only about 31,879 trips per day, or approximately 62 percent fewer trips than were assumed in the previous study. Similarly, the current related projects are anticipated to generate a total of approximately 2,173 trips during the AM peak hour and approximately 2,812 trips during the PM peak hour, both approximately 74 percent fewer than the 2005 list.

Therefore, the potential future traffic additions to the study area roadways and intersections due to related projects in the Project vicinity can be expected to be substantially less than that assumed in the August 2005 analyses. As a result, when combined with the improved traffic volumes and operating conditions at the selected study intersections, as discussed earlier, it is reasonable to expect that forecast future "without project" traffic conditions in the study area would conservatively remain at levels comparable to those shown in the traffic study for the Approved Project, although due to the reduced existing and related projects' traffic volumes, actual forecast future conditions are anticipated to be better than those anticipated in the earlier analyses.

Revised Project Impacts to Future Conditions

The results of these investigations strongly indicate that, due to lower existing traffic volumes at the study intersections in the immediate Project vicinity, combined with substantially lower traffic generated by the current related projects in the study area, forecast future conditions at each of the study intersections will, at worst, be similar to those identified in the Approved Project's traffic study, although it can be reasonably anticipated that the CMA values and LOS conditions at many, if not all, of the study locations would be better than originally forecast. As such, no significant impacts are expected.

As described above, LADOT's current Traffic Study Policies and Procedures (June 2013) indicate that unsignalized intersections are no longer to be evaluated regarding specific project-related impacts, but rather, should only be analyzed to determine whether installation of a new traffic signal at the intersection is warranted (either due to existing conditions, or as a direct result of development of a potential project). According to LADOT, the installation of a traffic signal and Hobart Boulevard and 7th Street is unwarranted (see Appendix B of this Addendum). Therefore, under current LADOT guidelines, the Revised Project would not result in any significant impacts, and would no longer be required to implement Mitigation Measures 15-4 and 15-5, as provided for the Approved Project.

Regional Transportation System

The Approved Project was not anticipated to generate sufficient traffic to result in significant impacts at any of the arterial monitoring intersections or freeway segments in the Project vicinity, as identified in the Los Angeles County CMP. Therefore, since the Revised Project would result in lower (daily, AM peak hour) or comparable (PM peak hour) trip generation compared to the Approved Project, no significant impacts to these facilities are expected.

Air Traffic Patterns

There are no air traffic patterns existing near the Project Site. Therefore, like the Approved Project, the Revised Project would result in no impact with respect to air traffic patterns.

Increase Hazards

Like the Approved Project, vehicular access to the Revised Project would be provided along Hobart Boulevard and 7th Street. Furthermore, the Revised Project would consist of the same uses as the Approved Project. Therefore, the Revised Project would not substantially increase traffic hazards and the potential impact would be less than significant, and the same as the Approved Project.

Emergency Access

Like the Approved Project, the Revised Project would satisfy the emergency response requirements of the LAFD. Furthermore, the Revised Project would be subject to the site plan review requirements of the LAFD and the LAPD to ensure that all access roads, driveways, and parking areas would remain accessible to emergency service vehicles. Therefore, the Revised Project would be expected to provide adequate emergency access, and impacts would be less than significant and the same as the Approved Project.

Mitigation Measures

As described above, Mitigation Measures 15-4 and 15-5 provided for the Approved Project are no longer necessary. Therefore, the Revised Project would implement Mitigation Measures 15-1 through 15-3, and 15-6, as provided for the Approved Project:

- 15-1 A construction work site traffic control plan shall be prepared and submitted to LADOT for review and approval prior to the start of any construction work. The plan shall show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs, and access to abutting properties.
- 15-2 Construction-related traffic shall be restricted to off-peak hours to the extent feasible.
- 15-3 Dedication and widening shall be provided along the 7th Street frontage of the site. A dedication of two feet shall be provided along Cesar E. Chavez Avenue.

15-6 The Project Applicant shall submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation for approval that shall provide code-required emergency access.

In addition, the Revised Project would also implement the following mitigation measure:

15-7 Increased Vehicle Trips/Congestion

An adverse impact may result from the project's traffic generation. An investigation and analysis conducted by the Department of Transportation has identified significant project-related traffic impacts which can be mitigated to less than significant level by the following measure:

- Implementing measure(s) detailed in said Department's communications to the Planning Department dated November 15, 2013 and shall be complied with. Such report and mitigation measure(s) are incorporated herein by reference.

Therefore, with regard to the criteria set forth in CEQA Guidelines Section 15162(a), the changes proposed by the Revised Project would not result in any new significant environmental impacts upon transportation/traffic or result in a substantial increase in the severity of any previously identified impacts. Similar to the Approved Project, the Revised Project's impacts would be less than significant and the preparation of a new or subsequent MND is not warranted.

Cumulative Impacts

The supplemental analysis described above (and contained in Appendix A) identifies a total of 30 related projects within the 1.5-mile radius of the site. These 30 current related projects are estimated to generate only about 31,879 trips per day, or approximately 62 percent fewer trips than were assumed in the previous study. Similarly, the current related projects are anticipated to generate a total of approximately 2,173 trips during the AM peak hour and approximately 2,812 trips during the PM peak hour, both approximately 74 percent fewer than the 2005 list. Therefore, the potential future traffic additions to the study area roadways and intersections due to related projects in the Project vicinity can be expected to be substantially less than that assumed in the Approved Project's traffic analyses. As a result, cumulative traffic impacts would be less than significant, and reduced when compared to the Approved Project's cumulative traffic impacts. Therefore, the preparation of a subsequent or new Negative Declaration is not warranted.

UTILITIES

Approved Project

Exceed Wastewater Treatment Requirements

The Approved Project will convey wastewater via municipal sewage infrastructure maintained by the Los Angeles Bureau of Sanitation to the Hyperion Treatment Plant (HTP). The Approved Project is proposed to be served by sewer lines in the immediate project vicinity. According to the Wastewater

Engineering Services Division of the City Bureau of Sanitation the existing sewer lines in the immediate Approved Project vicinity would likely have the capacity to handle the sewage generation flows from the Approved Project, based on the estimated flow in the area. Since there are existing sewer lines adjacent to and nearby the Project Site, likely with sufficient capacity to handle the flows from the Approved Project, no offsite sewer line improvements are anticipated, other than the Approved Project's connection. Furthermore, the HTP has sufficient remaining capacity to provide treatment for the wastewater generated as a result of the Approved Project. As such, wastewater from the Project Site is treated, and no impact would occur as identified in the MND.

Result in Construction of New Treatment Facilities

As mentioned in the MND for the Approved Project, the Los Angeles Aqueduct Filtration Plant (LAAFP) undergoes treatment and disinfection before being distributed throughout the LADWP's Water Service Area. The LAAFP has a capacity to treat approximately 600 million gallons per day (mgd), and the LAAFP's current average water flow is 475 mgd. Therefore, the LAAFP has a remaining capacity of approximately 125 mgd.

As discussed in the MND, the Approved Project would consume 73,344 gallons per day (gpd) of water. Consequently, implementation of the Approved Project is not expected to measurably reduce this facility's capacity; therefore, no new or expanded water treatment facilities would be required. Also, with respect to water treatment facilities, the Approved Project was found to have a less than significant impact.

With respect to water infrastructure, there is a 30-inch eight-inch concrete-lined main in Wilshire Boulevard, an 8-inch reinforced galvanized concrete lined main in Hobart Boulevard and a 6-inch concrete-lined main in 7th Street. If water main or infrastructure upgrades are required, the Approved Project developer would pay for such upgrades and a disruption in service may occur. In addition, proper notification to LADWP customers would take place if a disruption in water service would occur. In the event that water main and other infrastructure upgrades are required, it is not expected to create a significant impact to the physical environment. Therefore, potential impacts upon, or resulting from water infrastructure improvements would be less than significant.

Wastewater Treatment Facilities and Existing Infrastructure

Since 1987, the HTP has capacity for full secondary treatment. Currently, the plant treats an average daily flow of 350 million gallons per day (mgd), and has capacity to treat 450 mgd. This translates into a remaining capacity of 100 mgd of wastewater that can be treated at the HTP. As discussed in Section 16(e) below, the Approved Project would generate 61,120 gpd of wastewater. Therefore, the HTP would have adequate capacity to serve the Approved Project. As such, with respect to the capacities of wastewater treatment facilities, the Approved Project would have a less than significant impact.

With respect to existing wastewater infrastructure, wastewater service is provided to the Project Site by a 10-inch sewer line in Wilshire Boulevard and an 8-inch sewer line in Serrano Avenue; these

lines feed into the 10- and 15-inch sewer lines in Wilshire Boulevard. Based upon the Bureau of Sanitation's preliminary evaluation, the local sewer line should be able to accommodate the additional flow from the Approved Project. As such, no new or expanded wastewater infrastructure would be required to serve the Approved Project, and a less than significant impact would occur.

Cumulative Impacts

As discussed above, the Approved Project and 37 related projects would generate a demand for approximately 635,192 gpd of water. The remaining daily capacity of the LAAFP is 125 mgd of water. Therefore, the LAAFP would have adequate capacity to treat the water demanded by the Approved Project and related projects and a less than significant impact would occur.

Result in Construction of New Stormwater Facilities

As discussed above and as mentioned in the Adopted MND, runoff from the Project Site currently is and would continue to be collected on the Project Site and directed towards existing storm drains in the Project Site vicinity. The existing dirt surface is exposed to runoff, thereby, creating minimal amounts of runoff. As the parking component of the Approved Project would be enclosed to the elements, it would not be exposed to runoff, thereby decreasing the amount of polluted runoff from the Project Site and creating a net beneficial impact. Therefore, the Approved Project was found to not provide substantial additional sources of runoff to the storm drain system or increase storm water runoff from the Project Site above existing levels, and a less than significant impact would occur under the Approved Project.

Water Supplies

Water consumption for the Approved Project was estimated from wastewater generation factors. In order to present a conservative analysis, water consumption is assumed to be 120 percent of the wastewater generated for a given land use, as determined by wastewater generation rates recommended by the City of Los Angeles. Since the Project Site is currently vacant, no water demands are currently generated onsite. As summarized in the MND, the Approved Project was anticipated to consume approximately 73,344 gallons per day (gpd) of water.

In terms of the City's overall water supply condition, the water demands for any project that is consistent with the City's General Plan has been taken into account in the planned growth of the Water System. Further, the LADWP has indicated in its Urban Water Management Plan that it will provide an adequate water supply to meet current and future growth until at least 2020. Therefore, impacts to water supply would be less than significant. In addition, implementation of mitigation measures identified in the MND would further reduce the Approved Project's less than significant impacts by requiring the implementation of water conservation features and techniques into the Approved Project.

Cumulative Impacts

It is unknown whether existing water infrastructure that would serve the related projects is considered to be adequate. However, if any upgrades to the water infrastructure are required as a result of the implementation of the Approved Project or any of the related projects, the applicant or related project applicants would be required to pay for such upgrades. Also, future development projects within the service area of LADWP would be subject to the locally mandated water conservation programs. City-wide water conservation efforts would also be expected to partially offset the cumulative demand for water. LADWP and MWD have indicated that the cumulative water demand by regional growth can be adequately accommodated. Therefore, the Approved Project would not contribute to a cumulatively considerable effect on water service/supply or infrastructure.

Adequate Wastewater Treatment Capacity

Wastewater generation rates for the Approved Project were recommended by the City of Los Angeles. Since the Project Site is currently vacant, no wastewater generation currently occurs onsite. Development of the Approved Project is anticipated to generate approximately 61,120 gpd of wastewater, as identified in the MND for the Approved Project. As discussed above, the current remaining capacity of the HTP is 100 mgd. Therefore, the HTP would have adequate capacity to treat the 61,120 gpd of wastewater generated by the Approved Project, in addition to its existing commitments, resulting in a less than significant impact.

Cumulative Impacts

As discussed above, the HTP currently treats an average of 362 mgd, with a capacity to treat 450 mgd. Therefore, the HTP would have adequate capacity to accommodate the additional 519,743 gpd of wastewater generated by the Approved Project and related projects. Therefore, cumulative impacts on sewer service would be less than significant.

Landfill with Sufficient Capacity

The Project developer would contract with a private hauler of their choice for disposal of the commercial and residential waste. Over 90 percent of the construction and residential solid waste generated in the City of Los Angeles was disposed of at the Sunshine Canyon Landfill in Sun Valley. Implementation of the Approved Project would generate approximately 1,552 pounds (approximately 0.8 tons) of solid waste per day during operation. All solid-waste-generating activities within the City of Los Angeles, which includes the Approved Project, would continue to be subject to the requirements set forth in California Assembly Bill (AB) 939, which requires each city and county to divert 50 percent of its solid waste from landfill disposal through source reduction, recycling, and composting.

As disclosed in the MND, the remaining daily intake of the Sunshine Landfill is 5,219 tons per day. As such, the landfill would have adequate capacity to accommodate the operational waste (0.8 tons/day) generated by the Approved Project. Therefore, a less than significant operational waste

impact would occur. Implementation of mitigation measures identified in the MND would further ensure that operational impacts related to solid waste are less than significant.

Cumulative Impacts

The related projects would participate in regional source reduction and recycling programs (i.e., AB 939), further reducing the amount of solid waste to be disposed of at the landfills described above. Therefore, the cumulative daily total of solid waste that would be disposed of in the Sunshine Landfill would be approximately 9,469 pounds ($18,938 \div 2$) or approximately 4.7 tons. As the remaining daily intake capacity of the Sunshine Landfill is 5,219 tons, it would have adequate capacity to accommodate the cumulative operational demand of the related projects and the Approved Project. In addition, the related projects would be subject to the requirements of AB 939, which requires the diversion of 50 percent of solid waste generated through waste reduction, recycling, and composting. Because landfill capacities would be sufficient to accommodate the solid waste generation by cumulative growth, the Approved Project would not contribute a cumulatively considerable effect on solid waste disposal facilities and impacts would be less than significant.

Solid Waste Compliance

Solid waste generated onsite by the Approved Project would be disposed of in accordance with all applicable federal, state, and local regulations, related to solid waste, such as AB 939. In addition, as analyzed above, the combined remaining daily intake of the Sunshine Landfill would be able to accommodate the solid waste generated by the Approved Project and no exemptions with respect to solid waste disposal would be needed nor are they requested. Therefore, it was found that no impact would occur.

Revised Project

The Revised Project would utilize the same utilities infrastructure as the Approved Project. The analysis in the Draft EIR concluded that the existing infrastructure had capacity to accommodate the Approved Project. The minor changes of the Revised Project would not increase the demand for public utilities to the extent where the Revised Project's utilities demand would exceed the infrastructure capacity.

While the Revised Project would be built within the same building envelope as the Approved Project (albeit significantly smaller in overall size), the Revised Project would include slightly more commercial space than the Approved Project. This internal change affects the amount of wastewater generated and water consumed, due to different generation/consumption rates.

**Table IV-2
Revised Project Wastewater Generation**

Land Use	Size	Generation Rate ^a	Total Wastewater Generation (gpd)
2-Bedroom Apartment ^b	377 du	160 gallons/du/day	60,320
Retail	8,460 sq. ft.	80 gallons/1,000 sq. ft./day	677
Revised Project Total			61,132
<i>Notes:</i>			
<i>du=dwelling unit; sq. ft.=square feet</i>			
<i>^a Source: City of Los Angeles, Draft L.A. CEQA Thresholds Guide, Exhibit K.2-11.</i>			
<i>^b Generation was calculated using the 2-bedroom rate to present a conservative analysis of wastewater generations.</i>			

**Table IV-3
Revised Project Water Consumption**

Land Use	Size	Consumption Rate ^a	Total Water Consumption (gpd)
2-Bedroom Apartment ^b	377 du	192 gallons/du/day	72,384
Retail	8,460 sq. ft.	96 gallons/1,000 sq. ft./day	812
Revised Project Total			73,196
<i>Notes:</i>			
<i>du=dwelling unit; sq. ft.=square feet</i>			
<i>^a Source: City of Los Angeles, Draft L.A. CEQA Thresholds Guide. Water consumption assumed to be 120% of wastewater generated for a given land use.</i>			
<i>^b Generation was calculated using the 2-bedroom rate to present a conservative analysis of wastewater generations.</i>			

With respect to wastewater generation, the Revised Project would generate approximately 61,132 gallons per day, which represents an increase of 12 gallons per day over the Approved Project. This additional wastewater would be accommodated by the existing capacity of the HTP. Further, it is expected that the wastewater system should be able to accommodate the sewage flow for the Revised Project. However, as for the Approved Project, if insufficient capacity exists, the Revised Project applicant would be required to build a secondary line to connect the flow to the nearest lines with capacity to serve the Revised Project. The installation of this secondary line would require only minimal trenching and pipeline installation, and as such, would not result in any adverse impacts.

With respect to water consumption, the Revised Project would consumer approximately 73,196 gallons per day, which represents a decrease of 148 gallons per day over the Approved Project. Existing water infrastructure and treatment facilities that serve the Project Site would be adequate to serve the Revised Project. Therefore, no construction of or expansion of infrastructure or water treatment facilities would be needed to accommodate the Revised Project. Further, as the Revised Project is consistent with the City's General Plan, it has been taken into account in the planned growth in water demand and sufficient supplies are available to accommodate the Revised Project. Further, the LADWP has indicated in its Urban Water Management Plan that it will provide an adequate water supply to meet current and future growth until at least 2020. Therefore, impacts to water supply would be less than significant under the Revised Project.

Additionally, the Revised Project would generate approximately 1,550 pounds of solid waste per day, which is a decrease of roughly 2 pounds per day over the Approved Project. Similar to the Approved Project, the Revised Project would comply with the requirements of AB 939 to divert 50 percent of its solid waste. Further, the landfills in the area would have adequate capacity to accommodate the solid waste generated by the Revised Project. As such, impacts with respect to solid waste would be less than significant and similar to the Approved Project.

**Table IV-4
Revised Project Solid Waste Generation**

Land Use	Size	Generation Rate ^a	Total Solid Waste Generation (lbs/day)
Residential	377 du	4 lbs/du/day	1,508
Retail	8,460 sq. ft.	5 lbs/1,000 sq. ft./day	42
Revised Project Total			1,550
<i>Notes: du=dwelling unit; sq. ft.=square feet; lbs=pounds ^a Source: City of Los Angeles Bureau of Sanitation, Solid Waste Generation, 1981. Waste generation includes all materials discarded, whether or not they are later recycled or disposed of in a landfill.</i>			

Mitigation Measures

The Revised Project would implement Mitigation Measures 16-1 through 16-3, as provided for the Approved Project:

- 16-1 The Project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).
- 16-2 The applicant shall install low-flush water toilets and water-saving showerheads in new construction. Low-flow faucet aerators should be installed on all sink faucets.
- 16-3 Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material.

In addition, the Revised Project would also implement the following mitigation measures:

16-4 Utilities (Local Water Supplies – Landscaping)

Environmental impacts may result from project implementation due to the cumulative increase in demand on the City's water supplies. However, this potential impact will be mitigated to a less than significant level by the following measures:

- The project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g. use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).
- In addition to the requirements of the Landscape Ordinance, the landscape plan shall incorporate the following:
 - Weather-based irrigation controller with rain shutoff
 - Matched precipitation (flow) rates for sprinkler heads
 - Drip/microspray/subsurface irrigation where appropriate
 - Minimum irrigation system distribution uniformity of 75 percent
 - Proper hydro-zoning, turf minimization and the use of native/drought tolerant plant materials
 - Use of landscape contouring to minimize precipitation runoff
- A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for existing and expanded irrigated landscape areas totaling 5,000 sf. and greater.

16-5 Utilities (Local Water Supplies – All New Construction)

Environmental impacts may result from project implementation due to the cumulative increase in demand on the City's water supplies. However, this potential impact will be mitigated to a less than significant level by the following measures:

- If conditions dictate, the Department of Water and Power may postpone new water connections for this project until water supply capacity is adequate.
- Install high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate.
- Install restroom faucets with a maximum flow rate of 1.5 gallons per minute.
- A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for all landscape irrigation uses.

- Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.)

16-6 Utilities (Local Water Supplies – New Commercial or Industrial)

Environmental impacts may result from project implementation due to the cumulative increase in demand on the City's water supplies. However, this potential impact will be mitigated to a less than significant level by the following measures:

- All restroom faucets shall be of a self-closing design.

16-7 Utilities (Local Water Supplies – New Residential)

Environmental impacts may result from project implementation due to the cumulative increase in demand on the City's water supplies. However, this potential impact will be mitigated to a less than significant level by the following measures:

- Install no more than one showerhead per shower stall, having a flow rate no greater than 2.0 gallons per minute.
- Install and utilize only high-efficiency clothes washers (water factor of 6.0 or less) in the project, if proposed to be provided in either individual units and/or in a common laundry room(s). If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.
- Install and utilize only high-efficiency Energy Star-rated dishwashers in the project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.

16-8 Utilities (Solid Waste Recycling)

Environmental impacts may result from project implementation due to the creation of additional solid waste. However, this potential impact will be mitigated to a less than significant level by the following measure:

- (*Operational*) Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the project's regular solid waste disposal program.

- *(Construction/Demolition)* Prior to the issuance of any demolition or construction permit, the applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction-related wastes.

The Revised Project's impact to water, wastewater, and solid waste would be less than significant, same as the Approved Project. Overall, with regard to the criteria set forth in CEQA Guidelines Section 15162(a), the changes proposed by the Revised Project would not result in any new significant environmental impacts upon public utilities or result in a substantial increase in the severity of any previously identified impacts.

Cumulative Impacts

Overall cumulative impacts for the Revised Project would be the same as the Approved Project. Therefore, the preparation of a subsequent or new Negative Declaration is not warranted.

Appendix A

Supplemental Traffic Analysis



Hirsch/Green Transportation Consulting, Inc.

October 3, 2013

Mr. Tomas Carranza, P.E.
Senior Transportation Engineer
Metro Development Review
Los Angeles Department of Transportation
100 S. Main Street, 10th Floor
Los Angeles, California 90012

RE: Supplemental Trip Generation and Traffic Impact Analyses for Proposed Revisions to Approved Residential and Commercial Mixed-use Project at 3670 Wilshire Boulevard in the Koreatown Community of the City of Los Angeles

Dear Tomas,

In late 2005, a traffic study was prepared by Crain & Associates for a proposed residential and retail mixed-use project located at 3670 Wilshire Boulevard, in the Koreatown community of the City of Los Angeles. That study, dated "August 2005", examined a development containing a total of 378 condominium units and 8,000 square feet of ground floor commercial floor area (assumed in the study to consist solely of "high-turnover sit-down restaurant" uses, to provide for a "worst case" impact analysis), on a site located on the west side of Hobart Boulevard between Wilshire Boulevard and 7th Street, as shown in Figure 1. That prior study, which was approved by the Los Angeles Department of Transportation ("LADOT") on January 9, 2006, indicated that the then-proposed project was expected to generate a total of approximately 2,480 net trips per day, including 197 net trips during the AM peak hour and 220 net trips during the PM peak hour, and could potentially result in one significant impact, at the site-adjacent and unsignalized (STOP sign controlled) intersection of Hobart Boulevard and 7th Street, during the PM peak hour only. In order to address that potential significant impact, the project was required to dedicate and widen the north side of 7th Street along the project frontage to its standard Local Street design requirements (a typical City condition not directly tied to mitigation of its impact at that location), and to restripe the eastbound approach of 7th Street to provide an exclusive left-turn lane plus a shared through/right-turn lane, as well as to restripe the westbound approach of 7th Street to provide an exclusive left-turn lane, one through lane, and one right-turn only lane; potential on-street parking prohibitions on the westbound approach of 7th Street were also identified. Implementation of the proposed improvements was sufficient to reduce the potential project-related impact at this location to less-than-significant levels.

Although the originally-proposed project was ultimately approved by the City Council on December 6, 2006 (CPC-2005-7528-ZC-SPR), it was never constructed, and the project site remains undeveloped at this time. However, a revised version of the approved project is now

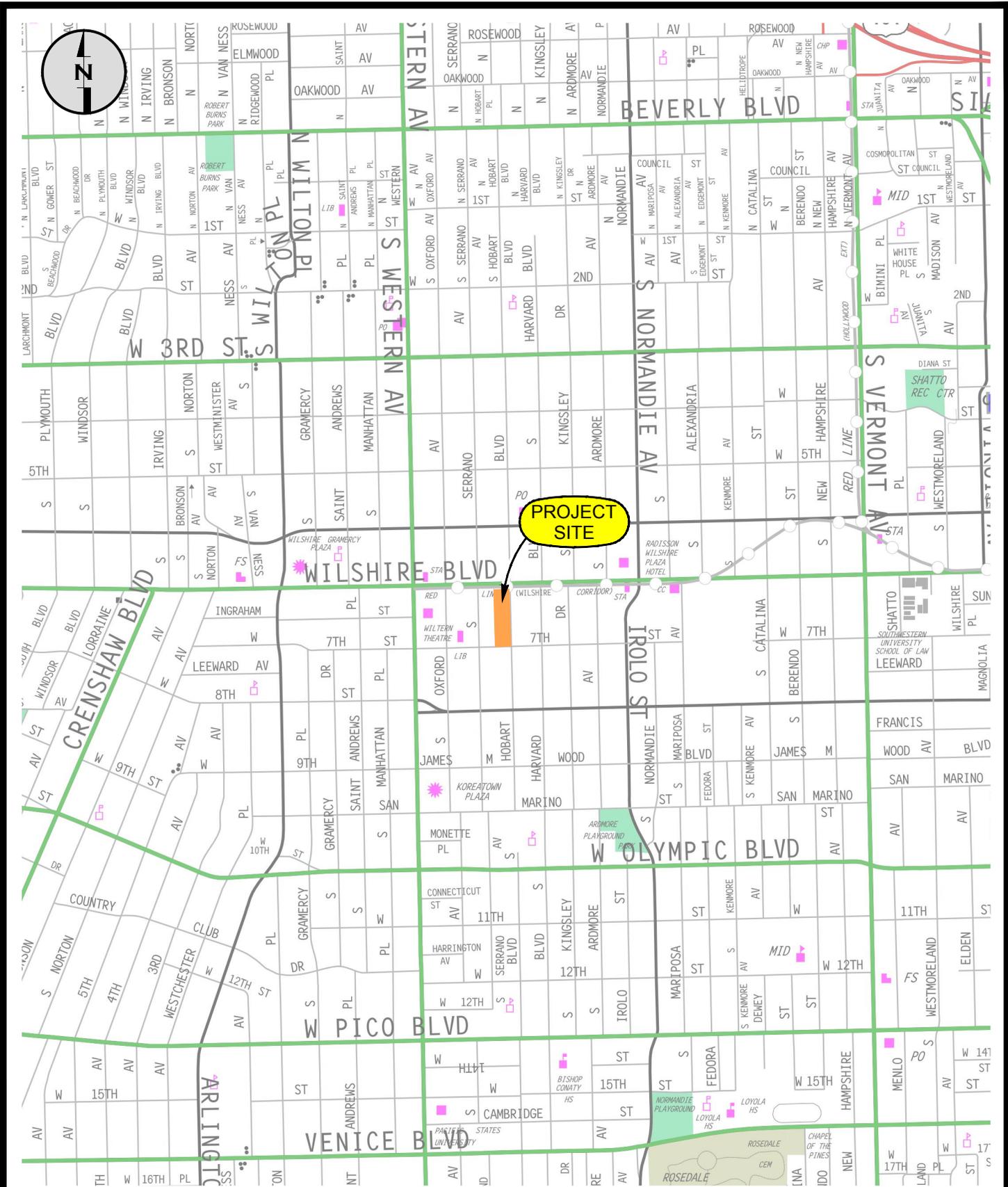


FIGURE 1

PROJECT SITE VICINITY



being proposed for the site. Similar to the originally-approved project, the current development scheme will also consist of a residential and commercial mixed-use project, but will contain approximately 377 apartment units (rather than the previous 378 condominium units), along with a total of approximately 8,640 square feet of ground floor commercial space, anticipated to be comprised of a combination of site-and local-serving retail and/or other commercial uses (a slight increase from the previously-approved 8,000 square feet of restaurant-only use). The revised project site plan and parking layout are shown in Figure 2.

Although the modifications described above are not expected to result in substantial changes in the general project characteristics from those analyzed in the August 2005 Crain & Associates traffic study, the change from condominium to apartment units would result in an increase in the number of trips associated with the residential component of the project as compared to the prior analyses, since the Institute of Transportation Engineers (“ITE”) trip generation rates typically required for use by LADOT indicate that “apartments” generate more “per unit” trips than “condominiums”, although any such increases will be partially offset by the change from restaurant only to a combination of retail and restaurant for the project’s commercial component. An additional factor, however, and one that is likely to have a greater effect on the potential for project-related traffic impacts, is the passage of time and change in area traffic conditions, including traffic volumes and intersection operational levels, since the analysis and approval of the originally-proposed project some eight years ago. As a result, even if the current project’s trip generation characteristics are similar to those of the earlier project proposal, due to potential deterioration of traffic conditions in the project vicinity over time, there is a possibility, albeit unlikely, that previously-unidentified project-related traffic impacts could occur.

Therefore, in order to address these issues, we have prepared this supplemental trip generation and traffic impact assessment to evaluate the potential traffic effects of the anticipated revisions to the project, as detailed in the following pages of this document. Please note, however, that this supplemental analysis is not intended as a “re-analysis” of the project, or to, in any way, supersede the analyses and conclusions of the August 2005 study. Rather, this document is provided in order to determine whether the results of that earlier approved evaluation remain valid for the modified (current) project proposal, and to assure that neither the modifications to the project itself, nor changes in the traffic conditions in the project vicinity over time will not result in the creation of any new or previously-unidentified project-related traffic impacts.

Nonetheless, to summarize the results of these supplemental evaluations, the modified project is expected to generate about the same overall traffic as its previously-approved counterpart, with approximately 69 fewer trips per day, and 20 fewer trips during the AM peak hour, although it could result in a slight increase of four trips during the PM peak hour compared to the project analyzed in the August 2005 study. Additionally, recent traffic counts at six key intersections in the study area (a subset of the 14 total intersections analyzed in the August 2005 traffic study),

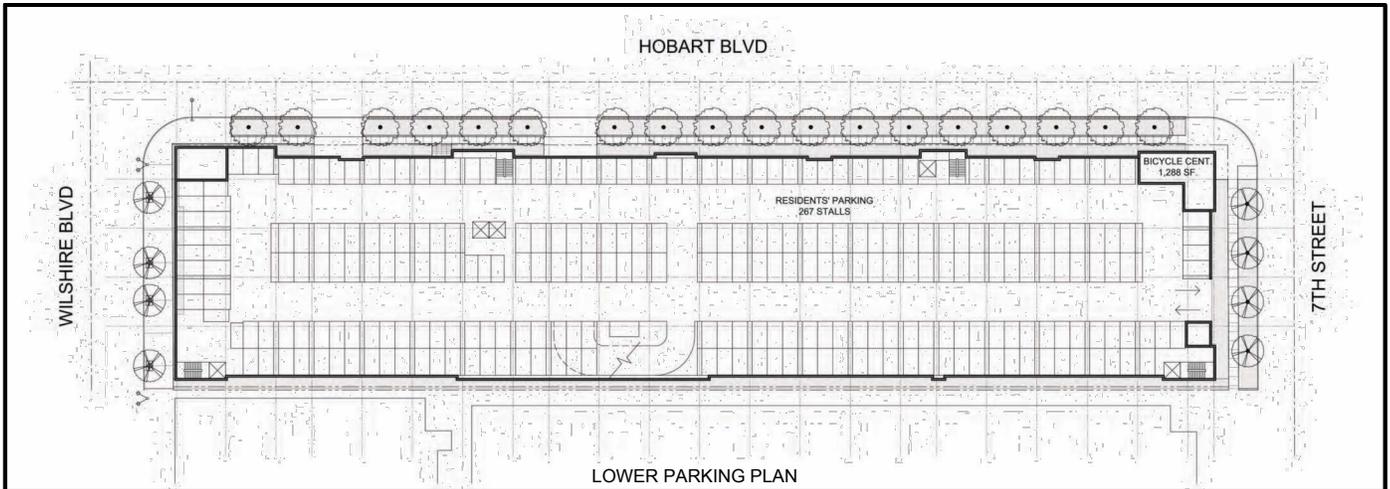
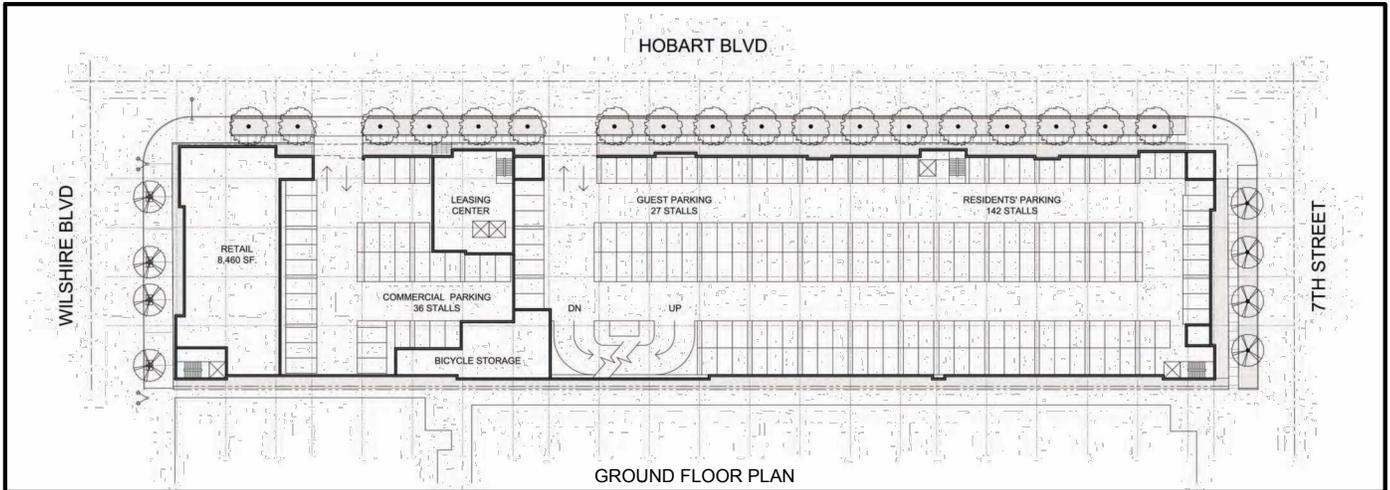
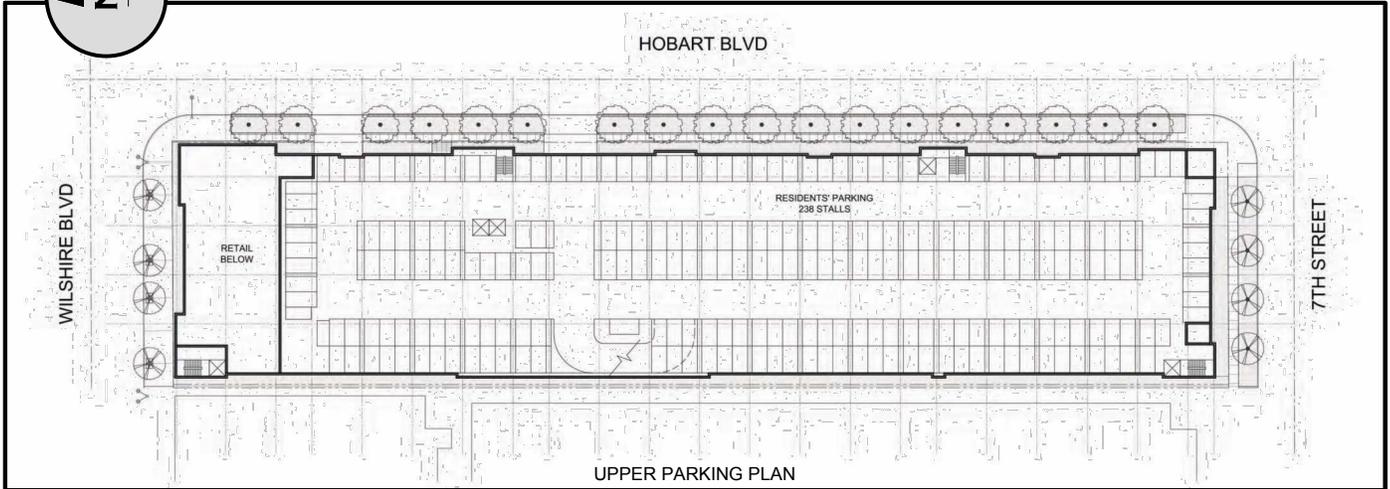


FIGURE 2

PROJECT SITE LAYOUT
PARKING LEVELS



including the significantly-impacted intersection of Hobart Avenue and 7th Street, indicate that current traffic conditions in the project vicinity have not deteriorated significantly over time, and overall traffic volumes and intersection operations are similar to those identified in the earlier study for 2005 conditions. In fact, the existing (year 2013) traffic conditions at the six selected “correlation” intersections are equivalent to or better than the “existing year 2005” conditions noted in the August 2005 study, with overall volumes at those locations generally exhibition between 15 and 30 percent fewer total trips than in 2005. Further, our investigations reveal that, while there is currently approximately the same number of related projects proposed for the study area (30 projects within an approximately 1.5 mile radius from the project site, as compared to the original 36 projects), the current related projects are expected to produce substantially less total additional traffic than those identified in the original traffic study, with approximately 60 percent fewer daily trips and nearly 75 percent fewer peak hour trips than that utilized in the August 2005 project traffic impact analyses.

As a result of these findings, it is our conclusion that, despite the passage of time and slight modifications to the sizes and uses contained in the current project proposal as compared to the project evaluated in August of 2005, the conclusions of that earlier study remain valid, with the modified project itself generating about the same level of traffic as its predecessor, and both the existing and forecast future traffic conditions in the project vicinity are generally at equivalent or better levels than shown in the 2005 study. Further, although LADOT’s analysis procedures related to unsignalized intersections such as Hobart Boulevard and 7th Street have changed since 2005, and a “significant impact” would no longer be identified for this location under LADOT’s current *Traffic Study Policies and Procedures* (July 2013), an evaluation of this intersection using methodologies applicable in 2005 (in order to provide comparable results) indicates that the revised project could still result in a significant impact at that location, and as such, the previously-required improvement at the intersection is still recommended. The details of the analyses supporting these conclusions are contained in the following pages.

Revised Project Trip Generation Calculations

As described in the approved August 2005 traffic study, the trip generation rates used to calculate the amount of traffic associated with the originally-proposed project were obtained from the then-current 7th Edition of the ITE’s *Trip Generation* manual¹. Additionally, as also detailed in that earlier study, several trip generation adjustment factors were also considered applicable to the previous project, including reductions to account for the use of public transit by both project residents and patrons of the commercial (restaurant) uses, and to reflect the effects of “internal capture”, “walk-in patronage”, and “pass-by traffic” activity, which were associated only with the commercial (restaurant) component of the previously-proposed project. No trip “credits” for removal of any existing on-site development were appropriate, since the project site

¹ *Trip Generation*, 7th Edition, Institute of Transportation Engineers, Washington, D.C., 2003.

had been vacant for some time prior to the preparation of the August 2005 analyses. Based on these data and assumptions, the previously-proposed project was estimated to generate a total of approximately 2,480 net new daily trips, including 197 net new trips during the AM peak hour, and 220 net new trips during the PM peak hour, as summarized in Table 1. This table also shows that, at the two site-adjacent intersections of Wilshire Boulevard and Hobart Boulevard, and Hobart Boulevard and 7th Street, the prior development proposal would generate a total of approximately 2,653 net daily trips, including 213 net AM peak hour trips and 235 net PM peak hour trips (removing the “pass-by” trip discounts, per LADOT policy).

Table 1
Trip Generation Estimates
3670 Wilshire Boulevard Project
 (per August 2005 Crain & Associates Traffic Study)

Size/Use	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
<u>Proposed Project</u>							
378 -unit Condominiums (Less 10% Transit Trips)	1,988 (199)	25 (3)	125 (12)	150 (15)	120 (12)	59 (6)	179 (18)
<i>Subtotal Proposed Condominium Trips</i>	<i>1,789</i>	<i>22</i>	<i>113</i>	<i>135</i>	<i>108</i>	<i>53</i>	<i>161</i>
8,000 sq. ft. Restaurant (Less 15% Internal/Transit/Walk-in) (Less 20% Pass-By Trips)	1,017 (153) (173)	48 (7) (8)	44 (7) (8)	92 (14) (16)	53 (8) (9)	34 (5) (6)	87 (13) (15)
<i>Subtotal Proposed Restaurant Trips</i>	<i>691</i>	<i>33</i>	<i>29</i>	<i>62</i>	<i>36</i>	<i>23</i>	<i>59</i>
<i>Total New Project Trips</i>	<i>2,480</i>	<i>55</i>	<i>142</i>	<i>197</i>	<i>144</i>	<i>76</i>	<i>220</i>
<u>Less Existing Retail Development</u>							
n/a (vacant site)	- n/a -	-	n/a	-	-	n/a	-
Total Net Project Trips	2,480	55	142	197	144	76	220
Total Net Project Trips at Adacent Intersections	2,653	63	150	213	153	82	235

Since the preparation of the original project traffic study in late 2005, the ITE has updated the information contained in the Trip Generation manual, with the current data contained in the recently-released 9th Edition of that publication². LADOT’s policy regarding trip generation estimates for traffic studies prepared under its purview do not identify a specific version of the ITE trip generation data for such calculations, although it does note that, unless otherwise specified by LADOT, “...the latest edition of ITE’s Trip Generation Handbook...” should be used.

² *Trip Generation*, 9th Edition, Institute of Transportation Engineers, Washington, D.C., 2012.

As such, although the previous traffic study appropriately utilized the 7th Edition of the ITE publication, in order to conform with LADOT's requirements, this evaluation utilizes the current 9th Edition ITE data to estimate the potential traffic generated by the revised project. Additionally, as noted previously in this document, the component uses of the current project development scheme have changed from those of the originally-analyzed project, with apartment uses replacing the prior condominium uses, and the commercial (restaurant) component replaced with a mix of site-and local-serving retail and restaurant use, and as such, completely different land use categories were selected as compared to the original traffic study. The current (9th Edition) ITE trip generation rates used in this evaluation are shown in Table 2.

Table 2
Revised Project Trip Generation Rates

Apartment - per dwelling unit (ITE Land Use 220)

Daily Trips: T = 6.65 (A)
AM Peak Hour: T = 0.51 (A); I/B = 20%, O/B = 80%
PM Peak Hour: T = 0.62 (A); I/B = 65%, O/B = 35%

Shopping Center - per 1,000 gross square feet of floor area (ITE Land Use 820)

Daily Trips: T = 42.70 (A)
AM Peak Hour: T = 0.96 (A); I/B = 62%, O/B = 38%
PM Peak Hour: T = 3.71 (A); I/B = 48%, O/B = 52%

Where: T = Trip Ends I/B = Inbound Trip Percentage
U = Number of Residential Units O/B = Outbound Trip Percentage
A = Building Area in 1,000 sq. ft.

* Note:

All trip generation rates and information per 9th Edition ITE *Trip Generation*, unless noted.

Note also that, as shown in Table 2, for purposes of this analysis, the currently-proposed project's commercial component is assumed in this analysis to be best represented by the ITE's "shopping center" land use category, rather than the "all restaurant" assumption contained in the approved August 2005 study. This assumption was considered appropriate for use with the modified project for a number of reasons.

First, the tenants for the current project proposal have not yet been identified, and as such, the "shopping center" trip generation rates, which reflect a variety of retail and commercial component uses, will provide flexibility for the project applicant in leasing of the proposed commercial area. It is also generally accepted that, in addition to the various "retail" uses, the ITE "shopping center" land use category typically includes "restaurant" or other food service components equivalent to approximately 10 to 15 percent of the total shopping center floor area

(including food courts and other “outbuilding” restaurants), and therefore, trips associated with such uses are intrinsically included in this trip generation rate. As such, the use of the ITE’s “shopping center” trip generation rate would allow for approximately 850 to 1,250 square feet of restaurant use within the total 8,460 square foot commercial component of the project without specifically designating such floor area as “restaurant” use.

The use of the “shopping center” trip generation rate for this supplemental evaluation is further supported by the fact that the modified project proposes to provide a total of only approximately 36 commercial parking spaces. The City of Los Angeles Municipal Code (“LAMC”) requires typical “retail” uses to provide parking at a ratio of 4.0 spaces for each 1,000 square feet of floor area, while “restaurant” uses are required to provide parking at a higher ratio of 10.0 spaces per 1,000 square feet. As a result, assuming that the entire 8,460 square feet of commercial area is occupied by typical “retail” uses, the modified project would be required to provide approximately 34 parking spaces for such uses, or only two spaces fewer than are provided. Therefore, the 36 commercial parking spaces proposed would only support a total “restaurant” component of less than 450 square feet (with the remainder of the floor area occupied by typical “retail” uses), or about five percent of the subject floor area, without resulting in a parking deficit (compared to the LAMC requirements) and thus requiring a parking variance or other means of reducing the typical parking requirements. Since no such commercial parking variance is requested for the modified project, it is reasonable to assume that no substantial “restaurant” component is anticipated for the project, and the use of the “shopping center” trip generation rate will adequately estimate the number of trips associated with its “commercial” floor area.

Finally, due to its similarity to the originally-analyzed project, the currently-proposed project is expected to exhibit the same transit use, internal capture, and walk-in patronage trip reduction factors as identified in the August 2005 traffic study (10 percent reduction in residential trips and five percent reduction in commercial trips to account for transit utilization, and five percent each for internal capture and walk-in patronage for the commercial use only). However, based on LADOT’s policy regarding pass-by traffic activity for various land uses, the originally-assumed “restaurant” use exhibited a 20 percent reduction in its baseline traffic levels due to this factor, while the modified project’s assumed “shopping center” retail use is anticipated to exhibit an approximately 50 percent pass-by reduction (based on its anticipated 8,460 square foot size).

Using the trip generation methodologies and assumptions described above, the trip generation estimates for the modified project were calculated, and are summarized in Table 3. As shown in this table, once completed and fully occupied, the modified project is expected to generate a total of approximately 2,411 new trips per day, including 177 trips (37 inbound, 140 outbound) during the AM peak hour, and 224 trips (144 inbound, 80 outbound) during the PM peak hour. As such, the modified project is expected to result in approximately 69 fewer daily trips than the originally-analyzed project, including a reduction of 20 trips (18 inbound, two outbound) during the AM peak hour, although it could exhibit a slight increase of four total trips (all outbound)

Table 3
Trip Generation Estimates for Modified Project

Size/Use	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
<u>Proposed Project</u>							
377 -unit Apartments (Less 10% Transit Trips)	2,507 (251)	38 (4)	154 (15)	192 (19)	152 (15)	82 (8)	234 (23)
<i>Subtotal Proposed Condominium Trips</i>	<i>2,256</i>	<i>34</i>	<i>139</i>	<i>173</i>	<i>137</i>	<i>74</i>	<i>211</i>
8,460 sq. ft. Retail (Less 15% Total Internal/Transit/Walk-in) (Less 50% Pass-By Trips)	361 (51) (155)	5 0 (2)	3 0 (2)	8 0 (4)	15 (1) (7)	16 (3) (7)	31 (4) (14)
<i>Subtotal Proposed Restaurant Trips</i>	<i>155</i>	<i>3</i>	<i>1</i>	<i>4</i>	<i>7</i>	<i>6</i>	<i>13</i>
<i>Total New Project Trips</i>	<i>2,411</i>	<i>37</i>	<i>140</i>	<i>177</i>	<i>144</i>	<i>80</i>	<i>224</i>
<u>Less Existing Retail Development</u>							
n/a (vacant site)	- n/a -	----- n/a -----			----- n/a -----		
Total Net Project Trips	2,411	37	140	177	144	80	224
Total Net Project Trips at Adjacent Intersections	2,566	39	142	181	151	87	238
Change in Net Project Trips (Compared to August 2005 Traffic Study)	(69)	(18)	(2)	(20)	0	4	4
Change in Net Project Trips at Adjacent Intersections (Compared to August 2005 Traffic Study)	(87)	(24)	(8)	(32)	(2)	5	3

during the PM peak hour. This level of trip generation for the modified project is applicable to most of the study intersections examined in the August 2005 traffic study for the original project. However, as noted earlier, per LADOT traffic study policy, pass-by trip reductions are not applicable at the site-adjacent intersections of Wilshire Boulevard and Hobart Boulevard, and Hobart Boulevard and 7th Street, and therefore, as with the analyses for that earlier project, the pass-by discounts associated with the modified project's retail component were again removed from the trip generation estimates to identify the potential net modified project-related trips at those two locations. As also shown in Table 2, with these adjustments, the modified project would be expected to result in a total "adjacent intersection" trip generation of approximately 2,566 trips per day, including 181 trips (39 inbound, 142 outbound) during the AM peak hour, and 238 trips (151 inbound, 87 outbound) during the PM peak hour. When compared to the adjacent intersection trips from the originally-analyzed project, the modified project would result in a reduction of approximately 87 daily trips and 32 AM peak hour trips, although it would again be expected to result in a slight increase of three total trips during the PM peak hour.

Therefore, the modified project is expected to generally result in fewer net trips than the project analyzed in the approved August 2005 traffic study during the daily (24-hour) and AM peak hour periods, and as a result, project-related traffic impacts during those time periods are expected to be no greater than, and are likely to be less than those shown in that earlier analysis. As such, since the original project did not produce any significant impacts during the AM peak hour, the modified project, with its reduced trip generation during this period, would also be anticipated to result in no significant impacts during the AM peak hour. Further, although the modified project could result in slightly more traffic during the PM peak hour than the originally-studied project, these potential trip increases are nominal (four additional trips at most study intersections and three additional trips at the two site-adjacent intersections), and would not be expected to result in any meaningful changes to the project-related impacts during this time period from those shown in the August 2005 traffic study; during the PM peak hour, the original project was expected to result in a significant impact at the intersection of Hobart Boulevard and 7th Street, and it can be reasonably anticipated that the modified project would continue to do so.

However, it is important to note that the conclusions that the modified project would not result in any substantial changes to the project-related traffic impacts identified in the August 2005 traffic study for the previously-proposed project are based on the assumption that area traffic conditions have remained similar to those identified for both the then-existing (year 2005) and forecast future (year 2008) conditions shown in the previous analyses. If area traffic volumes have increased, or if there are additional other developments anticipated for the study area (increasing the potential future traffic in the area) compared to that used in the August 2005 traffic study, the existing (year 2013) and/or future (year 2016, assuming the same three-year analysis timeframe from the August 2005 study) traffic conditions at the study intersections could be worse than those upon which the original traffic study's project-related impact conclusions were based. As you are aware, higher traffic volumes can result in higher levels of service at the study intersections, which could result in smaller thresholds for identifying potential significant project-related traffic impacts. As such, even though the modified project will result in similar or reduced trip generation compared to the earlier project, it could still produce significant impacts under current (year 2013) or forecast future (using baseline 2013 traffic data and updated related projects information) conditions.

In order to address this potential issue, this supplemental analysis was expanded to provide a "check" of the current traffic volumes and conditions at several of the key study intersections in the project vicinity, as well as to include an investigation of the potential for future development in the study area (related projects), so that both the existing and potential future conditions in the project vicinity can be identified, and definitive conclusions regarding the potential for the modified project to produce significant impacts can be drawn. The methodologies and assumptions used to conduct the additional traffic volume and related projects evaluations, and the results of the investigations, are described in detail in the following sections of this report.

Intersection Traffic Volume and Operations – Existing (2005 vs. 2013) Conditions

The August 2005 traffic study included an examination of the conditions and potential effects of the originally-proposed project at a total of 14 intersections adjacent to and surrounding the project site, based on traffic volume counts conducted in May of 2005. As discussed earlier, although the modified project is expected to generate fewer (daily, AM peak hour) or relatively comparable (PM peak hour) trips compared to the originally-analyzed project, it is possible that changes (increases) in area traffic volumes over the past eight years have resulted in worsened operational conditions for some or all of the study intersections, which could potentially result in new or previously-unidentified project-related impacts. Therefore, new traffic volume data at several key intersections in the immediate project vicinity were collected and analyzed to identify the existing (year 2013) traffic conditions in the area; this data was then compared to the traffic volume and intersection operations identified in the August 2005 study to determine whether, and to what extent, traffic conditions in the study area may have changed since preparation and approval of that original project traffic impact analyses.

The locations of the 14 originally-analyzed intersections are shown in relation to the project site in Figure 3 (the intersection numbering scheme is taken from that study). For purposes of this supplemental evaluation, six of the original 14 study intersections were selected for comparison to the traffic volume and operational conditions described in the August 2005 traffic study. These six intersections; Wilshire Boulevard and Western Avenue, Wilshire Boulevard and Hobart Boulevard, Wilshire Boulevard and Normandie Avenue, Western Avenue and 7th Street, Hobart Boulevard and 7th Street, and Hobart Street and 8th Street, are also shown in Figure 3. These intersections were chosen due to their proximity to the project site and/or their location along roadways directly serving the project's driveways (on Hobart Boulevard and 7th Street), and therefore represent locations that exhibit a higher likelihood of project-related impacts, or because they are the intersections of two key arterial roadways (such as Wilshire Boulevard and Western Avenue, and Wilshire Boulevard and Normandie Avenue), which are expected to reflect overall traffic volume changes throughout the larger study area. The supplemental intersection traffic counts were conducted in mid-September 2013, and the traffic count data sheets are contained in the attachments to this document; the traffic counts used in the original August 2005 traffic study are also included in the attachments for convenience.

The general results of the supplemental 2013 traffic counts are shown in comparison to the 2005 data in Table 4, although detailed comparisons of the individual traffic movements for each intersection approach are provided in the attachments. As summarized in this table, the current year 2013 traffic volumes at each of the selected "comparison" intersections are lower, and in many cases, substantially lower, than those observed in 2005, with the lone exception of the site-adjacent intersection of Hobart Boulevard and 7th Street, which exhibits a slight increase in overall traffic during the AM peak hour (note that the identified increase of "29.9 percent" reflects a total increase of only 142 vehicles at this relatively low-volume intersection).

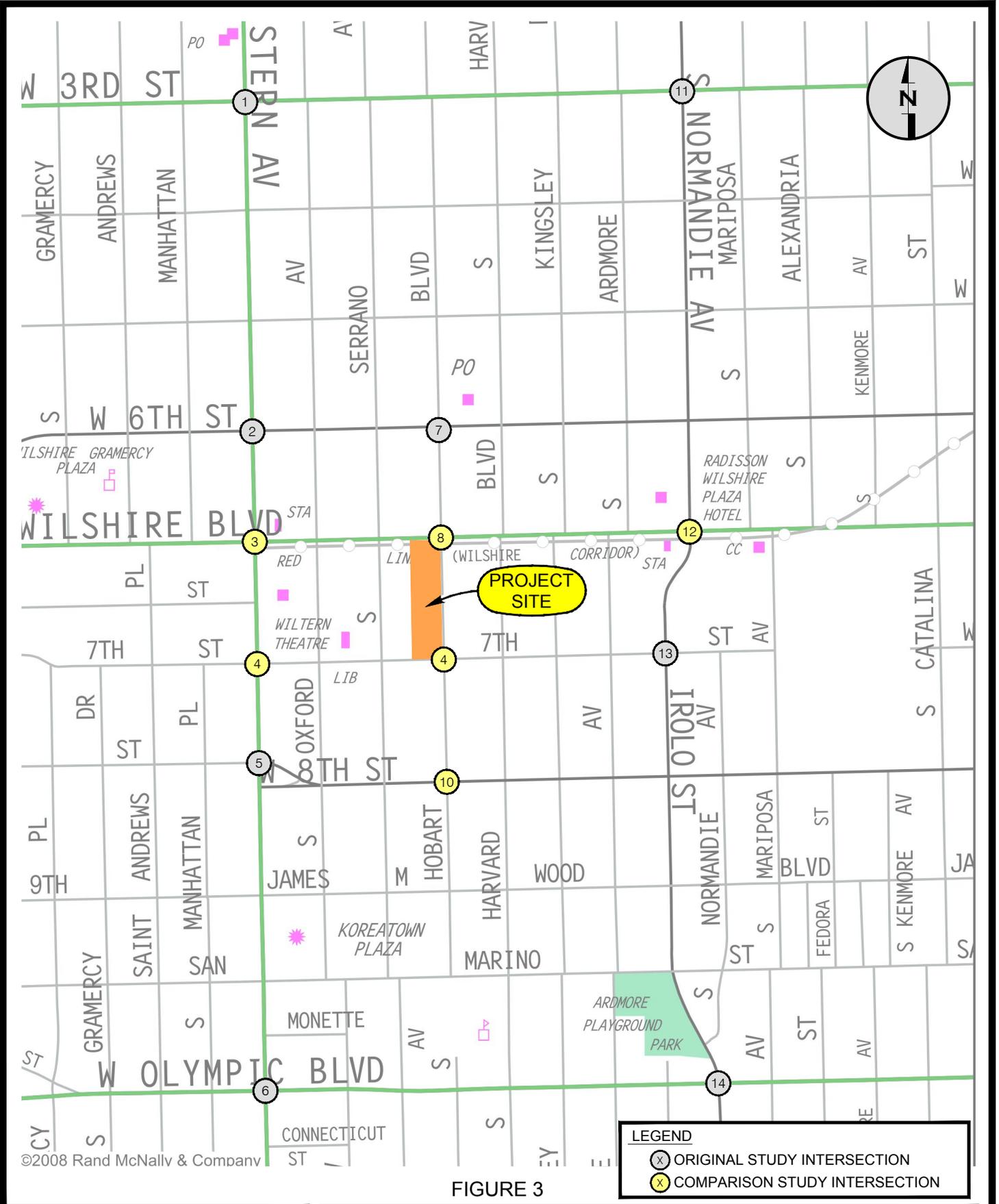


FIGURE 3

STUDY INTERSECTION LOCATIONS



Hirsch/Green Transportation Consulting, Inc.

Table 4
Comparison of Key Intersection Approach and Total Volumes
Crain & Associates Study (August 2005) vs. Current (September 2013)

Int. No.	Intersection	Peak Hour	Existing - Year 2005 (Crain & Associates)			Current - Year 2013 (new counts)			Change in Intersection Traffic Volumes (2005 to 2013)					
			North/ South	East/ West	Total	North/ South	East/ West	Total	North/South		East/West		Totals	
									(Vols)	(%)	(Vols)	(%)	(Vols)	(%)
3	Wilshire Boulevard and Western Avenue	AM	2,034	2,798	4,832	1,937	2,451	4,388	(97)	-4.8%	(347)	-7.2%	(444)	-18.1%
		PM	2,088	2,919	5,007	1,843	2,334	4,177	(245)	-11.7%	(585)	-11.7%	(830)	-35.6%
8	Wilshire Boulevard and Hobart Boulevard	AM	457	2,745	3,202	455	2,334	2,789	(2)	-0.4%	(411)	-12.8%	(413)	-17.7%
		PM	646	2,898	3,544	591	2,450	3,041	(55)	-8.5%	(448)	-12.6%	(503)	-20.5%
12	Wilshire Boulevard and Normandie Avenue	AM	1,451	2,950	4,401	1,493	2,756	4,249	42	2.9%	(194)	-4.4%	(152)	-5.5%
		PM	1,538	3,145	4,683	1,564	2,727	4,291	26	1.7%	(418)	-8.9%	(392)	-14.4%
4	7th Street and Western Avenue	AM	2,067	449	2,516	1,924	379	2,303	(143)	-6.9%	(70)	-2.8%	(213)	-56.2%
		PM	2,272	634	2,906	2,149	559	2,708	(123)	-5.4%	(75)	-2.6%	(198)	-35.4%
9	7th Street and Hobart Avenue	AM	357	458	815	482	475	957	125	35.0%	17	2.1%	142	29.9%
		PM	532	733	1,265	505	514	1,019	(27)	-5.1%	(219)	-17.3%	(246)	-47.9%
10	8th Street and Hobart Avenue	AM	366	1,351	1,717	348	1,261	1,609	(18)	-4.9%	(90)	-5.2%	(108)	-8.6%
		PM	522	1,545	2,067	458	1,558	2,016	(64)	-12.3%	13	0.6%	(51)	-3.3%

Note:

Values in parentheses indicate reductions in traffic volumes.

As a result of the overall reduced traffic volumes at the selected intersections, it could reasonably be concluded that the operations of each of the subject “comparison” locations would also be comparable to or better than those identified in the August 2005 traffic study. However, as shown in the detailed intersection volume comparison tables in the attachments, although the total approach volumes at most of the selected locations exhibit reductions from their 2005 values, some of the individual approach movements (left-turn, through, right-turn) do show increases from their previous volumes. As such, it is still possible that, despite the overall lower total intersection volumes, the operations of some or all of the comparison intersections could increase from the Critical Movement Analysis (“CMA”) values or Level of Service (“LOS”) conditions identified in the previous traffic study.

Therefore, in order to evaluate the actual operations of the six selected intersections, the current 2013 AM and PM peak hour volumes were analyzed using the same CMA analysis procedures described in detail in the August 2005 traffic study. This supplemental CMA analysis utilized the same assumptions as identified in the previous study, and a field check of the subject locations verified that the lane configurations and basic traffic signal operations have remained unchanged from those used in the 2005 analyses. However, at the time the 2005 traffic study was prepared, the signalized intersections in the study area were equipped only with the City’s Advanced Traffic Surveillance and Control (“ATSAC”) traffic signal coordination system, which results in increased efficiency for those locations as compared to intersections that are not so equipped. Since 2005, LADOT has completed the installation of the City’s next-generation Adaptive Traffic Control System (“ATCS”) signal coordination protocols at most of the signalized intersections in the study area, including each of the six signalized comparison intersections (note that the intersection of Hobart Boulevard and 7th Street is not signalized; the analyses methodology for this location is discussed later in this section). As a result, the CMA analyses for the comparison intersections for the current 2013 conditions appropriately include the effects of both ATSAC and ATCS in the calculations, although no other changes were assumed.

Additionally, as briefly noted above, the intersection of Hobart Boulevard and 7th Street is unsignalized (four-way STOP-sign controlled). The August 2005 traffic study evaluated the operations of this intersection using the basic CMA analysis methodology, but assuming a total intersection capacity of 1,000 vehicles per hour, as was LADOT’s recommend procedure for analyzing unsignalized intersections at that time. LADOT’s current Traffic Study Policies and Procedures (June 2013) indicate that unsignalized intersections are no longer to be evaluated regarding specific project-related impacts, but rather, should only be analyzed to determine whether installation of a new traffic signal at the intersection is warranted (either due to existing conditions, or as a direct result of development of a potential project). However, since the purpose of this supplemental analysis is to determine whether the August 2005 study continues to adequately address the potential impacts of the modified project, the previous CMA-based analysis technique was again utilized, to provide for appropriate comparison to the prior results.

The results of the supplemental CMA analysis of the existing 2013 traffic conditions at each of the selected comparison intersections is summarized in Table 5, along with a summary of the CMA values for those same intersections from the August 2005 traffic study. The supporting CMA analysis worksheets for both the current (2013) conditions as well as for the “existing” 2005 conditions (excerpted from the August 2005 study) are provided in the attachments.

Table 5
Critical Movement Analysis Summary
Existing (2005) and Existing (2013) Peak Hour Conditions

Int. No.	Intersection	Peak Hour	Existing (2005) *		Existing (2013)		Change from 2005 Conditions	
			CMA	LOS	CMA	LOS	CMA	LOS
3	Wilshire Boulevard and Western Avenue	AM	0.746	C	0.664	B	-0.082	improved
		PM	0.826	D	0.624	B	-0.202	improved
8	Wilshire Boulevard and Hobart Boulevard	AM	0.488	A	0.396	A	-0.092	no change
		PM	0.559	A	0.445	A	-0.114	no change
12	Wilshire Boulevard and Normandie Avenue	AM	0.685	B	0.579	A	-0.106	improved
		PM	0.669	B	0.573	A	-0.096	improved
4	7th Street and Western Avenue	AM	0.489	A	0.407	A	-0.082	no change
		PM	0.602	B	0.475	A	-0.127	improved
9	7th Street and Hobart Boulevard	AM	0.477	A	0.539	A	0.062	no change
		PM	0.736	C	0.626	B	-0.110	improved
10	8th Street and Hobart Boulevard	AM	0.381	A	0.322	A	-0.059	no change
		PM	0.485	A	0.457	A	-0.028	no change

Note:

* CMA and LOS values taken directly from Crain & Associates project traffic study, August 2005.

As shown in Table 5, as with the comparison of the overall intersection volumes discussed earlier, the results of the CMA analyses of the current 2013 traffic volumes at the selected intersections indicates that each of the subject locations actually exhibits better operating conditions (CMA value, LOS, or both) than identified in the August 2005 study, again with the exception of Hobart Boulevard and 7th Street during the AM peak hour (which also exhibited slightly higher total intersection volumes than in 2005), although this intersection will still operate at very good LOS A conditions during this time period. In fact, each of the six comparison intersection currently operates at LOS A or LOS B conditions during both peak hours, whereas the 2005 data identified LOS C or LOS D operations during one or both peak hours at the intersections of Wilshire Boulevard and Western Avenue, and Hobart Boulevard and 7th Street.

Therefore, the results of the supplemental CMA analyses clearly show that not only have overall traffic conditions in the study area not deteriorated over time, the traffic volumes and associated operations at the intersections closest to the project site have improved as compared to their 2005 conditions, including not only at the intersections of two typically lower-volume side streets (Hobart Boulevard and 7th Street, and Hobart Boulevard and 8th Street) or at the intersections between these side street and major arterials (Wilshire Boulevard and Hobart Boulevard, Western Avenue and 7th Street), but at the intersections of two key arterials (Wilshire Boulevard and Western Avenue, and Wilshire Boulevard and Normandie Avenue). As such, it can be anticipated that overall traffic volumes and operational levels at all of the 14 intersections analyzed in the August 2005 traffic study are at least comparable to their 2005 conditions, and are likely to exhibit both lower volumes and better operating conditions than shown in that study.

Potential Modified Project Impacts to Existing (2013) Conditions

However, it is of note that the August 2005 study did not include an analysis of the potential effects of the then-proposed project on the existing 2005 intersection conditions, although current LADOT traffic study policies now require this “existing plus project” evaluation scenario. While no detailed CMA analyses of the potential impacts of the modified project are included in this supplemental evaluation, the originally-analyzed project was shown to result in a significant impact at only one intersection, Hobart Boulevard and 7th Street, during the PM peak hour (under the forecast future year 2008 analysis conditions). Since the modified project generates essentially the same number of net trips during this time period as the original project, and is expected to exhibit the same trip distributions as that project (since the modified project’s driveway locations and operations are similar to those of the originally-proposed project), the potential impacts of the modified project on the intersection of Hobart Boulevard and 7th Street for the existing 2013 conditions can be reasonably estimated by adding the incremental impact from the original project at this intersection (+ 0.083, as detailed in Table 10, page 46, of the August 2005 traffic study) to the current 2013 CMA value for that location (0.626, as shown in Table 5) during the subject PM peak hour time period. This methodology results in an estimated “Existing Plus Project” CMA value of approximately 0.709, which equates to LOS C. LADOT currently identifies a significant impact at LOS C as an increase of 0.040 or more in the intersection’s CMA value as a result of project-related traffic, and therefore, it could be expected that the modified project would result in a significant impact to this intersection under the current conditions (albeit this conclusion is the result of using LADOT’s now outdated analysis procedures). However, the original project did not result in significant impacts at any of the remaining original study intersections, and traffic volumes and operational levels at these locations are expected to be similar, if not better than those shown in the August 2005 analyses. As such, since the modified project results in similar or lesser trip generation levels than the originally-analyzed project, no significant impacts at any of the other study intersection evaluated in the August 2005 traffic study are expected for the “existing plus project” scenario.

Forecast Future Intersection Conditions

As described in the preceding pages, the existing (year 2013) intersection conditions in the study area are comparable to, and in many cases better than the 2005 existing conditions shown in the August 2005 traffic study. However, despite these conclusions, it is still possible that the future forecast conditions in the project vicinity could be higher than those anticipated in the earlier study, since the forecast future traffic volumes include traffic expected to be generated by other development projects (“related projects”) in the area. Therefore, this supplemental analysis also includes a comparison of such related projects identified in the August 2005 study against those currently ongoing or proposed, in order to evaluate whether traffic from such projects could result in higher intersection volumes than originally anticipated.

The August 2005 traffic study identified a total of 36 related projects within an approximately 1.5-mile radius of the project site; a listing of these projects and a map showing their locations relative to the project site, excerpted from that original study, are provided in the attachments. These related projects were estimated to generate a total of approximately 85,195 trips per day, including approximately 8,375 trips during the AM peak hour, and approximately 10,702 trips during the PM peak hour. By comparison, a listing of currently-proposed or ongoing development projects in the study area, obtained from LADOT files, indicates that there are currently a total of 30 related projects within the same 1.5-mile radius of the site, as also shown in the attachments (note that four of the currently-identified projects identify the same addresses as projects from the August 2005 list, although their descriptions and/or trip generation estimates are not necessarily the same). However, these 30 current related projects are estimated to generate only about 31,879 trips per day, or approximately 62 percent fewer trips than were assumed in the previous study. Similarly, the current related projects are anticipated to generate a total of approximately 2,173 trips during the AM peak hour and approximately 2,812 trips during the PM peak hour, both approximately 74 percent fewer than the 2005 list.

Therefore, the potential future traffic additions to the study area roadways and intersections due to related projects in the project vicinity can be expected to be substantially less than that assumed in the August 2005 analyses. As a result, when combined with the improved traffic volumes and operating conditions at the selected study intersections, as discussed earlier, it is reasonable to expect that forecast future “without project” traffic conditions in the study area would conservatively remain at levels comparable to those shown in the August 2005 study, although due to the reduced existing and related projects’ traffic volumes, actual forecast future conditions are anticipated to be better than those anticipated in the earlier analyses.

Potential Modified Project Impacts to Future Conditions

Similar to the “existing plus project” evaluations described earlier in this document, no detailed analyses of either the forecast future conditions or specific modified project’s incremental effects on any of the study area intersections is provided in this supplemental analysis. However, the

results of these investigations strongly indicate that, due to lower existing traffic volumes at the study intersections in the immediate project vicinity, combined with substantially lower traffic generated by the current related projects in the study area, forecast future conditions at each of the study intersections will, at worst, be similar to those identified in the approved August 2005 traffic study, although it can be reasonably anticipated that the CMA values and LOS conditions at many, if not all, of the study locations will be better than originally forecast. As such, based on a comparison with the originally-analyzed project's trips, it can also be expected that the modified project will once again result in a significant impact at the site-adjacent intersection of Hobart Boulevard and 7th Street, again during the PM peak hour only, although no other significant impacts are expected.

As a result, since the modified project is also expected to result in a significant impact at the intersection of Hobart Boulevard and 7th Street (under both the "existing plus project" and forecast "future with project" scenarios), it is recommended that the previously-identified mitigation improvement at that intersection, described below (language from the August 2005 traffic study) continue to be required of the modified project.

Hobart Boulevard and 7th Street

Dedicate and widen the north side of 7th Street along the project frontage as required by the City of Los Angeles. Restripe the eastbound approach of 7th Street to provide an exclusive left-turn lane plus a shared through/right-turn lane (with on-street parking). Restripe the westbound approach of 7th Street to provide an exclusive left-turn lane, a through lane, and an exclusive right-turn lane. This improvement may require the implementation of parking prohibitions along a portion of the westbound approach in order to install the right-turn lane for this approach.

As with the originally-analyzed project, and due to the similarity in the trip generation and anticipated impacts of the modified project as compared to those of the originally-proposed project, the implementation of the recommended mitigation measure will reduce the potential impacts of the modified project at this intersection to less-than-significant levels.

Modified Project Impacts on Regional Transportation System

As detailed in the August 2005 traffic study, the originally-analyzed project was not anticipated to generate sufficient traffic to result in significant impacts to any of the arterial monitoring intersections or freeway segments in the project vicinity, as identified in the Los Angeles County Congestion Management Program ("CMP")³. Therefore, since the modified project is expected to result in lower (daily, AM peak hour) or comparable (PM peak hour) trip generation compared to the previously-proposed project, no significant impacts to these facilities are expected.

³ 2010 Congestion Management Program, Los Angeles County Metropolitan Transportation Authority, 2010.

Summary and Conclusions

As identified in the preceding pages, the modified project is expected to generate fewer trips than the originally-analyzed project throughout the day, as well as during the AM peak hour, and will generate only marginally more traffic (4 trips) during the PM peak hour. As a result, the modified project is anticipated to result in comparable, or even lower, incremental impacts to any of the 14 intersections evaluated in the LADOT-approved August 2005 traffic study prepared for the previously-proposed development on the project site. Additionally, recent traffic counts at several key intersections in the study area (a subset of the original 14 locations) indicated that area traffic conditions have actually improved since the time the previous traffic study was prepared. Further, a review of ongoing or proposed "related projects" in the area shows that the amount of additional traffic that could potentially be added to the study area intersections would be substantially less than that assumed in the August 2005 analyses.

Despite the lower existing traffic volumes in the study area, and the anticipated improvements to forecast future intersection conditions (due to the lower related projects traffic additions), similar to the project analyzed in the earlier August 2005 traffic study, the modified project is still expected to result in one significant impact, at the unsignalized site-adjacent intersection of Hobart Boulevard and 7th Street during the PM peak hour. However, implementation of the previously-recommended mitigation measure for that location will reduce this lone impact to less-than-significant levels. Therefore, based on these supplemental evaluations, it can be concluded that the data and analyses contained in the previously-approved August 2005 traffic study remain valid, and in fact, tend to present a conservative estimate of both the area intersection operating conditions and the potential impacts of the modified project. As a result, no further analysis of the modified project is necessary.

Please feel free to call me if you have any questions or comments regarding this analysis.

Sincerely,



Ron Hirsch, P.E.
Principal

Attachments

Cc: Mr. Scott Dobbins (Hankey Investment Company)
Mr. Dale J. Goldsmith, Esq. (Armbruster Goldsmith & Delvac LLP)

ATTACHMENTS

TRAFFIC COUNT COMPARISONS
(Including Traffic Data from August 2005 Traffic Study
and Current September 2013 Counts)

**Comparison of Key Intersection Approach and Total Volumes
Crain & Associates Study (August 2005) vs. Current (September 2013)**

Intersection	Peak Hour	Existing - Year 2005 (Crain & Associates)												Intersection Totals		
		Northbound			Southbound			Eastbound			Westbound			N/S	E/W	Total
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
Wilshire Boulevard and Western Avenue	AM	69	930	106	65	785	79	138	1,319	82	72	1,143	44	2,034	2,798	4,832
	PM	105	862	112	81	862	66	198	1,103	93	129	1,262	134	2,088	2,919	5,007
Wilshire Boulevard and Hobart Boulevard	AM	10	109	28	38	241	31	29	1,366	42	48	1,232	28	457	2,745	3,202
	PM	53	275	62	24	188	44	43	1,298	44	52	1,427	34	646	2,898	3,544
Wilshire Boulevard and Normandie Avenue	AM	58	404	107	108	671	103	19	1,406	67	127	1,296	35	1,451	2,950	4,401
	PM	50	607	140	96	576	69	87	1,268	59	154	1,522	55	1,538	3,145	4,683
7th Street and Western Avenue	AM	36	985	85	41	896	24	91	131	67	64	76	20	2,067	449	2,516
	PM	50	1,000	172	65	965	20	42	134	64	159	198	37	2,272	634	2,906
7th Street and Hobart Avenue	AM	23	138	17	16	136	27	45	179	44	7	128	55	357	458	815
	PM	28	193	18	32	209	52	39	230	88	21	270	85	532	733	1,265
8th Street and Hobart Avenue	AM	17	94	30	94	105	26	30	716	13	24	531	37	366	1,351	1,717
	PM	22	171	27	70	163	69	60	710	28	32	681	34	522	1,545	2,067

**Comparison of Key Intersection Approach and Total Volumes
Crain & Associates Study (August 2005) vs. Current (September 2013)**

Intersection	Peak Hour	Current - Year 2013 (new counts)														
		Northbound			Southbound			Eastbound			Westbound			Intersection Totals		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	N/S	E/W	Total
Wilshire Boulevard and Western Avenue	AM	91	731	80	117	829	89	91	972	59	98	1,172	59	1,937	2,451	4,388
	PM	96	735	69	116	783	44	151	1,009	103	93	933	45	1,843	2,334	4,177
Wilshire Boulevard and Hobart Boulevard	AM	32	102	24	37	213	47	28	1,066	32	47	1,134	27	455	2,334	2,789
	PM	41	238	68	25	179	40	24	1,177	57	34	1,117	41	591	2,450	3,041
Wilshire Boulevard and Normandie Avenue	AM	57	496	111	73	672	84	47	1,188	85	99	1,299	38	1,493	2,756	4,249
	PM	74	678	114	35	611	52	72	1,166	106	97	1,217	69	1,564	2,727	4,291
7th Street and Western Avenue	AM	46	914	85	17	849	13	37	94	72	78	74	24	1,924	379	2,303
	PM	51	934	84	58	996	26	40	110	49	136	164	60	2,149	559	2,708
7th Street and Hobart Avenue	AM	26	196	20	26	181	33	46	167	40	18	155	49	482	475	957
	PM	29	146	16	29	227	58	29	175	57	22	199	32	505	514	1,019
8th Street and Hobart Avenue	AM	14	117	19	59	110	29	32	574	11	23	569	52	348	1,261	1,609
	PM	9	113	22	67	186	61	32	699	29	28	720	50	458	1,558	2,016

**Comparison of Key Intersection Approach and Total Volumes
Crain & Associates Study (August 2005) vs. Current (September 2013)**

		Change in Intersection Traffic Volumes - 2005 to Present																							
Intersection	Peak Hour	Northbound						Southbound						Eastbound						Westbound					
		Left		Through		Right		Left		Through		Right		Left		Through		Right		Left		Through		Right	
		(Vol)	(%)	(Vol)	(%)	(Vol)	(%)	(Vol)	(%)	(Vol)	(%)	(Vol)	(%)	(Vol)	(%)	(Vol)	(%)	(Vol)	(%)	(Vol)	(%)	(Vol)	(%)	(Vol)	(%)
Wilshire Boulevard and Western Avenue	AM	22	31.9%	(199)	-21.4%	(26)	-24.5%	52	80.0%	44	5.6%	10	12.7%	(47)	-34.1%	(347)	-26.3%	(23)	-28.0%	26	36.1%	29	2.5%	15	34.1%
	PM	(9)	-8.6%	(127)	-14.7%	(43)	-38.4%	35	43.2%	(79)	-9.2%	(22)	-33.3%	(47)	-23.7%	(94)	-8.5%	10	10.8%	(36)	-27.9%	(329)	-26.1%	(89)	-66.4%
Wilshire Boulevard and Hobart Boulevard	AM	22	220.0%	(7)	-6.4%	(4)	-14.3%	(1)	-2.6%	(28)	-11.6%	16	51.6%	(1)	-3.4%	(300)	-22.0%	(10)	-23.8%	(1)	-2.1%	(98)	-8.0%	(1)	-3.6%
	PM	(12)	-22.6%	(37)	-13.5%	6	9.7%	1	4.2%	(9)	-4.8%	(4)	-9.1%	(19)	-44.2%	(121)	-9.3%	13	29.5%	(18)	-34.6%	(310)	-21.7%	7	20.6%
Wilshire Boulevard and Normandie Avenue	AM	(1)	-1.7%	92	22.8%	4	3.7%	(35)	-32.4%	1	0.1%	(19)	-18.4%	28	147.4%	(218)	-15.5%	18	26.9%	(28)	-22.0%	3	0.2%	3	8.6%
	PM	24	48.0%	71	11.7%	(26)	-18.6%	(61)	-63.5%	35	6.1%	(17)	-24.6%	(15)	-17.2%	(102)	-8.0%	47	79.7%	(57)	-37.0%	(305)	-20.0%	14	25.5%
7th Street and Western Avenue	AM	10	27.8%	(71)	-7.2%	0	0.0%	(24)	-58.5%	(47)	-5.2%	(11)	-45.8%	(54)	-59.3%	(37)	-28.2%	5	7.5%	14	21.9%	(2)	-2.6%	4	20.0%
	PM	1	2.0%	(66)	-6.6%	(88)	-51.2%	(7)	-10.8%	31	3.2%	6	30.0%	(2)	-4.8%	(24)	-17.9%	(15)	-23.4%	(23)	-14.5%	(34)	-17.2%	23	62.2%
7th Street and Hobart Avenue	AM	3	13.0%	58	42.0%	3	17.6%	10	62.5%	45	33.1%	6	22.2%	1	2.2%	(12)	-6.7%	(4)	-9.1%	11	157.1%	27	21.1%	(6)	-10.9%
	PM	1	3.6%	(47)	-24.4%	(2)	-11.1%	(3)	-9.4%	18	8.6%	6	11.5%	(10)	-25.6%	(55)	-23.9%	(31)	-35.2%	1	4.8%	(71)	-26.3%	(53)	-62.4%
8th Street and Hobart Avenue	AM	(3)	-17.6%	23	24.5%	(11)	-36.7%	(35)	-37.2%	5	4.8%	3	11.5%	2	6.7%	(142)	-19.8%	(2)	-15.4%	(1)	-4.2%	38	7.2%	15	40.5%
	PM	(13)	-59.1%	(58)	-33.9%	(5)	-18.5%	(3)	-4.3%	23	14.1%	(8)	-11.6%	(28)	-46.7%	(11)	-1.5%	1	3.6%	(4)	-12.5%	39	5.7%	16	47.1%

***Crain & Associates August 2005 Traffic Study
Intersection Volumes and Count Data Sheets***

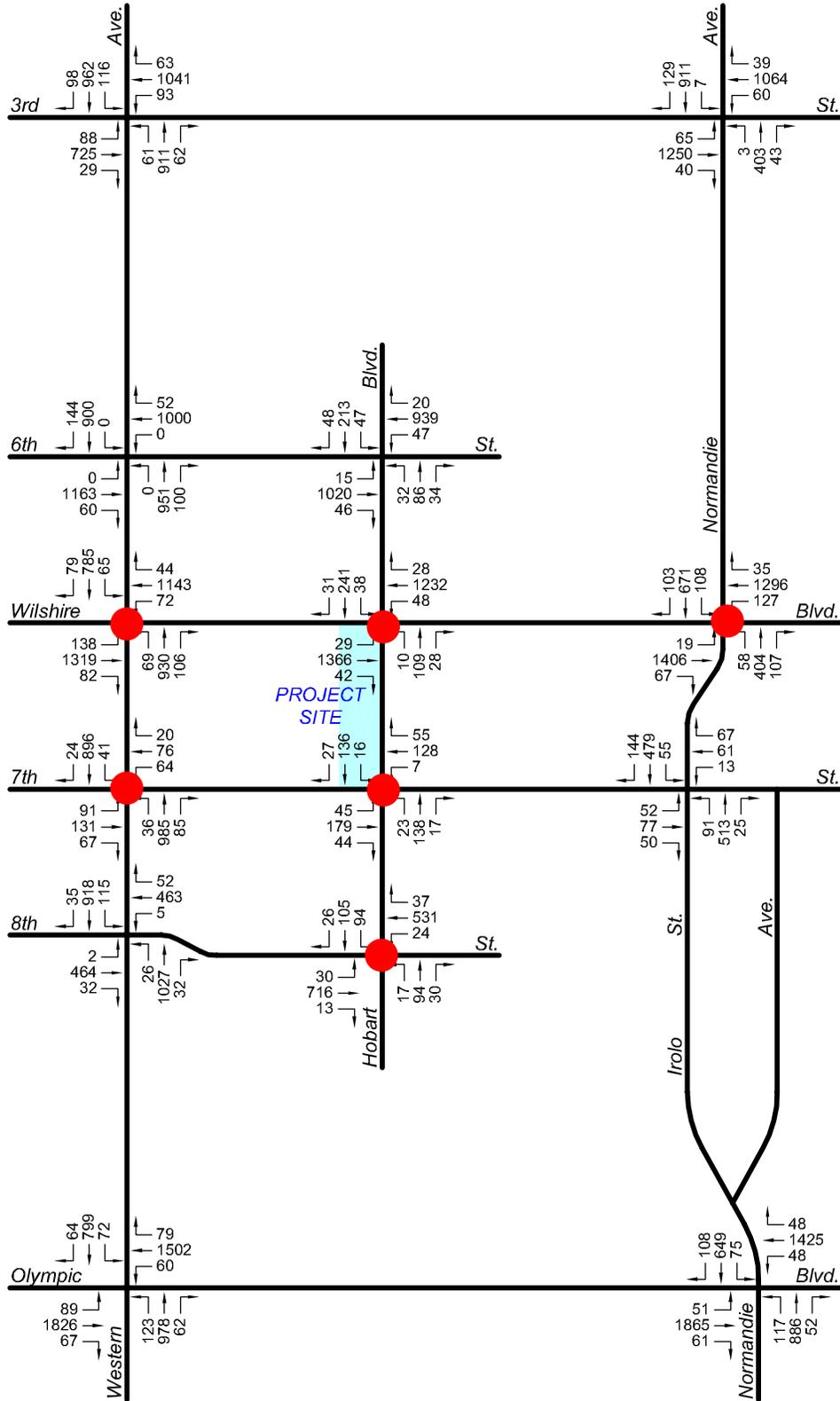


FIGURE 3(a)

 = "Comparison" Intersection

7/19/2005

:FN LEGACY KOREATOWNAM2005EX

EXISTING (2005) TRAFFIC VOLUMES
AM PEAK HOUR



CRAIN & ASSOCIATES

2007 Sawtelle Boulevard
Los Angeles, California 90025
(310) 473-6508

Transportation Planning • Traffic Engineering

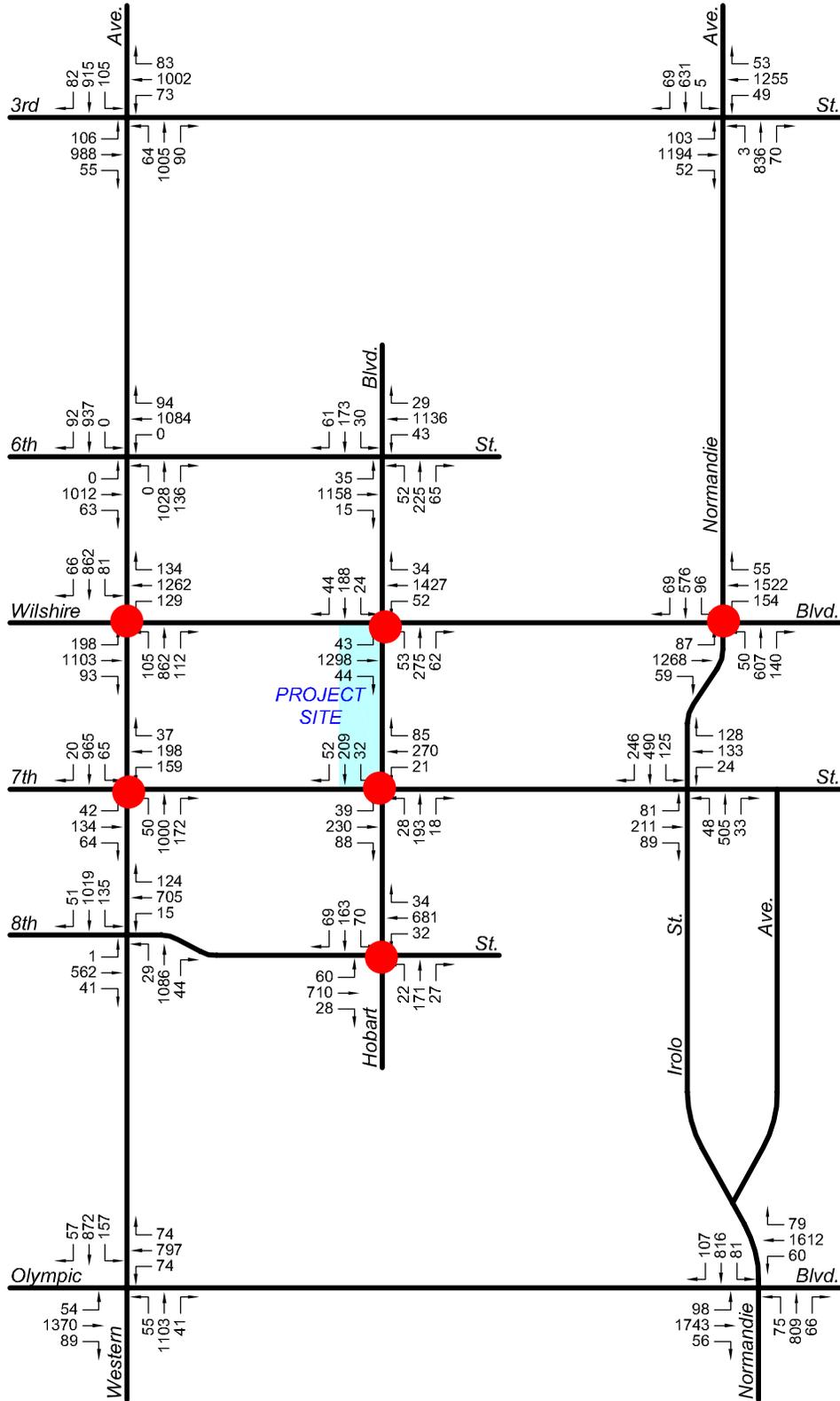


FIGURE 3(b)

● = "Comparison" Intersection

7/19/2005

:FN LEGACY KOREATOWN/PM2005EX

EXISTING (2005) TRAFFIC VOLUMES
PM PEAK HOUR



CRAIN & ASSOCIATES

2007 Sawtelle Boulevard
Los Angeles, California 90025
(310) 473-6508

Transportation Planning • Traffic Engineering

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by Crain & Associates

STREET: North/South WESTERN AVENUE

East/West WILSHIRE BOULEVARD

Day: AM WEDNESDAY Date: MAY 11, 2005 Weather: CLEAR
PM WEDNESDAY MAY 11, 2005

Hours: 7-9 AM 4-6 PM

School Day: YES District: LOS ANGELES

	<u>N/B</u>	<u>S/B</u>	<u>E/B</u>	<u>W/B</u>
DUAL-WHEELED	N/A	N/A	N/A	N/A
BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A

	<u>N/B TIME</u>	<u>S/B TIME</u>	<u>E/B TIME</u>	<u>W/B TIME</u>
AM PK 15 MIN	290 7:30	255 8:30	467 8:15	353 7:30
PM PK 15 MIN	283 5:30	268 5:30	377 5:30	433 5:00
AM PK HOUR	1,105 7:30	972 7:00	1,561 8:00	#### 7:15
PM PK HOUR	1,079 4:45	1,009 4:45	1,434 5:00	#### 4:45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	81	862	107	1,050
8 - 9	79	855	104	1,038
4 - 5	123	822	111	1,056
5 - 6	107	846	118	1,071
TOTAL	390	3,385	440	4,215

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	65	807	100	972
8 - 9	69	811	70	950
4 - 5	70	820	53	943
5 - 6	76	850	62	988
TOTAL	280	3,288	285	3,853

TOTAL

XING S/L

XING N/L

N-S	Ped	Sch	Ped	Sch
2,022	N/A	N/A	N/A	N/A
1,988	N/A	N/A	N/A	N/A
1,999	N/A	N/A	N/A	N/A
2,059	N/A	N/A	N/A	N/A
8,068	N/A	N/A	N/A	N/A

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	121	955	71	1,147
8 - 9	114	1,359	88	1,561
4 - 5	194	1,095	75	1,364
5 - 6	187	1,151	96	1,434
TOTAL	616	4,560	330	5,506

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	74	1,130	40	1,244
8 - 9	66	1,065	52	1,183
4 - 5	106	1,009	105	1,220
5 - 6	122	1,268	120	1,510
TOTAL	368	4,472	317	5,157

TOTAL

XING W/L

XING E/L

E-W	Ped	Sch	Ped	Sch
2,391	N/A	N/A	N/A	N/A
2,744	N/A	N/A	N/A	N/A
2,584	N/A	N/A	N/A	N/A
2,944	N/A	N/A	N/A	N/A
#####	N/A	N/A	N/A	N/A

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by Crain & Associates

STREET: North/South HOBART BOULEVARD

East/West WILSHIRE BOULEVARD

Day: AM WEDNESDAY Date: MAY 11, 2005 Weather: CLEAR
PM WEDNESDAY MAY 11, 2005

Hours: 7-9 AM 4-6 PM

School Day: YES District: LOS ANGELES

	<u>N/B</u>	<u>S/B</u>	<u>E/B</u>	<u>W/B</u>
DUAL-WHEELED	N/A	N/A	N/A	N/A
BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A

	<u>N/B TIME</u>	<u>S/B TIME</u>	<u>E/B TIME</u>	<u>W/B TIME</u>
AM PK 15 MIN	47 7:45	82 8:30	370 7:45	352 8:30
PM PK 15 MIN	109 5:45	72 5:00	359 5:45	391 5:45
AM PK HOUR	162 7:30	310 7:45	1,437 7:45	#### 7:15
PM PK HOUR	390 5:00	256 5:00	1,385 5:00	#### 5:00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	14	97	30	141
8 - 9	12	98	24	134
4 - 5	29	193	39	261
5 - 6	53	275	62	390
TOTAL	108	663	155	926

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	30	139	44	213
8 - 9	38	233	33	304
4 - 5	15	162	47	224
5 - 6	24	188	44	256
TOTAL	107	722	168	997

TOTAL

N-S
354
438
485
646
1,923

XING S/L

Ped	Sch
N/A	N/A

XING N/L

Ped	Sch
N/A	N/A

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	28	1,045	22	1,095
8 - 9	32	1,339	52	1,423
4 - 5	37	1,200	58	1,295
5 - 6	43	1,298	44	1,385
TOTAL	140	4,882	176	5,198

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	29	1,290	30	1,349
8 - 9	43	1,202	24	1,269
4 - 5	53	1,348	32	1,433
5 - 6	52	1,427	34	1,513
TOTAL	177	5,267	120	5,564

TOTAL

E-W
2,444
2,692
2,728
2,898
####

XING W/L

Ped	Sch
N/A	N/A

XING E/L

Ped	Sch
N/A	N/A

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by Crain & Associates

STREET: NORTH/SOUTH NORMANDIE AVENUE

East/West WILSHIRE BOULEVARD

Day: AM WEDNESDAY Date: MAY 11, 2005 Weather: CLEAR
PM WEDNESDAY MAY 11, 2005

Hours: 7-9 AM 4-6 PM

School Day: YES District: LOS ANGELES

	<u>N/B</u>	<u>S/B</u>	<u>E/B</u>	<u>W/B</u>
DUAL-WHEELED	N/A	N/A	N/A	N/A
BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A

	<u>N/B TIME</u>	<u>S/B TIME</u>	<u>E/B TIME</u>	<u>W/B TIME</u>
AM PK 15 MIN	156 7:45	228 7:30	410 8:00	417 8:30
PM PK 15 MIN	220 5:30	202 4:30	426 5:00	476 4:30
AM PK HOUR	580 7:00	882 7:30	1,492 7:30	#### 8:00
PM PK HOUR	818 5:00	741 4:30	1,560 4:30	#### 4:30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	57	428	95	580
8 - 9	51	386	101	538
4 - 5	37	570	142	749
5 - 6	60	622	136	818
TOTAL	205	2,006	474	2,685

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	74	645	95	814
8 - 9	125	625	108	858
4 - 5	85	563	64	712
5 - 6	91	507	64	662
TOTAL	375	2,340	331	3,046

TOTAL

XING S/L

XING N/L

N-S	Ped	Sch	Ped	Sch
1,394	N/A	N/A	N/A	N/A
1,396	N/A	N/A	N/A	N/A
1,461	N/A	N/A	N/A	N/A
1,480	N/A	N/A	N/A	N/A
5,731	N/A	N/A	N/A	N/A

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	19	1,077	48	1,144
8 - 9	23	1,324	77	1,424
4 - 5	68	1,077	48	1,193
5 - 6	73	1,324	77	1,474
TOTAL	183	4,802	250	5,235

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	97	1,267	29	1,393
8 - 9	140	1,314	47	1,501
4 - 5	163	1,462	64	1,689
5 - 6	132	1,453	68	1,653
TOTAL	532	5,496	208	6,236

TOTAL

XING W/L

XING E/L

E-W	Ped	Sch	Ped	Sch
2,537	N/A	N/A	N/A	N/A
2,925	N/A	N/A	N/A	N/A
2,882	N/A	N/A	N/A	N/A
3,127	N/A	N/A	N/A	N/A
####	N/A	N/A	N/A	N/A

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by Crain & Associates

STREET: North/South WESTERN AVENUE

East/West 7TH STREET

Day: AM WEDNESDAY Date: MAY 11, 2005 Weather: CLEAR
PM WEDNESDAY MAY 11, 2005

Hours: 7-9 AM 4-6 PM

School Day: YES District: LOS ANGELES

	<u>N/B</u>	<u>S/B</u>	<u>E/B</u>	<u>W/B</u>
DUAL-WHEELED	N/A	N/A	N/A	N/A
BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A

	<u>N/B TIME</u>	<u>S/B TIME</u>	<u>E/B TIME</u>	<u>W/B TIME</u>
AM PK 15 MIN	302 7:45	252 7:45	81 8:00	52 8:45
PM PK 15 MIN	319 5:15	283 5:30	68 4:30	111 5:00
AM PK HOUR	1,106 7:30	979 7:45	291 7:45	161 8:00
PM PK HOUR	1,222 4:30	1,074 4:45	240 4:30	397 5:00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	28	930	74	1,032
8 - 9	49	945	92	1,086
4 - 5	44	952	152	1,148
5 - 6	50	992	171	1,213
TOTAL	171	3,819	489	4,479

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	29	833	20	882
8 - 9	44	879	26	949
4 - 5	70	929	16	1,015
5 - 6	70	953	31	1,054
TOTAL	213	3,594	93	3,900

TOTAL

XING S/L

XING N/L

N-S	Ped	Sch	Ped	Sch
1,914	N/A	N/A	N/A	N/A
2,035	N/A	N/A	N/A	N/A
2,163	N/A	N/A	N/A	N/A
2,267	N/A	N/A	N/A	N/A
8,379	N/A	N/A	N/A	N/A

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	67	106	64	237
8 - 9	90	135	60	285
4 - 5	38	105	66	209
5 - 6	32	142	50	224
TOTAL	227	488	240	955

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	54	76	22	152
8 - 9	67	68	26	161
4 - 5	157	179	34	370
5 - 6	161	191	45	397
TOTAL	439	514	127	1,080

TOTAL

XING W/L

XING E/L

E-W	Ped	Sch	Ped	Sch
389	N/A	N/A	N/A	N/A
446	N/A	N/A	N/A	N/A
579	N/A	N/A	N/A	N/A
621	N/A	N/A	N/A	N/A
2,035	N/A	N/A	N/A	N/A

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by Crain & Associates

STREET: North/South HOBART BOULEVARD

East/West 7TH STREET

Day: AM WEDNESDAY Date: MAY 11, 2005 Weather: CLEAR
PM WEDNESDAY MAY 11, 2005

Hours: 7-9 AM 4-6 PM

School Day: YES District: LOS ANGELES

	<u>N/B</u>	<u>S/B</u>	<u>E/B</u>	<u>W/B</u>
DUAL-WHEELED	N/A	N/A	N/A	N/A
BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A

	<u>N/B TIME</u>	<u>S/B TIME</u>	<u>E/B TIME</u>	<u>W/B TIME</u>
AM PK 15 MIN	51 8:45	60 7:45	80 8:30	61 8:45
PM PK 15 MIN	70 5:30	79 5:30	96 5:30	100 5:30
AM PK HOUR	178 8:00	209 7:30	268 8:00	190 8:00
PM PK HOUR	246 4:45	293 5:00	357 5:00	376 5:00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	12	116	12	140
8 - 9	23	138	17	178
4 - 5	18	183	20	221
5 - 6	28	193	18	239
TOTAL	81	630	67	778

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	7	124	13	144
8 - 9	16	136	27	179
4 - 5	43	170	40	253
5 - 6	32	209	52	293
TOTAL	98	639	132	869

TOTAL

N-S
284
357
474
532
1,647

XING S/L

Ped	Sch
N/A	N/A

XING N/L

Ped	Sch
N/A	N/A

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	18	140	33	191
8 - 9	45	179	44	268
4 - 5	26	185	65	276
5 - 6	39	230	88	357
TOTAL	128	734	230	1,092

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	15	102	22	139
8 - 9	7	128	55	190
4 - 5	33	219	57	309
5 - 6	21	270	85	376
TOTAL	76	719	219	1,014

TOTAL

E-W
330
458
585
733
2,106

XING W/L

Ped	Sch
N/A	N/A

XING E/L

Ped	Sch
N/A	N/A

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by Crain & Associates

STREET: North/South HOBART BOULEVARD

East/West 8TH STREET

Day: AM WEDNESDAY Date: MAY 11, 2005 Weather: CLEAR
PM WEDNESDAY MAY 11, 2005

Hours: 7-9 AM 4-6 PM

School Day: YES District: LOS ANGELES

	<u>N/B</u>	<u>S/B</u>	<u>E/B</u>	<u>W/B</u>
DUAL-WHEELED	N/A	N/A	N/A	N/A
BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A

	<u>N/B TIME</u>	<u>S/B TIME</u>	<u>E/B TIME</u>	<u>W/B TIME</u>
AM PK 15 MIN	45 7:30	70 7:45	231 8:00	169 7:45
PM PK 15 MIN	67 5:45	88 5:30	223 5:15	214 5:00
AM PK HOUR	153 7:30	226 7:30	775 8:00	611 7:30
PM PK HOUR	220 5:00	302 5:00	798 5:00	753 4:30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	18	83	25	126
8 - 9	18	99	32	149
4 - 5	16	138	36	190
5 - 6	22	171	27	220
TOTAL	74	491	120	685

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	62	88	38	188
8 - 9	87	81	21	189
4 - 5	61	151	42	254
5 - 6	70	163	69	302
TOTAL	280	483	170	933

TOTAL

N-S	314
	338
	444
	522
TOTAL	1,618

XING S/L

Ped Sch	N/A	N/A
	N/A	N/A
	N/A	N/A
	N/A	N/A
TOTAL	N/A	N/A

XING N/L

Ped Sch	N/A	N/A
	N/A	N/A
	N/A	N/A
	N/A	N/A
TOTAL	N/A	N/A

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	22	478	17	517
8 - 9	24	739	12	775
4 - 5	50	595	39	684
5 - 6	60	710	28	798
TOTAL	156	2,522	96	2,774

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	32	523	26	581
8 - 9	18	508	41	567
4 - 5	30	612	57	699
5 - 6	32	681	34	747
TOTAL	112	2,324	158	2,594

TOTAL

E-W	1,098
	1,342
	1,383
	1,545
TOTAL	5,368

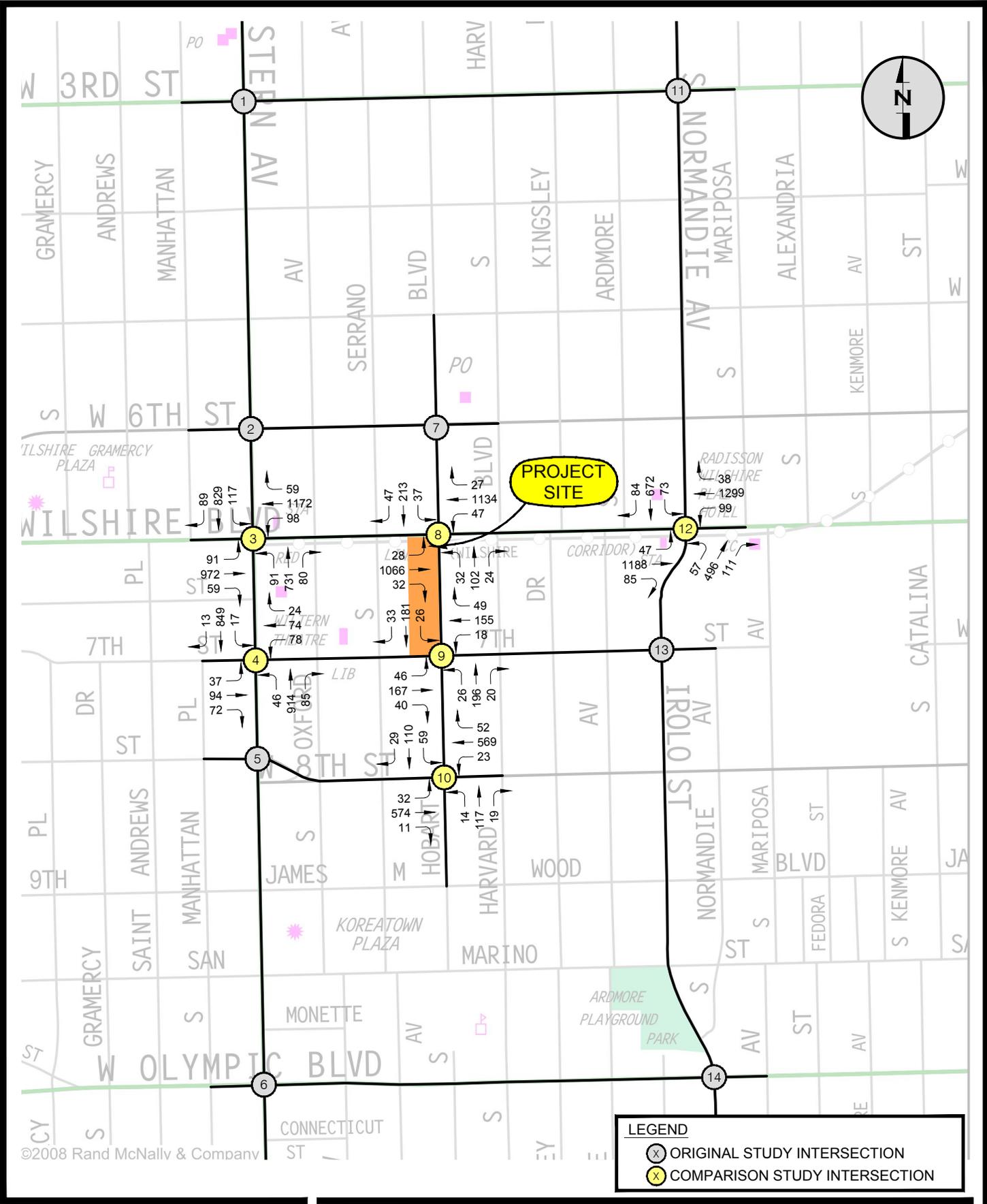
XING W/L

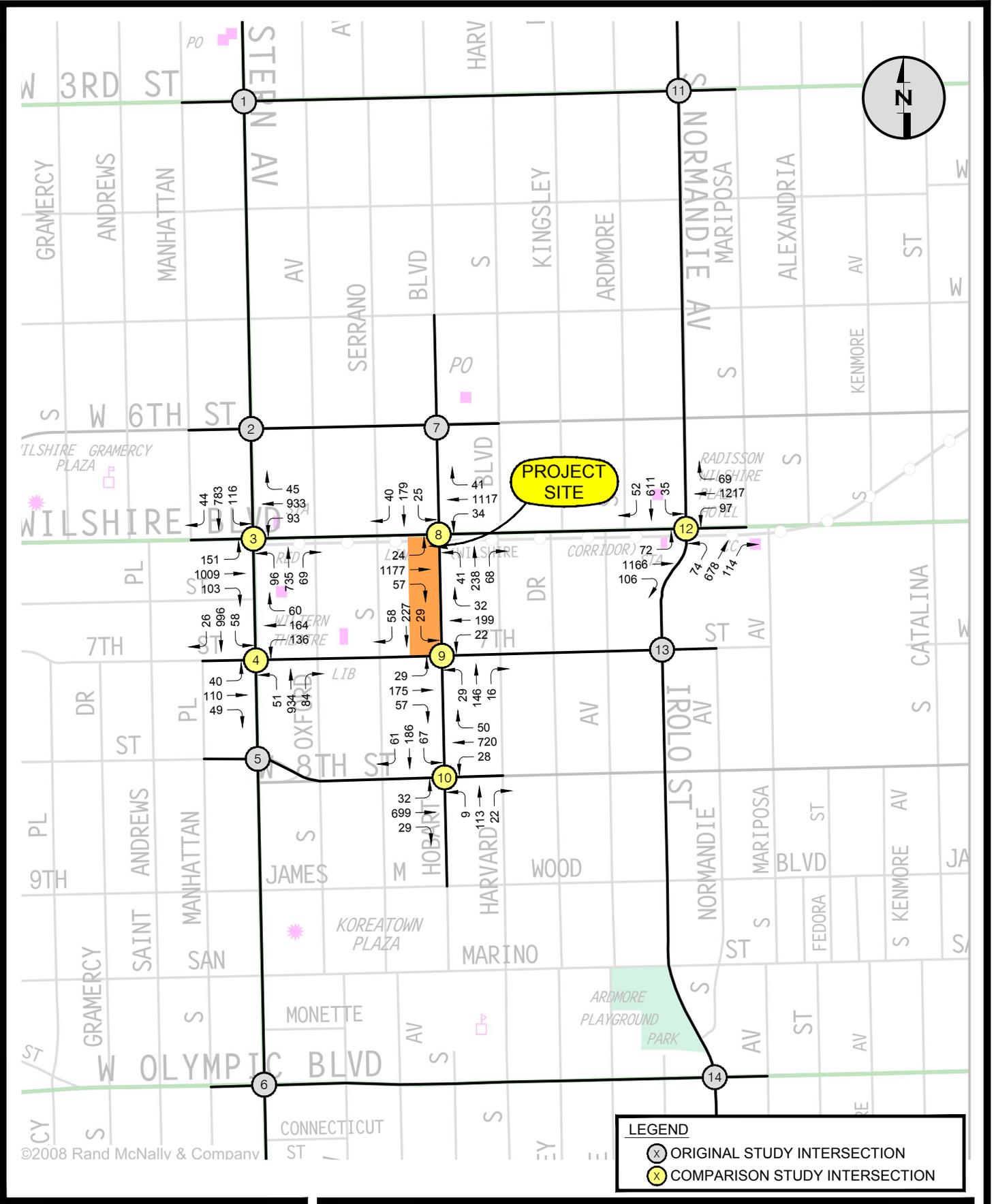
Ped Sch	N/A	N/A
	N/A	N/A
	N/A	N/A
	N/A	N/A
TOTAL	N/A	N/A

XING E/L

Ped Sch	N/A	N/A
	N/A	N/A
	N/A	N/A
	N/A	N/A
TOTAL	N/A	N/A

***Current September 2013
Intersection Volumes and Count Data Sheets***





EXISTING (2013) TRAFFIC VOLUMES PM PEAK HOUR

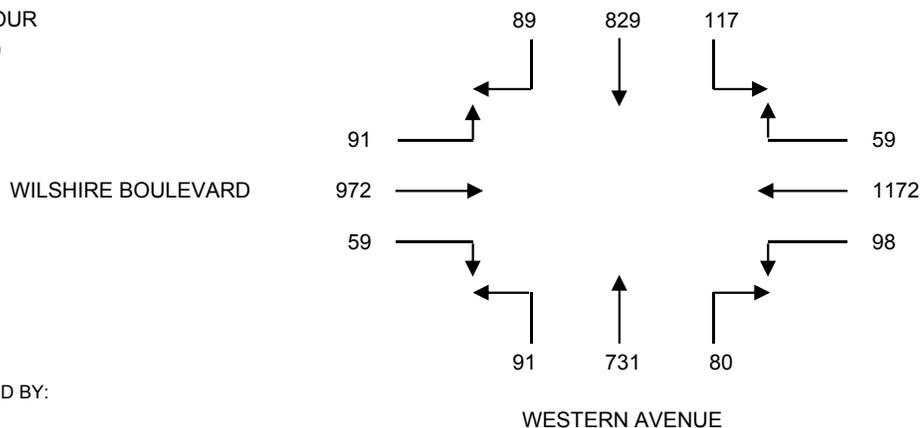
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
 PROJECT: 3670 WILSHIRE BOULEVARD MIXED-USE
 DATE: WEDNESDAY, SEPTEMBER 11, 2013
 PERIOD: 07:00 AM TO 10:00 AM
 INTERSECTION N/S WESTERN AVENUE
 E/W WILSHIRE BOULEVARD
 FILE NUMBER: 3 AM

15 MINUTE TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	23	171	21	10	197	16	13	162	30	8	126	15
0715-0730	20	195	19	11	265	17	15	190	29	10	197	17
0730-0745	24	205	23	15	311	20	18	191	23	14	213	17
0745-0800	20	227	27	11	326	29	25	185	28	15	233	20
0800-0815	25	225	38	17	296	24	20	171	26	17	261	26
0815-0830	20	172	29	16	239	25	17	184	14	13	265	28
0830-0845	18	192	38	10	243	24	24	180	21	14	272	28
0845-0900	25	176	30	8	242	20	17	157	16	16	233	20
0900-0915	18	189	39	14	247	26	15	168	12	12	230	14
0915-0930	22	161	27	18	237	28	16	157	21	15	205	16
0930-0945	16	167	30	12	203	21	20	155	24	16	181	17
0945-1000	23	178	30	12	188	18	24	146	28	19	166	19

1 HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
0700-0800	87	798	90	47	1099	82	71	728	110	47	769	69	3997
0715-0815	89	852	107	54	1198	90	78	737	106	56	904	80	4351
0730-0830	89	829	117	59	1172	98	80	731	91	59	972	91	4388
0745-0845	83	816	132	54	1104	102	86	720	89	59	1031	102	4378
0800-0900	88	765	135	51	1020	93	78	692	77	60	1031	102	4192
0815-0915	81	729	136	48	971	95	73	689	63	55	1000	90	4030
0830-0930	83	718	134	50	969	98	72	662	70	57	940	78	3931
0845-0945	81	693	126	52	929	95	68	637	73	59	849	67	3729
0900-1000	79	695	126	56	875	93	75	626	85	62	782	66	3620

A.M. PEAK HOUR
0730-0830



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91005
 PH: 626-446-7978
 FAX: 626-446-2877

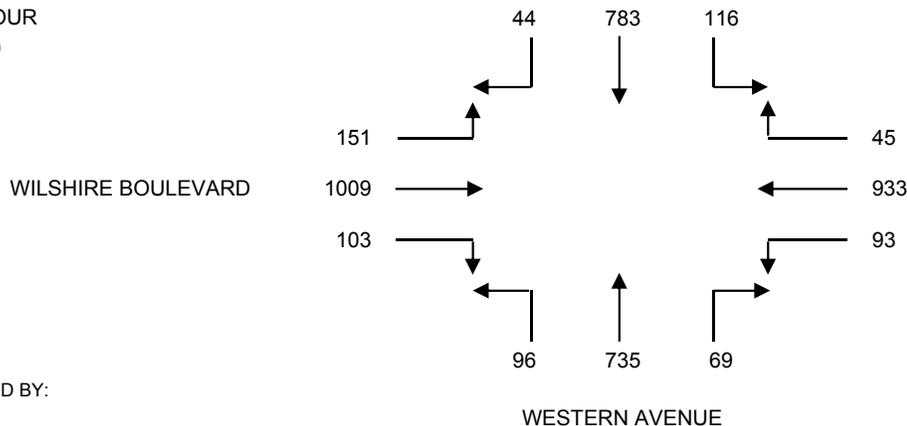
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
 PROJECT: 3670 WILSHIRE BOULEVARD MIXED-USE
 DATE: WEDNESDAY, SEPTEMBER 11, 2013
 PERIOD: 03:00 PM TO 06:00 PM
 INTERSECTION N/S WESTERN AVENUE
 E/W WILSHIRE BOULEVARD
 FILE NUMBER: 3 PM

15 MINUTE TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	12	180	21	10	194	29	20	163	21	17	175	21
0315-0330	13	162	18	12	180	30	22	175	17	23	219	33
0330-0345	17	193	16	14	214	36	18	191	16	15	227	31
0345-0400	10	185	19	15	201	39	19	187	21	21	204	32
0400-0415	13	235	16	21	207	30	16	205	19	26	237	39
0415-0430	13	214	17	16	200	23	15	184	19	21	208	30
0430-0445	7	180	26	14	201	27	21	193	17	30	219	29
0445-0500	14	194	28	10	217	39	24	200	23	23	213	35
0500-0515	17	238	39	10	206	27	17	192	20	22	238	33
0515-0530	11	212	26	10	222	20	16	188	22	28	271	33
0530-0545	9	170	27	11	240	20	19	181	27	29	261	41
0545-0600	7	163	24	14	265	26	17	174	27	24	239	44

1 HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
0300-0315	52	720	74	51	789	134	79	716	75	76	825	117	3708
0315-0415	53	775	69	62	802	135	75	758	73	85	887	135	3909
0330-0430	53	827	68	66	822	128	68	767	75	83	876	132	3965
0345-0445	43	814	78	66	809	119	71	769	76	98	868	130	3941
0400-0500	47	823	87	61	825	119	76	782	78	100	877	133	4008
0415-0515	51	826	110	50	824	116	77	769	79	96	878	127	4003
0430-0530	49	824	119	44	846	113	78	773	82	103	941	130	4102
0445-0545	51	814	120	41	885	106	76	761	92	102	983	142	4173
0500-0600	44	783	116	45	933	93	69	735	96	103	1009	151	4177

P.M. PEAK HOUR
0500-0600



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91005
 PH: 626-446-7978
 FAX: 626-446-2877

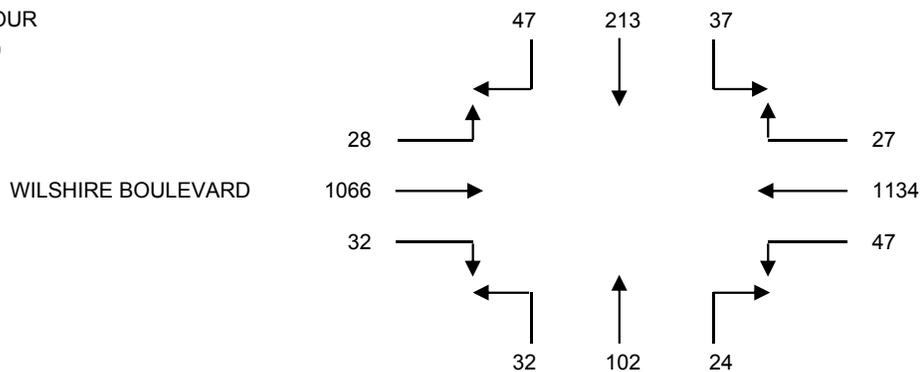
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
 PROJECT: 3670 WILSHIRE BOULEVARD MIXED-USE
 DATE: WEDNESDAY, SEPTEMBER 11, 2013
 PERIOD: 07:00 AM TO 10:00 AM
 INTERSECTION N/S HOBART BOULEVARD
 E/W WILSHIRE BOULEVARD
 FILE NUMBER: 8 AM

15 MINUTE TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	7	13	1	7	188	1	2	11	1	4	141	9
0715-0730	9	19	4	8	241	4	3	21	4	8	167	6
0730-0745	8	25	5	11	320	8	6	33	9	9	209	6
0745-0800	15	40	9	18	294	8	5	49	5	7	249	7
0800-0815	12	65	9	12	281	9	3	28	8	6	254	7
0815-0830	10	40	9	6	286	10	4	20	6	6	272	4
0830-0845	12	62	7	3	272	18	6	23	7	9	267	7
0845-0900	13	46	12	6	295	10	11	31	11	11	273	10
0900-0915	16	45	7	6	300	11	11	20	5	6	256	7
0915-0930	10	43	6	5	217	11	11	15	3	9	208	5
0930-0945	11	29	7	10	277	12	7	20	9	11	204	9
0945-1000	9	36	5	10	231	9	12	20	4	8	227	5

1 HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
0700-0800	39	97	19	44	1043	21	16	114	19	28	766	28	2234
0715-0815	44	149	27	49	1136	29	17	131	26	30	879	26	2543
0730-0830	45	170	32	47	1181	35	18	130	28	28	984	24	2722
0745-0845	49	207	34	39	1133	45	18	120	26	28	1042	25	2766
0800-0900	47	213	37	27	1134	47	24	102	32	32	1066	28	2789
0815-0915	51	193	35	21	1153	49	32	94	29	32	1068	28	2785
0830-0930	51	196	32	20	1084	50	39	89	26	35	1004	29	2655
0845-0945	50	163	32	27	1089	44	40	86	28	37	941	31	2568
0900-1000	46	153	25	31	1025	43	41	75	21	34	895	26	2415

A.M. PEAK HOUR
0800-0900



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91005
 PH: 626-446-7978
 FAX: 626-446-2877

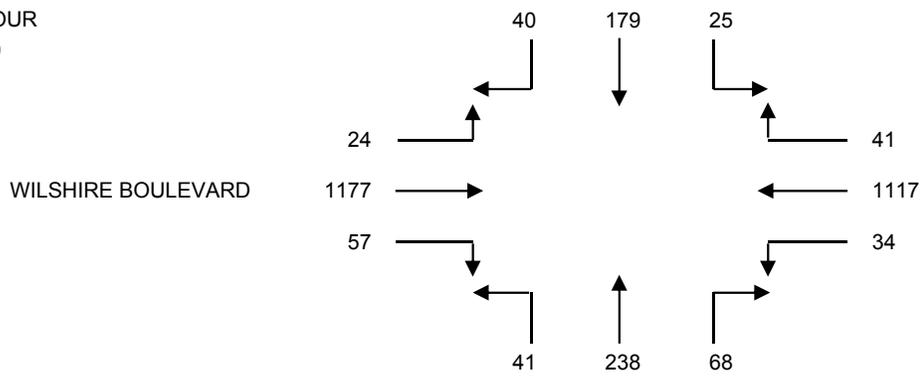
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
 PROJECT: 3670 WILSHIRE BOULEVARD MIXED-USE
 DATE: WEDNESDAY, SEPTEMBER 11, 2013
 PERIOD: 03:00 PM TO 06:00 PM
 INTERSECTION N/S HOBART BOULEVARD
 E/W WILSHIRE BOULEVARD
 FILE NUMBER: 8 PM

15 MINUTE TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	5	37	4	17	277	5	8	24	7	11	227	7
0315-0330	9	37	6	14	256	5	9	30	9	11	259	3
0330-0345	10	30	3	9	272	6	8	24	5	8	217	6
0345-0400	17	25	5	8	203	13	9	34	5	11	265	6
0400-0415	12	38	9	12	249	10	9	30	6	9	259	10
0415-0430	10	47	9	10	262	14	11	46	6	11	245	7
0430-0445	10	40	10	11	280	10	8	34	10	13	281	8
0445-0500	7	33	5	11	295	7	13	39	11	11	265	5
0500-0515	5	34	9	9	206	11	17	54	9	11	287	6
0515-0530	12	42	5	11	316	10	15	53	13	16	288	4
0530-0545	10	53	3	11	334	8	17	67	7	11	292	6
0545-0600	13	50	8	10	261	5	19	64	12	19	310	8

1 HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
0300-0315	41	129	18	48	1008	29	34	112	26	41	968	22	2476
0315-0415	48	130	23	43	980	34	35	118	25	39	1000	25	2500
0330-0430	49	140	26	39	986	43	37	134	22	39	986	29	2530
0345-0445	49	150	33	41	994	47	37	144	27	44	1050	31	2647
0400-0500	39	158	33	44	1086	41	41	149	33	44	1050	30	2748
0415-0515	32	154	33	41	1043	42	49	173	36	46	1078	26	2753
0430-0530	34	149	29	42	1097	38	53	180	43	51	1121	23	2860
0445-0545	34	162	22	42	1151	36	62	213	40	49	1132	21	2964
0500-0600	40	179	25	41	1117	34	68	238	41	57	1177	24	3041

P.M. PEAK HOUR
0500-0600



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91005
 PH: 626-446-7978
 FAX: 626-446-2877

HOBART BOULEVARD

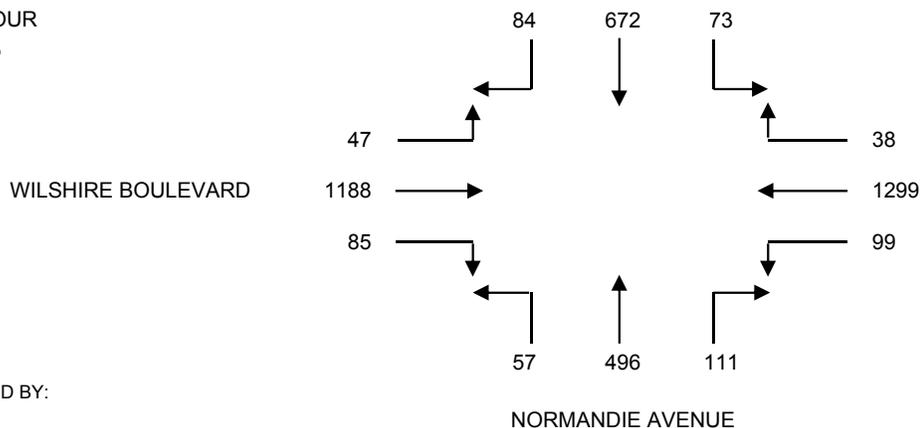
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
 PROJECT: 3670 WILSHIRE BOULEVARD MIXED-USE
 DATE: WEDNESDAY, SEPTEMBER 11, 2013
 PERIOD: 07:00 AM TO 10:00 AM
 INTERSECTION N/S NORMANDIE AVENUE
 E/W WILSHIRE BOULEVARD
 FILE NUMBER: 12 AM

15 MINUTE TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	18	125	14	5	240	7	24	92	19	22	141	5
0715-0730	22	164	11	6	251	14	27	128	21	18	174	10
0730-0745	14	183	14	8	298	14	26	130	15	27	238	14
0745-0800	20	188	19	10	326	20	26	129	14	20	297	17
0800-0815	19	173	16	9	319	21	28	134	16	20	303	11
0815-0830	24	161	20	11	324	30	26	121	11	19	300	9
0830-0845	21	150	18	8	330	28	31	112	16	26	288	10
0845-0900	22	144	18	6	328	26	31	105	21	26	282	11
0900-0915	23	148	22	4	313	23	28	98	17	26	257	9
0915-0930	21	142	18	5	311	26	30	88	18	20	260	10
0930-0945	15	150	18	8	304	22	24	73	15	24	258	11
0945-1000	18	134	15	4	289	20	25	82	16	23	252	9

1 HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
0700-0800	74	660	58	29	1115	55	103	479	69	87	850	46	3625
0715-0815	75	708	60	33	1194	69	107	521	66	85	1012	52	3982
0730-0830	77	705	69	38	1267	85	106	514	56	86	1138	51	4192
0745-0845	84	672	73	38	1299	99	111	496	57	85	1188	47	4249
0800-0900	86	628	72	34	1301	105	116	472	64	91	1173	41	4183
0815-0915	90	603	78	29	1295	107	116	436	65	97	1127	39	4082
0830-0930	87	584	76	23	1282	103	120	403	72	98	1087	40	3975
0845-0945	81	584	76	23	1256	97	113	364	71	96	1057	41	3859
0900-1000	77	574	73	21	1217	91	107	341	66	93	1027	39	3726

A.M. PEAK HOUR
0745-0845



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91005
 PH: 626-446-7978
 FAX: 626-446-2877

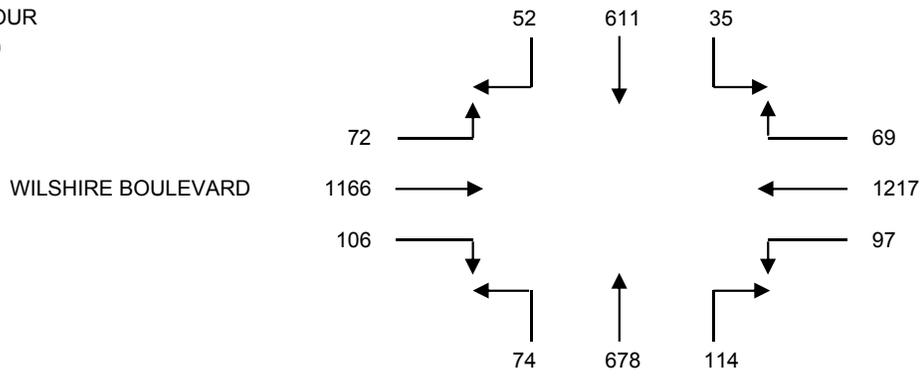
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
 PROJECT: 3670 WILSHIRE BOULEVARD MIXED-USE
 DATE: WEDNESDAY, SEPTEMBER 11, 2013
 PERIOD: 03:00 PM TO 06:00 PM
 INTERSECTION N/S NORMANDIE AVENUE
 E/W WILSHIRE BOULEVARD
 FILE NUMBER: 12 PM

15 MINUTE TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	21	139	7	7	289	30	33	165	18	17	245	18
0315-0330	19	144	10	10	287	27	26	148	18	26	264	13
0330-0345	17	156	12	15	296	33	26	142	11	35	271	14
0345-0400	10	151	12	11	299	31	28	137	17	33	277	18
0400-0415	12	160	12	9	291	28	27	131	20	28	281	21
0415-0430	19	154	10	11	288	27	24	141	20	25	290	22
0430-0445	11	159	7	15	283	26	22	162	16	22	288	18
0445-0500	10	145	7	19	288	22	23	160	15	23	290	16
0500-0515	13	151	8	14	290	23	25	171	15	28	299	11
0515-0530	15	155	10	17	302	25	30	162	20	24	281	20
0530-0545	11	147	9	20	311	24	31	174	18	25	302	19
0545-0600	13	158	8	18	314	25	28	171	21	29	284	22

1 HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
0300-0315	67	590	41	43	1171	121	113	592	64	111	1057	63	4033
0315-0415	58	611	46	45	1173	119	107	558	66	122	1093	66	4064
0330-0430	58	621	46	46	1174	119	105	551	68	121	1119	75	4103
0345-0445	52	624	41	46	1161	112	101	571	73	108	1136	79	4104
0400-0500	52	618	36	54	1150	103	96	594	71	98	1149	77	4098
0415-0515	53	609	32	59	1149	98	94	634	66	98	1167	67	4126
0430-0530	49	610	32	65	1163	96	100	655	66	97	1158	65	4156
0445-0545	49	598	34	70	1191	94	109	667	68	100	1172	66	4218
0500-0600	52	611	35	69	1217	97	114	678	74	106	1166	72	4291

P.M. PEAK HOUR
0500-0600



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91005
 PH: 626-446-7978
 FAX: 626-446-2877

NORMANDIE AVENUE

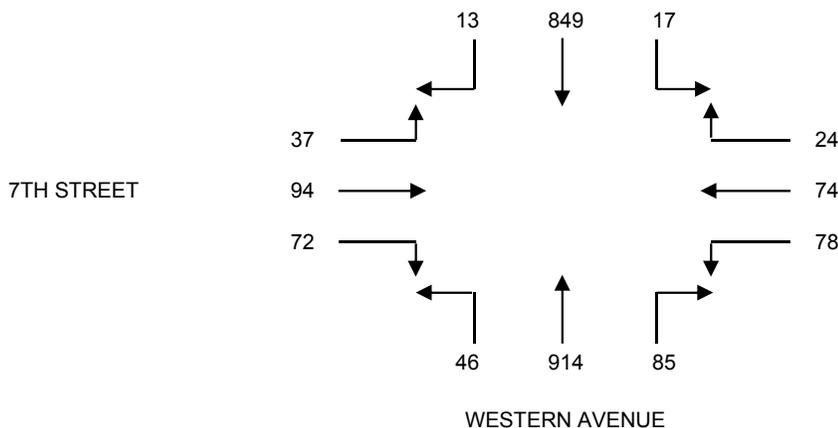
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
 PROJECT: 3670 WILSHIRE BOULEVARD MIXED-USE
 DATE: WEDNESDAY, SEPTEMBER 11, 2013
 PERIOD: 07:00 AM TO 10:00 AM
 INTERSECTION N/S WESTERN AVENUE
 E/W 7TH STREET
 FILE NUMBER: 4 AM

15 MINUTE TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	2	215	2	4	14	17	15	245	6	15	13	7
0715-0730	3	175	3	3	11	14	13	205	3	15	18	6
0730-0745	3	203	5	7	17	8	17	262	5	10	12	10
0745-0800	3	208	3	6	19	14	13	248	8	19	18	11
0800-0815	6	209	5	4	17	20	17	201	7	16	25	7
0815-0830	2	230	3	5	23	20	23	221	12	24	24	8
0830-0845	2	202	6	9	15	24	32	244	19	13	27	11
0845-0900	3	201	8	10	18	21	32	211	10	15	29	7
0900-0915	6	171	13	10	19	23	21	166	10	10	28	11
0915-0930	4	186	10	14	14	21	27	197	15	13	29	13
0930-0945	3	195	13	8	19	28	25	182	17	13	23	8
0945-1000	3	225	8	10	20	24	23	190	11	12	17	9

1 HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
0700-0800	11	801	13	20	61	53	58	960	22	59	61	34	2153
0715-0815	15	795	16	20	64	56	60	916	23	60	73	34	2132
0730-0830	14	850	16	22	76	62	70	932	32	69	79	36	2258
0745-0845	13	849	17	24	74	78	85	914	46	72	94	37	2303
0800-0900	13	842	22	28	73	85	104	877	48	68	105	33	2298
0815-0915	13	804	30	34	75	88	108	842	51	62	108	37	2252
0830-0930	15	760	37	43	66	89	112	818	54	51	113	42	2200
0845-0945	16	753	44	42	70	93	105	756	52	51	109	39	2130
0900-1000	16	777	44	42	72	96	96	735	53	48	97	41	2117

A.M. PEAK HOUR
0745-0845



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91005
 PH: 626-446-7978
 FAX: 626-446-2877

WESTERN AVENUE

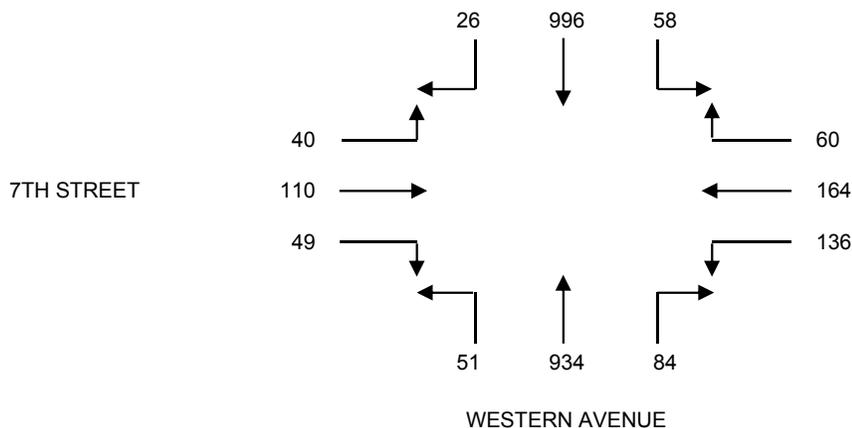
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
 PROJECT: 3670 WILSHIRE BOULEVARD MIXED-USE
 DATE: WEDNESDAY, SEPTEMBER 11, 2013
 PERIOD: 03:00 PM TO 06:00 PM
 INTERSECTION N/S WESTERN AVENUE
 E/W 7TH STREET
 FILE NUMBER: 4 PM

15 MINUTE TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	10	215	11	11	50	28	30	164	15	10	49	6
0315-0330	7	233	10	7	36	20	26	232	7	10	29	4
0330-0345	4	240	8	5	29	18	17	205	11	16	38	7
0345-0400	3	247	18	10	28	24	27	245	18	12	23	7
0400-0415	6	265	18	17	30	23	27	235	18	19	39	10
0415-0430	5	253	12	13	22	23	19	246	10	13	24	6
0430-0445	7	241	16	12	34	34	18	229	14	10	25	10
0445-0500	9	250	16	12	35	40	23	233	15	10	29	8
0500-0515	6	253	15	18	59	34	20	243	12	13	31	15
0515-0530	4	252	11	18	36	28	23	229	10	16	25	7
0530-0545	3	250	15	15	34	26	17	224	14	10	23	10
0545-0600	4	234	13	7	38	30	21	221	19	13	25	13

1 HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
0300-0315	24	935	47	33	143	90	100	846	51	48	139	24	2480
0315-0415	20	985	54	39	123	85	97	917	54	57	129	28	2588
0330-0430	18	1005	56	45	109	88	90	931	57	60	124	30	2613
0345-0445	21	1006	64	52	114	104	91	955	60	54	111	33	2665
0400-0500	27	1009	62	54	121	120	87	943	57	52	117	34	2683
0415-0515	27	997	59	55	150	131	80	951	51	46	109	39	2695
0430-0530	26	996	58	60	164	136	84	934	51	49	110	40	2708
0445-0545	22	1005	57	63	164	128	83	929	51	49	108	40	2699
0500-0600	17	989	54	58	167	118	81	917	55	52	104	45	2657

P.M. PEAK HOUR
0430-0530



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91005
 PH: 626-446-7978
 FAX: 626-446-2877

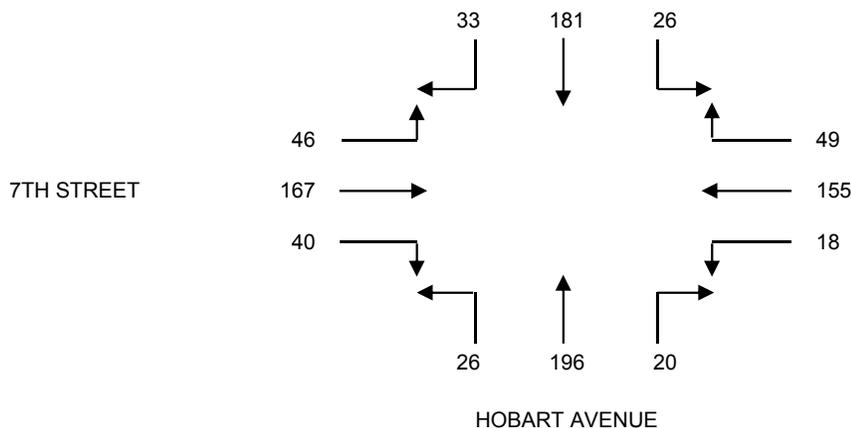
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
 PROJECT: 3670 WILSHIRE BOULEVARD MIXED-USE
 DATE: WEDNESDAY, SEPTEMBER 11, 2013
 PERIOD: 07:00 AM TO 10:00 AM
 INTERSECTION N/S HOBART AVENUE
 E/W 7TH STREET
 FILE NUMBER: 9 AM

15 MINUTE TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	1	10	0	3	14	0	0	15	4	3	5	2
0715-0730	3	20	4	4	22	2	4	32	5	7	15	4
0730-0745	7	21	9	8	28	7	2	39	7	7	20	9
0745-0800	4	42	4	15	23	3	5	48	5	11	45	11
0800-0815	8	38	8	9	36	3	3	30	5	6	30	6
0815-0830	8	35	5	10	28	4	3	30	5	6	31	10
0830-0845	13	66	9	15	68	8	9	88	11	17	61	19
0845-0900	6	32	5	8	21	3	6	30	8	9	35	13
0900-0915	3	30	4	6	31	0	6	31	4	8	26	9
0915-0930	6	33	6	8	34	1	5	26	5	8	36	13
0930-0945	5	32	3	12	33	2	6	28	4	9	46	8
0945-1000	9	20	5	6	39	2	4	24	3	6	31	5

1 HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
0700-0800	15	93	17	30	87	12	11	134	21	28	85	26	559
0715-0815	22	121	25	36	109	15	14	149	22	31	110	30	684
0730-0830	27	136	26	42	115	17	13	147	22	30	126	36	737
0745-0845	33	181	26	49	155	18	20	196	26	40	167	46	957
0800-0900	35	171	27	42	153	18	21	178	29	38	157	48	917
0815-0915	30	163	23	39	148	15	24	179	28	40	153	51	893
0830-0930	28	161	24	37	154	12	26	175	28	42	158	54	899
0845-0945	20	127	18	34	119	6	23	115	21	34	143	43	703
0900-1000	23	115	18	32	137	5	21	109	16	31	139	35	681

A.M. PEAK HOUR
0745-0845



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91005
 PH: 626-446-7978
 FAX: 626-446-2877

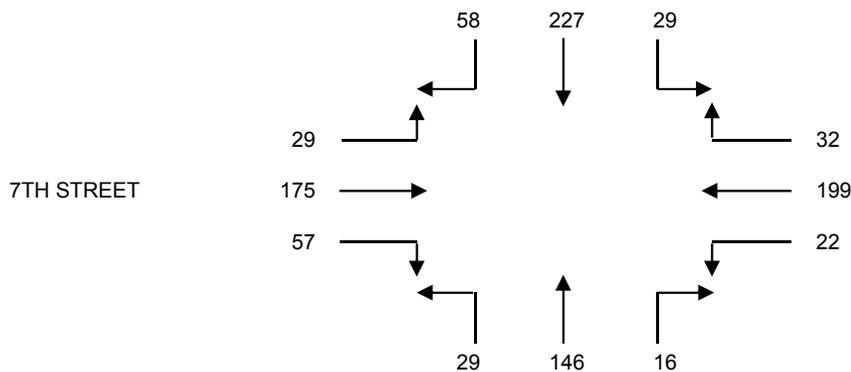
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
 PROJECT: 3670 WILSHIRE BOULEVARD MIXED-USE
 DATE: WEDNESDAY, SEPTEMBER 11, 2013
 PERIOD: 03:00 PM TO 06:00 PM
 INTERSECTION N/S HOBART AVENUE
 E/W 7TH STREET
 FILE NUMBER: 9 PM

15 MINUTE TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	15	43	7	6	49	2	2	23	3	10	39	9
0315-0330	8	36	4	4	35	2	2	20	4	13	41	6
0330-0345	8	33	8	4	39	2	6	31	5	9	44	10
0345-0400	4	38	5	8	47	5	2	32	10	14	45	8
0400-0415	7	34	9	8	39	3	3	21	6	17	36	13
0415-0430	11	37	6	9	40	2	4	32	7	19	55	8
0430-0445	5	53	4	7	46	2	3	27	6	14	37	5
0445-0500	11	45	7	10	53	5	3	42	7	18	44	6
0500-0515	14	47	10	7	50	6	5	26	8	11	40	9
0515-0530	15	58	11	9	47	3	3	28	7	11	43	6
0530-0545	15	67	3	6	49	6	4	44	5	15	47	7
0545-0600	14	55	5	10	53	7	4	48	9	20	45	7

1 HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
0300-0315	35	150	24	22	170	11	12	106	22	46	169	33	800
0315-0415	27	141	26	24	160	12	13	104	25	53	166	37	788
0330-0430	30	142	28	29	165	12	15	116	28	59	180	39	843
0345-0445	27	162	24	32	172	12	12	112	29	64	173	34	853
0400-0500	34	169	26	34	178	12	13	122	26	68	172	32	886
0415-0515	41	182	27	33	189	15	15	127	28	62	176	28	923
0430-0530	45	203	32	33	196	16	14	123	28	54	164	26	934
0445-0545	55	217	31	32	199	20	15	140	27	55	174	28	993
0500-0600	58	227	29	32	199	22	16	146	29	57	175	29	1019

P.M. PEAK HOUR
0500-0600



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91005
 PH: 626-446-7978
 FAX: 626-446-2877

HOBART AVENUE

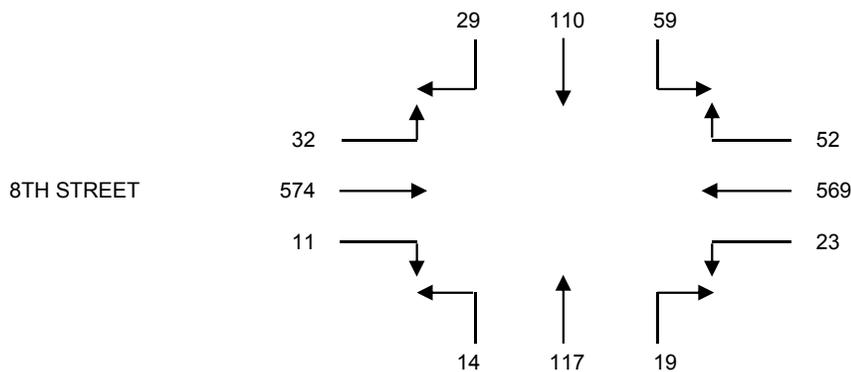
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
 PROJECT: 3670 WILSHIRE BOULEVARD MIXED-USE
 DATE: WEDNESDAY, SEPTEMBER 11, 2013
 PERIOD: 07:00 AM TO 10:00 AM
 INTERSECTION N/S HOBART AVENUE
 E/W 8TH STREET
 FILE NUMBER: 10 AM

15 MINUTE TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	2	9	6	3	100	4	4	16	4	3	80	1
0715-0730	5	7	6	9	121	2	6	21	2	3	94	2
0730-0745	6	14	11	11	152	2	8	38	5	3	96	7
0745-0800	5	23	16	13	156	3	4	21	2	2	137	6
0800-0815	8	38	19	10	153	8	3	20	3	3	127	5
0815-0830	6	24	15	15	129	6	9	24	3	3	151	9
0830-0845	9	22	12	15	120	5	3	37	4	3	142	8
0845-0900	6	26	13	12	167	4	4	36	4	2	154	10
0900-0915	6	21	6	10	111	9	9	20	2	4	113	7
0915-0930	12	24	11	13	101	3	4	16	3	3	110	3
0930-0945	5	20	12	8	125	2	6	20	3	8	100	3
0945-1000	6	24	15	8	139	2	4	22	3	12	110	3

1 HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
0700-0800	18	53	39	36	529	11	22	96	13	11	407	16	1251
0715-0815	24	82	52	43	582	15	21	100	12	11	454	20	1416
0730-0830	25	99	61	49	590	19	24	103	13	11	511	27	1532
0745-0845	28	107	62	53	558	22	19	102	12	11	557	28	1559
0800-0900	29	110	59	52	569	23	19	117	14	11	574	32	1609
0815-0915	27	93	46	52	527	24	25	117	13	12	560	34	1530
0830-0930	33	93	42	50	499	21	20	109	13	12	519	28	1439
0845-0945	29	91	42	43	504	18	23	92	12	17	477	23	1371
0900-1000	29	89	44	39	476	16	23	78	11	27	433	16	1281

A.M. PEAK HOUR
0800-0900



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91005
 PH: 626-446-7978
 FAX: 626-446-2877

HOBART AVENUE

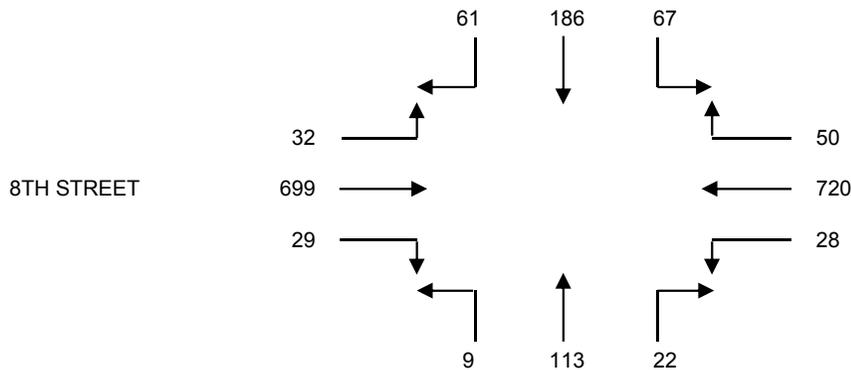
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
 PROJECT: 3670 WILSHIRE BOULEVARD MIXED-USE
 DATE: WEDNESDAY, SEPTEMBER 11, 2013
 PERIOD: 03:00 PM TO 06:00 PM
 INTERSECTION N/S HOBART AVENUE
 E/W 8TH STREET
 FILE NUMBER: 10 AM

15 MINUTE TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	8	34	16	7	133	4	5	25	5	3	136	5
0315-0330	10	31	19	10	124	5	4	27	5	7	147	9
0330-0345	7	35	12	5	115	10	9	20	6	3	118	8
0345-0400	10	29	15	10	135	9	5	26	2	4	157	9
0400-0415	7	24	12	10	114	6	6	27	4	8	106	11
0415-0430	7	35	19	9	148	5	2	20	4	4	119	8
0430-0445	11	43	19	8	163	5	5	20	2	6	139	10
0445-0500	12	35	15	13	152	10	9	31	4	8	139	13
0500-0515	19	42	18	10	191	8	6	24	2	7	175	8
0515-0530	16	55	18	15	184	6	3	26	4	9	202	10
0530-0545	11	41	12	12	156	6	4	27	2	4	172	7
0545-0600	15	48	19	13	189	8	9	36	1	9	150	7

1 HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
0300-0315	35	129	62	32	507	28	23	98	18	17	558	31	1538
0315-0415	34	119	58	35	488	30	24	100	17	22	528	37	1492
0330-0430	31	123	58	34	512	30	22	93	16	19	500	36	1474
0345-0445	35	131	65	37	560	25	18	93	12	22	521	38	1557
0400-0500	37	137	65	40	577	26	22	98	14	26	503	42	1587
0415-0515	49	155	71	40	654	28	22	95	12	25	572	39	1762
0430-0530	58	175	70	46	690	29	23	101	12	30	655	41	1930
0445-0545	58	173	63	50	683	30	22	108	12	28	688	38	1953
0500-0600	61	186	67	50	720	28	22	113	9	29	699	32	2016

P.M. PEAK HOUR
0500-0600



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91005
 PH: 626-446-7978
 FAX: 626-446-2877

HOBART AVENUE

RELATED PROJECTS COMPARISONS

**(Including Related Projects Map and List from August 2005 Traffic Study
and Current (2013) Related Projects Map and Listing from LADOT Files)**

Related Projects Trip Generation (August 2005 Traffic Study)

ID	Number of Net Trips						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
1	4,345	738	550	1,288	551	673	1,224
2	605	9	37	46	36	20	56
3	806	12	49	61	48	26	74
4	(968)	(95)	(37)	(132)	(9)	(54)	(63)
5	2,076	31	20	51	91	97	188
6	(1,942)	(23)	126	103	83	86	169
7	2,740	17	176	193	161	80	241
8	(3,795)	106	53	159	(117)	(121)	(238)
9	268	5	9	14	15	11	26
10	488	60	8	68	7	31	38
11	789	11	30	41	34	25	59
12	(101)	106	23	129	65	51	116
13	1,190	231	148	379	35	47	82
14	1,111	7	22	29	42	25	67
15	35,546	1,156	1,155	2,311	1,852	1,852	3,704
16	294	24	72	96	29	35	64
17	5,433	203	180	383	437	153	590
18	742	170	72	242	72	89	161
19	417	6	26	32	25	13	38
20	5,907	83	82	165	268	273	541
21	4,497	59	57	116	477	477	954
22	1,042	17	11	28	28	36	64
23	5,384	166	222	388	351	278	629
24	(183)	274	298	572	141	159	300
25	494	29	29	58	12	12	24
26	6,444	274	273	547	243	237	480
27	396	34	30	64	31	35	66
28	2,512	38	24	62	109	119	228
29	1,143	57	23	80	36	80	116
30	490	88	72	160	48	58	106
31	2,650	132	68	200	87	163	250
32	1,741	187	37	224	46	176	222
33	771	179	72	251	75	92	167
34	1,251	20	13	33	54	58	112
35	612	9	37	46	36	20	56
36	n/a	(52)	(60)	(112)	(81)	(128)	(209)
Totals	85,195			8,375			10,702

Crain & Associates
August 2005 Traffic Study

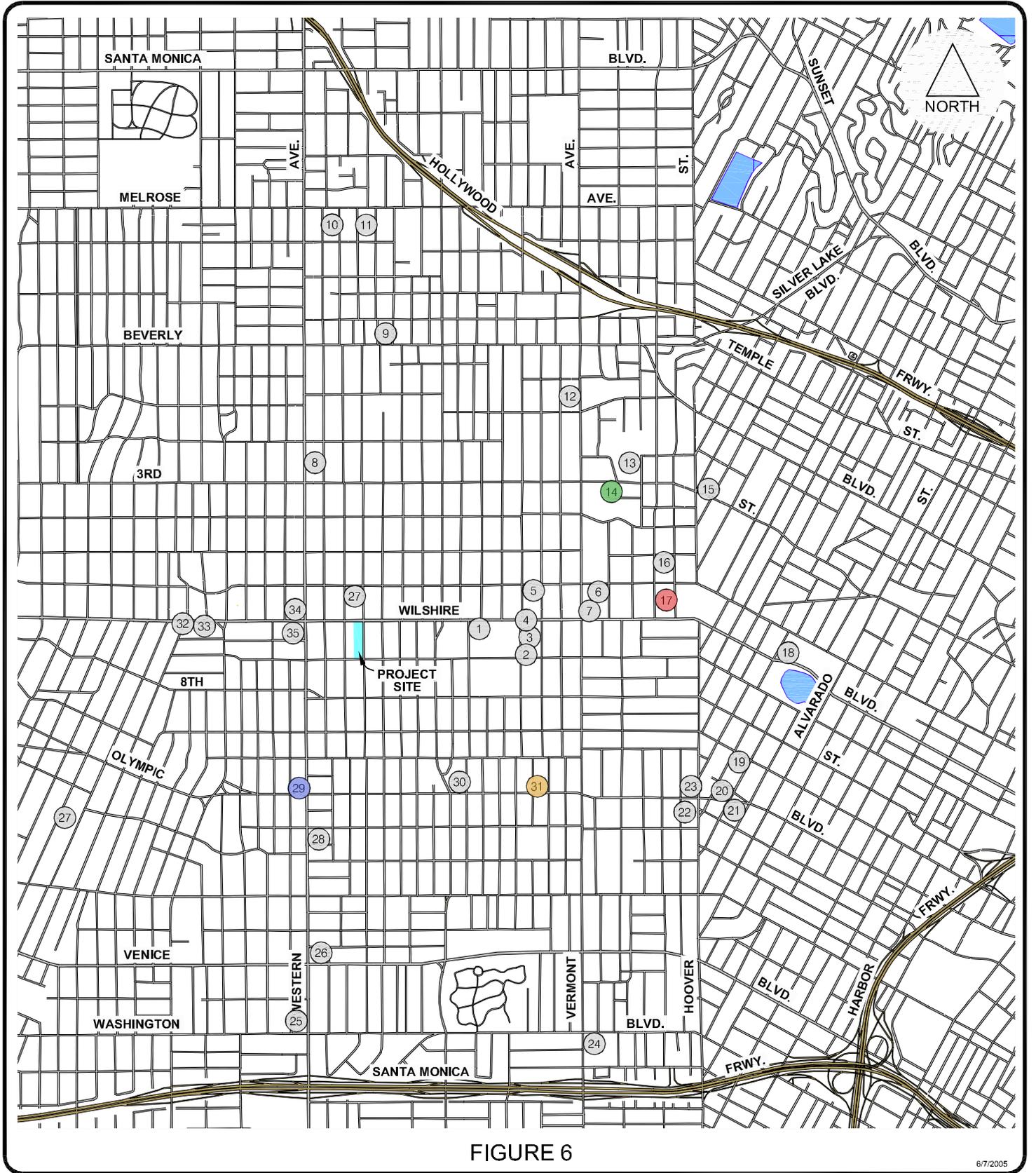


FIGURE 6

6/7/2005

FIN LEGACY KOREATOWN REL PROJIS

RELATED PROJECTS LOCATION MAP



CRAIN & ASSOCIATES

2007 Sawtelle Boulevard
 Los Angeles, California 90025
 (310) 473-6508

Transportation Planning • Traffic Engineering

Table 9
Related Projects Locations, Descriptions, and Trip Generations

Map No.	Project Size and Description		Location	Daily	AM Peak Hour		PM Peak Hour	
					In	Out	In	Out
1.	4,371 st (18) du N/A	Central Los Angeles Area New Learning Center #1 Apartment (to be removed) Rental Car Office (to be removed)	SEC Wilshire Bl. and Mariposa Av. ^[1]	4,345	738	550	551	673
2.	90 du	Apartment	690 Catalina St.	605	9	37	36	20
3.	120 du	Apartment	682 Catalina St.	806	12	49	48	26
4.	63 du 154 du 24,055 sf (44,112) sf	Condominium Senior Housing Ground Floor Retail Mixed-Use (to be removed)	3324 Wilshire Bl. ^[2]	(968)	(95)	(37)	(9)	(54)
5.	16,548 sf (1,000) sf	Shopping Center Used Car Sales (to be removed)	3300 W. 6th St.	2,109 <u>(33)</u>	32 <u>(1)</u>	21 <u>(1)</u>	92 <u>(1)</u>	99 <u>(2)</u>
				2,076	31	20	91	97
6.	789 st (42,944) sf	Central LA Area New Middle School #3 Government Office (to be removed)	6th St. and Vermont Av. ^[3]	(1,942)	(23)	126	83	86
7.	444 du 30,650 sf	Apartment Ground Floor Retail	NEC Wilshire Bl. and Vermont Av. ^[4]	2,740	17	176	161	80
8.	804 st	Cahuenga New Elementary School #1	225 S. Oxford Av. ^[5]	(3,795)	106	53	(117)	(121)
9.	672 st	Elementary School	330 N. Harvard Bl. ^[6]	268	5	9	15	11
10.	42,600 sf (8,700) sf	Office Office/Retail (to be removed)	610 Serrano Av.	692 <u>(204)</u>	84 <u>(24)</u>	11 <u>(3)</u>	22 <u>(15)</u>	105 <u>(74)</u>
				488	60	8	7	31
11.	70 du 8,558 sf	Condominium Retail	600 Hobart Bl.	410 <u>379</u>	5 <u>6</u>	26 <u>4</u>	24 <u>10</u>	12 <u>13</u>
				789	11	30	34	25
12.	958 st	Belmont New Elementary School #6 Apartment (to be removed) Office (to be removed) Furniture store (to be removed)	100 N. New Hampshire Av. ^[7]	674 (663) (77) <u>(35)</u>	125 (8) (10) <u>(1)</u>	67 (43) (1) <u>0</u>	121 (40) (15) <u>(1)</u>	147 (22) (72) <u>(2)</u>
				(101)	106	23	65	51
13.	480 st	Private School	221 Westmoreland Av.	1,190	231	148	35	47
14.	128 du 246 du 53,000 sf 19,136 sf (100) rm (10) du	Condominium Senior Adult Housing Mini-Warehousing Ground Floor Retail Motel (to be removed) Apartment (to be removed)	3300 - 3400 3rd St. ^[8]	1,111	7	22	42	25

Table 9 (continued)
Related Projects Locations, Descriptions, and Trip Generations

Map No.	Project Size and Description		Location	Daily	AM Peak Hour		PM Peak Hour	
					In	Out	In	Out
15.	N/A	Westlake Recovery Redevelopment Project	Hoover St. and 3rd St. ^[9]	35,546	1,156	1,155	1,852	1,852
16.	228 st	Primary School	5th St. and Virgil Av.	294	24	72	29	35
17.	43,295 sf	Shopping Center	2950 6th St.	3,941	58	37	173	187
	32,656 sf	Restaurant		4,152	196	180	218	139
	728 st	Movie Theater		1,281	7	0	219	14
				<u>5,433</u>	<u>203</u>	<u>180</u>	<u>437</u>	<u>153</u>
18.	575 st	Elementary School	2401 Wilshire Bl.	742	170	72	72	89
19.	62 du	Apartment	2300 9th St.	417	6	26	25	13
20.	87 du	Condominium	2323 Olympic Bl.	510	6	32	30	15
	70,231 sf	Retail		5,397	77	50	238	258
				<u>5,907</u>	<u>83</u>	<u>82</u>	<u>268</u>	<u>273</u>
21.	28,800 sf	Bank	2222 W. Olympic Bl.	4,507	59	58	478	477
	(1) du	Single-Family Residential (to be removed)		(10)	0	(1)	(1)	0
				<u>4,497</u>	<u>59</u>	<u>57</u>	<u>477</u>	<u>477</u>
22.	23,501 sf	Shopping Center	2580 Olympic Bl.	1,042	17	11	28	36
23.	218 du	Apartment	2515 Olympic Bl.	1,465	22	89	88	47
	14,000 sf	Restaurant		1,780	84	77	93	60
	9,000 sf	Bank		1,408	19	18	149	149
	5,000 sf	Retail		222	4	2	6	8
	999 sf	Coffee Shop		509	37	36	15	14
				<u>5,384</u>	<u>166</u>	<u>222</u>	<u>351</u>	<u>278</u>
24.	2,142 st	High School	SEC Washington Bl. and Vermont Av. ^[10]	(183)	274	298	141	159
25.	5,500 tons/day	Solid Waste Facility	2201 Washington Bl. ^[9]	494	29	29	12	12
26.	5,990 sf	Convenience Market	1570 Western Av.	4,421	201	201	160	154
	12 fp	Gas Station		2,023	73	72	83	83
				<u>6,444</u>	<u>274</u>	<u>273</u>	<u>243</u>	<u>237</u>
27.	5,000 sf	Day Care Center	1140 Crenshaw Bl.	396	34	30	31	35
28.	21,648 sf	Shopping Center	1144 Western Av.	2,512	38	24	109	119
29.	27,720 sf	Medical Office	3323 Olympic Bl.	1,002	55	14	28	75
	21 du	Apartment		141	2	9	8	5
				<u>1,143</u>	<u>57</u>	<u>23</u>	<u>36</u>	<u>80</u>
30.	380 st	Primary School	987 S. Mariposa Av.	490	88	72	48	58

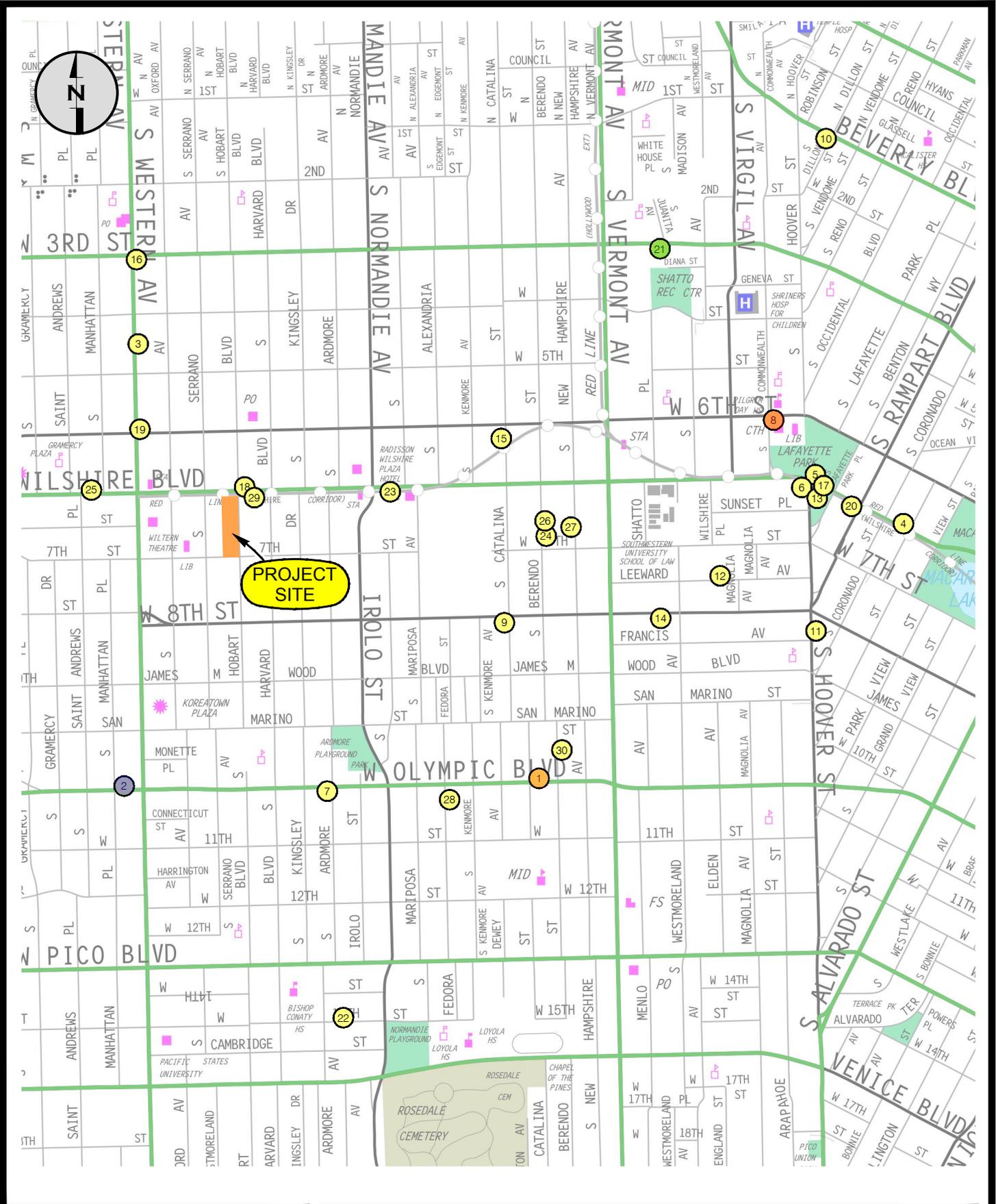
Table 9 (continued)
Related Projects Locations, Descriptions, and Trip Generations

Map No.	Project Size and Description		Location	Daily	AM Peak Hour		PM Peak Hour		
					In	Out	In	Out	
31.	45,264	sf	Medical Office	2789 Olympic Bl.	1,635	88	24	45	123
	10,600	sf	Health/Fitness Club		349	5	8	22	21
	4,000	sf	Specialty Retail		177	3	2	5	6
	960	sf	Coffee Shop		489	36	34	15	13
					<u>2,650</u>	<u>132</u>	<u>68</u>	<u>87</u>	<u>163</u>
32.	38,250	sf	Church	4050 Wilshire Bl.	348	15	13	13	12
	105,750	sf	Office		1,393	172	24	33	164
					<u>1,741</u>	<u>187</u>	<u>37</u>	<u>46</u>	<u>176</u>
33.	598	st	Elementary School	4043 Ingraham St.	771	179	72	75	92
34.	7,407	sf	Shopping Center	3839 Wilshire Bl.	1,251	20	13	54	58
35.	91	du	Apartment	3800 Wilshire Bl.	612	9	37	36	20
36.	484	st	Belmont New Elementary School #9	611 S. Hobart Bl. ^[11]	624	63	34	61	75
	(1,426)	sf	Retail (to be removed)		(63)	(1)	(1)	(2)	(2)
	(1,794)	sf	Automobile Repair (to be removed)		N/A	(2)	(1)	(2)	(3)
	(1,628)	sf	Retail (to be removed)		(72)	(1)	(1)	(2)	(2)
	(1,456)	sf	Automobile Repair (to be removed)		N/A	(2)	(1)	(2)	(3)
	(13,750)	sf	Day Care Center (to be removed)		(1,090)	(92)	(82)	(85)	(96)
			Less 10% "Pass-by" trips		109	9	8	9	10
	(5,870)	sf	Coffee Shop (to be removed)		N/A	(48)	(32)	(88)	(81)
			Less 50% "Pass-by" trips		N/A	24	16	44	41
	(2,000)	sf	Office (to be removed)		<u>(66)</u>	<u>(7)</u>	<u>(1)</u>	<u>(14)</u>	<u>(67)</u>
					N/A	(52)	(60)	(81)	(128)

Sources:

- [1] Traffic Study for the Central Los Angeles Area New Learning Center No. 1, Katz Okitsu and Associates, May 6, 2003.
- [2] Memorandum of Understanding (MOU) for Wilshire & Catalina, Los Angeles Department of Transportation (LADOT), April 18, 2005.
- [3] Traffic Impact Report for the Proposed Central Los Angeles Area New Middle School No. 3, Crain & Associates, February 2004.
- [4] Traffic Impact Report for the Proposed Apartment and Commercial Development on the Northeast Corner of Wilshire Boulevard and Vermont Avenue, Crain & Associates, April 2004
- [5] Initial Study/Mitigated Negative Declaration for the Cahuenga New Elementary School #1, Ultrasystems Environmental Incorporated, November 2001.
- [6] Initial Study/Mitigated Negative Declaration for the Alexandria New Elementary School #1, Ultrasystems Environmental Incorporated, November 2001.
- [7] Draft Environmental Impact Report for the Belmont New Elementary School No. 6, Michael Brandman Associates, December 2001.
- [8] Traffic Impact Report for Proposed Residential/Retail Mixed-Use Project at 3300-3400 3rd Street, City of Los Angeles, Crain & Associates, April 2005.
- [9] Trip generation obtained from LADOT related projects database. Assumed 50/50 directional split for AM and PM peak-hours.
- [10] Traffic/Pedestrian Analysis for Central Los Angeles Area New High School #2 and Los Angeles Area New Continuation High School #1, Linscott, Law, & Greenspan, November 1, 2001.
- [11] Initial Study and Mitigated Negative Declaration for the Proposed Belmont New Elementary School No. 9, Jones & Stokes, November 2003.

LADOT
September 2013



CURRENT (2013) RELATED PROJECTS LOCATIONS

RELATED PROJECTS

Centroid Info: PROJ ID: 32248
 Address: 3670 W WILSHIRE BLVD
 LOS ANGELES, CA 90010
 Lat/Long: 34.0617, -118.306

Buffer Radius: feet

Include NULL "Trip info":
 Include NULL "FirstStudySubmittalDate" (latest):
 Include "Inactive" projects:
 Include "Do not show in Related Project":

Net_AM_Trips - Select -
 Net_PM_Trips - Select -
 Net_Daily_Trips - Select -

Record Count: 31 | Record Per Page: **All Records**

Results generated since: (9/5/2013 4:37:05 PM)

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)	Column	Trip Info																																																																														
1 30194	Metro	MTR	10	2003	Medical Office	Medical Office, Health Spa, & Retail	2789 W Olympic Bl	08/22/2003	0.9		<table border="1"> <thead> <tr> <th>Land Use</th> <th>Unit ID</th> <th>size</th> <th>Net_AM_Trips</th> <th>Net_PM_Trips</th> <th>Net_Daily_Trips</th> <th>NetAMIn</th> <th>NetAMOut</th> <th>NetPMIn</th> <th>NetPMOut</th> <th>Comments</th> </tr> </thead> <tbody> <tr> <td>Other</td> <td>S.F. Gross Area</td> <td>45264</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Medical Office</td> </tr> <tr> <td>Other</td> <td>S.F. Gross Area</td> <td>10600</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Health Spa</td> </tr> <tr> <td>Retail</td> <td>S.F. Gross Area</td> <td>4000</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>specialty retail</td> </tr> <tr> <td>Other</td> <td>S.F. Gross Area</td> <td>960</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Coffee shop</td> </tr> <tr> <td>Other</td> <td>Other</td> <td></td> <td>113</td> <td>224</td> <td>2293</td> <td>89</td> <td>24</td> <td>78</td> <td>146</td> <td>total trips</td> </tr> <tr> <td></td> <td></td> <td></td> <td>113</td> <td>224</td> <td>2293</td> <td></td> <td>89</td> <td>24</td> <td>78</td> <td>146</td> <td></td> </tr> </tbody> </table>	Land Use	Unit ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments	Other	S.F. Gross Area	45264								Medical Office	Other	S.F. Gross Area	10600								Health Spa	Retail	S.F. Gross Area	4000								specialty retail	Other	S.F. Gross Area	960								Coffee shop	Other	Other		113	224	2293	89	24	78	146	total trips				113	224	2293		89	24	78	146	
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Other	S.F. Gross Area	8000	197	220	2480	55	142	144	76	Numbers from MOU, credit for pass-by and transit applied.																																																																															
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4 31098	Metro	MTR	4	2004	2004-CEN-1098	Mixed-Use (Gaju Market aka New California Market)	450 S WESTERN AV	09/06/2005	0.4		<table border="1"> <thead> <tr> <th>Land Use</th> <th>Unit ID</th> <th>size</th> <th>Net_AM_Trips</th> <th>Net_PM_Trips</th> <th>Net_Daily_Trips</th> <th>NetAMIn</th> <th>NetAMOut</th> <th>NetPMIn</th> <th>NetPMOut</th> <th>Comments</th> </tr> </thead> <tbody> <tr> <td>Retail</td> <td>S.F. Gross Area</td> <td>130500</td> <td>77</td> <td>284</td> <td>3019</td> <td>47</td> <td>29</td> <td>138</td> <td>138</td> <td>Trip credit applied for existing market.</td> </tr> <tr> <td></td> <td></td> <td></td> <td>77</td> <td>284</td> <td>3019</td> <td></td> <td>47</td> <td>29</td> <td>138</td> <td>138</td> </tr> </tbody> </table>	Land Use	Unit ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments	Retail	S.F. Gross Area	130500	77	284	3019	47	29	138	138	Trip credit applied for existing market.				77	284	3019		47	29	138	138																																													
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5 32347	Metro	MTR	1	2005	2005-CEN-2347	Mixed-Use (Wilshire Coronado)	2525 Wilshire Bl	11/30/2005	1.4		<table border="1"> <thead> <tr> <th>Land Use</th> <th>Unit ID</th> <th>size</th> <th>Net_AM_Trips</th> <th>Net_PM_Trips</th> <th>Net_Daily_Trips</th> <th>NetAMIn</th> <th>NetAMOut</th> <th>NetPMIn</th> <th>NetPMOut</th> <th>Comments</th> </tr> </thead> <tbody> <tr> <td>Condominiums</td> <td>Total Units</td> <td>160</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Retail</td> <td>S.F. Gross Area</td> <td>7500</td> <td>76</td> <td>97</td> <td>1160</td> <td>16</td> <td>60</td> <td>61</td> <td>36</td> <td>Trip credit applied for transit/pedestrians.</td> </tr> <tr> <td></td> <td></td> <td></td> <td>76</td> <td>97</td> <td>1160</td> <td></td> <td>16</td> <td>60</td> <td>61</td> <td>36</td> </tr> </tbody> </table>	Land Use	Unit ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments	Condominiums	Total Units	160									Retail	S.F. Gross Area	7500	76	97	1160	16	60	61	36	Trip credit applied for transit/pedestrians.				76	97	1160		16	60	61	36																																		
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6 32725	Metro	MTR	10	2005	Mixed-use	189 condos & 5.5K SF retail	3033 W WILSHIRE BLVD	12/23/2005	1.0		<table border="1"> <thead> <tr> <th>Land Use</th> <th>Unit ID</th> <th>size</th> <th>Net_AM_Trips</th> <th>Net_PM_Trips</th> <th>Net_Daily_Trips</th> <th>NetAMIn</th> <th>NetAMOut</th> <th>NetPMIn</th> <th>NetPMOut</th> <th>Comments</th> </tr> </thead> <tbody> <tr> <td>Mixed Use</td> <td>Other</td> <td></td> <td>61</td> <td>74</td> <td>816</td> <td>12</td> <td>49</td> <td>45</td> <td>29</td> <td></td> </tr> <tr> <td>Condominiums</td> <td>Total Units</td> <td>189</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Retail</td> <td>S.F. Gross Area</td> <td>5540</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td>61</td> <td>74</td> <td>816</td> <td></td> <td>12</td> <td>49</td> <td>45</td> <td>29</td> </tr> </tbody> </table>	Land Use	Unit ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments	Mixed Use	Other		61	74	816	12	49	45	29		Condominiums	Total Units	189									Retail	S.F. Gross Area	5540												61	74	816		12	49	45	29																							
											Land Use	Unit ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments																																																																				
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			61	74	816		12	49	45	29																																																																															

Case Logging and Tracking System (CLATS)

Case ID	Agency	Line	Year	Category	Description	Address	Start Date	Score	Land Use	Unit ID	Size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments	
32883 6	Metro	MTR	13	2006	Mixed-Use	464 condos, 25K SF retail, 14K SF rest.	3154 W Wilshire Bl	01/26/2006	0.8	Condominiums	Total Units	464								
									Retail	S.F. Gross Area	25000									
									Other	S.F. Gross Area	14000	110	82	884	9	101	52	30	(Use=Restaurant) Trips Total reflects credit for existing uses, transit and pass-by.	
												110	82	884	9	101	52	30		
33002 7	Metro	MTR	10	2006	Shopping Center	109K SF retail	3060 W Olympic Bl	03/23/2006	0.7	Retail	S.F. Gross Area	109006	86	360	4134	60	26	169	191	Credit for existing uses.
												86	360	4134	60	26	169	191		
34046 8	Metro	MTR	10	2007	Wilshire Parkview, VTT68735	80 rm hotel, 112 condo hotel, 165 condos, 7.5 ksf ret. & 13 ksf rest.	2950 W 6TH ST	04/18/2007	1.1	Mixed Use	Other	163	206	2628	78	85	121	85	Net new trips	
												163	206	2628	78	85	121	85		
33710 9	Metro	MTR	10	2006	Mixed-Use	224 Condominium Units 7000 SF Retail	805 S Catalina St	06/11/2007	0.7	Condominiums	Total Units	300								
									Retail	S.F. Gross Area	5000	119	167	1935	137	24	110	57	Trip totals reflects credits for existing uses.	
												119	167	1935	137	24	110	57		
34045 10	Metro	HWD	13	2007	Mixed-Use	32 Apartments, 5870 SF Retail	3200 W Beverly Bl	06/18/2007	1.5	Apartments	Total Units	32								
									Retail	S.F. Gross Area	5867	20	71	632	4	16	39	32	total net trips	
												20	71	632	4	16	39	32		
34651 11	Metro	MTR	1	2008	Mixed-Use	32 Condos, 4500 SF Retail	820 S HOOVER ST	05/08/2008	1.3	Condominiums	Total Units	32								
									Retail	S.F. Gross Area	4500	22	32	414	7	15	18	14	Total reflects credit for existing office (1435 SF)	
												22	32	414	7	15	18	14		
34793 12	Metro	HWD	10	2008	Residential	125 Apartment Units	2929 W LEEWARD AV	09/25/2008	1.1	Apartments	Total Units	125	32	72	692	11	21	48	24	Total reflects credit for existing apartments (22 units).
												32	72	692	11	21	48	24		
34866 13	Metro	HWD	10	2008	Mixed-Use (Condo Hotel)	117Condo, 13707SF Hi-TO Restaurant, 287HotelRm, 38047SF, 4418SF Retail	3240 WILSHIRE BLVD	05/21/2009	0.7	Condominiums	Total Units	169								
									Other	Other	57								Hotel	
									Other	S.F. Gross Area	4500								Quality Restaurant	
									Retail	S.F. Gross Area	1700	93	126	1523	28	65	80	46	Total reflects transit/internal credit.	
												93	126	1523	28	65	80	46		
35053 14	Metro	MTR	1	2009	Affordable Housing & Assisted Living	42 Affordable Apts., 43 Assisted Units	2924 W 8th St	06/15/2009	1.0	Apartments	Total Units	37								
									Other	Total Units	48	23	28	416	6	17	18	10	Assisted Living Units	
												23	28	416	6	17	18	10		

CRITICAL MOVEMENT ANALYSIS (CMA) WORKSHEETS

Existing (2005) Conditions
(From Crain & Associates August 2005 Traffic Study)

AM Peak Hour

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 3, WILSHIRE BOULEVARD AND WESTERN AVENUE
DATE: 7/22/2005 INITIALS: RF PERIOD: AM PEAK HOUR
CASE: EXISTING (2005)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	72	1143	44	0
EASTBOUND	138	1319	82	0
NORTHBOUND	69	930	106	0
SOUTHBOUND	65	785	79	0

** NUMBER OF LANES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL LANES
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	1	1	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	72	N/A	396	396	N/A	N/A
EASTBOUND	138	N/A	467	467	N/A	N/A
NORTHBOUND	69	N/A	518	518	N/A	N/A
SOUTHBOUND	65	N/A	432	432	N/A	N/A

EAST-WEST CRITICAL VOLUMES 539
 NORTH-SOUTH CRITICAL VOLUMES 583

 THE SUM OF CRITICAL VOLUMES 1122

 NUMBER OF CRITICAL CLEARANCE INTERVALS 5*

 CMA VALUE 0.746

 LEVEL OF SERVICE C

 * Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 8, WILSHIRE BOULEVARD AND HOBART BOULEVARD
DATE: 7/22/2005 INITIALS: RF PERIOD: AM PEAK HOUR
CASE: EXISTING (2005)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	48	1232	28	0
EASTBOUND	29	1366	42	0
NORTHBOUND	10	109	28	0
SOUTHBOUND	38	241	31	0

** NUMBER OF LANES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL LANES
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	48	N/A	420	420	N/A	N/A
EASTBOUND	29	N/A	469	469	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	147
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	310

EAST-WEST CRITICAL VOLUMES	517
NORTH-SOUTH CRITICAL VOLUMES	320

THE SUM OF CRITICAL VOLUMES	837
NUMBER OF CRITICAL CLEARANCE INTERVALS	2*
CMA VALUE	0.488
LEVEL OF SERVICE	A

* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 12, WILSHIRE BOULEVARD AND NORMANDIE AVENUE
 DATE: 7/22/2005 INITIALS: RF PERIOD: AM PEAK HOUR
 CASE: EXISTING (2005)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	127	1296	35	0
EASTBOUND	19	1406	67	0
NORTHBOUND	58	404	43	64
SOUTHBOUND	108	671	16	87

** NUMBER OF LANES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL LANES
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	0	1	1	0	1	0	3
SOUTHBOUND	0	1	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	127	N/A	444	444	N/A	N/A
EASTBOUND	19	N/A	491	491	N/A	N/A
NORTHBOUND	N/A	160	302	N/A	43	N/A
SOUTHBOUND	N/A	323	456	N/A	16	N/A

EAST-WEST CRITICAL VOLUMES 618
 NORTH-SOUTH CRITICAL VOLUMES 514

 THE SUM OF CRITICAL VOLUMES 1132

 NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

 CMA VALUE 0.685

 LEVEL OF SERVICE B

 * Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 4, 7TH STREET AND WESTERN AVENUE
DATE: 7/22/2005 INITIALS: RF PERIOD: AM PEAK HOUR
CASE: EXISTING (2005)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	64	76	20	0
EASTBOUND	91	131	67	0
NORTHBOUND	36	985	85	0
SOUTHBOUND	41	896	24	0

** NUMBER OF LANES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL LANES
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	1	0	0	1	0	0	2
EASTBOUND	1	0	0	1	0	0	2
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	1	1	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	64	N/A	N/A	96	N/A	N/A
EASTBOUND	91	N/A	N/A	198	N/A	N/A
NORTHBOUND	36	N/A	535	535	N/A	N/A
SOUTHBOUND	41	N/A	460	460	N/A	N/A

EAST-WEST CRITICAL VOLUMES	262
NORTH-SOUTH CRITICAL VOLUMES	576

THE SUM OF CRITICAL VOLUMES	838
NUMBER OF CRITICAL CLEARANCE INTERVALS	2*
CMA VALUE	0.489
LEVEL OF SERVICE	A

* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 9, 7TH STREET AND HOBART BOULEVARD
 DATE: 7/22/2005 INITIALS: RF PERIOD: AM PEAK HOUR
 CASE: EXISTING (2005)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	7	128	55	0
EASTBOUND	45	179	44	0
NORTHBOUND	23	138	17	0
SOUTHBOUND	16	136	27	0

** NUMBER OF LANES **

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R SHARED	TOTAL LANES
	ONLY	SHARED		ONLY	SHARED		
WESTBOUND	0	0	0	0	0	1	1
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R SHARED
	ONLY	SHARED		ONLY	SHARED	
WESTBOUND	N/A	N/A	N/A	N/A	N/A	190
EASTBOUND	N/A	N/A	N/A	N/A	N/A	268
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	178
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	179

EAST-WEST CRITICAL VOLUMES	275
NORTH-SOUTH CRITICAL VOLUMES	202

THE SUM OF CRITICAL VOLUMES	477
NUMBER OF CRITICAL CLEARANCE INTERVALS	0
CMA VALUE	0.477
LEVEL OF SERVICE	A

 Capacity assumed = 1000.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 10, 8TH STREET AND HOBART BOULEVARD
 DATE: 7/22/2005 INITIALS: RF PERIOD: AM PEAK HOUR
 CASE: EXISTING (2005)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	24	531	37	0
EASTBOUND	30	716	13	0
NORTHBOUND	17	94	30	0
SOUTHBOUND	94	105	26	0

** NUMBER OF LANES **

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R		TOTAL LANES
	ONLY	SHARED		ONLY	SHARED	ONLY	SHARED	
WESTBOUND	0	1	0	1	0	0	0	2
EASTBOUND	0	1	0	1	0	0	0	2
NORTHBOUND	0	0	0	0	0	1	1	1
SOUTHBOUND	0	0	0	0	0	1	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R	
	ONLY	SHARED		ONLY	SHARED	ONLY	SHARED
WESTBOUND	N/A	264	N/A	328	N/A	N/A	N/A
EASTBOUND	N/A	352	N/A	407	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A	141
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A	225

EAST-WEST CRITICAL VOLUMES	431
NORTH-SOUTH CRITICAL VOLUMES	242

THE SUM OF CRITICAL VOLUMES	673
NUMBER OF CRITICAL CLEARANCE INTERVALS	2*
CMA VALUE	0.381
LEVEL OF SERVICE	A

 * Includes CMA value decreased due to ATSAC Implementation.

PM Peak Hour

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 3, WILSHIRE BOULEVARD AND WESTERN AVENUE
DATE: 7/22/2005 INITIALS: RF PERIOD: PM PEAK HOUR
CASE: EXISTING (2005)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	129	1262	134	0
EASTBOUND	198	1103	93	0
NORTHBOUND	105	862	112	0
SOUTHBOUND	81	862	66	0

** NUMBER OF LANES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL LANES
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	1	1	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	129	N/A	465	465	N/A	N/A
EASTBOUND	198	N/A	399	399	N/A	N/A
NORTHBOUND	105	N/A	487	487	N/A	N/A
SOUTHBOUND	81	N/A	464	464	N/A	N/A

EAST-WEST CRITICAL VOLUMES	663
NORTH-SOUTH CRITICAL VOLUMES	569

THE SUM OF CRITICAL VOLUMES	1232
NUMBER OF CRITICAL CLEARANCE INTERVALS	5*
CMA VALUE	0.826
LEVEL OF SERVICE	D

* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 8, WILSHIRE BOULEVARD AND HOBART BOULEVARD
DATE: 7/22/2005 INITIALS: RF PERIOD: PM PEAK HOUR
CASE: EXISTING (2005)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	52	1427	34	0
EASTBOUND	43	1298	44	0
NORTHBOUND	53	275	62	0
SOUTHBOUND	24	188	44	0

** NUMBER OF LANES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL LANES
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	52	N/A	487	487	N/A	N/A
EASTBOUND	43	N/A	447	447	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	390
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	256

EAST-WEST CRITICAL VOLUMES	530
NORTH-SOUTH CRITICAL VOLUMES	414

THE SUM OF CRITICAL VOLUMES	944
NUMBER OF CRITICAL CLEARANCE INTERVALS	2*
CMA VALUE	0.559
LEVEL OF SERVICE	A

* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 12, WILSHIRE BOULEVARD AND NORMANDIE AVENUE
DATE: 7/22/2005 INITIALS: RF PERIOD: PM PEAK HOUR
CASE: EXISTING (2005)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	154	1522	55	0
EASTBOUND	87	1268	59	0
NORTHBOUND	50	607	54	86
SOUTHBOUND	96	576	25	44

** NUMBER OF LANES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL LANES
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	0	1	1	0	1	0	3
SOUTHBOUND	0	1	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	154	N/A	526	526	N/A	N/A
EASTBOUND	87	N/A	442	442	N/A	N/A
NORTHBOUND	N/A	278	378	N/A	54	N/A
SOUTHBOUND	N/A	225	446	N/A	25	N/A

EAST-WEST CRITICAL VOLUMES 613
 NORTH-SOUTH CRITICAL VOLUMES 496

 THE SUM OF CRITICAL VOLUMES 1109

 NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

 CMA VALUE 0.669

 LEVEL OF SERVICE B

 * Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 4, 7TH STREET AND WESTERN AVENUE
DATE: 7/22/2005 INITIALS: RF PERIOD: PM PEAK HOUR
CASE: EXISTING (2005)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	159	198	37	0
EASTBOUND	42	134	64	0
NORTHBOUND	50	1000	172	0
SOUTHBOUND	65	965	20	0

** NUMBER OF LANES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL LANES
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	1	0	0	1	0	0	2
EASTBOUND	1	0	0	1	0	0	2
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	1	1	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	159	N/A	N/A	235	N/A	N/A
EASTBOUND	42	N/A	N/A	198	N/A	N/A
NORTHBOUND	50	N/A	586	586	N/A	N/A
SOUTHBOUND	65	N/A	492	492	N/A	N/A

EAST-WEST CRITICAL VOLUMES	357
NORTH-SOUTH CRITICAL VOLUMES	651

THE SUM OF CRITICAL VOLUMES	1008
NUMBER OF CRITICAL CLEARANCE INTERVALS	2*
CMA VALUE	0.602
LEVEL OF SERVICE	B

* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 9, 7TH STREET AND HOBART BOULEVARD
DATE: 7/22/2005 INITIALS: RF PERIOD: PM PEAK HOUR
CASE: EXISTING (2005)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	21	270	85	0
EASTBOUND	39	230	88	0
NORTHBOUND	28	193	18	0
SOUTHBOUND	32	209	52	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R		TOTAL LANES
						SHARED	LANES	
WESTBOUND	0	0	0	0	0	1	1	1
EASTBOUND	0	0	0	0	0	1	1	1
NORTHBOUND	0	0	0	0	0	1	1	1
SOUTHBOUND	0	0	0	0	0	1	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R	
						SHARED	LANES
WESTBOUND	N/A	N/A	N/A	N/A	N/A	N/A	376
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A	357
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A	239
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A	293

EAST-WEST CRITICAL VOLUMES	415
NORTH-SOUTH CRITICAL VOLUMES	321

THE SUM OF CRITICAL VOLUMES	736
NUMBER OF CRITICAL CLEARANCE INTERVALS	0
CMA VALUE	0.736
LEVEL OF SERVICE	C

Capacity assumed = 1000.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION: 10, 8TH STREET AND HOBART BOULEVARD
 DATE: 7/22/2005 INITIALS: RF PERIOD: PM PEAK HOUR
 CASE: EXISTING (2005)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	32	681	34	0
EASTBOUND	60	710	28	0
NORTHBOUND	22	171	27	0
SOUTHBOUND	70	163	69	0

** NUMBER OF LANES **

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R SHARED	TOTAL LANES
	ONLY	SHARED		SHARED	ONLY		
WESTBOUND	0	1	0	1	0	0	2
EASTBOUND	0	1	0	1	0	0	2
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R SHARED
	ONLY	SHARED		SHARED	ONLY	
WESTBOUND	N/A	330	N/A	416	N/A	N/A
EASTBOUND	N/A	322	N/A	476	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	220
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	302

EAST-WEST CRITICAL VOLUMES	508
NORTH-SOUTH CRITICAL VOLUMES	324

THE SUM OF CRITICAL VOLUMES	832
NUMBER OF CRITICAL CLEARANCE INTERVALS	2*
CMA VALUE	0.485
LEVEL OF SERVICE	A

 * Includes CMA value decreased due to ATSAC Implementation.

**Existing (2013) Conditions
(From September 2013 Traffic Counts)**

AM Peak Hour

Hirsch/Green Transportation Consulting, Inc.
Critical Movement Analysis (CMA) Worksheet

Project Name 3670 Wilshire Boulevard
Intersection Number 3 **Date** September 23, 2013
Intersection Name North/South: Western Avenue
East/West: Wilshire Boulevard
Intersection Control Signalized
Analysis Period AM Peak Hour
Analysis Scenario Existing (2013) (Based on September 2013 count data)

<u>Approach Direction</u>	<u>Lane Type</u>	<u>No. of Lanes</u>	<u>Approach Volumes</u>	<u>Right-Turn on Red</u>	<u>Assigned Lane Volumes</u>	<u>Critical Moves</u>
Northbound	Left	1	91		91	91
	Left/Through	0				
	Through	1	731		406	
	Through/Right	1			406	
	Right	0	80	0		
	Total Lanes	3				
<hr/>						
Southbound	Left	1	117		117	
	Left/Through	0				
	Through	1	829		459	459
	Through/Right	1			459	
	Right	0	89	0		
	Total Lanes	3				
Sum of North/South Critical Volumes						550
<hr/>						
Eastbound	Left	1	91		91	91
	Left/Through	0				
	Through	2	972		344	
	Through/Right	1			344	
	Right	0	59	0		
	Total Lanes	4				
<hr/>						
Westbound	Left	1	98		98	
	Left/Through	0				
	Through	2	1,172		410	410
	Through/Right	1			410	
	Right	0	59	0		
	Total Lanes	4				
Sum of East/West Critical Volumes						501
Total Intersection Critical Volumes						1,051
Number of Clearance Intervals	5	Intersection Capacity				1,375
Base CMA						0.764
Signal Coordination	ATSAC + ATCS	Signal Coordination Adjustment				-0.100
Final CMA						0.664
Level of Service (LOS)						B

Hirsch/Green Transportation Consulting, Inc.
Critical Movement Analysis (CMA) Worksheet

Project Name 3670 Wilshire Boulevard
Intersection Number 8 **Date** September 23, 2013
Intersection Name North/South: Hobart Boulevard
 East/West: Wilshire Boulevard
Intersection Control Signalized
Analysis Period AM Peak Hour
Analysis Scenario Existing (2013) (Based on September 2013 count data)

<u>Approach Direction</u>	<u>Lane Type</u>	<u>No. of Lanes</u>	<u>Approach Volumes</u>	<u>Right-Turn on Red</u>	<u>Assigned Lane Volumes</u>	<u>Critical Moves</u>
Northbound	Left	0	32			32
	Left/Through	0				
	Left/Through/Right	1	102		158	
	Through/Right	0				
	Right	0	24	0		
	Total Lanes	1				
<hr/>						
Southbound	Left	0	37			
	Left/Through	0				
	Left/Through/Right	1	213		297	297
	Through/Right	0				
	Right	0	47	0		
	Total Lanes	1				
Sum of North/South Critical Volumes						329
<hr/>						
Eastbound	Left	1	28		28	28
	Left/Through	0				
	Through	2	1,066		366	
	Through/Right	1			366	
	Right	0	32	0		
	Total Lanes	4				
<hr/>						
Westbound	Left	1	47		47	
	Left/Through	0				
	Through	2	1,134		387	387
	Through/Right	1			387	
	Right	0	27	0		
	Total Lanes	4				
Sum of East/West Critical Volumes						415
Total Intersection Critical Volumes						744
Number of Clearance Intervals	2	Intersection Capacity				1,500
Base CMA						0.496
Signal Coordination	ATSAC + ATCS	Signal Coordination Adjustment				-0.100
Final CMA						0.396
Level of Service (LOS)						A

Hirsch/Green Transportation Consulting, Inc.
Critical Movement Analysis (CMA) Worksheet

Project Name 3670 Wilshire Boulevard
Intersection Number 12 **Date** September 23, 2013
Intersection Name North/South: Normandie Avenue
East/West: Wilshire Boulevard
Intersection Control Signalized
Analysis Period AM Peak Hour
Analysis Scenario Existing (2013) (Based on September 2013 count data)

<u>Approach Direction</u>	<u>Lane Type</u>	<u>No. of Lanes</u>	<u>Approach Volumes</u>	<u>Right-Turn on Red</u>	<u>Assigned Lane Volumes</u>	<u>Critical Moves</u>
Northbound	Left	0	57			
	Left/Through	1			203	57
	Through	1	496		350	
	Through/Right	0				
	Right	1	111	50	61	
	Total Lanes	3				
<hr/>						
Southbound	Left	0	73			
	Left/Through	1			307	
	Through	1	672		438	438
	Through/Right	0				
	Right	1	84	38	46	
	Total Lanes	3				
Sum of North/South Critical Volumes						495
<hr/>						
Eastbound	Left	1	47		47	
	Left/Through	0				
	Through	2	1,188		424	424
	Through/Right	1			424	
	Right	0	85	0		
	Total Lanes	4				
<hr/>						
Westbound	Left	1	99		99	99
	Left/Through	0				
	Through	2	1,299		446	
	Through/Right	1			446	
	Right	0	38	0		
	Total Lanes	4				
Sum of East/West Critical Volumes						523
Total Intersection Critical Volumes						1,018
Number of Clearance Intervals	2	Intersection Capacity				1,500
Base CMA						0.679
Signal Coordination	ATSAC + ATCS	Signal Coordination Adjustment				-0.100
Final CMA						0.579
Level of Service (LOS)						A

**Hirsch/Green Transportation Consulting, Inc.
Critical Movement Analysis (CMA) Worksheet**

Project Name 3670 Wilshire Boulevard
Intersection Number 4 **Date** September 23, 2013
Intersection Name North/South: Western Avenue
 East/West: 7th Street
Intersection Control Signalized
Analysis Period AM Peak Hour
Analysis Scenario Existing (2013) (Based on September 2013 count data)

<u>Approach Direction</u>	<u>Lane Type</u>	<u>No. of Lanes</u>	<u>Approach Volumes</u>	<u>Right-Turn on Red</u>	<u>Assigned Lane Volumes</u>	<u>Critical Moves</u>
Northbound	Left	1	46		46	
	Left/Through	0				
	Through	1	914		500	500
	Through/Right	1			500	
	Right	0	85	0		
	Total Lanes	3				
<hr/>						
Southbound	Left	1	17		17	17
	Left/Through	0				
	Through	1	849		431	
	Through/Right	1			431	
	Right	0	13	0		
	Total Lanes	3				
Sum of North/South Critical Volumes						517
<hr/>						
Eastbound	Left	1	37		37	
	Left/Through	0				
	Through	0	94			
	Through/Right	1			166	166
	Right	0	72	0		
	Total Lanes	2				
<hr/>						
Westbound	Left	1	78		78	78
	Left/Through	0				
	Through	0	74			
	Through/Right	1			98	
	Right	0	24	0		
	Total Lanes	2				
Sum of East/West Critical Volumes						244
Total Intersection Critical Volumes						761
Number of Clearance Intervals	2	Intersection Capacity				1,500
Base CMA						0.507
Signal Coordination	ATSAC + ATCS	Signal Coordination Adjustment				-0.100
Final CMA						0.407
Level of Service (LOS)						A

**Hirsch/Green Transportation Consulting, Inc.
Critical Movement Analysis (CMA) Worksheet**

Project Name 3670 Wilshire Boulevard
Intersection Number 9 **Date** September 23, 2013
Intersection Name North/South: Hobart Boulevard
 East/West: 7th Street
Intersection Control Four-Way STOP
Analysis Period AM Peak Hour
Analysis Scenario Existing (2013) (Based on September 2013 count data)

<u>Approach Direction</u>	<u>Lane Type</u>	<u>No. of Lanes</u>	<u>Approach Volumes</u>	<u>Right-Turn on Red</u>	<u>Assigned Lane Volumes</u>	<u>Critical Moves</u>
Northbound	Left	0	26			
	Left/Through	0				
	Left/Through/Right	1	196		242	242
	Through/Right	0				
	Right	0	20	0		
	Total Lanes	1				
<hr/>						
Southbound	Left	0	26			26
	Left/Through	0				
	Left/Through/Right	1	181		240	
	Through/Right	0				
	Right	0	33	0		
	Total Lanes	1				
Sum of North/South Critical Volumes						268
<hr/>						
Eastbound	Left	0	46			
	Left/Through	0				
	Left/Through/Right	1	167		253	253
	Through/Right	0				
	Right	0	40	0		
	Total Lanes	1				
<hr/>						
Westbound	Left	0	18			18
	Left/Through	0				
	Left/Through/Right	1	155		222	
	Through/Right	0				
	Right	0	49	0		
	Total Lanes	1				
Sum of East/West Critical Volumes						271
Total Intersection Critical Volumes						539
Number of Clearance Intervals	0				Intersection Capacity	1,000
					Base CMA	0.539
Signal Coordination	None				Signal Coordination Adjustment	0.000
					Final CMA	0.539
					Level of Service (LOS)	A

Hirsch/Green Transportation Consulting, Inc.
Critical Movement Analysis (CMA) Worksheet

Project Name 3670 Wilshire Boulevard
Intersection Number 10 **Date** September 23, 2013
Intersection Name North/South: Hobart Boulevard
 East/West: 8th Street
Intersection Control Signalized
Analysis Period AM Peak Hour
Analysis Scenario Existing (2013) (Based on September 2013 count data)

<u>Approach Direction</u>	<u>Lane Type</u>	<u>No. of Lanes</u>	<u>Approach Volumes</u>	<u>Right-Turn on Red</u>	<u>Assigned Lane Volumes</u>	<u>Critical Moves</u>
Northbound	Left	0	14			14
	Left/Through	0				
	Left/Through/Right	1	117		150	
	Through/Right	0				
	Right	0	19	0		
	Total Lanes	1				
<hr/>						
Southbound	Left	0	59			
	Left/Through	0				
	Left/Through/Right	1	110		198	198
	Through/Right	0				
	Right	0	29	0		
	Total Lanes	1				
Sum of North/South Critical Volumes						212
<hr/>						
Eastbound	Left	0	32			
	Left/Through	1			275	32
	Through	0	574			
	Through/Right	1			342	
	Right	0	11	0		
	Total Lanes	2				
<hr/>						
Westbound	Left	0	23			
	Left/Through	1			300	
	Through	0	569			
	Through/Right	1			344	344
	Right	0	52	0		
	Total Lanes	2				
Sum of East/West Critical Volumes						376
Total Intersection Critical Volumes						588
Number of Clearance Intervals	2	Intersection Capacity				1,500
Base CMA						0.392
Signal Coordination	ATSAC	Signal Coordination Adjustment				-0.070
Final CMA						0.322
Level of Service (LOS)						A

PM Peak Hour

Hirsch/Green Transportation Consulting, Inc.
Critical Movement Analysis (CMA) Worksheet

Project Name 3670 Wilshire Boulevard
Intersection Number 3 **Date** September 23, 2013
Intersection Name North/South: Western Avenue
East/West: Wilshire Boulevard
Intersection Control Signalized
Analysis Period PM Peak Hour
Analysis Scenario Existing (2013) (Based on September 2013 count data)

<u>Approach Direction</u>	<u>Lane Type</u>	<u>No. of Lanes</u>	<u>Approach Volumes</u>	<u>Right-Turn on Red</u>	<u>Assigned Lane Volumes</u>	<u>Critical Moves</u>
Northbound	Left	1	96		96	
	Left/Through	0				
	Through	1	735		402	402
	Through/Right	1			402	
	Right	0	69	0		
	Total Lanes		3			
<hr/>						
Southbound	Left	1	116		116	116
	Left/Through	0				
	Through	1	783		414	
	Through/Right	1			414	
	Right	0	44	0		
	Total Lanes		3			
Sum of North/South Critical Volumes						518
<hr/>						
Eastbound	Left	1	151		151	151
	Left/Through	0				
	Through	2	1,009		371	
	Through/Right	1			371	
	Right	0	103	0		
	Total Lanes		4			
<hr/>						
Westbound	Left	1	93		93	
	Left/Through	0				
	Through	2	933		326	326
	Through/Right	1			326	
	Right	0	45	0		
	Total Lanes		4			
Sum of East/West Critical Volumes						477
Total Intersection Critical Volumes						995
Number of Clearance Intervals	5	Intersection Capacity				1,375
Base CMA						0.724
Signal Coordination	ATSAC + ATCS	Signal Coordination Adjustment				-0.100
Final CMA						0.624
Level of Service (LOS)						B

**Hirsch/Green Transportation Consulting, Inc.
Critical Movement Analysis (CMA) Worksheet**

Project Name 3670 Wilshire Boulevard
Intersection Number 8 **Date** September 23, 2013
Intersection Name North/South: Hobart Boulevard
 East/West: Wilshire Boulevard
Intersection Control Signalized
Analysis Period PM Peak Hour
Analysis Scenario Existing (2013) (Based on September 2013 count data)

<u>Approach Direction</u>	<u>Lane Type</u>	<u>No. of Lanes</u>	<u>Approach Volumes</u>	<u>Right-Turn on Red</u>	<u>Assigned Lane Volumes</u>	<u>Critical Moves</u>
Northbound	Left	0	41			
	Left/Through	0				
	Left/Through/Right	1	238		347	347
	Through/Right	0				
	Right	0	68	0		
	Total Lanes	1				
<hr/>						
Southbound	Left	0	25			25
	Left/Through	0				
	Left/Through/Right	1	179		244	
	Through/Right	0				
	Right	0	40	0		
	Total Lanes	1				
Sum of North/South Critical Volumes						372
<hr/>						
Eastbound	Left	1	24		24	
	Left/Through	0				
	Through	2	1,177		411	411
	Through/Right	1			411	
	Right	0	57	0		
	Total Lanes	4				
<hr/>						
Westbound	Left	1	34		34	34
	Left/Through	0				
	Through	2	1,117		386	
	Through/Right	1			386	
	Right	0	41	0		
	Total Lanes	4				
Sum of East/West Critical Volumes						445
Total Intersection Critical Volumes						817
Number of Clearance Intervals	2	Intersection Capacity				1,500
Base CMA						0.545
Signal Coordination	ATSAC + ATCS	Signal Coordination Adjustment				-0.100
Final CMA						0.445
Level of Service (LOS)						A

**Hirsch/Green Transportation Consulting, Inc.
Critical Movement Analysis (CMA) Worksheet**

Project Name 3670 Wilshire Boulevard
Intersection Number 12 **Date** September 23, 2013
Intersection Name North/South: Normandie Avenue
 East/West: Wilshire Boulevard
Intersection Control Signalized
Analysis Period PM Peak Hour
Analysis Scenario Existing (2013) (Based on September 2013 count data)

<u>Approach Direction</u>	<u>Lane Type</u>	<u>No. of Lanes</u>	<u>Approach Volumes</u>	<u>Right-Turn on Red</u>	<u>Assigned Lane Volumes</u>	<u>Critical Moves</u>
Northbound	Left	0	74			
	Left/Through	1			299	
	Through	1	678		453	453
	Through/Right	0				
	Right	1	114	48	66	
	Total Lanes	3				
<hr/>						
Southbound	Left	0	35			
	Left/Through	1			275	35
	Through	1	611		370	
	Through/Right	0				
	Right	1	52	46	6	
	Total Lanes	3				
Sum of North/South Critical Volumes						488
<hr/>						
Eastbound	Left	1	72		72	
	Left/Through	0				
	Through	2	1,166		424	424
	Through/Right	1			424	
	Right	0	106	0		
	Total Lanes	4				
<hr/>						
Westbound	Left	1	97		97	97
	Left/Through	0				
	Through	2	1,217		429	
	Through/Right	1			429	
	Right	0	69	0		
	Total Lanes	4				
Sum of East/West Critical Volumes						521
Total Intersection Critical Volumes						1,009
Number of Clearance Intervals	2	Intersection Capacity				1,500
Base CMA						0.673
Signal Coordination	ATSAC + ATCS	Signal Coordination Adjustment				-0.100
Final CMA						0.573
Level of Service (LOS)						A

Hirsch/Green Transportation Consulting, Inc.
Critical Movement Analysis (CMA) Worksheet

Project Name 3670 Wilshire Boulevard
Intersection Number 4 **Date** September 23, 2013
Intersection Name North/South: Western Avenue
 East/West: 7th Street
Intersection Control Signalized
Analysis Period PM Peak Hour
Analysis Scenario Existing (2013) (Based on September 2013 count data)

<u>Approach Direction</u>	<u>Lane Type</u>	<u>No. of Lanes</u>	<u>Approach Volumes</u>	<u>Right-Turn on Red</u>	<u>Assigned Lane Volumes</u>	<u>Critical Moves</u>
Northbound	Left	1	51		51	
	Left/Through	0				
	Through	1	934		509	509
	Through/Right	1			509	
	Right	0	84	0		
	Total Lanes	3				
<hr/>						
Southbound	Left	1	58		58	58
	Left/Through	0				
	Through	1	996		511	
	Through/Right	1			511	
	Right	0	26	0		
	Total Lanes	3				
Sum of North/South Critical Volumes						567
<hr/>						
Eastbound	Left	1	40		40	
	Left/Through	0				
	Through	0	110			
	Through/Right	1			159	159
	Right	0	49	0		
	Total Lanes	2				
<hr/>						
Westbound	Left	1	136		136	136
	Left/Through	0				
	Through	0	164			
	Through/Right	1			224	
	Right	0	60	0		
	Total Lanes	2				
Sum of East/West Critical Volumes						295
Total Intersection Critical Volumes						862
Number of Clearance Intervals	2	Intersection Capacity				1,500
Base CMA						0.575
Signal Coordination	ATSAC + ATCS	Signal Coordination Adjustment				-0.100
Final CMA						0.475
Level of Service (LOS)						A

**Hirsch/Green Transportation Consulting, Inc.
Critical Movement Analysis (CMA) Worksheet**

Project Name 3670 Wilshire Boulevard
Intersection Number 9 **Date** September 23, 2013
Intersection Name North/South: Hobart Boulevard
 East/West: 7th Street
Intersection Control Four-Way STOP
Analysis Period PM Peak Hour
Analysis Scenario Existing (2013) (Based on September 2013 count data)

<u>Approach Direction</u>	<u>Lane Type</u>	<u>No. of Lanes</u>	<u>Approach Volumes</u>	<u>Right-Turn on Red</u>	<u>Assigned Lane Volumes</u>	<u>Critical Moves</u>
Northbound	Left	0	29			29
	Left/Through	0				
	Left/Through/Right	1	146		191	
	Through/Right	0				
	Right	0	16	0		
	Total Lanes	1				

Southbound	Left	0	29			
	Left/Through	0				
	Left/Through/Right	1	227		314	314
	Through/Right	0				
	Right	0	58	0		
	Total Lanes	1				
Sum of North/South Critical Volumes						343

Eastbound	Left	0	29			
	Left/Through	0				
	Left/Through/Right	1	175		261	261
	Through/Right	0				
	Right	0	57	0		
	Total Lanes	1				

Westbound	Left	0	22			22
	Left/Through	0				
	Left/Through/Right	1	199		253	
	Through/Right	0				
	Right	0	32	0		
	Total Lanes	1				
Sum of East/West Critical Volumes						283
Total Intersection Critical Volumes						626
Number of Clearance Intervals	0				Intersection Capacity	1,000
					Base CMA	0.626
Signal Coordination	None				Signal Coordination Adjustment	0.000
					Final CMA	0.626
					Level of Service (LOS)	B

**Hirsch/Green Transportation Consulting, Inc.
Critical Movement Analysis (CMA) Worksheet**

Project Name 3670 Wilshire Boulevard
Intersection Number 10 **Date** September 23, 2013
Intersection Name North/South: Hobart Boulevard
 East/West: 8th Street
Intersection Control Signalized
Analysis Period PM Peak Hour
Analysis Scenario Existing (2013) (Based on September 2013 count data)

<u>Approach Direction</u>	<u>Lane Type</u>	<u>No. of Lanes</u>	<u>Approach Volumes</u>	<u>Right-Turn on Red</u>	<u>Assigned Lane Volumes</u>	<u>Critical Moves</u>
Northbound	Left	0	9			9
	Left/Through	0				
	Left/Through/Right	1	113		144	
	Through/Right	0				
	Right	0	22	0		
	Total Lanes	1				

Southbound	Left	0	67			
	Left/Through	0				
	Left/Through/Right	1	186		314	314
	Through/Right	0				
	Right	0	61	0		
	Total Lanes	1				
Sum of North/South Critical Volumes						323

Eastbound	Left	0	32			
	Left/Through	1			334	32
	Through	0	699			
	Through/Right	1			426	
	Right	0	29	0		
	Total Lanes	2				

Westbound	Left	0	28			
	Left/Through	1			362	
	Through	0	720			
	Through/Right	1			436	436
	Right	0	50	0		
	Total Lanes	2				
Sum of East/West Critical Volumes						468
Total Intersection Critical Volumes						791
Number of Clearance Intervals	2	Intersection Capacity				1,500
						Base CMA
						0.527
Signal Coordination	ATSAC	Signal Coordination Adjustment				-0.070
						Final CMA
						0.457
Level of Service (LOS)						A

Appendix B
LADOT Letter

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

3670 W Wilshire Bl
DOT Case No. CEN 05-2248

Date: November 15, 2013

To: Karen Hoo, City Planner
Department of City Planning

From: 
Tomas Carranza, Senior Transportation Engineer
Department of Transportation

Subject: **UPDATED TRAFFIC ANALYSIS FOR THE PROPOSED MIXED-USE PROJECT ON THE SOUTHWEST CORNER OF HOBART BOULEVARD AND WILSHIRE BOULEVARD (ENV-2005-7521-MND/VTT-64143/ZA-2013-1334-ZAA-CLQ-MS)**

On January 9, 2006, the Department of Transportation (DOT) issued a traffic assessment report to the Department of City Planning on the proposed mixed-use project located at 3670 West Wilshire Boulevard. Due to the time that has elapsed since the original 2005 traffic study that was the subject of DOT's report, the applicant has submitted an updated traffic analysis to assess the applicability of the 2006 traffic assessment report to the revised project scope and current traffic conditions. Therefore, DOT has prepared this report to provide an assessment of the updated traffic analysis and to update the recommended project requirements.

DOT has reviewed the updated traffic analysis, prepared by Hirsch/Green Transportation Consulting, Inc., dated October 3, 2013, for the proposed mixed-used project to be built on the southwest corner of Hobart Boulevard and Wilshire Boulevard. The project was the subject of a traffic analysis prepared in August 2005 and of a DOT report dated January 9, 2006. However, due to the amount of time that has elapsed since the original study, the supplemental analysis was prepared to evaluate the potential traffic impacts of the revised project and to determine if the results of the previous assessment are still applicable to current conditions.

The updated traffic analysis includes a revised land use proposal; evaluates current physical conditions with more recent traffic counts; and updates the project trip generation estimates. This latest analysis compared recent (2013) traffic counts to the traffic counts used in the previous study. Overall, recent traffic counts are about the same or lower than the baseline 2005 counts and traffic volumes for the project area have not increased to the level projected in the previous study. The updated analysis determined that the 2005 baseline of the previous analysis serves as a conservative baseline. Also, the traffic forecasts identified in the original study are still applicable to the updated project and present a conservative traffic impact analysis of the project for existing and future conditions. DOT concurs with the findings of the updated analysis that the data and analyses contained in the 2005 traffic study remain valid and represent a conservative estimate in assessing the potential impacts of the project.

DISCUSSION AND FINDINGS

A. Project Description

The current project proposal would revise the residential portion of the project from condominiums to apartments and increase the proposed retail space. The retail space would also be revised from restaurant to shopping center.

Land Use	Previous Project	Current Project
Residential	378 Condominiums	377 Apartments
Retail	8,000 square feet Restaurant	8,460 square feet Shopping Center

As illustrated in the conceptual site plan (**Attachment 1**), access to the site is proposed from two two-way driveways on Hobart Boulevard. The project is expected to be complete by 2016.

B. Trip Generation

Overall, the updated project is estimated to generate a similar number of vehicle trips compared to the previous project proposal. The previous study included trip generation estimates that were based on formulas published by the Institute of Transportation Engineers (ITE) "Trip Generation Handbook, 7th Edition, which was the current edition at the time of DOT's original review. The 9th edition of the ITE trip generation manual was recently published. The table below compares the project trip generation between the original project and the updated project. A copy of the updated trip generation table can be found in **Attachment 2**.

	Daily Traffic	AM Peak Hour	PM Peak Hour
Original Project (7 th Edition Rates)	2,480	197	220
Current Project (9 th Edition Rates)	2,411	177	224

C. Significant Traffic Impacts

In order to evaluate the effects of the project traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to DOT's established threshold standards to assess the project-related traffic impacts. The previous traffic study determined that the project would result in significant traffic impacts at 7th Street and Hobart Boulevard. However, this intersection is not currently controlled by a traffic signal. Pursuant to DOT's current traffic study guidelines, only signalized intersections are selected for detailed impact analysis. Unsignalized intersections are analyzed solely to determine the need for the installation of a traffic signal or other traffic control device. Additionally, when choosing which unsignalized intersections to evaluate, intersections that are adjacent to the project or that are integral to the project's site access/circulation plan should be identified. In this case, the installation of a signal at 7th Street and Hobart Boulevard would not be warranted. Therefore, under current DOT guidelines, the updated project would not result in any significant traffic impacts.

PROJECT REQUIREMENTS

A. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours.

B. Highway Dedication And Roadway Improvements

Highway dedication and widening may be required along the streets that front the proposed project. Along the project's frontage:

- **Wilshire Boulevard** is designated as a Major Highway Class II which would require a 40-foot half-width roadway within a 52-foot half-width right-of-way.
- **Hobart Boulevard** is designated as a Local Street which would require a 20-foot half-width roadway within a 30-foot half-width right-of-way.
- **7th Street** is designated as a Secondary Highway which would require a 35-foot half-width roadway within a 45-foot half-width right-of-way.

The applicant should check with the Bureau of Engineering's Land Development Group to determine the specific highway dedication, street improvement and/or sidewalk requirements for this project.

C. Parking Requirements

The updated traffic analysis did not indicate the amount of on-site parking spaces proposed by the project. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

D. Driveway Access and Circulation

The conceptual site plan is acceptable to DOT; however, review of the study does not constitute approval of the driveway dimensions, access and circulation schemes. Those require separate review and approval and should be coordinated as soon as possible with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3, @ 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT for driveway width standards, internal circulation and truck loading requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans.

E. Development Review Fees

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

If you have any questions, please contact Eileen Hunt of my staff at (213) 972-8481.

Attachments

K:\Letters\2013\CEN05-2248_3670 wilshire mu_rev ltr.doc

c: Deron Williams, Council District 10
Taimour Tanavoli, DOT Planning
Jeannie Shen, DOT Operations
Gregg Vandergriff, BOE Central District
Ron Hirsch, Hirsch/Green

3670 WILSHIRE (HOBART) MIXED-USE | SITE-LAYOUT

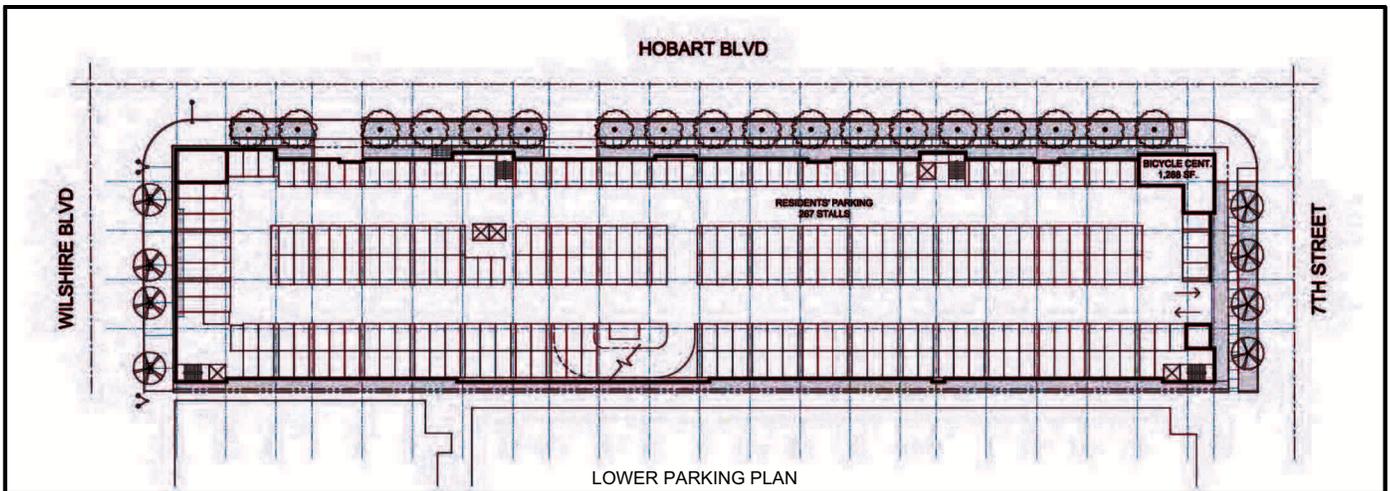
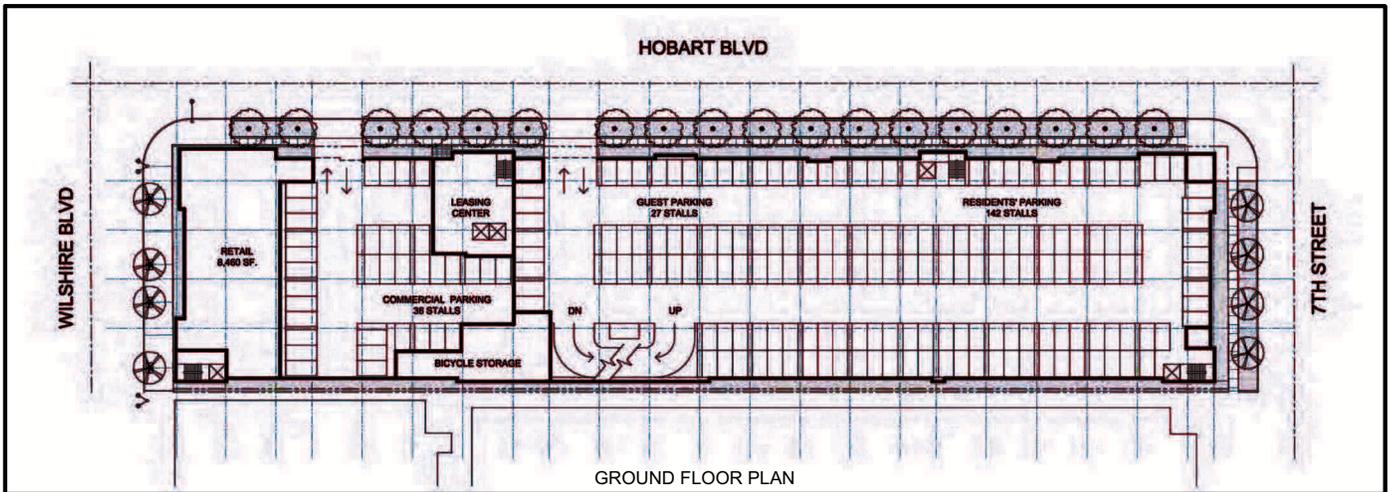
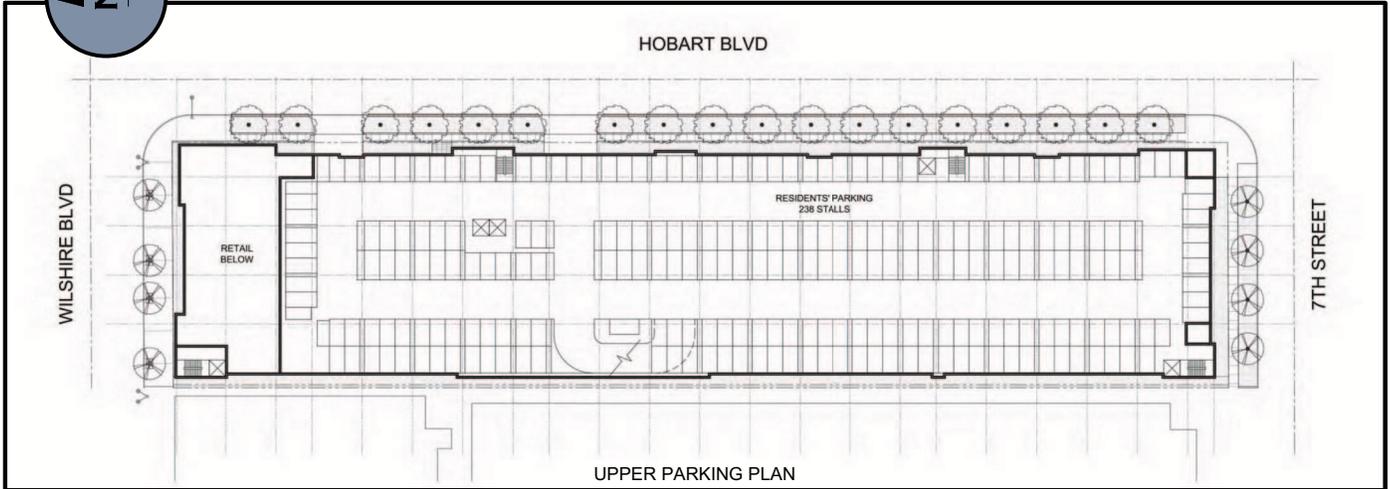


FIGURE 2

PROJECT SITE LAYOUT
PARKING LEVELS

10/2/2013



Hirsch/Green Transportation Consulting, Inc.

Table 3
Trip Generation Estimates for Modified Project

Size/Use	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
<u>Proposed Project</u>							
377 -unit Apartments (Less 10% Transit Trips)	2,507 (251)	38 (4)	154 (15)	192 (19)	152 (15)	82 (8)	234 (23)
<i>Subtotal Proposed Condominium Trips</i>	<i>2,256</i>	<i>34</i>	<i>139</i>	<i>173</i>	<i>137</i>	<i>74</i>	<i>211</i>
8,460 sq. ft. Retail (Less 15% Total Internal/Transit/Walk-in) (Less 50% Pass-By Trips)	361 (51) (155)	5 0 (2)	3 0 (2)	8 0 (4)	15 (1) (7)	16 (3) (7)	31 (4) (14)
<i>Subtotal Proposed Restaurant Trips</i>	<i>155</i>	<i>3</i>	<i>1</i>	<i>4</i>	<i>7</i>	<i>6</i>	<i>13</i>
<i>Total New Project Trips</i>	<i>2,411</i>	<i>37</i>	<i>140</i>	<i>177</i>	<i>144</i>	<i>80</i>	<i>224</i>
<u>Less Existing Retail Development</u>							
n/a (vacant site)	- n/a -	----- n/a -----			----- n/a -----		
Total Net Project Trips	2,411	37	140	177	144	80	224
Total Net Project Trips at Adacent Intersections	2,566	39	142	181	151	87	238
Change in Net Project Trips (Compared to August 2005 Traffic Study)	(69)	(18)	(2)	(20)	0	4	4
Change in Net Project Trips at Adjacent Intersections (Compared to August 2005 Traffic Study)	(87)	(24)	(8)	(32)	(2)	5	3