APPENDIX I Hydrology and Water Quality

I-1 Preliminary Hydrology Study

PRELIMINARY

HYDROLOGY STUDY

FOR

APN 5139-010-001; -002; -008; -010; -011 1045 South Olive Street Los Angeles, CA 90015

Prepared for:

1045 Olive, LLC 2200 Biscayne Boulevard Miami, FL 33137

Prepared by:



David Evans and Associates, Inc.

201 South Figueroa Street, Suite 240 Los Angeles, CA 90012 Phone: (213) 337-3680 Fax: (213) 337-3679

Prepared under the Supervision of:

Jodi Mensen, P.E. R.C.E. No. 79693

Submittal Date: 2/27/2018 Job Number: CRSC10450001

Table of Contents

Section 1.0 – Purpose	3
Section 2.0 – Project Location/Description	3
Section 3.0 – Hydrologic Parameters	3
3.1 – Rainfall	3
3.2 – Soil Type	3
3.3.1 – Existing Land Use	4
3.3.2 – Proposed Land Use	4
3.5– Time of Concentration	4
Section 4.0 – Existing Storm Drain Facilities	4
4.1 – Hydrology Summary	4
4.2 – Existing Storm Drain	4
4.2.1 – 11 th Street	4
4.3 – Existing Catch Basins	5
4.3.1 – 11 th Street	5
4.3.2 – Olive Street	5
5.0 Hydrology Calculations/Results	5
5.1 Onsite	5
5.2 Offsite	5

APPENDIX A: Hydrology Map

APPENDIX B: Hydrology Calculations

APPENDIX C: Reference Documents

Section 1.0 - Purpose

The purpose of this study is to evaluate and determine the storm water runoff qualities for the proposed developed located 1045 South Olive Street in the city of Los Angeles.

The objectives of this study include the following:

- 1. Prepare a conceptual/preliminary hydrologic analysis of the existing and proposed condition onsite watershed based on land uses, drainage patterns, ground slopes, and soil types to generate a 10-year storm event.
- 2. Analyze potential physical environmental effects related to drainage that may occur due to the implementation of the proposed project.
- 3. Demonstrate that the proposed drainage system will provide adequate flood protection for the proposed project without adversely impacting existing facilities or adjacent properties.

Section 2.0 – Project Location/Description

The project location has a net area approximately 0.88 acres in size. The site is located in the City of Los Angeles on the North West corner of Olive Street and 11th Street. The project is north of the Interstate 10 highway and east of the Interstate 110 highway. The site is bounded on the east by Olive Street, on the south by 11th street, on the west by a high rise along with existing 1 to 2 story commercial developments, and on the north by a mid-rise mixed-use development.

The proposed development is a high-rise tower that will consist of no more than 794 residential condominium units and approximately 12,504 square feet dedicated for retail use. It is proposed that the first 10 levels will take up the entire project site before slimming in to the tower. The ground floor will primarily be for retail use along Olive Street and 11th Street, as well as access to the residential lobby. The proposed high rise tower will have approximately 70 levels above grade and 6 subterranean levels of parking. The parking will have approximately 891 parking spaces along with L.A.M.C. required bicycle parking spaces.

Section 3.0 – Hydrologic Parameters

3.1 - Rainfall

Rainfall data was taken from the County of Los Angeles 2006 Hydrology manual and the Los Angeles County GIS Hydrology map. All referenced plates and tables can be found in the Appendix. The project area is shown on Plate 1-H1.18 (Hollywood) of the hydrology manual. The 50-year rainfall depth at the project site is 5.8 inches. The system will be designed for a 10-year storm, so the 50-year rainfall depth must be adjusted by the appropriate factor from Table 5.3.1 of the hydrology manual. From Table 5.3.1 the 10 year adjustment factor is 0.714. Therefore the 10-year rainfall depth at the project is calculated to be 4.14 inches.

3.2 - Soil Type

Soils data are also shown on Plate 1-H1.18. The soils number for the project location is 006.

3.3.1 - Existing Land Use

The current project site is developed with multiple one-story structures that are constructed with either wood and/or brick.

3.3.2 - Proposed Land Use

As stated previously in the report, the project proposes to construct a high-rise tower that is conceptually proposed to have a final height of around 600 to 800 feet above the existing ground surface level. The high rise will be a mixed-use development providing no more than 794 residential units and approximately 12,504 square feet of commercial space.

3.5- Time of Concentration

The time of concentration was calculated using the HydroCalc program of the LA County Hydrology Manual. The HydroCalc program gives Tc, peak flow, and volume from the site. The output from the HydroCalc program can be found in the Appendix.

Section 4.0 – Existing Storm Drain Facilities

4.1 – Hydrology Summary

The streets that are fronting the project site are surface draining to local low points. Olive Street drains to a local point located at the intersection with 11th Street. 11th Street drains to two low points located at the intersection with Olive Street. Since this project is still in the preliminary/conceptual phase, no topographic information was available at the time. Therefore this analysis will use the available resources to delineate the hydrologic subareas. The GIS data available was acquired from the City of Los Angeles Geohub. The overall drainage subarea was delineated for the existing storm drain. Refer to the "Existing Conditions" map located in the appendix.

4.2 - Existing Storm Drain

4.2.1 - 11th Street

There is a single storm drain located within the vicinity of the project. The storm drain is labeled as a "textile drain" that is owned by the Los Angeles County flood Control district (LACFCD) per drawing number 782-D1. The storm drain line starts at the frontage of the project on 11th street as a 27" RCP and travels 572' southeast down 11th street. Once the storm drain passes Hill Street, the drain increases into a 36" RCP that continues southeast until Main Street where it travels north down Main Street until it ultimately connects to the existing City of Los Angeles storm drain number 16119. The total length of the 36" RCP is approximately 1158'. The 27" RCP portion of the storm drain has a 10 year design capacity of 25 CFS.

The design Q10 for the existing 27" RCP is 25 cfs per the as-built drawings. The total area tributary to the 27" RCP is approximately 12.04 acres. The average runoff rate for the tributary area is 2.08 cfs/acre. This average rate will be used to analyze the capacity of the existing catch basins and storm drain system.

4.3 - Existing Catch Basins

4.3.1 - 11th Street

There are a total of (2) catch basins located on the 11th Street frontage. One is located on the northwest corner and the other on the southwest corner at the intersection of Olive Street and 11th Street. The northwest corner catch basin is a curb opening catch basin with a width of 3.5' and is connected via an 18" RCP lateral to the 27" RCP textile drain constructed per LACFCD drawing number 782-D1. The southwest corner catch basin is a curb opening catch basin with a width of 3.5' and is connected via a 15" RCP lateral to the 27" RCP textile drain constructed per LACFCD drawing number 782-D1.

4.3.2 - Olive Street

There is (1) catch basin on Olive Street that is adjacent to the project site. It is located on the northwest corner of Olive Street and 11th Street. It is a curb opening catch basin with a width of 3.5' and is connected via a 18" RCP lateral to the 27" RCP textile drain constructed per LACFCD drawing number 782-D1.

5.0 Hydrology Calculations/Results

5.1 Onsite

In the proposed condition, the project site will encounter a decrease in imperviousness when compared to the existing condition which will reduce the overall expected runoff created by the new development. In the existing condition during a 10 year rain event, the project site produces 1.95 cfs while in the proposed condition during the same size storm event the site is expected to produce 1.88 cfs, approximately a 4% decrease in runoff. The same analysis was run using 50 year rain event and the resulting calculations can be seen in Appendix B. The existing site is expected to produce 2.73 cfs while the proposed condition will produce 2.70 cfs, this is approximately a 1% decrease in runoff.

5.2 Offsite

The overall capacity of the storm drain and catch basins were analyzed using the available as-built(s) plans. The results show that the existing 27" storm drain and catch basins adjacent to the site do not exceed its design capacity. The results below show that the (2) catch basins located on the corner of Olive Street and 11th Street are operating below their allowed design capacity. The catch basin located on the southwest corner on 11th Street is currently at its allowable capacity. Since the storm drain system has been designed to convey the 10 year storm the street is then used to convey the 50 year storm. Both cross streets, 11th and Olive, were analyzed to ensure that there is enough capacity in these streets to convey the 50 year storm. Overall, this project will be reducing the runoff to 11th street due to the addition of drywells.

Table 1. Summary of Hydrology Calculations

Sub Area	Q _{10EX} (CFS)	Q10 _{ALLOW} (CFS)	Destination
^	4.8	6.9	11 th Street – NW
A	4.0	0.9	corner catch basin
В	0.6	0.6	11 th Street – SW
В	0.6	0.6	corner catch basin
C	3.5	4.4	Olive Street – NW
	ა.ე	4.4	corner catch basin

1045 SOUTH OLIVE STREET HYDROLOGY MAP EXISTING CONDTION

(PRELIMINARY)
CITY OF LOS ANGELES
COUNTY OF LOS ANGELES

<u>LEGEND</u>

A 1.0

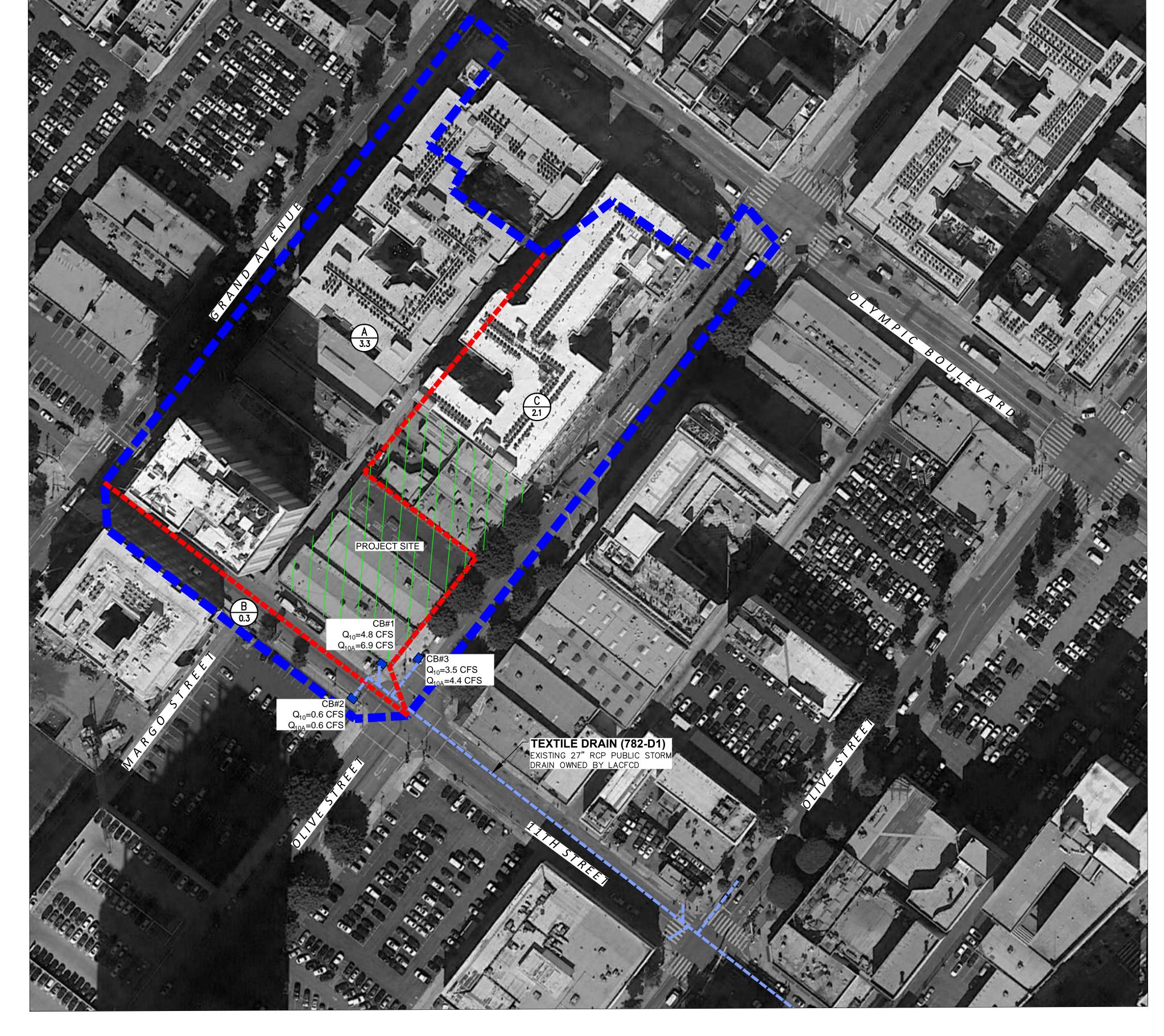
SUBAREA DESIGNATION SUBAREA ACREAGE

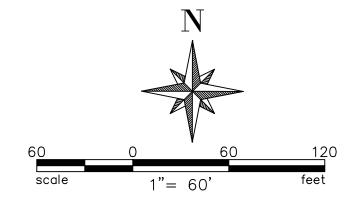
RIBUTARY AREA TO EXISTING SD

BAREA BOUNDARY

EXISTING CATCH BASIN

	HYDROLOGY DATA TABLE								
DRAINAGE AREA	AREA (AC)	LENGTH (FT)	SLOPE (FT/FT)	PERCENT IMPERVIOUS (%)	SOIL TYPE	50-YR ISOHYET	CALCULATED Tc (MIN)	INTENSITY (IN/HR)	PEAK FLOW RATE Q ₁₀
А	3.3	950	0.02	0.98	6	5.8	12	1.64	4.8
В	0.3	370	0.02	0.98	6	5.8	6	2.27	0.6
С	2.1	600	0.02	0.98	6	5.8	9	1.87	3.5





PREPARED: 11/2017



201 SOUTH FIGUEROA STREETM SUITE 240 LOS ANGELES, CALIFORNIA 90012 Phone: 213.337.3680 Fax: 213.337.3679

PREPARED UNDER THE SUPERVISION OF:

JODI MENSEN R.C.E. 79693

APPENDIX B

HYDROLOGY CALCULATIONS

HydroCalc

Existing-Offsite

Existing-Onsite

Proposed-Onsite

Flowmaster

Existing 27" RCP

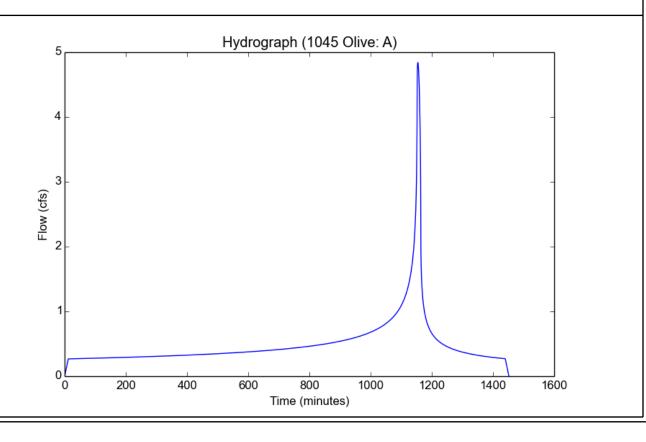
Existing CB (3)

File location: C:/Users/rjaa/Desktop/1045 Olive Tower/_Hydrocalc/2017-11-08_HydroCalc.pdf Version: HydroCalc 0.3.1

Input	Param	eters
-------	--------------	-------

Project Name	1045 Olive
Subarea ID	A
Area (ac)	3.3
Flow Path Length (ft)	950.0
Flow Path Slope (vft/hft)	0.02
50-yr Rainfall Depth (in)	5.8
Percent Impervious	0.98
Soil Type	6
Design Storm Frequency	10-yr
Fire Factor	0
LID	False

Modeled (10-yr) Rainfall Depth (in)	4.1412
Peak Intensity (in/hr)	1.6373
Undeveloped Runoff Coefficient (Cu)	0.6925
Developed Runoff Coefficient (Cd)	0.8958
Time of Concentration (min)	12.0
Clear Peak Flow Rate (cfs)	4.8404
Burned Peak Flow Rate (cfs)	4.8404
24-Hr Clear Runoff Volume (ac-ft)	1.0001
24-Hr Clear Runoff Volume (cu-ft)	43563.8533

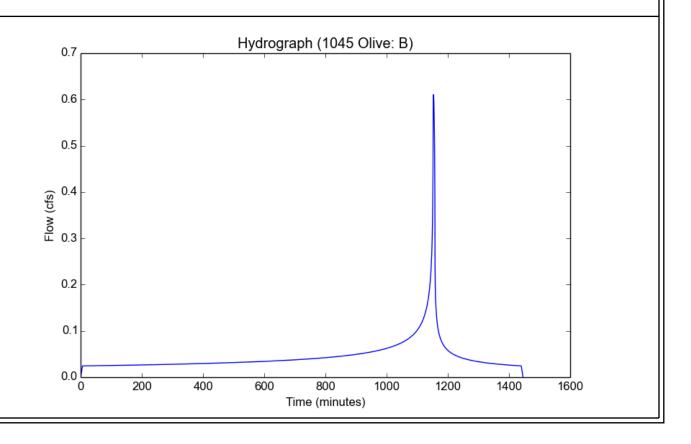


 $\label{location:cond} \mbox{File location: C:/Users/rjaa/Desktop/1045 Olive Tower/_Hydrocalc/2017-11-08_HydroCalc.pdf} \mbox{ Version: HydroCalc } 0.3.1$

Input	Parameters
-------	-------------------

Project Name	1045 Olive
Subarea ID	В
Area (ac)	0.3
Flow Path Length (ft)	370.0
Flow Path Slope (vft/hft)	0.02
50-yr Rainfall Depth (in)	5.8
Percent Impervious	0.98
Soil Type	6
Design Storm Frequency	10-yr
Fire Factor	0
LID	False

o alpat recalls	
Modeled (10-yr) Rainfall Depth (in)	4.1412
Peak Intensity (in/hr)	2.2678
Undeveloped Runoff Coefficient (Cu)	0.7617
Developed Runoff Coefficient (Cd)	0.8972
Time of Concentration (min)	6.0
Clear Peak Flow Rate (cfs)	0.6104
Burned Peak Flow Rate (cfs)	0.6104
24-Hr Clear Runoff Volume (ac-ft)	0.0909
24-Hr Clear Runoff Volume (cu-ft)	3960.4303

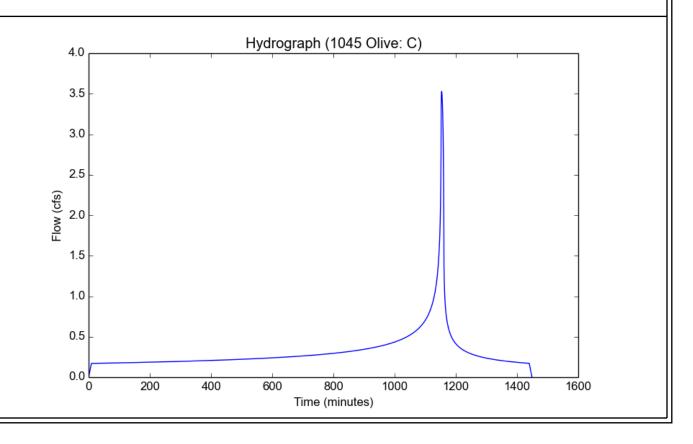


 $\label{location:condition} File \ location: C:/Users/rjaa/Desktop/1045 \ Olive \ Tower/_Hydrocalc/2017-11-08_HydroCalc.pdf \ Version: HydroCalc \ 0.3.1$

Input	Param	eters
-------	-------	-------

Project Name	1045 Olive
Subarea ID	C
Area (ac)	2.1
Flow Path Length (ft)	600.0
Flow Path Slope (vft/hft)	0.02
50-yr Rainfall Depth (in)	5.8
Percent Impervious	0.98
Soil Type	6
Design Storm Frequency	10-yr
Fire Factor	0
LID	False

Output Modulio	
Modeled (10-yr) Rainfall Depth (in)	4.1412
Peak Intensity (in/hr)	1.8744
Undeveloped Runoff Coefficient (Cu)	0.7185
Developed Runoff Coefficient (Cd)	0.8964
Time of Concentration (min)	9.0
Clear Peak Flow Rate (cfs)	3.5282
Burned Peak Flow Rate (cfs)	3.5282
24-Hr Clear Runoff Volume (ac-ft)	0.6364
24-Hr Clear Runoff Volume (cu-ft)	27722.6141
, ,	

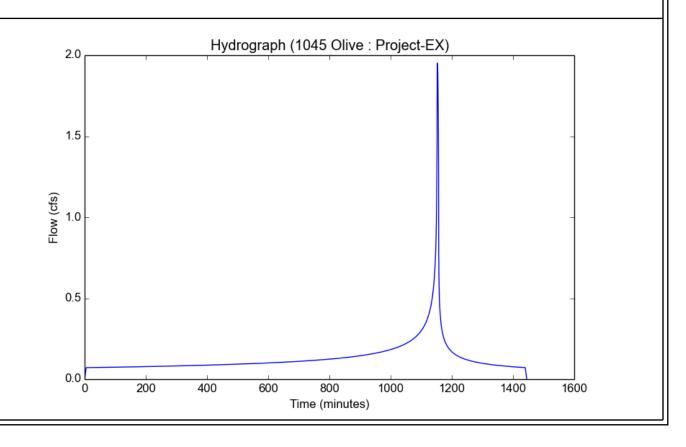


File location: C:/Users/rjaa/Desktop/1045 Olive Tower/_Hydrocalc/2017-11-08_HydroCalc.pdf Version: HydroCalc 0.3.1

Input	Param	eters
-------	--------------	-------

Project Name	1045 Olive
Subarea ID	Project-EX
Area (ac)	0.88
Flow Path Length (ft)	210.0
Flow Path Slope (vft/hft)	210.0
50-yr Rainfall Depth (in)	5.8
Percent Impervious	0.98
Soil Type	6
Design Storm Frequency	10-yr
Fire Factor	0
LID	False

output Modulio	
Modeled (10-yr) Rainfall Depth (in)	4.1412
Peak Intensity (in/hr)	2.4708
Undeveloped Runoff Coefficient (Cu)	0.784
Developed Runoff Coefficient (Cd)	0.8977
Time of Concentration (min)	5.0
Clear Peak Flow Rate (cfs)	1.9518
Burned Peak Flow Rate (cfs)	1.9518
24-Hr Clear Runoff Volume (ac-ft)	0.2667
24-Hr Clear Runoff Volume (cu-ft)	11617.3598

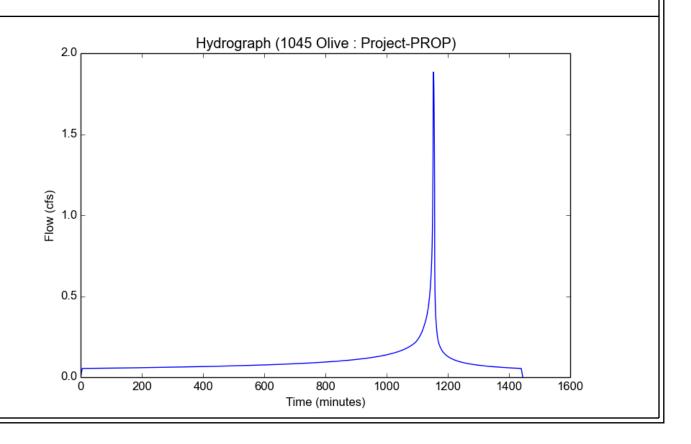


 $\label{location:cond} \mbox{File location: C:/Users/rjaa/Desktop/1045 Olive Tower/_Hydrocalc/2017-11-08_HydroCalc.pdf} \mbox{ Version: HydroCalc } 0.3.1$

Input I	Param	eters
---------	-------	-------

Project Name	1045 Olive
Subarea ID	Project-PROP
Area (ac)	0.88
Flow Path Length (ft)	210.0
Flow Path Slope (vft/hft)	210.0
50-yr Rainfall Depth (in)	5.8
Percent Impervious	0.71
Soil Type	6
Design Storm Frequency	10-yr
Fire Factor	0
LID	False

Modeled (10-yr) Rainfall Depth (in)	4.1412	
Peak Intensity (in/hr)	2.4708	
Undeveloped Runoff Coefficient (Cu)	0.784	
Developed Runoff Coefficient (Cd)	0.8663	
Time of Concentration (min)	5.0	
Clear Peak Flow Rate (cfs)	1.8837	
Burned Peak Flow Rate (cfs)	1.8837	
24-Hr Clear Runoff Volume (ac-ft)	0.2078	
24-Hr Clear Runoff Volume (cu-ft)	9051.909	

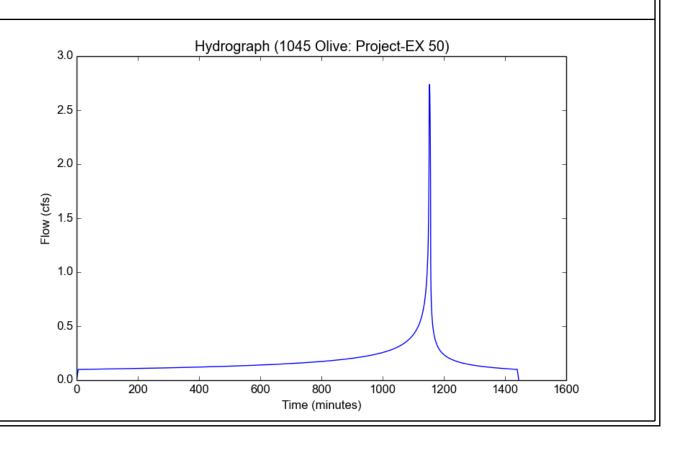


File location: P:/C/CRSC10450001/0600INFO/0670Reports/Hydrology/Preliminary/Appendix_B/_Hydrocalc/1045 Olive - Project-EX 50.pdf Version: HydroCalc 0.3.1

Input	Parameters	S
-------	-------------------	---

Project Name	1045 Olive
Subarea ID	Project-EX 50
Area (ac)	0.88
Flow Path Length (ft)	210.0
Flow Path Slope (vft/hft)	0.01
50-yr Rainfall Depth (in)	5.8
Percent Impervious	0.98
Soil Type	6
Design Storm Frequency	50-yr
Fire Factor	0
LID	False

o alpat Hoodilo	
Modeled (50-yr) Rainfall Depth (in)	5.8
Peak Intensity (in/hr)	3.4604
Undeveloped Runoff Coefficient (Cu)	0.8546
Developed Runoff Coefficient (Cd)	0.8991
Time of Concentration (min)	5.0
Clear Peak Flow Rate (cfs)	2.7379
Burned Peak Flow Rate (cfs)	2.7379
24-Hr Clear Runoff Volume (ac-ft)	0.3738
24-Hr Clear Runoff Volume (cu-ft)	16284.1874

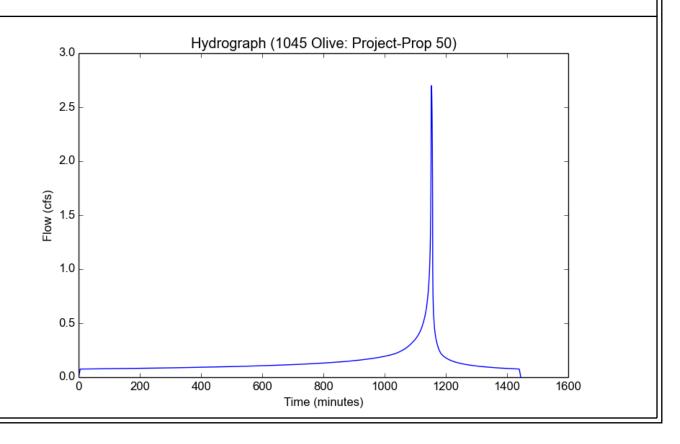


File location: P:/C/CRSC10450001/0600INFO/0670Reports/Hydrology/Preliminary/Appendix_B/_Hydrocalc/1045 Olive - Project-Prop 50.pdf Version: HydroCalc 0.3.1

Input	Parameters
-------	-------------------

Project Name	1045 Olive
Subarea ID	Project-Prop 50
Area (ac)	0.88
Flow Path Length (ft)	210.0
Flow Path Slope (vft/hft)	0.01
50-yr Rainfall Depth (in)	5.8
Percent Impervious	0.71
Soil Type	6
Design Storm Frequency	50-yr
Fire Factor	0
LID	False

output resource	
Modeled (50-yr) Rainfall Depth (in)	5.8
Peak Intensity (in/hr)	3.4604
Undeveloped Runoff Coefficient (Cu)	0.8546
Developed Runoff Coefficient (Cd)	0.8868
Time of Concentration (min)	5.0
Clear Peak Flow Rate (cfs)	2.7006
Burned Peak Flow Rate (cfs)	2.7006
24-Hr Clear Runoff Volume (ac-ft)	0.2955
24-Hr Clear Runoff Volume (cu-ft)	12871.6869



	Existing	27" RC	P	
Project Description				
Friction Method	Manning Formula			
Solve For	Full Flow Capacity			
Input Data				
Roughness Coefficient		0.013		
Channel Slope		0.00339	ft/ft	
Normal Depth		2.27	ft	
Diameter		2.27	ft	
Discharge		18.46	ft³/s	
Results				
Discharge		18.46	ft³/s	
Normal Depth		2.27	ft	
Flow Area		4.05	ft²	
Wetted Perimeter		7.13	ft	
Hydraulic Radius		0.57	ft	
Top Width		0.00	ft	
Critical Depth		1.50	ft	
Percent Full		100.0	%	
Critical Slope		0.00567	ft/ft	
Velocity		4.56	ft/s	
Velocity Head		0.32	ft	
Specific Energy		2.59	ft	
Froude Number		0.00		
Maximum Discharge		19.86	ft³/s	
Discharge Full		18.46	ft³/s	
Slope Full		0.00339	ft/ft	
Flow Type	SubCritical			
GVF Input Data				
Downstream Depth		0.00	ft	
Length		0.00	ft	
Number Of Steps		0		
GVF Output Data				
Upstream Depth		0.00	ft	

0.00 ft
0.00 ft
0.00 %

Existing 27" RCP

GVF Output Data

Normal Depth Over Rise	100.00	%
Downstream Velocity	Infinity	ft/s
Upstream Velocity	Infinity	ft/s
Normal Depth	2.27	ft
Critical Depth	1.50	ft
Channel Slope	0.00339	ft/ft
Critical Slope	0.00567	ft/ft

Worksheet for CB ID# 1750132

	worksneet i	OL CD ID#	1750132	
Project Description				
Solve For	Spread			
Input Data				
Discharge		6.90	ft³/s	
Gutter Width		2.00	ft	
Gutter Cross Slope		0.11	ft/ft	
Road Cross Slope		0.02	ft/ft	
Curb Opening Length		3.50	ft	
Opening Height		0.67	ft	
Curb Throat Type	Horizontal			
Local Depression		2.00	in	
Local Depression Width		5.00	ft	
Throat Incline Angle		90.00	degrees	
Results				
Spread		20.79	ft	
Depth		0.59	ft	
Gutter Depression		0.17	ft	
Total Depression		0.34	ft	

Worksheet for CB ID# 1750133

	worksneet i	Or CB ID#	1/50133	
Project Description				
Solve For	Spread			
Input Data				
Discharge		4.40	ft³/s	
Gutter Width		2.00	ft	
Gutter Cross Slope		0.11	ft/ft	
Road Cross Slope		0.02	ft/ft	
Curb Opening Length		3.50	ft	
Opening Height		0.67	ft	
Curb Throat Type	Horizontal			
Local Depression		2.00	in	
Local Depression Width		5.00	ft	
Throat Incline Angle		90.00	degrees	
Results				
Spread		4.47	ft	
Depth		0.46	ft	
Gutter Depression		0.17	ft	
Total Depression		0.34	ft	

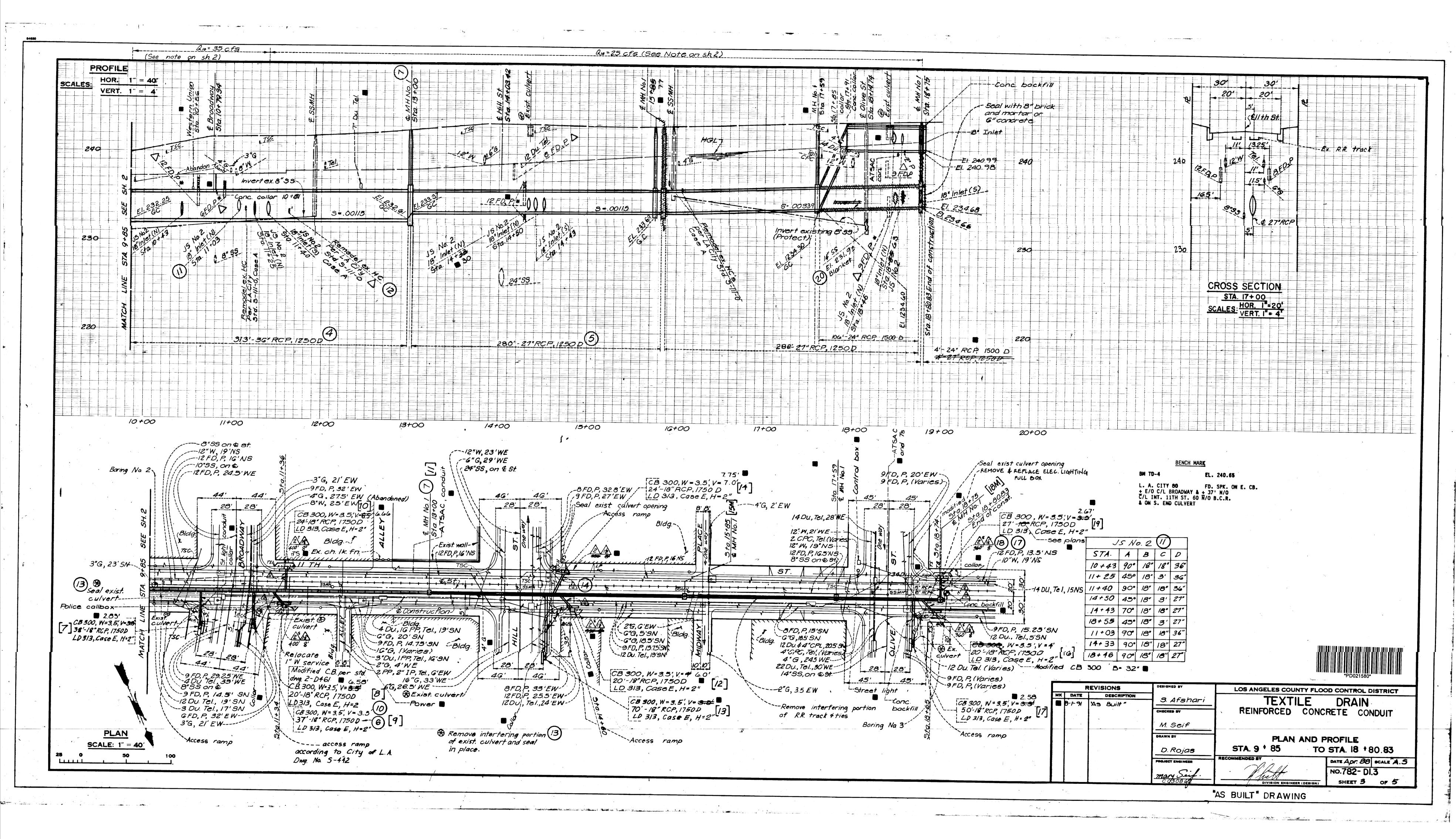
Worksheet for CB ID# 1750131

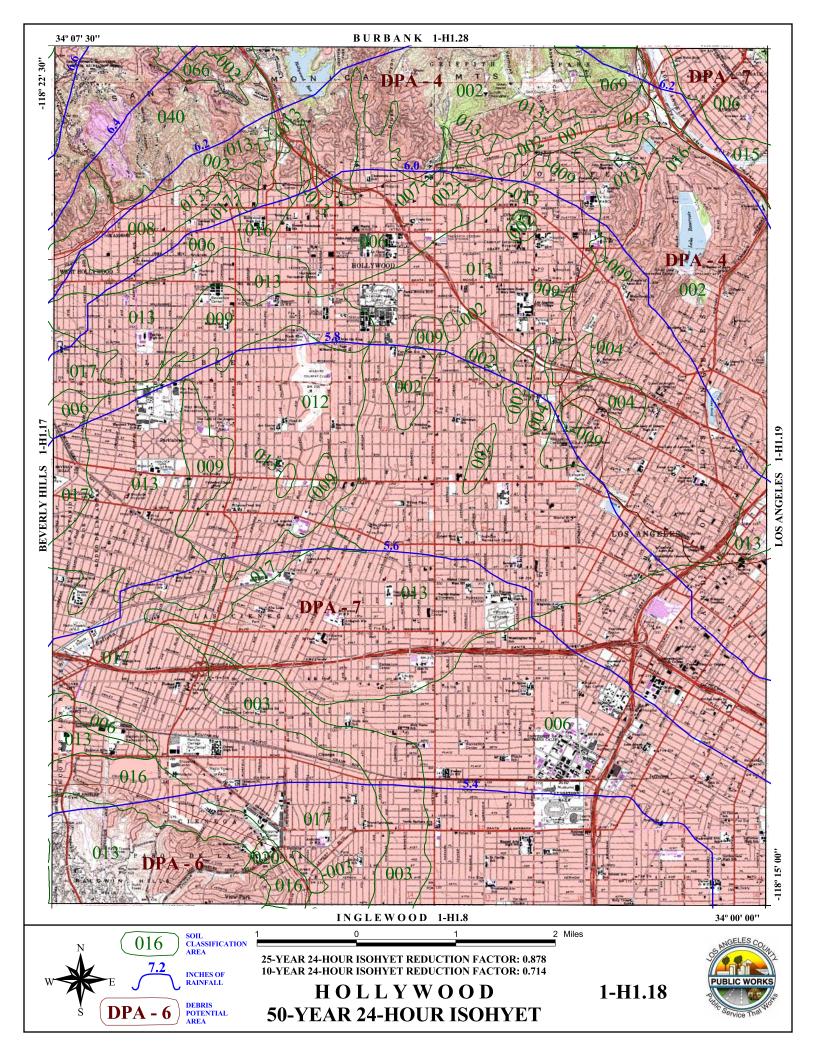
	Worksheet f	or CB ID#	1750131	
Project Description				
Solve For	Spread			
Input Data				
Discharge		0.60	ft³/s	
Gutter Width		2.00	ft	
Gutter Cross Slope		0.11	ft/ft	
Road Cross Slope		0.02	ft/ft	
Curb Opening Length		3.50	ft	
Opening Height		0.67	ft	
Curb Throat Type	Horizontal			
Local Depression		2.00	in	
Local Depression Width		5.00	ft	
Throat Incline Angle		90.00	degrees	
Results				
Spread		2.97	ft	
Depth		0.25	ft	
Gutter Depression		0.17	ft	
Total Depression		0.34	ft	

APPENDIX C

REFERENCE DOCUMENTS

LACFCD Drawing 782-D1 Hollywood 1-H1.18 LA County Hydrology GIS Data





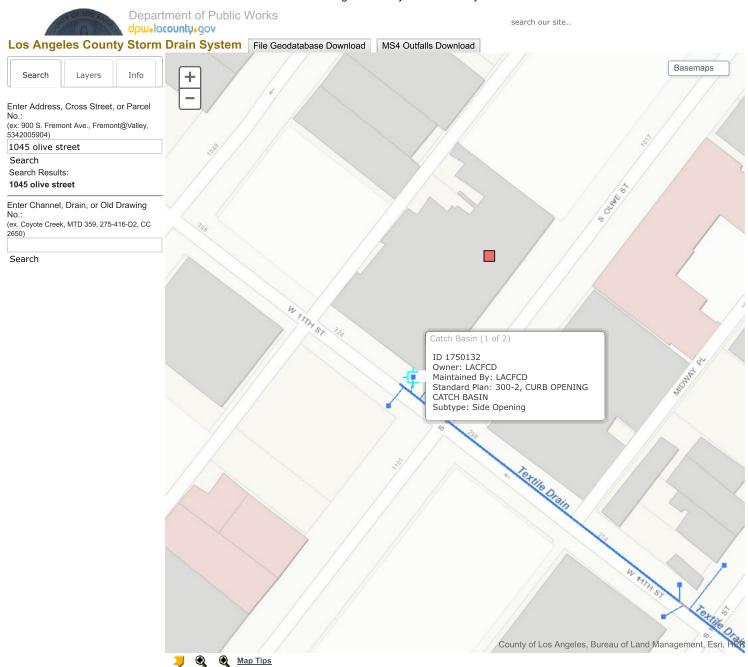
Department of Public Works search our site.. dpw.lacounty.gov Hydrology Map A GIS viewer application to view the data for the hydrology manual. LAYERS MCI 4 ● 50yr Two Tenths (Rainfall)
■ DPA Zones Basemaps Center

MacY'S Plaza
Shopping
Center Soils 2004 Final 85th Percentile, 24-hr Rainfall Final 95th Percentile, 24-hr Rainfall 1-year, 1-hour Rainfall Intensity SEARCH
Enter Address, Cross Street, or Parcel No.:
(ex: 900 S. Fremont Ave., Fremont@Valley, 5342005904) 1045 olive. los angeles Search Address Search Results: 1045 olive los angeles Downto Staples W_12th S/ Los Angeles Convention Center

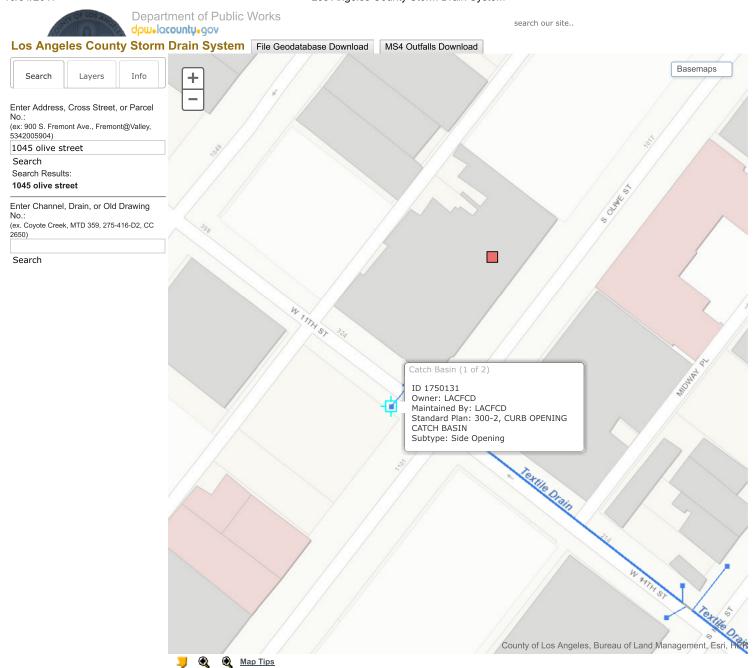
County of Los Angeles, Bureau of Land Management, Esri,

•

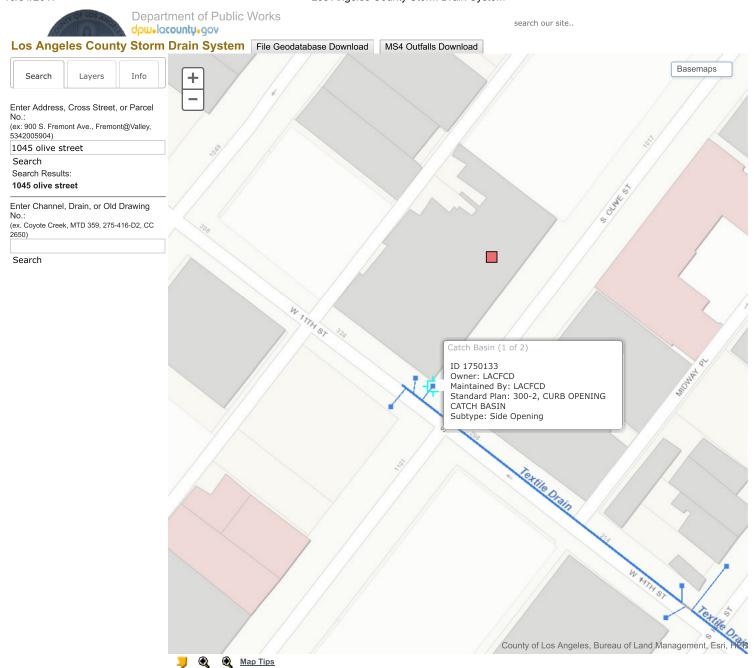
Map Tips



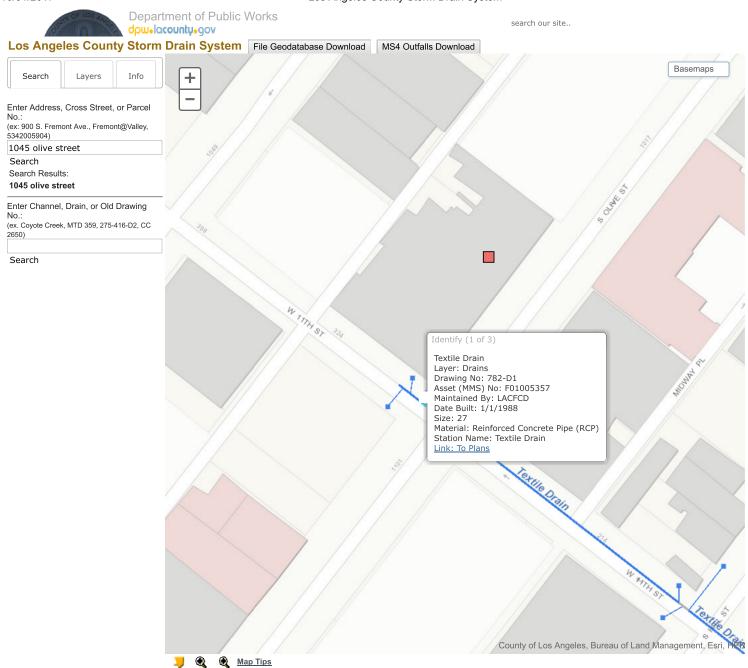
lacounty.gov | Public Works FAQ | Privacy / Terms of Use | Feedback | 💟 🔊 🛗



lacounty.gov | Public Works FAQ | Privacy / Terms of Use | Feedback | 💟 🔊 🛗

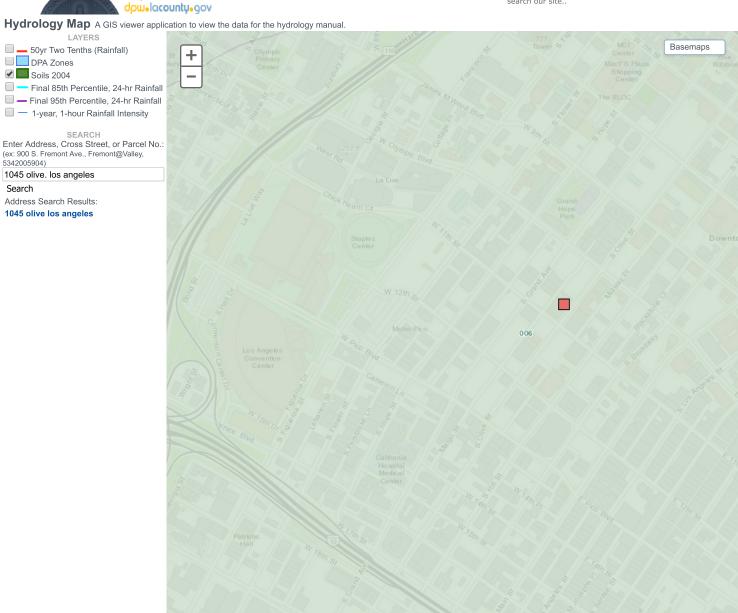


lacounty.gov | Public Works FAQ | Privacy / Terms of Use | Feedback | 🔽 🔊 🛗



Department of Public Works

search our site..





County of Los Angeles, Bureau of Land Management, Esri,

Map Tips

APPENDIX I.	Hydrology	and Mator	Qualit
APPENDIA I.	. mvaroioav	and water	Qualit

I-2 Preliminary LID Report

PRELIMINARY

LID REPORT

FOR

APN 5139-010-001; -002; -008; -010; -011 1045 South Olive Street Los Angeles, CA 90015

Prepared for:

1045 Olive, LLC 2200 Biscayne Boulevard Miami, FL 33137

Prepared by:



David Evans and Associates, Inc.

201 South Figueroa Street, Suite 240 Los Angeles, CA 90012 Phone: (213) 337-3680 Fax: (213) 337-3679

Prepared under the Supervision of:

Jodi Mensen, P.E. R.C.E. No. 79693

Submittal Date: 2/27/2018 Job Number: CRSC10450001

Table of Contents

Section 1.0 – Purpose	3
Section 2.0 – Project Location/Description	
Section 3.0 – Hydrologic Parameters	
3.1 – Rainfall	
3.2 – Soil Type	
3.3.1 – Existing Land Use	
3.3.2 – Proposed Land Use	
Section 4.0 – Stormwater Quality Management	
4.1 – Standards and Objectives	
4.2 – V _M Calculations	
4.3 – Proposed Stormwater Management System	
4.4 Alternatives	
4.5 Adjacent Sidewalk	
Section 5.0 – Inspection/Maintenance Responsibilities	6

APPENDIX A: LID Exhibit
APPENDIX B: Calculations

Section 1.0 - Purpose

The purpose of this study is to evaluate and determine the storm water runoff qualities for the proposed developed located 1045 South Olive Street in the City of Los Angeles.

The objectives of this study include the following:

- 1. Analyze potential physical environmental effects related to water quality that may occur due to the implementation of the proposed project.
- 2. To document that the Low Impact Development (LID) requirements of the City of Los Angeles will be me for the proposed project

Section 2.0 – Project Location/Description

The project location has an area approximately 0.85 acres in size. The site is located in the City of Los Angeles on the North West corner of Olive Street and 11th Street. The project is north of the Interstate 10 highway and east of the Interstate 110 highway. The site is bounded on the east by Olive Street, on the south by 11th street, on the west by a high rise along with existing 1 to 2 story commercial developments, on the north by a mid-rise mixed use development.

The proposed development is a high-rise tower that will consist of no more than 794 residential condominium units and approximately 12,504 square feet dedicated for retail use. It is proposed that the first 10 levels will take up the entire project site before slimming in to the tower. The ground floor will be primarily for retail use along Olive Street and 11th Street as well as access to the residential lobby. The proposed high rise tower will have approximately 70 levels above grade and a total of 6 subterranean levels of parking. The parking will have approximately 891 parking spaces along with L.A.M.C required bicycle parking spaces.

Section 3.0 – Hydrologic Parameters

3.1 - Rainfall

Rainfall data was taken from the County of Los Angeles 2006 Hydrology manual and the Los Angeles County GIS Hydrology map. All referenced plates and tables can be found in the Appendix. The 85th percentile rainfall depth at the project site is 1.0 inches.

3.2 - Soil Type

Soils data is also shown on Plate 1-H1.18. The soils number for the project location is 006.

3.3.1 - Existing Land Use

The current project site is developed with multiple one-story structures that are constructed with either wood and/or brick.

3.3.2 - Proposed Land Use

As stated previously in the report, the project proposes to construct a high-rise tower that is conceptually proposed to have a final height of around 600 to 800

feet above the existing ground surface level. The high rise will be a mixed-use development providing no more than 794 residential units and approximately 12,504 square feet of commercial space.

Section 4.0 – Stormwater Quality Management

4.1 - Standards and Objectives

This project is required to comply with the Low Impact Development (LID) requirements set forth by the Municipal National Pollutant Discharge Elimination System (NPDES) permit. Since this project is considered a residential development with more than 5 units, the project must capture and manage 100% of the required storm event of the required area.

A preliminary geotechnical engineering report was prepared by GeoDesign Inc. for the project site. It was concluded that the majority of soil below the surface consists of clayey sand, sandy clay, and silty sand. The characteristics of these soils generally promote adequate infiltration. The report also stated that groundwater was encountered at the depths of 60, 85, and 120 feet below ground surface. The report notes that groundwater might be present at shallower depths but additional tests will be required as the project progresses more into the final stage of design. Due to these geotechnical findings, the maximum design infiltration rate of 10 in/hr and maximum invert infiltration depth of 110 feet will be used for this project. Stormwater storage and infiltration will begin at a depth of 70 feet and allow for 40 total feet of a combination of storage and infiltration. This conservative design approach will be used in the preliminary phase and once more infiltration information is available the design will be revised accordingly.

Since the site has infiltration potential, it is proposed to construct a drywell system to capture and manage runoff expected from the new development. Once additional infiltration information is available, the final location of the drywell can be identified. The location of the drywell will be installed in a specific area to ensure proper design infiltration is met at the minimum and will meet the requirements of the City of Los Angeles. When additional infiltration information is received this report and drywell design shall be revised accordingly.

4.2 - V_M Calculations

Using the LA County 85th percentile precipitation isohyet map, the water quality design storm for the project was determined to be 1.0 inch (85th percentile, 24-hr rain event) since it's greater than the 0.75 inch 24-hr rain event. The equations and table shown below summarize the design flow rate and volume.

Catchment Area [ft^2] = (Impervious Area [ft^2] x 0.9) + (Pervious Area [ft^2] x 0.1)

 V_M [ft³] = Catchment Area [ft²] x Project Design Storm [ft]

Table 2. Runoff Calculations for Project Site

Project Acreage/disturbed area (ac/ft²)	0.85 / 37,172
Impervious Surface area (ft²)	25,882
Pervious Surface area (ft²)	11,290
Project design storm, 85 th Percentile (in)	1.0
Catchment Area (ft²)	24,422

Volume required for mitigation (V _M) 2,035	
--	--

4.3 - Proposed Stormwater Management System

The proposed drywell system for this project is the Torrent Resources Maxwell Plus drywell system (MWP). The MWP has 9 settling chambers above the infiltration zone that allows only pre-treated water to enter the infiltration zone below. The project will have a total of (2) drywells servicing the entire project site. The drainage/plumbing system within the building we be connected directly to the MWP. The proposed system is currently designed to have a total depth of 40 feet below lowest subterranean level but shall be revised as necessary once the proposed project becomes more finalized. 30 feet for the setting chamber and 10 feet below for the infiltration zone. In an event that the drywell will fail (clog up) or a storm greater than a 85th percentile storm occurs, an overflow pipe will be installed to drain out to one of the adjacent catch basins located on the corner of Olive Street and 11th street. The overflow drain pipe will either be connected directly to the side of the catch basins or via parkway drain depending the final location of the drywells.

Table 3. Drywell Calculations

Total Infiltration Drywell BMP volume (ft ³)	804
Volume Infiltrated within 1st 3 hours	148
Design storm to be stored (ft ³)	1,655
Percent of stored design storm (%)	81

4.4 Alternatives

Should infiltration be deemed infeasible the proposed development does have alternative routes it can follow. Since the proposed development is going to be a high rise tower with a maximum of 794 residential units there is the potential to use capture & reuse if it is feasible. Typically, the Estimated Total Water Usage (ETWU) must be greater than the mitigated volume required for capture and reuse to be considered feasible. If capture and reuse cannot completely adhere to the LID requirements a combination with the use of bio-filtration planters can be looked at for an alternative. Bio-filtration planter calculations shown below highlight the amount of surface area need using the maximum 1 foot ponding per the LID requirements.

Table 4. Bio-filtration Calculations

Design Soil infiltration Rate (in/hr)	2.5
Ponding Depth (ft)	1
Drawdown time (hr)	48
Req'd Bio-filtration Mitigated Volume (ft ³)	3,053
Bio-filtration Surface Required	1,879

4.5 Adjacent Sidewalk

The sidewalk adjacent to the project is approximately 4,770 ft² in area. It is proposed to use permeable pavement to capture and manage the offsite runoff. There are specific areas within

the parkway that are dedicated for bicycle parking. A portion of this bicycle parking area will be designed for permeable pavement. Refer to the calculation summary below. The minimum required permeable pavement was estimated using the City of Los Angeles permeable pavement fact sheet

Table 4. Permeable Pavement Calculations

Impervious Tributary Area (ft²)	2,851
Design subbase depth (ft)	1
Permeable pavement area required (ft²)	399

Section 5.0 – Inspection/Maintenance Responsibilities

All proposed drainage and LID Facilities on-site will be maintained by the owner of the project

APPENDIX A

LID Exhibit

1045 SOUTH OLIVE STREET LID EXHIBIT

(PRELIMINARY) CITY OF LOS ANGELES COUNTY OF LOS ANGELES

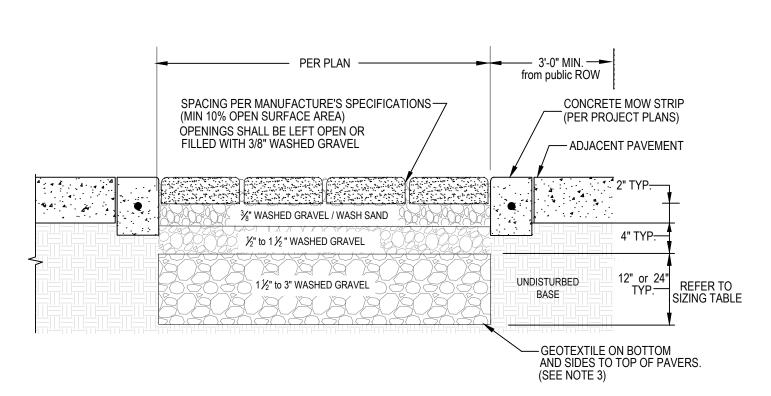
LEGEND SUBAREA DESIGNATION SUBAREA ACREAGE SUBAREA BOUNDARY PERVIOUS SURFACE PERMEABLE PAVEMENT

BMP = DRY WELL									
DRAINAGE AREA	TRIBUTARY AREA (AC)	IMPERVIOUS (%)	VOLUME MITIGATED REQ'D (CF)	TOTAL # OF DRYWELLS	DRYWELL STORAGE (CF)	ADDT'L STORAGE REQUIRED (CF)	Q _{PM} (CFS)		
Α	0.85	70	2,035	2	804	1,104	0.24		

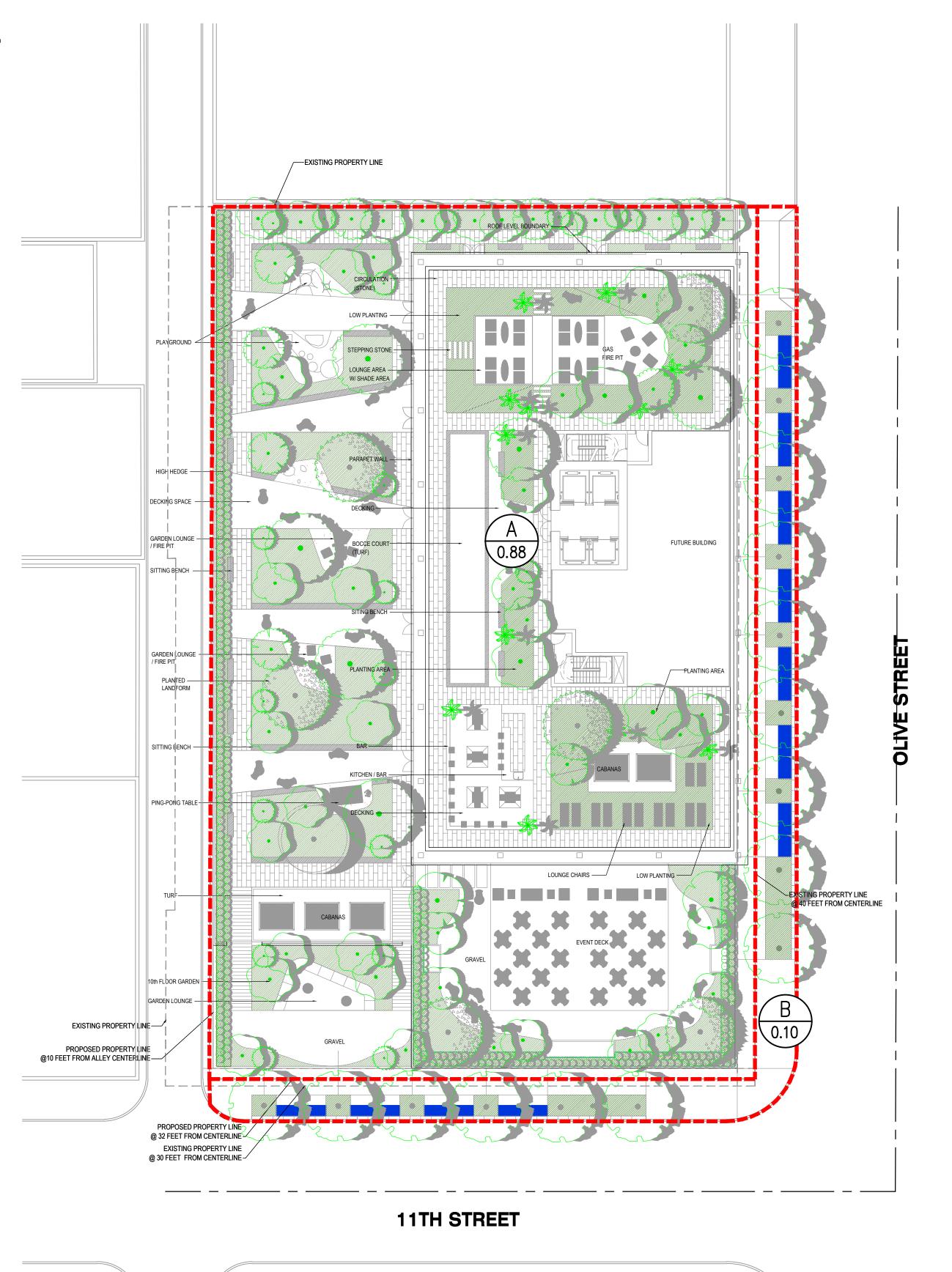
BMP = BIO-FILTRATION PLANTER									
DRAINAGE AREA	TRIBUTARY AREA (AC)	IMPERVIOUS (%)	1.5 X VOLUME MITIGATED REQ'D (CF)	TOTAL SF REQ'D (USING 1' PONDING)					
A*	0.85	70	3,053	1,879					

*NOTE: THE BMP DESIGN VALUES SHOWN ARE TO SERVE AS AN ALTERNATIVE FOR THE CORRESPONDING DRAINAGE AREA

BMP = PERMEABLE PAVERS									
DRAINAGE AREA	TRIBUTARY AREA (SF)	IMPERVIOUS (%)	VOLUME MITIGATED REQ'D (CF)	TOTAL PERMEABLE PAVERS AREA (SF)	TOTAL SF REQ'D (USING 1' PONDING)				
В	4,770	60	230	563	399				



TYPICAL PERMEABLE PAVEMENT DETAIL



MAXWELL® IV DRAINAGE SYSTEM DETAIL AND SPECIFICATIONS

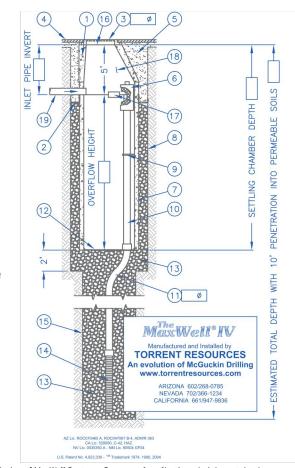
ITEM NUMBERS

- 1. Manhole Cone Modified Flat Bottom. 2. Moisture Membrane - 6 Mil. Plastic. Applies only when
- securely against eccentric cone and hole sidewall. 3. Bolted Ring & Grate - Diameter as shown, Clean cast iron 13. Rock - Washed, sized between 3/8" and 1-1/2" to best with wording "Storm Water Only" in raised letters. Bolted
- 4. Graded Basin or Paving (by Others).
- 5. Compacted Base Material 1-Sack Slurry except in

landscaped installtions with no pipe connections.

- 6. PureFlo® Debris Shield Rolled 16 ga. steel X 24" length with vented anti-siphon and Internal .265" Max. SWC flattened expanded steel screen X 12" length. Fusion bonded epoxy coated.
- 7. Pre-cast Liner 4000 PSI concrete 48" ID. X 54" OD. Center 18. Freeboard Depth Varies with inlet pipe elevation. Increase in hole and align sections to maximize bearing surface. 8. Min. 6' Ø Drilled Shaft.
- 9. Support Bracket Formed 12 Ga. steel. Fusion bonded
- 10. Overflow Pipe Sch. 40 PVC mated to drainage pipe at
- 1 sack slurry backfill below pipe invert. The referenced drawing and specifications are available on CAD either through our office or web site. This detail

is copyrighted (2004) but may be used as is in construction plans without further release. For information on product application, individual project specifications or site evaluation, contact our Design Staff for no-charge assistance in any phase of your planning.



CALCULATING MAXWELL IV REQUIREMENTS

The type of property, soil permeability, rainfall intensity and local drainage ordinances determine the number and design of MaxWell Systems. For general applications draining retained stormwater, use one standard MaxWell IV per the instructions below for up to 3 acres of landscaped contributory area, and up to 1 acre of paved surface. For larger paved surfaces, subdivision drainage, nuisance water drainage, connecting pipes larger than 4" Ø from catch basins or underground storage, or other demanding applications, refer to our MaxWell® Plus System. For industrial drainage, including gasoline service stations, our Envibro® System may be recommended. For additional considerations, please refer to "Design Suggestions For Retention And Drainage Systems" or consult our Design Staff.

11. Drainage Pipe - ADS highway grade with TRI-A coupler.

14. FloFast® Drainage Screen - Sch. 40 PVC 0.120" slotted

16. Fabric Seal - U.V. resistant geotextile - to be removed

settling chamber depth as needed to maintain all inlet

17. Absorbent – Hydrophobic Petrochemical Sponge.

pipe elevations above overflow pipe inlet.

19. Optional Inlet Pipe (Maximum 4", by Others). Extend

buckling or breakage. Diameter as noted. 12. Base Seal - Geotextile or concrete slurry.

complement soil conditions.

overall length with TRI-B coupler. 15. Min. 4' Ø Shaft - Drilled to maintain permeability of

by customer at project completion.

Min. to 128 oz. capacity.

COMPLETING THE MAXWELL IV DRAWING

To apply the MaxWell IV drawing to your specific project, simply fill in the blue boxes per instructions below. For assistance, please consult our Design Staff.

ESTIMATED TOTAL DEPTH

The Estimated Total Depth is the approximate depth required to achieve 10 continuous feet of penetration into permeable soils. Torrent utilizes specialized "crowd" equipped drill rigs to penetrate difficult, cemented soils and to reach permeable materials at depths up to 180 feet. Our extensive database of drilling logs and soils information is available for use as a reference. Please contact our Design Staff for site-specific information on your project.

SETTLING CHAMBER DEPTH

On MaxWell IV Systems of over 30 feet overall depth and up to 0.25cfs design rate, the **standard** Settling Chamber Depth is **18 feet.** For systems exposed to greater contributory area than noted above, extreme service conditions, or that require higher design rates, chamber depths up to 25 feet are recommended.

OVERFLOW HEIGHT

The Overflow Height and Settling Chamber Depth determine the effectiveness of the settling process. The higher the overflow pipe, the deeper the chamber, the greater the settling capacity. For normal drainage applications, an overflow height of 13 feet is used with the standard settling chamber depth of **18 feet**. Sites with higher design rates than noted above, heavy debris loading or unusual service conditions require greater settling capacities

TORRENT RESOURCES INCORPORATED 1509 East Elwood Street, Phoenix Arizona 85040~1391

phone 602~268~0785 fax 602~268~0820 Nevada 702~366~1234

AZ Lic. ROC070465 A, ROC047067 B-4; ADWR 363

"Ø DRAINAGE PIPE

This dimension also applies to the **PureFlo®** Debris Shield, the **FloFast®** Drainage Screen, and fittings. The size selected is based upon system design rates, soil conditions, and the need for adequate venting. Choices are 6", 8", or 12" diameter. Refer to "Design Suggestions for Retention and Drainage Systems" for recommendations on which size best matches your application.

■ BOLTED RING & GRATE Standard models are quality cast iron and available to fit 24" Ø or 30" Ø manhole

openings. All units are bolted in two locations with wording "Storm Water Only" in raised letters. For other surface treatments, please refer to "Design Suggestions for Retention and Drainage Systems."

"Ø INLET PIPE INVERT

Pipes up to 4" in diameter from catch basins, underground storage, etc. may be connected into the settling chamber. Inverts deeper than 5 feet will require additional settling chamber depth to maintain effective overflow height.

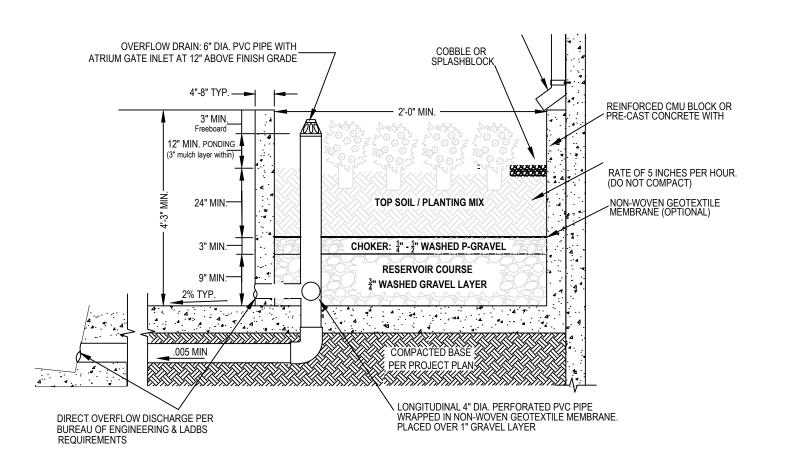
TORRENT RESOURCES (CA) INCORPORATED

phone 661~947~9836 CA Lic. 886759 A, C-42

www.TorrentResources.com An evolution of McGuckin Drilling The watermark for drainage solutions.®



TYPICAL DRYWELL DETAIL



TYPICAL BIOINFILTRATION PLANTER DETAIL

PREPARED: 06/2018



201 SOUTH FIGUEROA STREETM SUITE 240 LOS ANGELES, CALIFORNIA 90012 Phone: 213.337.3680 Fax: 213.337.3679

PREPARED UNDER THE SUPERVISION OF:

JODI MENSEN R.C.E. 79693

APPENDIX B

CALCULATIONS

LID CALCULATIONS

DRYWELL SIZING - 5TH EDITION

			Impervious	Percentage	Pervious	Percentage
Tributary area:	37,172	sf	25,882	70%	11290	30%
85th Percentile:		1	in	0.0833	ft	
Catchement Area: 24,423					='	
Volume (V _m):		2,035		Note: \	$V_{\rm m} = V_{\rm design}$	

Sizing		1		
FS	3			
K _{meas} =	79			
K _{sat} =	3.33			
T=	48	or	3	hrs

A _{min-48hr} =	152.80		2444.7	
$h_{infiltration} =$	11.16	or	193.5	*Required height of INFILTRATION zone
V _{3hr} =	127.20			

 $V_{\text{stor-actual}}$ = 804.25 Volume stored total (gravel + drywell chamber)

V _{additional} =	1103.78	Volume (cf) require	ed to be stored		
				3hr A _{min}	2444.72
h_{provided}	30	ft		h _{3hr}	193.5
			No. of Drawells with	no ctorago	6.45

Storage Sizing

Α	ssume CMP diameter	8	ft
	Assume 1ft loss	7	ft
Length	42.00 ft		
Use L =	43 ft		

4.83

Radius	2	ft
Void ratio	0.4	

Assume	30	ft of infiltration zone
	20	ft of drywell chamber
	2	Drywells

Check

37,172	sf (area check)
-551.05	Additional volume fully stored

*Negative value indicates more volume is being stored than $V_{\text{additional}} \ \text{requires}$

A_{provided}= 779.11

T_{3hr}= 9.41

LID CALCULATIONS

 $d_p(FT)=$

A_{min}=

FLOW THROUGH PLANTER SIZING - 5TH EDITION

			Impervious	Percentage	Pervious	Percentage
Site area:	37,172	sf	25,882	70%	11,290	30%
85th Perce	ntile:	1	in	0.0833	ft	
Catchemen	it Area:	24422.8		_	-	•
	Volume (V _m):	2035.23333		Note:	For Flow Thro

		_		
S	izing		V _{design} =	3,052.9
FS	2]		
K _{meas} =	5			
K _{sat} =	2.50		_	
T=	3	hrs		
	MINIMUMS	51" Planter	45" Planter	30" Planter

1

1,878.7

PERCENTAGE OF IMPERVIOUS AREA

0.625

2,442.3

9.4% 7.3% 10.5% 13.5%

0.5

2,713.6

0.25

3,489.0

Peak Flow Hydrologic Analysis

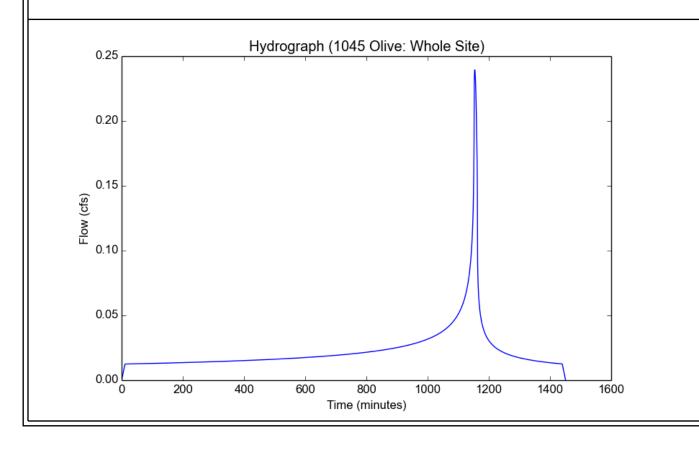
 $\label{location:P:/C/CRSC10450001/0600INFO/0670Reports/LID/Preliminary/_LID\ Calculations/HydroCalc_85.pdf\ Version: HydroCalc\ 0.3.1$

Input Parameters

Project Name	1045 Olive
Subarea ID	Whole Site
Area (ac)	0.853
Flow Path Length (ft)	270.0
Flow Path Slope (vft/hft)	0.2
85th Percentile Rainfall Depth (in)	1.0
Percent Impervious	0.7
Soil Type	6
Design Storm Frequency	85th percentile storm
Fire Factor	0
LID	True

Output Results

output itoodito	
Modeled (85th percentile storm) Rainfall Depth (in)	1.0
Peak Intensity (in/hr)	0.4119
Undeveloped Runoff Coefficient (Cu)	0.1719
Developed Runoff Coefficient (Cd)	0.6816
Time of Concentration (min)	11.0
Clear Peak Flow Rate (cfs)	0.2395
Burned Peak Flow Rate (cfs)	0.2395
24-Hr Clear Runoff Volume (ac-ft)	0.0466
24-Hr Clear Runoff Volume (cu-ft)	2028.9119
,	



APPENDIX J Land Use Supplementary Table

APPENDIX J

Land Use Supplementary Table

SUPPLEMENTARY LAND USE TABLE – 1 COMPARISON OF PROJECT CHARACTERISTICS TO APPLICABLE SECTIONS OF THE CITY CENTER REDEVELOPMENT PLAN

Plan Provision

Project Characteristics

Section 105. Project Objectives

- To eliminate and prevent the spread of blight and deterioration and to rehabilitate and redevelop the Project Area in accordance with this Plan.
- Blight as referred to in this Objective refers to a circumstance and/or process that reflects deterioration of the physical, social and economic environments. Such physical deterioration can result in adverse effects on the aesthetic character of an areas, safety and hazardous threats in an area, and deteriorating infrastructure. The Project would eliminate and prevent the spread of blight and deterioration through the development of a new mixed-use Project at the location of existing aging commercial buildings. The Project would include sidewalk upgrades, new street trees, a landscaped Plaza accessible to the public with seating and public art, ground level commercial uses, and a 70-story residential tower. These improvements would represent a higher use of the Project Site and enhance the character and quality of the existing property, and contribute to rejuvenation of the Downtown area.
- 2. To further the development of Downtown as the major center of the Los Angeles metropolitan region, within the context of the Los Angeles General Plan as envisioned by the General Plan Framework, Concept Plan, City-wide Plan portions, the Central City Community Plan, and the Downtown Strategic Plan.
- commercial development that would support policies to provide additional housing in the Downtown area, provide supporting commercial uses, create a lively pedestrian environment, locate high density development near public transit, and be compatible with the surrounding area planned for and containing a variety of compatible uses of comparative size and scale.

The Project would provide a mixed-use residential and

- To create an environment that will prepare, and allow, the Central City to accept that share of regional growth and development which is appropriate, and which is economically and functionally attracted to it.
- The Project would provide a mixed-use high density development that is appropriate for growth anticipated for the Central City and is designed for the tower to have deep setbacks and narrow profile to compatible with surrounding high-rises development. The housing provided by the Project would support a fair share of regional growth and development.
- 4. To promote the development and rehabilitation of economic enterprises including retail, commercial, service, sports and entertainment, manufacturing, industrial and hospitality uses that are intended to

The Project would further the development and rehabilitation of businesses in Downtown by replacing currently underutilized buildings with 794 residential units and ground floor commercial uses. The increase would support Downtown and South Park's wide variety of entertainment and cultural uses, retail businesses,

provide employment and improve the Project Area's tax base.

- To guide growth and development, reinforce viable functions, and facilitate the redevelopment, revitalization or rehabilitation of deteriorated and underutilized areas.
- To create a modern, efficient and balanced urban environment for people, including a full range of around-the-clock activities and uses, such as recreation, sports, entertainment and housing.
- To create a symbol of pride and identity which gives the Central City a strong image as the major center of the Los Angeles region.
- To facilitate the development of an integrated transportation system which will allow for the efficient movement of people and goods into, through and out of the Central City.

9. To achieve excellence in design, based on how the Central City is to be used by people, giving emphasis to parks, green spaces, streetscapes, street trees and places designed for walking and sitting, and to develop an open space infrastructure that will aid in the creation of a cohesive social fabric.

Project Characteristics

restaurants, and other local businesses and services and, as such, would contribute to the rehabilitation of the area's economic enterprises.

The Project would replace older existing commercial buildings with a new high-density residential use and ground floor commercial uses. The sidewalk upgrades, new street trees, a landscaped Plaza accessible to the public with seating and public art, ground level commercial uses and 70-story residential tower would contribute to the revitalization of the Project area.

The Project would provide a high-density multi-family and commercial uses, and a public Plaza, that would support a full range of around-the-clock activities and uses. The introduction of new residents within walking distance of restaurants, services, employment and entertainment (including L.A. LIVE, Staples Center and the Los Angeles Convention Center) would generate connectivity and higher activity in the local area between the area's existing commercial uses and the Project's new residential uses.

The Project's new residents would provide a high density development that would support such public transportation services as the proposed Los Angeles Streetcar Project, which would travel along W. 11th Street adjacent to the Project Site, and other transit services, including Metro's Light Rail's Expo and Blue lines accessed at Flower and Pico Streets, and the Blue, Expo, Red and Purple Lines at Flower Street and 7th Street. It would also provide ridership/and thereby funds for regional bus lines and other shuttles that are also available in the immediate vicinity of the Project Site. The I-10 and I-110 and the Santa Monica Freeway are also located in close proximity to the Project Site, providing regional accessibility to the Project Site, The Project's mitigation measures TRAF- MM- 1 and TRAF-MM-2 would include a TDM Program to encourage the use of non-auto modes of transportation and reduce vehicle trips; and support upgrades to the signalization system to enhance the flow of traffic operations. The Project would also create pedestrian opportunities, which combined with the introduction of new residents, would support the development of an integrated transportation system, and thus, facilitate the efficient movement of goods and people through and out of the City.

The Project would include a public Plaza along W. 11th Street, as well as provide landscaping, street trees, wider (W. 11th Street) and upgraded sidewalks. The public Plaza would incorporate landscaping, seating, and public art. The Project would also provide landscaped open space at the 8th floor cut-out and 10th floor roof-top of the Podium. These areas would be visible from the street and would add to the open space character of the Project Site. The

Project Characteristics

- To develop and implement public art into the urban fabric, integrating art into both public and private developments.
- public Plaza, seating, and landscaping would support a cohesive social fabric in the Project's neighborhood.

13. To provide high and medium density housing close to employment and available to all ethnic, social and economic groups, and to make an appropriate share of the City's lowand moderate-income housing available to residents of the area. Public art would be provided within the public Plaza. Proposed landscaping features, such as vines along the soffit of the Plaza, with canopy trees and native ground cover within the adjacent sidewalk and exterior meshing of the parking Podium would also contribute to the artful character of the street front. In addition, the architectural detailing of the residential tower, including cutouts at upper floor levels and the slim tower profile would be architecturally unique and would contribute to the aesthetic character of the City's Downtown skyline.

The Project's 794 proposed residential units would contribute to meeting housing needs in the City. The units would range in size, providing housing opportunities for an array of household sizes and income levels. Further, the Project would provide added housing by providing residential development in an area compatible with residential uses, and without displacing existing housing. The Project would not require the demolition of existing housing stock serving low and moderate income households.

Section 500. Land Uses Permitted in the Project Area

Section 502. Map

The Redevelopment Plan Map, attached [within the Redevelopment Plan] as Exhibit No. 1 and incorporated herein, illustrates the location of the Project Area boundaries, the immediately adjacent streets, the proposed public rights-ofway and public easements, and the land uses currently permitted in the Project Area for all public, semi-public and private land. Notwithstanding anything to the contrary in this Plan, the land uses permitted in the Project Area shall be those permitted by the General Plan, the applicable Community Plan, and any applicable City zoning ordinance, all as they now exist or are hereafter amended and/or supplemented from time to time. In the event the General Plan, the applicable Community Plan, and/or any applicable City zoning ordinance is amended and/or supplemented with regard to any land use in the Project Area, the land use provisions of this Plan, including without limitation, all Exhibits attached [within the Redevelopment Plan], shall be automatically modified accordingly without the need for any formal plan amendment process.

Section 502 pertains to the relationship between the Redevelopment Plan and the other plans that address development in City Center area. This section is procedural in nature, however the procedural provisions must be met to ensure proper implementation of the development guidelines so as to meet the Redevelopment Plan objectives, inclusive of those that reduce impacts on the physical environment. The referenced Exhibit 1 does not designate a specific land use for the Project Site. However, the Project Site is designated as a Downtown Center in the General Plan Framework, and High Density Residential in the Central City Community Plan. The remaining portion of Section 502 discusses procedures by which the Plan map might be adjusted, and indicates that it is the intent of the Redevelopment Plan to stay current with, and be modified to reflect changes in, the Central City Community Plan. As further clarified by the CRA/LA in a memorandum dated June 21, 2012, the land use designation for any property in a Project Area set forth in the Redevelopment Plan Map and the corresponding land use regulations shall defer to and are superseded by the underlying General Plan, Community Plan, and Zoning Ordinance land use designations and regulations. 1 No. General Plan amendment or zone change is proposed as part of this Project.

1

CRA/LA, A designated Local Authority. Clarification Regarding Discretionary Land Use Action. http://www.crala.org/internet-site/Meetings/Board_Agenda_2012/upload/June_21_2012_Item_13.pdf. Accessed June 15, 2018.

Section 503.1. Commercial Uses

Areas shown on the Redevelopment Plan Map as Commercial shall be maintained, developed, or used for Commercial uses, consistent with the applicable Community Plan as it now reads or as it may be amended from time to time in the future, and as permitted by the zoning and the Los Angeles Municipal Code, as they now exist or as they may be amended from time to time in the future.

Section 503.2. Residential Uses

Areas shown on the Redevelopment Plan Map as Residential shall be maintained, developed or used for multiple family housing, consistent with the applicable Community Plan as it now reads or as it may be amended from time to time in the future, and as permitted by the zoning and the Los Angeles Municipal Code, as they now exist or as they may be amended from time to time in the future.

508.3. South Park Development Area

The land uses that shall generally be located in the South Park Development Area include the following:

- 2. Private Land: Regional Center Commerce and Parking, including but not limited to service establishments; retail/wholesale stores; business offices; professional offices; recreational; sports and entertainment enterprises including theaters, clubs and movie houses; hotel and motel uses; and other compatible and related uses; tourismserving uses; entertainment uses; community commerce and supportive service establishments; high and medium density housing where compatible with existing and proposed development; open space and parking.
- 3. Private Land Alternate Use: The following additional alternative uses are designated for that portion of the South Park Development Area designated on the Redevelopment Plan Map for alternative uses: High and medium density housing; community commerce and supportive service establishments, retail/wholesale stores, business offices, professional offices, recreational and entertainment enterprises including theaters, clubs and movie houses, hotel and motel

Project Characteristics

Pursuant to the June 21, 2012 CRA/LA memo cited above, the superseding Community Plan designation for the Project Site is high-density residential with a [Q]R5 designation, which allows ground level commercial uses. The Project's neighborhood oriented commercial (e.g., restaurant/retail uses) would be consistent with the objectives and policies of the Central City Community Plan.

As noted above, pursuant to the June 21, 2012 CRA/LA memo the superseding Community Plan designation for the Project Site is high-density residential with a [Q]R5 designation, that allows ground level commercial uses. The provision of 794 residential condominium units would be consistent with the objectives and policies of the Central City Community Plan to provide a range of housing choices in the Downtown area. The proposed residential uses would be consistent with the applicable provisions of the LAMC.

The Project Site is designated as High Density Residential in the Central City Community Plan. The Project would require a determination of consistency from CRA/LA to ensure that the Project would be consistent with land uses identified for the South Park Development Area in the Redevelopment Plan.

The Project is a mixed-use residential and commercial development that would be consistent with the uses listed for Private Land Alternative Use (high density residential use and compatible commercial uses).

Project Characteristics

uses, and other compatible and related uses; open space and parking.

509. Limitations on Type, Size and Height of Buildings

Except as set forth in this Plan or as described in any Designs for Development adopted pursuant to this Plan, the type, size and height of buildings shall be limited by applicable federal, State and local statutes, codes, ordinances and regulations and as generally diagrammed in Exhibit No. 4 attached [within the Redevelopment Plan] and incorporated herein by this reference.

512.1. Maximum Floor Area Ratios

Subject to the exemption provisions set forth in the balance of this §512 below, each parcel in the Project Area shall be subject to and may be developed with the following maximum Floor Area Ratios:

In the South Park Development Area, the Floor Area shall be no more than six (6) times the Parcel Area for parcels north of Pico Boulevard, nor more than three (3) times the Parcel Area for parcels south of Pico Boulevard.

512.4. Higher Maximum Floor Area Ratios through Transfer of Floor Area

Floor Area Ratios may exceed the maximum Floor Area Ratios set forth in §512.1 above through the transfer of Floor Area Ratios pursuant to the procedures set forth below. The provisions of this §512.4 are in addition to those and a separate matter from the provisions in §§512.2 and 512.3 above. Transfers of Floor Area must be consistent with the following criteria:

- 1. The resulting higher density development must be appropriate in terms of location and access to circulation system; compatible with other existing and proposed development; and consistent with the purposes and objectives of this Plan.
- 2. Unless otherwise permitted by the applicable Community Plan as it now reads or as it may

The Project would be consistent with the intent of the Redevelopment Plan as well as the Central City Community Plan and applicable sections of the LAMC. The Project Site is located in Height District 4D, with unlimited building height and a development limitation of 6:1 FAR. The Project Site is also located in the South Park Development Area north of Pico Boulevard, which limits FAR to 6:1; except, as discussed below Section 512.4 allows density to be increased to an FAR of 13:1 for projects that include a TFAR.

The Applicant is requesting a TFAR of 404,803 square feet of transferred floor area that would be added to the 346,974 square feet of permitted base floor area (6:1 FAR). The total floor area of 751,777 square feet would result in a Transit Area Mixed Use Project FAR of 13:1.

As clarified by CRA/LA, land use regulations shall defer to and are superseded by the underlying Community Plan and Zoning regulations. The Project would require a determination of consistency from CRA/LA to ensure that the Project would be consistent with City Center Redevelopment Plan regarding TFAR.

However, the Project's proposed TFAR would generally be consistent with the following criteria:

- 1. The proposed Project would be located within a Transit Priority Area near existing public transit. The Project would be similar to other mixed-use tower buildings (both existing and proposed) within the urban area that makes up the general Downtown TFAR area. As described above, the Project would be consistent with the purpose and objectives of the City Center Redevelopment Plan by providing a mixed-use residential/commercial development that would activate the streetscape.
- 2. The LACC (City Owned Donor Site) is the Los Angeles Convention Center at 1201 S. Figueroa Street, a City-

be amended from time to time in the future, Floor Area Ratios may only be transferred from parcels or portions thereof and to parcels and portions thereof which are within, respectively, the Historic Downtown, City Markets, or South Park Development Areas.

- 3. The Floor Area Ratio on any parcel shall not exceed the maximum Floor Area Ratio set forth in the applicable City zoning ordinance in effect at the time the transfer is made.
- Transfers of Floor Area Ratio to parcels with reasonable proximity or direct access to a public or private rapid transit station shall be particularly encouraged.
- Transfers of Floor Area Ratio from parcels on which buildings of historic, architectural or cultural merit are located shall be particularly encouraged where the transfer can reasonably be expected to further the goal of preservation of such buildings.

512.5. Procedures for Effectuating Transfers of Floor Area Ratio for Transfers of 50,000 square feet of Floor Area or More

Transfers of Floor Area Ratio of 50,000 square feet of Floor Area or more shall be governed by §14.5.1 to §14.5.8 of the Los Angeles Zoning Code (Article 4.5 of Chapter 1 of the Los Angeles Municipal Code) codified by Ordinance 163,617, adopted by the City Council on May 4, 1988, as it may be hereafter amended.

513. Open Space, Landscaping, Light, Air and Privacy

The approximate amount of open space to be provided in the Project Area is the total of all area which will be in the public rights-of-way, the public grounds, spaces around buildings, and all other outdoor areas no permitted to be covered by buildings as generally diagrammed in Exhibit No. 5 of this Plan attached [within the Redevelopment Plan] and incorporated herein by this reference. In all areas, sufficient space shall

Project Characteristics

owned property located adjacent to the South Park Redevelopment Plan area within the Central City Community Plan area. The Central City Community Plan references LAMC Section 14.15.1 et seq, regarding TFAR. As defined in LAMC Section 14.5.3, both the Donor Site and Project Site are located within the Central City TFAR Area.

- 3. The Project Site is zoned [Q]R5-4D-O, with the "4" indicating Height District 4, which allows unlimited building height and a maximum FAR of 13:1. The D indicates a Development Limitation that limits the maximum FAR to 6:1, with an increase to a maximum FAR of 13:1 with a TFAR. The requested FAR of 13:1 would be consistent with these applicable FAR requirements.
- 4. The Project Site is adjacent to the proposed Los Angeles Streetcar Project that would run along W. 11th Street. In addition, it is served by regional bus lines and is located approximately 1,360 feet from a Metro Light Rail station at Flower Street and Pico Boulevard as well as a station at Flower Street and 7th Street, approximately 2,700 feet from the Project Site.
- 5. This criteria is not applicable to the Project, as the LACC (Donor Site) has not been identified as a historic resource.

The Project would require approximately 404,803 square feet of transferred floor area in order to permit the requested FAR of 13:1.

The Project would comply with the applicable provisions of LAMC Article 4.5, Sections 14.5.1 through 14.5.8.

While this provision applies to the entire CRA Project Area and is not meant to be directly applied to individual development projects, the Project will provide open space areas to generally support this plan provision.

Exhibit No. 5 indicates an approximate Open Space total of 3 percent, a Right-of-Way total of 34 percent, and a Building Area total of 63 percent. As indicated in Table II-1, *Proposed Development Program* in Chapter II, *Project Description*, of this Draft EIR, the Project would include 103,380 square feet of public, private, and common open space, which is approximately 13.75 percent of the total

be maintained between buildings to provide adequate light, air and privacy. Landscaping shall be developed in the Project Area to ensure optimum use of living plant material.

515. Utilities

The Agency shall require that all utilities be placed underground when physically and economically feasible, as determined by the Agency.

517. Setbacks

All setback areas shall be landscaped and maintained by the owner. Any portion necessary for access shall be paved. The Agency may establish setback requirements for new developments within the Project Area which may exceed the requirements of the City's zoning ordinance.

522. Design Guidelines and Development Controls

Within the limits, restrictions and controls established in this Plan, the Agency is authorized to establish heights of buildings, land coverage, setback requirements, design criteria, traffic circulation, traffic access, and other design guidelines and development controls (including, without limitation, standards for signage) necessary for the proper development of both private and public areas within the Project Area.

No new improvement shall be constructed and no new existing improvement shall be substantially modified, altered, repaired, or rehabilitated except in accordance with this Plan and any such design guidelines and development controls, and in accordance with architectural, landscape and site plans submitted to and approved in writing by the Agency. One of the objectives of this Plan is to create an attractive and pleasant environment in the Project Area. Therefore, such plans shall give consideration to good design, open space and other amenities to enhance the aesthetic quality

Project Characteristics

building floor area of 751,777 square feet. The residential tower would be located more than 80 feet from any offsite existing and future high-rise buildings in the area, which would provide sufficient space between the tower and any off-site high-rise buildings pursuant to Downtown Design Guide standards. Landscaping would be provided in the public Plaza, Podium terraces, building cut-out areas and along the building frontages. The Project would also comply with open space requirements under LAMC Section 12.21.G, as discussed in Section IV.M.5, *Parks and Recreation*, of this Draft EIR.

All utility lines would be placed underground or screened from public view.

The Project would include a landscaped, 2,728-square foot public Plaza at a setback at the corner of W. 11th Street and S. Olive Street. 5-foot setbacks would be provided at the sidewalk entrances to the commercial uses along W. 11th Street and the residential lobby. In addition, the residential tower would be set back from the Podium edge approximately 54 feet, 4 inches from the west Podium wall, 58 feet, 5 inches from the south Podium wall, and 20 feet from the north property line. All setbacks would be consistent with existing zoning and the requirements of the Downtown Design Guide (evaluated below).

As clarified by CRA/LA, land use regulations, shall defer to and are superseded by the underlying General Plan, Community Plan, and Zoning Ordinance, including the codified sections of the current Downtown Design Guide. The Project would require a determination of consistency from CRA/LA to ensure that the Project would comply with applicable design guidelines and development controls of the Redevelopment Plan. The Project would include a public Plaza, streetscape improvements along all the street frontages, and a striking modern building design with residential and restaurant/retail street fronts to enhance the aesthetic quality of the Project Area. A table that compares the characteristics of the Project's applicable design guidelines and standards in the Downtown Design Guide is provided in Appendix B, Aesthetics Tables of this Draft EIR. Aesthetics Table – 2, was prepared to support the analysis included in Section IV.A, Aesthetics, of this Draft EIR. As indicated in the evaluation, the Project is consistent with the provisions of the Downtown Design Guide.

Project Characteristics

of the Project Area. The Agency shall not approve any plans that do not comply with this Plan or with any applicable design guidelines or development controls adopted by the Agency.

523. Variances, Conditional Use Permits, Building Permits and Other Land Development Entitlements

No zoning variance, conditional use permit, building permit, demolition permit or other land development entitlement shall be issued in the Project Area from the date of adoption of this Plan unless and until the application thereof has been reviewed and approved by the Agency and determined to be in conformance with this Plan and any applicable design guidelines or development controls adopted by the Agency.

No permits shall be issued for the construction of any new building or any addition to or rehabilitation of an existing building in the Project Area until the application for such permit has been processed in the manner provided. Any permit that is issued hereunder must be in conformance with the provisions and intent of this Plan.

The City shall withhold the issuance of the permit if the proposed improvements do not meet the requirements of the Plan as determined by the City.

As clarified by the CRA/LA, land use regulations shall defer to and are superseded by the underlying General Plan, Community Plan, and the City's Zoning Ordinance. The City Planning Department and CRA/LA would ensure that all entitlements are consistent with the intent of the Center City Redevelopment Plan.

SOURCE: ESA, 2018.

Appendix K Noise and Vibration

1045 OLIVE PROJECT

Noise and Vibration Technical Appendix

Prepared for

1045 Olive, LLC. 2200 Biscayne Boulevard Miami, Florida 33137 September 2019



1045 OLIVE PROJECT

Noise and Vibration Technical Appendix

Prepared for 1045 Olive, LLC. 2200 Biscayne Boulevard Miami, Florida 33137 September 2019

233 Wilshire Boulevard Suite 150 Santa Monica, CA 90401 310.451.4488 esassoc.com

Bend Oakland San Francisco Camarillo Orlando Santa Monica Pasadena Delray Beach Sarasota Destin Petaluma Seattle Portland Irvine Sunrise Los Angeles Sacramento Tampa Miami San Diego

ESA

DPCRH05.01

OUR COMMITMENT TO SUSTAINABILITY | ESA helps a variety of public and private sector clients plan and prepare for climate change and emerging regulations that limit GHG emissions. ESA is a registered assessor with the California Climate Action Registry, a Climate Leader, and founding reporter for the Climate Registry. ESA is also a corporate member of the U.S. Green Building Council and the Business Council on Climate Change (BC3). Internally, ESA has adopted a Sustainability Vision and Policy Statement and a plan to reduce waste and energy within our operations. This document was produced using recycled paper.

TABLE OF CONTENTS

			<u>Page</u>
Nois	e and	d Vibration Technical Appendix	
	1.	Introduction	1
	2.	Ambient Noise Levels	
	3.	Methodology	
		3.1 On-Site Construction Noise	
		3.2 Off-Site Roadway Noise (Construction and Operation)	
		3.3 Stationary Point-Source Noise (Operations)	
		3.4 Composite Noise (Operations)3.5 Groundborne Vibration (Construction and Operations)	
	4.	Project Characteristics	
	1 . 5.	Mitigation Measures	
	٥.	5.1 Construction Noise and Vibration	
		5.2 Operational Noise and Vibration	
List		gures oise Measurement Locations	2
List	of Ta	bles	
1	Sı	ummary of Ambient Noise Measurements	4
Exhi	bits		
K-1 K-2 K-3 K-4 K-5 K-6	Co Of Pa Lo	mbient Noise Data construction Noise and Vibration Calculations ff-Site Traffic Noise Calculations arking Structure Noise Calculations coading Dock and Refuse Service Noise Reference Levels mergency Generator Noise Reference Level	

ACRONYMS AND ABBREVIATIONS

Acronvm	Description
ACIONYIII	Description

Caltrans California Department of Transportation
CEQA California Environmental Quality Act

City of Los Angeles

CNEL Community Noise Equivalent Level

dB decibel

dBA A-weighted dB scale

EIR Environmental Impact Report
FHWA Federal Highway Administration
FTA Federal Transit Administration

 $\begin{array}{cc} L_{\text{eq}} & & \text{Equivalent Sound Level} \\ \\ L_{\text{max}} & & \text{Maximum Noise Level} \end{array}$

LAMC Los Angeles Municipal Code

PPV peak particle velocity

TeNS Caltrans Technical Noise Supplement

VdB vibration decibel

1045 OLIVE PROJECT

Noise and Vibration Methodology

1. Introduction

An acoustical study was conducted for the Project that evaluates potential noise and vibration impacts due to Project construction activities, as well as aspects of Project operations that are noise-and vibration-intensive and that have the potential to impact off-site sensitive land uses sensitive to these effects. The objectives of this analysis are to:

- Quantify the existing ambient noise environment at the Project Site;
- Evaluate the construction and operational noise and vibration impacts to nearby off-site noise sensitive receptors based on applicable City standards and thresholds; and
- Provide, if needed, noise mitigation measures to comply with applicable City noise regulations and standards.

2. Ambient Noise Levels

The predominant existing noise source near the Project Site is roadway noise from the area bounded by W. Olive Street to the east, 11th Street to the south, S. Grand Avenue to the west, and Olympic Boulevard to the north. Secondary noise sources include general residential- and commercial-related activities associated with loading dock/delivery truck activities, trash compaction, and refuse service activities.

To establish ambient noise levels, ambient noise measurements were conducted at nine locations chosen to be representative of the impacts on the sensitive receptors within the Project Site vicinity that are closest to the Project Site. These measurements also characterize the existing noise environment in the Project Site vicinity. Short-term ambient noise measurements were conducted between 8:00 A.M. to 10:00 A.M. on Wednesday, January 31, 2018, and long-term ambient noise measurements were conducted from Wednesday, January 31 through Thursday, February 1, 2018. Long-term (24-hour) measurements were conducted at locations R1 and R2, and short-term (15-minute) noise measurements were conducted at locations R3 through R8. The measurement locations are shown in **Figure 1**, *Noise Measurement Locations*.



SOURCE: Google Earth, 2016. 1045 Olive Project

Figure 1
Noise Measurement Locations

- R1: Represents the existing noise environment at the seven-story Oakwood Olympic & Olive mixed-use residential development on the northern boundary of the Project Site. The sound meter was placed at the northwestern corner of the Project Site at S. Olive Street.
- R2: Represents the existing noise environment at the southern Project Site boundary just east of the southern boundary of the 20-story Ten50 project residential mixed-use building adjacent to the Project Site. The sound meter was placed at the western side of the southern property line of the Project Site along W. 11th Street.
- R3: Represents the existing noise environment at the multi-family residential uses along W. 11th Street near S. Grand Avenue. The sound meter was placed at the southwest corner of W. 11th Street and S. Grand Avenue.
- R4: Represents the existing noise environment at the multi-family residential uses along S. Hope Street. The sound meter was placed in front of a multi-family residential building along S. Hope Street.
- R5: Represents the existing noise environment at the multi-family residential uses along W. Olympic Boulevard. The sound meter was placed in front of a multi-family residential building along W. Olympic Boulevard.
- R6: Represents the existing noise environment at the multi-family residential uses along W. Olympic Boulevard. The sound meter was placed at the northeast corner of W. Olympic Boulevard and S. Olive Street, nearby a multi-family residential building.
- R7: Represents the existing noise environment at future mixed use developments at the southeast and southwest corner of W. 11th Street and S. Hill Street. The sound meter was placed at the southeast corner of W. 11th Street and S. Hill Street.
- R8: Represents the existing noise environment at a future mixed use development at the northwest corner of W. 12th Street and Margo Street. The sound meter was placed at the northeast corner of the future mixed use development along Margo Street.

The ambient noise measurements were conducted using the Larson-Davis 820 Precision Integrated Sound Level Meter (SLM). The Larson-Davis 820 SLM is a Type 1 standard instrument as defined in the American National Standard Institute S1.4. All instruments were calibrated and operated according to the applicable manufacturer specification. The microphone was placed at a height of approximately 5 feet above the local grade.

A summary of the noise measurements collected is provided in **Table 1**, *Summary of Ambient Noise Measurements*. As shown therein, the measured daytime hourly ambient noise levels ranged from a low of 54 dBA L_{eq} to a high of 76 dBA L_{eq} in the vicinity of the Project Site.

TABLE 1
SUMMARY OF AMBIENT NOISE MEASUREMENTS

Location	Daytime (7 A.M. to 10 P.M.) Hourly L _{eq}	Daytime Average Hourly L _{eq}	Nighttime (10 P.M. to 7 A.M.) Hourly L _{eq}	Nighttime Average Hourly L _{eq}
R1				
1/31/18 10:00 a.m. to 2/1/18 10:00 a.m.	63 – 76	69	54 – 68	62
R2				
1/31/18 10:00 a.m. to 2/1/18 10:00 a.m.	63 – 76	69	54 – 69	64
R3	72	N/A	N/A	N/A
R4	68	N/A	N/A	N/A
R5	74	N/A	N/A	N/A
R6	79	N/A	N/A	N/A
R7	72	N/A	N/A	N/A
R8	66	N/A	N/A	N/A

a Detailed measured noise data, including hourly Leq levels, are provided in Appendix K of this Draft EIR.

SOURCE: ESA, 2018.

3. Methodology

3.1 On-Site Construction Noise

On-site construction noise impacts were evaluated by determining the noise levels generated by the different types of construction activity anticipated, calculating the construction-related noise level generated by the mix of equipment assumed for all construction activities at nearby sensitive receptor locations, and comparing these construction-related noise levels to existing ambient noise levels (i.e., noise levels without construction noise) at those receptors. More specifically, the following steps were undertaken to assess construction-period noise impacts.

- 1. Ambient noise levels at surrounding sensitive receptor locations were determined based on field measurements (see **Table 1**). Ambient noise measurements were conducted using the Larson-Davis 820 Precision Integrated Sound Level Meter (sound meter). The Larson-Davis 820 sound meter is a Type 1 standard instrument as defined in the American National Standard Institute S1.4. All instruments were calibrated and operated according to the applicable manufacturer specification. The microphone was placed at a height of 5 feet above the local grade.
- 2. Typical noise levels for each type of construction equipment expected to be used based on information provided by the Project Applicant were obtained from the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM).

- 3. Distances between construction site locations (noise sources) within the Project Site and surrounding off-site noise-sensitive receptors were measured using Project architectural drawings, site plans, and Google Earth.
- 4. The construction noise level was then calculated for each construction phase using the FHWA RCNM, conservatively, in terms of hourly L_{eq}, for sensitive receptor locations based on the standard point-source noise-distance attenuation factor of 6.0 dBA for each doubling of distance over a hard surface, assuming that all of the equipment for each construction phase would be in use concurrently and that the loudest equipment would be located at the edge of the Project Site closest to the sensitive receptor locations.
- 5. Construction noise levels were then compared to the construction noise significance thresholds identified below.

In accordance with the City of Los Angeles California Environmental Quality Act (CEQA) Thresholds Guide (Threshold Guide), since construction activities would last more than 10 days for all phases, the construction noise significance threshold used in this analysis is an increase in the ambient exterior noise level of 5 dBA L_{eq} or more at a noise-sensitive use.

It should also be noted that the Thresholds Guide contains screening criteria, including (1) whether construction activities occur within 500 feet of a noise sensitive use; and (2) whether construction occurs between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday, or anytime on Sunday. A "no" response to these questions indicates that construction would not occur between these hours and there would normally be no significant construction noise impacts from the project.

3.2 Off-Site Roadway Noise (Construction and Operation)

Roadway noise impacts were evaluated using the FHWA Traffic Noise Model (TNM) and the Caltrans Technical Noise Supplement (TeNS) method based on the roadway traffic volume data provided in the Traffic Study prepared for the Project. This method represents a noise prediction model that takes into account traffic volumes at the study intersections analyzed in the Traffic Study prepared for the Project and provided in Appendix N of the Project's Draft EIR. This method, considered an industry standard, allows for the definition of roadway configurations, barrier information (if any), and receiver locations. Roadway noise attributable to Project development was calculated and compared to baseline noise levels that would occur under the "Without Project" condition.

Since construction activities would last more than 10 days for all phases, the construction noise significance threshold used in this analysis is an increase in the ambient exterior noise level of 5 dBA L_{eq} or more at a noise-sensitive use. For the construction-related traffic noise analysis, it was assumed that trucks traveling to and from the Project Site would travel along routes that connect to the Interstate 10 Freeway, which coincide with travel along the haul route(s) approved by the City. Therefore, construction-related traffic noise impacts were evaluated along the haul route(s) requested by the Applicant. The truck route for loaded trucks would be a left turn from the Project Site heading north on S. Olive Street, a right turn onto W. Olympic Boulevard, a right turn onto

The Mobility Group, 1045 Olive Project Transportation Study, 2019. Provided in Appendix N of the Project's Draft Environmental Impact Report (EIR).

Hill Street, a left turn onto W. 18th Street, and merging onto the Interstate 10 freeway. The truck route for empty trucks would be exiting the Interstate 10 freeway onto W. 17th Street and a right turn onto S. Olive Street towards the Project Site. The construction-related traffic noise analysis also included construction worker vehicle trips.

For operations, the operational noise significance threshold used in this analysis is whether the project causes the ambient noise level measured at the property line of affected uses to increase by 3 dBA CNEL to or within the "normally unacceptable" or "clearly unacceptable" category; or any 5 dBA CNEL or greater noise increase.

3.3 Stationary Point-Source Noise (Operations)

Stationary point-source noise levels from the Project Site were evaluated by identifying the noise levels generated by the Project's outdoor stationary noise sources such as open spaces areas with outdoor activities, rooftop mechanical equipment, parking structure automobile operations, and loading/refuse collection area activity, calculating the hourly $L_{\rm eq}$ noise level from each noise source at sensitive receptor property lines, and comparing such noise levels to existing ambient noise levels. More specifically, the following steps were undertaken to calculate outdoor stationary point-source noise impacts:

- 1. Ambient noise levels at surrounding off-site sensitive receptor locations were estimated based on field measurement data (see Table 1).
- 2. Noise levels generated by each type of stationary point-source noise generator, including mechanical equipment, open spaces, loading dock, and parking structure operations, were obtained based on measured noise levels for similar equipment/activities, from noise levels published in environmental noise assessment documents for land use development projects or scientific journals, or from noise levels from equipment manufacturer specifications
- 3. Distances between stationary point-source noise sources and surrounding sensitive receptor locations were measured using Project architectural drawings, site plans, and Google Earth.
- 4. Stationary point-source noise levels were then calculated for each sensitive receptor location based on the standard point-source noise-distance attenuation factor of 6.0 dBA for each doubling of distance over a hard surface.
- 5. Parking related noise levels were estimated utilizing the methodology recommended by the Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual* for the general assessment of stationary transit noise sources. Using this methodology, the Project's peak hourly noise level that would be generated by the on-site parking levels was estimated using the following FTA equation for a parking garage:²

$$L_{eq}(h) = SEL_{ref} + 10log(NA/1000) - 35.6$$
, where

 $L_{eq}(h)$ = hourly L_{eq} noise level at 50 feet

2

Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, Table 4-13 and Table 4-14, pages 45 and 47, 2018.

 $SEL_{ref} = 92$ dBA, which is the reference noise level for stationary noise source represented in sound exposure level (SEL) at 50 feet, for 1,000 cars in peak activity hour including engines accelerating, doors slamming, car alarms, tire squeals, and people talking

 N_A = number of automobiles per hour

- 6. Noise level increases were compared to the stationary source noise significance threshold identified above.
- 7. The combined noise levels from each operational noise source were estimated and the combined noise level increases were compared to the significance threshold identified above.
- 8. For outdoor mechanical equipment, it was assumed that the Project would comply with the requirements of LAMC Section 112.02 to ensure that the maximum allowable noise generated from any and all outdoor mechanical equipment were specified such that noise levels would not exceed the significance threshold identified above.

3.4 Composite Noise (Operations)

The combined noise level from all operational noise sources was estimated by logarithmically adding together the noise levels from all of the operational noise sources at the maximally impacted noise-sensitive receptor locations, assuming the simultaneous contribution of noise from each source. As discussed previously, the dBA scale is based on logarithms, where a doubling of sound energy corresponds to a 3 dBA increase (e.g., if two identical noise sources produce noise levels of 50 dBA, the combined sound level would be 53 dBA, not 100 dBA). The noise sources comprising the composite noise level include off-site roadway noise and on-site stationary point-source noise, as listed above. Groundborne noise specifically refers to the rumbling noise emanating from the motion of building room surfaces due to the vibration of floors and walls³ and is thus evaluated in conjunction with groundborne vibration as discussed in the next subsection below.

3.5 Groundborne Vibration (Construction and Operations)

Groundborne vibration and noise impacts were evaluated for potential building damage and human annoyance impacts by identifying Project's potential vibration sources, estimating the distance between the Project's vibration sources and the nearest structure and human annoyance receptor locations, estimating the maximum vibration and noise levels at the distances to the nearest structure and vibration annoyance receptor locations using the vibration data from the FTA *Transit Noise and Vibration Impact Assessment Manual*, and making a determination based on the significance thresholds described below.

The Thresholds Guide does not include significance thresholds to assess groundborne vibration and noise impacts during construction or operation. Thus, for this Project, the City has determined to use the FTA's criteria, stated below, to evaluate potential groundborne vibration and noise impacts related to Project construction and operation. Based on the FTA *Transit Noise and Vibration Impact*

Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Section 5.5, 2018.

Assessment Manual, groundborne vibration could result in building damage if the following were to occur:

 Potential Building Damage – Project construction and operational activities cause groundborne vibration levels to exceed 0.5 inches per second PPV at the nearest offsite reinforced-concrete, steel, or timber building.⁴

Based on FTA *Transit Noise and Vibration Impact Assessment Manual*, groundborne vibration could be perceived as annoying to humans if the following were to occur:

 Potential Human Annoyance – Project construction and operational activities cause groundborne vibration levels to exceed 72 VdB at off-site sensitive uses, including residential uses.⁵

The FTA *Transit Noise and Vibration Impact Assessment Manual* classifies the vibration levels above based on whether the vibration-producing events are frequent, occasional, or infrequent. "Frequent Events" is defined as more than 70 vibration events of the same source per day. "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day. "Infrequent Events" is defined as fewer than 30 vibration events of the same kind per day. The values listed above are applicable to "Frequent Events." For purposes of conservative analysis, the vibration analysis provided herein for potential human annoyance compares the estimated vibration levels generated during construction and operation of the Project to the 72 VdB significance threshold for off-site residential uses for "Frequent Event."

4. Project Characteristics

The following Project Design Features would be incorporated into the Project to eliminate potential sources of noise and groundborne vibration and noise:

NOISE-PDF-1: The Project will not use impact pile drivers and will not allow blasting during construction activities.

NOISE-PDF-2: Signs will be posted at Project truck loading areas prohibiting idling for more than 5 consecutive minutes.

NOISE-PDF-3: Amplified sound in outdoor open space areas on the site shall be prohibited.

In addition, Section IV.A, *Aesthetics*, of the Project's Draft EIR includes a Project Design Feature to provide noise shielding of the noise from the Project's parking structure, as well as to reduce potential aesthetics impacts:

AES-PDF-2: Parking Shielding (refer to Section IV.A, *Aesthetics*, of the Project's Draft EIR for additional details). This Project Design Feature requires that the podium parking

Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, Table 7-5, page 186, 2018. Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, Table 6-3, page 126, 2018.

be shielded from adjacent areas with minimum 36-inch high baffling panels behind architectural screen meshing for aesthetic character and for light and sound attenuation.

5. Mitigation Measures

5.1 Construction Noise and Vibration

The following mitigation measures would reduce on-site construction-related noise and vibration levels:

NOISE-MM-1: The Project shall provide temporary ground-level construction fencing equipped with noise blankets rated to achieve sound level reductions of at least 10 dBA between the Project Site and the ground-level noise sensitive receptors at sensitive receptor locations R1 (mixed-use residential north of the Project Site) and R2 (mixed-use residential west of the Project Site). These temporary noise barriers shall be used to block the line-of-sight between the construction equipment and the noise-sensitive receptors during early Project construction phases (up to the start of framing) when the use of noisy heavy equipment such as concrete saws, crawler tractors, and drill rigs, is prevalent.

Noise barriers shall be heavy-duty materials such as vinyl-coated polyester (VCP), at least 10 ounces per square yard and quilted for sound absorption, or other similarly effective materials. All noise barrier material types are equally effective, acoustically, if they have this density. The noise barrier shall have a minimum sound transmission class (STC) of 25 and noise reduction coefficient (NRC) of 0.75 or equivalent STC and NRC to achieve the 10 dBA reduction. STC is an integer rating of how well a wall attenuates airborne sound and NRC is a scalar representation of the amount of sound energy absorbed upon striking a wall.

NOISE-MM-2: During framing and vertical building construction, the Project shall provide temporary flexible noise curtains or noise blankets along the Project's vertical structures rated to achieve sound level reductions of at least 10 dBA to block the line-of-sight between noise producing equipment and the adjacent residential land uses at sensitive receptor locations R1 (mixed-use residential north of the Project Site) and R2 (mixed-use residential west of the Project Site), where the use of such noise curtains or noise blankets would not interfere with the safety, integrity, and necessary construction activities of framing and vertical building construction.

NOISE-MM-3: Contractors shall ensure that all construction equipment, fixed or mobile, are equipped with properly operating and maintained noise shielding and muffling devices, consistent with manufacturers' standards. The contractor shall use muffler systems (e.g. absorptive mufflers) that provide a minimum reduction of 8 dBA compared to the same equipment without an installed muffler system, reducing maximum construction noise levels.

NOISE-MM-4: The operation of construction equipment that generates high levels of vibration, such as large bulldozers and loaded trucks, shall be prohibited within 80 feet of the property lines of existing residential uses adjacent to the Project Site. Instead, rubbertired equipment not exceeding 400 horsepower shall be used in these areas during demolition, grading, and excavation operations within 80 feet from the sensitive receptor locations R1 (mixed-use residential north of the Project Site) and R2 (mixed-use residential west of the Project Site).

NOISE-MM-5: To reduce potential construction noise impacts and vibration impacts regarding human annoyance, the Applicant shall designate a construction relations officer to serve as a liaison with the adjacent mixed-use developments (R1 and R2). The liaison shall be responsible for responding to concerns regarding construction noise and vibration within 24 hours of receiving a complaint. The liaison shall ensure that steps will be taken to reduce construction noise and vibration levels as deemed appropriate and safe by the on-site construction manager. Such steps could include the use of noise absorbing curtains or blankets, vibration absorbing barriers, substituting lower noise or vibration generating equipment or activity, rescheduling of high noise or vibration-generating construction activity, or other potential adjustments to the construction program to reduce noise or vibration levels at the adjacent mixed-use developments (sensitive receptor locations R1 [mixed-use residential north of the Project Site] and R2 [mixed-use residential west of the Project Site]).

NOISE-MM-6: The Project shall provide a construction site notice that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.

5.2 Operational Noise and Vibration

Not applicable as Project impacts are less than significant without mitigation.

Exhibit K-1 Ambient Noise Data



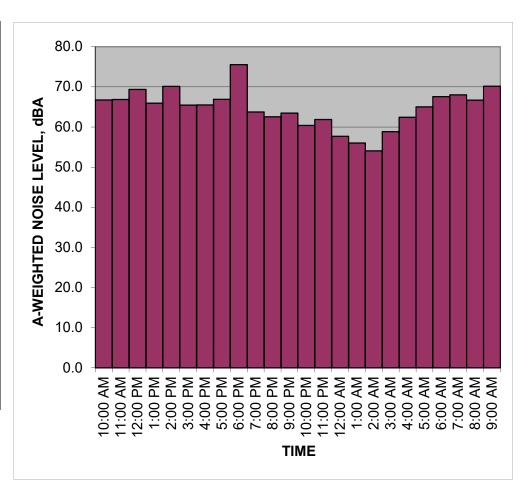
Measured Ambient Noise Levels

Project: 1045 S Olive Street

Location: R1 Sources: Ambient

Date: April 17-18, 2017

	HNL,
TIME	dB(A)
10:00 AM	66.7
11:00 AM	66.8
12:00 PM	69.3
1:00 PM	65.9
2:00 PM	70.1
3:00 PM	65.4
4:00 PM	65.5
5:00 PM	66.9
6:00 PM	75.5
7:00 PM	63.7
8:00 PM	62.5
9:00 PM	63.4
10:00 PM	60.4
11:00 PM	61.9
12:00 AM	57.7
1:00 AM	56.0
2:00 AM	54.0
3:00 AM	58.8
4:00 AM	62.4
5:00 AM	65.0
6:00 AM	67.5
7:00 AM	68.0
8:00 AM	66.7
9:00 AM	70.1
CNEL, dB(A):	70.6



NOTES:		

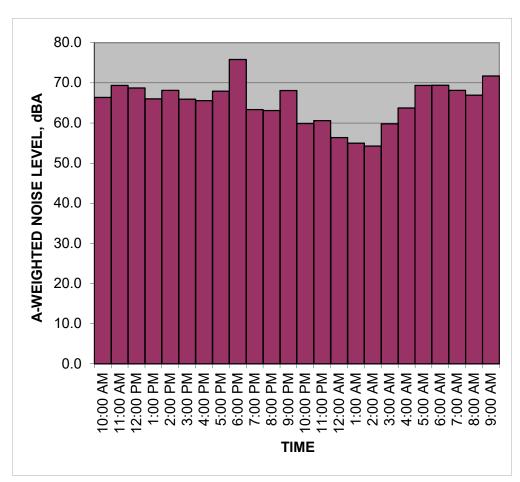
Measured Ambient Noise Levels

Project: 1045 S Olive Street

Location: R2 Sources: Ambient

Date: April 17-18, 2017

	HNL.
	,
TIME	dB(A)
10:00 AM	66.3
11:00 AM	69.4
12:00 PM	68.7
1:00 PM	66.0
2:00 PM	68.1
3:00 PM	65.9
4:00 PM	65.6
5:00 PM	67.9
6:00 PM	75.8
7:00 PM	63.3
8:00 PM	63.1
9:00 PM	68.1
10:00 PM	59.9
11:00 PM	60.6
12:00 AM	56.4
1:00 AM	54.9
2:00 AM	54.2
3:00 AM	59.8
4:00 AM	63.7
5:00 AM	69.3
6:00 AM	69.4
7:00 AM	68.1
8:00 AM	66.9
9:00 AM	71.7
CNEL, dB(A):	72.0



NOTES:		

File Name on Meter LxT_Data.073

File Name on PC SLM_0005055_LxT_Data_073.00.ldbin

 Serial Number
 0005055

 Model
 SoundTrack LxT®

 Firmware Version
 2.301

User

Location R3

Job Description

Note

Measurement

Description

 Start
 2018-01-31
 09:20:50

 Stop
 2018-01-31
 09:35:50

 Duration
 00:15:00.0

 Run Time
 00:15:00.0

 Pause
 00:00:00.00

Pre Calibration 2018-01-31 08:32:22
Post Calibration None
Calibration Deviation ---

Overall Settings

RMS Weight A Weighting
Peak Weight A Weighting
Detector Slow
Preamp PRMLxT1
Microphone Correction Off
Integration Method Exponential
Overload 147.2 dB

 Under Range Peak
 103.4
 100.4
 105.4 dB

 Under Range Limit
 38.7
 36.7
 44.7 dB

 Noise Floor
 25.8
 26.4
 33.9 dB

Results

 LASeq
 72.4 dB

 LASE
 101.9 dB

 EAS
 1.729 mPa²h

 EAS8
 55.342 mPa²h

 EAS40
 276.708 mPa²h

 LASpeak (max)
 2018-01-31 09:23:10
 101.2 dB

 LASmax
 2018-01-31 09:23:10
 83.1 dB

 LASmin
 2018-01-31 09:27:22
 61.6 dB

SEA -99.9 dB

 LAS > 85.0 dB (Exceedance Counts / Duration)
 0
 0.0 s

 LAS > 115.0 dB (Exceedance Counts / Duration)
 0
 0.0 s

 LASpeak > 135.0 dB (Exceedance Counts / Duration)
 0
 0.0 s

 LASpeak > 137.0 dB (Exceedance Counts / Duration)
 0
 0.0 s

 LASpeak > 140.0 dB (Exceedance Counts / Duration)
 0
 0.0 s

 LCSeq
 81.5 dB

 LASeq
 72.4 dB

 LCSeq - LASeq
 9.1 dB

 LAleq
 74.0 dB

 LAeq
 72.4 dB

 LAleq - LAeq
 1.6 dB

Leq			
LS(max)			
LS(min)			
LPeak(max)			
• •			

Α			С	Z		
dB	Time Stamp	dB	Time Stamp	dB	Time Stamp	
72.4						
83.1	2018/01/31 9:23:10					
61.6	2018/01/31 9:27:22					
101.2	2018/01/31 9:23:10					

Record #	Record Type	Date	Time	LASeq	LApeak	LASmax	LASmin
1	Run	2018-01-31	9:20:50				
2		2018-01-31	9:20:50	72.4	93.0	78.5	69.0
3		2018-01-31	9:21:50	73.8	98.6	82.2	70.1
4		2018-01-31	9:22:50	75.1	101.2	83.1	69.3
5		2018-01-31	9:23:50	73.6	96.3	81.1	65.7
6		2018-01-31	9:24:50	66.6	85.1	72.8	62.9
7		2018-01-31	9:25:50	72.4	95.0	80.5	65.2
8		2018-01-31	9:26:50	68.9	87.4	74.2	61.6
9		2018-01-31	9:27:50	66.9	94.0	74.7	61.8
10		2018-01-31	9:28:50	71.5	89.7	75.6	65.1
11		2018-01-31	9:29:50	74.1	95.6	82.0	65.7
12		2018-01-31	9:30:50	71.2	93.8	77.1	65.1
13		2018-01-31	9:31:50	73.3	93.6	80.6	67.0
14		2018-01-31	9:32:50	70.4	90.9	75.2	66.9
15		2018-01-31	9:33:50	72.5	93.0	77.0	67.7
16		2018-01-31	9:34:50	74.0	94.2	79.4	67.3
17	Stop	2018-01-31	9:35:50				

File Name on Meter LxT_Data.122

File Name on PC SLM_0004983_LxT_Data_122.00.ldbin

 Serial Number
 0004983

 Model
 SoundTrack LxT®

 Firmware Version
 2.301

User

Location R4

Job Description

Note

Measurement

Description

 Start
 2018-01-31
 08:48:46

 Stop
 2018-01-31
 09:03:46

 Duration
 00:15:00.0

 Run Time
 00:15:00.0

 Pause
 00:00:00.00

Pre Calibration 2018-01-31 08:35:28
Post Calibration None
Calibration Deviation ---

Overall Settings

RMS Weight A Weighting
Peak Weight A Weighting
Detector Slow
Preamp PRMLxT1
Microphone Correction Off
Integration Method Exponential
Overload 144.9 dB

 M
 C
 Z

 Under Range Peak
 101.1
 98.1
 103.1 dB

 Under Range Limit
 37.6
 35.6
 43.6 dB

 Noise Floor
 24.7
 25.3
 32.7 dB

Results

 LASeq
 67.9 dB

 LASE
 97.5 dB

 EAS
 622.408 μPa²h

 EAS8
 19.917 mPa²h

 EAS40
 99.585 mPa²h

 LASpeak (max)
 2018-01-31
 08:50:14
 99.1 dB

 LASmax
 2018-01-31
 09:02:07
 80.1 dB

 LASmin
 2018-01-31
 08:55:08
 59.3 dB

SEA -99.9 dB

 LAS > 85.0 dB (Exceedance Counts / Duration)
 0
 0.0 s

 LAS > 115.0 dB (Exceedance Counts / Duration)
 0
 0.0 s

 LASpeak > 135.0 dB (Exceedance Counts / Duration)
 0
 0.0 s

 LASpeak > 137.0 dB (Exceedance Counts / Duration)
 0
 0.0 s

 LASpeak > 140.0 dB (Exceedance Counts / Duration)
 0
 0.0 s

 LCSeq
 76.9 dB

 LASeq
 67.9 dB

 LCSeq - LAseq
 8.9 dB

 LAleq
 69.5 dB

 LAeq
 67.9 dB

 LAleq - LAeq
 1.5 dB

Leq			
LS(max)			
LS(min)			
LPeak(max)			

1.5					
P	Α			Z	
dB	Time Stamp	dB	Time Stamp	dB	Time Stamp
67.9					
80.1	2018/01/31 9:02:07				
59.3	2018/01/31 8:55:08				
99.1	2018/01/31 8:50:14				

Record #	Record Type	Date	Time	LASeq	LApeak	LASmax	LASmin
1	alibration Chang	2018-01-31	8:35:09				
2	alibration Chang	2018-01-31	8:35:28				
3	Run	2018-01-31	8:48:46				
4		2018-01-31	8:48:46	65.0	86.8	70.7	59.7
5		2018-01-31	8:49:46	66.4	99.1	75.0	60.5
6		2018-01-31	8:50:46	68.0	87.8	73.7	59.9
7		2018-01-31	8:51:46	67.7	89.1	73.4	61.7
8		2018-01-31	8:52:46	65.3	84.4	71.3	60.5
9		2018-01-31	8:53:46	66.8	98.3	74.0	59.6
10		2018-01-31	8:54:46	65.3	91.1	72.7	59.3
11		2018-01-31	8:55:46	67.5	92.2	73.9	59.3
12		2018-01-31	8:56:46	64.6	84.1	71.6	59.9
13		2018-01-31	8:57:46	67.9	94.1	74.4	61.5
14		2018-01-31	8:58:46	65.9	95.8	72.9	59.8
15		2018-01-31	8:59:46	65.7	87.1	70.8	60.6
16		2018-01-31	9:00:46	64.6	88.4	71.4	60.1
17		2018-01-31	9:01:46	73.0	94.6	80.1	62.0
18		2018-01-31	9:02:46	72.3	92.7	78.9	62.4
19	Stop	2018-01-31	9:03:46				

File Name on Meter LxT_Data.123

File Name on PC SLM_0004983_LxT_Data_123.00.ldbin

Serial Number 0004983 Model SoundTrack LxT® **Firmware Version** 2.301

User

Location R5

Job Description

Note

Measurement

Description

Start 2018-01-31 09:07:45 2018-01-31 09:22:45 Stop Duration 00:15:00.0 **Run Time** 00:15:00.0 Pause 00:00:00.0

Pre Calibration 2018-01-31 08:35:24 **Post Calibration** None **Calibration Deviation**

Overall Settings

RMS Weight A Weighting A Weighting **Peak Weight** Detector Slow Preamp PRMLxT1 **Microphone Correction** Off **Integration Method** Exponential Overload 144.9 dB

С Z Α **Under Range Peak** 101.1 98.1 103.1 dB **Under Range Limit** 43.6 dB 37.6 35.6 **Noise Floor** 24.7 25.3 32.7 dB

Results

LASeq 74.3 dB 103.8 dB LASE EAS 2.672 mPa²h EAS8 85.506 mPa2h EAS40 427.528 mPa²h

LASpeak (max) 2018-01-31 09:13:38 109.9 dB LASmax 2018-01-31 09:13:38 91.3 dB 2018-01-31 09:09:35 LASmin 60.6 dB

SEA -99.9 **dB**

13.0 s LAS > 85.0 dB (Exceedance Counts / Duration) 6 LAS > 115.0 dB (Exceedance Counts / Duration) 0 0.0 s LASpeak > 135.0 dB (Exceedance Counts / Duration) 0.0 s 0 LASpeak > 137.0 dB (Exceedance Counts / Duration) 0 0.0 s LASpeak > 140.0 dB (Exceedance Counts / Duration) 0 0.0 s

LCSeq 83.1 dB LASeq 74.3 dB 8.8 dB LCSeq - LASeq 77.4 dB LAleq LAeq 74.3 dB LAleq - LAeq 3.2 dB

C Α Time Stamp dB Time Stamp dB Time Stamp Leq 74.3 LS(max) 91.3 2018/01/31 9:13:38 LS(min) 60.6 2018/01/31 9:09:35 LPeak(max) 109.9 2018/01/31 9:13:38

Z

Overloads 0 **Overload Duration** 0.0 s

Record #	Record Type	Date	Time	LASeq	LApeak	LASmax	LASmin
1	Run	2018-01-31	9:07:45				
2		2018-01-31	9:07:45	74.4	98.4	80.3	66.5
3		2018-01-31	9:08:45	67.6	87.2	75.1	60.6
4		2018-01-31	9:09:45	74.8	99.9	85.5	64.3
5		2018-01-31	9:10:45	70.9	96.4	77.7	62.5
6		2018-01-31	9:11:45	74.2	101.2	85.3	65.3
7	R5	2018-01-31	9:12:45	79.0	109.9	91.3	70.2
8		2018-01-31	9:13:45	72.3	91.4	77.3	63.6
9		2018-01-31	9:14:45	72.5	101.5	82.3	61.7
10		2018-01-31	9:15:45	77.2	99.7	86.7	68.3
11		2018-01-31	9:16:45	73.3	96.3	82.6	63.7
12		2018-01-31	9:17:45	71.2	90.8	77.7	66.0
13		2018-01-31	9:18:45	76.5	108.8	89.5	63.2
14		2018-01-31	9:19:45	74.7	94.1	81.0	63.2
15		2018-01-31	9:20:45	67.5	89.5	74.5	60.9
16		2018-01-31	9:21:45	72.5	94.8	77.3	63.2
17	Stop	2018-01-31	9:22:45				

File Name on Meter LxT_Data.124

File Name on PC SLM_0004983_LxT_Data_124.00.ldbin

 Serial Number
 0004983

 Model
 SoundTrack LxT®

 Firmware Version
 2.301

User

Location R6

Job Description

Note

Measurement

Description

 Start
 2018-01-31
 09:26:20

 Stop
 2018-01-31
 09:41:20

 Duration
 00:15:00.0

 Run Time
 00:15:00.0

 Pause
 00:00:00.0

Pre Calibration 2018-01-31 08:35:24
Post Calibration None
Calibration Deviation ---

Overall Settings

RMS Weight A Weighting
Peak Weight A Weighting
Detector Slow
Preamp PRMLxT1
Microphone Correction Off
Integration Method Exponential
Overload 144.9 dB

 M
 C
 Z

 Under Range Peak
 101.1
 98.1
 103.1 dB

 Under Range Limit
 37.6
 35.6
 43.6 dB

 Noise Floor
 24.7
 25.3
 32.7 dB

Results

 LASeq
 79.3 dB

 LASE
 108.8 dB

 EAS
 8.486 mPa²h

 EAS8
 271.554 mPa²h

 EAS40
 1.358 Pa²h

 LASpeak (max)
 2018-01-31 09:31:10

 LASpeak (max)
 2018-01-31
 09:31:10
 112.0 dB

 LASmax
 2018-01-31
 09:31:10
 101.3 dB

 LASmin
 2018-01-31
 09:37:08
 59.5 dB

SEA -99.9 dB

 LAS > 85.0 dB (Exceedance Counts / Duration)
 1
 18.6 s

 LAS > 115.0 dB (Exceedance Counts / Duration)
 0
 0.0 s

 LASpeak > 135.0 dB (Exceedance Counts / Duration)
 0
 0.0 s

 LASpeak > 137.0 dB (Exceedance Counts / Duration)
 0
 0.0 s

 LASpeak > 140.0 dB (Exceedance Counts / Duration)
 0
 0.0 s

 LCSeq
 82.7 dB

 LASeq
 79.3 dB

 LCSeq - LAseq
 3.5 dB

 LAleq
 82.2 dB

 LAeq
 79.3 dB

 LAleq - LAeq
 2.9 dB

Leq			
LS(max)			
LS(min)			
LPeak(max)			

Į.	4		С	Z			
dB	Time Stamp	dB	Time Stamp	dB	Time Stamp		
79.3							
101.3	2018/01/31 9:31:10						
59.5	2018/01/31 9:37:08						
112.0	2018/01/31 9:31:10						

Record #	Record Type	Date	Time	LASeq	LApeak	LASmax	LASmin
1	Run	2018-01-31	9:26:20				
2		2018-01-31	9:26:20	70.2	94.6	74.2	64.6
3		2018-01-31	9:27:20	72.4	103.9	79.8	63.3
4		2018-01-31	9:28:20	72.3	93.0	75.4	66.9
5		2018-01-31	9:29:20	69.5	89.8	74.3	63.5
6		2018-01-31	9:30:20	90.4	112.0	101.3	67.6
7		2018-01-31	9:31:20	69.7	88.6	78.9	63.6
8		2018-01-31	9:32:20	71.7	93.0	78.5	62.7
9		2018-01-31	9:33:20	72.1	99.5	78.9	67.9
10		2018-01-31	9:34:20	72.9	93.9	80.2	64.5
11		2018-01-31	9:35:20	72.0	98.3	78.5	64.5
12		2018-01-31	9:36:20	69.3	99.9	76.8	59.5
13		2018-01-31	9:37:20	68.9	93.3	75.6	62.7
14		2018-01-31	9:38:20	70.8	94.9	76.5	60.0
15		2018-01-31	9:39:20	68.1	93.4	73.7	61.1
16		2018-01-31	9:40:20	71.2	95.3	75.6	65.2
17	Stop	2018-01-31	9:41:20				

File Name on Meter LxT_Data.074

File Name on PC SLM_0005055_LxT_Data_074.00.ldbin

 Serial Number
 0005055

 Model
 SoundTrack LxT®

 Firmware Version
 2.301

User

Location R7

Job Description

Note

Measurement

Description

 Start
 2018-01-31
 09:39:34

 Stop
 2018-01-31
 09:54:34

 Duration
 00:15:00.0

 Run Time
 00:00:00:00.00

 Pause
 00:00:00:00.00

Pre Calibration 2018-01-31 08:32:22
Post Calibration None
Calibration Peviation ---

Overall Settings

RMS Weight A Weighting
Peak Weight A Weighting
Detector Slow
Preamp PRMLxT1
Microphone Correction Off
Integration Method Exponential
Overload 147.2 dB

Α

 Under Range Peak
 103.4
 100.4
 105.4 dB

 Under Range Limit
 38.7
 36.7
 44.7 dB

 Noise Floor
 25.8
 26.4
 33.9 dB

Results

 LASeq
 71.8 dB

 LASE
 101.3 dB

 EAS
 1.504 mPa²h

 EAS8
 48.131 mPa²h

 EAS40
 240.655 mPa²h

 LASpeak (max)
 2018-01-31
 09:52:51
 104.0 dB

 LASmax
 2018-01-31
 09:52:51
 87.9 dB

 LASmin
 2018-01-31
 09:51:47
 62.0 dB

SEA -99.9 dB

 LAS > 85.0 dB (Exceedance Counts / Duration)
 2
 7.4 s

 LAS > 115.0 dB (Exceedance Counts / Duration)
 0
 0.0 s

 LASpeak > 135.0 dB (Exceedance Counts / Duration)
 0
 0.0 s

 LASpeak > 137.0 dB (Exceedance Counts / Duration)
 0
 0.0 s

 LASpeak > 140.0 dB (Exceedance Counts / Duration)
 0
 0.0 s

 LCseq
 82.0 dB

 LAseq
 71.8 dB

 LCSeq - LAseq
 10.2 dB

 LAleq
 73.8 dB

 LAeq
 71.8 dB

 LAleq - LAeq
 2.1 dB

Leq			
LS(max)			
LS(min)			
LPeak(max)			

A	1		С		Z			
dB	Time Stamp	dB	Time Stamp	dB	Time Stamp			
71.8								
87.9	2018/01/31 9:52:51							
62.0	2018/01/31 9:51:47							
104.0	2018/01/31 9:52:51							

С

z

Record #	Record Type	Date	Time	LASeq	LApeak	LASmax	LASmin
1	Run	2018-01-31	9:39:34				
2		2018-01-31	9:39:34	74.6	98.6	84.4	67.0
3		2018-01-31	9:40:34	70.1	91.9	76.2	63.6
4		2018-01-31	9:41:34	76.8	101.4	86.4	65.6
5		2018-01-31	9:42:34	68.0	91.0	73.3	63.2
6		2018-01-31	9:43:34	69.2	90.1	75.3	63.4
7		2018-01-31	9:44:34	72.2	94.4	80.1	64.3
8		2018-01-31	9:45:34	73.8	96.7	81.5	64.8
9		2018-01-31	9:46:34	70.0	92.6	81.4	63.3
10		2018-01-31	9:47:34	68.9	87.8	78.6	62.9
11		2018-01-31	9:48:34	69.2	91.0	73.6	62.7
12		2018-01-31	9:49:34	66.9	87.3	73.3	62.8
13		2018-01-31	9:50:34	70.3	95.1	79.9	63.0
14		2018-01-31	9:51:34	67.5	87.9	73.2	62.0
15		2018-01-31	9:52:34	74.3	104.0	87.9	62.7
16		2018-01-31	9:53:34	69.6	91.3	74.7	64.6
17	Stop	2018-01-31	9:54:34				

File Name on Meter LxT_Data.072

File Name on PC SLM_0005055_LxT_Data_072.00.ldbin

Serial Number 0005055 Model SoundTrack LxT® **Firmware Version** 2.301 User

R8 Location

Job Description

Note

Measurement

Description

Start 2018-01-31 09:02:17 2018-01-31 09:17:17 Stop Duration 00:15:00.0 **Run Time** 00:15:00.0 Pause 00:00:00.0

Pre Calibration 2018-01-31 08:32:22 **Post Calibration** None **Calibration Deviation**

Overall Settings

RMS Weight A Weighting A Weighting **Peak Weight** Detector Slow Preamp PRMLxT1 **Microphone Correction** Off **Integration Method** Exponential Overload 147.2 dB

С Z Α **Under Range Peak** 103.4 100.4 105.4 dB 44.7 dB **Under Range Limit** 38.7 36.7 **Noise Floor** 25.8 26.4 33.9 dB

Results

LASeq 65.6 dB LASE 95.1 dB EAS 359.781 μPa²h EAS8 11.513 mPa²h EAS40 57.565 mPa²h

LASpeak (max) 2018-01-31 09:16:44 101.7 dB LASmax 2018-01-31 09:16:45 82.7 dB 2018-01-31 09:15:07 56.6 dB LASmin

SEA -99.9 **dB**

0.0 s LAS > 85.0 dB (Exceedance Counts / Duration) 0 LAS > 115.0 dB (Exceedance Counts / Duration) 0 0.0 s LASpeak > 135.0 dB (Exceedance Counts / Duration) 0.0 s 0 LASpeak > 137.0 dB (Exceedance Counts / Duration) 0 0.0 s LASpeak > 140.0 dB (Exceedance Counts / Duration) 0 0.0 s

LCSeq 74.2 dB 65.6 dB LASeq LCSeq - LASeq 8.6 dB 69.0 dB LAleq LAeq 65.6 dB LAleq - LAeq 3.5 dB

Leq			
LS(max)			
LS(min)			
LPeak(max	c)		

5.5	ab				
Į.	1		С		Z
dB	Time Stamp	dB	Time Stamp	dB	Time Stamp
65.6					
82.7	2018/01/31 9:16:45				
56.6	2018/01/31 9:15:07				
101.7	2018/01/31 9:16:44				

Record #	Record Type	Date	Time	LASeq	LApeak	LASmax	LASmin
1	Run	2018-01-31	9:02:17				
2		2018-01-31	9:02:17	66.0	90.8	78.3	58.9
3		2018-01-31	9:03:17	63.2	84.8	69.9	58.8
4		2018-01-31	9:04:17	61.0	87.0	64.2	58.0
5		2018-01-31	9:05:17	64.5	88.8	69.4	60.4
6		2018-01-31	9:06:17	62.6	89.6	68.8	58.7
7		2018-01-31	9:07:17	64.9	85.0	70.2	59.9
8		2018-01-31	9:08:17	67.6	87.6	71.4	61.4
9		2018-01-31	9:09:17	66.7	93.2	73.6	60.8
10		2018-01-31	9:10:17	67.2	85.1	69.6	61.1
11		2018-01-31	9:11:17	64.6	89.1	69.6	58.7
12		2018-01-31	9:12:17	67.8	88.7	74.3	60.6
13		2018-01-31	9:13:17	61.3	85.7	67.6	57.3
14		2018-01-31	9:14:17	60.6	90.4	68.4	56.6
15		2018-01-31	9:15:17	61.5	92.5	69.0	57.3
16		2018-01-31	9:16:17	70.2	101.7	82.7	58.6
17	Stop	2018-01-31	9:17:17				

Exhibit K-2 Construction Noise and Vibration Calculations



Project: 1045 S. Olive Project Construction Noise Impact on Sensitive Receptors

Parameters

Leq to L10 factor

						R1					R2					R3		
Construction Phase Equipment Type	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance (ft)	Lmax	Leq	L10	Estimated Noise Shielding, dBA	Distance (ft)	Lmax	Leq	L10	Estimated Noise Shielding, dBA	Distance (ft)	Lmax	Leq	L10	Estimated Noise Shielding, dBA
Demolition					93	89				86	83				66	63		
Air Compressor	1	78	40%	5	93	89	92	5	20	86	82	85	0	280	58	54	57	5
Jackhammer	1	89	20%	105	78	71	74	5	120	81	74	77	0	380	66	59	62	5
Loader	1	79	40%	205	62	58	61	5	220	66	62	65	0	480	54	50	53	5
Sweeper/Scrubbers	1	82	10%	255	63	53	56	5	270	67	57	60	0	530	56	46	49	5
Concrete Saw	1	90	20%	255	71	64	67	5	270	75	68	71	0	530	64	58	61	5
Site Preparation					105	98				98	91				70	63		
Concrete Saw	1	90	20%	5	105	98	101	5	20	98	91	94	0	280	70	63	66	5
Loader	1	79	40%	105	68	64	67	5	120	71	67	70	0	380	56	52	55	5
Grading/Excavation					95	91				88	84				61	61		
Backhoe	1	80	40%	5	95	91	94	5	20	88	84	87	0	280	60	56	59	5
Bore/Drill Rig	1	84	20%	105	73	66	69	5	120	76	69	72	0	380	61	54	57	5
Excavator	2	81	40%	205	67	63	66	5	220	71	67	70	0	480	59	55	58	5
Loader	1	79	40%	255	60	56	59	5	270	64	60	63	0	530	53	50	53	5
Sweeper/Scrubbers	1	82	10%	255	63	53	56	5	270	67	57	60	0	530	56	46	49	5
Drainage/ Utilities/ Trenching	g				88	85				88	85				65	62		
Crawler Tractors	1	85	50%	20	88	85	88	5	35	88	85	88	0	295	65	62	65	5
Sweeper/Scrubbers	1	82	10%	120	69	59	62	5	135	73	63	66	0	395	59	49	52	5
Foundation/Concrete Pour					83	79				83	79				60	57		
Backhoe	1	80	40%	20	83	79	82	5	35	83	79	82	0	295	60	56	59	5
Cranes	1	81	16%	120	68	60	63	5	135	72	64	67	0	395	58	50	53	5
Forklift	1	75	10%	220	57	47	50	5	235	62	52	55	0	495	50	40	43	5
Sweeper/Scrubbers	1	82	10%	270	62	52	55	5	285	67	57	60	0	545	56	46	49	5
Building Construction					87	79				87	79				64	57		
Cranes	2	81	16%	20	87	79	82	5	35	87	79	82	0	295	64	56	59	5
Forklift	2	75	10%	120	65	55	58	5	135	69	59	62	0	395	55	45	48	5
Sweeper/Scrubbers	1	82	10%	220	64	54	57	5	235	69	59	62	0	495	57	47	50	5
Paving					95	91				88	84				60	57		
Backhoe	1	80	40%	5	95	91	94	5	20	88	84	87	0	280	60	56	59	5
Paver	1	77	50%	105	66	63	66	5	120	69	66	69	0	380	54	51	54	5
Architectural Coating					81	77				81	77				58	54		
Air Compressor	1	78	40%	20	81	77	80	5	35	81	77	80	0	295	58	54	57	5
Forklift	1	75	10%	120	62	52	55	5	135	66	56	59	0	395	52	42	45	5

Source for Ref. Noise Levels: LA CEQA Guides, 2006 & FHWA RCNM, 2005

Project: 1045 S. Olive Project Construction Noise Impact on Sensitive Receptors

Parameters

Leq to L10 factor 3



						R4					R5					R6		
Construction Phase Equipment Type	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance (ft)	Lmax	Leq	L10	Estimated Noise Shielding, dBA	Distance (ft)	Lmax	Leq	L10	Estimated Noise Shielding, dBA	Distance (ft)	Lmax	Leq	L10	Estimated Noise Shielding, dBA
Demolition					58	55				52	49				58	55		
Air Compressor	1	78	40%	450	49	45	48	10	530	42	39	42	15	450	49	45	48	10
Jackhammer	1	89	20%	550	58	51	54	10	630	52	45	48	15	550	58	51	54	10
Loader	1	79	40%	650	47	43	46	10	730	41	37	40	15	650	47	43	46	10
Sweeper/Scrubbers	1	82	10%	700	49	39	42	10	780	43	33	36	15	700	49	39	42	10
Concrete Saw	1	90	20%	700	57	50	53	10	780	51	44	47	15	700	57	50	53	10
Site Preparation					61	54				54	48				61	54		
Concrete Saw	1	90	20%	450	61	54	57	10	530	54	48	51	15	450	61	54	57	10
Loader	1	79	40%	550	48	44	47	10	630	42	38	41	15	550	48	44	47	10
Grading/Excavation					53	52				47	46				53	52		
Backhoe	1	80	40%	450	51	47	50	10	530	44	41	44	15	450	51	47	50	10
Bore/Drill Rig	1	84	20%	550	53	46	49	10	630	47	40	43	15	550	53	46	49	10
Excavator	2	81	40%	650	52	48	51	10	730	46	42	45	15	650	52	48	51	10
Loader	1	79	40%	700	46	42	45	10	780	40	36	39	15	700	46	42	45	10
Sweeper/Scrubbers	1	82	10%	700	49	39	42	10	780	43	33	36	15	700	49	39	42	10
Drainage/ Utilities/ Trenching	1				56	53				49	47				56	53		
Crawler Tractors	1	85	50%	465	56	53	56	10	545	49	46	49	15	465	56	53	56	10
Sweeper/Scrubbers	1	82	10%	565	51	41	44	10	645	45	35	38	15	565	51	41	44	10
Foundation/Concrete Pour					51	49				44	42				51	49		
Backhoe	1	80	40%	465	51	47	50	10	545	44	40	43	15	465	51	47	50	10
Cranes	1	81	16%	565	50	42	45	10	645	44	36	39	15	565	50	42	45	10
Forklift	1	75	10%	665	43	33	36	10	745	37	27	30	15	665	43	33	36	10
Sweeper/Scrubbers	1	82	10%	715	49	39	42	10	795	43	33	36	15	715	49	39	42	10
Building Construction					55	48				48	42				55	48		
Cranes	2	81	16%	465	55	47	50	10	545	48	40	43	15	465	55	47	50	10
Forklift	2	75	10%	565	47	37	40	10	645	41	31	34	15	565	47	37	40	10
Sweeper/Scrubbers	1	82	10%	665	50	40	43	10	745	44	34	37	15	665	50	40	43	10
Paving					51	48				44	42				51	48		
Backhoe	1	80	40%	450	51	47	50	10	530	44	41	44	15	450	51	47	50	10
Paver	1	77	50%	550	46	43	46	10	630	40	37	40	15	550	46	43	46	10
Architectural Coating					49	45				42	39				49	45		
Air Compressor	1	78	40%	465	49	45	48	10	545	42	38	41	15	465	49	45	48	10
Forklift	1	75	10%	565	44	34	37	10	645	38	28	31	15	565	44	34	37	10

Source for Ref. Noise Levels: LA CEQA Guides, 2006 & FHWA RCNM, 2005

Project: 1045 S. Olive Project

Construction Noise Impact on Sensitive Receptors

Parameters

Leq to L10 factor 3



				I					1				
						R7					R8		
Construction Phase Equipment Type	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance (ft)	Lmax	Leq	L10	Estimated Noise Shielding, dBA	Distance (ft)	Lmax	Leq	L10	Estimated Noise Shielding, dBA
Demolition					53	49				61	57		
Air Compressor	1	78	40%	480	43	39	42	15	300	52	48	51	10
Jackhammer	1	89	20%	580	53	46	49	15	400	61	54	57	10
Loader	1	79	40%	680	41	37	40	15	500	49	45	48	10
Sweeper/Scrubbers	1	82	10%	730	44	34	37	15	550	51	41	44	10
Concrete Saw	1	90	20%	730	52	45	48	15	550	59	52	55	10
Site Preparation					55	49				64	58		
Concrete Saw	1	90	20%	480	55	48	51	15	300	64	57	60	10
Loader	1	79	40%	580	43	39	42	15	400	51	47	50	10
Grading/Excavation					48	47				56	55		
Backhoe	1	80	40%	480	45	41	44	15	300	54	50	53	10
Bore/Drill Rig	1	84	20%	580	48	41	44	15	400	56	49	52	10
Excavator	2	81	40%	680	46	42	45	15	500	54	50	53	10
Loader	1	79	40%	730	41	37	40	15	550	48	44	47	10
Sweeper/Scrubbers	1	82	10%	730	44	34	37	15	550	51	41	44	10
Drainage/ Utilities/ Trenching					50	47				59	56		
Crawler Tractors	1	85	50%	495	50	47	50	15	315	59	56	59	10
Sweeper/Scrubbers	1	82	10%	595	45	35	38	15	415	54	44	47	10
Foundation/Concrete Pour					45	43				54	52		
Backhoe	1	80	40%	495	45	41	44	15	315	54	50	53	10
Cranes	1	81	16%	595	44	37	40	15	415	53	45	48	10
Forklift	1	75	10%	695	37	27	30	15	515	45	35	38	10
Sweeper/Scrubbers	1	82	10%	745	44	34	37	15	565	51	41	44	10
Building Construction					49	42				58	51		
Cranes	2	81	16%	495	49	41	44	15	315	58	50	53	10
Forklift	2	75	10%	595	41	31	34	15	415	50	40	43	10
Sweeper/Scrubbers	1	82	10%	695	44	34	37	15	515	52	42	45	10
Paving					45	43				54	52		
Backhoe	1	80	40%	480	45	41	44	15	300	54	50	53	10
Paver	1	77	50%	580	41	38	41	15	400	49	46	49	10
Architectural Coating					43	39				52	48		
Air Compressor	1	78	40%	495	43	39	42	15	315	52	48	51	10
Forklift	1	75	10%	595	38	28	31	15	415	47	37	40	10

Source for Ref. Noise Levels: LA CEQA Guides, 2006 & FHWA RCNM, 2005



Project Name: 1045 S. Olive Project Analysis Scenario: Building Foundation Source of Traffic Volumes: Applicant

Roadway Segment	Ground	Distance from Roadway to	Speed (mph) Peak Hour Volur		olume	Peak Hour Noise Level	Noise Level			
	Туре	Receiver (feet)	Auto	MT	HT	Auto	MT	HT	(Leq(h) dBA)	GBA CNEL
Olive St between Olympic Blvd and 11th St	Hard	50	40	35	35	175	0	76	65.7	66.0
Olive St between 11th St and 12th St	Hard	44	40	35	35	175	0	76	66.3	66.6
Olive St between 12th St and Pico Blvd	Hard	40	40	35	35	175	0	76	66.7	67.0
Olive St between Pico Blvd and Venice Boulevard	Hard	40	40	35	35	175	0	76	66.7	67.0
Olive St between Venice Boulevard and 17th St	Hard	40	40	35	35	175	0	76	66.7	67.0
Olive St between 17th St and 18th St	Hard	40	40	35	35	175	0	76	66.7	67.0
Olympic Blvd between Olive St and Hill St	Hard	40	40	35	35	175	0	76	66.7	67.0
Hill St between Olympic Blvd and 11th St	Hard	50	40	35	35	175	0	76	65.7	66.0
Hill St between 11th St and Pico Blvd	Hard	44	40	35	35	175	0	76	66.3	66.6
18th St east of Hill St	Hard	25	35	35	35	175	0	76	68.5	68.8
17th St between Grand Ave and Olive St	Hard	30	35	35	35	175	0	76	67.7	68.0

The calculation is based on the methodology described in FHWA Traffic Noise Model Technical Manual (1998).

The peak hour noise level at 50 feet was validated with the results from FHWA Traffic Noise Model Version 2.5.

Accuracy of the calculation is within ± 0.1 dB when comparing to TNM results.

Noise propagation greater than 50 feet is based on the following assumptions:

For hard ground, the propagation rate is 3 dB per doubling the distance.

For soft ground, the propagation rate is 4.5 dB per doubling the distance.

Vehicles are assumed to be on a long straight roadway with cruise speed.

Roadway grade is less than 1.5%.
CNEL levels were obtained based on Figure 2-19, on page 2-58 Caltran's TeNS 2013.

1045 Olive Project Vibration Source Levels Based on Federal Transit Administration, Office of Planning and Environment

Off-Site Structural and Human Annoyance Impact Analysis

|--|

Construction Equipment	Project Equipment	Equipment Peak Particle Velocity @ 25 Feet* (inches/second)	Distance to Receptor for < 0.5 PPV (Feet)	Estimated Velocity Decibels @ Distance** (VdB)	Estimated Peak Particle Velocity @ Distance*** (inches/second)
Unmitigated Vibration Levels					
Large Bulldozer or Bore/Drill Rig	Yes	0.089	5	107.9	0.995
Loaded Trucks	Yes	0.076	5	106.5	0.850
Jackhammer	Yes	0.035	5	99.8	0.391
Small Bulldozer	Yes	0.003	5	78.5	0.034
Mitigated Vibration Levels					
Large Bulldozer or Bore/Drill Rig	Yes	0.089	80	71.8	0.016
Loaded Trucks	Yes	0.076	72	71.8	0.016
Jackhammer	Yes	0.035	43	71.8	0.016
Small Bulldozer	Yes	0.003	9	70.8	0.014

Exhibit K-3 Off-Site Traffic Noise Calculations





Project Name: 1045 S. Olive Street Analysis Scenario: Existing
Source of Traffic Volumes: The Mobility Group

Roadway Segment	Ground Type	Distance from Roadway to	Sp	eed (mp	oh)	Peak	Hour Vo	olume	Peak Hour Noise Level	Noise Level
	туре	Receiver (feet)	Auto	MT	HT	Auto	MT	HT	(Leq(h) dBA)	UDA CIVEL
11th St between Figueroa St and Flower St	Hard	30	40	40	40	465	10	5	65.5	65.8
11th St between Flower St and Hope St	Hard	30	40	40	40	386	8	4	64.7	65.0
11th St between Hope St and Grand Ave	Hard	30	40	40	40	407	8	4	64.9	65.2
11th St between Grand Ave and Olive St	Hard	30	40	40	40	446	9	5	65.3	65.6
11th St between Olive St and Hill St	Hard	30	40	40	40	377	8	4	64.6	64.9
11th St between Hill St and Broadway	Hard	30	40	40	40	404	8	4	64.9	65.2
11th St between Broadway and Main St	Hard	30	40	40	40	447	9	5	65.3	65.6
11th St between Main St and Los Angeles St	Hard	30	40	40	40	436	9	4	65.2	65.5
Olympic Blvd between Figueroa St and Flower St	Hard	55	40	40	40	2509	52	26	70.1	70.4
Olympic Blvd between Flower St and Hope St	Hard	50	40	40	40	2191	45	23	70.0	70.3
Olympic Blvd between Hope St and Grand Ave	Hard	40	40	40	40	2027	42	21	70.6	70.9
Olympic Blvd between Grand Ave and Olive St	Hard	40	40	40	40	1901	39	20	70.3	70.6
Olympic Blvd between Olive St and Hill St	Hard	40	40	40	40	1704	35	18	69.9	70.2
Olympic Blvd between Hill St and Broadway	Hard	40	40	40	40	1698	35	18	69.8	70.1
Olympic Blvd between Broadway and Main St	Hard	40	40	40	40	1445	30	15	69.1	69.4
Olympic Blvd between Main St and Los Angeles St	Hard	40	40	40	40	1317	27	14	68.7	69.0
Olive St between 8th St and 9th St	Hard	40	40	40	40	1133	23	12	68.1	68.4
Olive St between 9th St and Olympic Blvd	Hard	45	40	40	40	1076	22	11	67.3	67.6
Olive St between Olympic Blvd and 11th St	Hard	50	40	40	40	1074	22	11	66.9	67.2
Olive St between 11th St and 12th St	Hard	44	40	40	40	1279	26	13	68.2	68.5
Olive St between 11th St and 12th St Olive St between12th St and Pico Blvd	Hard	40	40	40	40	1212	25	12	68.4	68.7
Olive St between Pico Blvd and Venice Boulevard	Hard	40	40	40	40	1569	32	16	69.5	69.8
Olive St between Pico Blvd and Verlice Bodievard Olive St between Venice Boulevard and 17th St	Hard	40	40	40	40	1577	32	16	69.5	69.8
Olive St between 17th St and 18th St	Hard	40	40	40	40	1657	34	17	69.7	70.0
	Hard	40 45	40	40	40	1561	32	16	69.7 68.9	70.0 69.2
Grand Ave between 8th St and 9th St										
Grand Ave between 9th St and Olympic Blvd	Hard	55	40 40	40	40	1651	34	17	68.3	68.6
Grand Ave between Olympic Blvd and 11th St	Hard	45		40	40	1523	31	16	68.8 69.3	69.1 69.6
Grand Ave between 11th St and Pico Blvd	Hard	40	40	40	40	1499	31	15		
Grand Ave between Pico Blvd and Venice Boulevard	Hard	35	35	35	35	1215	25	12	67.4	67.7
Grand Ave between Venice Boulevard and 17th St	Hard	35	35	35	35	1106	23	11	67.0	67.3
Grand Ave between 17th St and 18th St	Hard	35	35	35	35	763	16	8	65.4	65.7
Pico Blvd between LA Live Way and Figueroa St	Hard	40	40	40	40	1625	33	17	69.6	69.9
Pico Blvd between Figuroa St and Grand Ave	Hard	40	40	40	40	1514	31	15	69.3	69.6
Pico Blvd between Grand Ave and Olive St	Hard	35	35	35	35	1211	25	12	67.4	67.7
Pico Blvd between Olive St and Hill St	Hard	35	35	35	35	1040	21	11	66.7	67.0
8th St between Grand Ave and Olive St	Hard	35	35	35	35	1459	30	15	68.2	68.5
9th St between Grand Ave and Olive St	Hard	40	40	40	40	1232	25	13	68.4	68.7
Venice Boulevard between Grand Ave and Olive St	Hard	35	35	35	35	1006	21	10	66.6	66.9
17th St between Grand Ave and Olive St	Hard	30	35	35	35	1192	24	12	68.0	68.3
18th St between Grand Ave and Olive St	Hard	25	35	35	35	1770	36	18	70.5	70.8
Los Angeles St between 11th St and Olympic Blvd	Hard	40	40	40	40	1525	31	16	69.4	69.7
Los Angeles St north of Olympic Blvd	Hard	40	40	40	40	1614	33	16	69.6	69.9
Hill St between Olympic Blvd and 11th St	Hard	25	35	35	35	1195	24	12	68.8	69.1
Hill St between 11th St and Pico Blvd	Hard	40	40	40	40	1239	25	13	68.5	68.8
Figueroa St between Olympic Blvd and 11th St	Hard	45	30	30	30	1551	32	16	65.8	66.1
Figueroa St between 11th St and Pico Blvd	Hard	45	30	30	30	1684	34	17	66.1	66.4
Flower St between Olympic Blvd and 11th St	Hard	35	40	40	40	1419	29	14	69.6	69.9
Hope St between Olympic Blvd and 11th St	Hard	40	40	40	40	944	19	10	67.3	67.6
Broadway between Olympic Blvd and 11th St	Hard	35	40	40	40	1215	25	12	69.0	69.3
Main St between Olympic Blvd and 11th St	Hard	40								

Noise propagation greater than 50 feet is based on the following assumptions:

For hard ground, the propagation rate is 3 dB per doubling the distance.

For soft ground, the propagation rate is 4.5 dB per doubling the distance. Vehicles are assumed to be on a long straight roadway with cruise speed.

Roadway grade is less than 1.5%.

CNEL levels were obtained based on Figure 2-19, on page 2-58 Caltran's TeNS 2013.

The calculation is based on the methodology described in FHWA Traffic Noise Model Technical Manual (1998). The peak hour noise level at 50 feet was validated with the results from FHWA Traffic Noise Model Version 2.5.

Accuracy of the calculation is within $\pm 0.1~\text{dB}$ when comparing to TNM results.



Project Name: 1045 S. Olive Street Analysis Scenario: Existing with Project Source of Traffic Volumes: The Mobility Group

Roadway Segment	Ground Type	Distance from Roadway to		eed (mp	-		Hour Vo		Peak Hour Noise Level	Noise Leve
	-76-	Receiver (feet)	Auto	MT	HT	Auto	MT	HT	(Leq(h) dBA)	
11th St between Figueroa St and Flower St	Hard	30	40	40	40	472	10	5	65.5	65.8
11th St between Flower St and Hope St	Hard	30	40	40	40	395	8	4	64.7	65.0
11th St between Hope St and Grand Ave	Hard	30	40	40	40	420	9	4	65.0	65.3
11th St between Grand Ave and Olive St	Hard	30	40	40	40	472	10	5	65.5	65.8
11th St between Olive St and Hill St	Hard	30	40	40	40	408	8	4	64.9	65.2
11th St between Hill St and Broadway	Hard	30	40	40	40	421	9	4	65.0	65.3
11th St between Broadway and Main St	Hard	30	40	40	40	459	9	5	65.4	65.7
11th St between Main St and Los Angeles St	Hard	30	40	40	40	440	9	5	65.2	65.5
Olympic Blvd between Figueroa St and Flower St	Hard	55	40	40	40	2535	52	26	70.2	70.5
Olympic Blvd between Flower St and Hope St	Hard	50	40	40	40	2221	46	23	70.0	70.3
Olympic Blvd between Hope St and Grand Ave	Hard	40	40	40	40	2054	42	21	70.7	71.0
Olympic Blvd between Grand Ave and Olive St	Hard	40	40	40	40	1961	40	20	70.5	70.8
Olympic Blvd between Olive St and Hill St	Hard	40	40	40	40	1723	36	18	69.9	70.2
Olympic Blvd between Hill St and Broadway	Hard	40	40	40	40	1710	35	18	69.9	70.2
Olympic Blvd between Broadway and Main St	Hard	40	40	40	40	1450	30	15	69.1	69.4
Olympic Blvd between Main St and Los Angeles St	Hard	40	40	40	40	1327	27	14	68.8	69.1
Olive St between 8th St and 9th St	Hard	40	40	40	40	1160	24	12	68.2	68.5
Olive St between 9th St and Olympic Blvd	Hard	45	40	40	40	1114	23	11	67.5	67.8
Olive St between Olympic Blvd and 11th St	Hard	50	40	40	40	1097	23	11	67.0	67.3
Olive St between 11th St and 12th St	Hard	44	40	40	40	1297	26	13	68.2	68.5
Olive St between 11th St and 12th St Olive St between12th St and Pico Blvd	Hard	40	40	40	40	1227	25	13	68.4	68.7
Olive St between Pico Blvd and Venice Boulevard	Hard	40	40	40	40	1581	32	16	69.5	69.8
Olive St between Venice Boulevard and 17th St	Hard	40	40	40	40	1589	32	16	69.5	69.8
Olive St between 17th St and 18th St	Hard	40	40	40	40	1666	34	17	69.7	70.0
	Hard	40 45	40	40	40	1573	32	16	69.7	69.3
Grand Ave between 8th St and 9th St	Hard	45 55	40	40	40		34	17	69.0 68.4	
Grand Ave between 9th St and Olympic Blvd			40	40 40		1677				68.7
Grand Ave between Olympic Blvd and 11th St	Hard	45		40	40	1528	31	16	68.9	69.2 69.6
Grand Ave between 11th St and Pico Blvd	Hard	40	40		40	1520	31	16	69.3	
Grand Ave between Pico Blvd and Venice Boulevard	Hard	35	35	35	35	1231	25	13	67.4	67.7
Grand Ave between Venice Boulevard and 17th St	Hard	35	35	35	35	1122	23	11	67.0	67.3
Grand Ave between 17th St and 18th St	Hard	35	35	35	35	774	16	8	65.4	65.7
Pico Blvd between LA Live Way and Figueroa St	Hard	40	40	40	40	1639	33	17	69.7	70.0
Pico Blvd between Figuroa St and Grand Ave	Hard	40	40	40	40	1528	31	16	69.4	69.7
Pico Blvd between Grand Ave and Olive St	Hard	35	35	35	35	1223	25	12	67.4	67.7
Pico Blvd between Olive St and Hill St	Hard	35	35	35	35	1041	21	11	66.7	67.0
8th St between Grand Ave and Olive St	Hard	35	35	35	35	1467	30	15	68.2	68.5
9th St between Grand Ave and Olive St	Hard	40	40	40	40	1238	25	13	68.5	68.8
Venice Boulevard between Grand Ave and Olive St	Hard	35	35	35	35	1006	21	10	66.6	66.9
17th St between Grand Ave and Olive St	Hard	30	35	35	35	1192	24	12	68.0	68.3
18th St between Grand Ave and Olive St	Hard	25	35	35	35	1784	36	18	70.5	70.8
Los Angeles St between 11th St and Olympic Blvd	Hard	40	40	40	40	1527	31	16	69.4	69.7
Los Angeles St north of Olympic Blvd	Hard	40	40	40	40	1614	33	16	69.6	69.9
Hill St between Olympic Blvd and 11th St	Hard	25	35	35	35	1210	25	12	68.8	69.1
Hill St between 11th St and Pico Blvd	Hard	40	40	40	40	1240	25	13	68.5	68.8
Figueroa St between Olympic Blvd and 11th St	Hard	45	30	30	30	1558	32	16	65.8	66.1
Figueroa St between 11th St and Pico Blvd	Hard	45	30	30	30	1688	34	17	66.1	66.4
Flower St between Olympic Blvd and 11th St	Hard	35	40	40	40	1422	29	15	69.6	69.9
Hope St between Olympic Blvd and 11th St	Hard	40	40	40	40	948	19	10	67.3	67.6
Broadway between Olympic Blvd and 11th St	Hard	35	40	40	40	1221	25	12	69.0	69.3
Main St between Olympic Blvd and 11th St	Hard	40	40	40	40	1110	23	11	68.0	68.3

Roadway grade is less than 1.5%.

CNEL levels were obtained based on Figure 2-19, on page 2-58 Caltran's TeNS 2013.

The calculation is based on the methodology described in FHWA Traffic Noise Model Technical Manual (1998). The peak hour noise level at 50 feet was validated with the results from FHWA Traffic Noise Model Version 2.5.

Accuracy of the calculation is within $\pm 0.1~\text{dB}$ when comparing to TNM results.

Noise propagation greater than 50 feet is based on the following assumptions:

For hard ground, the propagation rate is 3 dB per doubling the distance.

For soft ground, the propagation rate is 4.5 dB per doubling the distance. Vehicles are assumed to be on a long straight roadway with cruise speed.



Project Name: 1045 S. Olive Street Analysis Scenario: Future Source of Traffic Volumes: The Mobility Group

Roadway Segment	Ground Type	Distance from Roadway to	Sp	eed (mp	oh)	Peak	Hour Vo	lume	Peak Hour Noise Level	Noise Level
	Турс	Receiver (feet)	Auto	MT	HT	Auto	MT	HT	(Leq(h) dBA)	UDA CIVE
11th St between Figueroa St and Flower St	Hard	30	40	40	40	698	14	7	67.2	67.5
11th St between Flower St and Hope St	Hard	30	40	40	40	974	20	10	68.7	69.0
11th St between Hope St and Grand Ave	Hard	30	40	40	40	949	20	10	68.6	68.9
11th St between Grand Ave and Olive St	Hard	30	40	40	40	1062	22	11	69.0	69.3
11th St between Olive St and Hill St	Hard	30	40	40	40	775	16	8	67.7	68.0
11th St between Hill St and Broadway	Hard	30	40	40	40	760	16	8	67.6	67.9
11th St between Broadway and Main St	Hard	30	40	40	40	829	17	9	68.0	68.3
11th St between Main St and Los Angeles St	Hard	30	40	40	40	825	17	9	68.0	68.3
Olympic Blvd between Figueroa St and Flower St	Hard	55	40	40	40	4788	99	49	73.0	73.3
Olympic Blvd between Flower St and Hope St	Hard	50	40	40	40	3925	81	40	72.5	72.8
Olympic Blvd between Hope St and Grand Ave	Hard	40	40	40	40	3758	77	39	73.3	73.6
Olympic Blvd between Grand Ave and Olive St	Hard	40	40	40	40	3524	73	36	73.0	73.3
Olympic Blvd between Olive St and Hill St	Hard	40	40	40	40	3143	65	32	72.5	72.8
Olympic Blvd between Hill St and Broadway	Hard	40	40	40	40	2942	61	30	72.2	72.5
Olympic Blvd between Broadway and Main St	Hard	40	40	40	40	2377	49	25	71.3	71.6
Olympic Blvd between Main St and Los Angeles St	Hard	40	40	40	40	1988	41	20	70.5	70.8
Olive St between 8th St and 9th St	Hard	40	40	40	40	2188	45	23	70.9	71.2
Olive St between 9th St and Olympic Blvd	Hard	45	40	40	40	2033	42	21	70.1	70.4
Olive St between Olympic Blvd and 11th St	Hard	50	40	40	40	1968	41	20	69.5	69.8
Olive St between 11th St and 12th St	Hard	44	40	40	40	2351	41	24	70.8	71.1
Olive St between 11th St and 12th St Olive St between12th St and Pico Blvd	Hard	40	40	40	40	2331	46	23	70.8 71.1	71.1
	Hard Hard	40 40	40	40 40	40 40			23 24	71.1 71.2	71.4
Olive St between Pico Blvd and Venice Boulevard	Hard	40	40	40	40	2333 2266	48 46	23	71.2 71.1	71.5
Olive St between Venice Boulevard and 17th St									71.1	
Olive St between 17th St and 18th St	Hard	40	40	40	40	2196	45	22		71.2
Grand Ave between 8th St and 9th St	Hard	45	40	40	40	2635	54	27	71.2	71.5
Grand Ave between 9th St and Olympic Blvd	Hard	55	40	40	40	2757	56	28	70.5	70.8
Grand Ave between Olympic Blvd and 11th St	Hard	45	40	40	40	2563	52	26	71.1	71.4
Grand Ave between 11th St and Pico Blvd	Hard	40	40	40	40	2557	52	26	71.6	71.9
Grand Ave between Pico Blvd and Venice Boulevard	Hard	35	35	35	35	2225	45	23	70.0	70.3
Grand Ave between Venice Boulevard and 17th St	Hard	35	35	35	35	2028	41	21	69.6	69.9
Grand Ave between 17th St and 18th St	Hard	35	35	35	35	1367	28	14	67.9	68.2
Pico Blvd between LA Live Way and Figueroa St	Hard	40	40	40	40	3242	66	33	72.6	72.9
Pico Blvd between Figuroa St and Grand Ave	Hard	40	40	40	40	2759	56	28	71.9	72.2
Pico Blvd between Grand Ave and Olive St	Hard	35	35	35	35	2243	46	23	70.0	70.3
Pico Blvd between Olive St and Hill St	Hard	35	35	35	35	1943	40	20	69.4	69.7
8th St between Grand Ave and Olive St	Hard	35	35	35	35	2625	54	27	70.7	71.0
9th St between Grand Ave and Olive St	Hard	40	40	40	40	2592	53	26	71.7	72.0
Venice Boulevard between Grand Ave and Olive St	Hard	35	35	35	35	1210	25	12	67.4	67.7
17th St between Grand Ave and Olive St	Hard	30	35	35	35	1757	36	18	69.6	69.9
18th St between Grand Ave and Olive St	Hard	25	35	35	35	2854	58	29	72.5	72.8
Los Angeles St between 11th St and Olympic Blvd	Hard	40	40	40	40	1992	41	20	70.5	70.8
Los Angeles St north of Olympic Blvd	Hard	40	40	40	40	2012	41	21	70.6	70.9
Hill St between Olympic Blvd and 11th St	Hard	25	35	35	35	2105	43	21	71.2	71.5
Hill St between 11th St and Pico Blvd	Hard	40	40	40	40	2051	42	21	70.6	70.9
Figueroa St between Olympic Blvd and 11th St	Hard	45	30	30	30	2960	60	30	68.6	68.9
Figueroa St between 11th St and Pico Blvd	Hard	45	30	30	30	3084	63	31	68.7	69.0
Flower St between Olympic Blvd and 11th St	Hard	35	40	40	40	2682	55	27	72.4	72.7
Hope St between Olympic Blvd and 11th St	Hard	40	40	40	40	1148	23	12	68.1	68.4
Broadway between Olympic Blvd and 11th St	Hard	35	40	40	40	2121	43	22	71.4	71.7
Main St between Olympic Blvd and 11th St	Hard	40	40	40	40	2339	48	24	71.2	71.5

The calculation is based on the methodology described in FHWA Traffic Noise Model Technical Manual (1998). The peak hour noise level at 50 feet was validated with the results from FHWA Traffic Noise Model Version 2.5.

Accuracy of the calculation is within $\pm 0.1~\text{dB}$ when comparing to TNM results.

Noise propagation greater than 50 feet is based on the following assumptions:

For hard ground, the propagation rate is 3 dB per doubling the distance.

For soft ground, the propagation rate is 4.5 dB per doubling the distance. Vehicles are assumed to be on a long straight roadway with cruise speed.

Roadway grade is less than 1.5%.

CNEL levels were obtained based on Figure 2-19, on page 2-58 Caltran's TeNS 2013.



Project Name: 1045 S. Olive Street Analysis Scenario: Future with Project Source of Traffic Volumes: The Mobility Group

Roadway Segment	Ground Type	Distance from Roadway to	Sp	eed (mp	oh)	Peak	Hour Vo	olume	Peak Hour Noise Level	Noise Level
	Турс	Receiver (feet)	Auto	MT	HT	Auto	MT	HT	(Leq(h) dBA)	UDA CIVEE
11th St between Figueroa St and Flower St	Hard	30	40	40	40	706	15	7	67.3	67.6
11th St between Flower St and Hope St	Hard	30	40	40	40	983	20	10	68.7	69.0
11th St between Hope St and Grand Ave	Hard	30	40	40	40	961	20	10	68.6	68.9
11th St between Grand Ave and Olive St	Hard	30	40	40	40	1088	22	11	69.2	69.5
11th St between Olive St and Hill St	Hard	30	40	40	40	806	17	8	67.8	68.1
11th St between Hill St and Broadway	Hard	30	40	40	40	776	16	8	67.7	68.0
11th St between Broadway and Main St	Hard	30	40	40	40	841	17	9	68.0	68.3
11th St between Main St and Los Angeles St	Hard	30	40	40	40	830	17	9	68.0	68.3
Olympic Blvd between Figueroa St and Flower St	Hard	55	40	40	40	4813	99	50	73.0	73.3
Olympic Blvd between Flower St and Hope St	Hard	50	40	40	40	3955	82	41	72.5	72.8
Olympic Blvd between Hope St and Grand Ave	Hard	40	40	40	40	3785	78	39	73.3	73.6
Olympic Blvd between Grand Ave and Olive St	Hard	40	40	40	40	3584	74	37	73.1	73.4
Olympic Blvd between Olive St and Hill St	Hard	40	40	40	40	3161	65	33	72.5	72.8
Olympic Blvd between Hill St and Broadway	Hard	40	40	40	40	2955	61	30	72.2	72.5
Olympic Blvd between Broadway and Main St	Hard	40	40	40	40	2387	49	25	71.3	71.6
Olympic Blvd between Main St and Los Angeles St	Hard	40	40	40	40	1997	41	21	70.5	70.8
Olive St between 8th St and 9th St	Hard	40	40	40	40	2200	45	23	71.0	71.3
Olive St between 9th St and Olympic Blvd	Hard	45	40	40	40	2050	42	21	70.1	70.4
Olive St between Olympic Blvd and 11th St	Hard	50	40	40	40	2031	42	21	69.6	69.9
Olive St between Olympic blvd and 11th St Olive St between 11th St and 12th St	Hard	44	40	40	40	2410	49	25	70.9	71.2
Olive St between 11th St and 12th St Olive St between12th St and Pico Blvd	Hard	40	40	40	40	2317	47	24	71.2	71.5
Olive St between Pico Blvd and Venice Boulevard	Hard	40	40	40	40	2374	48	24	71.3	71.5
Olive St between Pico Blvd and Verice Bodievard Olive St between Venice Boulevard and 17th St	Hard	40	40	40	40	2306	47	24	71.3	71.5
Olive St between 17th St and 18th St	Hard	40	40	40	40	2205	47	23	71.2	71.3
	Hard	40 45	40	40	40	2647	45 54	23 27	71.0 71.2	71.3 71.5
Grand Ave between 8th St and 9th St										
Grand Ave between 9th St and Olympic Blvd	Hard	55 45	40 40	40	40	2782	57	28	70.6	70.9
Grand Ave between Olympic Blvd and 11th St	Hard	45		40	40	2568	52	26	71.1 71.6	71.4 71.9
Grand Ave between 11th St and Pico Blvd	Hard	40	40	40	40	2577	53	26		
Grand Ave between Pico Blvd and Venice Boulevard	Hard	35	35	35	35	2240	46	23	70.0	70.3
Grand Ave between Venice Boulevard and 17th St	Hard	35	35	35	35	2043	42	21	69.6	69.9
Grand Ave between 17th St and 18th St	Hard	35	35	35	35	1378	28	14	67.9	68.2
Pico Blvd between LA Live Way and Figueroa St	Hard	40	40	40	40	3256	66	33	72.7	73.0
Pico Blvd between Figuroa St and Grand Ave	Hard	40	40	40	40	2772	57	28	72.0	72.3
Pico Blvd between Grand Ave and Olive St	Hard	35	35	35	35	2255	46	23	70.1	70.4
Pico Blvd between Olive St and Hill St	Hard	35	35	35	35	1944	40	20	69.4	69.7
8th St between Grand Ave and Olive St	Hard	35	35	35	35	2633	54	27	70.7	71.0
9th St between Grand Ave and Olive St	Hard	40	40	40	40	2598	53	27	71.7	72.0
Venice Boulevard between Grand Ave and Olive St	Hard	35	35	35	35	1210	25	12	67.4	67.7
17th St between Grand Ave and Olive St	Hard	30	35	35	35	1757	36	18	69.6	69.9
18th St between Grand Ave and Olive St	Hard	25	35	35	35	2867	59	29	72.6	72.9
Los Angeles St between 11th St and Olympic Blvd	Hard	40	40	40	40	1994	41	20	70.5	70.8
Los Angeles St north of Olympic Blvd	Hard	40	40	40	40	2012	41	21	70.6	70.9
Hill St between Olympic Blvd and 11th St	Hard	25	35	35	35	2121	43	22	71.3	71.6
Hill St between 11th St and Pico Blvd	Hard	40	40	40	40	2052	42	21	70.6	70.9
Figueroa St between Olympic Blvd and 11th St	Hard	45	30	30	30	2962	60	30	68.6	68.9
Figueroa St between 11th St and Pico Blvd	Hard	45	30	30	30	3088	63	32	68.8	69.1
Flower St between Olympic Blvd and 11th St	Hard	35	40	40	40	2685	55	27	72.4	72.7
Hope St between Olympic Blvd and 11th St	Hard	40	40	40	40	1152	24	12	68.1	68.4
Broadway between Olympic Blvd and 11th St	Hard	35	40	40	40	2127	43	22	71.4	71.7
Main St between Olympic Blvd and 11th St	Hard	40	40	40	40	2346	48	24	71.2	71.5

The calculation is based on the methodology described in FHWA Traffic Noise Model Technical Manual (1998). The peak hour noise level at 50 feet was validated with the results from FHWA Traffic Noise Model Version 2.5.

Accuracy of the calculation is within $\pm 0.1~\text{dB}$ when comparing to TNM results.

Noise propagation greater than 50 feet is based on the following assumptions:

For hard ground, the propagation rate is 3 dB per doubling the distance.

For soft ground, the propagation rate is 4.5 dB per doubling the distance. Vehicles are assumed to be on a long straight roadway with cruise speed.

Roadway grade is less than 1.5%.

CNEL levels were obtained based on Figure 2-19, on page 2-58 Caltran's TeNS 2013.

Exhibit K-4 Parking Structure Noise Calculations





Parking Related Noise Analysis

Project Name: 1045 S. Olive Project

AM or PM Peak Hour Trips Leq

rips 216 trips **50** dBA

Leq(h) = SELref + 10log(NA/1000) - 35.6

Where: Leq(h) = hourly Leq noise level at 50 feet

SELref (92 dBA SEL) = reference noise level for stationary noise source

represented in sound exposure level (SEL) at 50 feet

NA = number of automobiles per hour

Exhibit K-5 Loading Dock and Refuse Service Noise Reference Levels



						Job No.			Sheet No.				
						Date:	June 1	5, 2016		Made by	by		
Title	Noise Data												
Descr	ription		Ref.										
			Dist.	dB(A)	63	125	250	500	1k	2k	4k	8k	
	Walmart Loading and refuse servic	e noise measuren	nent										
	Large Delivery truck	Leq	50	70.0	73.7	68.3	65.9	65.6	66.7	67.4	67.9	67.5	
		Lmax	25	89.0	72.1	71.2	69.1	74.0	75.5	82.3	84.3	83.8	
	Moving Trash bins	Leq	3	60.0									
	Trach compactors	Leq	50	66.0									

The loading dock facility and trash compactor noise measurements were conducted at a loading dock facility at a Wal-Mart store using the Larson-Davis 820 Precision Integrated Sound Level Meter ("SLM") in June 15, 2016. The Larson-Davis 820 SLM is a Type 1 standard instrument as defined in the American National Standard Institute S1.4. All instruments were calibrated and operated according to the applicable manufacturer specification. The microphone was placed at a height of approximately 5 feet above the local grade.

Exhibit K-6 Emergency Generator Noise Reference Level



Veriaon Monrovia Generator

Location	Number	Date	Time	Duration	Leq		SEL	Lmax	Lmin
Generator@25	0	15Nov 00	9:26:33	39		96.2	112.1	99.5	92.3
Generator@25	0	15Nov 00	9:27:53	24.8		96.1	110.5	102.9	89.3

Time Warner Cable Site in Palm Springs 17-May-16

Noise Levels dBA

102 at 15 feet from the generator louver

Verizon 100 kW emergency generator

Diesel

Measurements made before and after silencer was installed on Radiator. There was already a muffler on the exhaust.

Measured by NS, November 2000

measurement			Measu	red before	silencer p	aced on ra	diator.			after radiator silencer	
location	63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	8kHz	dBA	dBA	Distance
1	68	69	69	72	71	67	63	59	75	-	44ft
2	68	72	72	70	70	67	63	59	75	-	50ft
3	72	73	73	73	75	72	67	64	76	-	25ft
4	65	64	68	70	68	65	63	59	73	64	across alley at nearest residence building (about 46ft)
5	67	71	66	71	72	70	66	62	76	-	44ft @ sidewalk
6	68	70	71	72	75	71	66	63	78	65	44ft @ sidewalk
7	78	81	81	86	89	86	83	81	93	-	12ft from radiator (radiator faces clients building and away from neighbors)

APPENDIX L Population and Housing

Appendix L - Population and Housing Cumulative Estimate of New Population and Households from all Related Projects

No. [a]	Project	Address	Use	Size	Household Size [c]	Population	Household Count
			Apartments	115 du	2.43	279	115.00
1	Apartments	1247 S Grand Ave.	Commercial	4,610 sf	2.40	210	110.00
2	1400 S Figueroa Residential	1400 S Figueroa	Apartments	106 du	2.43	258	106
	Project		Apartments	522 du	2.43	1268	522
3	Mixed-Use	820 S Olive St.	Retail	4,500 sf	2.40	1200	322
			Office	3,295 sf			
4	Variety Arts Project	940 S Figueroa St.	Restaurant	10,056 sf			
5	Apartments	1011 S Park View St	Bar Apartments	5,119 sf 108 Units	2.43	262	108
	Арагинона	TOTT OT AIR VIEW OF		666 du			i e
6	DTLA South Park - Site 1	1120 S Grand Ave	High-rise Apt		2.43	1618	666
			Commercial/Retail Apartments	20,690 sf 360 du	2.43	875	360
7	DTLA South Park - Site 4	1230 S Olive St.	Commercial	6,400 sf	2.43	675	300
			Apartments	391 du	2.43	950	391
8	Mixed-Use (Herald Examiner)	146 W 11th (11th St. / Broadway)	Office	39,725 sf			
		1111 S Broadway	Retail	49,000 sf			
9	Mixed-Use	327 N Fremont Ave (Fremont / Temple)	Apartments	600 du	2.43	1458	600
		,	Retail	30,000 sf			
10	Restaurant Project	1036 S Grand Ave.	Restaurant	7,149 sf			
11	2222 S Figueroa	2222 S Figueroa St.	Condominium	1,063 du	2.43	2583	1063
			Retail	18,000 sf			
12	LA Plaza Cultural Village	527 N Spring St.	Apartments	345 du	2.43	838	345
		555 N Broadway	Retail	23,000 sf			
			Specialty Retail	21,000 sf			-
13	Mixed-Use	720 W Washington Blvd.	Restaurant Apartments	11,000 sf 105 du	2.43	255	105
13		J TT TT GG IN GOT DITU.	Retail	2,650 sf	2.40	233	103
14	Onyx Apartment	Pico Blvd. b/w Flower and Grand	Apartments	419 du	2.43	1018	419
		1306 S Hope St	Retail	42,000 sf			
15	G12 Project	North of Pico b/w Grand and Olive 1200 S Grand Av	Apartments Retail	640 du 45,000 sf	2.43	1555	640
					2.42		454
16	Mixed-Use	1050 S. Grand Ave (Grand Ave. / 11th St.)	Condominiums	151 du	2.43	367	151
			Retail	3,472 sf			
47	Forb Hotel	831 S Grand Ave.	Restaurant Hotel	2,200 sf			
17	Embassy Hotel	831 S Grand Ave.	Restaurant	183 Rooms 3,084 sf			
			Theater	12,780 sf			
			Banquet	4,773 sf			
			Lounge Bar	2,163 sf 11,840 sf			
18	11th & Hill Project	1111 S Hill St.	Condominiums	528 du	2.43	1283	528
	,		Retail	6,091 sf	2.10	1200	020
19	Mixed Use	SOLA Village	Condominiums	900 du	2.43	2187	900
		1900 S Broadway	Apartments (Rental)	550 du	2.43	1337	550
			Hotel	210 Rooms			
			Retail/Commercial	143,100 sf			
			Office	180,000 sf			
			Gallery/Museum	17,600 sf			
			Gym	8,000 sf			
20	New Medical Office Building (Good Samaritan Hospital)	Wilshire Blvd/Witmer St.	Imaging center, pharmacy, surgical suites, and physician offices	56,450 sf			
21	Charter High School	1552 W Rockwood St	Charter High School	600 Students			
22	Park/Fifth Project	427 W 5th	Condominiums	660 du	2.43	1604	660
	Ott. 9 Flances B	437 S Hill St	Restaurant	13,742 sf	2.42	4070	FOE
23	9th & Flower Project	830 S Hope St	Apartments Retail	525 du 6,200 sf	2.43	1276	525
24	Mixed Use	1435 W 3rd Street	Apartment	122 du	2.43	296	122
			Retail	3,500 sf			
25	Grand Avenue Project	Parcel Q and Parcel W - Bounded by 1st Street, Grand Avenue, Hill Street, & Upper 2nd Street.	Condominiums	1,648 du	2.43	4005	1648
			Apartments	412 du	2.43	1001	412
		Parcel L/M-2 - Bounded by GTK Way,	Retail	225,250 sf	-	-	
		Hope Street, & Upper 2nd Street					1
		237 S Grand Av	Supermarket Restaurant	53,000 sf 67,000 sf			
		20. O Grand AV	Health Club	50,000 sf			+
			Event Facility	250 seats			
			Hotel	275 Rooms			
			Office	681,000 sf			
26	Washington BI Opportunity MU	E Washington Bl/Los Angeles St	Residential Units	230 du	2.43	559	230
	(Mercy Hsg)	220 E Washington BI	Specialty Retail/Restaurant	19,000 sf			
			Renovate Residential Units	32 du	2.43	78	32
27	Mixed Use	2100 S Figueroa	Condominium	291 du	2.43	707	291
		· • · · · · · · · · · · · · · · · · · ·	Retail	7,134 sf	20		
28	9th / Olive Project	840/888 S. Olive St.	Apartments	303 du	2.43	736	303

Marchael					————		т т	
25				Retail	9,680 sf		+	
Total Control Proper 150 to Storage Total Control Proper 150 to Storage Total Control Proper	20	Broadway Trade Center	801 S Broadway		· · · · · · · · · · · · · · · · · · ·		++	
30 Security Fundamental Register 145 West Security 150 Sec	29	bloadway frade Center	00 1 3 Bloadway				+	
Second	30	Beverly + Lucas Project	1430 W Beverly BI			2.43	382	157
22 Part Clore Based Project Self Clore St. Aproximation Self Clore St. Self Clo	31				201 du			
Final				Retail	6,000 sf			
Marcel Solve Delifting	32	801 S Olive Street Project	801 S Olive St.			2.43	882	363
Section Approximate Appr					· · · · · · · · · · · · · · · · · · ·			
	00	Missal Use Dellates	000 W Washington DI			0.40	200	400
34 Sept. \$1.50 modes \$2.43 \$1.577 \$6.00 \$1.50 modes \$2.43 \$1.577 \$6.00 \$1.50 modes \$1.50 m	33	Mixed-Ose Building	233 W Washington Bi			2.43	389	160
Marcia Use	34	Bixel & Lucas Project	1102 W 6th St			2.43	1577	649
Real		•						
50 Bit OutStack	35	Mixed-Use	215 W 14th St.			2.43	374	154
March Marc								
27	36	SB OMEGA	601 S Main St.			2.43	1098	452
Martine Finder	37	Hill Mixed	920 S Hill			2 43	581	239
Second Company Compa								
20	38	Witmer Project	1329 W. 7th St.	Condominiums	94 du	2.43	228	94
March 100 Coar Chares And Project 700 Coar Chares 700 Co								
10 700 Cear Charec An Project 700 Cear Charec Aprilment 300 of 2.43 729 300	39	1133 Hope Street Project	1133 Hope Street			2.43	505	208
Price 5,000 of 170 Rose 2,43 428 176				Restaurant	+		+	
Animal	40	700 Cesar Chavez Ave Project	700 Cesar Chavez	Apartment	300 du	2.43	729	300
Conference Dispose 1,000 of Conference Dispose 1,000 o								
Restaurous	41	Spring St. Hotel	633 S Spring			2.43	428	176
Second Second Color								
42 Wataba LA Southwest corner of San Pedro and 2nd Refer Ref								
Page				Bar	·		+	
April	42	Wakaba LA	southwest corner of San Pedro and 2nd	Apartments	240 du	2.43	583	240
Apartments				Retail	16,000 sf			
Hotel Project Projec	43	1600 S Figueroa	1600 S Figueroa St.	Condominium	202 du	2.43	491	202
Apartments				Apartments	134 du	2.43	326	134
Residential Project 1027 V Wilshire Project (Winshire V Residential Project 1027 S Para Pedro St. 11 S S S S Park 12 S S S S Park 12 S S S S S S S S S S S S S S S S S S								
Lick Normal Lick Angeles Street Christ Center	44	Mixed-Use	928 S Broadway			2.43	1609	662
Continue					,		+	
Los Angoles Street Oxfor Carellar 150 N. Los Angoles Street 150 N. Los Angoles S								
Project Proj		Los Angolos Street Civio Center			·		+	
Part Control	45		150 N Los Angeles Street	Government Office	712,500 sf			
Metropolis Mixed-Lise SST S. Francisco St. (28th St. / Francisco St. / Francisco St. / Francisco St. (28th St. / Francisco St. / Francis				Retail	35,000 sf			
Name St. Products Products St. Products Pr				Child Care Facility	2,500 sf			
Separation Sep	46	Metropolis Mixed-Use		Hotel	480 Rooms			
Mised-Use Development 1027 W. Withinter Project (Wilshire / St. Paul St.) 1027 W. Wilshire Project (Wilshire / St. Paul St.) 1027 W. Wilshire Project (Wilshire / St. Paul St.) 1027 S Olive Street 1027 S Olive		•		0	000 4	0.40	2024	026
Mised-Use Development Foundation Found			899 S. Francisco St.			2.43	2031	830
17 Mosed-Use Development							+	
Relation Population Popul			1027 W. Wilshire Project (Wilshire / St.		+		+	
Residential Project	47	Mixed-Use Development		Condominiums	402 du	2.43	977	402
Bribasy Tower								
Market 38,500 sf								
LASED Entertainment District Figueroa St. / 11th St. Residential 1.264 du 2.43 3072 1264	49	Embassy Tower	848 S Grand Av			2.43	1021	420
Educational 95,706 sf	50	LASED Entertainment District	Figueroa St. / 11th St.			2.43	3072	126/
Retail 148,583 sf		(Excluding completed	V			2.70	5512	1207
Marriott Ext. Projects Restaurants		development to date) (Includes Oceanwide, Circa and JW					+	
Health Club 12,309 sf							+	
Sport Bar 6,000 sf 183 Rooms 183 Rooms 184 Rooms 185 R							+	
Hotel							+	
Office 367,300 sf					.,		+ +	
Production Studio 298,500 sf							+ +	
Convention Center Expansion 250,000 sf							+	
Expansion Expa							+	
Shopping Center 176,733 sf Cinema 744 Seats Cinema 744 Seats Apartments 945 du 2.43 2296 945					ZOU,UUU SI			
1057 S San Pedro St. Cinema 744 Seats	51	City Market Project	San Pedro Street b/w 9th St and 12th St.	University	1,400 Students			
1057 S San Pedro St. Cinema 744 Seats				Shopping Center	176.733 sf		+	
Apartments			1057 S San Pedro St.				+	
Hotel 210 Rooms			:=:= ==			2.43	2296	945
Retail							+	
Milshire Grand Redevelopment Project Project Project 930 W Wilshire BI Hotel Rooms 560 Rooms							+	
52 Wilshire Grand Redevelopment Project 930 W Wilshire BI Hotel Rooms 560 Rooms Follower (1212) Mixed - Use 900 W Wilshire BI Residential Units 100 du 2.43 243 100 Office 1,500,000 sf Flower (1212) Mixed - Use 1212 W Flower Apartments 730 du 2.43 1774 730 Retail/Restaurant 10,500 sf 54 Olympic / Hill Project Northwest corner of Olympic / Hill Apartments 300 du 2.43 729 300 Retail 14,500 sf							+ +	
Project	52		930 W Wilshire BI		+		1	
Office 1,500,000 sf	JŁ							
Retail/Restaurant 275,000 sf			900 W Wilshire BI			2.43	243	100
53 Flower (1212) Mixed -Use 1212 W Flower Apartments 730 du 2.43 1774 730 Retail/Restaurant 10,500 sf								
Retail/Restaurant 10,500 sf	E0	Flourer (4242) Min-4 II	1010 W Flower			0.40	1774	700
Office 70,465 sf 54 Olympic / Hill Project Northwest corner of Olympic / Hill Apartments 300 du 2.43 729 300 Retail 14,500 sf	53	Flower (1212) Mixed -Use	1212 W Flower			2.43	1//4	/30
54 Olympic / Hill Project Northwest corner of Olympic / Hill Apartments 300 du 2.43 729 300 Retail 14,500 sf							+ +	
Retail 14,500 sf		Olympic / Hill Proiect	Northwest corner of Olympic / Hill			2.43	729	300
	54						. 20	
	54			Retail	14,500 sf			

55	785 S Towne	785 S Towne Ave.	Joint Living and Work Quarters	60 du	2.43	146	60
56	1700 W Olympic Hotel	1700 W Olympic	Hotel	160 Rooms			
57	Mixed-Use	534 S Main St	Apartments	160 du	2.43	389	160
			Retail	18,000 sf			
			Restaurant	3,500 sf			
50	1100 04-4-411	F0F W 24 -+ C+	Fast-food Restaurant	3,500 sf	0.40	477	70
58	USC Student Housing 400 S Broadway Mixed-Use	505 W 31st St.	Apartments	73 DU	2.43	177	73
59	Project	400-416 Broadway	Apartments	450 du	2.43	1094	450
			Retail	6,904 sf			
			Lounge	5,000 sf			
60	1001 S Olive	1001 S Olive St	Apartments	225 du	2.43	547	225
61	Olive & Ohempie	North cost corner of Olive 9 Ohympie	Restaurant Apartments	5,000 sf 263 du	0.40	620	202
01	Olive & Olympic	Northeast corner of Olive & Olympic 960 S Olive St.	Restaurant	14,500 sf	2.43	639	263
62		ear 400 Washington Blvd. (Washington Blvd.	5-year Master Plan Project	21,300 Enrollment			
63	Master Plan	/ Flower St.)		310 du	2.42	750	310
63	Palmetto	Northeast corner of Palmetto & Sealton	Apartments Commercial	11,375 sf	2.43	753	310
			Production Space	11,375 sf 11,736 sf			
64	Mixed Use	1335 W 1st St	Apartments	102 du	2.43	248	102
٠.	mixed GGG	1000 11 101 01	Retail	3,514 sf	2.43	240	102
65	Residential	459 S Hartford Ave	Apartments	94 du	2.43	228	94
66	330 S Alameda	330 S Alameda	Apartments	186 du	2.43	452	186
			Commercial	22,340 sf			
67	Mixed-Use Project	1150 W Wilshire	Apartment	80 du	2.43	194	80
60	Mixed Hee	727 S Spring	Restaurant	4,589 sf	2.42	770	200
68	Mixed Use	737 S Spring	Apartments Pharmacy	320 du 25.000 sf	2.43	778	320
69	Apartments	1218 W Ingraham St	Pharmacy Apartments	25,000 st 90 du	2.43	219	90
		400,402 W 7th St. , 701, 715 S.					
70	Foreman and Clark Building	Hill St	Apartments	165 du	2.43	401	165
			Bar	11,902 sf			
			Restaurant	14,032 sf			
71	Apartments	740 S Hartford St	Apartments	80 du	2.43	194	80
72	Cecil Hotel Reno	640 S Main St.	Hotel Apartments	299 Rooms 301 du	2.43	731	301
73	Clinic	649 S Wall St.	Medical Office	66 employee	2.43	731	301
			Assisted Living	55 bed			
74	Garland Building	740 S Broadway	Apartments	47 du	2.43	114	47
75	Northeast Tower	215 W 9th St	Condominiums	210 du	2.43	510	210
			Retail	9,000 sf	-		
76	400 S Alameda Hotel	400 S Alameda St	Hotel	66 Rooms			
			Restaurant	2,130 sf			
			Retail	840 sf			
77	Hotel + Retail	649 S Olive St 1633 W 11th St	Hotel School	241 Rooms 460 Students			
78 79	Charter School (K-5) Residential	810 E Pico Blvd	Retail	181,620 sf			
80	Mixed Use	732 S Spring St	Apartments	400 du	2.43	972	400
		, ,	Pharmacy/Drug Store	15,000 sf			
81	Mixed Use	340 S Hill	Apartments	428 du	2.43	1040	428
			Retail	6,700 sf			
82	Hill Mixed	940 S Hill	Apartments	232 du	2.43	564	232
83	Condominiums	742 S Hartford Ave	Retail	14,000 sf 58 du	2.43	141	58
84	Budokan of Los Angeles	237-249 S Los Angeles St.	Sports Complex	43,453 sf	2.43	141	30
85	Mixed Use	1145 W 7th St	Condominiums	126 du	2.43	306	126
			Apartments	100 du	2.43	243	100
			Retail	7,200 sf			
86	Sapphire Mixed Use	1111 W 6th St	Apartments	369 du	2.43	897	369
			Retail	18,600 sf			
			Quality Restaurant	2,200 sf			
07	Afficiant C	005.01 4 1 21	Coffee Shop	1,200 sf	0.40	700	000
87	Vibiana Lofts	225 S Los Angeles St.	Condominiums	300 du	2.43	729	300
	Laborers Local 300		Retail	3,400 sf		1	
88	Headquarters	2005 W Pico Blvd.	Office	30,300 sf			
89	Pacific Charter Elementary School	1700 W Pico Blvd.	School	450 Pupils	<u></u>		
90	Valencia Project	1501 Wilshire Blvd.	Apartments	218 du	2.43	530	218
			Retail	6,100 sf	2.70	330	210
			Other	1,500 sf		†	
91	Retail / Restaurant	201 S Broadway	Retail and Restaurant	27,765 sf		1	
92	Legal Aid Foundation of LA	1550 W 8th St.	Office	33,957 sf		1	
93	Apex Phase II	700 W 9th St.	Condominiums	341 du	2.43	829	341
			Retail	11,687 sf			
	Pharmacy / Drug Store	1302 W Washington Blvd.	Other	16,572 sf			
94		1929 W Pico Blvd.	School	480 Pupils	·		
95	Charter High School		Apartments	471 du	2.43	1145	471
	Charter High School Medallion Phase II	300 S Main St.					
95		300 S Main St.	Restaurant	27,780 sf			
95 96	Medallion Phase II		Retail	5,190 sf	2.42	720	200
95		300 S Main St. 850 S Hill St.	Retail Apartments	5,190 sf 300 du	2.43	729	300
95 96	Medallion Phase II		Retail	5,190 sf	2.43	729	300

			Destaurant	17,452 sf		1	
99	Catalina Building	443 S San Pedro St.	Restaurant Live/Work	17,452 sr 78 du	2.43	190	78
100	1201 S Grand	1201 S Grand Ave.	Condominiums	76 du 126 du	2.43	306	126
101	Mixed Use	118 S Astronaut Onizuka St	Apartment	77 du	2.43	187	77
102	Mixed Use	360 S Alameda	Apartment	52 du	2.43	126	52
			Restaurant	2,400 sf			
			Creative Office	6,900 sf			
103	Brooks Building	644 S Broadway	Apartments	30 du	2.43	73	30
			Bar	2,500 sf			
104	950 S Broadway	950 S Broadway	Apartments	30 du	2.43	73	30
			Retail	7,500 sf			
105	Grand Residence	1229 S Grand Ave	Condominiums	161 Units	2.43	391	161
106	Hotel & Apartments	675 S Bixel St	Restaurant Apartments	2,085 sf 425 Units	2.43	1033	425
100	noter & Apartments	073 3 bixel 3t	Hotel	126 Rooms	2.43	1033	425
			Retail	4.874 sf		+ +	
107	Mixed-Use	1235 W 7th St	Condominiums	303 Units	2.43	736	303
			Retail	5,959 sf	2.10	100	000
108	Mixed-Use Project	1800 E 7th St.	Apartments	122 du	2.43	296	122
			Office	13,600 sf			
109	1745 E 7th St	1745 E 7th St	Apartments	57 du	2.43	139	57
			Commercial	6,000 sf			
110	1322 Linwood Apts.	1322 W Linwood Ave.	Apartments	45 Units	2.43	109	45
111	Mixed-Use	1334 S Flower St.	Apartments	188 Units	2.43	457	188
112	LUXE Hotel	1020 S Figueroa St.	Retail / Restaurant Condo	10,096 sf 650 Units	2.43	1580	650
112	Mixed-Use	1020 O I Igueloa Ot.	Hotel	300 Room	۷.43	1300	030
			Restaurant	40,000 sf		+ +	
			Retail	40,000 sf		+ +	
113	Mixed-Use	1400 S Flower St.	Apartments	40,000 sr 147 Units	2.43	357	147
			Retail	6,921 sf	۷.40	331	171
114	Fig + Dico Hote!	Northeast corner of Figueroa St. & Pico	Hotel	1,162 Room		† †	
114	Fig + Pico Hotel	Blvd.		·		1	
			Retail	13,145 sf			
115	Mixed-Use Project	929 E 2nd St	Retail	41,019 sf			
	(Mostly private club)		Other	63,893 sf	0.40	101	
116	Apartments	1300 W Court St	Apartments	43 du 220 du	2.43	104	43
117 118	Urban View Lofts Project Child Care	495 S Hartford 3014 S Royal St	Apartments Child Care Facility	7,997 sf	2.43	535	220
119	1930 Wilshire MU	1930 Wilshire Blvd	Apartments	478 du	2.43	1162	478
	1000 1111011110 1110	Toda Wilding Biva	Theater	850 Seats	2.40	1102	470
			Classroom	50 Student			
			Hotel	220 Rooms			
120	Mixed-Use	2528 S Grand Ave	Apartments	296 du	2.43	719	296
			Retail	5,000 sf			
121		425 S Union Ave	Apartments	32 du	2.43	78	32
122	Medical Office	1122 W Washington Blvd	Office	60,000 sf			
123	Mixed-Use	945 W 8th St.	Condominium	781 du	2.43	1898	781
			Retail	6,700 sf			
124	Ferante	1000 W Temple St.	Apartments	1,500 du	2.43	3645	1500
125	Mixed-Used	668 Alameda Street	Retail Apartments	30,000 sf 475 du	2.43	1154	475
120	WIIACU-OSCU	ooo Alameda Olicet	Office	43,000 sf	2.40	1104	473
			Specialty Retail	9,000 sf		+	
			Restaurant	17,000 sf			
126	1100 E 5th St (Mixed-Use)	1100 E 5th Street	Supermarket Apartment	15,000 sf 213 du	2.43	518	213
5	or (Retail	14,495 sf	2.70	1 0.0	210
			Arts & Production Space	14,495 sf		+	
127	Figueroa Hotel	3101 S Figueroa St	Hotel	275 rooms		†	
			Bar	1,178 sf		<u> </u>	
	CH- 9 Al		A t t-		_	4218	1700
128	6th & Alameda	1206 6th St	Apartments	1,736 du	2.43	4210	1736
128	Mixed-Use	1206 6th St	Office	1,736 du 253,514 sf	2.43	4210	1736
128		1206 6th St	Office Community-Serving	253,514 sf	2.43	4210	1736
128		1206 6th St	Office Community-Serving Commercial	253,514 sf 127,610 sf	2.43	4210	1736
128		1206 6th St	Office Community-Serving Commercial Art Space	253,514 sf 127,610 sf 22,429 sf	2.43	4210	1736
128		1206 6th St	Office Community-Serving Commercial Art Space Hotel	253,514 sf 127,610 sf 22,429 sf 514 Rooms	2.43	4210	1736
	Mixed-Use		Office Community-Serving Commercial Art Space Hotel School	253,514 sf 127,610 sf 22,429 sf 514 Rooms 300 Student			
128		1206 6th St	Office Community-Serving Commercial Art Space Hotel School Condominiums	253,514 sf 127,610 sf 22,429 sf 514 Rooms 300 Student 80 du	2.43	194	80
	Mixed-Use		Office Community-Serving Commercial Art Space Hotel School Condominiums Hotel	253,514 sf 127,610 sf 22,429 sf 514 Rooms 300 Student 80 du 200 Rooms			
	Mixed-Use		Office Community-Serving Commercial Art Space Hotel School Condominiums Hotel Restaurant	253,514 sf 127,610 sf 22,429 sf 514 Rooms 300 Student 80 du 200 Rooms 5,000 sf			
129	Mixed-Use 5th & Hill Center MU	333 W 5th St	Office Community-Serving Commercial Art Space Hotel School Condominiums Hotel Restaurant Bar	253,514 sf 127,610 sf 22,429 sf 514 Rooms 300 Student 80 du 200 Rooms 5,000 sf 22,500 sf	2.43	194	80
	Mixed-Use		Office Community-Serving Commercial Art Space Hotel School Condominiums Hotel Restaurant	253,514 sf 127,610 sf 22,429 sf 514 Rooms 300 Student 80 du 200 Rooms 5,000 sf 22,500 sf 107 du			
129	Mixed-Use 5th & Hill Center MU	333 W 5th St	Office Community-Serving Commercial Art Space Hotel School Condominiums Hotel Restaurant Bar Condominiums Office	253,514 sf 127,610 sf 22,429 sf 514 Rooms 300 Student 80 du 200 Rooms 5,000 sf 22,500 sf 107 du 534,044 sf	2.43	194	80
129	Mixed-Use 5th & Hill Center MU Tribune Media's DTLA Tower	333 W 5th St 232 West 2nd St	Office Community-Serving Commercial Art Space Hotel School Condominiums Hotel Restaurant Bar Condominiums Office Retail	253,514 sf 127,610 sf 22,429 sf 514 Rooms 300 Student 80 du 200 Rooms 5,000 sf 22,500 sf 107 du 534,044 sf 7,200 sf	2.43	194	107
129	Mixed-Use 5th & Hill Center MU	333 W 5th St	Office Community-Serving Commercial Art Space Hotel School Condominiums Hotel Bar Condominiums Gestaurant Bar Condominiums Office Retail Condominiums	253,514 sf 127,610 sf 22,429 sf 514 Rooms 300 Student 80 du 200 Rooms 5,000 sf 22,500 sf 107 du 534,044 sf 7,200 sf	2.43	194	80
129	Mixed-Use 5th & Hill Center MU Tribune Media's DTLA Tower	333 W 5th St 232 West 2nd St	Office Community-Serving Commercial Art Space Hotel School Condominiums Hotel Restaurant Bar Condominiums Office Retail Condominiums	253,514 sf 127,610 sf 22,429 sf 514 Rooms 300 Student 80 du 200 Rooms 5,000 sf 22,500 sf 107 du 534,044 sf 7,200 sf 196 du 5,300 sf	2.43	194	107
129	Mixed-Use 5th & Hill Center MU Tribune Media's DTLA Tower 433 S Main St	333 W 5th St 232 West 2nd St 433 S Main	Office Community-Serving Commercial Art Space Hotel School Condominiums Hotel Restaurant Bar Condominiums Office Retail Condominiums Retail Restaurant Restaurant	253,514 sf 127,610 sf 22,429 sf 514 Rooms 300 Student 80 du 200 Rooms 5,000 sf 22,500 sf 107 du 534,044 sf 7,200 sf 196 du 5,300 sf	2.43	194 260 476	107
129	Mixed-Use 5th & Hill Center MU Tribune Media's DTLA Tower	333 W 5th St 232 West 2nd St	Office Community-Serving Commercial Art Space Hotel School Condominiums Hotel Restaurant Bar Condominiums Office Retail Condominiums Retail Restaurant Apartments	253,514 sf 127,610 sf 22,429 sf 514 Rooms 300 Student 80 du 200 Rooms 5,000 sf 22,500 sf 107 du 534,044 sf 7,200 sf 196 du 5,300 sf 900 sf	2.43	194	107
129 130 131	Mixed-Use 5th & Hill Center MU Tribune Media's DTLA Tower 433 S Main St Mixed-Use	333 W 5th St 232 West 2nd St 433 S Main	Office Community-Serving Commercial Art Space Hotel School Condominiums Hotel Restaurant Bar Condominiums Office Retail Condominiums Retail Restaurant Apartments Other	253,514 sf 127,610 sf 22,429 sf 514 Rooms 300 Student 80 du 200 Rooms 5,000 sf 22,500 sf 107 du 534,044 sf 7,200 sf 196 du 5,300 sf 900 sf 379 du 25,810 sf	2.43 2.43 2.43	194 260 476	107 196 379
129	Mixed-Use 5th & Hill Center MU Tribune Media's DTLA Tower 433 S Main St	333 W 5th St 232 West 2nd St 433 S Main	Office Community-Serving Commercial Art Space Hotel School Condominiums Hotel Restaurant Bar Condominiums Office Retail Condominiums Retail Restaurant Apartments Other Apartments	253,514 sf 127,610 sf 22,429 sf 514 Rooms 300 Student 80 du 200 Rooms 5,000 sf 22,500 sf 107 du 534,044 sf 7,200 sf 196 du 5,300 sf 900 sf 379 du 25,810 sf 600 du	2.43	194 260 476	107 196
129 130 131	Mixed-Use 5th & Hill Center MU Tribune Media's DTLA Tower 433 S Main St Mixed-Use	333 W 5th St 232 West 2nd St 433 S Main	Office Community-Serving Commercial Art Space Hotel School Condominiums Hotel Restaurant Bar Condominiums Office Retail Restaurant Restaurant Retail Restaurant Restaurant Restaurant Restaurant Restaurant Restaurant Apartments Other Apartments Restaurant Restaurant	253,514 sf 127,610 sf 22,429 sf 514 Rooms 300 Student 80 du 200 Rooms 5,000 sf 22,500 sf 107 du 534,044 sf 7,200 sf 196 du 5,300 sf 900 sf 379 du 25,810 sf 600 du 15,000 sf	2.43 2.43 2.43	194 260 476	107 196 379
129 130 131	Mixed-Use 5th & Hill Center MU Tribune Media's DTLA Tower 433 S Main St Mixed-Use	333 W 5th St 232 West 2nd St 433 S Main	Office Community-Serving Commercial Art Space Hotel School Condominiums Hotel Restaurant Bar Condominiums Office Retail Condominiums Retail Restaurant Apartments Other Apartments Restaurant Restaurant Restaurant Restaurant	253,514 sf 127,610 sf 22,429 sf 514 Rooms 300 Student 80 du 200 Rooms 5,000 sf 22,500 sf 107 du 534,044 sf 7,200 sf 196 du 5,300 sf 900 sf 379 du 25,810 sf 600 du 15,000 sf	2.43 2.43 2.43	194 260 476	107 196 379
129 130 131	Mixed-Use 5th & Hill Center MU Tribune Media's DTLA Tower 433 S Main St Mixed-Use	333 W 5th St 232 West 2nd St 433 S Main	Office Community-Serving Commercial Art Space Hotel School Condominiums Hotel Restaurant Bar Condominiums Office Retail Restaurant Restaurant Retail Restaurant Restaurant Restaurant Restaurant Restaurant Restaurant Apartments Other Apartments Restaurant Restaurant	253,514 sf 127,610 sf 22,429 sf 514 Rooms 300 Student 80 du 200 Rooms 5,000 sf 22,500 sf 107 du 534,044 sf 7,200 sf 196 du 5,300 sf 900 sf 379 du 25,810 sf 600 du 15,000 sf	2.43 2.43 2.43	194 260 476	107 196

			Office	53,200 sf		1 1	
			Retail	4,400 sf			
			Other	4,420 sf			
			Other	125 Persons			
135	Hellman / Banco Building	354 S Spring St.		212 du	2.43	515	212
136	Heliman / Banco Building	1301 W Colton St	Apartments Apartments	212 du 29 du	2.43	70	29
137	Downtown LA Hotel	926 W James M Wood Blvd	Hotel	247 Rooms	2.43	70	29
138	Arts District Center (Mixed-Use)	1101 E 5th St	Apartments	228 du	2.43	554	228
			Retail	23,000 sf			
			Office	27,860 sf			
			Hotel	149 Rooms			
			Other	56,100 sf			
139	1316 Court & 1323 Colton Apts	1316 W Court St	Apartments	122 du	2.43	296	122
140	Figueroa Centre	911 S Figueroa St.	Condominiums	200 du	2.43	486	200
			Hotel	220 rooms			
			Retail	44,080 sf			
			Restaurant	50,000 sf			
141	Mixed-Use	1323 Grand Ave	Apartments	284 du	2.43	690	284
142	Times Mirror Square	100 S Broadway	Retail Apartments	6,300 sf 1,127 du	2.43	2739	1127
142	Times Militor Square	100 S Bloadway	Office	285,088 sf	2.43	2139	1121
			Supermarket	50,000 sf			
			Quality Restaurant	22,200 sf			
			High Turnover Restaurant	53,389 sf		1	
143	Mixed-Use	1000 S Hill St	Apartments	498 du	2.43	1210	498
			Retail	8,707 sf			
144	Mixed-Use	601 S Central Ave	Apartments	236 du	2.43	573	236
145	845 S Olive & 842 Grand MU	845 S Olive	Retail Apartments	12,000 sf 208 du	2.43	505	208
140	045 5 Olive & 042 Grand MO	645 S Olive	Retail	810 sf	2.43	505	200
			Other	1,620 sf			
146	Olympia Mixed-Use	1001 W Olympic	Apartments	1,367 du	2.43	3322	1367
			Retail	20,000 sf			
			Other	20,000 sf			
147	Mixed-Use	806 E 3rd St	Bar/Lounge	3,047 sf			
			Restaurant	7,720 sf			
			Retail	6,171 sf			
148	Mixed-Use	755 S Los Angeles	Retail	32,400 sf			
			Office	65,000 sf			
			Restaurant	4,000 sf			
149	2250-2270 W Pico Blvd Hotel	2250 W Pico Blvd	Hotel	125 Rooms			
450	USC Children's Creative	0740.00	0.1	0.055 /			
150	Learning Center	2716 S Severance St.	Other	9,955 sf			
151	Apartments	101 N Glendale Blvd.	Apartments	55 du	2.43	134	55
152 153	Mixed-Use	1420 Bonnie Brae St 609 E 5th St	Apartments Apartments	29 du 151 du	2.43 2.43	70 367	29 151
154	8th & Fig	744 S Figueroa St.	Apartments	438 du	2.43	1064	438
			Retail	3,750 sf	2.40	1004	400
			Restaurant	3,750 sf			
155	Affordable Housing	508 E 4th St	Apartments	41 du	2.43	100	41
150	Development		Aparaments	41 du			
156 157	Residential Mixed-Use	713 E 5th St 401 Hewitt St	Apartments Office	51 du 255,514 sf	2.43	124	51
.07			Retail	4,970 sf		1	
			Other	9,940 sf			
158	8th, Grand & Hope Tower	754 S Hope St	Apartments	409 du	2.43	994	409
	Mind He	000 Alamada O'	Retail	7,329 sf	2.12	0445	201
159	Mixed-Use	333 Alameda St	Apartments Retail	994 du 99,300 sf	2.43	2415	994
40-	19-story Affordable Housing	000 0 0 D 1 01			2 12		
160	Skid Row	600 S San Pedro St	Affordable Housing	303 du	2.43	736	303
			Retail	19,907 sf			
161	Hewitt & 4th MU	940 E 4th St	Appartments	93 du	2.43	226	93
			Office	6,000 sf			
			Datail	14 249 -4			
	Affordable Hausing		Retail	14,248 sf			
162	Affordable Housing Skid Row	552 S San Pedro St	Retail Affordable Housing	14,248 sf 378 du	2.43	919	378
162		552 S San Pedro St			2.43 2.43	919	378 4
162		552 S San Pedro St	Affordable Housing	378 du			
162		552 S San Pedro St	Affordable Housing Apartments	378 du 4 du			
162		552 S San Pedro St	Affordable Housing Apartments Retail	378 du 4 du 1,758 sf 4,410 sf 5,932 sf			
163	Skid Row 2005 James M Wood Hotel	2005 W James M Wood Blvd	Affordable Housing Apartments Retail Office Dining Roon/Flex Space Hotel	378 du 4 du 1,758 sf 4,410 sf 5,932 sf 100 Rooms			
163 164	Skid Row	2005 W James M Wood Blvd 1300 S Figueroa St	Affordable Housing Apartments Retail Office Dining Roon/Flex Space Hotel Hotel	378 du 4 du 1,758 sf 4,410 sf 5,932 sf 100 Rooms 1,024 Rooms	2.43	10	4
163 164 165	Skid Row 2005 James M Wood Hotel 1300 Figueroa Hotel	2005 W James M Wood Blvd 1300 S Figueroa St 656 S Stanford Ave	Affordable Housing Apartments Retail Office Dining Roon/Flex Space Hotel Hotel Apartments	378 du 4 du 1,758 sf 4,410 sf 5,932 sf 100 Rooms 1,024 Rooms 82 du	2.43	10	82
163 164	Skid Row 2005 James M Wood Hotel	2005 W James M Wood Blvd 1300 S Figueroa St	Affordable Housing Apartments Retail Office Dining Roon/Flex Space Hotel Hotel Apartments Apartments	378 du 4 du 1,758 sf 4,410 sf 5,932 sf 100 Rooms 1,024 Rooms 82 du 37 du	2.43	10	4
163 164 165 166	2005 James M Wood Hotel 1300 Figueroa Hotel Mixed-Use	2005 W James M Wood Blvd 1300 S Figueroa St 656 S Stanford Ave 1018 W Ingraham St	Affordable Housing Apartments Retail Office Dining Roon/Flex Space Hotel Hotel Apartments Apartments Retail	378 du 4 du 1,758 sf 4,410 sf 5,932 sf 100 Rooms 1,024 Rooms 82 du 37 du 1,890 sf	2.43 2.43 2.43	10 199 90	82 37
163 164 165	Skid Row 2005 James M Wood Hotel 1300 Figueroa Hotel	2005 W James M Wood Blvd 1300 S Figueroa St 656 S Stanford Ave	Affordable Housing Apartments Retail Office Dining Roon/Flex Space Hotel Hotel Apartments Apartments	378 du 4 du 1,758 sf 4,410 sf 5,932 sf 100 Rooms 1,024 Rooms 82 du 37 du	2.43	10	82
163 164 165 166	Skid Row 2005 James M Wood Hotel 1300 Figueroa Hotel Mixed-Use Apartments	2005 W James M Wood Blvd 1300 S Figueroa St 656 S Stanford Ave 1018 W Ingraham St	Affordable Housing Apartments Retail Office Dining Roon/Flex Space Hotel Hotel Apartments Apartments Retail Apartments	378 du 4 du 1,758 sf 4,410 sf 5,932 sf 100 Rooms 1,024 Rooms 82 du 37 du 1,890 sf 54 du	2.43 2.43 2.43 2.43	10 199 90 131	82 37 54
163 164 165 166	Skid Row 2005 James M Wood Hotel 1300 Figueroa Hotel Mixed-Use Apartments	2005 W James M Wood Blvd 1300 S Figueroa St 656 S Stanford Ave 1018 W Ingraham St	Affordable Housing Apartments Retail Office Dining Roon/Flex Space Hotel Hotel Apartments Apartments Retail Apartments Apartments Apartments Apartments	378 du 4 du 1,758 sf 4,410 sf 5,932 sf 100 Rooms 1,024 Rooms 82 du 37 du 1,890 sf 54 du 235 du	2.43 2.43 2.43 2.43	10 199 90 131	82 37 54

170	Santa Fe Freight Yard Redvelopment	950 E 3rd St.	Apartments	635 du	2.43	1543	635
			Retail	30,062 sf			
171	Mixed-Use (Coca Cola)	963 E 4th St.	Office	78,600 sf		1	
			Retail	25,000 sf			
			Restaurant	20,000 s.f			
172	Retail	555 S Mateo St	Retail	153,000 sf			
173	Camden Arts Project	1525 Industrial St.	Apartments	344 du	2.43	836	344
			Office	21,413 sf			
			Restaurant	6,084 sf			
174	Restaurant	500 S Mateo St.	Restaurant	12,882 sf			
175	Apartments	1255 E Elden Ave	Apartments	103 du	2.43	250	103
176	Mixed-Use	550 S Main St	Apartments	159 du	2.43	386	159
			Retail	23,000 sf			
177	Freehand Hotel	416 W 8th St	Hotel	226 rooms			
			Retail	8,000 sf			
178	Assisted Living	1030 S Lake St	Assisted Living	338 Beds			
470		100.0.0.	Senior Housing	34 du	2.43	83	34
179	Beaudry Ave & 2nd St MU	130 S Beaudry Ave	Apartments Other	230 du 9,000 sf	2.43	559	230
180	Olympic & Hoover Mixed-Use	2501 W Olympic BI	Apartments	9,000 st 173 du	2.43	420	173
100	Olympic & Hoover Mixed-ose	2301 W Clympic Bi	Retail	36,180 sf	2.43	420	173
				·		+	
			Hotel	373 Rooms			
181	Ohmonia Tanna Basia at Mill	OAE IM Olimonia DI	Condominiums	374 du	2.43	909	374
181	Olympic Tower Project MU	815 W Olympic BI	Retail	65,074 sf		1	
			Conference Center	10,801 sf			
			Office	33,498 sf			
182	Hotel	361 S Spring	Hotel	315 Rooms			
183	Harris Building Office Conversion	11th St & Main St	Office	52,000 sf			
184	Mixed-Use	1410 S Flower St.	Apartments	152 du	2.43	369	152
			Retail	1,184 sf			
185	Mixed-Use	1322 W Maryland St.	Apartments	47 du	2.43	114	47
			Retail	760 sf	0.40	407	0.4
186	Apartments	655 San Pedro St.	Apartments	81 du	2.43	197	81
187	Fashion District Tower	222 E 7th St	Apartments	452 du	2.43	1098	452
			Commercial	13,655 sf			
188		605 E 4th St.	Restaurant	3,798 sf		ļ	
189	716 S Spring	716 S Spring	Restaurant	6,208 sf		ļ	
190	DTLA South Park/Mack Urban	1120 S Olivo	Appartments	713 DU	2.43	1733	713
150	Site 2	1120 3 Olive	Retail	7,125 sf			
			Restaurant	7,125 sf			
	DTLA South Park/Mack Urban		Appartments	537 DU	2.43	1305	537
191	Site 3	1105 S. Olive	Retail	3,794 sf			
			Restaurant	3,794 sf			
Infrastructu	ura Duninata					1	
Intrastructu	ire Projects						
192	Metro Regional Connector	Metro Little Tokyo/Arts District Station to	Metro 7th Street/Metro Center S	tation	Provide continuous service Lines and connectors to ot		
193	MyFigueroa	Figueroa St. between 7th St. & 41st St., Blvd. between Figueroa St. & Vernon Av		Broadway, and Martin Luther King Jr.	Convert Figueroa St., 11th complete multimodal stree bicycles and transit riders,	ts that better serve the n	eeds of pedestrians,
194	Los Angeles Streetcar	Broadway between 1st St. & 11th St., 11 & 7 th St., 7 th St. between Figueroa St. & Broadway			Enhance mobility and transrevitalization of downtown.	sit circulation and suppor	
195	7th street Improvement Project	7th St. between SR 110 and Olive Street			integration of transportation	n modes, intersection im	

Total Population	Total Households
120,742	49,688

Notes:
du = dwelling units
sf = square feet
emp = employees
[a] Related Projects list was prepared aas a component of the Traffic Study of this Draft EIR. Calculation do not include Infrastructure projects.

Compiled by ESA, 2019.

Appendix L - Population and Housing Cumulative Estimate of New Employees from all Related Projects

		i				etail			l .	Office			Но			1	School			Other		1
	T .			1	I R	etail	1				1							1	<u> </u>			Total
No [a]	Land Use	Size	Retail (ksf)	Restaurant (ksf)	Misc Retail (ksf)	Total Retail (ksf)	Retail Generation Rate [b]	Retail Employees	Office (ksf)	Office Generation Rate [b]	Office Employees	Hotel Rooms	Hotel (Converted to ksf) [c]	Hotel Generation Rate [b]	Hotel Employees	Students	School Generation Rate [d]	School Employees	Other (ksf)	Other Generation Rates [e]	Other Employees	Total Employees
1	Apartments	115 DU																				
	Commercial	4,610 sf	4.61			4.61	2.71	12.49														12
2	Apartments	106 DU																				
3	Apartments Retail	522 DU 4,500 sf	4.50			4.50	2.71	12.20														12
	Office	4,500 si 3,295 sf	4.50			4.50	2./1	12.20	3.30	4.79	15.78											16
4	Restaurant	10,056 sf		10.06		10.06	2.71	27.25	0.00	4.10	10.70											27
	Bar	5,119 sf		5.12		5.12	2.71	13.87														14
5	Apartments	108 Units																				
6	High-rise Apt	666 DU																				
	Commercial/Retail	20,690 sf	20.69			20.69	2.71	56.07														56
7	Apartments Commercial	360 DU 6,400 sf	6.40			6.40	2.71	17.34								-						17
	Apartments	391 DU	0.40			0.40	2.71	17.34														17
8	Office	39,725 sf							39.73	4.79	190.28											190
	Retail	49,000 sf	49.00			49.00	2.71	132.79														133
9	Apartments	600 D.U																				
	Retail	30,000 sf	30.00			30.00	2.71	81.30														81
10	Restaurant	7,149 sf		7.15		7.15	2.71	19.37	ļ							-			1			19
11	Condominium Retail	1,063 DU 18,000 sf	18.00			10.00	0.74	40.70								-						49
12	Retail Apartments	18,000 st 345 DU	18.00		1	18.00	2.71	48.78				<u> </u>				 			1			49
12	Apartments Retail	23,000 sf	23.00		1	23.00	2.71	62.33				 				 			1			62
	Specialty Retail	21,000 sf	21.00		1	21.00	2.71	56.91				 				 			1			57
	Restaurant	21,000 sf	21.00	11.00	1	11.00	2.71	29.81	-		 	l	 			 			1	1	1	30
13	Apartments	105 Units		11.00		11.00	2.71	25.01														55
	Retail	2,650 sf	2.65			2.65	2.71	7.18														7
14	Apartments	419 DU																				
	Retail	42,000 sf	42.00			42.00	2.71	113.82														114
15	Apartments	640 DU	45.00			45.00		101.05														100
16	Retail Condominiums	45,000 sf 151 DU	45.00			45.00	2.71	121.95								-						122
10	Retail	3,472 sf	3.47			3.47	2.71	9.41														9
	Restaurant	2,200 sf	3.47	2.20		2.20	2.71	5.96														6
17	Hotel	183 Rooms		2.20		2.20	2.71	0.00				183	91.50	1.13	103.40							103
	Restaurant	3,084 sf		3.08		3.08	2.71	8.36														8
	Theater [f]	12,780 sf			115.02	115.02	2.71	311.70														312
	Banquet	4,773 sf		4.77		4.77	2.71	12.93														13
	Lounge Bar	2,163 sf 11,840 sf		11.84	2.16	2.16 11.84	2.71 2.71	5.86 32.09								-						6 32
18	Condominiums	11,840 ST 528 DU		11.04		11.04	2.71	32.09											1			32
10	Retail	6,091 sf		6.09		6.09	2.71	16.51														17
19	Condominiums	900 DU																				
	Apartments (Rental)	550 DU																				
	Hotel	210 Rooms										210	105.00	1.13	118.65							119
	Retail/Commercial	143,100 sf	143.10			143.10	2.71	387.80														388
	Office	180,000 sf							180.00	4.79	862.20											862
	Gallery/Museum	17,600 sf																	17.60	3.04	53.50	54
	Gym	8,000 sf			8.00	8.00	2.71	21.68														22
20	Imaging center, pharmacy, surgical suites, and physician offices	56,450 sf							56.45	4.27	241.04											241
21	Charter High School	600 Students														600	0.084	50.40	1	İ	İ	50
22	Condominiums	660 DU																				
	Restaurant	13,742 sf		13.74		13.74	2.71	37.24														37
23	Apartments Retail	525 DU	6.00	ļ		6.00	0.74	10.00	ļ							ļ			1			
24	Retail Apartment	6,200 sf 122 DU	6.20			6.20	2.71	16.80	-										1		1	17
24	Retail	3,500 sf	3.50	 	 	3.50	2.71	9.49			 	 	 			 			1			9
25	Condominiums	1,648 DU	0.00			0.00	2.11	5.45				i –							1			, and the same of
	Apartments	412 DU																				
	Retail	225,250 sf	225.25			225.25	2.71	610.43														610
	Supermarket	53,000 sf	53.00			53.00	2.71	143.63														144
	Restaurant	67,000 sf		67.00		67.00	2.71	181.57														182
	Health Club	50,000 sf			50.00	50.00	2.71	135.50														136
															·				-			

Second Company Seco			050				Г	-		1					-					0.05	4.70	40.70	- 44
Company Comp		Event Facility [e][f]	250 seats										075	427.50	1.10	455.00				2.25	4.79	10.78	11 155
Bandard Anne										681.00	4.70	3 261 00	2/5	137.50	1.13	100.36							3,262
Provide Application	26									001.00	4.19	3,201.99											3,202
Company				40.00			10.00	0.74	F1 40														51
Secretary Column			19,000 SI	19.00			19.00	2.71	31.48														31
Team		Renovate Residential Units	32 DU																				
Part	27	Condominium	291 DU																				
Final March Marc				7.14			7.14	2.71	19.34														19
Second 199	28																						
Temporal Control Con				9.68	4.50																		26
Table Tabl	- 20				1.50		1.50	2.71	4.07	400.00	4.70	1 016 00											1,916
20 September 10	29									400.00	4.19	1,910.00	150	75.00	1.13	84.75							85
The content	30																						
Part	31	Apartments																					
Second 1,000 1,0				6.00			6.00	2.71	16.26														16
Section March Miles Mi	32			0.50				0.74															
20 10 10 10 10 10 10 10				2.50	10.00																		27
March Marc	33				10.00		10.00	2.71	27.10														21
Second Column Second Colum		Retail		24.25			24.25	2.71	65.72														66
Contention Con	34																					1	
Seed Notice 10.70 10.70 10.70 271 20.00				40.00			40.00	2.71	108.39														108
New York 150	35			10.70			10.70	0.74	20.00														
Figure 1,000 of	36			10.70			10.70	2./1	29.00	ļ			-		-							 	29
17 Augment 20 20 27 14 20 27 14 20 27 14 20 27 27 27 27 27 27 27	30			25.00			25.00	2.71	67.75														68
Section	37	Apartments	239 DU																				
Read		Retail		5.40			5.40	2.71	14.63														15
Conference	38																						
Restaurant 1.000 st 1.000 s	- 20			2.00			2.00	2.71	5.42														5
Second S	39				5.03		5.03	2 71	13.63														14
Feature	40	Apartment			0.00		0.00	2	10.00														
Conference Space (Fig. 1.500 at 1.500 at		Retail		8.00			8.00	2.71	21.68														22
Restaurent 8.400	41												176	88.00	1.13	99.44							99
Read 16,000 of 16,000 16,000 2.71 14,34																				1.20	4.79	5.75	6
24 Apertometric 16,000 16,000 16,000 2.71 43,38																							23
Real	40				5.29		5.29	2.71	14.34														14
A Condomination 202 U	42			16.00			16.00	2 71	43.36														43
Apartimetric 134 DU	43			10.00			10.00	2.71	40.00														40
## Apathments 602 OU ## A700			134 DU																				
Retail													250	125.00	1.13	141.25							141
Service 11:00 11:00 11:00 271 29:81 34:82 4.79 166:81	44																						
Office 34,824 of 4																							127
A				11.00			11.00	2.71	29.81	24.00	4.70	100.01											30
Retail 35,000 sf 3,50 3,50 2,71 9,49	45						ł	-							-								167 3,413
Child Care Facility (g) 2,500 sf 480 Rooms 480	40			3.50			3.50	2.71	9.49	112.00	4.13	0,712.00											3,413
Hotel				0.00			0.00		00								50	0.084	4.20			 	4
Office 988,225 sf	46	Hotel	480 Rooms										480	240.00	1.13	271.20							271
Retail 46,000 sf 46,00																							
Retail 7,428 sf 7,43										988.23	4.79	4,733.60											4,734
Retail 7,423 sf 7,43 7,43 2,71 20,13				46.00			46.00	2.71	124.66														125
48 Apartments 100 DU 49 Hi-fise Condominiums 420 DU 50 Sa.50	47			7.40			7.40	2 74	20.42														20
Hi-rise Condominiums	48			1.43			1.43	2.11	20.13														
Residential 1,264 DU Educational [g] 95,706 sf 402,66 1,914 0.084 160.79 Educational [g] 95,706 sf 402,66 402,66 402,66 402,66 402,66 402,66 402,66 402,66 402,66 402,66 402,66 402,66 402,66 402,66 402,66																							
Educational [g] 95,706 sf Retail 148,583 sf 148.58 148.58 148.58 2.71 402.66 Restaurants 60,000 sf 60,00 2.71 162.60 Health Club 12,309 sf 12.31 12.31 12.31 2.71 33.36 Sport Bar 6,000 sf 6,00 2.71 16.26 Hotel 183 Rooms 183 Rooms 183 91.50 1.13 103.40 Office 367,300 sf 9 367,300 sf 9 367,300 sf 9 298,500 sf 9 1,759,37				38.50			38.50	2.71	104.34														104
Retail 148,583 sf 148,58 sf 148,58 2.71 402.66 Restaurants 60,000 sf 60,000 5 60,00 2.71 162.60 Restaurants 60,000 sf 60,000 5 7 12.31 12.	50																		105 =-				
Restaurants 60,000 sf 60,000 sf 60,000 2.71 162.60 Health Club 12,309 sf 12,31 12,31 2.71 33.36 Sport Bar 6,000 sf 6,000 sf 6,00 2.71 16.26 Hotel 183 Rooms Office 367,300 sf 9 367,300 sf																	1,914	0.084	160.79				161
Health Club 12,309 sf 12,31 12.31 2.71 33.36 Sport Bar 6,000 sf 6,000 sf 6.00 2.71 16.26 Sport Bar 83 Rooms 183 Rooms 183 91.50 1.13 103.40 Sport Bar 367.300 sf 367.				148.58																			403
Sport Bar 6,000 sf 6.00 6.00 2.71 16.26 Hotel 183 Rooms 183 Poorms 183 Poorms 183 Poorms 183 Poorms Office 367,300 sf 367,30 Production Studio (e) 367,30 Production Studio (e) 298,500 Production Studio (e) 298,500 Production Studio (e)					60.00	,																	163
Hotel 183 Rooms 183 Rooms 183 Rooms 183 Rooms 183 Pol.50 Polucion Studio (e) 298.500 sf 183 Pol.50 Polucion Studio (e) 298.500 sf 183 Pol.50 Polucion Studio (e) 298.500 sf 183 Pol.50 Polucion Studio (e) 298.500 sf 183 Pol.50 Polucion Studio (e) 298.500 sf 183 Pol.50 Polucion Studio (e) 298.500 sf 183 Pol.50 Polucion Studio (e) 298.500 sf 183 Pol.50 Polucion Studio (e) 298.500 sf 183 Pol.50 Polucion Studio (e) 298.500 sf 183 Pol.50 Polucion Studio (e) 298.500 sf 183 Pol.50 Polucion Studio (e) 298.500 sf 183 Pol.50 Polucion Studio (e) 298.500 sf 183 Pol.50 Polucion Studio (e) 298.500 sf 183 Pol.50 Polucion Studio (e) 298.500 sf 183 Pol.50 Polucion Studio (e) 298.500 sf 183 Pol.50 Polucion Studio (e) 298.500 sf 183 Pol.50 Polucion Studio (e) 298.500 sf 183 Pol.50 Polucion Studio (e) 298.500 sf 183 Pol.50 Polucion Studio (e) 298.500 sf 183 Polucion						12.31																	33
Office 367,300 sf 367,30 d 4.79 1,759,37 298,500 sf 298,500 sf 298,50 d 4.79 1,429,82					6.00		6.00	2.71	16.26							400.15							16
Production Studio [e] 298,500 sf 298,500 sf 298,500 sf										207.00	1.70	4 750 0-	183	91.50	1.13	103.40							103
										367.30	4.79	1,/59.3/								200 50	4.70	1 420 02	1,759 1,430
Convention Center			298,500 st																		4.79		
Expansion [e][] 250.000 sf 250.000 sf		Convention Center Expansion [e][f]	250,000 sf																	250.00	4.79	1,197.50	1,198

				ı	i	i	1	1								4 400	0.004	447.00	1			440
51	University	1,400 Students	.=. =.			470.70	0.71									1,400	0.084	117.60				118
	Shopping Center	176,733 sf	176.73			176.73	2.71	478.95														479
	Cinema [f]	744 Seats			6.70	6.70	2.71	18.15														18
	Apartments	945 DU																				1
	Hotel	210 Rooms										210	105.00	1.13	118.65							119
	Retail	224,862 sf	224.86			224.86	2.71	609.38														609
	Office	294.641 sf							294.64	4.49	1,322.94											1.323
52	Hotel Rooms	560 Rooms									1,022.0	560	280.00	1.13	316.40							316
	Residential Units	100 DU										000	200.00	0	0.10.10							0.0
									. ====													0.707
	Office	1,500,000 sf							1,500.00	4.49	6,735.00											6,735
	Retail/Restaurant	275,000 sf	275.00			275.00	2.71	745.25														745
53	Apartments	730 DU																				
	Retail/Restaurant	10,500 sf	105.00			105.00	2.71	284.55														285
	Office	70,465 sf							70.47	4.49	316.39											316
54	Apartments	300 DU																				1
	Retail	14,500 sf	145.00			145.00	2.71	392.95														393
	Restaurant	8,500 sf		8.50		8.50	2.71	23.04														23
55	Joint Living and Work	60 DU																				1
	Quarters																					1
56	Hotel	160 Rooms										160	80.00	1.13	90.40							90
57	Apartments	160 DU																				
	Retail	18,000 sf	18.00			18.00	2.71	48.78														49
	Restaurant	3,500 sf		3.50		3.50	2.71	9.49												İ		9
	Fast-food Restaurant	3,500 sf	-	3.50		3.50	2.71	9.49												1		0
58	USC Student Housing	73 DU	1	5.50		3.30	4.11	J.43												 		9
59		450 DU	-																	 		,
59	Apartments		2.05				0.5	40.5	 											 		
	Retail	6,904 sf	6.90			6.90	2.71	18.71	L											ļ		19
	Lounge	5,000 sf			5.00	5.00	2.71	13.55														14
60	Apartments	225 DU																				
	Restaurant	5,000 sf		5.00		5.00	2.71	13.55														14
61	Apartments	263 DU																				
	Restaurant	14,500 sf		14.50		14.50	2.71	39.30														39
62	5-year Master Plan Project	21,300 Enrollment														21,300	0.084	1,789.20				1,789
62	[d]	21,300 Enrollment														21,300	0.084	1,789.20				1,789
63	Apartments	310 DU																				1
	Commercial	11,375 sf	11.38			11.38	2.71	30.83														31
	Production Space	11,736 sf																	11.74	4.79	56.22	56
64	Apartments	102 DU																	11.74	4.10	00.22	- 50
U++			2 51			2.51	2.71	0.52														10
	Retail	3,514 sf	3.51			3.51	2.71	9.52														10
65	Retail Apartments	3,514 sf 94 DU	3.51			3.51	2.71	9.52														10
	Retail Apartments Apartments	3,514 sf 94 DU 186 DU																				
65 66	Retail Apartments Apartments Commercial	3,514 sf 94 DU 186 DU 22,340 sf	3.51 22.34			3.51 22.34	2.71	9.52														61
65	Retail Apartments Apartments Commercial Apartment	3,514 sf 94 DU 186 DU 22,340 sf 80 DU				22.34	2.71	60.54														61
65 66 67	Retail Apartments Apartments Commercial Apartment Restaurant	3,514 sf 94 DU 186 DU 22,340 sf 80 DU 4,589 sf		4.59																		
65 66	Retail Apartments Apartments Commercial Apartment Restaurant Apartments	3,514 sf 94 DU 186 DU 22,340 sf 80 DU 4,589 sf 320 DU	22.34	4.59		22.34	2.71	60.54														61
65 66 67 68	Retail Apartments Apartments Commercial Apartment Restaurant Apartments Pharmacy	3,514 sf 94 DU 186 DU 22,340 sf 80 DU 4,589 sf 320 DU 25,000 sf		4.59		22.34	2.71	60.54														61
65 66 67 68	Retail Apartments Apartments Commercial Apartment Restaurant Apartments Pharmacy Apartments	3,514 sf 94 DU 186 DU 22,340 sf 80 DU 4,589 sf 320 DU 25,000 sf 90 DU	22.34	4.59		22.34	2.71	60.54														61
65 66 67 68	Retail Apartments Apartments Commercial Apartment Restaurant Apartments Pharmacy	3,514 sf 94 DU 186 DU 22,340 sf 80 DU 4,589 sf 320 DU 25,000 sf 99 DU 165 DU	22.34			22.34	2.71	60.54 12.44 67.75														61 12 68
65 66 67 68	Retail Apartments Apartments Commercial Apartment Restaurant Apartments Pharmacy Apartments	3,514 sf 94 DU 186 DU 22,340 sf 80 DU 4,589 sf 320 DU 25,000 sf 90 DU	22.34	11.90		22.34 4.59 25.00	2.71	60.54 12.44 67.75														61 12 68 32
65 66 67 68	Retail Apartments Apartments Commercial Apartment Restaurant Apartments Apartments Apartments Apartments Apartments Apartments	3,514 sf 94 DU 186 DU 22,340 sf 80 DU 4,589 sf 320 DU 25,000 sf 90 DU 165 DU 11,902 sf 14,032 sf	22.34			22.34 4.59 25.00	2.71 2.71 2.71	60.54 12.44 67.75														61 12 68
65 66 67 68	Retail Apartments Apartments Commercial Apartment Restaurant Apartments Pharmacy Apartments Brancy Apartments Apartments Brancy Apartments Bar	3,514 sf 94 DU 186 DU 22,340 sf 80 DU 4,589 sf 320 DU 25,000 sf 90 DU 11,902 sf	22.34	11.90		22.34 4.59 25.00	2.71 2.71 2.71 2.71	60.54 12.44 67.75														61 12 68 32
65 66 67 68 69 70	Retail Apartments Apartments Commercial Apartment Restaurant Apartments Pharmacy Apartments Apartments Bar Restaurant	3,514 sf 94 DU 186 DU 22,340 sf 80 DU 4,589 sf 320 DU 25,000 sf 90 DU 165 DU 11,902 sf 14,032 sf	22.34	11.90		22.34 4.59 25.00	2.71 2.71 2.71 2.71	60.54 12.44 67.75				299	149.50	1.13	168.94							61 12 68 32
65 66 67 68 69 70	Retail Apartments Apartments Commercial Apartment Restaurant Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments	3,514 sf 94 DU 186 DU 22,340 sf 80 DU 4,589 sf 320 DU 25,000 sf 320 DU 165 DU 11,902 sf 14,032 sf 80 Units	22.34	11.90		22.34 4.59 25.00	2.71 2.71 2.71 2.71	60.54 12.44 67.75				299	149.50	1.13	168.94							61 12 68 32 33 36
65 66 67 68 69 70	Retail Apartments Apartments Commercial Apartment Restaurant Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Bar Restaurant Apartments Hotel Apartments Apartments Hotel Apartments	3,514 sf 94 DU 186 DU 22,340 sf 80 DU 4,589 sf 320 DU 25,000 sf 90 DU 165 DU 11,902 sf 14,032 sf 80 Units 299 Rooms 301 DU 66 employee	22.34	11.90		22.34 4.59 25.00	2.71 2.71 2.71 2.71	60.54 12.44 67.75			66.00	299	149.50	1.13	168.94							61 12 68 32 38
65 66 67 68 69 70	Retail Apartments Apartments Commercial Apartment Restaurant Apartment Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments	3.514 sf 94 DU 186 DU 22,340 sf 80 DU 4.589 sf 320 DU 25,000 sf 90 DU 165 DU 11,902 sf 80 Units 29 Rooms 301 DU	22.34	11.90		22.34 4.59 25.00	2.71 2.71 2.71 2.71	60.54 12.44 67.75			66.00	299	149.50	1.13	168.94							61 12 68 32 33 36
65 66 67 68 69 70	Retail Apartments Apartments Commercial Apartment Restaurant Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Bar Restaurant Apartments Hotel Apartments Apartments Hotel Apartments	3,514 sf 94 DU 186 DU 22,340 sf 80 DU 4,589 sf 320 DU 25,000 sf 90 DU 165 DU 11,902 sf 14,032 sf 80 Units 299 Rooms 301 DU 66 employee	22.34	11.90		22.34 4.59 25.00	2.71 2.71 2.71 2.71	60.54 12.44 67.75			66.00	299	149.50	1.13	168.94							61 12 68 32 33 36
65 66 67 68 69 70 71 72	Retail Apartments Apartments Apartments Commercial Apartment Restaurant Apartments Pharmacy Apartments Bar Restaurant Apartments Bar Restaurant Apartments Medical Cflice [h] Assisted Living	3,514 sf 94 DU 186 DU 22,340 sf 80 DU 4,589 sf 320 DU 25,000 sf 90 DU 165 DU 11,902 sf 14,032 sf 80 Units 299 Rooms 301 DU 66 employee 55 bed	22.34	11.90		22.34 4.59 25.00	2.71 2.71 2.71 2.71	60.54 12.44 67.75			66.00	299	149.50	1.13	168.94							61 12 68 32 33 36
65 66 67 68 69 70 71 72 73	Retail Apartments Apartments Commercial Apartment Restaurant Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Bar Restaurant Apartments Hotel Apartments Apartments Apartments Apartments Condominiums	3,514 sf 94 DU 186 DU 22,340 sf 80 DU 25,900 sf 90 DU 25,000 sf 90 DU 11,902 sf 14,032 sf 80 Units 299 Rooms 301 DU 66 employee 55 bed 47 DU 210 DU	22.34	11.90		22.34 4.59 25.00 11.90 14.03	2.71 2.71 2.71 2.71 2.71	60.54 12.44 67.75 32.25 38.03			66.00	299	149.50	1.13	168.94							61 12 68 32 38 169 66
65 66 67 68 69 70 71 72 73	Retail Apartments Apartments Commercial Apartment Apartment Apartment Apartment Apartments Apartments Apartments Apartments Apartments Apartments Apartments Hotel Apartments Apartments Hotel Apartments	3,514 sf 94 DU 186 DU 22,340 sf 80 DU 4,589 sf 320 DU 25,000 sf 90 DU 166 DU 11,902 sf 14,032 sf 14,032 sf 14,032 sf 14,032 sf 166 employee 55 bed 47 DU 210 DU 9,000 sf	22.34	11.90		22.34 4.59 25.00	2.71 2.71 2.71 2.71	60.54 12.44 67.75			66.00											61 12 68 32 38 169 66
65 66 67 68 69 70 71 72 73 74 75	Retail Apartments Apartments Commercial Apartment Restaurant Apartment Apartment Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Medical Office [h] Assisted Living Apartments Condominiums Retail Hotel	3.514 sf 94 DU 188 DU 22,340 sf 80 DU 4.589 sf 320 DU 25,000 sf 90 DU 165 DU 11,902 sf 80 Units 299 Rooms 301 DU 66 employee 55 bed 47 DU 210 DU 9,000 sf 66 Rooms	22.34	11.90 14.03		22.34 4.59 25.00 11.90 14.03	2.71 2.71 2.71 2.71 2.71 2.71	60.54 12.44 67.75 32.25 38.03			66.00	299		1.13	168.94							61 12 68 32 36 169 66
65 66 67 68 69 70 71 72 73 74 75	Retail Apartments Apartments Commercial Apartment Restaurant Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Bar Restaurant Apartments Hotel Apartments Hotel Apartments Apartments Apartments Hotel Apartments Retail Apartments Apartments Retail Restaurant Assisted Living Apartments Retail Restaurant Retail	3,514 sf 94 DU 186 DU 22,340 sf 80 DU 25,900 sf 90 DU 25,000 sf 90 DU 166 DU 11,902 sf 14,032 sf 80 Units 299 Rooms 301 DU 66 employee 55 bed 47 DU 9,000 sf 66 Rooms 2,130 sf	22.34	11.90		22.34 4.59 25.00 11.90 14.03 9.00	2.71 2.71 2.71 2.71 2.71 2.71 2.71	60.54 12.44 67.75 32.25 38.03 24.39			66.00											12 68 68 32 38 169 66
65 66 67 68 69 70 71 72 73 74 75	Retail Apartments Apartments Commercial Apartment Apartment Apartment Apartment Apartments Apartments Apartments Apartments Apartments Apartments Bar Restaurant Apartments Hotel Apartments Hotel Apartments Apartments Hotel Apartments Hotel Apartments Hotel Apartments Hotel Apartments Hotel Apartments Hotel Apartments Restaurant Apartments Restaurant Restaurant Restaurant Restaurant Restaurant Restaurant Restaurant Restaurant	3.514 sf 94 DU 186 DU 22,340 sf 80 DU 4.589 sf 320 DU 25,000 sf 90 DU 165 DU 11,902 sf 14,032 sf 80 Units 299 Rooms 301 DU 66 employee 55 bed 47 DU 210 DU	22.34	11.90 14.03		22.34 4.59 25.00 11.90 14.03	2.71 2.71 2.71 2.71 2.71 2.71	60.54 12.44 67.75 32.25 38.03			66.00	66	33.00	1.13	37.29							61 12 68 32 38 169 66 424 37 6
65 66 67 68 69 70 71 72 73 74 75 76	Retail Apartments Apartments Commercial Apartment Restaurant Apartment Apartment Apartment Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Bar Restaurant Apartments Hotel Apartments Medical Office [h] Assisted Living Apartments Condominiums Retail Retail Restaurant Restaurant Restaurant Restaurant	3.514 sf 94 DU 188 DU 22,340 sf 80 DU 22,340 sf 80 DU 4.589 sf 320 DU 25,000 sf 90 DU 165 DU 11,902 sf 80 Units 299 Rooms 301 DU 66 employee 55 bed 47 DU 210 DU 9,000 sf 66 Rooms 2,130 sf 840 sf	22.34	11.90 14.03		22.34 4.59 25.00 11.90 14.03 9.00	2.71 2.71 2.71 2.71 2.71 2.71 2.71	60.54 12.44 67.75 32.25 38.03 24.39			66.00		33.00			460	0.004	99 64				12 68 32 38 169 66 66 24 37 6 6 2
65 66 67 68 69 70 71 72 73 74 75 76	Retail Apartments Apartments Commercial Apartment Restaurant Apartments Restaurant Apartments Apartments Apartments Apartments Apartments Apartments Bar Restaurant Apartments Hotel Apartments Apartments Apartments Hotel Apartments Retail Apartments Apartments Retail Apartments Retail Restaurant Assisted Living Apartments Retail Hotel Restaurant Retail Hotel Restaurant Retail	3,514 sf 94 DU 186 DU 22,340 sf 80 DU 22,340 sf 80 DU 25,000 sf 90 DU 165 DU 11,902 sf 14,032 sf 80 Units 299 Rooms 301 DU 66 employee 55 bed 47 DU 210 DU 9,000 sf 66 Rooms 2,130 sf 840 sf 241 Rooms 460 Students	22.34 25.00 9.00 0.84	11.90 14.03		22.34 4.59 25.00 11.90 14.03 9.00 2.13 0.84	2.71 2.71 2.71 2.71 2.71 2.71 2.71 2.71	60.54 12.44 67.75 32.25 38.03 24.39 5.77 2.28			66.00	66	33.00	1.13	37.29	460	0.084	38.64				61 12 68 32 38 169 66 24 37 6 6 2 2 136 39
65 66 67 68 69 70 71 72 73 74 75 76	Retail Apartments Apartments Commercial Apartment Restaurant Apartments Pharmacy Apartments Apartments Apartments Apartments Bar Restaurant Apartments Hotel Apartments Hotel Apartments Hotel Apartments Hotel Apartments Hotel Apartments Restaurant Restaurant Apartments Hotel Apartments Hotel Apartments Restaurant Restaurant Restaurant Retail	3.514 sf 94 DU 186 DU 22,340 sf 80 DU 22,340 sf 80 DU 4,589 sf 320 DU 25,000 sf 90 DU 165 DU 11,902 sf 14,032 sf 80 Units 299 Rooms 301 DU 66 employee 55 bed 47 DU 210 DU 210 DU 210 DU 210 DG 68 Rooms 2,130 sf 840 sf 241 Rooms 460 Students 181,620 sf	22.34	11.90 14.03		22.34 4.59 25.00 11.90 14.03 9.00	2.71 2.71 2.71 2.71 2.71 2.71 2.71	60.54 12.44 67.75 32.25 38.03 24.39			66.00	66	33.00	1.13	37.29	460	0.084	38.64				12 68 32 38 169 66 66 24 37 6 6 2
65 66 67 68 69 70 71 72 73 74 75 76	Retail Apartments Apartments Commercial Apartment Restaurant Apartment Apartment Apartment Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Bar Restaurant Apartments Hotel Apartments Medical Office [h] Assisted Living Apartments Condominiums Retaurant Retail Hotel Restaurant Retail Restaurant Retail Restaurant Retail Restaurant Retail Restaurant Retail Restaurant Retail Retail Restaurant Retail Retail Restaurant Retail Retail Retail Restaurant Retail Retail Retail Retail Retail Retail Retail Retail Retail Retail Retail Retail Retail Retail Retail Retail Retail Retail Retail	3.514 sf 94 DU 188 DU 22,340 sf 80 DU 22,340 sf 80 DU 25,000 sf 320 DU 25,000 sf 320 DU 165 DU 11,902 sf 80 Units 299 Rooms 301 DU 68 employee 55 bed 47 DU 210 DU 9,000 sf 66 Rooms 2,130 sf 840 sf 241 Rooms 460 Students 181,620 sf	22.34 25.00 9.00 0.84	11.90 14.03		22.34 4.59 25.00 11.90 14.03 9.00 2.13 0.84	2.71 2.71 2.71 2.71 2.71 2.71 2.71 2.71	60.54 12.44 67.75 32.25 38.03 24.39 5.77 2.28			66.00	66	33.00	1.13	37.29	460	0.084	38.64				61 12 68 32 33 169 66 24 37 6 6 2 136 39 492
65 66 67 68 69 70 71 72 73 74 75 76	Retail Apartments Apartments Commercial Apartment Restaurant Apartments Restaurant Apartments Apartments Apartments Apartments Apartments Apartments Apartments Bar Restaurant Apartments Hotel Apartments Hotel Apartments Apartments Restaurant Apartments Hotel Apartments Restaurant Apartments Restaurant Apartments Apartments Restaurant Resta	3,514 sf 94 DU 186 DU 22,340 sf 80 DU 4,589 sf 320 DU 25,000 sf 90 DU 11,902 sf 14,032 sf 80 Units 299 Rooms 301 DU 66 employee 55 bed 47 DU 210 DU 9,000 sf 68 Rooms 2,130 sf 840 sf 241 Rooms 460 Students 181,620 sf 400 DU	22.34 25.00 9.00 0.84	11.90 14.03		22.34 4.59 25.00 11.90 14.03 9.00 2.13 0.84	2.71 2.71 2.71 2.71 2.71 2.71 2.71 2.71	60.54 12.44 67.75 32.25 38.03 24.39 5.77 2.28			66.00	66	33.00	1.13	37.29	460	0.084	38.64				61 12 68 32 38 169 66 24 37 6 6 2 2 136 39
65 66 67 68 69 70 71 72 73 74 75 76	Retail Apartments Apartments Commercial Apartment Restaurant Apartments Pharmacy Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Hotel Apartments Hotel Apartments Hotel Apartments Hotel Apartments Apartments Hotel Apartments Apartments Hotel Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Hotel Hotel Restaurant Retail Hotel Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments	3.514 sf 94 DU 186 DU 22,340 sf 80 DU 22,340 sf 80 DU 25,000 sf 320 DU 25,000 sf 90 DU 11,902 sf 14,032 sf 80 Units 299 Rooms 301 DU 66 employee 55 bed 47 DU 210 DU 210 DU 21,30 sf 840 sf 241 Rooms 460 Students 480 DU 15,000 sf 400 DU	22.34 25.00 25.00 9.00 0.84 181.62	11.90 14.03		22.34 4.59 25.00 11.90 14.03 9.00 2.13 0.84 181.62	2.71 2.71 2.71 2.71 2.71 2.71 2.71 2.71	60.54 12.44 67.75 32.25 38.03 24.39 5.77 2.28 492.19			66.00	66	33.00	1.13	37.29	460	0.084	38.64				61 12 68 32 38 169 66 62 136 39 492 41
65 66 67 68 69 70 71 72 73 74 75 76	Retail Apartments Apartments Commercial Apartment Restaurant Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Gestaurant Apartments Hotel Apartments Medical Office [h] Assisted Living Apartments Condominiums Retail Hotel Restaurant Retail Retail School Retail Apartments Condominiums Retail Apartments Condominiums Retail Apartments Condominiums Retail Apartments Condominiums Retail Apartments Condominiums Retail Apartments Condominiums Retail Apartments Condominiums Retail	3.514 sf 94 DU 188 DU 22.340 sf 80 DU 22.340 sf 80 DU 25.000 sf 320 DU 25.000 sf 14.032 sf 80 Units 299 Rooms 301 DU 66 employee 55 bed 47 DU 210 DU 9,000 sf 840 sf 840 sf 840 sf 840 sf 840 sf 47 DU 210 DU 9,000 sf 840 sf	22.34 25.00 9.00 0.84	11.90 14.03		22.34 4.59 25.00 11.90 14.03 9.00 2.13 0.84	2.71 2.71 2.71 2.71 2.71 2.71 2.71 2.71	60.54 12.44 67.75 32.25 38.03 24.39 5.77 2.28			66.00	66	33.00	1.13	37.29	460	0.084	38.64				61 12 68 32 38 169 66 24 37 6 6 2 136 39 492
65 66 67 68 69 70 71 72 73 74 75 76	Retail Apartments Apartments Commercial Apartment Restaurant Apartments Restaurant Apartments Apartments Apartments Apartments Apartments Apartments Apartments Bar Restaurant Apartments Hotel Apartments Apartments Hotel Hotel Apartments Apartments Hotel Apartments Retail Hotel Hotel Restaurant Retail Hotel Restaurant Retail Hotel Restaurant Retail Apartments Retail Apartments Retail Apartments Apartments Retail Apartments Apartments Apartments Apartments Retail Apartments Retail Apartments Retail Apartments Retail Apartments Retail Apartments Retail Apartments Retail Apartments Retail Apartments Retail Apartments Retail Apartments Retail Apartments Retail Apartments Retail Apartments	3,514 sf 94 DU 186 DU 22,340 sf 80 DU 4,589 sf 320 DU 25,000 sf 90 DU 11,902 sf 14,032 sf 80 Units 299 Rooms 301 DU 210 DU 210 DU 9,000 sf 66 Rooms 2,130 sf 840 sf 241 Rooms 460 Students 181,620 sf 400 DU 15,000 sf 428 DU 6,700 sf	22.34 25.00 9.00 9.00 0.84 181.62 15.00 6.70	11.90 14.03		22.34 4.59 25.00 11.90 14.03 9.00 2.13 0.84 181.62 15.00 6.70	2.71 2.71 2.71 2.71 2.71 2.71 2.71 2.71	60.54 12.44 67.75 32.25 38.03 24.39 5.77 2.28 492.19 40.65			66.00	66	33.00	1.13	37.29	460	0.084	38.64				61 12 68 32 38 169 66 24 37 6 2 136 39 492 41
65 66 67 68 69 70 71 72 73 74 75 76 77 78 80 81	Retail Apartments Apartments Commercial Apartment Restaurant Apartment Restaurant Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Hotel Apartments Hotel Apartments Medical Office [h] Assisted Living Apartments Condominiums Retaul Hotel Restaurant Retaul Hotel Apartments Condominiums Retaul Apartments	3.514 sf 94 DU 186 DU 22,340 sf 80 DU 22,340 sf 80 DU 4,599 sf 320 DU 25,000 sf 90 DU 165 DU 11,902 sf 14,032 sf 80 Units 299 Rooms 301 DU 66 employee 55 bed 47 DU 210 DU 210 DU 210 DU 210 DU 310 St 4840 sf 447 DU 410 St 448 DU 5500 sf 66 Rooms 47 DU 510	22.34 25.00 25.00 9.00 0.84 181.62	11.90 14.03		22.34 4.59 25.00 11.90 14.03 9.00 2.13 0.84 181.62	2.71 2.71 2.71 2.71 2.71 2.71 2.71 2.71	60.54 12.44 67.75 32.25 38.03 24.39 5.77 2.28 492.19			66.00	66	33.00	1.13	37.29	460	0.084	38.64				61 12 68 32 38 169 66 62 136 39 492 41
65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81	Retail Apartments Apartments Commercial Apartment Restaurant Apartment Restaurant Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Condominiums Retail Hotel Apartments Condominiums Retail Hotel Apartments Condominiums Retail Hotel Apartments Apartments Apartments Apartments Apartments Retail Apartments Apartment	3.514 sf 94 DU 188 DU 22,340 sf 80 DU 22,340 sf 80 DU 25,000 sf 320 DU 25,000 sf 90 DU 11,902 sf 80 Units 299 Rooms 310 DU 66 employee 55 bed 47 DU 210 DU 9,000 sf 66 Rooms 2,130 sf 840 sf 241 Rooms 460 Students 181,620 sf 400 DU 15,000 sf 428 DU 6,700 sf 232 D.U 14,000 sf 58 DU	22.34 25.00 9.00 9.00 0.84 181.62 15.00 6.70	11.90 14.03		22.34 4.59 25.00 11.90 14.03 9.00 2.13 0.84 181.62 15.00 6.70	2.71 2.71 2.71 2.71 2.71 2.71 2.71 2.71	60.54 12.44 67.75 32.25 38.03 24.39 5.77 2.28 492.19 40.65			66.00	66	33.00	1.13	37.29	460	0.084	38.64				61 12 68 32 38 169 66 66 24 37 6 2 2 136 39 492 41 18
65 66 67 68 69 70 71 72 73 74 75 76 77 78 80 81	Retail Apartments Apartments Commercial Apartment Restaurant Apartment Restaurant Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Hotel Apartments Hotel Apartments Medical Office [h] Assisted Living Apartments Condominiums Retaul Hotel Restaurant Retaul Hotel Apartments Condominiums Retaul Apartments	3.514 sf 94 DU 186 DU 22,340 sf 80 DU 22,340 sf 80 DU 4,599 sf 320 DU 25,000 sf 90 DU 165 DU 11,902 sf 14,032 sf 80 Units 299 Rooms 301 DU 66 employee 55 bed 47 DU 210 DU 210 DU 210 DU 210 DU 310 St 4840 sf 447 DU 410 St 448 DU 5500 sf 66 Rooms 47 DU 510	22.34 25.00 9.00 9.00 0.84 181.62 15.00 6.70	11.90 14.03		22.34 4.59 25.00 11.90 14.03 9.00 2.13 0.84 181.62 15.00 6.70	2.71 2.71 2.71 2.71 2.71 2.71 2.71 2.71	60.54 12.44 67.75 32.25 38.03 24.39 5.77 2.28 492.19 40.65			66.00	66	33.00	1.13	37.29	460	0.084	38.64	43.45	4.79	208.14	61 12 68 32 38 169 66 24 37 6 2 136 39 492 41

Control Cont																							
Fig. 1997 1998	85	Condominiums	126 DU																				
Fig. 1997 1998		Apartments	100 DU																				
March Marc				7.20			7.20	2.71	10 E1													+	20
Second 1908 1908 1908 271 585 1908				1.20			1.20	2.71	19.51													├	20
Column	86																						
Control 150		Retail	18,600 sf	18.60			18.60	2.71	50.41														50
Control 150		Quality Restaurant	2 200 sf		2 20		2 20	2 71	5.96														6
Description 2000 Color				-																		+	,
Section Sect					1.20		1.20	2.71	3.25													├	3
The content Content	87																						
Secondary Columbia	Retail	3,400 sf	3.40			3.40	2.71	9.21														9	
Secondary Columbia 88	Office	30,300 sf							30.30	4.49	136.05										1	136	
Part																	450	0.084	37.80			†	38
Second Column Second Colum																	.00	0.001	01.00			+	
Control Cont	90																					+	-
The content The content		Retail		6.10			6.10	2.71	16.53														17
The content		Other [e]	1,500 sf																	1.50	4.79	7.19	7
State	01		27 765 ef	27 77			27 77	2 71	75.24													+	75
Company Comp				21.11			21.11	2.71	70.24	22.00	4.40	450.47										+	152
Fig. Column Col										33.96	4.49	152.47											152
Second S	93	Condominiums	341 DU																				
Second S		Retail	11,687 sf	11.69			11.69	2.71	31.67												I	1	32
The content	94			i i																16.57	4.79	79.38	79
Property Property				+													180	0 084	4U 33			10.00	40
Reliaborary 1,778 2,778 2,778 2,78 2,78 3,528				1						 	-						400	0.004	40.32	!	 	+	40
Real Street Str	96			-						—										.	!	+	
Part					27.78																	<u> </u>	75
Part		Retail	5,190 sf	5.19			5.19	2.71	14.06														14
Research 1,500 3,500 3,500 2,71 9,409	97			1	1	i i																1	
Mart 1800				1	3 50		3.50	2 71	0.40											i e	ì	1	9
Second Column				0.50	3.30					 											 	+	_
Package Visit Package Visit Package			3.50			3.50	2./1	9.49	ļ											-		9	
Processor 17-80 wf 17-74 17-75	98	Hotel	148 Rooms								L !		148	74.00	1.13	83.62			L	Ш.	<u> </u>	1	84
The content					17 45		17 45	2 71	47 20											1	1	T	47
Content					17.40		.7.43	2.71	47.23												ł — —	+	47
Note				ļ.,						ļ											ļ		!
National Scote S																						↓	
Restorant 2.00 of 2.40 2.40 2.40 2.71 6.50 6.50 4.50 3.98	101	Apartment	77 DU																				
Control Cont	102	Apartment	52 DU																			1	
Content Cont			2.400 ef		2.40		2.40	2 71	6.50													1	7
19				-	2.40		2.40	2.71	0.00	0.00	4.40	00.00										+	- 4
Bur										6.90	4.49	30.98											31
10	103																					<u> </u>	
Final		Bar	2,500 sf		2.50		2.50	2.71	6.78														7
Read	104	Apartments	30 DU																			1	
Descriptions			7 500 sf	7.50			7.50	2.71	20.33													†	20
Restaurant 2,006 of 2,009 2,09 2,71 5,65	105			7.00			1.00	2.7 1	20.00	-												+	
Part	105				2.00		2.00	0.74	F. C.F.													├	
Field 128 Rooms					2.09		2.09	2./ 1	5.05														0
Retair	106																						
Condensions 330 Units 5,96 5,96 5,96 2,71 16,15		Hotel	126 Rooms										126	63.00	1.13	71.19							71
Condensions 330 Units 5,96 5,96 5,96 2,71 16,15		Retail	4 874 sf	4 87			4 87	2 71	13 21														13
Real	107			1.07			1.01	2.7 1	10.21	-												+	
100 Apartments 122 DU	107			5.00			5.00	0.74	10.15													+	40
Office				5.96			5.96	2.71	16.15														16
Section Sect	108																				<u> </u>		
Commercial 6,00 6,00 6,00 2,71 16,28		Office	13,600 sf							13.60	4.49	61.06											61
Commercial 6,00 6,00 6,00 2,71 16,28	109	Apartments	57 DU																				
10 Apartments				6.00			6.00	2.71	16,26													T	16
Pate Pate	110			2.20			2.50													İ	İ	1	1
Retail Restaurert 10.08 of 10.10 2.71 27.36				+																 	1	+	1
Hotel S00 Units S00 Unit	1111			10.10			10.10	0.74	07.00	 										-	 	+	27
Hotel 300 Room 40,000 sf 40,00 40,00 2.71 108.40 1 108.40 1 1 1 1 1 1 1 1 1				10.10			10.10	2./1	27.36	ļ											ļ		27
Restaurant	112																				ļ		
Restaurant		Hotel	300 Room										300	150.00	1.13	169.50			1	I	1	1	170
Retail 40,000 sf 40,00 40,00 2.71 108.40 113 Apartments 147 Units 147 Units 6.92 6.92 2.71 18.76 18.76 1.162 Room		Restaurant	40.000 sf		40 00		40.00	2 71	108.40													T	108
113 Apartments 147 Units Retail 6.92 16.92 6.92 2.71 18.76 1.162 Room 162 Room 1.162 Room 1.162 Room 1.162 Room 1.162				40.00	40.00															1	1	+	108
Retail				40.00			40.00	2.11	100.40	-							-			-	1	+	108
114 Hotel	113																						!
Retail 13,145 sf 13.15 13.15 2.71 35.62				6.92			6.92	2.71	18.76											<u> </u>			19
Retail 13,145 sf 13.15 13.15 2.71 35.62	114	Hotel	1,162 Room										1,162	581.00	1.13	656.53				I			657
115 Retail 41,019 sf 41,02 41,02 2,71 111,16				13 15			13 15	2 71	35.62													T	36
Cher G G3,893 sf G3,89	- 445																				ł — —	+	111
116 Apartments 43 DU	115			41.02			41.02	2.11	111.16														
117 Apartments 220 DU																				63.89	4.79	306.05	306
117 Apartments 220 DU		Apartments																					<u> </u>
118 Child Care Facility [g] 7,997 sf 160 0.084 13.43 13.43 19 Apartments 478 DU	117	Apartments	220 DU																				
119 Apartments 478 DU				i i													160	0.084	13.43			T	13
Theater [f] 850 Seats 7.65 7.65 2.71 20.73				i i														2.201			l	1	· · · ·
Classrom 50 Student	110			+	-	7.05	7.05	0.77	00.70											1	1	+	
Hotel 220 Rooms 220 110.00 1.13 124.30 1 124.30 1 1 1 1 1 1 1 1 1						7.65	7.65	2./1	20.73												ļ		21
120 Apartments 296 DU		Classroom	50 Student														50	0.084	4.20	I	1	1	4
120 Apartments 296 DU		Hotel	220 Rooms	1									220	110.00	1.13	124.30					İ	1	124
Retail 5,000 sf 5,000 s 5,000 2.71 13.55 121 Apartments 32 DU	120			i i												50					l	1	
121 Apartments 32 DU	120			E 00			E 00	0.74	10.55	 										-	 	+	
				5.00			5.00	2./1	13.55												ļ		14
122 Office 60,000 sf 60.00 4.49 269.40 2																				<u> </u>	<u> </u>		
	122	Office	60,000 sf							60.00	4.49	269.40									1	1	269

123	Condominium	781 DU	1			ĺ			1				1			1						
123	Retail	6,700 sf	6.70			6.70	2.71	18.16														18
124	Apartments	1,500 DU	0.70			0.70		10.10													$\overline{}$	
	Retail	30,000 sf	30.00			30.00	2.71	81.30														81
125	Apartments	475 DU																				
	Office	43,000 sf							43.00	4.49	193.07											193
	Specialty Retail	9,000 sf	9.00			9.00	2.71	24.39														24
	Restaurant	17,000 sf		17.00		17.00	2.71	46.07														46
	Supermarket	15,000 sf	15.00			15.00	2.71	40.65														41
126	Apartment	213 DU																				
	Retail	14,495 sf	14.50			14.50	2.71	39.28														39
	Arts & Production Space [e]	14,495 sf																	14.50	3.04	44.06	44
																			14.50	3.04	44.00	
127	Hotel	275 rooms		4.40		1.18	2.71	0.40				275	137.50	1.13	155.38							155
128	Bar Apartments	1,178 sf 1,736 DU	-	1.18		1.18	2./1	3.19														3
120	Office	253,514 sf							253.51	4.49	1,138.28											1,138
	Community-Serving		+		-				255.51	4.49	1,130.20											
	Commercial	127,610 sf	127.61			127.61	2.71	345.82												, !	ı l	346
	Art Space [e]	22,429 sf																	22.43	3.04	68.18	68
	Hotel	514 Rooms										514	257.00	1.13	290.41							290
	School	300 Student														300	0.084	25.20				25
129	Condominiums	80 DU																			/	
	Hotel	200 Rooms										200	100.00	1.13	113.00					!		113
	Restaurant	5,000 sf		5.00		5.00	2.71	13.55														14
	Bar	22,500 sf		22.50		22.50	2.71	60.98												'		61
130	Condominiums	107 DU			 						0.000											0.000
	Office	534,044 sf					0.5	10.5	534.04	4.49	2,397.86									ļ!	igwdapsilon	2,398
	Retail	7,200 sf	7.20			7.20	2.71	19.51												!		20
131	Condominiums	196 DU	= 00				0.74															
	Retail	5,300 sf	5.30			5.30	2.71	14.36														14
400	Restaurant	900 sf	-	0.90		0.90	2.71	2.44														2
132	Apartments Other [e]	379 DU 25,810 sf																	25.81	3.04	78.46	78
133	Apartments	600 DU																	20.01	0.04	70.40	,,,
	Restaurant	15,000 sf		15.00		15.00	2.71	40.65														41
	Retail	15,000 s.f	15.00			15.00	2.71	40.65														41
	Office	30,000 s.f	10.00			10.00	2	10.00	30.00	4.49	134.70											135
134	Apartment	323 DU																				
	Office	53,200 sf							53.20	4.49	238.87											239
	Retail	4,400 sf	4.40			4.40	2.71	11.92														12
	Other [e]	4,420 sf																	4.42	3.04	13.44	13
	Other [e]	125 Persons																	0.13	3.04	0.38	0
135	Apartments	212 D.U																				
136	Apartments	29 DU																				
137	Hotel	247 Rooms										247	123.50	1.13	139.56							140
138	Apartments	228 DU																				
	Retail	23,000 sf	23.00			23.00	2.71	8.49														8
	Office	27,860 sf							27.86	4.49	125.09									,	1	125
	Hotel	149 Rooms										149	74.50	1.13	84.19							84
	Other [e]	56,100 sf																	56.10	3.04	170.54	171
139	Apartments	122 DU																				
140	Condominiums	200 DU																				
	Hotel	220 rooms										220	110.00	1.13	124.30					ļ		124
	Retail	44,080 sf	44.08			44.08	2.71	119.46														119
	Restaurant	50,000 sf		50.00		50.00	2.71	135.50														136
141	Apartments	284 DU																			/	
	Retail	6,300 sf	6.30		 	6.30	2.71	17.07											ļ	!		17
142	Apartments	1,127 DU 285,088 sf	-						285.09	4.49	4 000 0=											1.000
	Office		F0 00			FC 00	0.74	405.50	285.09	4.49	1,280.05											1,280
	Supermarket	50,000 sf	50.00			50.00	2.71	135.50														136
	Quality Restaurant	22,200 sf		22.20		22.20	2.71	60.16														60
	Hight Turnover Restaurant	53,389 sf		53.39		53.39	2.71	144.68													, ,	145
143	Apartments	498 DU																			$\overline{}$	
-	Retail	8,707 sf	8.71			8.71	2.71	3.21													$\overline{}$	3
144	Apartments	236 DU																				
	Retail	12,000 sf	12.00			12.00	2.71	32.52														33
145	Apartments	208 DU																				<u> </u>
	Retail	810 sf	0.81			0.81	2.71	2.20												ļ!		2
146	Other [e] Apartments	1,620 sf																	1.62	3.04	4.92	5
		1,367 DU			1 1				i l							1		i		, ,	. ,	4

							1															
	Retail	20,000 sf	20.00			20.00	2.71	54.20													Į	54
	Other	20,000 sf																	20.00	3.04	60.80	61
147	Bar/Lounge	3,047 sf		3.05		3.05	2.71	8.26									ì					8
	Restaurant	7,720 sf		7.72		7.72	2.71	20.92									1					21
				1.12																		
	Retail	6,171 sf	6.17			6.17	2.71	16.72														17
148	Retail	32,400	32.40			32.40	2.71	87.80													Į	88
	Office	65,000							65.00	4.49	291.85						1					292
									05.00	4.49	291.00											
	Restaurant	4,000		4.00		4.00	2.71	10.84													Į	11
149	Hotel	125 Rooms										125	62.50	1.13	70.63							71
150	Other [e]	9,955 sf			 							120	02.00		7 0.00	-	t		9.96	3.04	30.26	30
																	ļ		9.90	3.04	30.20	30
	Apartments	55 DU																				
	Apartments	29 DU																				
153	Apartments	151 DU																				
154	Apartments	438 DU																			-	
134						3.75	0.74	10.10														- 10
	Retail	3,750 sf	3.75				2.71	10.16														10
	Restaurant	3,750 sf		3.75		3.75	2.71	10.16								l						10
155	Apartments	41 DU																				
156	Apartments	51 DU																			-	
157	or .								055.54	4.40	4 4 4 7 0 0	_				-						4.447
15/	Office	255,514 sf							255.51	4.49	1,147.26											1,147
	Retail	4,970 sf	4.97			4.97	2.71	13.47]]			1				J	13
	Other [e]	9,940 sf					İ										1		9.94	3.04	30.22	30
158	Apartments	409 DU		1										i			i –		0.0 1	0.01		
100	Retail		7.00			7 22	0.74	40.00				l				-	1	H			\longrightarrow	
		7,329 sf	7.33			7.33	2.71	19.86						 			!					20
159	Apartments	994 DU												L !			<u> </u>	l				
	Retail	99,300 sf	99.30			99.30	2.71	269.10														269
160	Affordable Housing	303 DU				1	Ì										1					
	Retail	19.907 sf	19.907	-	 	19.91	2.71	53.95	 								 				\longrightarrow	54
			10.507		 	18.81	۷./۱	33.93									 					54
161	Appartments	93 DU															 					
	Office	6,000 sf							6.00	4.49	26.94					l						27
	Retail	14,248 sf	14.248			14.25	2.71	38.61														39
162	Affordable Housing		1 1.2 10	-	-	14.20	2	00.01								-	-				+	00
102		378 DU																				
	Apartments	4 DU																				
	Retail	1,758 sf	1.758			1.76	2.71	4.76														5
	Office	4,410 sf							4.41	4.49	19.80											20
	Dining Roon/Flex Space	5,932 sf		5.93	-	5.93	2.71	16.08		1.10	10.00					-						16
				5.93		5.93	2.71	10.00														
163	Hotel	100 Rooms										100	50		56.5							57
164		1,024 Rooms										1,024	512	1.13	578.56							579
165	Apartments	82 DU																				
166	Apartments	37 DU															ì					
	Retail	1,890 sf	1.89			1.89	0.74	E 40									1					-
			1.89			1.69	2.71	5.12														5
167	Apartments	54 DU																				
168	Apartments	235 DU														l						
	Retail	5,250 sf	5.25			5.25	2.71	14.23														14
			0.20		-	0.20	2									-					10.10	
	Other [e]	4,000 sf																	4.00	3.04	12.16	12
169	Hotel	75 Rooms										75	37.5	1.13	42.375	l						42
170	Apartments	635 DU																				
	Retail	30,062 sf	30.06			30.06	2.71	81.47									1					81
471			30.00			00.00	2.11	01.47	78.60	4.49	352.91	H		1			+	H				
171	Office	78,600 sf							7 0.00	4.49	352.91					ļ	!					353
	Retail	25,000 sf	25.00			25.00	2.71	67.75]]			1				J	68
	Restaurant	20,000 s.f		20.00		20.00	2.71	54.20									1					54
170			150.00	20.00								-		 			 	1				
172	Retail	153,000 sf	153.00			153.00	2.71	414.63									!					415
173	Apartments	344 DU															ļ					
	Office	21,413 sf		Π		Γ	I		21.41	4.49	96.14]	·		1				Ţ	96
	Restaurant	6,084 sf		6.08		6.08	2.71	16.49									1					16
					ļ											-	!					
174	Restaurant	12,882 sf		12.88		12.88	2.71	34.91														35
175	Apartments	103 DU																				
176	Apartments	159 DU																			$\overline{}$	
	Retail	23,000 sf	23.00	- t		23.00	2.71	62.33									1					62
4 7007			20.00			20.00	2.71	02.00	 			226	113.00	1.13	127.69		 					100
177	Hotel	226 rooms	0.00				0 = 1	04.00	—			220	113.00	1.13	127.09	-	!					128
	Retail	8,000 sf	8.00			8.00	2.71	21.68									<u> </u>					22
178	Assisted Living	338 Beds							L !					L !		<u></u>	L					
	Senior Housing	34 DU															1					
179	Apartments	230 DU				- 1	l										1				+	
	Other [e]	9,000 sf			 		ł		 								 		9.00	3.04	27.36	27
																	 		9.00	3.04	21.30	21
180	Apartments	173 DU							L							L						
	Retail	36,180 sf	36.18			36.18	2.71	98.05						L			<u> </u>					98
	Hotel	373 Rooms										373	186.50	1.13	210.75						-	211
	Condominiums	374 DU																				
181	Retail	65,074 sf	65.07		 	65.07	2.71	176.35	 							l	 	1				176
101			03.07		+	00.07	2.11	170.33	 					 		l	 	1	40.00	4 70	E4 74	
	Conference Center [e][f]	10,801 sf																	10.80	4.79	51.74	52
		33,498 sf							33.50	4.49	150.41											150
	Office												155 50									
182	Office Hotel	315 Rooms										315	157.50	1.13	177.98	l					1	178
182 183	Hotel	315 Rooms 52,000 sf							52.00	4.49	233.48		157.50	1.13	177.98							178 233

	TOTAL	_S	3,608	677	207	4,487	2.71	12,096	7,217	4.49	33,477	9,242	4,621	1.13	5,222	27,165	0.084	2,282	896	3,947	57,023
	Restaurant	3,794 sf		3.79		3.79	2.71	10.28													10
191	Retail	3,794 sf	3.79				2.71	10.28													10
	Appartments	537 DU																			
	Restaurant	7,125 sf		7.13		7.13	2.71	19.31													19
190	Retail	7,125 sf	7.13			7.13	2.71	19.31													19
	Appartments	713 DU		1																	
189	Restaurant	6,208 sf		6.21		6.21	2.71	16.82													17
188	Restaurant	3,798 sf		3.80		3.80	2.71	10.29													10
187	Commercial	13,655 sf	13.66			13.66	2.71	37.01													37
407	Apartments	452 DU																			
186	Apartments	81 DU																			
185	Retail	760 sf	0.76			0.76	2.71	2.06													2
185	Apartments	47 DU																			
	Retail	1,184 sf	1.18			1.18	2.71	3.21													3
184	Apartments	152 DU																			i

Infrastruc	ture Projects		
192	Metro Regional Connector	Metro Little Tokyo/Arts District Station to Metro 7th Street/Metro Centrer Station	Provide continuous service between Metro Blue, Expo, Red and Purple Lines and connectors to other rail lines with three new transit stations
193		Figueroa St. between 7th St. & 41st St., 11th St. between Figueroa St. & Broadway, and Martin Luther King Jr. Blvd. between Figueroa St. & Vernon Ave.	Convert Figueroa St., 11th St., and Martin Luther King Jr. Blvd. to provide complete multimodal streets that better serve the needs of pedestrians, bicycles and transit riders, while still accommodating drivers
194	Los Angeles Streetcar	Broadway between 1st St. & 11th St., 11th St. between Figueroa St. & Broadway, Figueroa St. between 11th St. & 7th St., 7th St. between Figueroa St. & Hill St., Hill St. between 7th St. & 1th St., and 1th St. between Hill St. & Broadway	Enhance mobility and transit circulation and support the growth and revitalization of downtown.
195	7th street Improvement Project	7th St. between SR 110 and Olive Street	Streetscape improvements including sidewalk enhancements, better integration of transportation modes, intersection improvements, street lighting, and wayfinding.

Notes:

- du = dwelling units
- sf = square feet

emp = employees

- [a] Related Projects List was prepared as a component of the Traffic Study for this Draft EIR. Calculations do not include the Infrastructure Projects as they do not involve discreet developments square footage.
- [b] Employee Generation Rates for these uses are based on data provided in the Los Angeles Unified School District, 2016 Developer Fee Justification Study.
- [c] It is assumed that each hotel room is approximately 500 square feet.
- [d] The employee generation factor for schools is based on dividing the total school district employees by the total student enrollment, which results in 0.084 employees per student.

Data is provided in the LAUSD 2017-2018 Fingertip Facts, https://achieve.lausd.net/cms/lib/CA01000043/Centricity/Domain/32/NewlyUpdatedFingertip%20Facts2017-18_English.pdf.

- [e] The projects that fall under Other include a variety of uses, including bus facility, event facilities, gallery/museum, conference centers, and other uses that do not have a specific generation rate. In those cases, the closest possible generation factor is used.
- [f] It is assumed that cinema, theater, sports complex, event facility, auditorium, convention center, conference, meeting space, and assembly hall will require approximately 9 square feet per seat.
- [g] It is assumed that each child would require approximately 50 sf in the child care facility.
- [h] Related Project Number 73 uses the number of provided employees rather than a generation factor.

Compiled by ESA, 2019.

2016 RTP/SCS DEMOGRAPHIC PROJECTIONS LOS ANGELES COMMUNITY PLAN AREAS

						_				-								
county	fips	city		CPA	Name		P12	P20	P35	P40	HO12	HO20	HO35	HO40	E12	E20	E35	E40
37	4400	00 Los Angeles o	city	101	10 Northeast Los Angeles		239598	245722	261893	272068	73498	79312	85096	87783	60019	68026	75863	78290
37	4400	00 Los Angeles o	city	102	20 Boyle Heights		85351	89460	93966	94554	21779	23752	25894	26842	23979	28505	33154	34602
37	4400	00 Los Angeles o	city	103	30 Southeast Los Angeles		283882	290022	305955	314583	64417	68223	72289	74170	50440	69786	88355	94088
37	4400	00 Los Angeles o	city	104	10 West Adams - Baldwin Hills - L		176592	187902	213664	223759	61951	69958	81483	86061	42656	50273	57702	60030
37	4400	00 Los Angeles o	city	105	50 South Los Angeles		273905	289723	323975	338448	76735	84705	95001	99254	43393	54404	64955	68267
37	4400	00 Los Angeles o	city	106	50 Wilshire		281894	297770	337348	351547	116475	128720	144472	151104	157880	169797	184949	190701
37	4400	00 Los Angeles o	city	107	70 Hollywood		202173	209096	219923	226073	95753	102194	109685	113169	96327	106357	116343	119458
37	4400	00 Los Angeles o	city	108	30 Silver Lake - Echo Park - Elys		70884	74141	81048	83700	27870	30205	32968	34192	17935	21056	23988	24909
37	4400	00 Los Angeles o	city	109	90 Westlake		112202	118749	132168	137751	37503	42178	48589	51172	35029	40474	45651	47262
37	4400	00 Los Angeles o	city	110	00 Central City		40397	54191	121819	141559	21211	29264	68532	80891	180838	198416	216145	221679
37	4400	00 Los Angeles o	city	111	LO Central City North		23394	25766	40224	44601	6309	7524	13844	15433	23748	28763	33654	35181
37	4400	00 Los Angeles o	city	212	20 Sherman Oaks - Studio City - T		79613	82884	88381	90969	39349	41693	44365	45581	49559	52829	56013	57035
37	4400	00 Los Angeles o	city	213	30 North Hollywood - Valley Villa		138308	144181	160615	168355	53166	57827	63839	66452	40388	45785	51080	52749
37	4400	00 Los Angeles o	city	214	10 Arleta - Pacoima		104743	107700	119456	121999	22203	24290	26889	28079	18549	20841	23045	23718
37	4400	00 Los Angeles o	city	215	50 Van Nuys - North Sherman Oaks		160685	165755	183291	189363	56733	61905	68463	71281	64344	71433	78179	80280
37	4400	00 Los Angeles o	city	216	60 Mission Hills - Panorama City		144004	147387	159340	162554	37796	40828	44211	45699	29997	33280	36402	37378
37	4400	00 Los Angeles o	city	217	70 Sun Valley - La Tuna Canyon		89901	91038	91788	92404	22947	23739	24155	24412	32049	36464	40638	41957
37	4400	00 Los Angeles o	city	218	30 Sylmar		80015	82815	87824	90422	20230	21604	23099	23807	23701	27009	30279	31306
37	4400	00 Los Angeles o	city	219	90 Granada Hills - Knollwood		61394	65247	69822	71918	20074	21149	22254	22795	18894	20516	22119	22622
37	4400	00 Los Angeles o	city	220	00 Canoga Park - Winnetka - Woodl		177622	188210	211670	221611	62197	68543	76832	80259	89157	103406	117491	121913
37	4400	00 Los Angeles o	city	221	LO Chatsworth - Porter Ranch		95639	99273	110293	115056	32840	35537	39541	41218	53113	60693	68186	70539
37	4400	00 Los Angeles o	city	222	20 Northridge		67717	70037	74440	76436	22698	24260	26079	26941	28057	31091	33952	34851
37	4400	00 Los Angeles o	city	223	30 Reseda - West Van Nuys		107138	109211	118823	121910	33930	36011	39349	40777	37117	40983	44687	45850
37	4400	00 Los Angeles o	city	224	10 Encino - Tarzana		72647	75257	80128	81999	29883	31738	33645	34518	50769	52253	53863	54389
37	4400	00 Los Angeles o	city	225	50 Sunland - Tujunga - Lake View		62505	63033	63997	64952	20944	21191	21479	21739	10500	11034	11549	11731
37	4400	00 Los Angeles o	city	326	50 Westwood		52692	56233	62505	65651	19893	22105	24992	26209	110551	118949	127007	129529
37	4400	00 Los Angeles o	city		70 West Los Angeles		75881	80646	90368	94570	35725	39204	43588	45557	103881	112879	121773	124346
37	4400	00 Los Angeles o	city	328	30 Venice		37587	39918	40702	42035	19131	20393	21507	22119	14425	16183	17873	18393
37	4400	00 Los Angeles o	city	329	90 Palms - Mar Vista - Del Rey		112331	121573	139414	142966	50016	55552	62777	65883	32619	35390	38170	39022
37	4400	00 Los Angeles o	city	330	00 Westchester - Playa del Rey		55615	60684	64051	65985	23929	26275	28997	30228	41672	46483	51270	52773
37	4400	00 Los Angeles o	city	331	LO Brentwood - Pacific Palisades		57580	58717	59358	59943	25348	25756	25864	26061	32418	32859	33789	34359
37		00 Los Angeles o	•	332	20 Bel Air - Beverly Crest		22337	23032	25081	26084	8727	8924	9255	9259	5208	5307	5426	5477
37	4400	00 Los Angeles o	city	370	00 Los Angeles International Airp		1742	0	0	0	647	0	0	0	20671	23243	27659	28952
37	4400	00 Los Angeles o	city	434	10 San Pedro		77663	80176	84609	87044	29695	31678	33735	34731	18248	18776	19290	19511
37	4400	00 Los Angeles o	city		60 Harbor Gateway		40665	41649	43056	43561	11794	12455	12873	13106	17667	20392	22987	23800
37		00 Los Angeles o			60 Port of Los Angeles		1494	1493	1493	1492	328	323	322	322	3595	7203	10769	11887
37	4400	00 Los Angeles o	city	443	30 Wilmington - Harbor City		77687	78286	80054	81492	21807	22387	22944	23239	17010	18401	19831	20280
					City Total		3845477	4016977	4442542	4609414	1325531	1441402	1618907	1690343	1696403	1899539	2104086	2169114

From: Christina Toy [mailto:christina.toy-lee@lacity.org]

Sent: Friday, December 11, 2015 1:32 PM

To: Jessie Barkley

Subject: Fwd: Demographic Information for Central City Community Plan Area

Hi Jessie,

Attached is the demographic data you requested. Please let me know if you need anything else.

Enjoy your weekend! Christina

----- Forwarded message -----

From: **Jack Tsao** < jack.tsao@lacity.org> Date: Thu, Dec 10, 2015 at 1:02 PM

Subject: Re: Demographic Information for Central City Community Plan Area

To: Christina Toy <christina.toy-lee@lacity.org>

Cc: John Butcher <john.butcher@lacity.org>, James VanGerpen <james.vangerpen@lacity.org>, Angela Chang kangela.chang@lacity.org

Hi Christina,

The enclosed two files contained the data requested from you via your consultant.

Christina:

We would like the demographic data listed below for the Central City area to assist in the analysis for the 1020 S. Fig Project.

In the past we have gotten similar information from the demographic unit at the City (Jack Tsao). How is it to proceed to get the information at this time? Should we contact him directly or can you forward this request to him?

Let us know how you would like to follow up.

Thanks

FOR THE: Central City Community Plan Area

FROM 2010 CENSUS

2010 census: population and housing (total housing, in group housing, in households)

FROM 2012 RTP

2008, 2020 and 2035: population, households, employment.

Census Information Central City Community Plan Area

		Total	Total	Total	Occupied	
	Total	Resident	Group_quarter	Housing	Housing	Vacant
	Population:	Population:	Population	Units	Units	Units
Central City	37675	32730	4945	23626	20080	3546

APPENDIX M Public Services

M-1 Fire Protection

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

May 8, 2018

To: Vincent Bertoni, AICP, Director of Planning

Department of City Planning
Attention: Sarah Moina Pearson

From: Fire Department

Subject: Notice of Preparation of Environmental Impact Report

CASE NO.: ENV-2016-4630-EIR PROJECT NAME: 1045 Olive Project PROJECT APPLICANT: 1045 Olive, LLC

PROJECT LOCATION: 1033-1057 S. Olive Street, Los Angeles, CA 90015

PROJECT DESCRIPTION

The Project includes the removal of four existing commercial buildings and the construction of a mixed-use high-rise building not to exceed 751,777 square feet containing a maximum of 794 residential units and 12,504 square feet of commercial uses located at the ground and mezzanine levels. At 70 stories, with a 61-story tower above a nine-story podium structure, the Project would reach up to 810 feet in height. Neighborhood serving commercial uses and a residential lobby would front along 11th Street and Olive Street. A public plaza space would be located at the corner of 11th Street and Olive Street. In addition, the Project would provide up to 100,652 square feet of amenity/open space area for its residents located above the podium structure, at midtower, on a roof terrace and within private balconies. Vehicle and bicycle parking would be provided per requirements of the LAMC within up to six (6) subterranean levels and eight (8) partial levels above grade (the fifth through ninth levels will contain residential units and other active uses along the perimeter of the Podium along the 11th Street and Olive Street frontages). The maximum floor-area ratio (FAR) for the Transit Area Mixed-Use Project would be 13:1. Project construction would take place in a single phase anticipated to begin in 2019 with Project buildout projected for 2023. To provide for the new development. approximately 80,520 cubic yards of soil would be excavated, all of which is expected to be exported off site

The following comments are furnished in response to your request for this Department to review the proposed development:

FIRE FLOW:

The adequacy of fire protection for a given area is based on required fire-flow, response distance from existing fire stations, and this Department's judgment for needs in the area. In general, the required fire-flow is closely related to land use. The quantity of water necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard.

Sarah Molina Pearson May 8, 2018 ENV-2016-4630-EIR Page 2

Fire-flow requirements vary from 2,000 gallons per minute (G.P.M.) in low density residential areas to 12,000 G.P.M. in high-density commercial or industrial areas. A minimum residual water pressure of 20 pounds per square inch (P.S.I.) is to remain in the water system, with the required gallons per minute flowing. The required fire-flow for this project has been set at **4,000 G.P.M. from four adjacent fire hydrants flowing simultaneously.**

Improvements to the water system in this area may be required to provide 4,000 G.P.M. fire-flow. The cost of improving the water system may be charged to the developer. For more detailed information regarding water main improvements, the developer shall contact the Water Services Section of the Department of Water and Power.

RESPONSE DISTANCE:

Based on a required fire-flow of 4,000 G.P.M., the first-due Engine Company should be within 1 ½ mile(s), the first-due Truck Company within 2 mile(s).

FIRE STATIONS:

The Fire Department has existing fire stations at the following locations for initial response into the area of the proposed development: 133 S. Olive Street

DISTANCE 0.8	Fire Station No. 10 1335 S. Olive Street Los Angeles, CA 90015	SERVICES AND EQUIPMENT Task Force Truck and Engine Company Paramedic Rescue Ambulance EMT Rescue Ambulance	STAFF 14
1.0	Fire Station No. 9 430 E. 7th Street Los Angeles, CA 90014	Task Force Truck and Engine Company Paramedic Rescue Ambulance Battalion 1 Headquarters	12
1.7	Fire Station No. 11 1819 W. 7th Street Los Angeles, CA 90057	Task Force Truck and Engine Company Paramedic Rescue Ambulance	14
1.7	Fire Station No. 3 108 N. Fremont Avenue Los Angeles, CA 90012	Task Force Truck and Engine Company Paramedic Rescue Ambulance EMT Rescue Ambulance - Division Headquarters	16
2.1	Fire Station No. 13 2401 W. Pico Blvd. Los Angeles, CA 90006	Single Engine Company Paramedic Rescue Ambulance	9

Based on these criteria (response distance from existing fire stations), fire protection would be considered **adequate**.

Sarah Molina Pearson May 8, 2018 ENV-2016-4630-EIR Page 3

At present, there are no immediate plans to increase Fire Department staffing or resources in those areas, which will serve the proposed project.

FIREFIGHTING PERSONNEL & APPARATUS ACCESS:

Access for Fire Department apparatus and personnel to and into all structures shall be required.

One or more Knox Boxes will be required to be installed for LAFD access to project. location and number to be determined by LAFD Field inspector. (Refer to FPB Reg # 75).

505.1 Address identification. New and existing buildings shall have approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property.

The entrance to a Residence lobby must be within 50 feet of the desired street address curb face.

Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units

The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.

2014 CITY OF LOS ANGELES FIRE CODE, SECTION 503.1.4 (EXCEPTION)

a. When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a 2 hour rating the distance from the wet standpipe outlet in the stairway to the entry door of any dwelling unit or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved fire lane to the door into the same exit stairway directly from outside the building shall not exceed 150 feet of horizontal travel. Sarah Molina Pearson May 8, 2018 ENV-2016-4630-EIR Page 4

- b. It is the intent of this policy that in no case will the maximum travel distance exceed 150 feet inside the structure and 150 feet outside the structure. The term "horizontal travel" refers to the actual path of travel to be taken by a person responding to an emergency in the building.
- c. This policy does not apply to single-family dwellings or to non-residential buildings.

Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building; But, in no case greater than 150ft horizontal travel distance from the edge of the public street, private street or Fire Lane. This stairwell shall extend onto the roof.

Entrance to the main lobby shall be located off the address side of the building.

Any required Fire Annunciator panel or Fire Control Room shall be located within 50ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.

Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.

The Fire Department may require additional roof access via parapet access roof ladders where buildings exceed 28 feet in height, and when overhead wires or other obstructions block aerial ladder access.

5101.1 Emergency responder radio coverage in new buildings. All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems.

Recently, the Los Angeles Fire Department (LAFD) modified Fire Prevention Bureau (FPB) Requirement 10. Helicopter landing facilities are still required on all High-Rise buildings in the City. However, FPB's Requirement 10 has been revised to provide two new alternatives to a full FAA-approved helicopter landing facilities.

Each standpipe in a new high-rise building shall be provided with two remotely located FDC's for each zone in compliance with NFPA 14-2013, Section 7.12.2.

During demolition, the Fire Department access will remain clear and unobstructed.

APPENDIX N Transportation and Traffic

N-1 LADOT Transportation Study Letter & 2019 Update Memorandum

From: Milena Zasadzien <milena.zasadzien@lacity.org>

Sent: Monday, July 15, 2019 4:24 PMTo: Wes Pringle <wes.pringle@lacity.org>Cc: Michael Bates <mbates@mobilitygrp.com>

Subject: Re: Updated Analysis for Mixed-Use Project at 1045 Olive Street

Great, thank you.

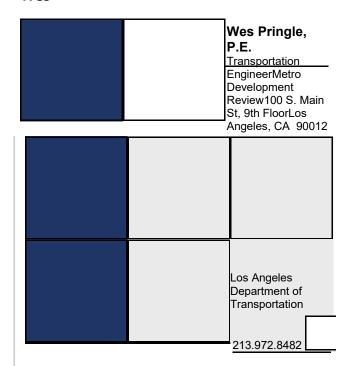
Milena Zasadzien

LOS ANGELES DEPARTMENT OF CITY PLANNING MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS 221 N. Figueroa St. Suite 1350, Los Angeles 90012 e: milena.zasadzien@lacity.org p: 213.847.3636

On Mon, Jul 15, 2019 at 4:06 PM Wes Pringle < wes.pringle@lacity.org > wrote: Hi Milena,

DOT has reviewed the updated transportation study memo for the mixed-use project at 1045 Olive Street, dated June 24, 2019. DOT concurs with the analysis that the updated analysis does not change the findings of the original study and that all of the conditions in DOT's original letter, dated August 16, 2018, shall remain in effect.

Wes



Notice: The information contained in this message is proprietary information belonging to the City of Los Angeles and/or its Proprietary Departments and is intended only for the confidential use of the addressee. If you have received this message in error, are not the addressee, an agent of the addressee, or otherwise authorized to receive this information, please delete/destroy and notify the sender immediately. Any review, dissemination, distribution or copying of the information contained in this message is strictly prohibited.

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

1045 Olive Street DOT Case No. CEN 17-45847

Date: August 16, 2018

To: Luciralia Ibarra, Senior City Planner

Department of City Planning

From: Wes Pringle, Transportation Engineer

Department of Transportation

Subject: TRANSPORTATION STUDY ASSESSMENT FOR THE PROPOSED MIXED-

USE DEVELOPMENT LOCATED AT 1045 OLIVE STREET

The Department of Transportation (DOT) has reviewed the transportation impact study prepared by The Mobility Group, dated May, 2018, for the proposed mixed-use development project at 1045 Olive Street. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to DOT's established threshold standards to assess the project-related traffic impacts. Based on DOT's current traffic impact criteria¹, the transportation study included the detailed analysis of 34 signalized intersections and determined that three of these study intersections would be significantly impacted by project-related traffic prior to mitigation. This report summarizes the results of the transportation analysis (see **Attachments 1-4**), which accounted for other known development projects in evaluating potential cumulative impacts and adequately evaluated the project's traffic impacts on the surrounding community. The transportation analysis identifies the transportation mitigation measures designed to reduce the project's potential traffic impacts to a less than significant level for the three intersections.

DISCUSSION AND FINDINGS

A. <u>Project Description</u>

The project proposes to construct 794 apartment units and approximately 12,504 square feet (sf) of commercial uses, which may include restaurant uses; an equal split between quality restaurant and high turnover restaurant. The project site is currently occupied with approximately 35,651 sf of various one-story commercial uses; of which 14,653 sf are active manufacturing space and 5,171 sf of active retail space, all of which would be removed. The project development will construct six levels

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

subterranean parking and eight levels of above grade parking to provide up to 891 vehicle parking spaces on-site. Vehicle access to the project would be provided by one driveway on Olive Street and two driveways via an alley way. The project will widen the alley to meet the City's standard 20-foot total alley width. The alley way is located west of the site between 11th Street and Olympic Blvd. The project is expected to be completed by 2023.

B. <u>Trip Generation</u>

The project is estimated to generate a net increase of approximately 2,227 daily trips, 196 trips during the a.m. peak hour and 200 trips during the p.m. peak hour. These estimates were derived using trip generation rates from the Institute of Transportation Engineers (ITE) "Trip Generation Handbook, 10th Edition." A copy of the trip generation estimates table from the traffic study is attached and identified as **Attachments 5 & 6**. For the commercial land uses, in order to present a conservative analysis, they were assumed to be restaurant uses, split equally between quality restaurant and high turnover restaurant. These trip generation rates are typically derived from surveys of similar stand-alone (single) land use projects in suburban areas with little to no transit service. Therefore, DOT's transportation impact study guidelines allow projects to reduce their total trip generation to account for potential transit usage to and from the site and for the internal-trip making opportunities that are afforded by mixed-use projects. Consistent with these guidelines, the estimated trip generation includes trip credits to account for the mixed-use nature of the project and for the expected transit mode share.

C. Freeway Analysis

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

D. Traffic Impacts

The study determined that the project would result in significant traffic impacts, before mitigation, at the following intersections:

- 1. Olive Street and Olympic Boulevard (a.m. and p.m. peak hours)
- 2. Olive Street and Pico Boulevard (p.m. peak hours)
- 3. Olive Street and 17th Street (p.m. peak hours)

In consideration of the City's goals to reduce greenhouse gas emissions, the transportation study proposed a transportation mitigation program designed to reduce project-related trips and promote other travel modes. The transportation mitigation

program (discussed in the "Project Requirements" section below) fully reduces these impacts (see **Attachments 7-10**).

E. Construction Impacts

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

PROJECT REQUIREMENTS

A. <u>Transportation Improvement and Mitigation Program</u>

Consistent with City policies on sustainability and smart growth and with DOT's trip reduction and multi-modal transportation goals, the project's mitigation focuses on developing a trip reduction program and on solutions that promote other modes of travel. The traffic mitigation program includes the following:

1. Transportation Demand Management (TDM) Program

A TDM program, which includes design elements and trip reduction strategies, would reduce the project's overall trip generation by discouraging single occupancy vehicle use and by promoting the use of alternative travel modes. Through strategic building design and orientation, this project can facilitate access to existing transit services, provide a pedestrian-friendly environment, promote non-automobile travel and support the goals of a trip-reduction program.

A preliminary TDM program shall be prepared and provided for DOT review <u>prior</u> to the issuance of the first building permit for this project and a final TDM program approved by DOT is required <u>prior</u> to the issuance of the first certificate of occupancy for the project. The preliminary plan will include, at a minimum, measures consistent with the City's Trip Reduction Ordinance. As recommended by the transportation study, the TDM program should include, but not be limited to the following strategies:

- Promotion and support and rideshares, including parking and transit incentives:
- Preferential parking for carpools and vanpools for employees;
- Provide on-site real-time information displays to make available real-time information on car-sharing, transit, vanpools, taxis;
- Transit Welcome Package to all new residents/employees with info on alternate modes and walk to destination opportunities;
- Unbundling of residential parking:

- Participate in a Car-Share Program to provide vehicle spaces for carshare vehicles;
- Provide access to collapsible shopping carts and/or cargo bike for ease of local shopping;
- Provide discounts for employees who utilize public transit to travel from the project site;
- On-site bicycle amenities such as access to free bicycles for residential guests, on-site repair station and bicycle racks, and lockers/showers for residents and employees;
- Provide a free bike share service for residents;
- Participate in the City's Bike Share Program by providing an area for bike share facility
- A one-time fixed-fee contribution of \$75,000 to be deposited into the City's Bicycle Plan Trust Fund prior to the issuance of any certificates of occupancy to be used to implement bicycle improvements within the Project area;
- Make a one-time financial contribution of \$75,000 to the City of Los Angeles Department of Transportation for the implementation of First and Last Mile transit access measures in the vicinity of the project site;
- Ridesharing Services Program which would match employees together to establish carpools and vanpools;
- Record a Covenant and Agreement to ensure that the TDM program will be maintained.

In order to assess the project's actual trip generation and any subsequent TDM Plan (if deemed necessary), a traffic monitoring plan will be implemented once the project is built and occupied to equilibrium (i.e., the level at which the owner/management deems maximum occupancy). The monitoring program should be conducted annually to ensure compliance for a period of 3 years. If the project is found to not conform to the trip reduction targets summarized in **Attachments 11 & 12**, the project will have an additional year to meet the trip reduction levels. If the project continues to not meet the TDM goals, the City and project staff will cooperate on implementing further TDM Strategies. The final traffic monitoring plan and TDM Plan will be prepared for and approved by the LADOT prior to the issuance of the first certificate of occupancy for the project.

2. Transportation System Management (TSM) Improvements

The project would contribute up to **\$100,000** toward TSM improvements to intersections within the vicinity of the project that may be considered to better accommodate intersection operations and increase intersection capacity throughout the study area.

Should the project be approved, then a final determination on how to implement the TSM improvements will be made by DOT prior to the issuance of the first building permit. These TSM improvements will be implemented **either** by the

applicant through the B-Permit process of the Bureau of Engineering (BOE), or through payment of a one-time fixed fee of \$100,000 to DOT to fund the cost of the upgrades. If DOT selects the payment option, then the applicant would be required to pay \$100,000 to DOT, and DOT shall design and construct the upgrades.

If the upgrades are implemented by the applicant through the B-Permit process, then these TSM improvements must be guaranteed <u>prior</u> to the issuance of any building permit and completed <u>prior</u> to the issuance of any certificate of occupancy. Temporary certificates of occupancy may be granted in the events of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of DOT.

B. <u>Implementation of Improvements and Mitigation Measures</u>

The applicant should be responsible for the cost and implementation of any necessary traffic equipment modifications, bus stop relocations and lost parking meter revenues associated with the proposed TSM improvements described above. All proposed TSM improvements within the City of Los Angeles must be guaranteed through BOE's B-Permit process, prior to the issuance of any building permit and completed prior to the issuance of any certificate of occupancy. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor contact DOT's B-Permit Coordinator, at (213) 972-8687, to arrange a pre-design meeting to finalize the proposed design. Costs related to any relocation of bus zones and shelters, and to modifying or upgrading traffic equipment and that are necessary to implement the proposed mitigations shall be incurred by the applicant.

If a proposed traffic mitigation measure does not receive the required approval during plan review, a substitute mitigation measure may be provided subject to the approval of LADOT or other governing agency with jurisdiction over the mitigation location, upon demonstration that the substitute measure is environmentally equivalent or superior to the original measure in mitigating the project's significant traffic impact. To the extent that a mitigation measure proves to be infeasible and no substitute mitigation is available, then a significant traffic impact would remain.

C. Highway Dedication and Street Widening Requirements

On September 7, 2016, the City Council adopted the Mobility Plan 2035 which is the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. The applicant should check with BOE's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project. Per the new Mobility Element, **Olive Street** has been designated as Modified Avenue II that would require a 28-foot half-width roadway within a 45-foot half-width right-of-way. **11**th **Street** has been designated as Modified Collector that would require a 20-foot half-width

roadway within a 32-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

D. <u>Parking Requirement</u>

The project would provide up to 891 automobile spaces within the subterranean and above grade on-site parking facility. The developer should check with the Department of Building and Safety on the number of parking spaces needed.

E. Removal of Metered Parking Spaces

The project could remove up to eight adjacent on-street parking spaces on Olive Street, in order to provide the project driveway and a passenger loading zone for drop-off and pick up. When a proposal for a Development Project requires the permanent removal of any metered parking spaces, payment to LADOT for lost parking meter revenue is required. The lost revenue fee will be determined during the site plan or B-permit plan review process and will be based on the revenue collected over the last twelve continuous months for each removed parking meter, as determined by LADOT's Parking Meter Division. The removal of each on-street metered parking space will require payment to LADOT in the amount of the annual revenue projected over a ten year period. The Project applicant will also be subject to any costs incurred by LADOT during the removal of each parking meter, including but not limited to meter post removal, parking sensors (if any), sign and post removal/ relocation, stall marking, pavement messages, and curb painting.

F. Project Access and Circulation

The proposed site plan illustrated in **Attachment 13** is acceptable to DOT; however, review of the study does not constitute approval of internal circulation schemes and driveway dimensions. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Station 3, @ 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT, prior to the commencement of building or parking layout design efforts, for driveway width and internal circulation requirements. Any changes to the project's site access, circulation scheme, or loading/unloading area after issuance of this report would require separate review and approval and should be coordinated as well.

G. 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 and updated in 2014. 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 Eduardo Hermoso of my staff at (213) 972-8451.

Attachments

N:\letters\CEN17-45847_1045 Olive St Mixed-Use ts ltr

c: Shawn Kuk, Council District 14
Mehrdad Moshksar, Central District Office, DOT
Taimour Tanavoli, Citywide Planning Coordination Section, DOT
Bert Moklebust, Central District, BOE
Michael Bates, The Mobility Group

Table 6.1 Future With Project - Intersection Level of Service AM Peak Hour

4/30/2018

No.	Intersection	Pro	Without ject itions	Pro	e With ject itions	Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS		
1	La Live Way & Pico Boulevard	0.905	Е	0.907	Е	0.002	No
2	Figueroa Street & Olympic Boulevard	1.158	F	1.162	F	0.004	No
3	Figueroa Street & Chick Hearn Court	0.827	D	0.842	D	0.015	No
4	Figueroa Street & Pico Boulevard	0.887	D	0.889	D	0.002	No
5	Flower Street & Olympic Boulevard	0.776	С	0.779	С	0.003	No
6	Flower Street & 11th Street	0.315	Α	0.333	A	0.018	No
7	Hope Street & Olympic Boulevard	0.781	С	0.789	С	0.008	No
8	Hope Street & 11th Street	0.324	A	0.345	A	0.021	No
9	Grand Avenue & 8th Street	0.567	Α	0.570	A	0.003	No
10	Grand Avenue & 9th Street	0.512	Α	0.513	A	0.001	No
11	Grand Avenue & Olympic Boulevard	0.647	В	0.651	В	0.004	No
12	Grand Avenue & 11th Street	0.386	A	0.415	A	0.029	No
13	Grand Avenue & Pico Boulevard	0.763	С	0.779	С	0.016	No
14	Grand Avenue & Venice Boulevard	0.446	Α	0.456	Α	0.010	No
15	Grand Avenue & 17th Street	0.817	D	0.825	D	0.008	No
16	Grand Avenue & 18th Street	0.666	В	0.674	В	0.008	No
17	Olive Street & 8th Street	0.833	D	0.839	D	0.006	No
18	Olive Street & 9th Street	0.707	С	0.715	С	0.008	No
19	Olive Street & Olympic Boulevard	0.932	Е	0.950	Е	0.018	Yes
20	Olive Street & 11th Street	0.465	Α	0.470	Α	0.005	No
21	Olive Street & Pico Boulevard	0.827	D	0.835	D	0.008	No
22	Olive Street & 16th Street	0.577	Α	0.580	Α	0.003	No
23	Olive Street & 17th Street	0.931	Е	0.933	Е	0.002	No
24	Olive Street & 18th Street	0.684	В	0.688	В	0.004	No

Table 6.1 Future With Project - Intersection Level of Service AM Peak Hour

4/30/2018

No.	Intersection	Future \ Pro	′ I		With ject itions	Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS		
25	Hill Street & Olympic Boulevard	0.739	С	0.741	С	0.002	No
26	Hill Street & 11th Street	0.311	Α	0.315	Α	0.004	No
27	Broadway & Olympic Boulevard	0.729	C	0.733	C	0.004	No
28	Broadway & 11th Street	0.367	A	0.369	A	0.002	No
29	Main Street & Olympic Boulevard	0.884	D	0.885	D	0.001	No
30	Main Street & 11th Street	0.511	A	0.513	Α	0.002	No
31	Los Angeles Street & Olympic Boulevard	0.462	A	0.463	Α	0.001	No
32	Los Angeles Street & 11th Street	0.225	A	0.227	A	0.002	No
33	Olive Street & 12th Street	0.460	Α	0.465	A	0.005	No
34	Hill Street & Pico Boulevard	0.497	A	0.497	A	0.000	No

No.	Intersection	Future V Pro Cond	ject	Future Proj Condi	ect	Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS		
1	La Live Way & Pico Boulevard	0.849	D	0.849	D	0.000	No
2	Figueroa Street & Olympic Boulevard	1.316	F	1.318	F	0.002	No
3	Figueroa Street & Chick Hearn Court	1.000	Е	1.004	F	0.004	No
4	Figueroa Street & Pico Boulevard	1.073	F	1.078	F	0.005	No
5	Flower Street & Olympic Boulevard	1.123	F	1.127	F	0.004	No
6	Flower Street & 11th Street	0.743	С	0.743	С	0.000	No
7	Hope Street & Olympic Boulevard	1.022	F	1.027	F	0.005	No
8	Hope Street & 11th Street	0.687	В	0.693	В	0.006	No
9	Grand Avenue & 8th Street	0.795	С	0.799	С	0.004	No
10	Grand Avenue & 9th Street	0.901	Е	0.905	Е	0.004	No
11	Grand Avenue & Olympic Boulevard	0.989	Е	0.998	Е	0.009	No
12	Grand Avenue & 11th Street	0.861	D	0.871	D	0.010	No
13	Grand Avenue & Pico Boulevard	1.294	F	1.300	F	0.006	No
14	Grand Avenue & Venice Boulevard	0.598	_ A	0.601	В	0.003	No
15	Grand Avenue & 17th Street	1.139	F	1.143	F	0.004	No
16	Grand Avenue & 18th Street	0.810	D	0.814	D	0.004	No
17	Olive Street & 8th Street	0.697	В	0.700	С	0.003	No
18	Olive Street & 9th Street	0.852	D	0.856	D	0.004	No
19	Olive Street & Olympic Boulevard	1.128	F	1.139	F	0.011	Yes
20	Olive Street & 11th Street	0.757	С	0.775	С	0.018	No
21	Olive Street & Pico Boulevard	1.025	F	1.047	F	0.022	Yes
22	Olive Street & 16th Street	0.663	В	0.672	В	0.009	No
23	Olive Street & 17th Street	1.005	F	1.015	F	0.010	Yes
24	Olive Street & 18th Street	0.751	С	0.758	С	0.007	No

Table 6.2 Future With Project - Intersection Level of Service PM Peak Hour

4/30/2018

No.	Intersection	l .	Without ject itions	Future Pro Cond	ject	Change in V/C	Significant Impact	
	s:	V/C	LOS	V/C	LOS			
25	Hill Street & Olympic Boulevard	1.047	F	1.053	F	0.006	No	
26	Hill Street & 11th Street	0.605	В	0.617	В	0.012	No	
27	Broadway & Olympic Boulevard	1.094	F	1.102	F	0.008	No	
28	Broadway & 11th Street	0.719	С	0.728	С	0.009	No	
29	Main Street & Olympic Boulevard	1.122	F	1.129	F	0.007	No	
30	Main Street & 11th Street	0.826	D	0.829	D	0.003	No	
31	Los Angeles Street & Olympic Boulevard	0.803	D	0.805	D	0.002	No	
32	Los Angeles Street & 11th Street	0.575	A	0.578	A	0.003	No	
33	Olive Street & 12th Street	0.528	Α	0.542	A	0.014	No	
34	Hill Street & Pico Boulevard	0.811	D	0.811	D	0.000	No	

Table 3.1 1045 Olive - Trip Generation Estimates

1/5/2018

Daily Trips

	Source 1			Daily	
Land Use Assumptions	& Code	Quantity	Unils	Trip Rale	Total Trips
Existing Uses					
Manufacturing ^{2,3,4} (Reduction for transit trips) - 15% (Reduction for walk/bike trips) - 5%	ITE 140	14,653	SF	3,93	-56 9
Net Manufacturing					-47
Retail ^{2,3,5} (Reduction for transit trips) - 15% (Reduction for walk/bike trips) - 5% (Reduction for pass-by trips) - 50%	ITE 820	5,171	SF	37,75	-195 29 8 79
Net Retail					-79
Total Existing					-126
Proposed Uses Apartment ^{2,6} (Reduction for transit trips) - 0% (Reduction for walk/bike trips) - 0%	ITE 222	794	טם	2,07	1,644
Net Apartments					1,644
High-Turnover Restaurant ^{2,7} (Reduction for internal trips) - 15% (Reduction for transit trips) - 15% (Reduction for walk/bike trips) - 5% (Reduction for pass-by trips) - 20%	1	6,252	SF	112.18	70° -105 -89 -26 -96
Net High-Tumover Restaurant					386
Quality Restaurant ^{2,8} (Reduction for internal trips) - 15% (Reduction for transit trips) - 15% (Reduction for walk/bike trips) - 5% (Reduction for pass-by trips) - 10%		6,252	SF	83.84	524 -79 -61 -11 -30 -32:
Net Quality Restaurant					32.
Total Proposed					2,35
Total Net					2,22

AM Peak

	Source 1				- m	AM Peak			
Land Use Assumptions	& Code	Quantity	Units		Trip Rate			otal Trips	
				In	Out	Total	.ln	Out	Total
Existing Uses					1	- 1		1	
Manufacturing 2,3,4	ITE 140	14,653	SF	0.48	0.14	0.62	-7	-2	_(
(Reduction for transit trips) - 15%		14,000	"	0.40	0.14	0.02	1	ō	
(Reduction for walk/bike trips) - 5%							ò	٥	- (
Net Manufacturing							-6	-2	-
235									
Retail ^{2,3,5}	ITE 820	5,171	SF	0.00	0.00	0.00	0	0	(
(Reduction for transit trips) - 15%					- 1	- 1	0	0	(
(Reduction for walk/bike trips) - 5% (Reduction for pass-by trips) - 50%			l i		- 1		0	0	
(Reduction for pass-by trips) - 50% Net Retail	-					_	0	0	
Net retail					- 1	- 1	Ĭ	Ĭ	
Total Existing							-6	-2	-
	1				- 1		- 1		
Proposed Uses						- 1			
Apartment 2,6	ITE 222	794	DU	0.03	0.18	0.21	24	143	16
(Reduction for transit trips) - 0%							o	o	- 10
(Reduction for walk/bike trips) - 0%						- 1	ol	o	
Net Apartments							24	143	16
27									
High-Turnover Restaurant 2,7	ITE 932	6,252	SF	5.47	4.47	9 94	34	28	6.
(Reduction for internal trips) - 15% (Reduction for transit trips) - 15%					- 1		-5 -4	-4 -4	
(Reduction for transit trips) - 15% (Reduction for walk/bike trips) - 5%							-1	-4	
(Reduction for pass-by trips) - 20%							-5	-4	
Net High-Turnover Restaurant							19	15	3
			1			- 1			
Quality Restaurant 2,8	ITE 931	6,252	SF	0.40	0.33	0.73	3	2	
(Reduction for internal trips) - 15%							-1	0	
(Reduction for transit trips) - 15%				1			0	-1	
(Reduction for walk/bike trips) - 5%							0	0	
(Reduction for pass-by trips) - 10%							0	0	
Net Quality Restaurant							2	1	
Total Proposed							45	159	20

PM Peak

	Source 1	_				PM Peak Hour				
Land Use Assumptions	& Code	Quantity	Units		Trip Rate		1	otal Trips		
	4 0000			In	Out	Total	ln	Out	Total	
Existing Uses Manufacturing ^{2,3,4} (Reduction for transit trips) - 15% (Reduction for walk/bike trips) - 5%	ITE 140	14,653	SF	0.21	0.46	0.67	-3. 0	-7 2 0	-10 2 :0	
Net Manufacturing							-3	-5	-Е	
Retail ^{2,3,5} (Reduction for transit trips) - 15% (Reduction for walk/bike trips) - 5% (Reduction for pass-by trips) - 50%	ITE 82 0	5,171	SF	1 83	1.98	3.81	-9 1 0 4	±11 2 1	-20 3	
Net Retail							-4	-4	-8	
Total Existing							-7	-9	-16	
Proposed Uses Apartment ^{2,6} (Reduction for transit trips) - 0% (Reduction for walk/bike trips) - 0%	ITE 222	794	DU	0.13	0.06	0 19	103 0 0	48 0 0	151	
Net Apartments							103	48	151	
High-Turnover Restaurant ^{2,7} (Reduction for internal trips) - 15% (Reduction for transit trips) - 15% (Reduction for walk/bike trips) - 5% (Reduction for pass-by trips) - 20%	ITE 932	6,252	SF	6 06	3_71	9.77	38 -6 -5 -1 -5	23 -3 -3 -1 -3	61 -{ -{ -{ -{	
Net High-Turnover Restaurant							21	13	34	
Ouality Restaurant ^{2,8} (Reduction for internal trips) - 15% (Reduction for transit trips) - 15% (Reduction for walk/bike trips) - 5%	ITE 931	6,252	SF	5.23	2 57	7.80	33 -5 -4 -1	16 -2 -2 -1	49 -7 -6 -2	
(Reduction for pass-by trips) - 10% Net Quality Restaurant							-2 21	-1 10	3	
Total Proposed				-			145	71	216	
Total Net							138	62	200	

- 1. ITE Rates from Trip Generation, 10th Edition, Institute of Transportation Engineers, Washington, DC, 2017, except otherwise noted.
- 2 Trip rate reductions were applied per LADOT's Transportation Impact Study Guidelines, December 2016.
- 3. Existing land use data from Crescent Heights and site observations on 9/5/2017.
 4. Manufacturing analyzed as ITE 140 Manufacturing, Used trip rates for General Urban/Suburban,
 5. Retail analyzed as ITE 820 Shopping Center, Used trip rates for General Urban/Suburban,

- Existing Retail is closed on weekday mornings, therefore no existing trip credit is claimed for the AM peak hour.

 Apartments analyzed as ITE 222 Multifamily Housing (High Rise). Used trip rates for Dense Multi-Use Urban.

 High-Turnover Restaurant analyzed as ITE 932 High-Turnover (Sit-Down) Restaurant. Used trip rates for General Urban/Suburban.

 Quality Restaurant analyzed as ITE 931 Quality Restaurant. Used trip rates for General Urban/Suburban.

 Directional Distribution for AM peak from High-Turnover Restaurant, as none published for Quality Restaurant.

Note: Some numbers may not add up exactly due to rounding.

Table 7.2 Future With Project With Mitigation Conditions - Intersection Level of Service - AM Peak Hour

No.	Intersection	Future 'Project C	Without Conditions	Future Project C	e With Conditions	Change in V/C	Significant Impact	Future Wi With Mi		Change in V/C	Significant Impact	Mitigates ?
		V/C	LOS	V/C	LOS			V/C	LOS			
1	La Live Way & Pico Boulevard	0.905	E	0.907	Е	0.002	No					
2	Figueroa Street & Olympic Boulevard	1.158	F	1.162	F	0.004	No					
3	Figueroa Street & Chick Hearn Court	0.827	D	0.842	D	0.015	No					
4	Figueroa Street & Pico Boulevard	0.887	D	0.889	D	0.002	No					
5	Flower Street & Olympic Boulevard	0.776	С	0.779	С	0.003	No					
6	Flower Street & 11th Street	0.315	A	0.333	A	0.018	No					
7	Hope Street & Olympic Boulevard	0.781	С	0.789	С	0.008	No					
8	Hope Street & 11th Street	0.324	A	0.345	A	0.021	No					
9	Grand Avenue & 8th Street	0.567	A	0.570	A	0.003	No					
10	Grand Avenue & 9th Street	0.512	A	0.513	A	0.001	No					
11	Grand Avenue & Olympic Boulevard	0.647	В	0.651	В	0.004	No					
12	Grand Avenue & 11th Street	0.386	A	0.415	A	0.029	No					
13	Grand Avenue & Pico Boulevard	0.763	С	0.779	С	0.016	No					
14	Grand Avenue & Venice Boulevard	0.446	A	0.456	A	0.010	No					
15	Grand Avenue & 17th Street	0.817	D	0.825	D	0.008	No					
16	Grand Avenue & 18th Street	0.666	В	0.674	В	0.008	No					
17	Olive Street & 8th Street	0.833	D	0.839	D	0.006	No					
18	Olive Street & 9th Street	0.707	С	0.715	С	0.008	No					
19	Olive Street & Olympic Boulevard	0.932	Е	0.950	Е	0.018	Yes	0.937	Е	0.005	No	Fully Mitigates
20	Olive Street & 11th Street	0.465	A	0.470	A	0.005	No					
21	Olive Street & Pico Boulevard	0.827	D	0.835	D	0.008	No					
22	Olive Street & 16th Street	0.577	A	0.580	A	0.003	No					
23	Olive Street & 17th Street	0.931	Е	0.933	Е	0.002	No					
24	Olive Street & 18th Street	0.684	В	0.688	В	0.004	No					

Table 7.2 Future With Project With Mitigation Conditions - Intersection Level of Service - AM Peak Hour

No.	Intersection		Without Conditions	Future With Project Conditions		Change in V/C	Significant Impact			Change in V/C	Significant Impact	Mitigates ?
		V/C	LOS	V/C	LOS			V/C	LOS			
25	Hill Street & Olympic Boulevard	0.739	С	0.741	С	0.002	No					
26	Hill Street & 11th Street	0.311	A	0.315	A	0.004	No					
27	Broadway & Olympic Boulevard	0.729	С	0.733	С	0.004	No					
28	Broadway & 11th Street	0.367	A	0.369	A	0.002	No					
29	Main Street & Olympic Boulevard	0.884	D	0.885	D	0.001	No					
30	Main Street & 11th Street	0.511	A	0.513	A	0.002	No					
31	Los Angeles Street & Olympic Boulevard	0.462	A	0.463	A	0.001	No					
32	Los Angeles Street & 11th Street	0.225	A	0.227	A	0.002	No					
33	Olive Street & 12th Street	0.460	A	0.465	A	0.005	No					
34	Hill Street & Pico Boulevard	0.497	A	0.497	A	0.000	No					

Table 7.3 Future With Project With Mitigation Conditions - Intersection Level of Service - PM Peak Hour

No.	Intersection	Future 'Project C		Future Project C	e With Conditions	Change in V/C	Significant Impact	Future Wi		Change in V/C	Significant Impact	Mitigates ?
		V/C	LOS	V/C	LOS			V/C	LOS			
1	La Live Way & Pico Boulevard	0.849	D	0.849	D	0.000	No					
2	Figueroa Street & Olympic Boulevard	1.316	F	1.318	F	0.002	No					
3	Figueroa Street & Chick Hearn Court	1.000	Е	1.004	F	0.004	No					
4	Figueroa Street & Pico Boulevard	1.073	F	1.078	F	0.005	No					
5	Flower Street & Olympic Boulevard	1.123	F	1.127	F	0.004	No					
6	Flower Street & 11th Street	0.743	С	0.743	С	0.000	No					
7	Hope Street & Olympic Boulevard	1.022	F	1.027	F	0.005	No					
8	Hope Street & 11th Street	0.687	В	0.693	В	0.006	No					
9	Grand Avenue & 8th Street	0.795	С	0.799	С	0.004	No					
10	Grand Avenue & 9th Street	0.901	Е	0.905	Е	0.004	No					
11	Grand Avenue & Olympic Boulevard	0.989	Е	0.998	Е	0.009	No					
12	Grand Avenue & 11th Street	0.861	D	0.871	D	0.010	No					
13	Grand Avenue & Pico Boulevard	1.294	F	1.300	F	0.006	No					
14	Grand Avenue & Venice Boulevard	0.598	A	0.601	В	0.003	No					
15	Grand Avenue & 17th Street	1.139	F	1.143	F	0.004	No					
16	Grand Avenue & 18th Street	0.810	D	0.814	D	0.004	No					
17	Olive Street & 8th Street	0.697	В	0.700	С	0.003	No					
18	Olive Street & 9th Street	0.852	D	0.856	D	0.004	No					
19	Olive Street & Olympic Boulevard	1.128	F	1.139	F	0.011	Yes	1.137	F	0.009	No	Fully Mitigates
20	Olive Street & 11th Street	0.757	С	0.775	С	0.018	No					
21	Olive Street & Pico Boulevard	1.025	F	1.047	F	0.022	Yes	1.033	F	0.008	No	Fully Mitigates
22	Olive Street & 16th Street	0.663	В	0.672	В	0.009	No					
23	Olive Street & 17th Street	1.005	F	1.015	F	0.010	Yes	1.014	F	0.009	No	Fully Mitigates
24	Olive Street & 18th Street	0.751	С	0.758	С	0.007	No					

Table 7.3 Future With Project With Mitigation Conditions - Intersection Level of Service - PM Peak Hour

No.	Intersection		Without Conditions	Future With Project Conditions		Change in V/C	Significant Impact			Change in V/C	Significant Impact	Mitigates ?
		V/C	LOS	V/C	LOS			V/C	LOS			
25	Hill Street & Olympic Boulevard	1.047	F	1.053	F	0.006	No					
26	Hill Street & 11th Street	0.605	В	0.617	В	0.012	No					
27	Broadway & Olympic Boulevard	1.094	F	1.102	F	0.008	No					
28	Broadway & 11th Street	0.719	С	0.728	С	0.009	No					
29	Main Street & Olympic Boulevard	1.122	F	1.129	F	0.007	No					
30	Main Street & 11th Street	0.826	D	0.829	D	0.003	No					
31	Los Angeles Street & Olympic Boulevard	0.803	D	0.805	D	0.002	No					
32	Los Angeles Street & 11th Street	0.575	A	0.578	A	0.003	No					
33	Olive Street & 12th Street	0.528	A	0.542	A	0.014	No					
34	Hill Street & Pico Boulevard	0.811	D	0.811	D	0.000	No					

1045 Olive - Trip Generation with TDM Program Reduction Table 7.1

7/31/2018

		Source 1					AM Pea			
Land Use Assumptions		& Code	Quantity	Units		Trip Rate			otal Trips	
					In	Out	Total	ln.	Out	Total
Existing Uses						1				
Manufacturing ^{2,3,4}		ITE 140	14.050	CE	0.46	244	0.00	٦,		
(Reduction for transit trips) -	15%	11 = 140	14,653	SF	0,48	0,14	0,62	-7 1	-2 0	-9 1
(Reduction for walk/bike trips) -	5%							ö	0	0
Net Manufacturing	370							-6	-2	-8
225										
Retail 2,3,5		ITE 820	5,171	SF	0.00	0.00	0,00	0	0	0
(Reduction for transit trips) -	15%							0	0	0
(Reduction for walk/bike trips) -	5%				1			0	0	0
(Reduction for pass-by trips) -	50%				\vdash			0	0	0
Net Retail								0	0	U
Total Existing								-6	-2	-8
Proposed Uses							-			
Apartment ^{2,6}		ITE 222	794	DU	0.03	0.18	0.21	24	143	167
(Reduction for transit trips) -	0%		, ,,		0.00	0,10	0.21	0	0	0
(Reduction for walk/bike trips) -	0%				1 1			0	0	
Net Apartments	070							24	143	167
High-Turnover Restaurant 2,7		ITE 932	6,252	SF	5.47	4.47	9.94	34	28	62
(Reduction for internal trips) -	15%							-5	-4	-9
(Reduction for transit trips) -	15%						1	-4	-4	-8
(Reduction for walk/bike trips)	5% 20%							-1 -5	-1 -4	-2 -9
(Reduction for pass-by trips) - Net High-Turnover Restaurant	20%							-5 19	15	34
					1 1					
Quality Restaurant 2,8		ITE 931	6,252	SF	0.40	0.33	0.73	3	2	5
(Reduction for internal trips) -	15%				V. 1		~ 1	-1	0	-1
(Reduction for transit trips) -	15%							0	-1	-1
(Reduction for walk/bike trips)	5%							0	0	(
(Reduction for pass-by trips) -	10%							0	0	
Net Quality Restaurant								2	1	3
Total Proposed Project								45	159	204
Project TDM Program					- 2					
Apartment										
(Reduction for TDM Program)	15%							-4	-21	-25
High-Tumover Restaurant (Reduction for TDM Program) -	15%							-3	-2	-6
0.11.12.1										
Quality Restaurant (Reduction for TDM Program)	15%							0	0	(
Total TDM Reduction								-7	-23	-30
Total Proposed Project with TDM Program								38	136	174
Total Net New Project trips with TDM Program								32	134	166

1045 Olive - Trip Generation with TDM Program Reduction Table 7.1

7/31/2018

DM Dook

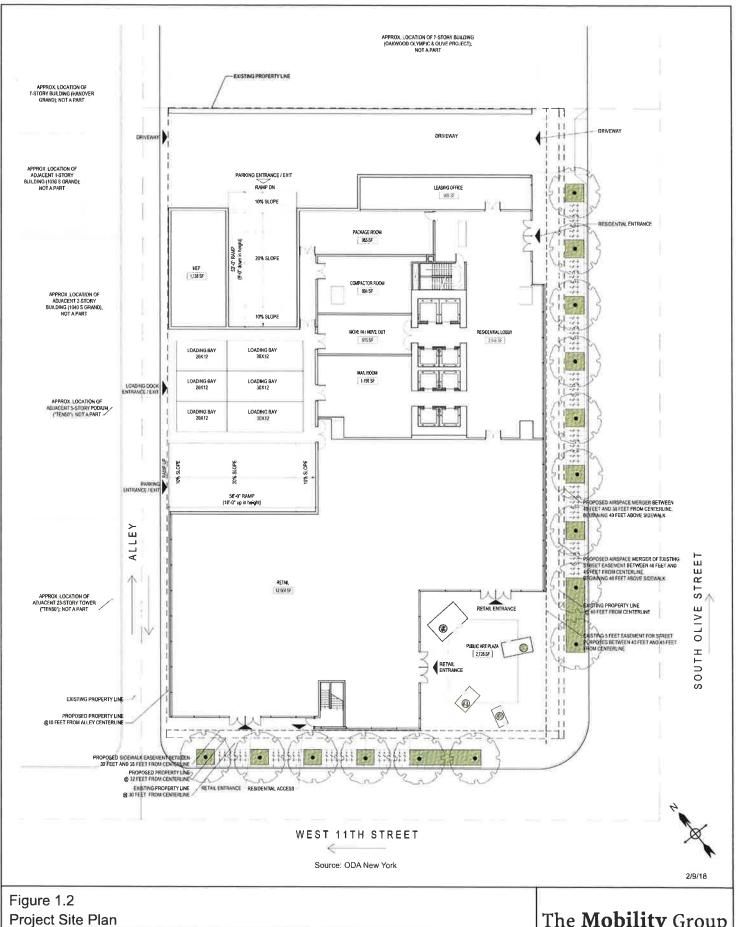
		Source 1			PM Peak Hour					
Land Use Assumptions		& Code	Quantity	Units	Trip Rate Total Trips					
		a Code			In	Out	Total	In	Out	Total
Suinting Hoo										
<u>Existing Uses</u> Manufacturing ^{2,3,4}		ITE 140	44.050	SF	0.04	0.46	0.67	-3	-7	-10
(Reduction for transit trips) -	15%	11 = 140	14,653	SF	0,21	0,46	0.67	-3	2	-10
(Reduction for walk/bike trips) =	5%				1 1	- 1		ő	0	0
Net Manufacturing	376			===				-3	-5	-8
							1			
Retail ^{2,3,5}		ITE 820	5,171	SF	1,83	1_98	3,81	-9	-11	-20
(Reduction for transit trips) -	15%							1	2	3
(Reduction for walk/bike trips)	5%					- 1		0 4	1 4	1
(Reduction for pass-by trips) - Net Retail	50%							-4	-4	-8
Total Existing								:-7	-9	-16
Proposed Uses										
Apartment ^{2,6}		ITE 222	794	DU	0.13	0.06	0.19	103	48	151
(Reduction for transit trips)	0%							o	0	(
(Reduction for walk/bike trips) -	0%							0	0	(
Net Apartments								103	48	151
High-Turnover Restaurant ^{2,7}		ITE 932	6,252	SF	6.06	3.71	9.77	38	23	6
(Reduction for internal trips) -	15%	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	5,252	0.	3,50		To	-6	-3	_(
(Reduction for transit trips) -	15%							-5	-3	-8
(Reduction for walk/bike trips) =	5%				1 1			-1	-1	-2
(Reduction for pass-by trips) -	20%							-5	-3	-8
Net High-Turnover Restaurant								21	13	34
28		ITE 931	6,252	SF	5.23	2.57	7.80	33	16	49
Quality Restaurant ^{2,8} (Reduction for internal trips) -	15%		0,232	3	3,23	2,37	7,00	-5	-2	-
(Reduction for transit trips) -	15%							-4	-2	-6
(Reduction for walk/bike trips) -	5%				1 1			-1	-1	-3
(Reduction for pass-by trips) -	10%				1 1			-2	-1	
Net Quality Restaurant	1076	-			1			21	10	3
Net Quality Nestaurant										
Total Proposed Project								145	71	210
Project TDM Program										
Apartment			l.							
(Reduction for TDM Program) -	15%							-15	-8	-2
High-Turnover Restaurant (Reduction for TDM Program) -	15%							-3	-2	-
Quality Restaurant (Reduction for TDM Program) -	15%							1	-6	_
	1070									
Total TDM Reduction								-17	-16	-3
Total Proposed Project with TDM Program								128	55	18

Notes:

- 1. ITE Rates from Trip Generation, 10th Edition, Institute of Transportation Engineers, Washington, DC, 2017, except otherwise noted.
- 2. Trip rate reductions were applied per LADOT's Transportation Impact Study Guidelines, December 2016.
- 3. Existing land use data from Crescent Heights and site observations on 9/5/2017,

- Manufacturing analyzed as ITE 140 Manufacturing, Used trip rates for General Urban/Suburban.
 Retail analyzed as ITE 820 Shopping Center, Used trip rates for General Urban/Suburban.
 Existing Retail is closed on weekday mornings, therefore no existing trip credit is claimed for the AM peak hour.
 Apartments analyzed as ITE 222 Multifamily Housing (High Rise), Used trip rates for Dense Multi-Use Urban.
 High-Turnover Restaurant analyzed as ITE 932 High-Turnover (Sit-Down) Restaurant. Used trip rates for General Urban/Suburban.
- 8. Quality Restaurant analyzed as ITE 931 Quality Restaurant. Used trip rates for General Urban/Suburban. Directional Distribution for AM peak from High-Turnover Restaurant, as none published for Quality Restaurant.

Note: Some numbers may not add up exactly due to rounding



1045 Olive Project

The **Mobility** Group Transportation Strategies & Solutions

N-2 Transportation Study – 2018



1045 Olive Project Transportation Study

August, 2018

Prepared by

The **Mobility** Group

	E.			
		5		
r.		e		

1045 Olive Project EIR Transportation Study

Prepared by

The Mobility Group 18301 Von Karman Ave, Ste 490 Irvine, CA 92612



Matthew L. Simons TR 2154

1045 Olive Project

Transportation Study

Table of Contents

1.	Intro	oduction	1
	1.1	Project Description	1
	1.2	Study Scope	
	1.3	Overview of Methodology	2
	1.4	Organization of this Report	
2.	Exist	ting Conditions	6
	2.1	Roadway System	6
	2.2	Study Intersections	8
	2.3	Existing Intersection Conditions	13
	2.4	Existing Transit Service	21
	2.5	Bicycle and Pedestrian Facilities	28
3.	Proj	ect Description and Transportation Characteristics	32
	3.1	Project Description	32
	3.2	Project Traffic Projections	36
4.	Exist	ting With Project Conditions	41
	4.1	Project Impacts – Intersections	41
5.	Futu	re Conditions Without The Project	51
	5.1	Traffic Forecasts	51
	5.2	Related Projects	52
	5.3	Future Intersection Conditions Without the Project	62
6.	Futu	re With Project Conditions	67
	6.1	Project Impacts - Intersections	67
	6.2	Project Impacts – CMP Analysis	
	6.3	Driveway and Site Circulation	82

	6.4	Freeway Analysis	. 84
	6.5	Construction Impacts	
7.	Mitig	gation Measures	91
	7.1	Review of Significant Impacts	. 91
	7.2	Review of Potential Mitigations	
	7.3	Project Design Features	
	7.4	Vehicle Trip Reduction Measures	
	7.5	Additional Potential Mitigation Measures	94
	7.6	Effectiveness of Vehicle Trip Reduction Measures	. 94
	7.7	Results of Mitigation Measure Analysis – AM and PM Peak Hours	. 94
Ā	1 :	A Managari CH I A P (MOID	
Ap	pendix	A Memorandum of Understanding (MOU)	
Ap	pendix	B Related Projects Map and List	
Ap	pendix	C Driveway & Site Circulation	
Ap	pendix	D Freeway Analysis	
Ap	pendix	E Traffic Counts	
Ap	pendix	F Intersection LOS CMA Sheets	

List of Figures

Figure 1.1	Project Location	4
Figure 1.2	Project Site Plan	5
Figure 2.1	Study Intersections	10
Figure 2.2	Configuration of Analyzed Intersections	11
Figure 2.3	Existing Traffic Volumes – AM Peak Hour	14
Figure 2.4	Existing Traffic Volumes – PM Peak Hour	16
Figure 2.5	Existing Transit Service	22
Figure 2.6	Existing Bicycle Facilities	30
Figure 3.1	Project Only Traffic Volumes – AM Peak Hour	37
Figure 3.2	Project Only Traffic Volumes – PM Peak Hour	39
Figure 4.1	Existing With Project Traffic Volumes – AM Peak Hour	43
Figure 4.2	Existing With Project Traffic Volumes – PM Peak Hour	45
Figure 5.1	Location of Related Projects	53
Figure 5.2	Future Without Project Traffic Volumes – AM Peak Hour	55
Figure 5.3	Future Without Project Traffic Volumes – PM Peak Hour	57
Figure 5.4	Designated Bicycle Facilities	59
Figure 6.1	Future With Project Traffic Volumes – AM Peak Hour	68
Figure 6.2	Future With Project Traffic Volumes – PM Peak Hour	70

List of Tables

Table 2.1	Level of Service Definitions for Signalized Intersections
Table 2.2	Existing Conditions – Intersection Level of Service
Table 2.3	Existing Public Transit Services
Table 3.1	1045 Olive Project – Trip Generation Estimates
Table 4.1	Existing With Project Conditions – Intersection Level of Service AM Peak Hour
Table 4.2	Existing With Project Conditions – Intersection Level of Service PM Peak Hour
Table 5.1	Future Without Project Conditions – Intersection Level of Service AM Peak Hour
Table 5.2	Future Without Project Conditions – Intersection Level of Service PM Peak Hour
Table 6.1	Future With Project Conditions – Intersection Level of Service AM Peak Hour
Table 6.2	Future With Project Conditions – Intersection Level of Service PM Peak Hour
Table 6.3	CMP Arterial Analysis – Number of Trips Added by Project
Table 6.4	CMP Freeway Analysis – Number of Trips Added by Project79
Table 6.5	Transit Trips Generated by the Project
Table 7.1	1045 Olive Project – Trip Generation with TDM Program Reduction95
Table 7.2	Future With Project With Mitigation – Intersection Level of Service – AM Peak Hour98
Table 7.3	Future With Project With Mitigation – Intersection Level of Service – PM Peak Hour

1. Introduction

This report documents a transportation impact analysis for the Proposed 1045 Olive Project located at 1045 South Olive Street in the City of Los Angeles. The Project site is bounded by the 1001 Olive mixed-use residential project to the north, Olive Street to the east, 11th Street to the south, and an alley to the west. The Project location is shown in Figure 1.1.

1.1 Project Description and Location

The Project Site is located at the north-west corner of the Olive Street & 11th Street intersection in downtown Los Angeles. There is an existing alley at the western edge of the site that connects to 11th Street and to Olympic Boulevard.

The Project Site is currently developed with various one-story commercial uses which will be replaced. The Project will comprise approximately 794 apartment units and 12,504 sf of neighborhood serving commercial uses. On-site parking will include six levels of subterranean parking and eight levels of above ground parking. Up to 891 vehicle parking spaces will be provided.

Vehicle access to the Project Site will be provided by one driveway on Olive Street and two driveways on the alley. Truck access will occur from the alley to an on-site loading dock. A ground floor plan is shown in Figure 1.2.

The Project Site is located close to many other destination land uses in downtown, with excellent access to transit, bike lanes in downtown, and a pedestrian network with sidewalks on all streets and pedestrian crosswalks at all intersections.

1.2 Study Scope

The scope and methodology of this analysis was determined in conjunction with the City of Los Angeles Department of Transportation (LADOT), and was conducted in accordance with the LADOT Traffic Study Guidelines, and defined in a Memorandum of Understanding (see Appendix A).

The analysis addresses the following time periods:

- AM peak hour
- PM peak hour

The analysis also addresses the following scenarios:

- Existing Conditions
- Existing Conditions With Project
- Future Conditions Year Without Project
- Future Conditions Year With Project
- Future Conditions Year With Project With Mitigation

The analysis addresses a future year of 2023, which is the projected year of project completion.

1.3 Overview of Methodology

Intersection Analysis

Intersection analysis was conducted using the "Critical Movement Analysis (Planning Method)" as described in "Transportation Research Circular 212, Transportation Research Board, Washington D.C. 1980", and as required by LADOT's Traffic Study Policy and Procedures, to obtain volume/capacity (V/C) ratios for each intersection.

Congestion Management Program Analysis

A congestion management plan analysis was conducted addressing arterial intersections, freeway segments, and transit, as required by the 2010 Los Angeles County Congestion Management Program (Metro, 2010) guidelines.

Freeway System

Freeway facilities were evaluated according to the MOU between LADOT and Caltrans (Agreement Between the City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures (December 2015)) that sets forth criteria for when a freeway impact analysis should be conducted. This requires an initial evaluation of freeway mainline segments and freeway off-ramps to determine if Project volumes exceed certain thresholds that would require further analysis of the freeway system, The evaluation concluded that the thresholds for analysis were not met (as shown in Appendix D), so further freeway analysis was not necessary.

State of California Senate Bill No. 743

State of California Senate Bill 743¹, requires the Governor's Office of Planning and Research to change the California Environmental Quality Act (CEQA) guidelines regarding transportation impact analysis. Under SB 743, the focus of transportation analysis will shift

¹ SB 743(Steinberg, 2013).

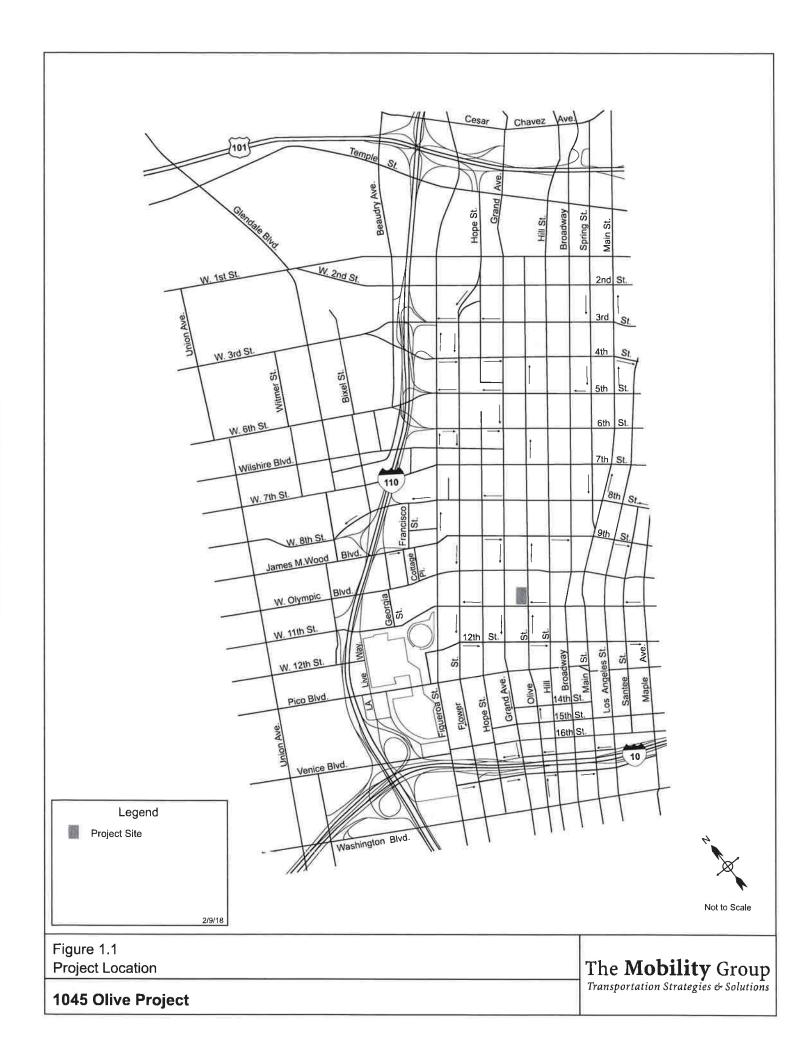
from driver delay – typically measured by traffic level of service (LOS) – to a new measurement that better addresses the state's goals on reduction of greenhouse gas emission (GHG), creation of multimodal transportation and promotion of mixed-use developments. Since 2014, the Governor's Office of Planning and Research has been developing guidelines and has recommended that vehicle-miles traveled (VMT) replace LOS as the primary measure of transportation impacts. Fully implemented guidelines were originally scheduled to be in place by January 1, 2016. However, an extension has allowed cities more time to establish an analysis methodology. The City of Los Angeles is currently in the process of updating its travel demand model, impact evaluation methodology and transportation impact thresholds based on VMT, and has not yet adopted a methodology or guidelines. Caltrans is also pursuing VMT as a metric of Project impacts to better align with the State's multimodal transportation and environmental actions goals, which is outlined in an interim guide¹, but has no specific adopted methodology. The transportation analysis in this study is therefore based on currently adopted rules and policies based on level of service.

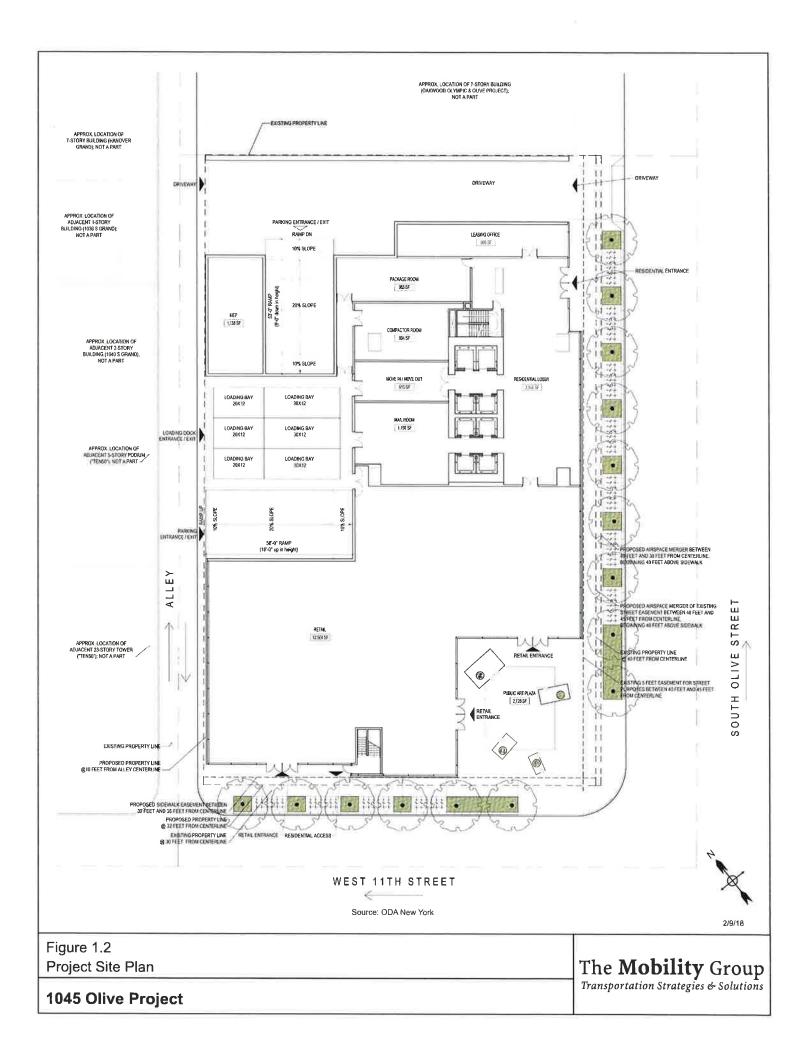
1.4 Organization of this Report

This report is organized as follows. Chapter 2 describes the existing transportation conditions in the area of the Project. Chapter 3 provides a description of the Proposed Project and its transportation characteristics, including trip generation, distribution of project trips, and vehicular access. Chapter 4 analyzes potential transportation impacts for the Existing With Project conditions. Chapter 5 addresses the Future Without Project conditions (year 2023) and sets the future cumulative baseline for analysis of Project impacts at buildout. Chapter 6 addresses the Future With Project Conditions and analyzes the potential transportation impacts of the Project including: traffic conditions at intersections; and a Congestion Management Program analysis including freeway and arterial monitoring locations and transit. Chapter 7 identifies proposed transportation measures to mitigate any identified significant impacts caused by the Project. Appendices provide backup technical information, including the LADOT MOU, intersection configuration details, the Caltrans Freeway Threshold check, traffic counts, and intersection level of service calculations.

The Mobility Group

¹ Local Development – Intergovernmental Review Program Interim Guide (Caltrans Approved September 2016).





2. Existing Conditions

2.1 Roadway System

The Project Site is located at the north-west corner of Olive Street and 11th Street. Regional access to the site is provided primarily by the Harbor/Pasadena Freeway (I-110/SR-110) and the Santa Monica Freeway (I-10). The Harbor/Pasadena Freeway runs north-south west of the site, and the Santa Monica Freeway runs in an east-west direction south of the Project Site. These two facilities also provide access to the Hollywood (US-101) and Golden State (I-5) freeways to the north, to the San Bernardino (I-10) and Pomona (SR-60) freeways to the east, and to the Santa Ana (I-5) freeway to the south.

The Project Site is served by a comprehensive grid system of downtown surface streets, with multiple access points to the freeway system. The key surface streets serving the area of the Project are described below, and shown in Figure 2.1. All street classifications are from the City's Mobility Plan 2035.

North-South Streets

Olive Street: Olive Street is a one-way northbound street providing three travel lanes and a buffered bike lane immediately east of the Project Site. In the City's Mobility Plan 2035, it is classified as a Modified Avenue II. On-street metered parking is provided with some restrictions.

<u>Grand Avenue</u>: Grand Avenue is a one-way southbound street providing three travel lanes and a buffered bike lane immediately west of the Project Site. In the City's Mobility Plan 2035, it is classified as a Modified Avenue II. On-street metered parking is provided with some restrictions.

<u>Hope Street:</u> Hope Street is a two-way street located to the west of the Project Site. It is classified as a Modified Avenue III between 5th Street and 6th Street, and an Avenue II south of 6th Street. In the vicinity of the Project Site, Hope Street provides two-travel lanes in each direction with no left turn lanes, and on-street metered parking is provided on both sides of the street with some restrictions.

<u>Flower Street</u>: Flower Street is a one-way southbound street providing four travel lanes to the west of the Project Site. In the City's Mobility Plan 2035, it is classified as an Avenue I north of 6th Street, a Modified Avenue II between 6th Street and 11th Street, and a Modified Avenue I

south of 11th Street. On-street metered parking is provided on both sides of the street with some restrictions.

Figueroa Street: Figueroa Street is a one-way northbound street located west of the Project Site. It is classified as a Boulevard II north of Wilshire Boulevard, a Modified Avenue I between Wilshire Boulevard and 7th Street, an Avenue I between 7th Street and 9th Street, a Modified Avenue I between 9th Street and Olympic Boulevard, and a Modified Boulevard II south of Olympic Boulevard. In the vicinity of the Project Site, Figueroa Street generally provides four northbound travel lanes and a peak period bus lane. A bike lane is provided north of 6th Street. On-street metered parking is provided during off-peak hours at certain locations with some restrictions.

<u>L.A. Live Way:</u> L.A. Live Way is a two-way street providing two travel lanes in each direction to the west of the Project Site. It is classified as a Collector. On-street parking is generally restricted on both sides of the street.

<u>Hill Street</u>: Hill Street is a two-way street generally providing two southbound travel lanes and one northbound travel lane in the vicinity of and east of the Project Site. In the City's Mobility Plan 2035, it is classified as a Modified Avenue II. On-street metered parking is provided with some restrictions.

<u>Broadway</u>: Broadway is a two-way street providing two travel lanes in each direction to the east of the Project Site. In the City's Mobility Plan 2035, it is classified as a Modified Avenue II. On-street parking is generally provided on the east side of the street with some restrictions.

<u>Main Street</u>: Main Street is a two-way street providing two travel lanes and a bike lane in each direction to the east of the Project Site. In the City's Mobility Plan 2035, it is classified as an Avenue II north of 9th Street, and a Modified Avenue I south of 9th Street. On-street parking is provided with some restrictions.

<u>Los Angeles Street</u>: Los Angeles Street is a north-south street providing two travel lanes in each direction to the east of the Project Site. In the City's Mobility Plan 2035, it is classified as an Avenue II. On-street parking is allowed on either side of the street with some restrictions.

East-West Streets

<u>Olympic Boulevard</u>: Olympic Boulevard is a two-way street providing two travel lanes in each direction on the block north of the Project Site. In the City's Mobility Plan 2035, it is classified as a Modified Avenue I. On-street metered parking is provided in some locations with some restrictions.

<u>11th Street:</u> 11th Street is a one-way westbound street immediately south of the Project Site. In the City's Mobility Plan 2035, it is classified as a Modified Collector. Until recently 11th Street

provided two travel lanes, with on-street metered parking provided with some restrictions. The MyFig Project will reconfigure the street from Broadway to Figueroa Street, to include a buffered bike lane and one westbound travel lane with turn lanes at intersections. At the time of this study, 11th Street was under construction with the same travel lane configuration that will occur when the MyFig Project is completed. This lane configuration was therefore assumed in the Traffic Study, as shown in Figure 2.2.

12th Street: 12th Street is a one-way eastbound street providing two travel lanes to the south of the Project Site. In the City's Mobility Plan 2035, it is classified as a Modified Collector. Onstreet metered parking is provided with some restrictions.

<u>Pico Boulevard:</u> Pico Boulevard is a two-way street providing two travel lanes in each direction without left turn lanes to the south of the Project Site. In the City's Mobility Plan 2035, it is classified as an Avenue I. On-street metered parking is provided with some restrictions.

<u>Venice Boulevard</u>: Venice Boulevard is a two-way street providing two travel lanes in each direction without left turn lanes to the south of the Project Site. In the City's Mobility Plan 2035, it is classified as an Avenue II. On-street parking is generally provided on off-peak periods with some restrictions.

<u>17th Street</u>: 17th Street is a one-way westbound street providing two travel lanes to the south of the Project Site. In the City's Mobility Plan 2035, it is classified as a Collector. On-street parking is provided with some restrictions.

<u>18th Street</u>: 18th Street is a one-way eastbound street providing three travel lanes to the south of the Project Site. In the City's Mobility Plan 2035, it is classified as a Local Street – Standard. On-street parking is generally restricted on both sides of the street.

8th Street: 8th Street is a one-way westbound street providing four travel lanes to the north of the Project Site. In the City's Mobility Plan 2035, it is classified as a Modified Avenue II west of Olive Street and a Modified Avenue III east of Olive Street. On-street metered parking is provided with some restrictions.

9th Street: 9th Street is a one-way eastbound street providing three travel lanes to the north of the Project Site. In the City's Mobility Plan 2035, it is classified as a Modified Avenue II west of Olive Street and a Modified Avenue III east of Olive Street. On-street metered parking is provided with some restrictions.

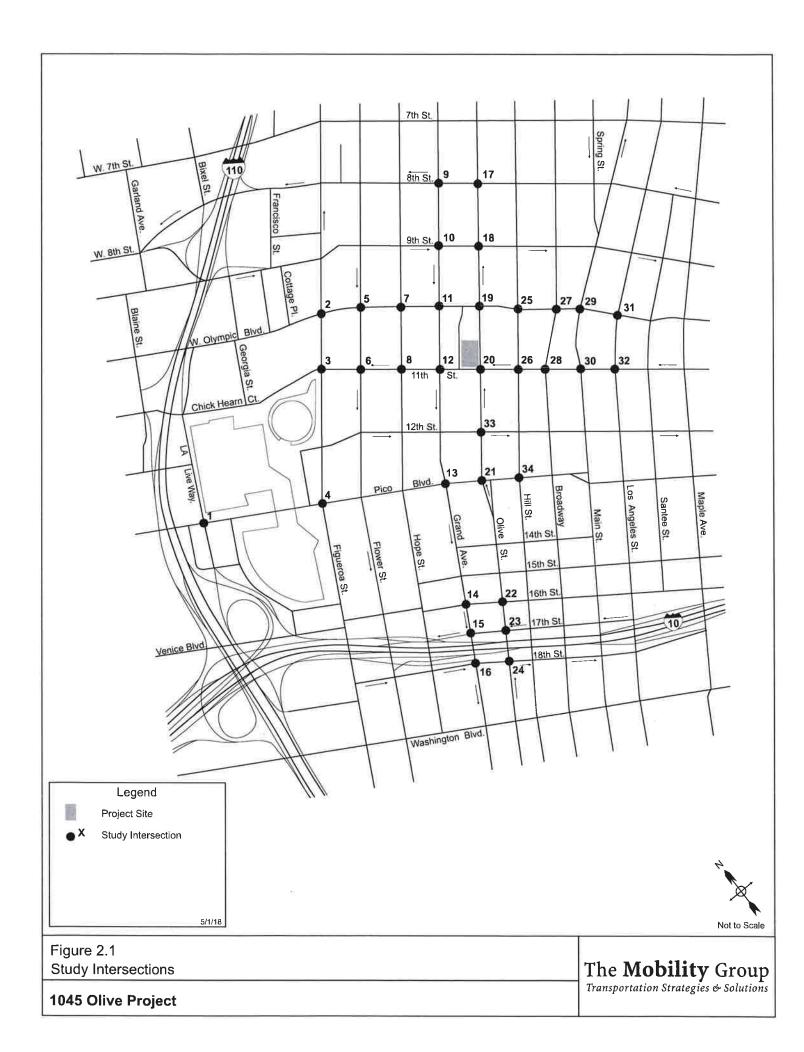
2.2 Study Intersections

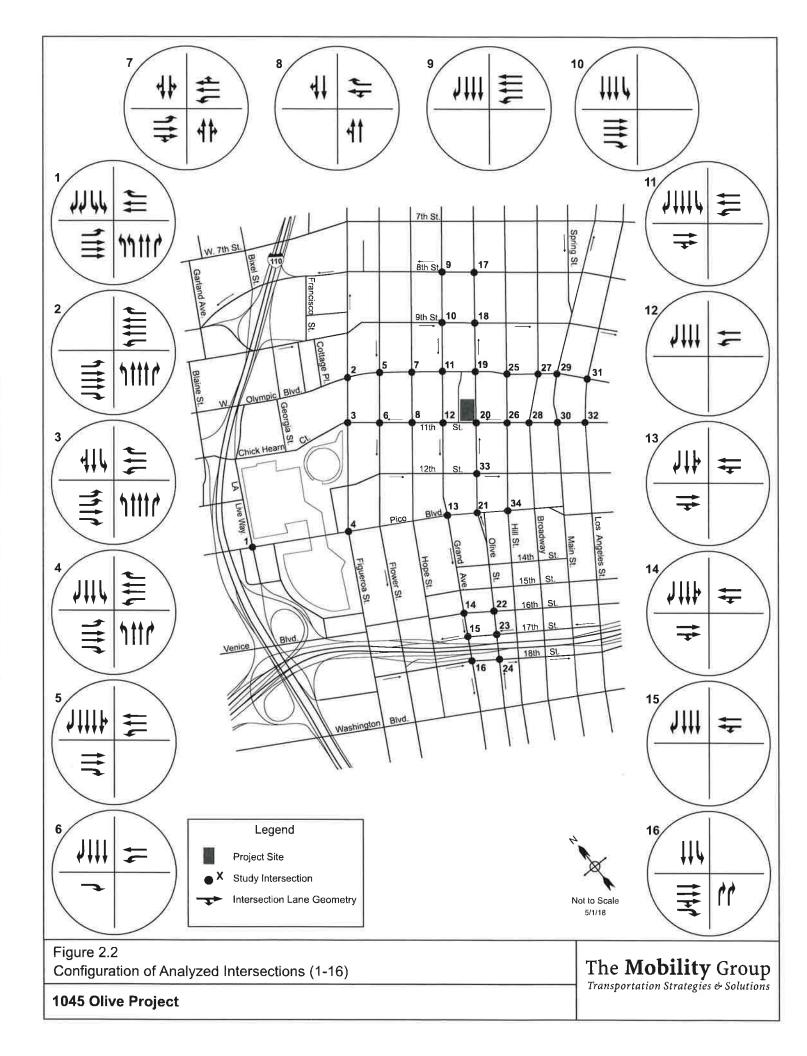
A total of thirty-four study intersections were identified, in conjunction with LADOT staff, for inclusion in the traffic analysis. The analyzed locations are shown in Figure 2.1 and were identified as locations where the majority of trips associated with the Project would be focused based on the estimated trip distribution for the Project. These locations consist of the intersections through which Project trips would travel before dispersing to multiple routes and

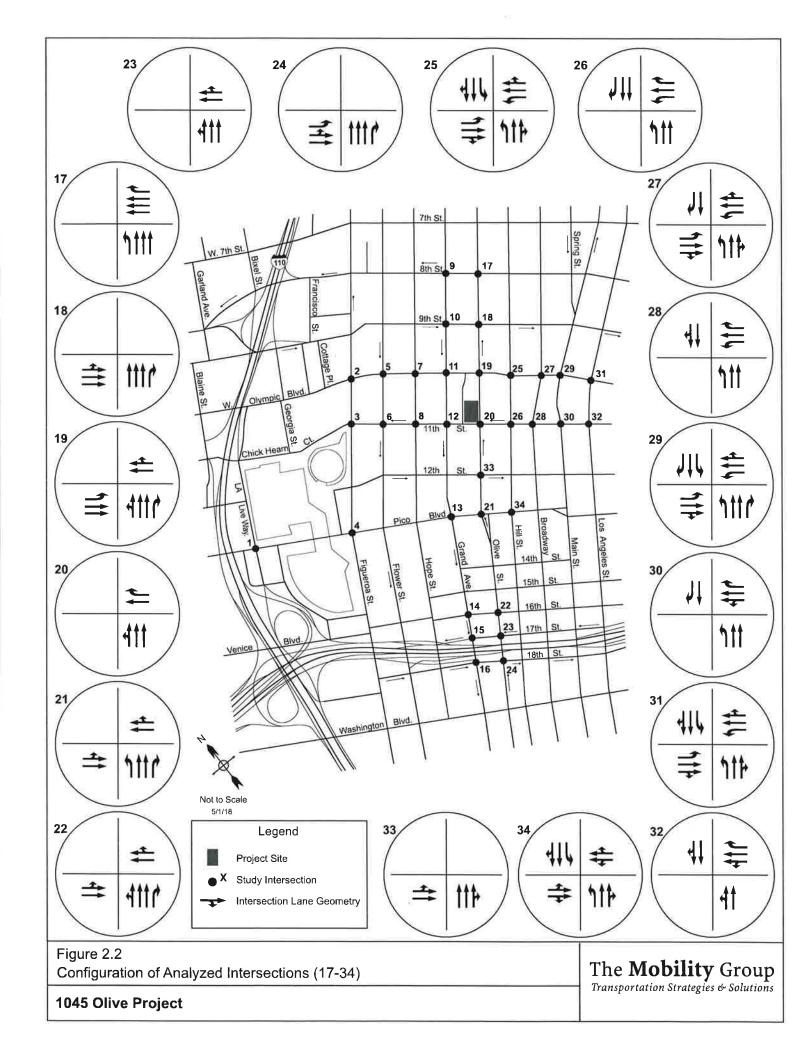
therefore were the locations where potential traffic impacts were most likely to occur. The intersections identified for analysis are as follows:

- 1. LA Live Way & Pico Boulevard
- 2. Figueroa Street & Olympic Boulevard
- 3. Figueroa Street & 11th Street
- 4. Figueroa Street & Pico Boulevard
- 5. Flower Street & Olympic Boulevard
- 6. Flower Street & 11th Street
- 7. Hope Street & Olympic Boulevard
- 8. Hope Street & 11th Street
- 9. Grand Avenue & 8th Street
- 10. Grand Avenue & 9th Street
- 11. Grand Avenue & Olympic Boulevard
- 12. Grand Avenue & 11th Street
- 13. Grand Avenue & Pico Boulevard
- 14. Grand Avenue & 16th Street
- 15. Grand Avenue & 17th Street
- 16. Grand Avenue & 18th Street
- 17. Olive Street & 8th Street
- 18. Olive Street & 9th Street
- 19. Olive Street & Olympic Boulevard
- 20. Olive Street & 11th Street
- 21. Olive Street & Pico Boulevard
- 22. Olive Street & 16th Street
- 23. Olive Street & 17th Street
- 24. Olive Street & 18th Street
- 25. Hill Street & Olympic Boulevard
- 26. Hill Street & 11th Street
- 27. Broadway & Olympic
- 28. Broadway & 11th Street
- 29. Main Street & Olympic Boulevard
- 30. Main Street & 11th Street
- 31. Los Angeles Street & Olympic Boulevard
- 32. Los Angeles Street &11th Street
- 33. Olive Street & 12th Street
- 34. Hill Street & Pico Boulevard

All of these intersections are signalized. The existing lane configurations for these thirty-four analyzed intersections are shown in Figure 2.2.







All study intersections are signalized and currently operate under the City's ATSAC system (Automated Traffic Surveillance and Control) which is a centralized control system that provides for the coordination of traffic signal timing to maximize the street capacities and to minimize traffic delays on City streets. All of these signalized intersections also operate under the City's second generation ATCS (Adaptive Traffic Control System) which utilizes enhanced surveillance and control technologies to adapt traffic signal timings to respond to actual traffic conditions on the ground to further improve the effectiveness of the ATSAC system. LADOT estimates that the effect of the ATSAC system is to improve intersection capacity by an average of 7%, and that the effect of the ATCS system is an additional increase in capacity of 3%. As all intersections in the study area operate under both ATSAC and ATCS, in accordance with LADOT procedures a capacity increase of 10% was applied to all intersections in the analysis and is reflected in the level of service calculations.

2.3 Existing Intersection Conditions

Existing Traffic Volumes

Recent traffic counts in 2017 were used for the analyzed intersections. As required by LADOT, counts were collected during the hours of 7:00-10:00 AM for the morning peak period and 3:00-6:00 PM for the PM peak period, and were conducted when schools were in session and outside of holiday periods. The existing peak hour traffic volumes are illustrated in Figures 2.3 and 2.4 for the AM and PM peak hours respectively.

Level of Service Methodology

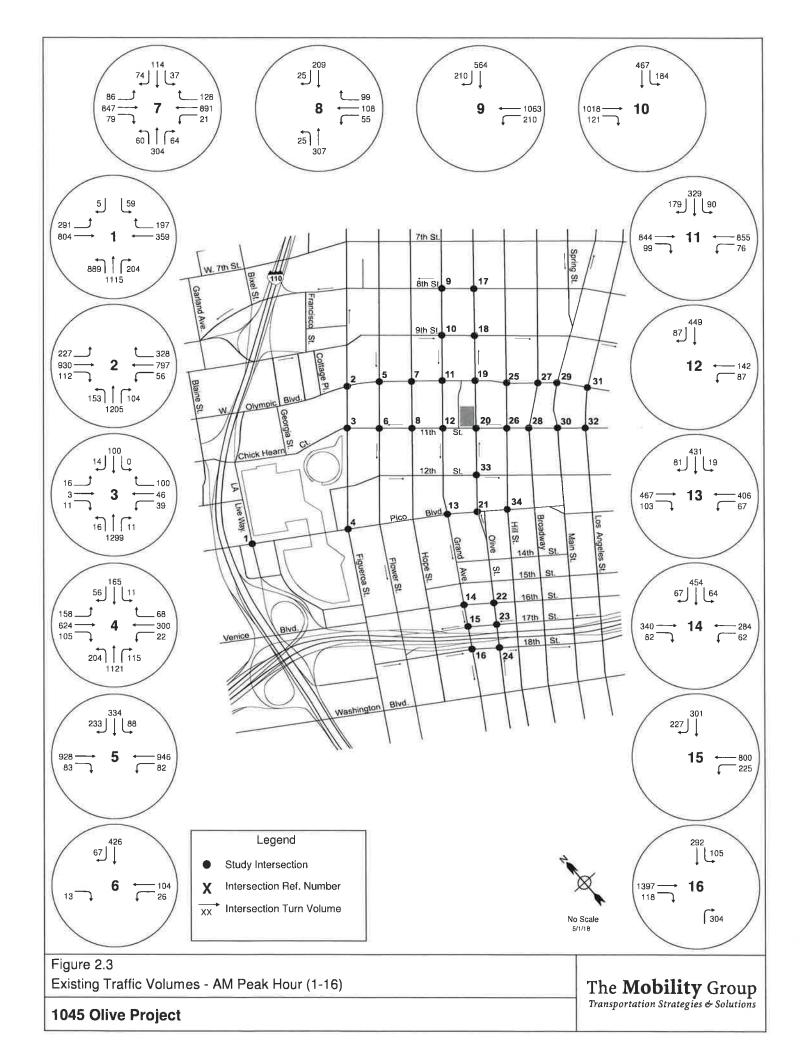
Level of service (LOS) is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F, with each level defined by a range of volume/capacity (V/C) ratios. Table 2.1 defines the ranges of V/C ratios and their corresponding levels of service for signalized intersections. Intersection analysis was conducted using the "Critical Movement Analysis (Planning Method)" as described in "Transportation Research Circular 212, Transportation Research Board, Washington D.C. 1980", and as required by LADOT's Traffic Study Policy and Procedures, to obtain volume/capacity (V/C) ratios for each intersection.

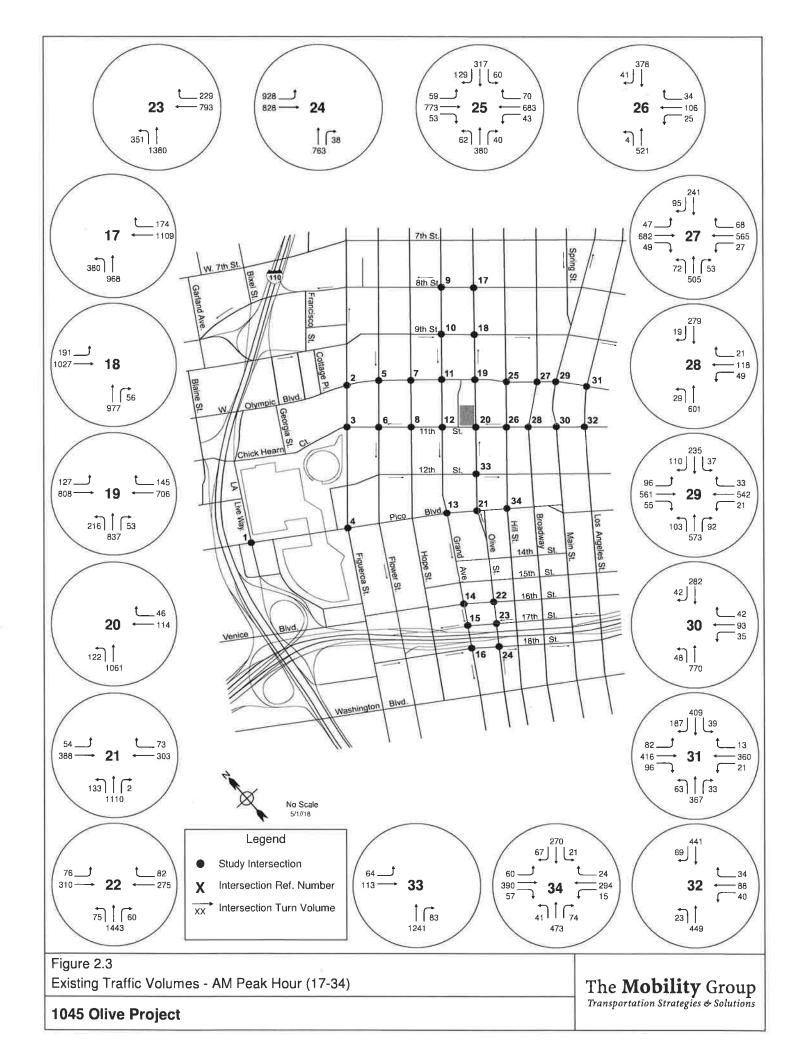
Existing Peak Hour Levels of Service

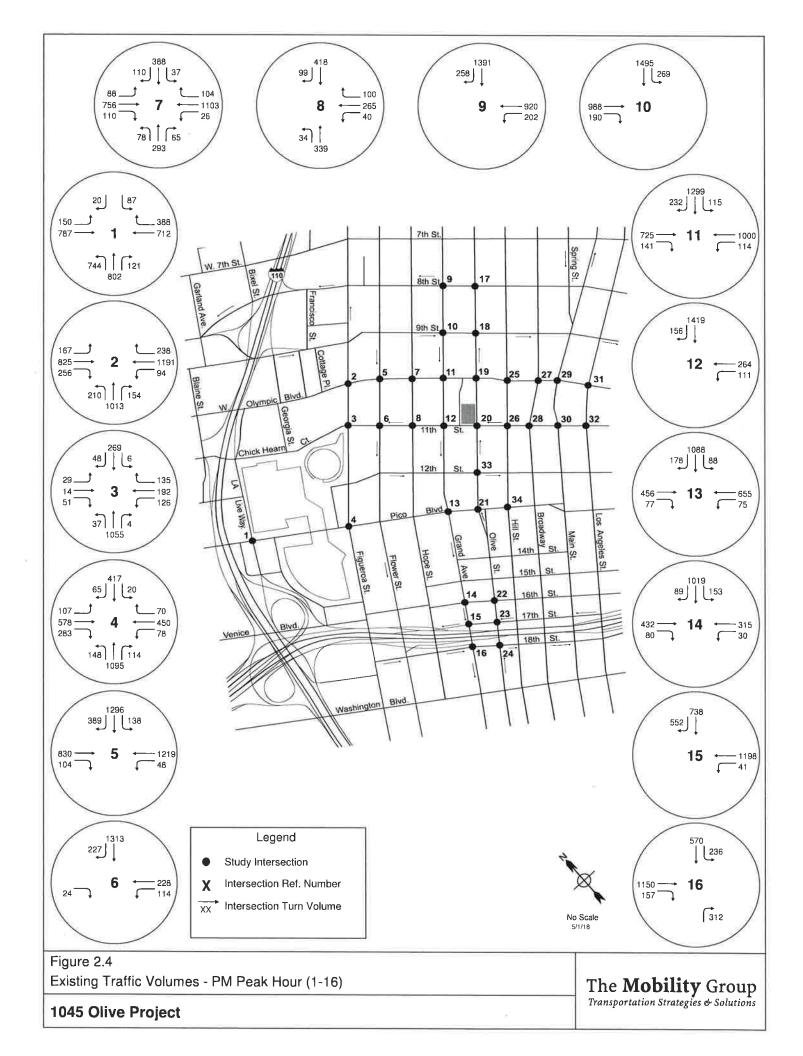
Table 2.2 summarizes the existing AM and PM peak hour V/C ratios and corresponding levels of service at the analyzed intersections.

AM Peak Hour

All of the studied intersections currently operate at LOS B or better during the AM peak hour.







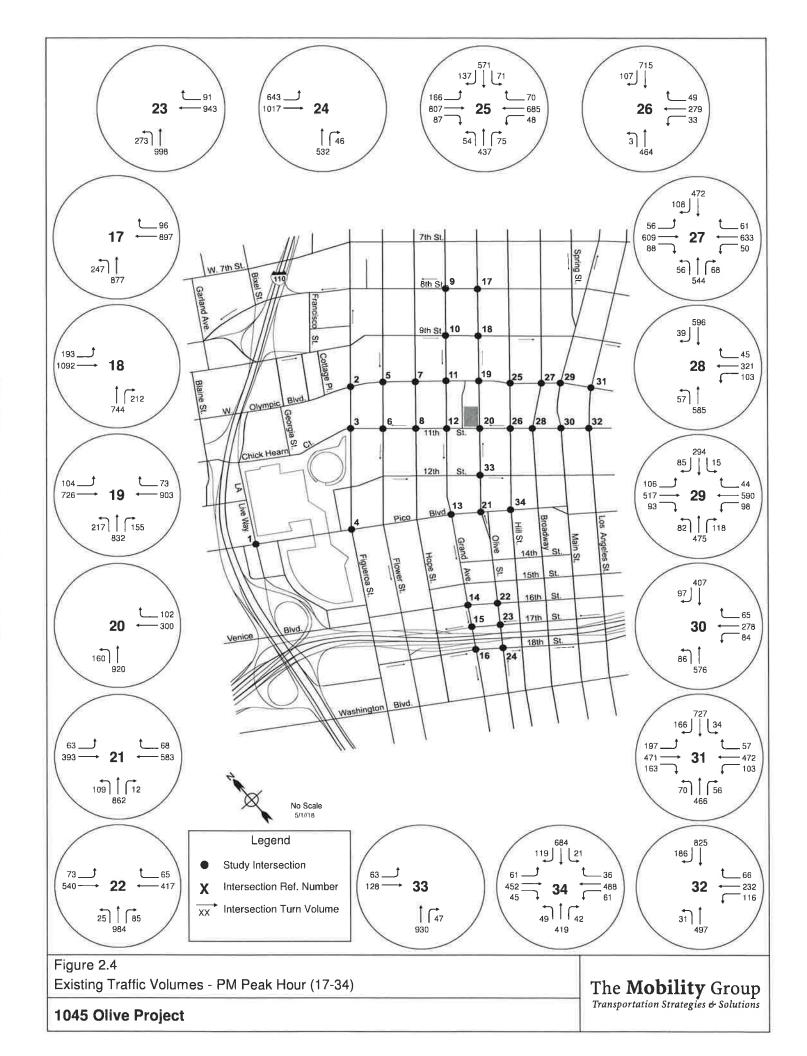


Table 2.1 Level of Service Definitions for Signalized Intersections

Level of Service	Description	Volume to Capacity
		Ratio
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	<0.600
В	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	0.601 – 0.700
С	Good operation. Occasionally drivers may have to wait for more than 60 seconds, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted.	0.701 – 0.800
D	Fair operation. Cars are sometimes required to wait for more than 60 seconds during short peaks. There is no long-standing traffic queues. This level is typically associated with design practice for peak periods.	0.801 – 0.900
Е	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	0.901 – 1.000
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersections approach lanes; therefore, volumes carried are not predictable. Potential for stopand-go type traffic flow.	Over 1.000

Source: *Highway Capacity Manual*, Special Report 209, Transportation Research Board, Washington, D.C., 1985 and *Interim Materials on Highway Capacity*, MCHRP Circular 212, 1982.

No.	Intersection		Existing (Conditions	
		AM Pea	ak Hour	PM Pea	k Hour
		V/C	LOS	V/C	LOS
1	La Live Way & Pico Boulevard	0.645	В	0.570	A
2	Figueroa Street & Olympic Boulevard	0.572	A	0.533	A
3	Figueroa Street & Chick Hearn Court	0.294	A	0.312	Α
4	Figueroa Street & Pico Boulevard	0.504	Α	0.523	Α
5	Flower Street & Olympic Boulevard	0.419	Α	0.566	Α
6	Flower Street & 11th Street	0.082	Α	0.344	Α
7	Hope Street & Olympic Boulevard	0.465	Α	0.604	В
8	Hope Street & 11th Street	0.119	Α	0.299	A
9	Grand Avenue & 8th Street	0.276	Α	0.414	Α
10	Grand Avenue & 9th Street	0.249	Α	0.451	Α
11	Grand Avenue & Olympic Boulevard	0.385	Α	0.553	Α
12	Grand Avenue & 11th Street	0.097	Α	0.391	Α
13	Grand Avenue & Pico Boulevard	0.285	Α	0.561	Α
14	Grand Avenue & Venice Boulevard	0.197	Α	0.351	Α
15	Grand Avenue & 17th Street	0.393	Α	0.681	В
16	Grand Avenue & 18th Street	0.418	Α	0.455	Α
17	Olive Street & 8th Street	0.400	Α	0.294	Α
18	Olive Street & 9th Street	0.388	Α	0.351	Α
19	Olive Street & Olympic Boulevard	0.503	Α	0.528	A
20	Olive Street & 11th Street	0.239	A	0.340	Α
21	Olive Street & Pico Boulevard	0.435	A	0.447	Α
22	Olive Street & 16th Street	0.407	Α	0.353	Α
23	Olive Street & 17th Street	0.625	В	0.527	A
24	Olive Street & 18th Street	0.459	A	0.387	A

No.	Intersection		Existing (Conditions	
		AM Pea	ak Hour	PM Pea	k Hour
		V/C	LOS	V/C	LOS
25	Hill Street & Olympic Boulevard	0.394	A	0.535	A
26	Hill Street & 11th Street	0.145	A	0.327	A
27	Broadway & Olympic Boulevard	0.379	A	0.521	A
28	Broadway & 11th Street	0.179	A	0.364	A
29	Main Street & Olympic Boulevard	0.407	A	0.461	Α
30	Main Street & 11th Street	0.199	A	0.349	A
31	Los Angeles Street & Olympic Boulevard	0.325	A	0.553	A
32	Los Angeles Street & 11th Street	0.128	A	0.374	Α
33	Olive Street & 12th Street	0.253	A	0.181	Α
34	Hill Street & Pico Boulevard	0.296	A	0.457	Α

PM Peak Hour

All of the studied intersections currently operate at LOS B or better during the PM peak hour.

2.4 Existing Transit Service

The Project Site is well served by transit. It is located in downtown Los Angeles, which is the hub of the regional transit system in the Los Angeles area. The Project Site is four blocks from the Pico Station at Flower Street & 12th Street/Pico Boulevard which serves the Metro Blue Line and the Metro Expo Line, and six blocks from the 7th Street / Metro Center Station at Figueroa Street & 7th Street, which serves the Metro Red/Purple, Blue and Expo Lines. The Project Area (within approximately one quarter mile of the Project) is currently served by a total of seven local and inter-city transit operators. Metro operates two rail lines (Metro Blue and Metro Expo lines) at the Pico & Flower Station, the Silver Line, five Rapid bus lines, two Express lines and twenty-three local lines in the Project Area. The Metro Center Station at Flower Street & 7th Street (which is served by the Metro Red and Purple Lines and Blue and Expo Lines) is also within walking distance of the Project Site. Additional transit lines include nine LADOT Commuter Express lines, two LADOT DASH bus lines (DASH D and DASH F), two Orange County Transportation Authority bus lines, eight Foothill Transit bus lines, one Big Blue Bus line and one Torrance bus line operating in the Project Area. Figure 2.5 shows transit service provided in the Project Area. Table 2.3 lists the individual rail and bus lines serving the Project Area, and indicates the frequency of service (headways) during the AM and PM peak periods.

Summary of Transit Service on Major Streets in the Project Vicinity

Olive Street/Grand Avenue

Located immediately east and west of the Project Site, Olive Street and Grand Avenue operate as a one-way couplet and carry one Metro Rapid Bus line (770), nine Metro Bus lines (14, 37, 70, 71, 76, 78, 79, 96, 378), two Commuter Express lines (CE 431, CE 437), one LADOT DASH line (DASH D), one Foothill Transit line (FT Silver Streak), one Santa Monica Transit line (BBB 10) and one Torrance Bus (T4).

Hill Street

Located one block east of the Project Site, Hill Street carries two Metro Rapid Bus lines (728, 794), ten Metro Bus lines (2, 4, 28, 48, 81, 83, 90, 91, 94, 302), one Commuter Express line (CE 419), one DASH line (DASH D).

Broadway

Located two blocks east of the Project Site, Broadway carries one Metro Rapid Bus line (745) and seven Metro Bus lines (2, 4, 30, 40, 45, 302, 330).

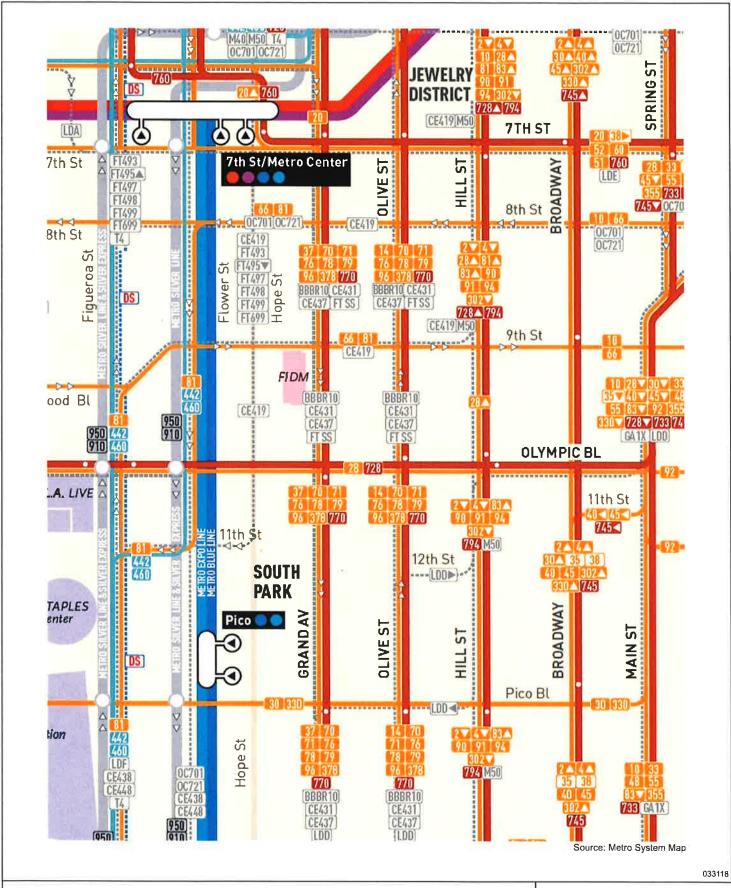


Figure 2.5 Existing Transit Service

1045 Olive Project

The **Mobility** Group

Transportation Strategies & Solutions

Table 2.3 Existing Public Transit Services

				Avera	ge Head	Average Headway (minutes)	utes)
Provider, Routes and Service Area	Street	Service Type	Hours of Operation	AM Peak Hour	k Hour	PM Peak Hour	k Hour
				NB/EB	SB/WB	NB/EB	SB/WB
Metro Rail							
Red/Purple Line - Downtown Los Angeles - North Hollywood	7th - Hill	Rail	4:50 AM - 1:30 AM (EB) 4:15 AM - 12:30 AM (WB)	5	5	5	5
Blue Line - Long Beach - Downtown Los Angeles	Flower - 7th	Rail	4:45 AM - 1:20 AM (NB) 4:45 AM - 1:30 AM (SB)	9	9	9	9
Expo Line - Santa Monica - Downtown Los Angeles	Flower - 7th	Rail	4:05 AM - 1:45 AM (EB) 4:50 AM - 1:40 AM (WB)	9	9	9	9
Metro Busway							
Silver Line 910	Figueroa - 6th / Wilshire - Flower	Busway	5:20 AM - 1:30 AM (NB) 3:55 AM - 1:20 AM (SB)	4	5	5	5
Silver Express 950x	Figueroa - 6th / Wilshire - Flower	Busway	5:20 AM - 1:30 AM (NB) 3:55 AM - 1:20 AM (SB)	4	5	5	S
Metro Bus Service							
728 - Century City - Downtown Los Angeles	Olympic - Hill/ Spring - Olympic	Rapid	5:35 AM - 9:00 PM (EB) 5:25 AM - 8:30 PM (WB)	12	20	12	15
733 - Santa Monica - Downtown Los Angeles	Main	Rapid	5:41 AM - 12:58 AM (EB) 5:12 AM - 11:20 PM (WB)	20	20	15	20
745 - Los Angeles - Downtown Los Angeles	Broadway / Main	Rapid	5:13 AM - 8:55 PM (NB) 5:08 AM - 8:50 PM (SB)	-	10	10	10
770 - Los Angeles - El Monte	Olive	Rapid	5:02 AM - 7:58 PM (EB) 5:56 AM - 9:02 PM (WB)	15	12	12	15
794 - Sylmar - Downtown Los Angeles	Hill	Rapid	4:36 AM - 8:09 PM (NB) 6:50 AM - 8:45 PM (SB)	20	20	30	30
442 - Downtown Los Angeles - Hawthorne	Figueroa - 6th/ Wilshire - Flower	Express	6:25 AM - 8:20 AM (NB) 4:15 AM - 6:30 PM (SB)	09	N/A	N/A	09

Table 2.3 Existing Public Transit Services

				Averag	ge Head	Average Headway (minutes)	utes)
Provider, Routes and Service Area	Street	Service Type	Hours of Operation	AM Peak Hour	Hour	PM Pea	PM Peak Hour
				NB/EB S	SB/WB	NB/EB	SB/WB
460 - Downtown Los Angeles - Anaheim	Figueroa - 6th/ Wilshire - Flower	Express	5:40 AM - 2:00 AM (NB) 4:00 AM - 10:30 PM (SB)	20	20	20	30
2/302 - Pacific Palisades - Downtown Los Angeles	Broadway / Hill	Local	5:53 AM - 2:20 AM (EB) 4:47 AM - 1:33 PM (WB)	20	15	12	20
4 - Santa Monica - Los Angeles	Broadway / Hill	Local	24 Hour	10	12	10	20
10 - West Hollywood - Downtown Los Angeles	Main - 8th - Hill / Hill - 9th - Main	Local	4:41 AM - 1:08 AM (EB) 5:00 AM - 11:00 PM (WB)	12	12	30	30
14 - Beverly Hills - Downtown Los Angeles	Olive / Grand	Local	24 Hour	7	6	9	6
28 - Century City - Eagle Rock	Olympic - Hill / Spring - Olympic	Local	5:09 AM - 1:30 AM (EB) 4:38 AM - 1:18 AM (WB)	12	15	15	15
30/330 - West Hollywood - East Los Angeles	Pico - Broadway / Main - Pico	Local	3:58 AM - 2:58 AM (EB) 4:18 AM - 3:18 AM (WB)	6	6	∞	9
33 - Santa Monica - Downtown Los Angeles	Main	Local	6:06 AM - 5:39 AM (EB) 4:11 AM - 3:04 AM (WB)	20	15	10	20
37 - Los Angeles - Downtown Los Angeles	Olive / Grand	Local	4:51 AM - 12:58 AM (EB) 5:09 AM - 12:14 AM (WB)	6	10	6	9
40 - Redondo Beach - Downtown Los Angeles	Broadway / Main	Local	5:38 AM - 12:56 AM (NB) 4:46 AM - 11:12 PM (SB)	12	12	15	12
45 - Rosewood - Lincoln Heights	Broadway / Main	Local	5:00 AM - 4:00 AM (NB) 3:20 AM - 2:20 AM (SB)	6	12	10	6
48 - Los Angeles to Downtown Los Angeles	Main - 8th / Hill - 9th - Main	Local	5:00 AM - 11:00 PM (NB) 4:41 AM - 11:17 PM (SB)	12	20	15	12
55/355 - Willowbrook - Downtown Los Angeles	Main	Local	5:33 AM - 8:53 PM (NB) 5:10 AM - 8:34 PM (SB)	6	20	15	12
66 - Wilshire Center - Montebello	9th / 8th	Local	4:33 AM - 12:58 AM (EB) 4:29 AM - 1:16 AM (WB)	10	20	15	∞

Table 2.3 Existing Public Transit Services

				Avera	Average Headway (minutes)	vay (min	utes)
Provider, Routes and Service Area	Street	Service Type	Hours of Operation	AM Peak Hour	K Hour	PM Peak Hour	k Hour
				NB/EB	SB/WB	NB/EB	SB/WB
70 - Los Angeles - El Monte	Olive / Grand	Local	4:51 AM - 4:12 AM (EB) 5:11 AM - 4:04 AM (WB)	15	10	15	12
71 - Los Angeles - Cal State LA Station	Olive / Grand	Local	5:59 AM - 7:28 PM (EB) 6:10 AM - 8:49 PM (WB)	20	20	30	30
76 - Downtown Los Angeles - El Monte	Olive / Grand	Local	5:10 AM - 4:12 AM (EB) 4:46 AM - 4:04 AM (WB)	15	12	15	15
78/79/378 - Downtown Los Angeles - Arcadia	Olive / Grand	Local	5:00 AM - 1:13 AM (EB) 5:09 AM - 1:05 AM (WB)	12	7	8	01
81 - South Los Angeles - Eagle Rock	Hill	Local	5:21 AM = 1:01 AM (NB) 5:17 AM = 1:06 AM (SB)	10	6	12	12
83 - Downtown Los Angeles - Eagle Rock	Broadway / Main	Local	4:57 AM - 8:21 PM (NB) 4:35 AM - 9:05 PM (SB)	09	20	30	30
90/91 - Downtown Los Angeles - Sylmar	Hill	Local	4:50 AM - 8:18 PM (NB) 5:24 AM - 9:23 PM (SB)	30	15	15	15
92 - Burbank - Downtown Los Angeles	Main	Local	5:12 AM - 10:10 PM (NB) 5:11 AM - 10:16 PM (SB)	20	20	20	20
94 - Downtown Los Angeles - Sun Valley	Hill	Local	4:21 AM - 12:02 AM (NB) 5:51 AM - 2:43 AM (SB)	20	20	30	20
96 - Downtown Los Angeles - Burbank	Olive / Grand	Local	4:22 AM - 8:00 PM (NB) 5:44 AM - 9:18 PM (SB)	30	30	30	30
Commuter Express							
CE 409 - Downtown Los Angeles - Foothill & Glonoaks	7th - Figueroa - 4th/ Flower/7th	Express	6:40 AM - 8:40 AM (SB) 4:05 PM - 5:55 PM (NB)	N/A	20	15	N/A
CE 419 - Downtown Los Angeles - Chatsworth	Figueroa - 9th - Hill/ Flower - 11th - Figueroa	Express	6:35 AM - 9:20 AM (SB) 4:00 PM - 7:20 PM (NB)	N/A	20	20	N/A
CE 422 - Downtown Los Angeles - San Fernando Valley/ Agoura Hills/Tousand Oaks	Figueroa - 4th - Hope/ Flower - 11th - Figueroa	Express	5:05 AM - 8:15 AM (NB) 4:00 PM - 8:05 PM (SB)	09	N/A	N/A	20

Table 2.3 Existing Public Transit Services

				Avera	Average Headway (minutes)	way (min	utes)
Provider, Routes and Service Area	Street	Service Type	Hours of Operation	AM Pea	AM Peak Hour	PM Peak Hour	k Hour
				NB/EB	SB/WB	NB/EB	SB/WB
CE 423 - Downtown Los Angeles - Hollywood/San Fernando Valley	Figueroa - 4th - Hope/ Flower - 11th - Figueroa	Express	6:20 AM - 8:50 AM (NB) 3:50 PM - 6:45 PM (SB)	30	N/A	N/A	20
CE 431 - Downtown Los Angeles - Westwood	Figueroa - 4th - Hope/ Flower - 6th - Grand	Express	7:00 AM - 8:40 AM (EB) 4:40 PM - 6:15 PM (WB)	30	N/A	N/A	30
CE 437 - Downtown Los angeles - Culver City	8th - Figueroa/ Flower - 6th - Grand	Express	6:40 AM - 8:45 AM (EB) 3:40 PM - 6:25 PM (WB)	30	N/A	N/A	30
CE 438 - Downtown Los Angeles - Redondo Beach	Figueroa - 4th - Hope/ Flower	Express	6:30 AM - 8:45 AM (NB) 3:55 PM - 6:25 PM (SB)	12	N/A	N/A	10
CE 448 - Downtown Los Angeles - Rancho Palos Verdes	Figueroa - 4th - Hope/ Flower	Express	6:25 AM - 8:20 AM (NB) 4:05 PM - 5:55 PM (SB)	30	N/A	N/A	20
CE 534 - Downtown Los Angeles - West Los Angeles	Olympic - Figueroa/ Flower - Olympic	Express	7:00 AM - 9:30 AM (WB) 4:00 PM - 6:30 PM (EB)	N/A	09	30	N/A
Montebello Bus							
50 - Montebello - Downtown Los Angeles	Hill	Local	5:24 AM - 9:47 PM (EB) 4:33 AM - 8:51 PM (WB)	30	30	09	30
DASH							
DASH D	Olive	DASH	5:50 AM - 7:00 PM	v	N/A	S	N/A
F - Financial District - Exposition Park/USC	Flower - Olympic	DASH	6:30 AM - 6:30 PM	10	N/A	10	N/A
Orange County Transportation Autorithy							
OC 701 - Huntington Beach - Los Angeles	Figueroa - 4th - Hope/ Hope - 4th - Flower	Express	6:35 - 7:45 AM (NB) 4:30 - 5:20 PM (SB)	0	N/A	N/A	09

Table 2.3 Existing Public Transit Services

				Avera	Average Headway (minutes)	vay (min	utes)
Provider, Routes and Service Area	Street	Service Type	Hours of Operation	AM Peak Hour	k Hour	PM Peak Hour	k Hour
				NB/EB	SB/WB	NB/EB	SB/WB
OC 721 - Fullerton - Los Angeles	Figueroa/ Flower	Express	5:45 - 9:10 AM, 5:30 - 6:15 PM (NB) 6:15 - 7:15 AM, 3:20 - 6:45 PM (SB)	09	0	09	0
Foothill Transit							
FT 493 - Downtown Los Angeles - Diamond Bar/Rowland Heights	Figueroa - 4th - Flower/ Flower - 6th - Hope	Express	5:50 AM - 9:40 AM (WB) 2:20 PM - 6:30 PM (EB)	N/A	12	12	N/A
FT 495 - Downtown Los Angeles - Industry Park & Ride	Figueroa - 4th - Flower/ Flower - 6th - Hope	Express	6:05 AM - 9:40 AM (WB) 3:00 PM - 6:30 PM (EB)	N/A	30	20	N/A
FT 496 - Downtown Los Angeles - Azusa/West Covina	Figueroa - 4th - Flower/ Flower - 6th - Hope	Express	6:00 AM - 9:10 AM (WB) 3:05 PM - 6:05 PM (EB)	N/A	30	30	N/A
FT 497 - Downtown Los Angeles - Chino Park & Ride/Industry Park & Ride	Figueroa / Flower - 6th - Hope	Express	6:10 AM - 9:25 AM (WB) 2:35 PM - 6:35 PM (EB)	N/A	15	12	N/A
FT 498 - Downtown Los Angeles - Azusa/West Covina	Figueroa / Hope	Express	5:20 AM - 9:50 AM (WB) 2:05 PM - 6:45 PM (EB)	N/A	10	∞	N/A
FT 499 - Downtown Los Angeles - San Dimas Park & Ride	Figueroa / Flower - 6th - Hope	Express	6:20 AM - 9:10 AM (WB) 2:45 PM - 6:40 PM (EB)	N/A	12	15	N/A
FT 699 - Downtown Los Angeles- Montclair/Fairplex Park & Ride	Figueroa / Flower - 6th - Hope	Express	5:10 AM - 9:55 AM (WB) 2:05 PM - 6:35 PM (EB)	N/A	10	∞	N/A
FT Silver Streak - Montclair to Los Angeles	Olive / Grand	Express	24 Hour	15	∞	10	15
Big Blue Bus							
R10 - Downtown Santa Monica to Downtown Los Angeles	Olive - 7th / Wilshire - Grand	Rapid	6:16 AM - 8:30 PM (EB) 5:45 AM - 8:55 PM (WB)	20	20	20	20
Torrance Bus							
T4 - Torrance - Downtown Los Angeles	Figueroa - 6th - Olive/ Grand - 5th - Flower	Express	6:10 AM - 9:05 AM (NB) 3:55 PM - 6:45 PM (SB)	0	N/A	N/A	30

Olympic Boulevard

Located north of the Project Site, Olympic Boulevard carries one Metro Rapid line (728), one Metro Bus line (28) and one Commuter Express line (CE 534) in an east-west direction.

8th Street/9th Street

Located two blocks north of the Project Site, 8th and 9th Streets operate as a one-way couplet and carry four Metro Local Bus lines (10, 48, 66, and 81) and one Commuter Express line (CE 419).

Pico Boulevard

Located three blocks south of the Project Site, Pico Boulevard carries one Metro Local line (30/330) and one LADOT DASH line (DASH D) in an east-west direction.

Bus Stops within one Block of the Project

Within one block of the Project Site, there are seven bus stops, which are located at the following locations:

- Olive Street north of Olympic Boulevard
- Olive Street south of Olympic Boulevard
- Olive Street south of 11th Street
- Olive Street north of 12th Street
- Grand Avenue north of Olympic Boulevard
- Grand Avenue south of Olympic Boulevard
- Grand Avenue north of 11th Street

2.4 Bicycle Facilities

Bicycle Facilities

The Mobility Plan 2035 designates a network of bicycle lanes (Tier 1, Tier 2 and Tier 3) and bicycle paths in the area of project.

Tier 1 Bicycle Lanes are bicycle facilities on arterial roadways with physical separation.

Tier 2 and Tier 3 Bicycle Lanes are bicycle facilities on arterial roadways with striped separation.

Bicycle Paths are facilities outside of the roadway.

Bicycle Routes are identified routes for bikes and are streets signed to alert drivers to bicyclists sharing the roadway spaces — often with the use of "sharrow" symbols painted on the street.

Existing bicycle facilities in the project area comprise a Bicycle Lane or Bicycle Route on the following streets, as shown in Figure 2.6:

- Grand Avenue bicycle lane
- Olive Street bicycle lane
- Broadway, north of 11th Street bicycle route
- Main Street bicycle lane
- Spring Street bicycle lane
- Figueroa Street, south of Olympic Boulevard bicycle route
- 7th Street west of Main Street bicycle lane
- 11th Street, between Broadway and Maple Avenue bicycle lane

The Mobility Plan 2035 identifies designated bicycle facilities planned for implementation over the longer term. For the area of the Project, these are discussed in Chapter 5 under Future Conditions.

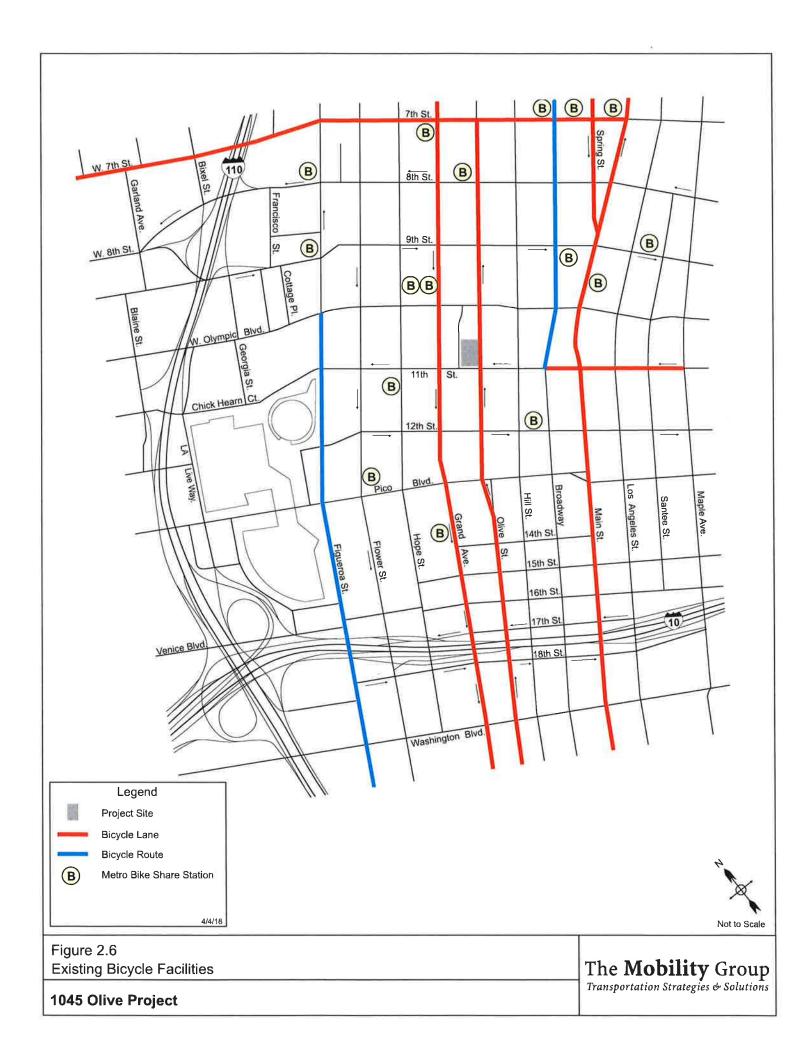
Metro Bike Share Facilities

There are sixteen existing Metro Bike Share stations in the in the area of the project, with a total of 182 bike-share docks, at the following approximate locations, as shown in Figure 2.6:

- 7th Street and Main Street
- 7th Street and Spring Street
- 7th Street and Broadway
- 7th Street and Grand Avenue
- 8th Street and Olive
- 8th Street and Figueroa Street
- 9th Street and Los Angeles Street
- 9th Street and Main Street
- 9th Street and Broadway
- 9th Street and Figueroa
- Olympic Boulevard and Grand Avenue
- Olympic Boulevard and Hope Street
- 11th Street and Hope Street
- 12th Street and Hill Street
- Pico Boulevard and Flower Street
- 14th Street and Grand Avenue

2.5 Pedestrian Facilities

The Project Site is located in an area with well-developed pedestrian facilities, including sidewalks on all streets and crosswalks at all intersections. There is currently a seventeen-foot sidewalk on Olive Street adjacent to the Project site, and a ten-foot sidewalk on 11th Street adjacent to the Project site.



According to Walkscore.com¹, the area of the Project has a walkability score of 96 (out of 100) – which is described as a "walkers paradise" where 'daily errands do not require a car'. (Walkscore also allocates a transit score of 100 - 'riders paradise, world class public transportation', and a bike score of 82 – very bikeable, flat, excellent bike lanes') to the area of the Project.

Vision Zero

The City of Los Angeles Department of Transportation is implementing a program called Vision Zero Los Angeles², which represents a citywide effort to eliminate traffic deaths in the City of Los Angeles by 2025. Vision Zero has two goals: a 20% reduction in traffic deaths by 2017 and zero traffic deaths by 2025. In order to achieve these goals, LADOT identified a network of streets, called the High Injury Network (HIN), which has a higher incidence of severe and fatal collisions, and where LADOT has determined that pedestrian enhancement improvements will be most effective in meeting these goals. The HIN is comprised of 386 corridors that represent 6% of Los Angeles' street miles, and 65% of all deaths and severe injuries involving people walking and biking occur on these 6% of streets.

This Project is not located in the High Injury Network (HIN). Streets in the vicinity of the Project Site that are located on the High Injury Network are as follows:

- Olympic Boulevard west of Main Street
- 9th Street east of Figueroa Street
- Olive Street 12th Street to Pico Boulevard
- Pico Boulevard Grand Avenue to Broadway

The Mobility Group

¹ Walk Score is a large-scale, public access walkability index that assigns a numerical walkability score to any address in the United States, Canada, and Australia. Walk Score is based on analysis of walking routes to nearby amenities, as well as measuring pedestrian friendliness by analyzing population density and road metrics such as block length and intersection density.

² Vision Zero Los Angeles 2015-2025 – Action Plan, January 2017.

3. Project Description & Transportation Characteristics

This report section provides a description of, and identifies the transportation characteristics of, the Proposed Project including trip generation totals and trip distribution characteristics.

3.1 Project Description

The Project Site is located at the north-west corner of the Olive Street & 11th Street intersection in downtown Los Angeles. The Project site is currently developed with various one-story commercial uses which will be replaced. The existing commercial uses total 35,651 sq. ft. At the time of this study, 14,653 sq. ft. were in active use as manufacturing space and 5,171 sq. ft. were in active use as retail space.

The Proposed Project will comprise approximately 794 apartment units and 12,504 sf of neighborhood serving commercial uses (which for the purposes of preparing a conservative analysis are analyzed as restaurant uses). On-site parking will include six levels of subterranean parking and eight levels of above ground parking. Up to 891 vehicle parking spaces will be provided.

Vehicle access to the Project Site will be provided by one driveway on Olive Street and two driveways on the alley. Truck access will occur from the alley to an on-site loading dock. A site plan of the project is shown in Figure 1.2 earlier in this report. Trips to the commercial uses are expected to utilize the driveway on Olive Street. Trips to the residential uses are expected to use the Olive Street driveway and both alley driveways.

Project Trip Generation

The trip generation estimates for the Project are shown in Table 3.1. These are based on trip rates found in *ITE Trip Generation 10th Edition* (Institute of Transportation Engineers, 2017), and adjustment factors considered appropriate to the type and location of the proposed Project which were developed in conjunction with, and with the approval of, LADOT. Table 3.1 summarizes the trip generation estimates for the daily, AM peak & PM peak hour periods respectively.

Background

The Project is located in an area where transit, walk and bike trips will occur due to the following factors. The Project is located in the densely developed downtown core area of Los Angeles, with many employment, retail and entertainment land uses in close proximity and within easy walking distance.

The project is located within one-quarter mile of numerous transit lines, including the Metro Blue and Exposition Lines, five Metro Rapid Bus Lines; two Metro Express Bus Lines; nine LADOT Express Bus Lines; twenty-three Metro Local Lines; and two DASH shuttle routes, as well as other regional transit operator services.

The project is also located on 11th Street where the MyFig Project is implementing a planned bicycle lane on 11th Street from Broadway to Figueroa Street that will pass directly by the Project, and improved sidewalks. The planned LA Streetcar that will circulate in downtown will also run along 11th Street adjacent to the Project (see Chapter 4 for more details).

Trip Estimates for This Study

ITE trip rates from Trip Generation, 10th Edition were used in the analysis, with the adjustments described below. The recently released 10th Edition includes numerous updates and enhancements to the trip rate information in the 9th Edition, The ITE 10th Edition no longer has separate trip rates for condominiums and apartments. Instead it has rates for multifamily housing. It also lists rates for high rise buildings, by location – "General Urban/Suburban", "Dense Multi-Use Urban", and "Center City Core", thereby providing more accurate trip rates for the type (low rise or high rise) and location of the building. Although the 10th Edition provides residential trip rates for a "Center City Core" location (such as the Proposed Project), it is an extremely small sample size, so is not used for this study. Instead the trip generation rates for "Dense Multi-Use Urban" are applied to the residential units as the next most appropriate category. Because the 10th Edition trip rates are based on the type and location of building, they already account for higher walking, bicycling, and transit use in dense urban areas. Therefore, no further adjustment factors for use of these modes were applied.

For the commercial land uses, in order to present a conservative analysis, they were assumed to be restaurant uses, split equally between quality restaurant and high turnover restaurant. For the commercial land uses, in the ITE 10th Edition either no trip rates are available for the "Dense Multi-Use Urban" or "Center City Core" categories, or the sample sizes are small for those categories, so trip rates for the "General Urban/Suburban" category were used. These rates were adjusted to reflect the Project's type and location. These adjustments, approved by LADOT and shown in Table 3.1, reflect the synergy of mixed uses in the Project and that some trips to the restaurants would come from residents of the building, that the proximity to transit would result in some residents and visitors using transit, that the proximity of the Project to other nearby destination land uses would lead to walk and bicycle trips, as well as LADOT approved reductions for pass-by trips (trips already on the road system).

The demolition of existing uses on the Project Site, would result in a small amount of existing peak hour trips being removed as shown in Table 3.1. As also shown in Table 3,1, the Project would generate net totals of 2,227 new daily vehicle trips, 196 new AM peak hour vehicle trips and 200 new PM peak hour vehicle trips.

Daily Trips

	Source 1			Da	
Land Use Assumptions	& Code	Quantity	Unils	Trip Rale	Total Trips
Existing Uses Manufacturing ^{2,3,4} (Reduction for transit trips) - 15% (Reduction for walk/bike trips) - 5%	ITE 140	14,653	SF	3,93	-58 9 2
Net Manufacturing					-47
Retail ^{2,3,5} (Reduction for transit trips) - 15% (Reduction for walk/bike trips) - 5% (Reduction for pass-by trips) - 50%	ITE 820	5,171	SF	37,75	-195 29 8 75
Net Retail					-79
Total Existing					-126
Proposed Uses Apartment ^{2,5} (Reduction for transit trips) - 0% (Reduction for walk/bike trips) - 0%	ITE 222	794	טם	2,07	1,64
Net Apartments					1,644
High-Turnover Restaurant ^{2,7} (Reduction for internal trips) - 15% (Reduction for transit trips) - 15% (Reduction for walk/bike trips) - 5% (Reduction for pass-by trips) - 20% Net High-Turnover Restaurant	ITE 932	6,252	SF	112.18	70' -10! -8! -2! -9! 38!
Quality Restaurant ^{2,8} (Reduction for internal trips) - 15% (Reduction for transit trips) - 56% (Reduction for walk/bike trips) - 50% (Reduction for pass-by trips) - 10%		6,252	SF	83.84	52- -7' -6: -1'
Net Quality Restaurant					323
Total Proposed					2,35
Total Net					2,22

AM Peak

	Source 1					AM Peak			
Land Use Assumptions	& Code	Quantity	Units		rip Rate			otal Trips	
	d Çode		-	In	Out	Total	.ln	Out	Total
Existing Uses					- 1				
Manufacturing 2,3,4	ITE 140	14,653	SF	0.48	0.14	0.62	-7	-2	-9
(Reduction for transit trips) - 15%		1 7,000	, i	0.10		0.02	1	ō	1
(Reduction for walk/bike trips) - 5%							0	0	0
Net Manufacturing							-6	-2	-8
Retail ^{2,3,5}	ITE 000	E 474	SF	0.00	0.00	0.00	٥	٥	a
(Reduction for transit trips) - 15%	ITE 820	5,171	55	0.00	0.00	0.00			0
(Reduction for transit trips) - 15%					- 1				0
(Reduction for pass-by trips) - 50%			. 1		- 1		ő	ő	0
Net Retail							0	0	- 0
Total Existing							-6	-2	-8
Proposed Uses							1		
Apartment 2,6	ITE 222	794	DU	0.03	0.18	0.21	24	143	167
(Reduction for transit trips) - 0%		1.5		1977		11-11	0	0	C
(Reduction for walk/bike trips) - 0%							o	ol	C
Net Apartments							24	143	167
27	ITE 932	6,252	SF	5.47	4.47	9.94	34	28	62
High-Turnover Restaurant ^{2,7} (Reduction for internal trips) - 15%		0,202	55	5.47	44/	9 94	-5	-4	-9
(Reduction for transit trips) - 15%							-4	-4	-8
(Reduction for walk/bike trips) - 5%							-1	-1	
(Reduction for pass-by trips) - 20%							-5	-4	-2
Net High-Turnover Restaurant							19	15	34
			1				1		
Quality Restaurant 2,8	ITE 931	6,252	SF	0.40	0.33	0.73	3	2	
(Reduction for internal trips) - 15%							-1	0	-1
(Reduction for transit trips) - 15%							0	-1	-1
(Reduction for walk/bike trips) - 5%		1		1			0	0	(
(Reduction for pass-by Irips) - 10%							0	0	
Net Quality Restaurant							2	1	
Total Proposed							45	159	204
Total Net	_	-	_				39	157	196

PM Peak

	Source 1	_				PM Pea	k Hour		
Land Use Assumptions	& Code	Quantity	Units		Trip Rate		1	otal Trips	
	4 0000			In	Out	Total	ln	Out	Total
Existing Uses Manufacturing ^{2,3,4} (Reduction for transit trips) - 15% (Reduction for walk/bike trips) - 5%	ITE 140	14,653	SF	0.21	0.46	0.67	-3. 0	-7 2 0	-10 2 :0
Net Manufacturing							-3	-5	-Е
Retail ^{2,3,5} (Reduction for transit trips) - 15% (Reduction for walk/bike trips) - 5% (Reduction for pass-by trips) - 50%	ITE 82 0	5,171	SF	1 83	1.98	3.81	-9 1 0 4	±11 2 1	-20 3
Net Retail							-4	-4	-8
Total Existing							-7	-9	-16
Proposed Uses Apartment ^{2,6} (Reduction for transit trips) - 0% (Reduction for walk/bike trips) - 0%	ITE 222	794	DU	0.13	0.06	0 19	103 0 0	48 0 0	151
Net Apartments							103	48	151
High-Turnover Restaurant ^{2,7} (Reduction for internal trips) - 15% (Reduction for transit trips) - 15% (Reduction for walk/bike trips) - 5% (Reduction for pass-by trips) - 20%	ITE 932	6,252	SF	6 06	3_71	9.77	38 -6 -5 -1 -5	23 -3 -3 -1 -3	61 -{ -{ -{ -{
Net High-Turnover Restaurant							21	13	34
Ouality Restaurant ^{2,8} (Reduction for internal trips) - 15% (Reduction for transit trips) - 15% (Reduction for walk/bike trips) - 5%	ITE 931	6,252	SF	5.23	2 57	7.80	33 -5 -4 -1	16 -2 -2 -1	49 -7 -6 -2
(Reduction for pass-by trips) - 10% Net Quality Restaurant							-2 21	-1 10	3
Total Proposed				-			145	71	216
Total Net							138	62	200

- 1. ITE Rates from Trip Generation, 10th Edition, Institute of Transportation Engineers, Washington, DC, 2017, except otherwise noted
- 2 Trip rate reductions were applied per LADOT's Transportation Impact Study Guidelines, December 2016.
- 3. Existing land use data from Crescent Heights and sile observations on 9/5/2017.
 4. Manufacturing analyzed as ITE 140 Manufacturing, Used trip rates for General Urban/Suburban.
 5. Retail analyzed as ITE 820 Shopping Center, Used trip rates for General Urban/Suburban.

- Existing Retail is closed on weekday mornings, therefore no existing trip credit is claimed for the AM peak hour.

 Apartments analyzed as ITE 222 Multifamily Housing (High Rise). Used trip rates for Dense Multi-Use Urban.

 High-Turnover Restaurant analyzed as ITE 932 High-Turnover (Sit-Down) Restaurant. Used trip rates for General Urban/Suburban.

 Quality Restaurant analyzed as ITE 931 Quality Restaurant. Used trip rates for General Urban/Suburban.

 Directional Distribution for AM peak from High-Turnover Restaurant, as none published for Quality Restaurant.

Note: Some numbers may not add up exactly due to rounding.

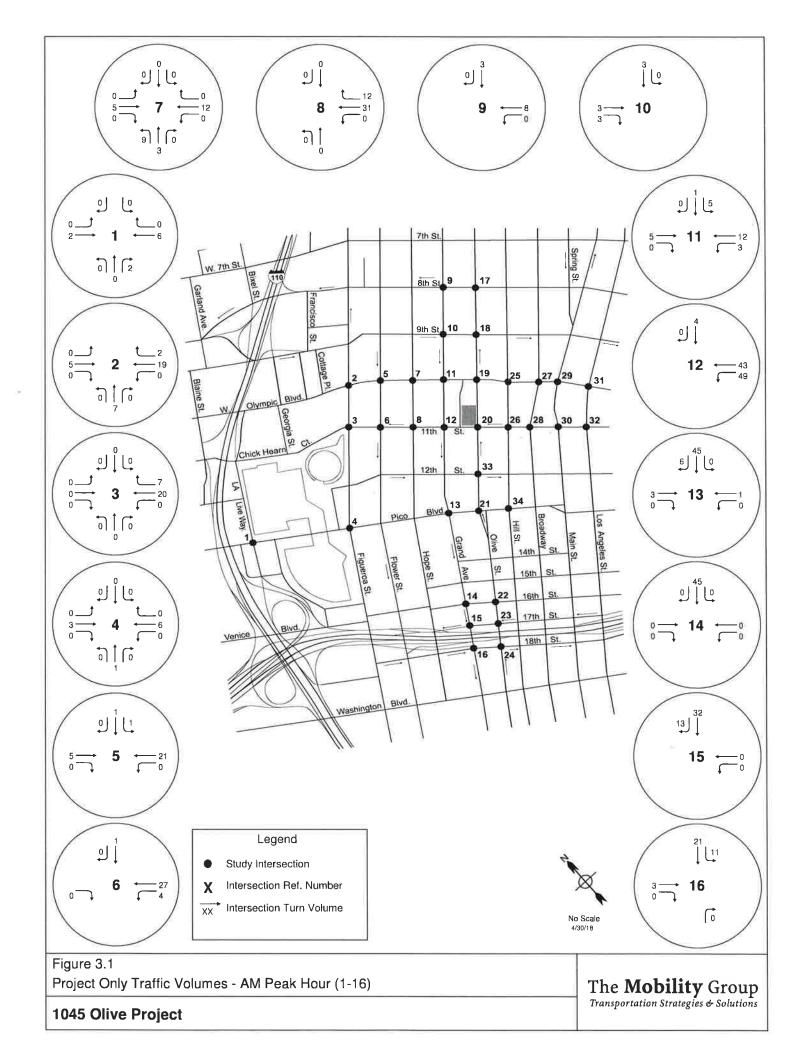
Trip Distribution

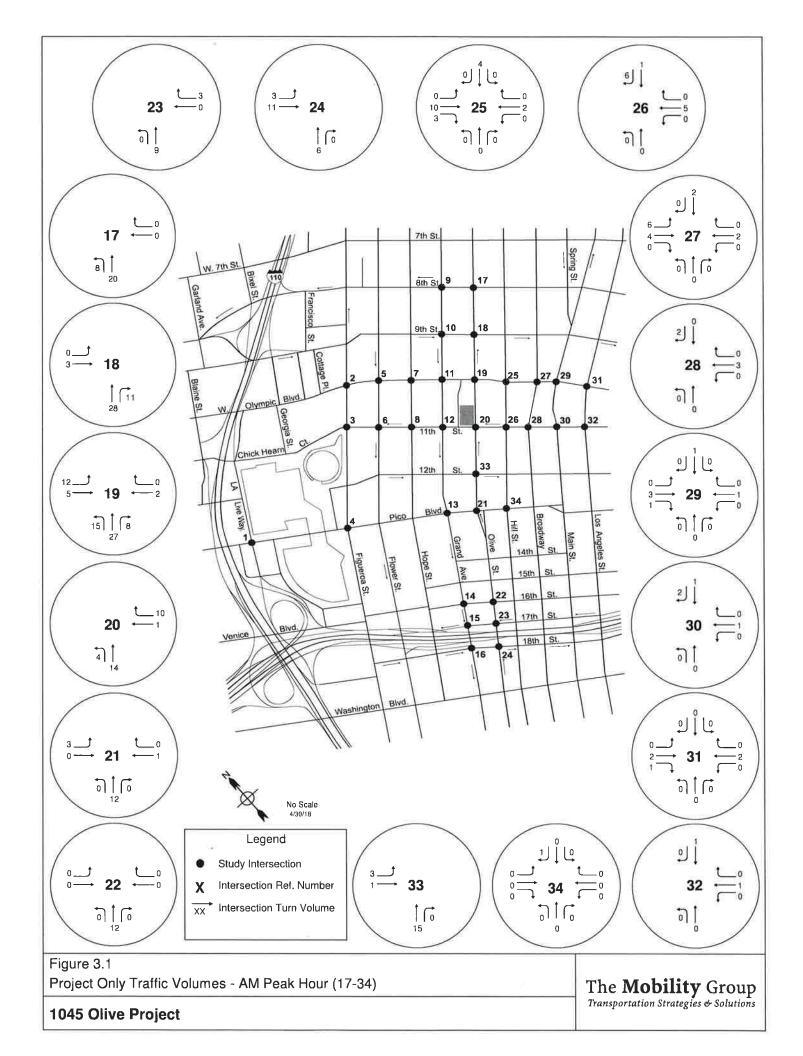
The likely distribution of Project trips was identified based on the type of land uses in the Project, the likely destinations of Project residents based on the local and regional distributions of employment and commercial destinations, the likely origins of commercial visitors based on the local distribution of population, existing traffic volumes, and the characteristics of the street system in the area of the Project. The general trip distribution pattern was developed in consultation with LADOT and the following distribution was assumed:

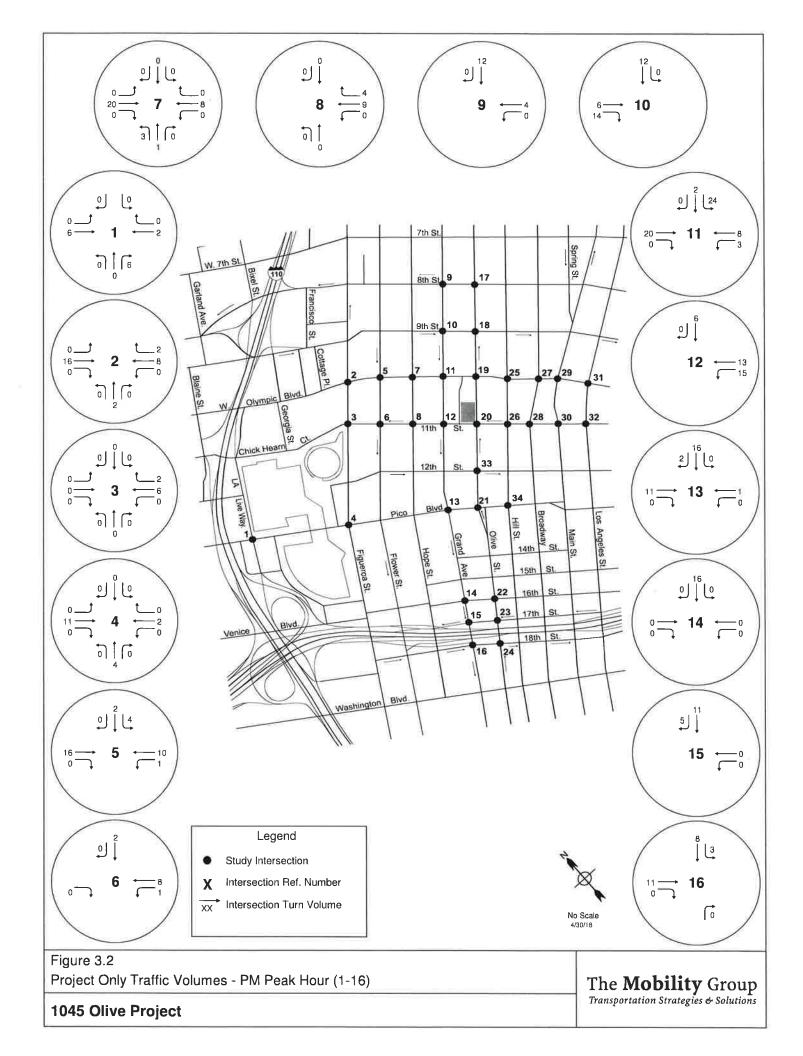
- = 25% of the trips towards the north
- 20% of the trips towards the south
- = 20% of the trips towards the east
- 35% of the trips towards the west

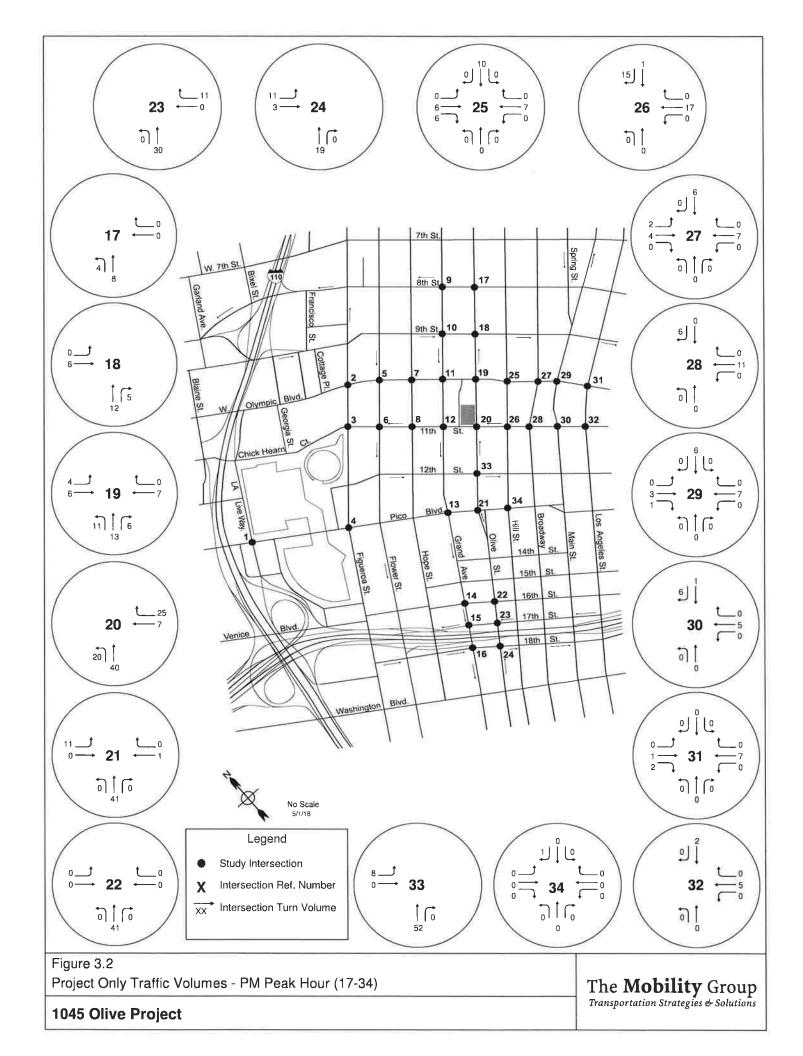
3.2 Project Traffic Projections

Project traffic was assigned to the roadway network on the basis of the parameters described above. The Proposed Project traffic volumes forecast on the roadway network are shown in Figure 3.1 for the AM peak hour, and in Figure 3.2 for the PM peak hour.









4. Existing With Project Conditions

This section of the report documents the analysis of potential Project traffic impacts in the study area for the Existing With Project conditions. Project traffic was added to existing traffic volumes and the potential for impacts evaluated. The total Existing With Project Conditions peak hour traffic volumes are illustrated in Figures 4.1 and 4.2 for the AM and PM peak hours respectively.

4.1 Project Impacts - Intersections

Significant Impact Thresholds

LADOT has established criteria to determine if project impacts are significant at an intersection. These criteria are shown below.

Definition of Significant Impact at Intersection

With Proje	ect Traffic	Project-Related Increase
LOS	V/C Ratio	in V/C Ratio
С	0.701 - 0.800	equal to or greater than 0.040
D	0.801 - 0.900	equal to or greater than 0.020
E, F	> 0.900	equal to or greater than 0.010

Using these criteria, for example, a project would not have a significant impact at an intersection if it is operating at LOS C after the addition of project traffic and the incremental change in the volume/capacity (V/C) ratio is less than 0.040. However, in another example, if the intersection is operating at LOS E or LOS F and the incremental change in V/C ratio is 0.010 or greater, then the project would be considered to have a significant impact at that location.

Existing With Project Intersection Level of Service

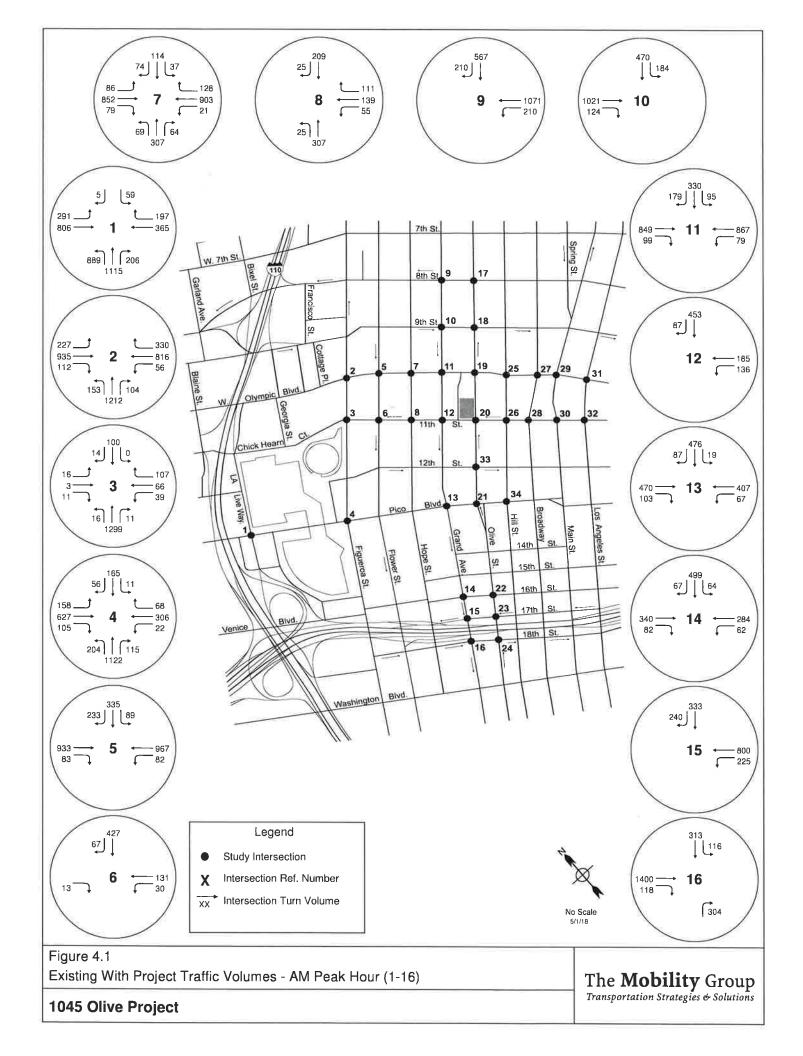
The total Existing With Project conditions peak hour traffic volumes are illustrated in Figures 4.1 and 4.2 for the AM and PM peak hours. Tables 4.1 and 4.2 summarize the level of service for the Existing With Project conditions at the analyzed intersections for the AM and PM peak hours respectively, as well as the increase in V/C ratio at each intersection, and identify if the increase constitutes a significant impact.

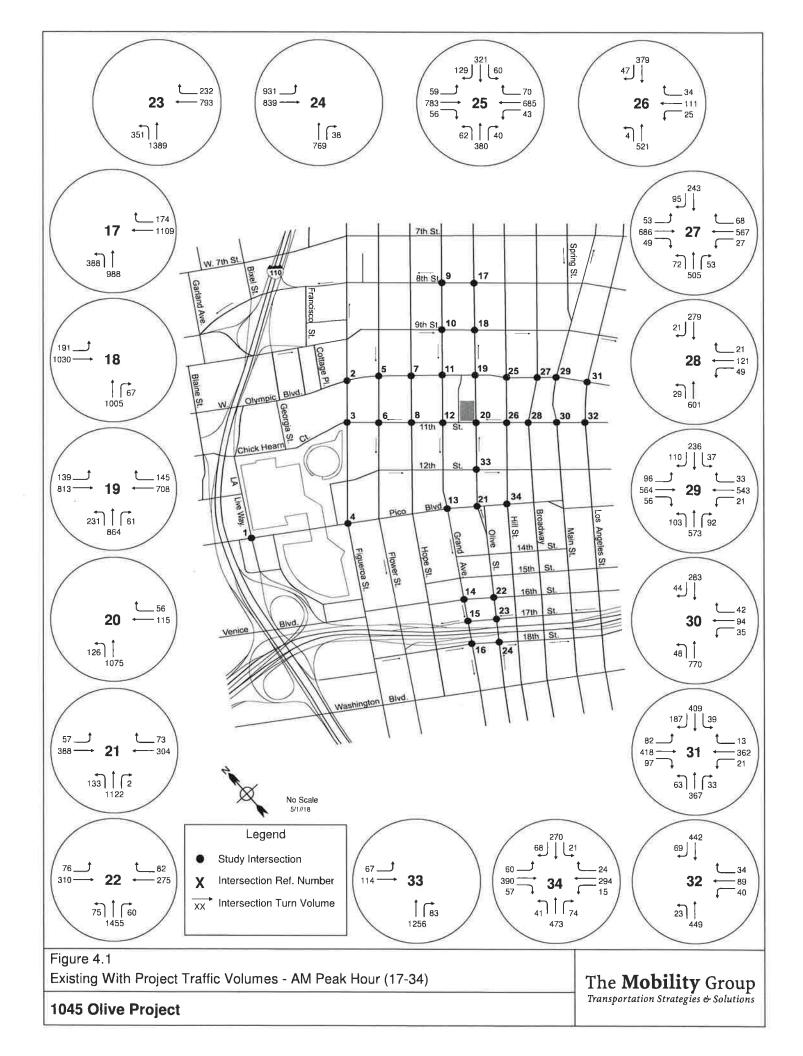
AM Peak Hour

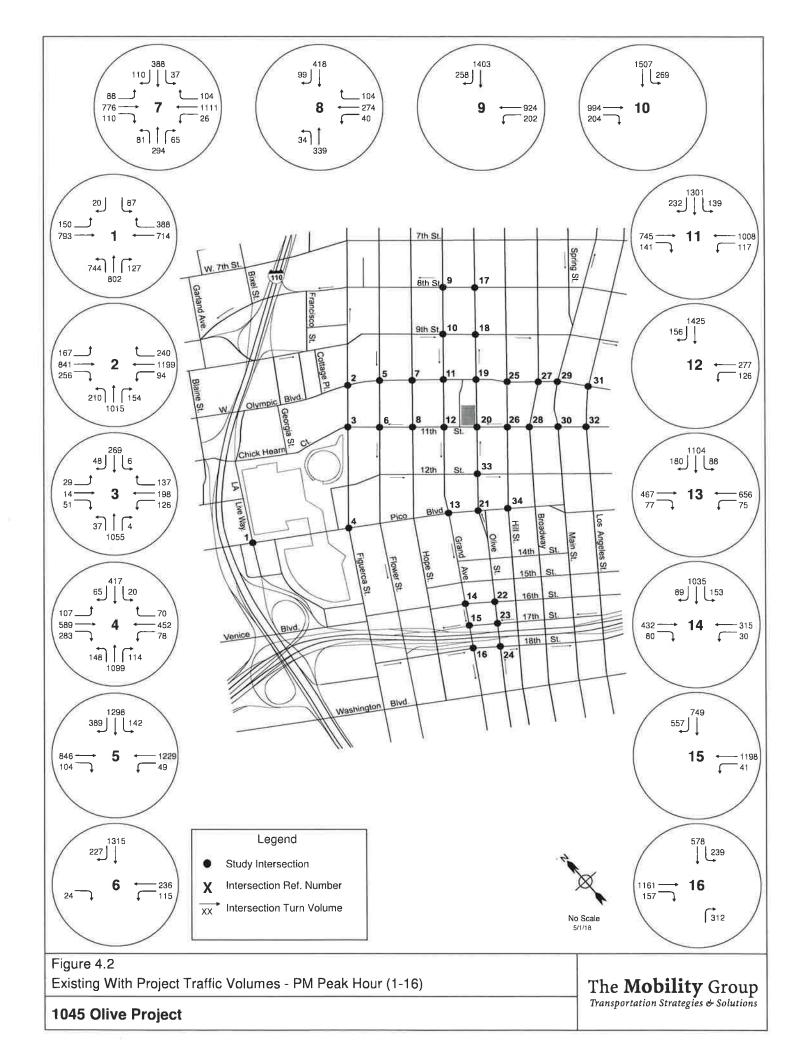
The analysis summarized in Table 4.1 indicates that for the AM peak hour, the addition of project traffic would not cause the level of service to change at any of the study intersections. All increases in volume/capacity (V/C) ratios would be less than the threshold for a significant impact to occur. It is therefore concluded that the Project would cause no significant traffic impacts in the AM peak hour.

PM Peak Hour

The analysis summarized in Table 4.2 indicates that for the PM peak hour, the addition of project traffic would not cause the level of service to change at any of the study intersections. All increases in volume/capacity (V/C) ratios would be less than the threshold for a significant impact to occur. It is therefore concluded that the Project would cause no significant traffic impacts in the PM peak hour.







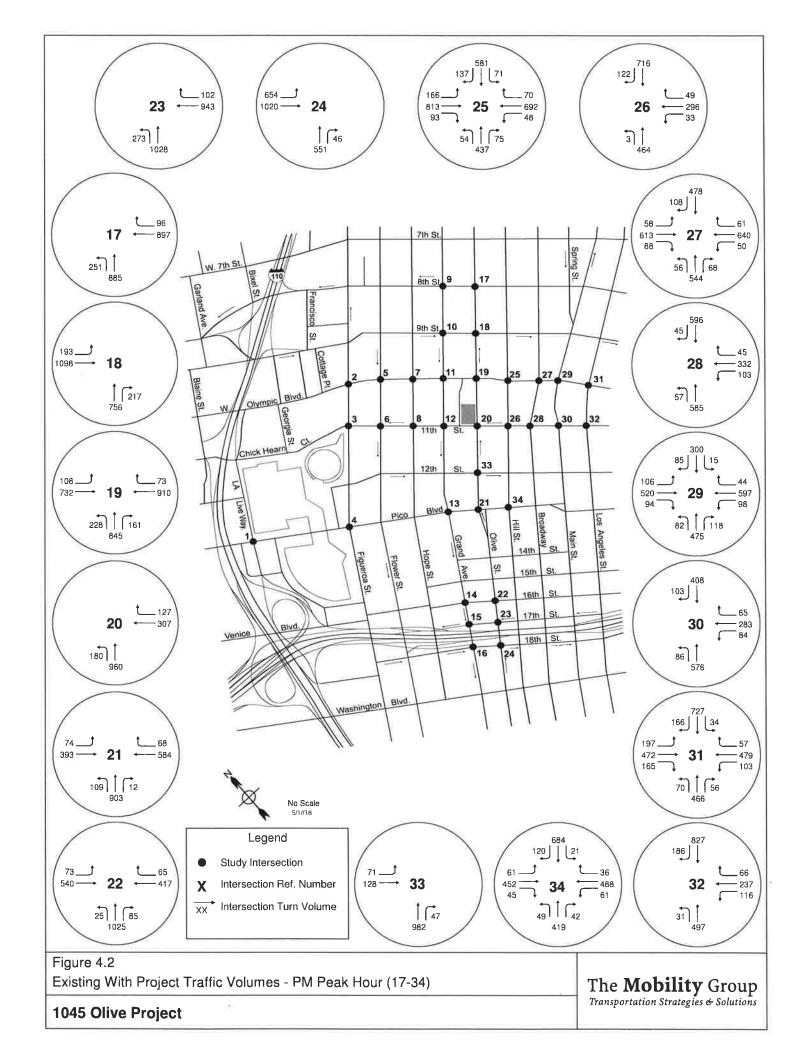


Table 4.1 Existing With Project - Intersection Level of Service AM Peak Hour

No.	Intersection		Existing Conditions		Existing With Project Conditions		Significant Impact
		V/C	LOS	V/C	LOS		
1	La Live Way & Pico Boulevard	0.645	В	0.647	В	0.002	No
2	Figueroa Street & Olympic Boulevard	0.572	A	0.574	Α	0.002	No
3	Figueroa Street & Chick Hearn Court	0.294	A	0.299	A	0.005	No
4	Figueroa Street & Pico Boulevard	0.504	Α	0.505	Α	0.001	No
5	Flower Street & Olympic Boulevard	0.419	Α	0.421	A	0.002	No
6	Flower Street & 11th Street	0.082	Α	0.091	Α	0.009	No
7	Hope Street & Olympic Boulevard	0.465	A	0.473	Α	0.008	No
8	Hope Street & 11th Street	0.119	A	0.140	Α	0.021	No
9	Grand Avenue & 8th Street	0.276	A	0.278	Α	0.002	No
10	Grand Avenue & 9th Street	0.249	Α	0.249	Α	0.000	No
11	Grand Avenue & Olympic Boulevard	0.385	A	0.388	Α	0.003	No
12	Grand Avenue & 11th Street	0.097	Α	0.124	Α	0.027	No
13	Grand Avenue & Pico Boulevard	0.285	A	0.301	Α	0.016	No
14	Grand Avenue & Venice Boulevard	0.197	A	0.207	Α	0.010	No
15	Grand Avenue & 17th Street	0.393	Α	0.402	A	0.009	No
16	Grand Avenue & 18th Street	0.418	A	0.426	Α	0.008	No
17	Olive Street & 8th Street	0.400	Α	0.405	Α	0.005	No
18	Olive Street & 9th Street	0.388	A	0.395	A	0.007	No
19	Olive Street & Olympic Boulevard	0.503	Α	0.521	A	0.018	No
20	Olive Street & 11th Street	0.239	Α	0.243	A	0.004	No
21	Olive Street & Pico Boulevard	0.435	Α	0.441	A	0.006	No
22	Olive Street & 16th Street	0.407	Α	0.410	A	0.003	No
23	Olive Street & 17th Street	0.625	В	0.629	В	0.004	No
24	Olive Street & 18th Street	0.459	Α	0.464	A	0.005	No

Table 4.1 Existing With Project - Intersection Level of Service AM Peak Hour

No.	Intersection	ı	iting itions	Pro	Existing With Project Conditions		Significant Impact
		V/C	LOS	V/C	LOS		
25	Hill Street & Olympic Boulevard	0.394	Α	0.400	Α	0.006	No
26	Hill Street & 11th Street	0.145	A	0.148	A	0.003	No
27	Broadway & Olympic Boulevard	0.379	Α	0.380	Α	0.001	No
28	Broadway & 11th Street	0.179	A	0.181	A	0.002	No
29	Main Street & Olympic Boulevard	0.407	A	0.407	A	0.000	No
30	Main Street & 11th Street	0.199	A	0.200	A	0.001	No
31	Los Angeles Street & Olympic Boulevard	0.325	A	0.327	A	0.002	No
32	Los Angeles Street & 11th Street	0.128	A	0.129	A	0.001	No
33	Olive Street & 12th Street	0.253	A	0.258	A	0.005	No
34	Hill Street & Pico Boulevard	0.296	Α	0.296	A	0.000	No

Table 4.2 Existing With Project - Intersection Level of Service PM Peak Hour

No.	Intersection	ction Existing Conditions		Existin Proj Cond	ject	Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS		
1	La Live Way & Pico Boulevard	0.570	Α	0.571	Α	0.001	No
2	Figueroa Street & Olympic Boulevard	0.533	A	0.535	Α	0.002	No
3	Figueroa Street & Chick Hearn Court	0.312	A	0.316	A	0.004	No
4	Figueroa Street & Pico Boulevard	0.523	Α	0.529	Α	0.006	No
5	Flower Street & Olympic Boulevard	0.566	Α	0.569	A	0.003	No
6	Flower Street & 11th Street	0.344	Α	0.349	Α	0.005	No
7	Hope Street & Olympic Boulevard	0.604	В	0.609	В	0.005	No
8	Hope Street & 11th Street	0.299	Α	0.305	Α	0.006	No
9	Grand Avenue & 8th Street	0.414	Α	0.417	Α	0.003	No
10	Grand Avenue & 9th Street	0.451	Α	0.455	Α	0.004	No
11	Grand Avenue & Olympic Boulevard	0.553	Α	0.563	Α	0.010	No
12	Grand Avenue & 11th Street	0.391	Α	0.401	Α	0.010	No
13	Grand Avenue & Pico Boulevard	0.561	Α	0.566	A	0.005	No
14	Grand Avenue & Venice Boulevard	0.351	Α	0.355	Α	0.004	No
15	Grand Avenue & 17th Street	0.681	В	0.685	В	0.004	No
16	Grand Avenue & 18th Street	0.455	Α	0.460	Α	0.005	No
17	Olive Street & 8th Street	0.294	Α	0.296	Α	0.002	No
18	Olive Street & 9th Street	0.351	A	0.355	Α	0.004	No
19	Olive Street & Olympic Boulevard	0.528	Α	0.539	Α	0.011	No
20	Olive Street & 11th Street	0.340	A	0.358	Α	0.018	No
21	Olive Street & Pico Boulevard	0.447	A	0.468	A	0.021	No
22	Olive Street & 16th Street	0.353	A	0.362	Α	0.009	No
23	Olive Street & 17th Street	0.527	А	0.538	A	0.011	No
24	Olive Street & 18th Street	0.387	A	0.395	A	0.008	No

No.	Intersection	Exis	ting	Existing With		Change	Significant
		Cond	itions	Pro	Project		Impact
				Cond	itions		
		V/C	LOS	V/C	LOS		
25	Hill Street & Olympic Boulevard	0.535	Α	0.540	Α	0.005	No
26	Hill Street & 11th Street	0.327	Α	0.338	Α	0.011	No
27	Broadway & Olympic Boulevard	0.521	Α	0.529	Α	0.008	No
28	Broadway & 11th Street	0.364	A	0.373	A	0.009	No
29	Main Street & Olympic Boulevard	0.461	A	0.468	Α	0.007	No
30	Main Street & 11th Street	0.349	A	0.352	A	0.003	No
31	Los Angeles Street & Olympic Boulevard	0.553	A	0.555	A	0.002	No
32	Los Angeles Street & 11th Street	0.374	A	0.377	A	0.003	No
33	Olive Street & 12th Street	0.181	A	0.195	A	0.014	No
34	Hill Street & Pico Boulevard	0.457	A	0.457	A	0.000	No

5. Future Conditions Without The Project

5.1 Traffic Forecasts

In order to evaluate the potential traffic impacts of the Project, it was necessary to first estimate and then analyze future traffic conditions without the Project. The year selected for this analysis was 2023, which is the expected year of completion of the Project.

Future traffic forecasts were estimated by forecasting two separate components of traffic growth in the study area.

The first component is the ambient growth that represents a general growth in traffic volumes due to minor new developments in the Project Area, and regional growth and development outside the study area. A growth rate of 1.0 percent per year was applied for this ambient traffic growth based on historical trends and in conjunction with LADOT¹. The existing traffic counts were therefore adjusted upward by a total of 1.0 percent a year for six years to represent the ambient growth to the Project completion year.

The second component of future growth relates to specific development projects located in the study area. These developments are projects located within an approximately 1.5-mile radius from the Project Site that are currently under construction, have received formal approval, or are under formal planning consideration and potentially could be in place by the year 2023 when the Project will be completed, and that could add traffic growth to the roadways in the study area. The following section of this chapter describes the process of estimating traffic from these related projects.

This approach is consistent with procedures outlined in Section 15130 of the CEQA Guidelines which provide two options for developing future traffic forecasts:

- "(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or
- "(B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions

¹ It is noted that the CMP provides growth factors based on regional modeling. For the Central Los Angeles area the CMP estimates an average ambient growth factor of approximately 0.2% per year. between the years of 2017 and 2023 (Exhibit D-1 of the CMP). However, an ambient growth factor of 1% per year, compounded annually, was conservatively used to adjust the existing traffic volumes to reflect the effects of the regional growth and development by year 2023, following agreement with LADOT through the MOU process,. The total ambient growth adjustment applied over the six-year period was 6.2%.

contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency."

As described above and further below, the methodology used in this study incorporates both Option A – through the incorporation of a related project list, and Option B – through the incorporation of an ambient growth factor. This approach is conservative because the analysis includes both a list of specific related projects and a general background growth factor, and also in that not all of the related projects may be ultimately built, and not all may be built by 2023 (the buildout year of the Project). The analysis therefore likely overstates the future growth in traffic for the horizon year without the Project.

5.2 Related Projects

Project List

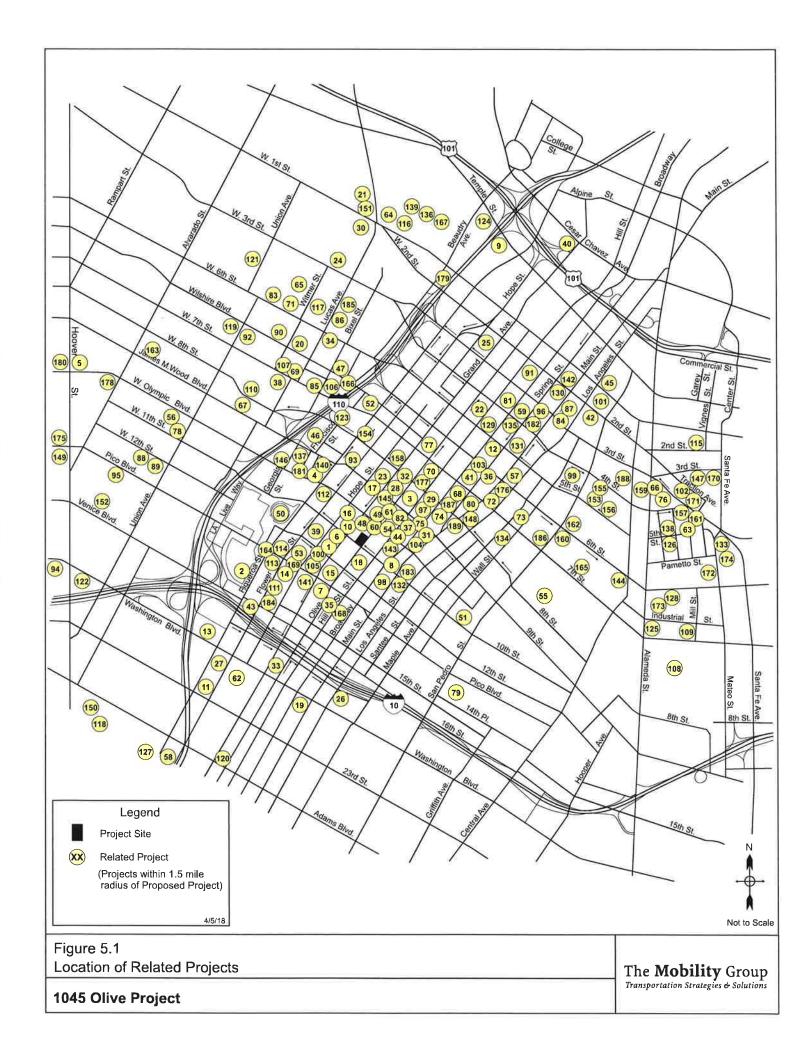
A list of proposed development projects that could affect traffic conditions in the Project Area by adding traffic volumes to study area intersections was prepared based on information obtained from LADOT, Department of City Planning, other studies and reports, and field verification and field observations. A total of 193 potential development projects were identified, the locations of which are shown in Figure 5.1 and are listed in Appendix B. This list was verified and approved by the Department of City Planning and LADOT.

It should also be noted that, again for purposes of preparing a conservative analysis, no potential street improvements or transportation mitigation measures that might be associated with any of the related projects were included in the future conditions traffic analysis (with the exception of the MyFig Project discussed later).

Project Trip Generation and Distribution

Trip generation estimates for the related projects were prepared, as shown in Appendix B. These were generally taken from the lists provided by the City, and from environmental and/or traffic studies prepared for the individual projects. Where the information was not available from previous reports, the trip generation was estimated using standard trip rates. These estimates are considered conservative in that they do not account for trip interaction between projects, and they do not in every case account for the possible use of non-auto modes such as transit, walk and bicycling.

Similarly, trip distribution estimates were also taken from the environmental/traffic studies conducted for the individual projects where available or were estimated based on an



1045 Olive Project Transportation Study

understanding of the type of the project, its location, the geographic distribution of population and employment from which project trips may be drawn, and the surrounding roadway and circulation system. It should be noted that because of the large geographic distribution of these projects, that not all of the related project trips would travel through the study area and traverse the study intersections.

Future Traffic Forecasts for 2023 Without Project Condition

The trip estimates shown in Appendix B were then added to the roadway network and combined with existing volumes and ambient traffic growth (described earlier) to provide forecasts of future baseline traffic conditions in the study area in 2023, for both the AM and PM peak periods, representing the Future Without Project conditions.

The Future Without Project peak hour traffic volumes are illustrated in Figures 5.2 and 5.3 for the AM and PM peak hours respectively.

Transportation System Changes

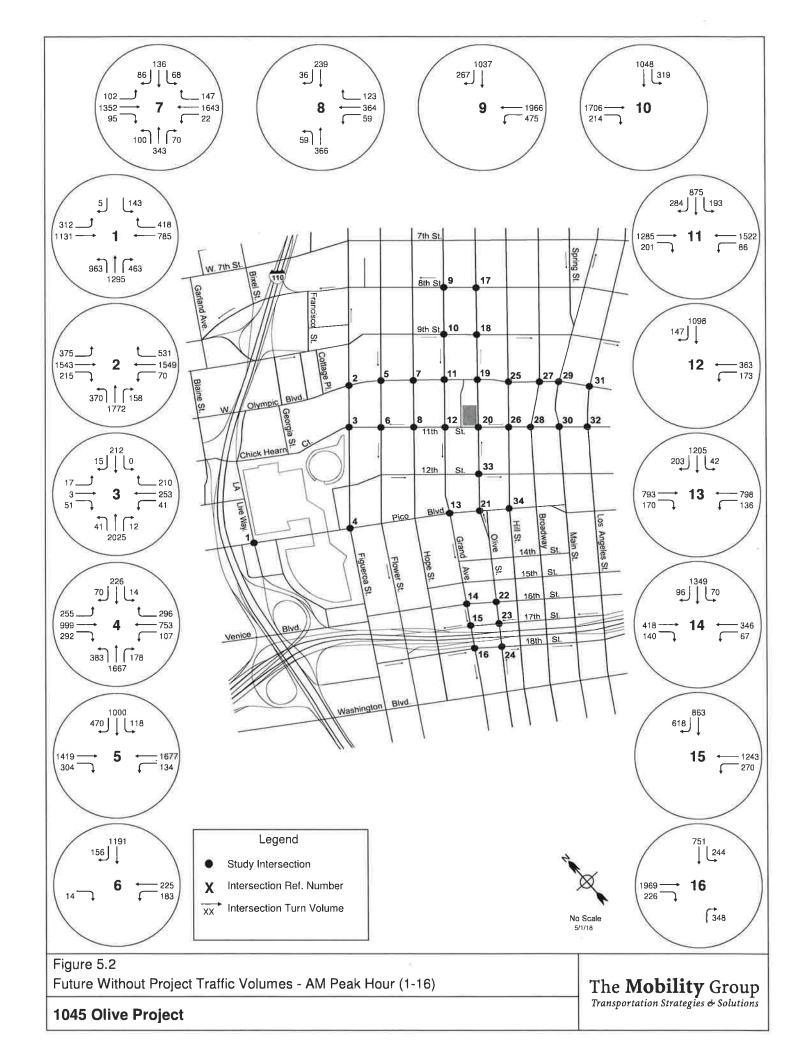
Figueroa Corridor Streetscape Project (MyFig)

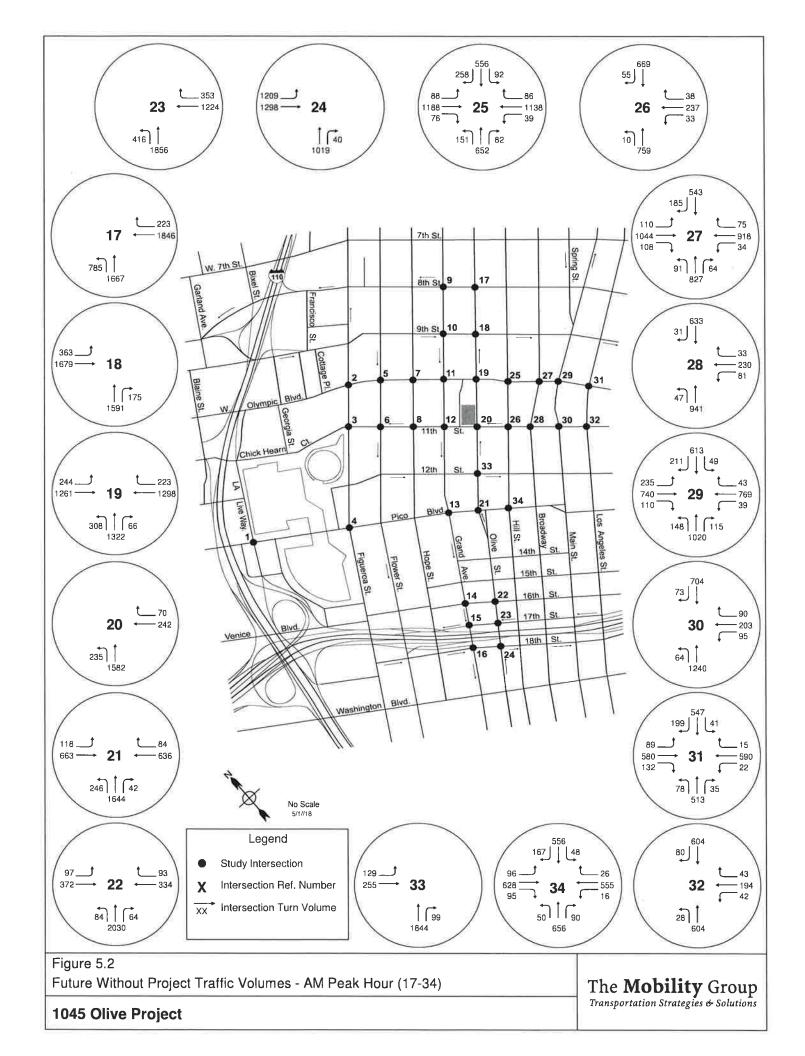
The Figueroa Streetscape (MyFig) project extends on Figueroa Street from 41st Drive to 7th Street, and on 11th Street between Broadway and Figueroa Street, and includes streetscape improvements and installation of bike lanes. In the vicinity of the Proposed Project, the MyFig Project will install a buffered bicycle lane and wider sidewalk on the north side of 11th Street. The number of traffic lanes will be reduced from two lanes to one lane, except at intersections where turning lanes will be provided. The My Fig Project improvements on 11th Street will be completed in 2018, so based on the latest available plans received from LADOT, these modifications have been incorporated in the future conditions analysis.

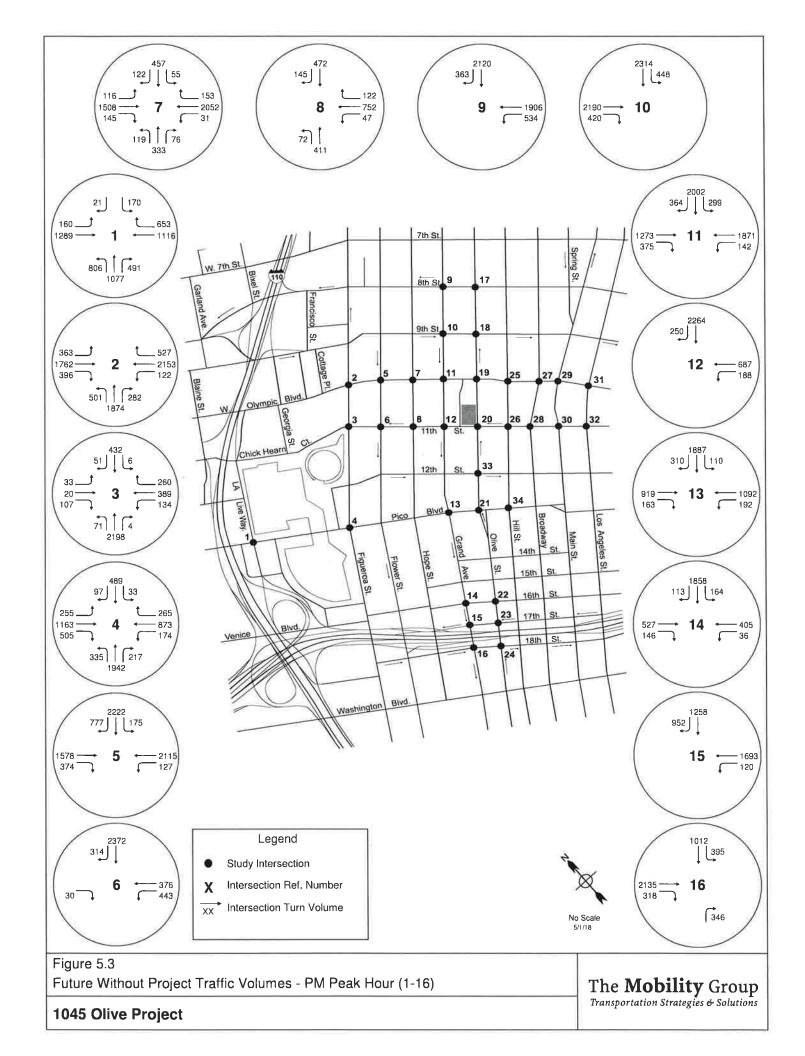
Planned Bicycle Facilities

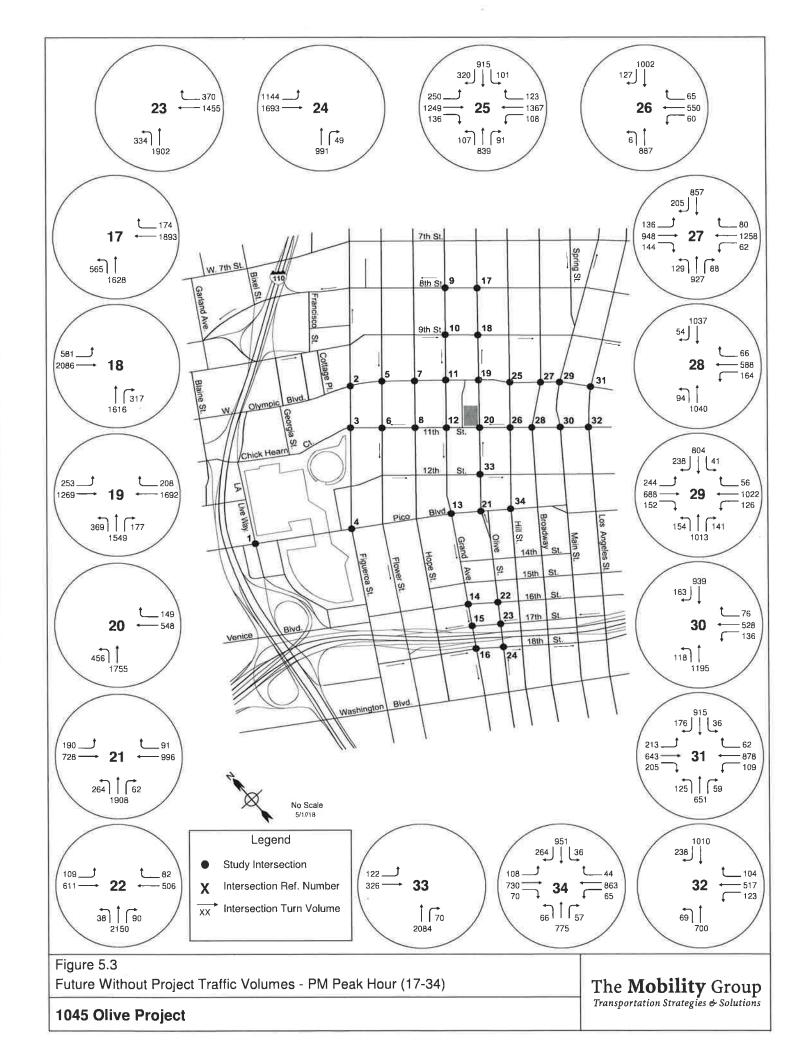
As shown in Figure 5.4, the Mobility Plan 2035 designates approximately 1,200 miles of street in the City's Bicycle Network that includes a Bicycle Enhanced Network and a Bicycle Lane Network. The Bicycle Enhanced Network consists of Bicycle Paths, Tier 1 Bicycle Lane (Protected Bicycle Lane) and Neighborhood Enhanced Network. The Bicycle Lane Network consists of Tier 2 and Tier 3 Bicycle Lanes.

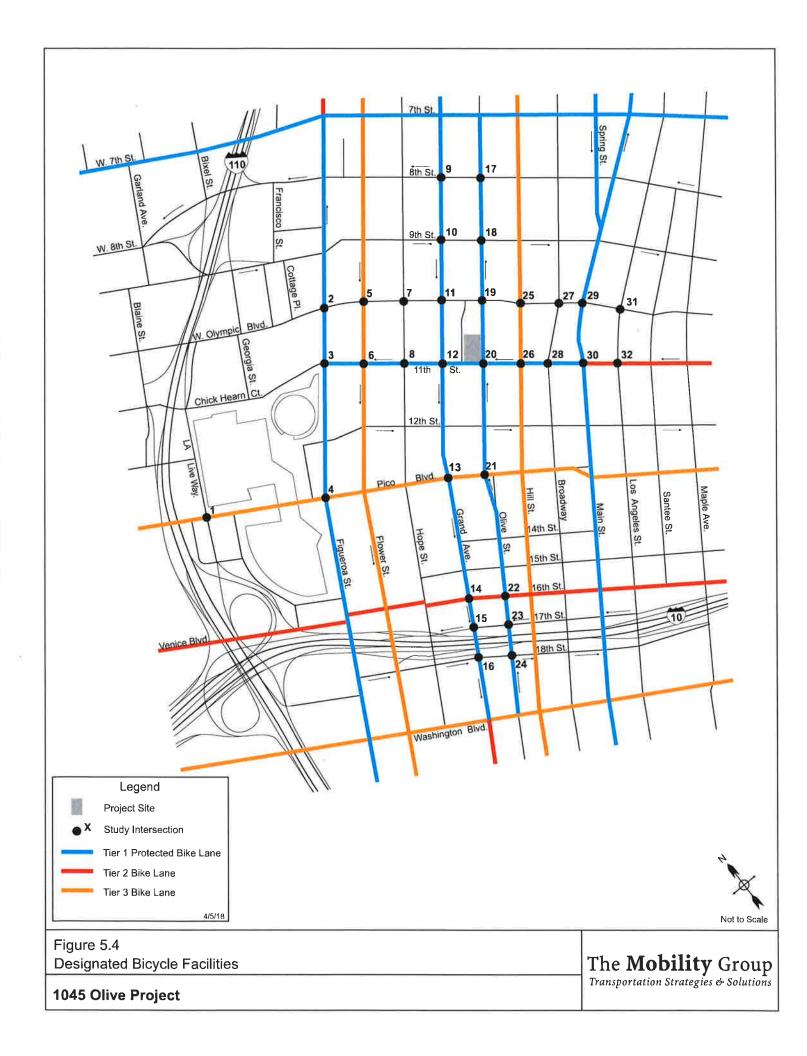
In the area of the Project, the Mobility Plan 2035 recommends Tier 1 bike lanes along Figueroa Street south of 7th Street, on Grand Avenue north of Washington Boulevard, on Olive Street between 7th Street and Washington Boulevard, on Main Street, on 11th Street between Figueroa Street and Main Street, and on 7th Street; Tier 2 bike lanes along Figueroa Street north of 7th Street, on 11th Street east of Main Street, and on 16th Street; Tier 3 bike lanes on Flower Street,











on Hill Street north of Washington Boulevard, on Pico Boulevard, and on Washington Boulevard.

Several facilities have already been implemented, including a bike lane on Olive Street, a bike lane on Grand Avenue, a bike lane on Main Street, and a bike lane on 7th Street. These facilities are therefore all included in the Existing Conditions analysis prepared in Chapter 2.

For the remaining facilities, the Mobility Plan 2035 will implement the overall list of improvements in phases over many years, and in many cases the proposals are conceptual and the plan does not identify the specific street configurations or geometries that will be necessary to accommodate the proposed bike lanes on those streets – which are details to be worked out in the future.

At the time of preparing this report, with the exception of the MyFig Project, none of the designated planned facilities in the area as identified above and shown in Figure 5.4 are programmed for completion before the Project design year of 2023 so there are no definitive details on roadway layouts to accommodate the improvements, and so they are not included in the following analysis. These facilities will be evaluated by LADOT over time as the Mobility Plan 2035 is implemented in future phases.

Los Angeles Streetcar (Restoration of Historic Streetcar Service in Downtown Los Angeles) (CRA/Metro/Los Angeles Streetcar Inc)

The Streetcar Project is located in downtown Los Angeles and would consist of a 3.8-mile project alignment that would run along 1st Street, Broadway, 11th Street, Figueroa Street, 7th Street, and Hill Street. The streetcar system would run within existing traffic lanes and would consist of a fleet of electric-powered vehicles utilizing a track and roadway configuration allowing for mixed-flow operations of streetcar vehicles and automobiles.

An Environmental Impact Report (EIR) has been certified for this project. The adopted alignment is as follows:

• Construct and implement streetcar service along a one-way loop that would run from 1st Street on the north, travel south through downtown Los Angeles on Broadway to 11th Street, turn west along 11th Street and continue to Figueroa Street, turn north on Figueroa Street and continue to 7th Street, turn along 7th Street and continue to Hill Street and turn north on Hill Street back to 1st Street.

The Streetcar alignment would run adjacent to the southern edge of the Project Site in the shared traffic lane. Access to the alley would be maintained. The implementation date for the Streetcar Project is currently uncertain. No street configuration changes are therefore included in this study. While the introduction of the streetcar could potentially reduce traffic volumes by providing an increase in transit options and service, no such reduction was included in the impact analysis for this project in order to prepare a conservative analysis.

Metro Regional Connector

The Regional Connector Transit Corridor is a 1.9 mile fully underground light-rail transit line that will connect the Metro Gold Line to the Metro Blue Line and the Metro Expo Line. The line will run north from 7th Street/Metro Center Station to 2nd Street where it will turn east and connect with the Gold Line in Little Tokyo and then to Union Station. Metro is constructing stations that will be located at 2nd Street/Hope Place, at 2nd Street/ Broadway, and at 1st Street/Central Avenue. This will enable the provision of continuous service between the Blue/Exposition Lines and the Gold Line through Downtown. From the Metro Gold Line, passengers will be able to travel from Azusa to Long Beach and from East Los Angeles to Santa Monica without transferring lines. This project will improve the connectivity of the regional transit system and improve access to Downtown from the region. Metro expects completion of this project by 2020. As the line is entirely underground it will not alter the configuration of any intersections along its alignment, which is to the north of the Project study area. While the introduction of the regional connector could potentially reduce traffic volumes in downtown by providing an increase in transit options and service, no such reduction was included in the impact analysis for this project in order to prepare a conservative analysis.

Pedestrian Network

The Mobility Plan 2035 defines Pedestrian Enhanced Districts to identify "where pedestrian improvements on arterial streets could be prioritized to provide better walking connections to/from many destinations within communities." The Mobility Plan 2035 aims to promote walking and reduce reliance on other modes for shorter trips by providing more attractive and wider sidewalks, and adding pedestrian signalization, street trees, and other design features that encourage people to take trips on foot instead of by car.

The Mobility Plan 2035, in identifying Pedestrian Enhanced Districts, has designated the following arterial streets in the area of the Project as Pedestrian Street Segments:

- Figueroa Street
- Flower Street
- Hope Street
- Grand Avenue
- Olive Street
- Hill Street
- Broadway
- Main Street
- 7th Street
- 8th Street
- 9th Street
- Olympic Boulevard
- Pico Boulevard

5.3 Future Intersection Conditions Without the Project

Future Without Project Intersection Level of Service

The Future Without Project traffic forecasts were evaluated to determine the V/C ratio and LOS for the analyzed intersections for both the AM peak hour and the PM peak hour. The results are shown in Table 5.1 and Table 5.2, which summarize the intersection levels of service calculated for the Future Without Project conditions, and compares them to existing conditions levels of service.

AM Peak Hour

All studied intersections would operate at LOS D or better during the AM peak hour, except the following four intersections that would operate at LOS E or LOS F:

1.	LA Live Way & Pico Boulevard	LOS E
19.	Olive Street & Olympic Boulevard	LOS E
23.	Olive Street & 17th Street	LOS E
2.	Figueroa Street & Olympic Boulevard	LOS F

PM Peak Hour

Nineteen of the studied intersections would operate at LOS D or better during the PM peak hour. The remaining fifteen intersections that would operate at LOS E or LOS F:

3.	Figueroa Street & Chick Hearn Court	LOS E
10.	Grand Avenue & 9th Street	LOS E
11.	Grand Avenue & Olympic Boulevard	LOS E
2.	Figueroa Street & Olympic Boulevard	LOS F
4.	Figueroa Street & Pico Boulevard	LOS F
5.	Flower Street & Olympic Boulevard	LOS F
7.	Hope Street & Olympic Boulevard	LOS F
13.	Grand Avenue & Pico Boulevard	LOS F
15.	Grand Avenue & 17th Street	LOS F
19.	Olive Street & Olympic Boulevard	LOS F
21.	Olive Street & Pico Boulevard	LOS F
23.	Olive Street & 17th Street	LOS F
25.	Hill Street & Olympic Boulevard	LOS F
27.	Broadway & Olympic Boulevard	LOS F
29.	Main Street & Olympic Boulevard	LOS F

No.	Intersection	Existing C	Conditions	Future Without Project Condition		
		V/C	LOS	V/C	LOS	
1	La Live Way & Pico Boulevard	0.645	В	0.905	Е	
2	Figueroa Street & Olympic Boulevard	0.572	Α	1.158	F	
3	Figueroa Street & Chick Hearn Court	0.294	Α	0.827	D	
4	Figueroa Street & Pico Boulevard	0.504	Α	0.887	D	
5	Flower Street & Olympic Boulevard	0.419	Α	0.776	С	
6	Flower Street & 11th Street	0.082	Α	0.315	Α	
7	Hope Street & Olympic Boulevard	0.465	Α	0.781	С	
8	Hope Street & 11th Street	0.119	Α	0.324	Α	
9	Grand Avenue & 8th Street	0.276	A	0.567	Α	
10	Grand Avenue & 9th Street	0.249	Α	0.512	Α	
11	Grand Avenue & Olympic Boulevard	0.385	Α	0.647	В	
12	Grand Avenue & 11th Street	0.097	Α	0.386	A	
13	Grand Avenue & Pico Boulevard	0.285	A	0.763	С	
14	Grand Avenue & Venice Boulevard	0.197	A	0.446	Α	
15	Grand Avenue & 17th Street	0.393	A	0.817	D	
16	Grand Avenue & 18th Street	0.418	A	0.666	В	
17	Olive Street & 8th Street	0.400	A	0.833	D	
18	Olive Street & 9th Street	0.388	Α	0.707	C	
19	Olive Street & Olympic Boulevard	0.503	A	0.932	Е	
20	Olive Street & 11th Street	0.239	A	0.465	A	
21	Olive Street & Pico Boulevard	0.435	A	0.827	D	
22	Olive Street & 16th Street	0.407	A	0.577	A	
23	Olive Street & 17th Street	0.625	В	0.931	E	
24	Olive Street & 18th Street	0.459	A	0.684	В	

No.	Intersection	Existing Conditions		Future Without Project Conditions		
		V/C	LOS	V/C	LOS	
25	Hill Street & Olympic Boulevard	0.394	A	0.739	С	
26	Hill Street & 11th Street	0.145	A	0.311	A	
27	Broadway & Olympic Boulevard	0.379	A	0.729	С	
28	Broadway & 11th Street	0.179	Α	0.367	Α	
29	Main Street & Olympic Boulevard	0.407	Α	0.884	D	
30	Main Street & 11th Street	0.199	Α	0.511	Α	
31	Los Angeles Street & Olympic Boulevard	0.325	Α	0.462	Α	
32	Los Angeles Street & 11th Street	0.128	Α	0.225	A	
33	Olive Street & 12th Street	0.253	Α	0.460	Α	
34	Hill Street & Pico Boulevard	0.296	Α	0.497	Α	

No.	Intersection	Existing C	Existing Conditions		Future Without Project Conditions		
		V/C	LOS	V/C	LOS		
1	La Live Way & Pico Boulevard	0.570	A	0.849	D		
2	Figueroa Street & Olympic Boulevard	0.533	Α	1.316	F		
3	Figueroa Street & Chick Hearn Court	0.312	A	1.000	Е		
4	Figueroa Street & Pico Boulevard	0.523	Α	1.073	F		
5	Flower Street & Olympic Boulevard	0.566	Α	1.123	F		
6	Flower Street & 11th Street	0.344	Α	0.743	C		
7	Hope Street & Olympic Boulevard	0.604	В	1.022	F		
8	Hope Street & 11th Street	0.299	Α	0.687	В		
9	Grand Avenue & 8th Street	0.414	Α	0.795	С		
10	Grand Avenue & 9th Street	0.451	Α	0.901	Е		
11	Grand Avenue & Olympic Boulevard	0.553	Α	0.989	Е		
12	Grand Avenue & 11th Street	0.391	Α	0.861	D		
13	Grand Avenue & Pico Boulevard	0.561	Α	1.294	F		
14	Grand Avenue & Venice Boulevard	0.351	A	0.598	A		
15	Grand Avenue & 17th Street	0.681	В	1.139	F		
16	Grand Avenue & 18th Street	0.455	A	0.810	D		
17	Olive Street & 8th Street	0.294	A	0.697	В		
18	Olive Street & 9th Street	0.351	A	0.852	D		
19	Olive Street & Olympic Boulevard	0.528	A	1.128	F		
20	Olive Street & 11th Street	0.340	A	0.757	С		
21	Olive Street & Pico Boulevard	0.447	A	1.025	F		
22	Olive Street & 16th Street	0.353	A	0.663	В		
23	Olive Street & 17th Street	0.527	A	1.005	F		
24	Olive Street & 18th Street	0.387	A	0.751	С		

No.	Intersection	Existing (Existing Conditions		Future Without Project Conditions		
		V/C	LOS	V/C	LOS		
25	Hill Street & Olympic Boulevard	0.535	A	1.047	F		
26	Hill Street & 11th Street	0.327	A	0.605	В		
27	Broadway & Olympic Boulevard	0.521	A	1.094	F		
28	Broadway & 11th Street	0.364	A	0.719	С		
29	Main Street & Olympic Boulevard	0.461	A	1.122	F		
30	Main Street & 11th Street	0.349	A	0.826	D		
31	Los Angeles Street & Olympic Boulevard	0.553	Α	0.803	D		
32	Los Angeles Street & 11th Street	0.374	Α	0.575	Α		
33	Olive Street & 12th Street	0.181	Α	0.528	Α		
34	Hill Street & Pico Boulevard	0.457	A	0.811	D		

6. Future With Project Conditions

This section of the report documents the analysis of potential Project traffic impacts in the study area for the Future With Project conditions. Traffic generated by the Project was added to the Future Without Project traffic volumes and the potential for impacts evaluated. The total Future With Project conditions peak hour traffic volumes are illustrated in Figures 6.1 and 6.2 for the AM and PM peak hours, respectively. These traffic forecasts were then used to evaluate potential Project traffic impacts, as described in the following sections.

6.1 Project Impacts - Intersections

Significant Impact Thresholds

LADOT has established criteria to determine if project impacts are significant at an intersection. These criteria are shown below.

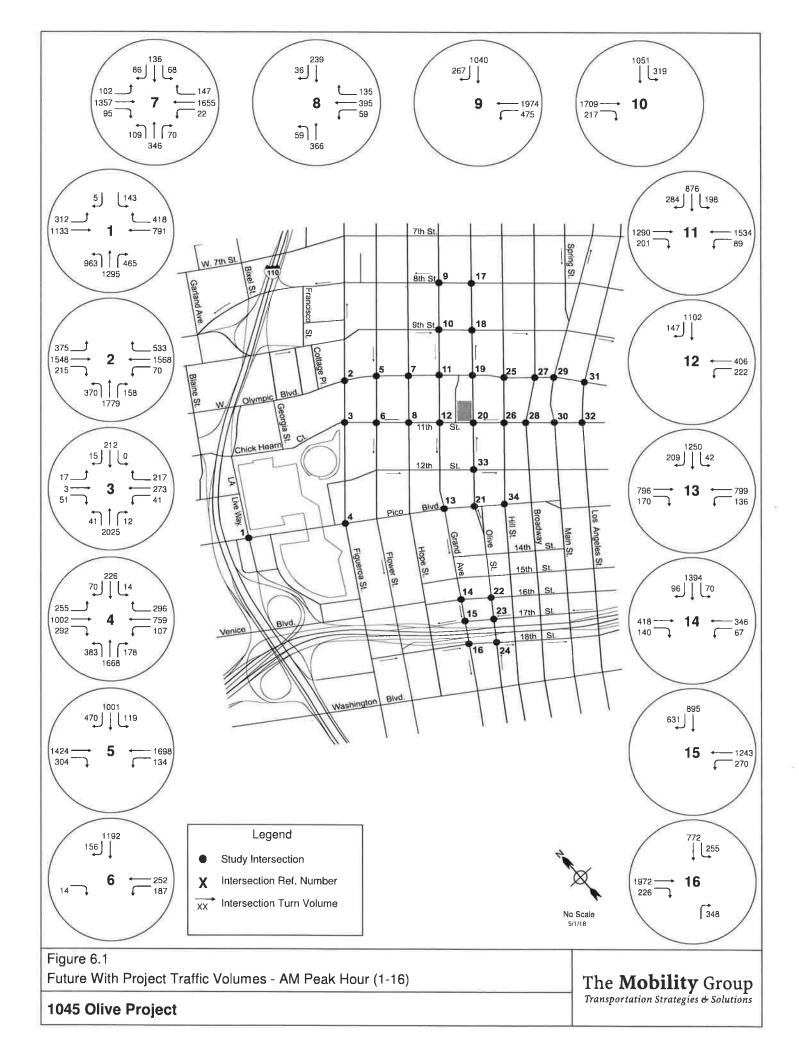
Definition of Significant Impact at Intersection

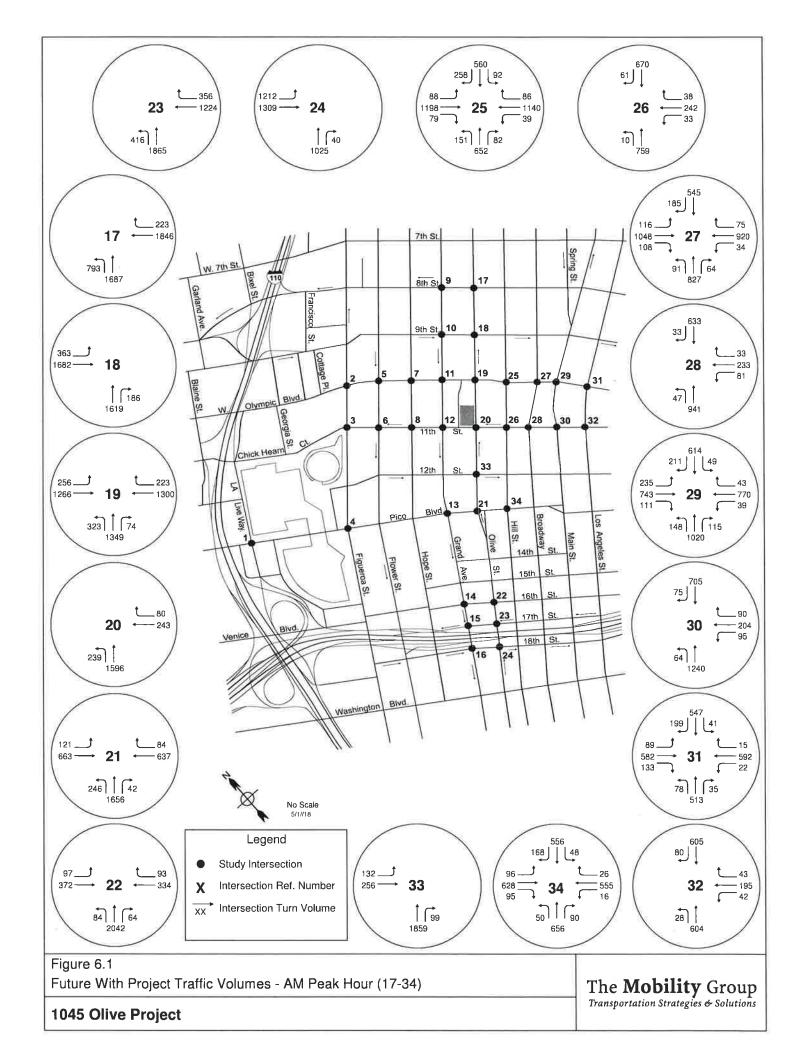
With Project Traffic		Project-Related Increase
LOS V/C Ratio		in V/C Ratio
C	0.701 - 0.800	equal to or greater than 0.040
D	0.801 - 0.900	equal to or greater than 0.020
E, F	> 0.900	equal to or greater than 0.010

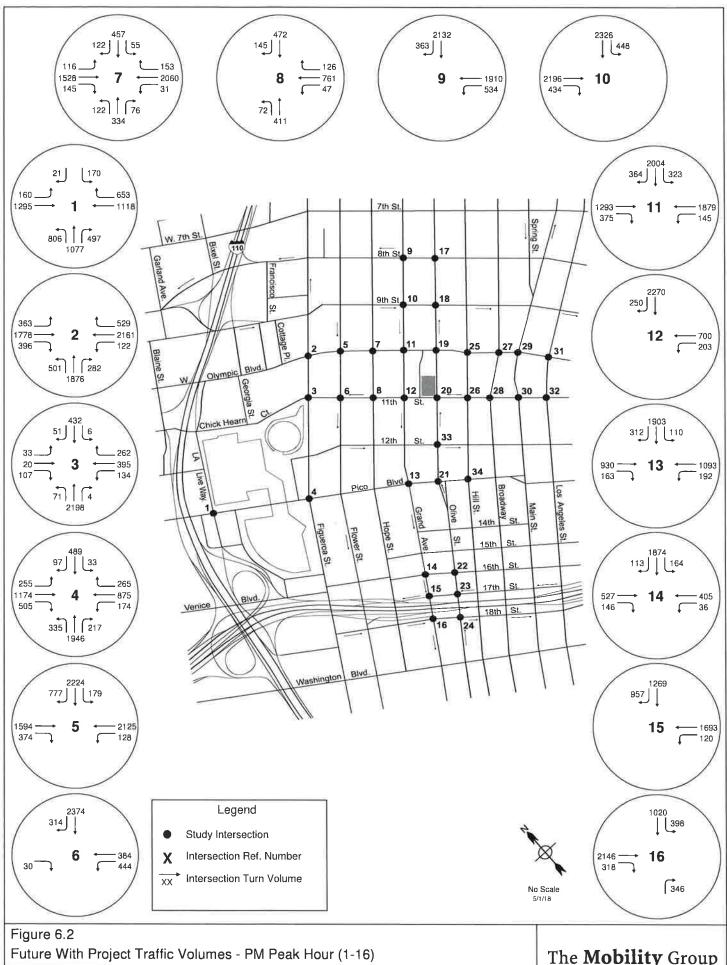
Using these criteria, for example, a project would not have a significant impact at an intersection if it is operating at LOS C after the addition of project traffic and the incremental change in the volume/capacity (V/C) ratio is less than 0.040. However, in another example, if the intersection is operating at LOS E or LOS F and the incremental change in V/C ratio is 0.010 or greater, then the project would be considered to have a significant impact at that location.

Project Impact Analysis - Future With Project Intersection Level of Service

The intersection level of service analysis for the Future With Project conditions is summarized in Table 6.1 for the AM peak hour and in Table 6.2 for the PM peak hour. These tables also compare the level of service for Without Project and With Project conditions, show the increase in V/C ratios at each intersection due to the Project, and identify if the increase constitutes a significant impact.







The **Mobility** Group Transportation Strategies & Solutions

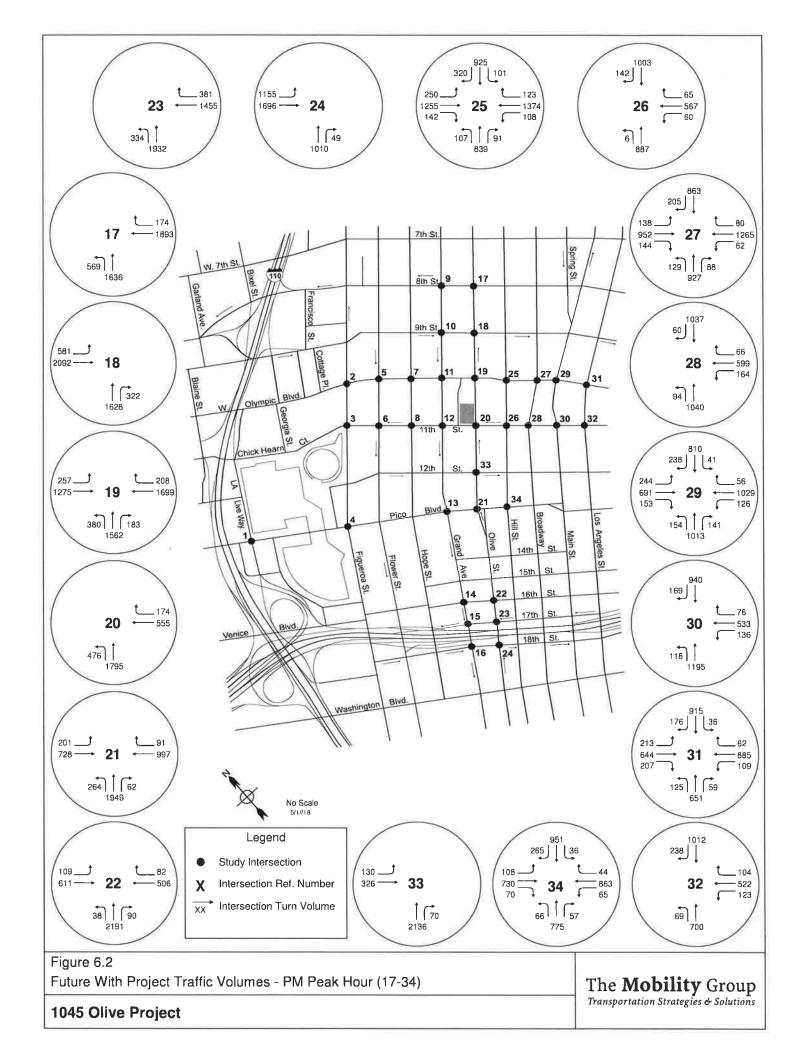


Table 6.1 Future With Project - Intersection Level of Service AM Peak Hour

No.	Intersection		Future Without Project Conditions		Future With Project Conditions		Significant Impact
		V/C	LOS	V/C	LOS		
1	La Live Way & Pico Boulevard	0.905	Е	0.907	Е	0.002	No
2	Figueroa Street & Olympic Boulevard	1.158	F	1.162	F	0.004	No
3	Figueroa Street & Chick Hearn Court	0.827	D	0.842	D	0.015	No
4	Figueroa Street & Pico Boulevard	0.887	D	0.889	D	0.002	No
5	Flower Street & Olympic Boulevard	0.776	С	0.779	С	0.003	No
6	Flower Street & 11th Street	0.315	A	0.333	Α	0.018	No
7	Hope Street & Olympic Boulevard	0.781	С	0.789	С	0.008	No
8	Hope Street & 11th Street	0.324	Α	0.345	Α	0.021	No
9	Grand Avenue & 8th Street	0.567	A	0.570	A	0.003	No
10	Grand Avenue & 9th Street	0.512	Α	0.513	Α	0.001	No
11	Grand Avenue & Olympic Boulevard	0.647	В	0.651	В	0.004	No
12	Grand Avenue & 11th Street	0.386	A	0.415	Α	0.029	No
13	Grand Avenue & Pico Boulevard	0.763	С	0.779	С	0.016	No
14	Grand Avenue & Venice Boulevard	0.446	Α	0.456	Α	0.010	No
15	Grand Avenue & 17th Street	0.817	D	0.825	D	0.008	No
16	Grand Avenue & 18th Street	0.666	В	0.674	В	0.008	No
17	Olive Street & 8th Street	0.833	D	0.839	D	0.006	No
18	Olive Street & 9th Street	0.707	С	0.715	С	0.008	No
19	Olive Street & Olympic Boulevard	0.932	Е	0.950	Е	0.018	Yes
20	Olive Street & 11th Street	0.465	Α	0.470	A	0.005	No
21	Olive Street & Pico Boulevard	0.827	D	0.835	D	0.008	No
22	Olive Street & 16th Street	0.577	A	0.580	A	0.003	No
23	Olive Street & 17th Street	0.931	Е	0.933	Е	0.002	No
24	Olive Street & 18th Street	0.684	В	0.688	В	0.004	No

Table 6.1 Future With Project - Intersection Level of Service AM Peak Hour

No.	Intersection	Future \Proj	ject	Future Proj Cond	•	Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS		
25	Hill Street & Olympic Boulevard	0.739	С	0.741	С	0.002	No
26	Hill Street & 11th Street	0.311	Α	0.315	Α	0.004	No
27	Broadway & Olympic Boulevard	0.729	C	0.733	C	0.004	No
28	Broadway & 11th Street	0.367	A	0.369	A	0.002	No
29	Main Street & Olympic Boulevard	0.884	D	0.885	D	0.001	No
30	Main Street & 11th Street	0.511	A	0.513	Α	0.002	No
31	Los Angeles Street & Olympic Boulevard	0.462	Α	0.463	Α	0.001	No
32	Los Angeles Street & 11th Street	0.225	A	0.227	A	0.002	No
33	Olive Street & 12th Street	0.460	Α	0.465	Α	0.005	No
34	Hill Street & Pico Boulevard	0.497	A	0.497	A	0.000	No

Table 6.2 Future With Project - Intersection Level of Service PM Peak Hour

No.	Intersection	Future V Proj Cond	ject	Future Proj Condi	ect	Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS		
1	La Live Way & Pico Boulevard	0.849	D	0.849	D	0.000	No
2	Figueroa Street & Olympic Boulevard	1.316	F	1.318	F	0.002	No
3	Figueroa Street & Chick Hearn Court	1.000	Е	1.004	F	0.004	No
4	Figueroa Street & Pico Boulevard	1.073	F	1.078	F	0.005	No
5	Flower Street & Olympic Boulevard	1.123	F	1.127	F	0.004	No
6	Flower Street & 11th Street	0.743	С	0.743	С	0.000	No
7	Hope Street & Olympic Boulevard	1.022	F	1.027	F	0.005	No
8	Hope Street & 11th Street	0.687	В	0.693	В	0.006	No
9	Grand Avenue & 8th Street	0.795	С	0.799	С	0.004	No
10	Grand Avenue & 9th Street	0.901	Е	0.905	Е	0.004	No
11	Grand Avenue & Olympic Boulevard	0.989	Е	0.998	Е	0.009	No
12	Grand Avenue & 11th Street	0.861	D	0.871	D	0.010	No
13	Grand Avenue & Pico Boulevard	1.294	F	1.300	F	0.006	No
14	Grand Avenue & Venice Boulevard	0.598	_ A	0.601	В	0.003	No
15	Grand Avenue & 17th Street	1.139	F	1.143	F	0.004	No
16	Grand Avenue & 18th Street	0.810	D	0.814	D	0.004	No
17	Olive Street & 8th Street	0.697	В	0.700	С	0.003	No
18	Olive Street & 9th Street	0.852	D	0.856	D	0.004	No
19	Olive Street & Olympic Boulevard	1.128	F	1.139	F	0.011	Yes
20	Olive Street & 11th Street	0.757	С	0.775	С	0.018	No
21	Olive Street & Pico Boulevard	1.025	F	1.047	F	0.022	Yes
22	Olive Street & 16th Street	0.663	В	0.672	В	0.009	No
23	Olive Street & 17th Street	1.005	F	1.015	F	0.010	Yes
24	Olive Street & 18th Street	0.751	С	0.758	С	0.007	No

Table 6.2 Future With Project - Intersection Level of Service PM Peak Hour

No.	Intersection		Without ject itions		With ject itions	Change in V/C	Significant Impact
	81	V/C	LOS	V/C	LOS		
25	Hill Street & Olympic Boulevard	1.047	F	1.053	F	0.006	No
26	Hill Street & 11th Street	0.605	В	0.617	В	0.012	No
27	Broadway & Olympic Boulevard	1.094	F	1.102	F	0.008	No
28	Broadway & 11th Street	0.719	С	0.728	С	0.009	No
29	Main Street & Olympic Boulevard	1.122	F	1.129	F	0.007	No
30	Main Street & 11th Street	0.826	D	0.829	D	0.003	No
31	Los Angeles Street & Olympic Boulevard	0.803	D	0.805	D	0.002	No
32	Los Angeles Street & 11th Street	0.575	Α	0.578	Α	0.003	No
33	Olive Street & 12th Street	0.528	Α	0.542	A	0.014	No
34	Hill Street & Pico Boulevard	0.811	D	0.811	D	0.000	No

AM Peak Hour

As shown in Table 6.1 and in the following table, the number of intersections operating at LOS D or better, LOS E, and LOS F would not change between the Future Without Project and Future With Project conditions. Under the Future Without Project conditions, 30 intersections would operate at LOS D or better, three intersections would operate at LOS E, and one intersection operates at LOS F. With the Project, 30 intersections would continue to operate at LOS D or better, three intersections would continue to operate at LOS F.

Intersection Level of Service Summary - AM Peak Hour

	1	4M Peak Hoi	ır
LOS	Future Without Project	Future With Project	No. of Impacts
≤D	30	30	0
Е	3	3	1
F	1	1	0
Total	34	34	1

The analysis summarized in Table 6.1 indicates that for the AM peak hour, all increases in volume/capacity (V/C) ratios would be less than the threshold for a significant impact to occur, except at one location where the increase would be sufficient to cause a significant impact, as listed below:

19. Olive Street & Olympic Boulevard

LOS E

It is therefore concluded that the Project would cause 1 significant impact in the AM peak hour.

PM Peak Hour

As shown in Table 6.2 and the following table, the number of intersections operating at LOS D or better, LOS E, and LOS F would be very similar between the Future Without Project and Future With Project conditions. Under the Future Without Project conditions, 19 intersections would operate at LOS D or better, three intersections would operate at LOS E, and 12 intersections would operate at LOS F. With the Project, 19 intersections would continue to operate at LOS D or better, two intersections would operate at LOS E, and 13 intersections would operate at LOS F.

The analysis summarized in Table 6.2 indicates that for the PM peak hour, all increases in volume/capacity (V/C) ratios would be less than the threshold for a significant impact to occur,

1045 Olive Project Transportation Study

Intersection Level of Service Summary - PM Peak Hour

		PM Peak Hou	ır
LOS	Future Without Project	Future With Project	No. of Impacts
≤D	19	19	0
Е	3	2	0
F	12	13	3
Total	34	34	3

except at 3 locations where the increase would be sufficient to cause a significant impact, as listed below:

19.	Olive Street & Olympic Boulevard	LOS F
21.	Olive Street & Pico Boulevard	LOS F
23.	Olive Street & 17th Street	LOS F

All of the significantly impacted intersections would also operate at LOS F without the Project.

It is therefore concluded that the Project would cause 3 significant impacts in the PM peak hour.

6.2 Project Impacts – CMP Analysis

The Los Angeles County Congestion Management Program (CMP) requires that new development projects analyze potential project impacts on CMP monitoring locations if an EIR is prepared for the Project. When a CMP analysis is needed, the CMP methodology requires that the Traffic Study analyze traffic conditions at all CMP arterial monitoring intersections where the Project will add 50 or more trips during either the AM or PM weekday peak hours of adjacent street traffic. The CMP also requires that traffic studies analyze mainline freeway monitoring stations where the Project will add 150 or more trips in either direction during either AM or PM weekday peak hours. If, based on these criteria, the Traffic Study identifies no facilities for study then no further traffic analysis is required.

CMP Arterial Monitoring Locations

A review of the 2010 CMP indicated the following arterial monitoring stations that are closest to the Project Site:

- Wilshire Boulevard & Alvarado Street
- Wilshire Boulevard & Western Avenue
- Western Avenue & 9th Street
- Alameda Street & Washington Boulevard
- Sunset Boulevard & Alvarado Street

The additional trips added by Project at these intersections are shown Table 6.3 below.

Table 6.3 CMP Arterial Analysis – Number of Trips added by Project

Location	No. of Trips Add	ded by Project
	AM	PM
Wilshire Blvd. & Alvarado St.	3	3
Wilshire Blvd. & Western Ave.	1	1
Western Ave. & 9th St.	6	6
Alameda St. & Washington Blvd.	10	10
Sunset Blvd. & Alvarado St.	9	9

These CMP monitoring locations are between approximately 1.5 and 3.5 miles from the Project Site. Based on the trip generation and trip distribution characteristics of the Project as described earlier, the maximum number of trips that the Project would add to any station would be 10 trips in both AM and PM peak hours. Many project trips will disperse onto numerous roadways away from the site before reaching these locations.

Because the Project will not add more than 50 trips to any CMP monitoring location, it is therefore concluded that the Project would not exceed the threshold to require analysis and would not create any significant traffic impacts at any CMP arterial monitoring locations.

CMP Freeway Monitoring Stations

A review of the 2010 CMP also indicated the following freeway monitoring stations that are closest to the Project Site.

- I-10 at Budlong Avenue
- I-10 at East LA City Limit
- SR 60 East of Indiana Street
- SR-110 South of US-101
- SR-110 at Alpine Street
- I-110 at Slauson Avenue
- US-101 North of Vignes Street

1045 Olive Project Transportation Study

US-101 South of Santa Monica Boulevard

The monitoring locations are located between 1.3 and 6.2 miles from the site. The number of Project vehicle trips expected to pass through these stations was estimated based on the Project trip distribution and the Project trip generation. The additional trips added by Project at these locations are shown in Table 6.4 below.

The maximum number of one-way Project trips that would be added to these freeway segments would be 16 AM trips and 14 PM peak hour trips at the SR-110 south of US-101 station. These low incremental volumes are well below the CMP threshold of 150 trips. It is therefore concluded that the Project would not exceed the threshold to require analysis, and that the Project would not cause any significant impacts at CMP freeway monitoring locations.

Table 6.4 CMP Freeway Analysis – Number of Trips added by Project

Location	Direction	No. of Trips Ac	dded by Project
		AM	PM
I 10 at Dudlana Avanua	EB	3	11
I-10 at Budlong Avenue	WB	13	5
I 10 at East I A City I imit	EB	5	2
I-10 at East LA City Limit	WB	1	4
CD (O E+ -f Ili C4+	EB	5	2
SR 60 East of Indiana Street	WB	1	4
CD 110 C	NB	16	6
SR-110 South of US-101	SB	4	14
CD 110 of Almina Street	NB	6	2
SR-110 at Alpine Street	SB	2	6
I 110 at Clauses Assesse	NB	2	6
I-110 at Slauson Avenue	SB	6	2
US-101 North of Vignes Street	NB	0	0
	SB	0	0
US-101 South of Santa Monica	NB	9	4
Boulevard	SB	2	8

CMP Transit Impact Analysis

As an EIR is being prepared for the Project, an analysis of potential Project impacts on the transit system was also performed, per the CMP requirements and guidelines.

Significant Impact Thresholds

Based on factors in the "L.A. CEQA Thresholds Guide," City of Los Angeles (2006), the following criterion was established to determine if there would be any significant transit impacts due to the Project:

• The capacity of the transit system serving the Project area would be substantially exceeded.

Transit Analysis

The number of transit trips that would be generated by the Project was estimated based on the trip generation methodology described in Chapter 3. The estimate of base vehicle trips (unadjusted) for each Project land use (from Table 3.1) was converted to person trips by applying a conversion factor of 1.4, as per CMP guidelines. The person trip numbers were then multiplied by the estimated percent taking transit for each land use, as previously determined and discussed earlier in Chapter 3. These numbers are project specific and more appropriate than the default countywide guidelines in the CMP as they reflect the estimated transit use that would occur for the Project because of its location near numerous transit lines.

The estimated number of transit trips for the CMP analysis is shown in Table 6.5. In the AM peak hour, the Project would generate an estimated 53 net additional transit trips (10 inbound trips and 43 outbound trips), and in the PM peak hour approximately 53 additional transit trips (37 inbound and 16 outbound), as shown in Table 6.5.

The two directional peak capacity of the transit system serving the Project Site (based on transit service information in Table 2.3) is approximately 36,990 persons during the AM peak hour and 36,475 persons during the PM peak hour. The highest total volume of peak hour trips added by the Project would be 53 trips, which would represent approximately 0.14% of the total transit capacity during the peak hour. It is concluded that the Project would not cause the capacity of the transit system to be substantially exceeded, and therefore that the Project would not create a significant impact on the transit systems serving the Project area.

Table 6.5

Land Use	Base (Unadjusted) Vehicle Trips	se (Unadjusted) ¹ Vehicle Trips	Person	Person Trips ²	% By Transit ³	ransit ³			Transi	Transit Trips		
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	A	AM Peak Hour	ur	PN	PM Peak Hour	ur
	Hour	Hour	Hour	Hour	Hour	Hour	Total	In ⁴	Out 4	Total	ln 4	Out 4
Existing Uses												
Manufacturing	6-	-10	-13	-14	15%	15%	-2	-2	0	-2	7	-1
Retail	0	-20	0	-28	15%	15%	0	0	0	4	-2	-5
Proposed Uses												
Apartments ⁶	209	189	293	265	15%	15%	43	S	38	39	27	12
High Turnover Restaurant	53	52	74	73	15%	15%	11	9	5	11	7	4
Quality Restaurant	4	42	9	59	15%	15%	-		0	6	9	m
Total	257	253	360	355			53	10	43	53	37	16

1. From Table 3.1 - Trip Generation Estimates. Excludes internal trips. 2. Person trips excludes trips that would stay internal to the Project.

3. Conversion factor of 1.4 from vehicle trips to person trips, per CMP guidelines. 4. Transit percentage from Table 3.1 - Trip Generation Estimates. 5. In/out distribution from Table 3.1 - Trip Generation Estimates.

6. Table 3.1 shows trips for apartments for Dense Muli-Use Urban that already takes account of and excludes non-vehicle trips. ITE provides no information on transit and walk trips and adjustment for apartments in downtown is typically 20% (15% transit and 5% walk). So ITE Dense Multi-Use Urban trips in Table 3.1 factored up by 20% to get the total vehicle trips. Then transit trips estimated as 15% of total trips.

6.3 Driveway and Site Circulation

Vehicle Access

As shown in Figure 1.2, vehicular access will be provided by one driveway on Olive Street and two driveways on the alley. The Olive Street driveway will be two lanes (one in and one out) and will provide in and out access for commercial and residential uses and will access the onsite subterranean parking levels. It will be designed to LADOT standards with adequate visibility. The two alley driveways, which are consistent with City policy for residential project access to occur from alleys where they exist (Section 5.A.11 and Figure 5-3 of the Downtown Design Guide), will provide access to the residential parking, with the northern driveway accessing the subterranean parking levels and the southern driveway accessing the above-grade parking levels. Each driveway will be two lanes (one in and one out). The Olive Street driveway and the northern alley driveway will connect across the Project site to provide access to the subterranean parking levels. The alley provides access to Olympic Boulevard and to 11th Street. At Olympic Boulevard all turn movements are possible at the alley as Olympic Boulevard is a two-way street. At 11th Street only right in and right out turns are possible at the alley as 11th Street is one way westbound. The Project will widen the alley to a 10-foot half width to meet the City's standard 20-foot total alley width. An on-site loading dock will be provided on the alley, to enable deliveries and move-ins/moves-outs to occur without stationary vehicles in the alley. The alley driveways will be perpendicular to the alley, with adequate visibility, and will be designed to LADOT standards to ensure there will be no hazardous conditions created.

Because alley intersections are unsignalized and traffic signals are not implemented at alleys, LADOT has no guidelines for analysis of, nor thresholds for significant impacts, for alleys or for alley intersections. To this end, the Project would provide a widened alley, loading within the Project building, a driveway access off Olive Street, and through access between the alley and Olive Street, which taken together would minimize impacts to the alley. For informational purposes an analysis of the alley traffic conditions was conducted. This addressed traffic volumes on the alley and the vehicle queues that currently occur (Existing Conditions) and that are forecast for the alley in the Future Without Project and Future with Project conditions. The queue analysis represents the 95th percentile queues (essentially the maximum queue length the vehicle queue length that would be exceeded only 5% of the time). The analysis is shown in Appendix C, and is summarized below.

The analysis included traffic from all of the projects on the same block as the Proposed Project. It should be noted that the Ten50 Project (across the alley from the Proposed Project) has a driveway only on the alley, the 1001 Olive Project (to the north of the Proposed Project on Olive Street) has a driveway on both Olive Street and the alley, and the 1000 Grand Project (to the north of the Project and on the west side of the alley) has a driveway on Grand Avenue and the alley). For each of these projects loading occurs from the alley.

For the existing conditions the maximum queue on the alley at both Olympic Boulevard and 11th Street is one vehicle for both the AM and PM peak hours.

The 1001 Olive Project has a driveway on the alley that is approximately 110 feet from the Olympic Boulevard curb line. However, the curb traffic lane is currently 14 foot from the curb due to a striped-out area adjacent to the curb that is used for parking and is not used for traffic. So traffic exiting the alley will most probably use this roadway area to queue prior to turning to allow visibility to the west down Olympic Boulevard. The 1000 Grand Project (across the alley) has a driveway slightly further south on the alley that is approximately 140 feet from the Olympus Boulevard curb line.

For the Future Without Project conditions, due to the increased traffic on the street system¹, the maximum queue on the alley at Olympic Boulevard would increase from one vehicle to five vehicles in the AM peak hour, but would remain at one vehicle in the PM peak hour. In the Future Without Project condition the maximum queue on the alley at Olympic Boulevard would extend 110 feet from the travel lane line and 96 feet from the curb line. At 11th Street the queue on the alley would remain at one vehicle in both peak hours.

With the Future With Project conditions, the queue on the alley at Olympic Boulevard in the AM peak hour would increase from five to six vehicles with the Proposed Project, and in the PM peak hour would increase from one to two vehicles. The queue in the alley at 11th Street would remain at one vehicle With the Project in both the AM and PM peak hours.

With the Proposed Project, the maximum queue in the AM peak hour at Olympic Boulevard would increase to 132 feet from the traffic lane line and 118 feet from the curb line, so could occasionally extend to the 1001 Olive Project driveway on the alley. Although because these are the effective maximum queues (95th percentile) these queues would only occur intermittently and not on a regular basis. The 1001 Olive Project also has a driveway to Olive Street as an alternate to use of the alley.

It should be noted that this analysis is conservative for the reasons discussed above regarding the future forecasts, and because both the 1001 Olive and 1000 Grand project traffic could use the driveways to Olive Street and Grand Avenue respectively instead of the alley, or could exit the alley via 11th Street, thereby having alternatives to use of the alley.

As shown in Table C-1, queue lengths in the PM peak at Olympic Boulevard and at 11th Street in both the AM and PM peak hours would be minimal (one to two cars).

The Mobility Group

¹ The volumes on Olympic Boulevard and 11th Street increase in the future with the related projects included in the traffic analysis. As previously noted in Chapter 5, the future street traffic forecasts are very conservative because the analysis includes both a list of specific related projects and a general background growth factor, and also not all of the related projects may be ultimately built, and not all may be built by 2023 (the buildout year of the Project). The future forecast analysis therefore likely overstates the future growth in traffic for the horizon year without the Project.

Pedestrian and Bicycle Access

Pedestrian access will be provided from Olive Street and 11th Street with direct access from the sidewalks to commercial uses and the residential lobby. The Project will maintain the existing seventeen foot sidewalk on Olive Street, and provide a fifteen foot sidewalk on 11th Street (including a three foot easement). A pedestrian plaza will be provided at the corner of Olive Street and 11th Street to enhance pedestrian circulation. The Project will enhance the pedestrian streetscape and walkability adjacent to the Project. Design of the pedestrian realm will ensure no hazardous conditions are created.

Bicycle access to the Project will be facilitated by the existing bicycle lanes on Olive Street and 11th Street. On-site bicycle parking will be provided to LAMC requirements, with some short-term bicycle parking located along the adjacent sidewalks.

Transit and Parking

There are no bus stops adjacent to the Project Site. There would therefore be no impacts on transit stops during construction.

The Project could remove up to eight adjacent on-street parking spaces on Olive Street, in order to provide the Project driveway and a passenger loading zone for drop-off and pick up. Parking for the Project commercial uses would be provided in the building garage. Existing parking availability would remain on many streets and in numerous off-street parking facilities in the vicinity of the Project.

6.4 Freeway Analysis

An MOU between LADOT and Caltrans (Agreement Between the City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures (December 2015)) sets forth criteria for when a freeway impact analysis should be conducted. This requires an initial evaluation of freeway mainline segments and freeway off-ramps to determine if Project volumes exceed certain thresholds that would require further analysis of the freeway system. A freeway evaluation of Project volumes against these thresholds was conducted according to the procedures in the MOU and is included in the MOU in Appendix A. The initial evaluation concluded that neither the freeway mainline thresholds or the freeway off-ramp threshold were met by Project traffic volumes, so no further analysis of the freeway system was necessary.

Nevertheless, in the interests of providing a comprehensive study, a freeway analysis was conducted, and is included in Appendix D for informational purposes. The analysis addressed five freeway mainline segments, four freeway off-ramps, and five freeway on-ramps, at the key locations that would be used by Proposed Project traffic. The analysis addressed Existing, Existing With Project, Future Without Project, and Future With Project conditions. Caltrans does not have published criteria for determination of significant impacts. In its Traffic Impact

Study Guide, Caltrans states that it endeavors to maintain a target LOS at the transition between LOS C and LOS D on State highway facilities, and to maintain the existing LOS in cases where a facility is operating at less than the target LOS. This guideline was therefore used. For off-ramps, Caltrans' primary concern is if peak hour traffic queues on an off-ramp exceed the storage length on the ramp and result in queues backing onto the mainline freeway. The off-ramp analysis therefore addressed vehicle queues. For on-ramps, the analysis evaluated if the traffic volumes would exceed the capacity of an on-ramp.

The analysis showed that the volume of traffic that would be added to any freeway mainline or ramp locations would be very small. The Project would cause an increase in mainline freeway trips of 0.1% to 0.2%. The analysis has shown that the Project would not cause any changes in mainline levels of service and would not cause Caltrans freeway mainline level of service targets to be exceeded. The analysis has also shown that the Project would not appreciably increase queue lengths on freeway off-ramps and would not cause queue lengths on any off-ramps to exceed total storage lengths. Finally, the analysis also indicated that the Project would not cause the capacities of any on-ramp to be exceeded.

6.5 Construction Traffic Impacts

The L.A. CEQA Thresholds Guide identifies four types of street construction impacts, as follows:

- Temporary Traffic Impacts potential impacts on vehicular travel.
- Temporary Loss of Access potential impacts to vehicles and pedestrians.
- Temporary Loss of Bus Stops or Rerouting of Bus Lines potential impacts on bus patrons.
- Temporary Loss of On-Street Parking potential impacts on parking users.

The potential for construction traffic impacts was evaluated by considering the following aspects of Project construction.

- Construction Truck Traffic
- Construction Worker Traffic
- Sidewalk and/or Traffic Lane Closures
- Bus Stops/Routes Relocation
- Construction Worker Parking

Construction Phases and Durations

Construction of the proposed Project is expected to last approximately 42 months and is scheduled to begin in 2019 and continue through 2022. For the purposes of evaluating potential traffic impacts during construction, there would be four principal phases: (1) site demolition and preparation; (2) excavation and grading (including drainage, utilities and trenching); (3) foundations work; and (4) building construction (which would include paving and architectural coating).

Some of the construction phases are expected to overlap. The following analysis is based on total construction activity at the site. The demolition and site preparation phase would occur for approximately four weeks with up to 28 truckloads per day, and up to 25 employees on site. The excavation and grading phase would occur for approximately four months with up to 250 truckloads per day, and up to 66 employees on site. The building foundations work would comprise the mat pour which would occur over two days with a total of 608 trucks, and 175 workers per day, and would occur on a single weekend. The building construction phase would occur for approximately thirty nine months, and is expected to generate up to 87 truckloads per day to the Project Site, with up to 400 workers on site.

The construction haul route from the Project Site would travel north on Olive Street, east on Olympic Boulevard, south on Hill Street, east on 18th Street and via the Los Angeles Street on-ramp to the eastbound I-10 freeway. The route to the Project Site would exit the westbound I-10 freeway at Los Angeles Street, travel west on 17th Street and north on Olive Street to the site. This haul route may be modified in compliance with City policies, provided LADOT and/or the Department of Street Services approves any such modification.

Project Design Features

A number of Project Design Features are proposed by the Project during the construction period to minimize potential construction impacts with respect to construction trucks, worker trips, and any possible sidewalks and lane closures.

- Maintain access for land uses in the vicinity of the Project site during construction.
- Schedule construction material deliveries to off-peak periods to the extent possible.
- Minimize obstruction of traffic lanes on Olive Street and 11th Street adjacent to the Project Site.
- Organize site deliveries and the staging of all equipment and materials in the most efficient manner possible, and on-site where possible, to avoid an impact to the surrounding roadways,

- Coordinate truck activity and deliveries to ensure trucks do not wait to unload or load at the site and impact roadway traffic. If needed, utilize an organized off-site staging area.
- Control truck and vehicle access to the Project Site with flagmen.
- Sidewalk access on Olive Street and 11th Street will be maintained during construction through the use of covered protective walkways. A Worksite Traffic Control Plan will be prepared for approval by the City, to facilitate pedestrian and traffic movement, in order to minimize any potential impacts.
- Coordinate with the City and emergency service providers to ensure adequate access is maintained to the Project Site and neighboring businesses.
- Parking for construction workers will be provided off-site in off-street locations. Parking will not be allowed on streets in the vicinity of the Project.
- A Construction Traffic Management Plan will be prepared for approval by the City prior to the issuance of any construction permits, to incorporate the measures identified above, as well as a Worksite Traffic Control Plan specifying the details of any sidewalk or lane closures. The Worksite Traffic Control Plan will be developed by the Applicant, and will identify all traffic control measures, signs, delineators, and work instructions to be implemented by the construction contractor through the duration of demolition and construction activity. The Worksite Traffic Control Plan would minimize the potential conflicts between construction activities, street traffic, bicyclists and pedestrians. The plan will be reviewed and approved by LADOT prior to commencement of construction.

Construction Truck Traffic

The highest volume of truck trips would occur during the four months of the Project's excavation and grading phase (with the exception of the mat pour discussed separately below). During this phase there would be a maximum of 250 daily truckloads expected for approximately 23 days of hauling (for the remaining days the total truckloads would be lower).

Assuming these trips would be spread equally over an eight-hour workday between 7:00am and 3:00pm, there would be up to 31 truckloads per hour. This represents a total of 62 daily truck trips (31 trips in to the site and 31 trips out from the site). The Transportation Research Board (HCM2010 Highway Capacity Manual) identifies a passenger car equivalent (PCE) factor of 2.0 for trucks (as trucks are larger and less maneuverable than

passenger cars), so 62 hourly truck trips is the equivalent of 124 passenger car trips (62 trip inbound and 62 trips outbound).

Daily truck activity would typically be completed prior to the PM peak hour. However, truck trips could occur during the AM peak hour. The peak estimate of 124 PCE trips per hour would be less than 196 AM peak hour trips that would be generated on a regular basis by the operational Project upon completion. (It is noted that in the Existing With Project analysis for the operational Project in Chapter 4 it was concluded that the Project would not cause any significant impacts in the AM or PM peak hours). Based on the above information, construction truck trips would not cause any significant traffic impacts during the AM peak hour or the PM peak hour.

During other phases of construction, there would typically be fewer truck loads/trips. They would range from up to 28 truckloads per day during the site preparation/demolition phase (4 weeks) to up to 87 truckloads per day for the thirty-nine month building construction phase. These figures would represent 14 truck trips per hour and 44 truck trips per hour respectively – much lower than the peak activity described above. These truck trips during the remainder of the Project's construction phase would therefore not cause significant traffic impacts.

Off-site staging will be used when necessary to ensure trucks do not wait or line up on streets adjacent to or near the Project Site.

The mat pour for the foundation would occur over a two-day period at the weekend when street traffic volumes are much lower than weekday conditions. Truck activity at the Project site would be carefully managed, including the use of flagmen, and off-site staging could occur where feasible. The mat pour activity would be closely coordinated with LADOT and neighboring land uses, to minimize impacts to the extent feasible. With these measures and the implementation of the Construction Traffic Control Plan it is expected that truck impacts would be temporary and not significant.

Construction Worker Traffic & Parking

Construction is expected to occur between the hours of 7:00 AM and 3:00 PM. on Monday through Saturday. No construction would occur on Sundays or federal holidays (with the exception of the mat pour which could occur on a Sunday).

The number of construction workers working on-site at one time would vary throughout the construction process in order to maintain an effective schedule of completion. It is estimated that during the construction period the number of workers that would be on-site would typically range from approximately 19 during the site preparation phase to a maximum of 400 workers, with the peak of approximately 400 workers occurring during the 39-month building construction phase.

Not all workers would drive as some workers would be expected to take transit and to rideshare. Construction workers would generally be on-site before 7:00 AM and the vast majority would leave the Project Site around 3:00 PM, meaning that the workers would therefore travel before the morning and evening peak commute hours. Up to potentially 10% of workers could leave after 3:00 PM. Based on the 400 maximum number of workers expected on-site, and assuming 20% of workers would take transit or rideshare, approximately 32 worker trips could occur in the PM peak hour (if all the remaining workers at the site left in the same hour). This conservative estimate would be only slightly greater than the number of trips generated by the existing land uses on the Project Site (16 PM peak hour trips), and would be only 16% of the PM peak hour trips that would be generated by the Project when it would be in operation. Traffic impacts from construction worker trips on the surrounding roadways and intersections during the AM and PM peak hours would therefore be less than significant.

Parking for construction workers would be provided off-site. Off-site locations have not yet been determined but they would be within walking distance of the Project Site in existing commercial parking lots or garages (typically through arrangements with lot/garage operators). The Project is therefore not expected to cause any significant impacts from construction parking.

The combined effect of the truck and worker trips would be insignificant. In the AM peak hour, as described earlier the number of truck trips would not constitute a significant impact, and worker trips would occur before the AM peak hour. In the PM peak hour, as described earlier there would be no truck trips, and worker trips would not constitute a significant impact.

Roadway Lane and Sidewalk Closures

It is expected that construction activities will necessitate the closure of the parking lane on the west side of Olive Street adjacent to the Project Site. The sidewalk would remain open (discussed further below). The existing traffic lanes on Olive Street would remain open. Truck loading and unloading would occur from Olive Street within the work zone created. While no traffic lanes on Olive Street would be closed on a permanent basis during construction, day-to-day construction activities could sometimes result in partial lane closures on Olive Street Street adjacent to the Project Site on a temporary and/or intermittent basis for utility relocations/hook-ups, delivery of materials, and other construction activities, as may be required. Such activities would occur only during off-peak hours and only on certain days, and would not be a regular event. In these instances, flagmen would be used to control traffic movement during the ingress and egress of trucks and heavy equipment. Any such closures would need to be coordinated with and approved by LADOT prior to being implemented. Because partial lane closures would be temporary in nature, and would not require long-term complete closures of adjacent roadway lanes, these construction activities would not have long-term adverse impacts, and as such, impacts would be less than significant.

It is expected that the sidewalk would not be closed on 11th Street during construction, and that the bicycle lane being constructed as part of the MyFig Project and the traffic lane on 11th Street would remain open during construction.

The alley would remain fully open during Project construction. All construction material delivery would occur on Olive Street so none would occur on the alley. For a short period of time some construction work may be necessary in the alley as it is widened and repaved, and utility work is conducted. During those times the Project would ensure that the alley would remain open with access to the Ten50 Project maintained at all times.

As the existing traffic lanes on the adjacent through streets will remain open during construction, particularly during peak hours, the Project construction would not cause significant traffic impacts.

The pedestrian sidewalks adjacent to the Project Site would remain open during construction. Pedestrian access to the sidewalks would be maintained by providing a covered protected walkway for pedestrians on both Olive Street and 11th Street adjacent to the Project. There would therefore be no impacts through loss of pedestrian access to other adjacent land uses. The Construction Traffic Management Plan and Worksite Traffic Control Plan that will be prepared for the Project will identify the proposed covered sidewalks and signage for the safe routing for pedestrians. With this measure, there would be no loss of access to other land uses in the vicinity of the site, and no significant impacts to pedestrian circulation.

Parking, Access and Transit

There are currently eight on-street parking spaces on Olive Street adjacent to the Project Site. During construction these would be temporarily removed. As there is on-street parking on many streets as well as off-street parking facilities in the surrounding area, parking would remain available in the vicinity of the Project.

Project construction would not close, or block access to any properties in the vicinity of the Project Site. There would therefore be no significant impacts on access to adjacent projects.

There are no bus stops adjacent to the Project Site. There would therefore be no impacts on transit stops during construction.

7. Mitigation Measures

This report Chapter addresses an evaluation of feasible mitigation measures to address the potential significant impacts identified for the Project.

7.1 Review of Significant Impacts

Existing With Project Conditions

In both AM and PM peak hours, the Proposed Project would not cause any significant impacts.

Future With Project Conditions

In the AM peak hour, the Proposed Project would cause one significant impact at the following intersection.

19. Olive Street & Olympic Boulevard

LOS E

In the PM peak hour, the Proposed Project would result in significant impacts at the following three intersections.

19.	Olive Street & Olympic Boulevard	LOS F
21.	Olive Street & Pico Boulevard	LOS F
23.	Olive Street & 17th Street	LOS F

All three intersections would also operate at LOS F without the Project.

7.2 Review of Potential Mitigations

Physical Improvement Measures

The Project is located in a dense urban area in downtown Los Angeles, where the street system is essentially fully built out, and is already typically striped for the maximum traffic capacity and operational effectiveness within the available right-of-way. The feasibility of physical roadway/intersection improvements was nonetheless investigated for the intersection locations where the Project would cause significant traffic impacts.

This evaluation, which was conducted in conjunction with LADOT staff, looked at the feasibility of re-striping traffic lanes and/or adding traffic lanes to modify intersection lane configurations, roadway widenings, and potential changes to signal timing and phasing.

1045 Olive Project Transportation Study

Roadway widenings were generally not feasible (due to the lack of available right-of-way because of existing buildings or conflicts with the Mobility Plan 2035, an element of the City's General Plan); lane re-stripings were generally not feasible as they would result in inadequate lane widths; and signal timing/phasing changes were generally not feasible as they would worsen rather than improve intersection operations or potentially cause other problems and/or impacts elsewhere.

Furthermore, roadway widening at the expense of narrower sidewalks, or additional traffic lanes at the expense of pedestrian crossing convenience are not consistent with City goals. The City's Mobility Plan calls for the transportation system to achieve a balance in serving vehicular traffic, transit, and pedestrians. Roadway widenings — while benefiting traffic — often have adverse impacts on pedestrians and may have adverse impacts on bus transit service.

In addition, the MyFig Project being implemented along 11th Street constrains roadway improvements for additional lanes – which would in any case be inconsistent with goals of that project.

The significant impact locations were however reviewed to investigate potential physical mitigations and no improvements were found to be feasible for the reasons outlined above. It was therefore concluded that there are no feasible physical mitigations at impacted intersections.

Transportation System Management Measures

In general, potential feasible improvements include intersection traffic signal upgrades. At some intersections in the city, traffic signal controllers¹ need upgrading to newer Type 2070 Controllers which provide for enhanced real time operation of traffic signal timing. The newer controllers allow LADOT to respond to real time traffic situations by making immediate adjustments to an intersection's signal timing, and providing for more efficient traffic flows. In addition additional CCTV cameras are needed at some locations. These are an integral part of the City's ATSAC/ATCS traffic signal control system and provide visual information to the City's ATSAC Traffic Control Center, and allow LADOT to monitor traffic operations and respond in real time to traffic conditions that delay vehicles and transit service. System detection loops at key intersection locations constitute another integral part of the City's ATSAC/ATCS traffic signal control system. These provide real-time information to the City's ATSAC Traffic Control Center, and allow LADOT to monitor traffic operations and respond in real time to traffic conditions that delay vehicles and transit service. These loops sometimes need replacement. LADOT has determined that when implemented the traffic system management improvements described above increase the capacity of intersections along corridors in the system by 1% (0.01 improvement in the V/C ratio).

The Mobility Group

¹ Traffic signal controllers are physical equipment at the intersection that control the operation of the traffic signal, and that are linked back to the ATSAC Traffic Center for areawide coordination of signals.

The Project will make a one-time contribution of \$100,000 to LADOT for ATSAC/ATCS signal improvements in the area of the Project. As a result, and as approved by LADOT, a 1% increase in the intersection capacity (0.01 improvement in the v/c ratio) has been included in the mitigation analysis for the intersections of Olive Street & Olympic Boulevard and Olive Street & Pico Boulevard.

7.3 Project Design Features

The Project includes the following features to improve pedestrian facilities and to provide a safe and walkable pedestrian environment, to increase the number of walking trips, and provide for on-site facilities to reduce the need to make vehicle trips off-site.

- Improve sidewalks adjacent to and within the Project.
- Add pedestrian amenities such as: landscaping and setbacks, shade, benches, pedestrianscale lighting, etc, along the Olive Street and 11th Street edges of the Project Site.
- Provide pedestrian-scale retail commercial uses along street frontages.
- Provide an on-site transit information kiosk.
- Provide on-site concierge service to facilitate use of transit, taxis, shuttles, and transportation network companies.

7.4 Vehicle Trip Reduction Measures – TDM Program

The Project proposes a TDM package to encourage the use of non-auto modes and reduce vehicle trips, that could include the following measures:

- Promotion and support of carpools and rideshares, including parking and transit incentives.
- Preferential parking for carpools and vanpools for employees.
- Provide on-site real-time information displays to make available real-time information on car-sharing, transit, vanpools, taxis.
- External and internal multimodal wayfinding signage.
- Enroll tenants in trip tracking applications, if applicable.
- Transit Welcome Package to all new residents/employees with info on alternate modes and walk to destination opportunities.
- Unbundling of residential parking.
- Provide off-street residential and retail parking, and freight-loading spaces, and participate in a Car-Share Program to provide spaces for car-share vehicles.
- Pursue with the City the implementation of on-street commercial loading spaces for deliveries and drop-off.
- Pursue with the City the implementation of on-street passenger drop-off spaces.
- Provide access to collapsible shopping carts and/or cargo bike for ease of local shopping.

- Provide amenities to encourage the use of delivery services.
- Discounts for employees who utilize public transit to travel to the site.
- On-site bicycle amenities such as access to free bicycles for residential guests, on-site repair station and bicycle racks, and lockers / showers for residents and employees, etc.
- Provide a free bike share service for residents.
- Participate in the City's Bike Share Program by providing an area for bike share facilities.

7.5 Additional Potential Mitigation Measures

- Make a one-time financial contribution of \$75,000 to the City of Los Angeles Department of Transportation, the monies to be used in the implementation of First and Last Mile transit access measures in the vicinity of the Proposed Project.
- Make a one-time financial contribution of \$75,000 to the City's Bicycle Trust Fund, the monies to be used to improve and/or maintain bicycle facilities in the area of the Proposed Project.

7.6 Effectiveness of Vehicle Trip Reduction Measures

The proposed trip reduction measures would be beneficial to traffic flow, transit service, pedestrian circulation, and overall mobility in the area. Research indicates that these measures can reduce vehicle trips by 5% to over 20%. In conjunction with LADOT it was conservatively estimated that the above combination of measures could reduce the overall number of vehicle trips generated by the Project (as shown in Chapter 3) by approximately 15%. Table 7.1 shows Project trip generation with the TDM Program reduction.

7.7 Results of Mitigation Measures Analysis – AM and PM Peak Hours

Existing With Project Conditions

As the Project would not cause any significant impacts, no mitigation measures are necessary.

Future With Project Conditions

AM Peak Hour

The results of the mitigation program are summarized in Table 7.2 for the AM peak hour. The mitigation program would fully mitigate the one significant impact and there would be no remaining significant impacts.

AM Peak

		Source 1					AM Pea			
Land Use Assumptions		& Code	Quantity	Units		Trip Rate			Total Trips	
					In	Out	Total	ln	Out	Total
Existing Uses							- 1			
Manufacturing 2,3,4		ITE 140	44.050	0-			0.00	_	ا ا	
_	450/	IIE 140	14,653	SF	0,48	0.14	0,62	-7	-2 0	-9
(Reduction for transit trips) -	15% 5%						1	1	٥	1
(Reduction for walk/bike trips) - Net Manufacturing	3%			_		-		-6	-2	-8
								Ĭ]	
Retail 2,3,5		ITE 820	5,171	SF	0.00	0.00	0,00	0	o	0
(Reduction for transit trips) -	15%				1			0	0	0
(Reduction for walk/bike trips) -	5%							0	이	0
(Reduction for pass-by trips) -	50%							0	0	0
Net Retail								0	0	0
Total Existing								-6	-2	-8
Proposed Uses							-			
Apartment ^{2,6}		ITE 222	794	DU	0.03	0.18	0.21	24	143	167
•	0%	112 222	/ 54	50	0.03	0,10	0,21	0		
(Reduction for transit trips)					1 1					C
(Reduction for walk/bike trips) - Net Apartments	0%				\vdash			24		167
THE PARTITIONS									'**	101
High-Turnover Restaurant 2,7		ITE 932	6,252	SF	5.47	4.47	9.94	34	28	62
(Reduction for internal trips) -	15%							-5	-4	-6
(Reduction for transit trips) -	15%							-4	-4	-8
(Reduction for walk/bike trips) =	5%				1 1			-1	-1	-2
(Reduction for pass-by trips) -	20%							-5		-9
Net High-Turnover Restaurant								19	15	34
Quality Restaurant 2,8		ITE 931	6,252	SF	0.40	0.33	0.73	3	2	5
(Reduction for internal trips) -	15%	'''	0,202	J 0.	0.70	0.00	0.70	-1	اهٔ ا	-1
(Reduction for transit trips) -	15%							0		-1
(Reduction for walk/bike trips)	5%							0		
(Reduction for pass-by trips) -	10%							0	0	
Net Quality Restaurant								2	1	3
Total Proposed Project								45	159	204
Project TDM Program					5					
Apartment										
(Reduction for TDM Program)	15%							-4	-21	-25
High-Tumover Restaurant (Reduction for TDM Program) -	15%							-3	-2	-6
Quality Restaurant (Reduction for TDM Program)	15%							0	0	
Total TDM Reduction								-7	-23	-30
Total Proposed Project with TDM Program								38	136	174
Total Net New Project trips with TDM Program								32	134	166

PM Peak

		Source 1					PM Pea			
Land Use Assumptions		& Code	Quantity	Units		Trip Rate			otal Trips	
		u oode			In	Out	Total	In	Out	Total
Existing Uses										
Manufacturing ^{2,3,4}		ITE 140	14,653	SF	0.21	0.46	0.67	-3	-7	-10
(Reduction for transit trips) -	15%	112 110	11,000	Ŭ.	0,2.	0,10	0,01	o	2	
(Reduction for walk/bike trips) =	5%				1 1			o	0	0
Net Manufacturing								-3	-5	-8
Retail ^{2,3,5}		ITE 820	5,171	SF	1,83	1.98	3.81	-9	-11	-20
(Reduction for transit trips) -	15%	11 620	3,171	J 0,	1,00	1.00	0.01	1	2	3
(Reduction for walk/bike trips) -	5%							0	1	1
(Reduction for pass-by trips) -	50%							4	4	
Net Retail								-4	-4	-8
Total Existing								:+7	-9	-16
Proposed Uses							_			
Apartment ^{2,6}		ITE 222	794	Du	0.13	0.06	0.19	103	48	151
(Reduction for transit trips) -	0%	'''	, 34		","	5.00	3.13	0	0	13
(Reduction for walk/bike trips) -	0%							0	o	
Net Apartments								103	48	15
High-Turnover Restaurant ^{2,7}		ITE 932	6,252	SF	6.06	3.71	9.77	38	23	6
(Reduction for internal trips) -	15%	112 002	",""	0.	- 1		To]	-6	-3	
(Reduction for transit trips) -	15%							-5	-3	-{
(Reduction for walk/bike trips) =	5%				1			-1	-1	-:
(Reduction for pass-by trips) -	20%							-5	-3	
Net High-Turnover Restaurant								21	13	34
Quality Reslaurant 2,8		ITE 931	6,252	SF	5.23	2.57	7.80	33	16	49
(Reduction for internal trips) -	15%		",===	-				-5		
(Reduction for transit trips) -	15%							-4	-2	-1
(Reduction for walk/bike trips) -	5%							-1	-1	
(Reduction for pass-by trips) -	10%		1		1			-2		
Net Quality Restaurant	1070							21	10	3
Total Proposed Project								145	71	21
Project TDM Program										
Apartment										
(Reduction for TDM Program) -	15%							-15	-8	-2
High-Turnover Restaurant (Reduction for TDM Program) -	15%							-3	-2	
Quality Restaurant (Reduction for TDM Program) -	15%							1	-6	
Total TDM Reduction								-17	-16	-3
Total Proposed Project with TDM Program				_				128	55	18
				-						
Total Net								121	46	16
		1			-	1				1

Notes:

- 1. ITE Rates from Trip Generation, 10th Edition, Institute of Transportation Engineers, Washington, DC, 2017, except otherwise noted.
- 2. Trip rate reductions were applied per LADOT's Transportation Impact Study Guidelines, December 2016.

- Irip rate reductions were applied per LADO I's Transportation impact Study Guidelines, December 2016.
 Existing land use data from Crescent Heights and site observations on 9/5/2017.
 Manufacturing analyzed as ITE 140 Manufacturing, Used trip rates for General Urban/Suburban.
 Retail analyzed as ITE 820 Shopping Center. Used trip rates for General Urban/Suburban.
 Existing Retail is closed on weekday mornings, therefore no existing trip credit is claimed for the AM peak hour.
 Apartments analyzed as ITE 222 Multifamily Housing (High Rise), Used trip rates for Dense Multi-Use Urban.
 High-Turnover Restaurant analyzed as ITE 932 High-Turnover (Sit-Down) Restaurant. Used trip rates for General Urban/Suburban.
- 8. Quality Restaurant analyzed as ITE 931 Quality Restaurant. Used trip rates for General Urban/Suburban. Directional Distribution for AM peak from High-Turnover Restaurant, as none published for Quality Restaurant.

Note: Some numbers may not add up exactly due to rounding

PM Peak Hour

The results of the mitigation program are summarized in Tables 7.3 for the PM peak hour. The mitigation program would fully mitigate the three significant impacts, and there would be no remaining significant impacts.

Remaining Significant and Unavoidable Traffic Impacts - Future With Project Conditions

With the proposed mitigation program, there would be no remaining significant impacts.

Future With Project With Mitigation Conditions - Intersection Level of Service - AM Peak Hour

Table 7.2

No.	Intersection	Future V Project C	Without	Future With Project Conditions	With onditions	Change in V/C	Significant Impact	Future With Project With Mitigation	th Project tigation	Change in V/C	Significant Impact	Mitigates?
		N/C	TOS	N/C	TOS			N/C	ros			
-	La Live Way & Pico Boulevard	0,905	ш	0,907	ш	0.002	oN.					
2	Figueroa Street & Olympic Boulevard	1,158	ĹĽ	1.162	ш	0.004	No	19				
m	Figueroa Street & Chick Hearn Court	0.827	О	0.842	О	0.015	No					
4	Figueroa Street & Pico Boulevard	0.887	Ω	0.889	D	0.002	No					
2	Flower Street & Olympic Boulevard	9220	O	0.779	O	0.003	No					
9	Flower Street & 11th Street	0.315	A	0.333	∢	0.018	No					
7	Hope Street & Olympic Boulevard	0.781	O	0.789	O	0.008	No					
∞	Hope Street & 11th Street	0.324	4	0.345	∢	0.021	No					
6	Grand Avenue & 8th Street	0.567	4	0.570	A	0,003	No					
10	Grand Avenue & 9th Street	0.512	٧	0.513	¥	0.001	No					
Ξ	Grand Avenue & Olympic Boulevard	0.647	В	0.651	В	0.004	No					
12	Grand Avenue & 11th Street	0.386	K	0.415	<	0.029	°Z					
13	Grand Avenue & Pico Boulevard	0.763	O	0.779	C	0.016	°N					
14	Grand Avenue & Venice Boulevard	0.446	Ą	0.456	¥	0.010	No					
15	Grand Avenue & 17th Street	0.817	Д	0.825	D	0.008	o _N					
16	Grand Avenue & 18th Street	999.0	В	0.674	В	800.0	No No					
17	Olive Street & 8th Street	0.833	D	0.839	D	900.0	N _o					
18	Olive Street & 9th Street	0.707	O	0.715	O	0.008	No					
19	Olive Street & Olympic Boulevard	0.932	Ш	0.950	Щ	0.018	Yes	0.937	Э	0.005	Yes	Fully Mitigates
20	Olive Street & 11th Street	0.465	4	0.470	¥	0.005	No					
21	Olive Street & Pico Boulevard	0.827	D	0.835	D	0.008	No					
22	Olive Street & 16th Street	0.577	Ą	0.580	V	0.003	No					
23	Olive Street & 17th Street	0.931	ш	0.933	Э	0.002	S _o					
24	Olive Street & 18th Street	0.684	В	0.688	В	0.004	No					

Future With Project With Mitigation Conditions - Intersection Level of Service - AM Peak Hour

Table 7.2

Š.	Intersection	Future V	Without	Futur	Future With	Change	Significant	Significant Future With Project	Project	Change	Significant	Mittigates ?
		Project C	Conditions	Project (Project Conditions	in V/C	Impact	With Mitigation	gation	in V/C	Impact	
		N/C	SOT	A/C	SOT			A/C	TOS			
25	Hill Street & Olympic Boulevard	0.739	O	0.741	C	0.002	N _o					
26	Hill Street & 11th Street	0.311	A	0.315	¥	0.004	No					
27	Broadway & Olympic Boulevard	0.729	O	0.733	O	0.004	No					
28	Broadway & 11th Street	0.367	¥	0.369	V	0.002	No				I	
29	Main Street & Olympic Boulevard	0.884	Ω	0.885	Ω	0.001	S _o					
30	Main Street & 11th Street	0.511	A	0.513	4	0.002	°Z					
31	31 Los Angeles Street & Olympic Boulevard	0.462	4	0.463	<	0.001	°N					
32	Los Angeles Street & 11th Street	0.225	V	0.227	∢	0.002	°Z					
33	Olive Street & 12th Street	0.460	V	0.465	¥	0.005	No					
34	Hill Street & Pico Boulevard	0.497	A	0.497	А	0.000	N _o					

Future With Project With Mitigation Conditions - Intersection Level of Service - PM Peak Hour

Table 7.3

S.	Intersection	Future Project C	Future Without roject Conditions	Future With Project Conditions	With	Change in V/C	Significant Impact	F	uture With Project With Mitigation	Change in V/C	Significant Impact	Mitigates?
		A/C	SOT	N/C	ros			A/C	ros			
-	La Live Way & Pico Boulevard	0.849	Q	0.849	D	0.000	No No					
7	Figueroa Street & Olympic Boulevard	1.316	F	1.318	ĹΤ	0.002	No					
3	Figueroa Street & Chick Hearn Court	1.000	ш	1.004	ĹΤ'	0.004	S.					
4	Figueroa Street & Pico Boulevard	1.073	ĹĽ	1.078	Ľτ	0.005	No No					
5	Flower Street & Olympic Boulevard	1.123	Ľ	1,127	ĮΤ	0.004	No					
9	Flower Street & 11th Street	0.743	O	0,743	C	0.000	N _o					
~	Hope Street & Olympic Boulevard	1.022	Ĺ	1,027	ш	0.005	No.					
00	Hope Street & 11th Street	0.687	В	0.693	В	900.0	S.					
6	Grand Avenue & 8th Street	0 795	O	0.799	C	0.004	o N					
10	Grand Avenue & 9th Street	0.901	ш	0.905	Э	0.004	No					
11	Grand Avenue & Olympic Boulevard	686.0	ப	866'0	Э	600.0	°Z					
12	Grand Avenue & 11th Street	0.861	D	0.871	D	0.010	oN.					
13	Grand Avenue & Pico Boulevard	1,294	ĹĬĸ	1,300	ţĽ	900.0	No					
14	Grand Avenue & Venice Boulevard	0.598	Ą	0.601	В	0.003	°Z					
15	Grand Avenue & 17th Street	1.139	ĹĽ	1.143	ĸ	0.004	°Z		•			
16	Grand Avenue & 18th Street	0.810	D	0.814	D	0.004	N _o					
17	Olive Street & 8th Street	0.697	В	0.700	C	0.003	N _o					
18	Olive Street & 9th Street	0.852	Ω	0.856	D	0.004	°Z					
19	Olive Street & Olympic Boulevard	1.128	ĹĽ	1.139	ഥ	0.011	Yes	1.137	(T,	600.0	No	Fully Mitigates
20	Olive Street & 11th Street	0.757	C	0.775	C	0.018	No					
21	Olive Street & Pico Boulevard	1.025	ĹĽ	1.047	Ľι	0.022	Yes	1.033	Ϋ́	0.008	Yes	Fully Mitigates
22	Olive Street & 16th Street	0.663	В	0.672	В	0.009	No					
23	Olive Street & 17th Street	1.005	Ŀ	1.015	Ĺ	0.010	Yes	1.014	Ĺ	600.0	No	Fully Mitigates
24	Olive Street & 18th Street	0.751	၁	0.758	C	0.007	No					

Appendix A
Memorandum Of Understanding (MOU)

LADOT

Transportation Impact Study Memorandum of Understanding (MOU)

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

I. PROJECT INFO	RMATION					
Project Name: 1045 Olive						
Project Address: 1045 South	Olive Street, Los A	ingeles, CA 9001	5			
Project Description: See At	tachment A		_			
LADOT Project Case Numl	per:		Project	Site Plan attache	:d? (Required)	■ Yes □ No
II. TRIP GENERA	TION					
Geographic Distribution:	N 25.00	_ % S <u>2</u> 0	0.00 %	E 20.00	_ % W	35.00 %
Illustration of Project trip	distribution pe	rcentages at S	Study intersec	tions attached? ((Required)	Yes □ No
Trip Generation Adjustmo	ents (Exact amoun	t of credit subject	to approval by L	ADOT)		
	Yes	No				
Transit Usage						
Transportation Demand Management						
Existing Active Land Use						
Previous Land Use						
Internal Trip						
Pass-By Trip						
Source of Trip Generation	Rate(s)? 🔲 I	TE 9 th Edition	Other:	ITE 10th Edition plus	adjustments, se	e Attachment B
Trip generation table inclu afternoon peak hour volu	uding a descript mes (ins/outs/t	ion of the protoco	pposed land u sed trip credit	ses, ITE rates, est ts, etc. attached?	imated morn (Required)	ing and Yes □ No
	<u>IN</u>		OUT	TOTAL		
AM Trips			157	196		
PM Trips	130	-	62	200		
III. STUDY AREA	AND ASSUM	PTIONS				
Project Buildout Year: 2	023		Ambient or 0	CMP Growth Rate	1.0	% Per Yr.
Related Projects List, rese	arched by the c	onsultant and	d approved by	, LADOT, attached	d? (Required)	■ Yes □ No
Subject to Freeway Impac MOU; selecting "yes" implies that					ening filter must:	be included in this
Map of Study Intersection	s attached? (Ma	y be subject to L	ADOT revision afte	er initial impact analys	sis) Yes	□No
ls this Project located on a	street within t	he High Injur	v Network?	□ Yes ■ No		



IV. CONTACT INFORMATION

CONSULTANT

Name: The Mobility Group

Address: 18301 Von Karman, Suite 490, Irvine, CA 92612

Consultant's Representative

Phone Number: <u>949.474.1591</u>

E-Mail: mbates@mobilitygrp.com

DEVELOPER

Elliott Kahn

1800 Century Park East, Suite 240, Los Angeles, CA 90067

424.653.2100

Elkahn@crescentheights.com

Approved by:

3-1-18

Date

LADOT Representative

3/6/18

Date

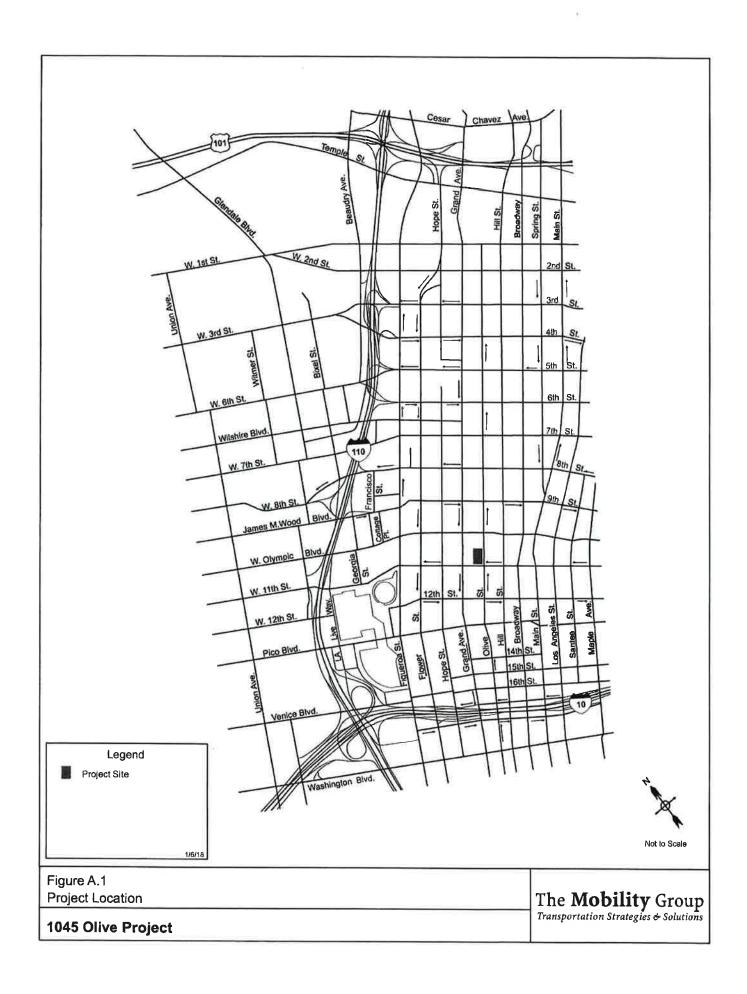
Attachment A

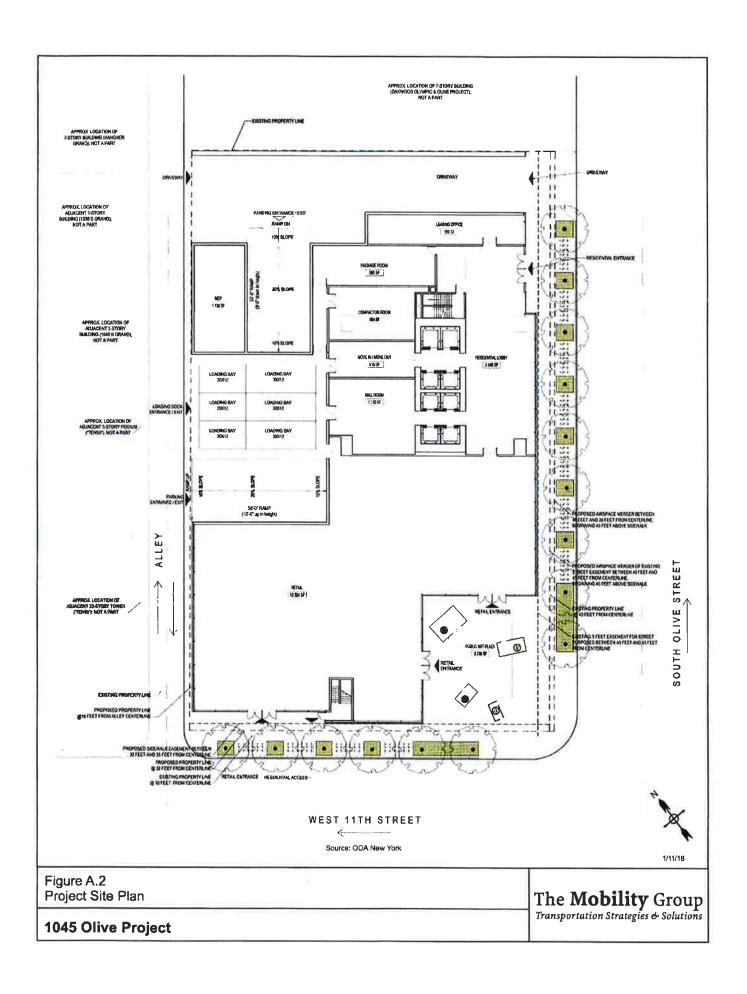
Project Description & Site Plan

1045 Olive - Project Description

The proposed project (the Project) is located at 1045 South Olive Street in the City of Los Angeles. The Project is generally bounded by private property to the north, Olive Street to the east, 11th Street to the south, and an alley to the west. Access to the Project Site will be provided by one driveway on Olive Street and two driveways on the alley. Truck access will occur from the alley to an on-site loading dock. The Project will comprise approximately 794 apartment units and 12,504 sf of commercial uses, analyzed for conservative purpose of the traffic study as restaurant uses. The location of the Project Site and a site plan are shown in Figure A.1 and A.2.

There are currently four buildings on the Project Site with a total square footage of 35,651 sq. ft. At this time 14,653 sq. ft. are in active use as manufacturing space and 5,171 sq. ft. are in active use as retail space.





Attachment B

Trip Generation Estimates

1045 Olive - Trip Generation

The proposed trip generation estimates are shown in Table B-1. These are based on trip rates found in *ITE Trip Generation 10th Edition*, and adjustment factors considered appropriate to the type and location of the proposed Project.

Background

The project is located in an area where transit, walk and bike trips will occur due to the following factors.

The project is located within one-quarter mile of numerous transit lines, including the Metro Blue and Exposition Lines; five Metro Rapid Bus lines; two Metro Express Bus Lines; nine LADOT Express Bus Lines; twenty-three Metro Local Lines; and two DASH shuttle routes.

The project is also located on 11th Street where the MyFig Project will implement a planned bike lane on 11th Street that will pass by the Project.

Trip Estimates for This Study

ITE trip rates from Trip Generation, 10th Edition were used in the analysis, with the adjustments described below. Where there are changes in the 10th Edition beyond any updates to the trip rates themselves, the changes are noted in the discussion below.

The ITE 10th Edition no longer has separate trip rates for condominiums and apartments. Instead it has rates for multifamily housing. It also lists rates for high rise buildings, by location – "General Urban/Suburban", "Dense Multi-Use Urban", and "Center City Core", thereby providing more accurate trip rates for the type (low rise or high rise) and location of the building. Although the 10th Edition provides trip rates for a "Center City Core" location (such as the proposed Project), it is an extremely small size, so will not be used for this study. Instead the trip generation rates for "Dense Multi-Use Urban" will be applied to the residential units as the next most appropriate category. Because the 10th Edition trip rates are based on the type and location of building, they already account for higher walking, bicycling, and transit use in dense urban areas. Therefore, no further adjustment factors for use of these modes were applied.

For other land uses in the Project, trip rates for the "General Urban/Suburban" category were used, as either no trip rates were available for the "Dense Multi-Use Urban" or "Center City Core" categories, or because of the small sample size for those categories.

Daily Trips

	Source 1			Daily	
Land Use Assumptions	& Code	Quantity	Units	Trip Rate	Total Trips
Existing Uses					
Manufacturing ^{2,3}	ITE 140	14,653	SF	3.93	-58
(Reduction for transit trips) = 15		1 1,000		0.00	-50
	%				
Net Manufacturing					-47
Retail ^{2,3}	ITE 820	5,171	SF	37.75	-195
(Reduction for transit trips) - 15	%	,		1	29
(Reduction for walk/bike trips) - 5	%			1 1	
(Reduction for pass-by Irlps) - 50	%				79
Net Retall					-79
Total Existing					-126
Proposed Uses					
Apartment ²	ITE 222	794	טם	2 07	1,644
	%				1,51
	%				1 3
Net Apartments					1,644
High-Turnover Restaurant 2	ITE 932	6,252	SF	112.18	701
(Reduction for Internal trips) - 15	%			1 1	-105
(Reduction for transit trips) - 15	%				-89
	%				-25
(Reduction for pass-by trips) - 20	%				-90
Net High-Tumover Restaurant					386
Quality Restaurant 2	ITE 931	6,252	SF	83,84	524
(Reduction for Internal trips) - 15	%				-79
(Reduction for transit trips) - 15					-67
	%				-19
(Reduction for pass-by trips) - 10	%				-36
Net Quality Restaurant					323
Total Proposed					2,350
Total Net					2,22

AM Peak

	Source 1					AM Peal			
Land Use Assumptions	& Code	Quantity	Units		Trip Rate			olal Trips	
	a couc		_	ln.	Out	Total	ln	Out	Total
Existing Uses Manufacturing ^{2,3} (Reduction for transit trips) - 15% (Reduction for walk/bike trips) - 5%		14,653	SF	0.48	0.14	0.62	-7 1 0	-2 0 0	- <u>9</u>
Net Manufacturing					1		-6	-2	-6
Retail ^{2,3,4} (Reduction for transit trips) - 15% (Reduction for walk/bike trips) - 5% (Reduction for pass-by trips) - 50%		5,171	SF	0.00	0.00	0.00	0 0 0 0	0 0 0 0	(
Net Retail							0	0	C
Total Existing							-6	-2	-8
Proposed Uses Aparlment ² (Reduction for transit trips) - 0% (Reduction for walk/blike trips) - 0%	1	794	DU	0.03	0.18	0.21	24 0	143 0	167
Nel Apartmenis							24	143	167
High-Turnover Restaurant 2 (Reduction for internal trips) - 15% (Reduction for transit trips) - 15% (Reduction for walk/bike trips) - 5% (Reduction for pass-by trips) - 20%		6,252	SF	5,47	4.47	9.94	34 -5 -4 -1 -5	28 -4 -4 -1 -4	62 -9 -8 -2
Net High-Turnover Restaurant							19	15	34
Quality Reslaurant ^{2,5} (Reduction for internal trips) - 15% (Reduction for transit trips) - 15% (Reduction for walk/bike trips) - 5% (Reduction for pass-by trips) - 10%		6,252	SF	0.40	0.33	0.73	3 -1 0 0	2 0 -1 0	.5 -1 -1 .0
Nel Quality Restaurant							2	1	2
Total Proposed							45	159	204
Total Net							39	157	196

	Source 1					PM Peal			
Land Use Assumptions	& Code	Quantity	Units		Trip Rate			olal Trips	
- G	u occo			. In	Out	Total	ln	Out	Total
Existing Uses Manufacturing ^{2,3} (Reduction for transit trips) - 15' (Reduction for walk/bike trips) - 5'		14,653	SF	0,21	0.46	0,67	-3 0 0	.7 2 0	-10 2 0
Net Manufacturing							-3	-5	-8
Retail ^{2,3} (Reduction for Iransit trips) - 15' (Reduction for walk/bike trips) - 5' (Reduction for pass-by trips) - 50'	6	5,171	SF	1.83	1,98	3.81	-9 1 0 4	-11 2 1 4	-20 3 1
Net Relail							-4	-4	-8
Tolal Existing							-7	-9	-16
Proposed Uses Apartment ² (Reduction for transit trips) - 0' (Reduction for walk/bike trips) - 0'		794	טם	0.13	0.06	0,19	103 0 0	48 0 0	151 0
Net Aparlments							103	48	151
High-Turnover Restaurant ² (Reduction for internal trips) - 15' (Reduction for transit trips) - 15' (Reduction for walk/bike trips) - 5' (Reduction for pass-by trips) - 20'	% %	6,252	SF	6.06	3,71	9.77	38 -6 -5 -1 -5	23 -3 -3 -1 -1	61 -9 -6 -2
Net High-Turnover Restaurant	-				-	\rightarrow	21	13	34
Quality Restaurant ² (Reduction for internal trips) - 15' (Reduction for transit trips) - 16' (Reduction for walk/blike trips) - 5'	% %	6,252	SF	5.23	2.57	7.80	33 -5 -4 -1	16 -2 -2 -1	49 -7 -6
(Reduction for pass-by trips) - 10	/6	-					-2 21	-1 10	31
Not Quality Restaurant							21	10	31
Total Proposed							145	71	216
Total Net							138	62	200

- Notes:

 ITE Rates from Trip Generation, 10th Edition, Institute of Transportation Engineers, Washington, DC, 2017, except otherwise nuted.

 Trip rate reductions were applied per LADOT's Transportation Impact Study Guidellnes, December 2016.

 Existing land use data from Crescent Heights and site observations on 9/5/2017.

 Existing Specialty Retail is closed on weekday mornings, therefore no existing trip credit is claimed for the AM peak hour.

 Directional Distribution for AM peak from High-Turnover Restaurant, as non published for Quality Restaurant.

Note: Some numbers may not add up due to rounding.

Land Use: 140 Manufacturing

Description

A manufacturing facility is an area where the primary activity is the conversion of raw materials or parts into finished products. Size and type of activity may vary substantially from one facility to another. In addition to the actual production of goods, manufacturing facilities generally also have office, warehouse, research, and associated functions. General light industrial (Land Use 110) and industrial park (Land Use 130) are related uses.

Additional Data

Time-of-day distribution data for this land use are presented in Appendix A. For the 17 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 6:30 and 7:30 a.m. and 3:00 and 4:00 p.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Minnesota, New Jersey, New York, Oregon, Pennsylvania, South Dakota, Texas, Vermont, and Washington.

Source Numbers

177, 184, 241, 357, 384, 418, 443, 583, 598, 611, 728, 747, 875, 940, 969



Manufacturing (140)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 39 1000 Sq. Ft. GFA: 209

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate

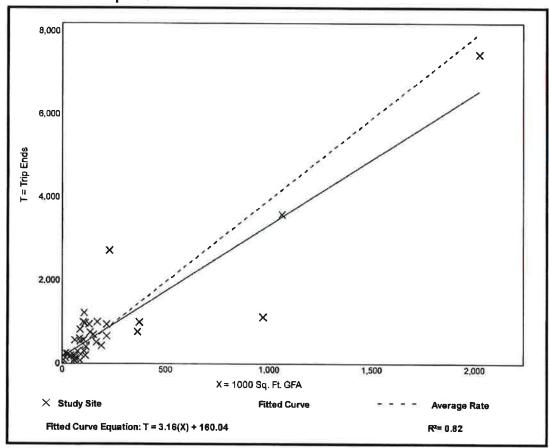
Range of Rates

Standard Deviation

3.93

0.83 - 49.50

2.62



Manufacturing (140)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 45 1000 Sq. Ft. GFA: 149

Directional Distribution: 77% entering, 23% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate

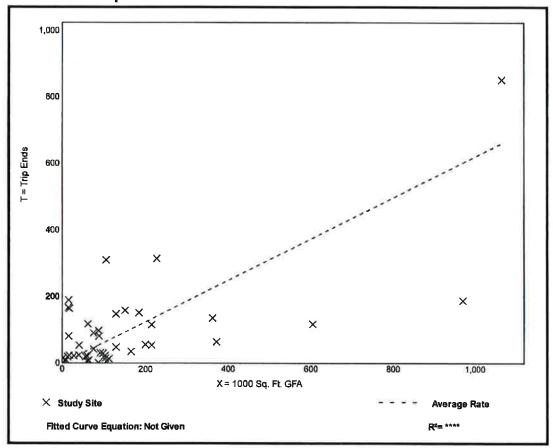
Range of Rates

Standard Deviation

0.62

0.01 - 11.93

1.03





Manufacturing (140)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 52

1000 Sq. Ft. GFA: 152

Directional Distribution: 31% entering, 69% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate

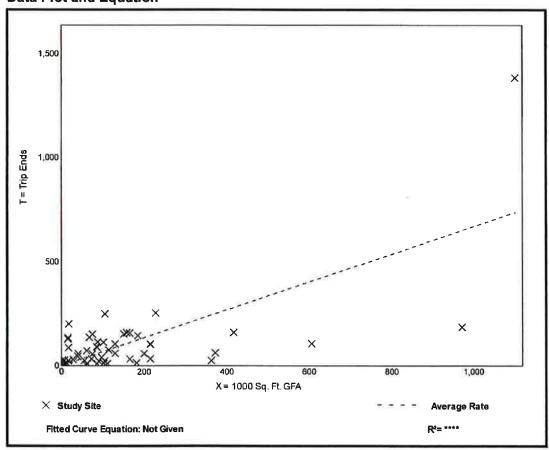
Range of Rates

Standard Deviation

0.67

0.07 - 11.37

0.94





Land Use: 820 Shopping Center

Description

A shopping center is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. A shopping center's composition is related to its market area in terms of size, location, and type of store. A shopping center also provides on-site parking facilities sufficient to serve its own parking demands. Factory outlet center (Land Use 823) is a related use.

Additional Data

Shopping centers, including neighborhood centers, community centers, regional centers, and super regional centers, were surveyed for this land use. Some of these centers contained non-merchandising facilities, such as office buildings, movie theaters, restaurants, post offices, banks, health clubs, and recreational facilities (for example, ice skating rinks or indoor miniature golf courses).

Many shopping centers, in addition to the integrated unit of shops in one building or enclosed around a mall, include outparcels (peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points). These buildings are typically drive-in banks, retail stores, restaurants, or small offices. Although the data herein do not indicate which of the centers studied included peripheral buildings, it can be assumed that some of the data show their effect.

The vehicle trips generated at a shopping center are based upon the total GLA of the center. In cases of smaller centers without an enclosed mall or peripheral buildings, the GLA could be the same as the gross floor area of the building.

Time-of-day distribution data for this land use are presented in Appendix A. For the 10 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:45 a.m. and 12:45 p.m. and 12:15 and 1:15 p.m., respectively.

The average numbers of person trips per vehicle trip at the 27 general urban/suburban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.31 during Weekday, AM Peak Hour of Generator
- 1.43 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.46 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), British Columbia (CAN), California, Colorado, Connecticut, Delaware, District of Columbia, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Nevada, New Jersey, New York, North Carolina, Ohio, Oklahoma, Oregon, Pennsylvania, South Dakota, Tennessee, Texas, Vermont, Virginia, Washington, West Virginia, and Wisconsin.

Source Numbers

105, 110, 154, 156, 159, 186, 190, 198, 199, 202, 204, 211, 213, 239, 251, 259, 260, 269, 294, 295, 299, 300, 301, 304, 305, 307, 308, 309, 310, 311, 314, 315, 316, 317, 319, 358, 365, 376, 385, 390, 400, 404, 414, 420, 423, 428, 437, 440, 442, 444, 446, 507, 562, 580, 598, 629, 658, 702, 715, 728, 868, 870, 871, 880, 899, 908, 912, 915, 926, 936, 944, 946, 960, 961, 962, 973, 974, 978



Shopping Center (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 147 1000 Sq. Ft. GLA: 453

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate

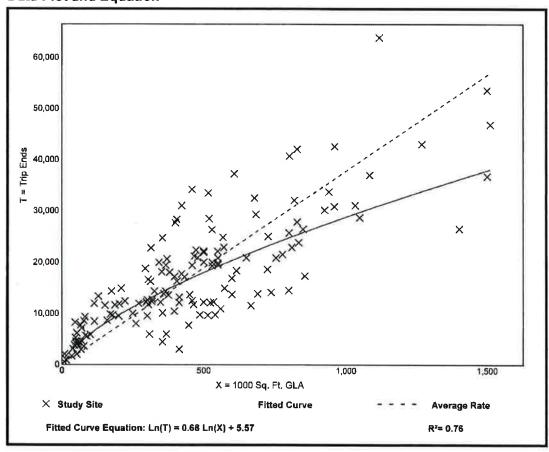
Range of Rates

Standard Deviation

37.75

7.42 - 207.98

16.41



Shopping Center (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 261

1000 Sq. Ft. GLA: 327

Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate

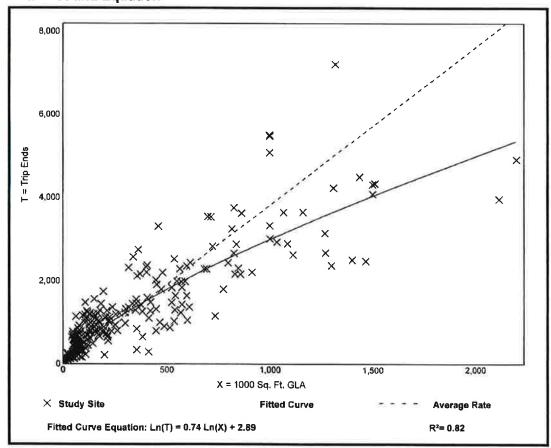
Range of Rates

Standard Deviation

3.81

0.74 - 18.69

2.04





Land Use: 222 Multifamily Housing (High-Rise)

Description

High-rise multifamily housing includes apartments, townhouses, and condominiums that have more than 10 levels (floors). They are likely to have one or more elevators. Multifamily housing (low-rise) (Land Use 220), multifamily housing (mid-rise) (Land Use 221), off-campus student apartment (Land Use 225), and high-rise residential with 1st-floor commercial (Land Use 232) are related land uses.

Additional Data

In prior editions of *Trip Generation Manual*, the high-rise multifamily housing sites were further divided into rental and condominium categories. An investigation of vehicle trip data found no clear differences in trip making patterns between the rental and condominium sites within the ITE database. As more data are compiled for future editions, this land use classification can be reinvestigated.

For the 12 sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 1.57 residents per occupied dwelling unit.

For the 26 sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 98.4 percent of the total dwelling units were occupied.

Time-of-day distribution data for this land use are presented in Appendix A. For the eight dense multi-use sites for which 24-hour time-of-day person trip data were collected, the overall highest vehicle volumes during the AM and PM on a weekday were between 7:30 and 8:30 a.m. and 5:30 and 6:30 p.m., respectively. The Saturday and Sunday peak hours for person trips were between 5:00 and 6:00 p.m. and 4:45 and 5:45 p.m., respectively.

For the six center city core sites for which 24-hour time-of-day person trip data were collected, the overall highest vehicle volumes during the AM and PM on a weekday were between 8:00 and 9:00 a.m. and 6:00 and 7:00 p.m., respectively. The Saturday and Sunday peak hours for person trips were between 11:30 a.m. and 12:30 p.m. and 11:00 a.m. and 12:00 p.m., respectively.

For the 12 sites for which data were provided for both occupied dwelling units and residents, there was an average of 1.57 residents per occupied dwelling unit.

For the 26 sites for which data were provided for both occupied dwelling units and total dwelling units, an average of 98.4 percent of the units were occupied.

The average numbers of person trips per vehicle trip at the three center city core sites at which both person trip and vehicle trip data were collected were as follows:

- 2.52 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- · 2.70 during Weekday, AM Peak Hour of Generator
- 1.88 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- · 2.22 during Weekday, PM Peak Hour of Generator



The average numbers of person trips per vehicle trip at the six dense multi-use urban sites at which both person trip and vehicle trip data were collected were as follows:

- 2.81 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 2.49 during Weekday, AM Peak Hour of Generator
- 2.17 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 2.85 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 2000s, and the 2010s in California, District of Columbia, Maryland, New Jersey, New York, Ontario (CAN), Oregon, Pennsylvania, Virginia, and Washington.

Source Numbers

105, 168, 169, 187, 305, 321, 356, 818, 862, 901, 910, 949, 963, 964, 966, 967



Multifamily Housing (High-Rise) (222)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday

Setting/Location: Dense Multi-Use Urban

Number of Studies: 11

Avg. Num. of Dwelling Units: 264

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate

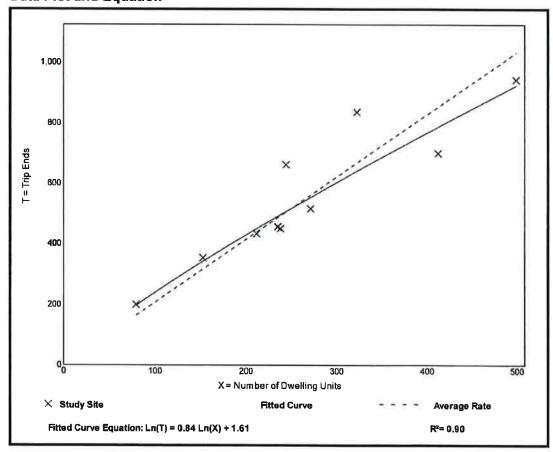
Range of Rates

Standard Deviation

2.07

1.70 - 2.71

0.34



Multifamily Housing (High-Rise) (222)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: Dense Multi-Use Urban

Number of Studies: 11

Avg. Num. of Dwelling Units: 264

Directional Distribution: 12% entering, 88% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate

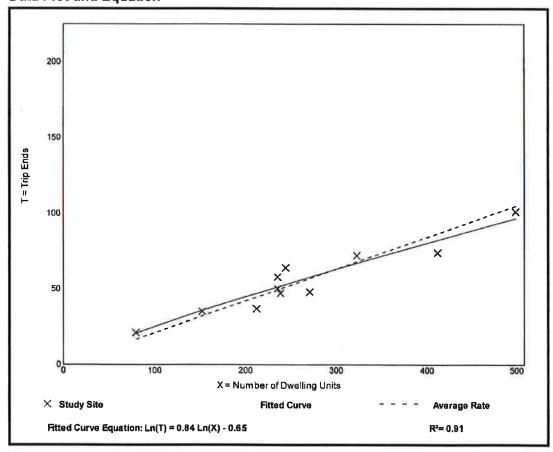
Range of Rates

Standard Deviation

0.21

0.17 - 0.27

0.03





Multifamily Housing (High-Rise) (222)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: Dense Multi-Use Urban

Number of Studies: 11

Avg. Num. of Dwelling Units: 264

Directional Distribution: 70% entering, 30% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate

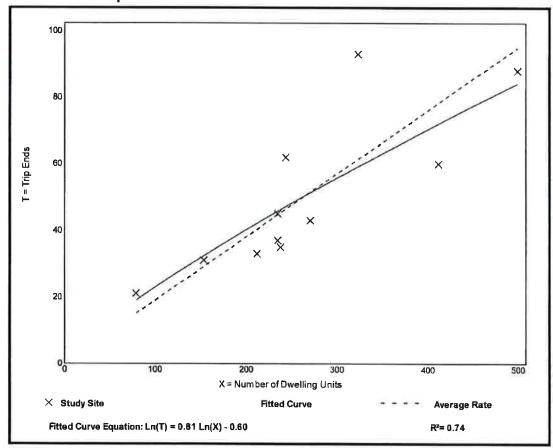
Range of Rates

Standard Deviation

0.19

0.15 - 0.29

0.05





Land Use: 932 High-Turnover (Sit-Down) Restaurant

Description

This land use consists of sit-down, full-service eating establishments with typical duration of stay of approximately one hour. This type of restaurant is usually moderately priced and frequently belongs to a restaurant chain. Generally, these restaurants serve lunch and dinner; they may also be open for breakfast and are sometimes open 24 hours a day. These restaurants typically do not take reservations. Patrons commonly wait to be seated, are served by a waiter/waitress, order from menus and pay for their meal after they eat. Some facilities contained within this land use may also contain a bar area for serving food and alcoholic drinks. Fast casual restaurant (Land Use 930), quality restaurant (Land Use 931), fast-food restaurant without drive-through window (Land Use 933), fast-food restaurant with drive-through window and no indoor seating (Land Use 935) are related uses.

Additional Data

Users should exercise caution when applying statistics during the AM peak periods, as the sites contained in the database for this land use may or may not be open for breakfast. In cases where it was confirmed that the sites were not open for breakfast, data for the AM peak hour of the adjacent street traffic were removed from the database.

The outdoor seating area is not included in the overall gross floor area. Therefore, the number of seats may be a more reliable independent variable on which to establish trip generation rates for facilities having significant outdoor seating.

Time-of-day distribution data for this land use for a weekday, Saturday, and Sunday are presented in Appendix A. For the 38 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:45 a.m. and 12:45 p.m. and 12:00 and 1:00 p.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Florida, Georgia, Indiana, Kentucky, Massachusetts, Minnesota, New Hampshire, New Jersey, New York, Ohio, Oklahoma, Oregon, Pennsylvania, South Dakota, Texas, Vermont, and Wisconsin.

Source Numbers

126, 269, 275, 280, 300, 301, 305, 338, 340, 341, 358, 384, 424, 432, 437, 438, 444, 507, 555, 577, 589, 617, 618, 728, 868, 884, 885, 903, 927, 944, 961, 962, 977



High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trlp Ends vs: 1000 Sq. Ft. GFA On a: Weekday

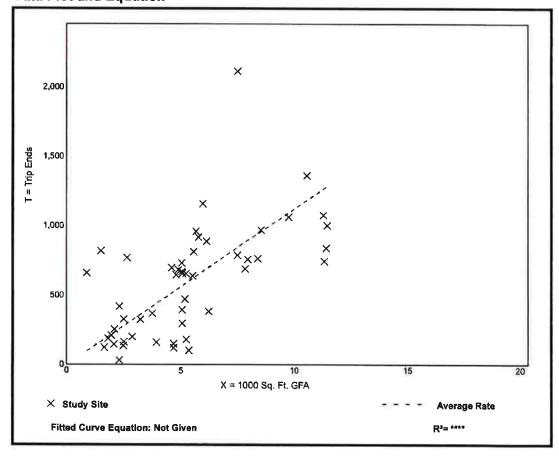
Setting/Location: General Urban/Suburban

Number of Studies: 1000 Sq. Ft. GFA:

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
112.18	13.04 - 742.41	72.51



High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.

General Urban/Suburban

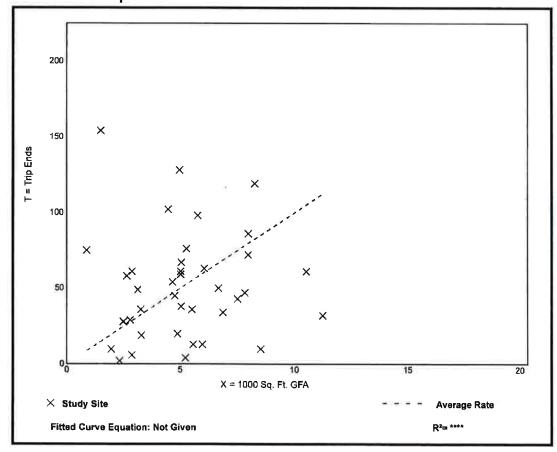
Setting/Location: Number of Studies:

1000 Sq. Ft. GFA: Directional Distribution:

55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.94	0.76 - 102.39	11.33





High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

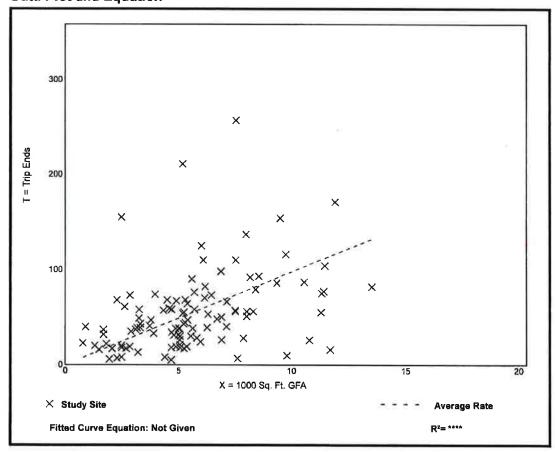
Number of Studies: 107

1000 Sq. Ft. GFA: Directional Distribution:

62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.77	0.92 - 62.00	7.37





Land Use: 931 Quality Restaurant

Description

This land use consists of high quality, full-service eating establishments with a typical duration of stay of at least one hour. Quality restaurants generally do not serve breakfast; some do not serve lunch; all serve dinner. This type of restaurant often requests and sometimes requires reservations and is generally not part of a chain. Patrons commonly wait to be seated, are served by a waiter/waitress, order from menus and pay for meals after they eat. While some of the study sites have lounge or bar facilities (serving alcoholic beverages), they are ancillary to the restaurant. Fast casual restaurant (Land Use 930) and high-turnover (sit-down) restaurant (Land Use 932) are related uses.

Additional Data

The outdoor seating area is not included in the overall gross floor area. Therefore, the number of seats may be a more reliable independent variable on which to establish trip generation rates for facilities having significant outdoor seating.

The sites were surveyed in the 1980s and the 1990s in Alberta (CAN), California, Colorado, Florida, Indiana, Kentucky, New Jersey, and Utah.

Source Numbers

126, 260, 291, 301, 338, 339, 368, 437, 440, 976



Quality Restaurant (931)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 1000 Sq. Ft. GFA:

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate

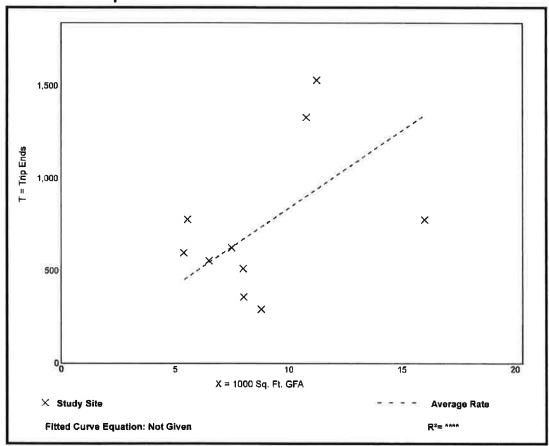
Range of Rates

Standard Deviation

83.84

33.45 - 139.93

40.01



Quality Restaurant (931)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 7 1000 Sq. Ft. GFA: 10

Directional Distribution: Not Available

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate

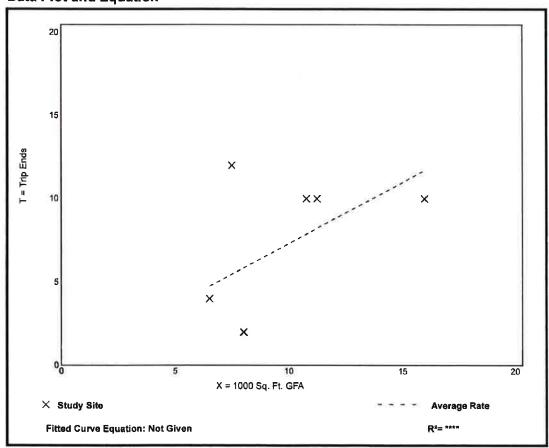
Range of Rates

Standard Deviation

0.73

0.25 - 1,60

0.42





Quality Restaurant (931)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 1000 Sq. Ft. GFA:

Directional Distribution: 67% entering, 33% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate

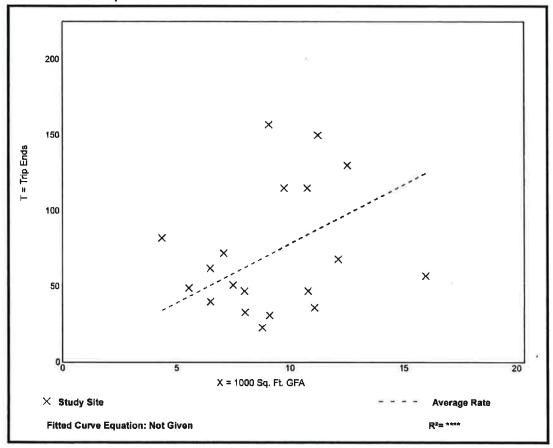
Range of Rates

Standard Deviation

7.80

2.62 - 18.68

4.49





Attachment C

Trip Distribution

1045 Olive - Trip Distribution

The likely distribution of Project trips was identified based on the type of land uses in the Project, the likely origins and destinations of Project users, and the characteristics of the street system in the area of the Project. The following distribution was assumed:

- 25% of the trips towards the north
- 20% of the trips towards the south
- 20% of the trips towards the east
- 35% of the trips towards the west

Attachment D

Related Projects

1045 Olive - Related Projects

The attached list represents a current list as of December 21st 2017 (the date of the NOP for the Project). This list has been coordinated with previous related projects lists from other projects approved by DCP, and with the most current information from DCP regarding project application submittal.

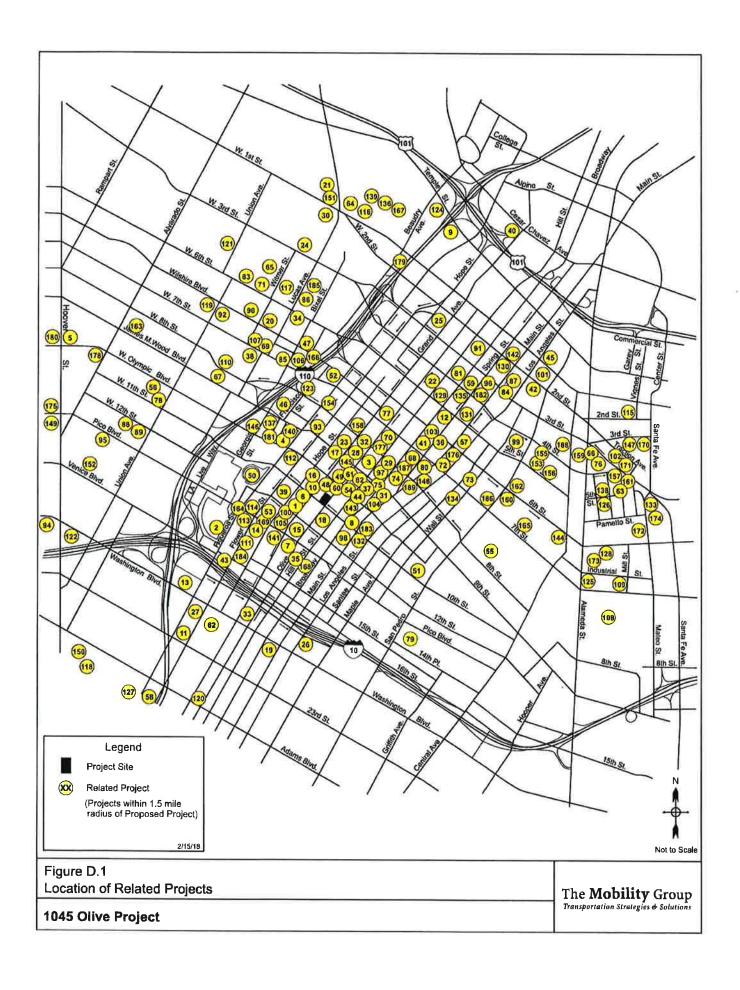


Table D.1 Related Projects List and Trip Generation Estimation - 1045 Olive Project

	Total	29		17	301	136			57	229		8		532			503		41	388		424			
PM Peak Hour	Ont	25		32	921	37			91	83		69		274			217		14	125		180			
	<u></u>	42		36	196	86			38	136		127		258			286		27	273		244			
	Total	51		48	265	o			47	169		157		320			361		'n	344		244			
AM Peak Hour	Ont	41		38	202	4			æ	127		126		176			248		ю	284		175			
	드	10		5	63	ın			on.	42		31		4			113		2	90		69			
Daily Trips		763		647	3,309	2,237			594	2,730		2,114		5,198			5,457		492	4,568		3,585			
Project Description		Apartments	Commercial	Aparments	Apartments Retail	Office	Restaurant	Bar	Apartments	High-rise Apt	Commerical/Retail	Apartments	Commercial	Apartments	Office	Retail	Apartments	Retail	Restaurant	Condomnium	Retail	Apartments	Retail	Specialty Retail	Restaurant
		115 DU	4,610 sf	106 DU	522 DU 4,500 sf	3,295 ਵਾਂ	10,056 sf	5,119 sf	108 Units	00 999	20,690 sf	360 DU	6,400 औ	391 D U	39,725 sf	49,000 sf	O O 009	30,000 sf	7,149 sf	1,063 du	18,000 sf	345 DU	23,000 sf	21,000 sf	11,000 sf
Location / Address		1247 S Grand Ave		1400 S Figueroa	820 S Olive St	940 S Figueroa St			1011 S Park View St	1120 S Grand Ave		1230 S Olive St		146 W 11th (11th St /	Broadway)	1111 S Broadway	327 N Fremont Ave		1036 S Grand Ave	2222 S Figueroa St		527 N Spring St	555 N Broadway		
Project Name - EAF # / DOT Case #		Apartments		1400 S Figueroa Residential Project	Mixed-Use	Vanety Ans Project			Apartments	DTLA South Park - Site 1		DTLA South Park - Site 4		Mixed-Use (Herald Examiner)			Mixed-Usa		Restaurant Project	2222 S Figueroa		LA Plaza Cultura Village			
Project #		-		2	ю	4			ഹ	9		2		80			o		10	11		12			

1 of 17

Table D.1 Related Projects List and Trip Generation Estimation - 1045 Olive Project

	Г	L													_		T	-					_	_				Г				
	Total	25		238		315		66			188						43		1,203							352	55	437		286		2 01 17
PM Peak Hour	ijo	12		102		돲		35			59						-7		88							246	29	138		101		
	Ē	13		38		181		28			130						S		637							2 6	26	279		185		
	Total	19		193		240		8			100						rγ		942							290	180	344		230		
AM Peak Hour	ōnī	12		501		148		25			43						40		299							70	99	273		183		
∢	5	7		88		35		13			25						-45		390							081 O	122	77		47		
Daily Trips		320		4,280		4,886		1,084			2,493						543		12,737							66 66 67	715	4,707		3,067		
Project Description		Apartments	Retail	Apartments	Retail	Apartments	Retail	Condominiums	Retail	Restaurant	Hotel	Restaurant	Theater	Banquet	Lounge	Bar	Condominiums	Retail	Condominiums	Apartments (Rental)	Hotel	Refail/Commercial	Office	Gallery/Museum	Gym	Imaging center, pharmacy, surgical suites, and physician offices	Chaner High School	Condominiums	Restaurant	Aparments	Retail	
		105 Units	2,650 sf	419 DU	42,000 sf	640 DU	45,000 sf	151 DU	3,472 sf	2,200 sf	163 Rooms	3,084 sf	12,780 sf	4,773 sf	2,163 sf	11,840 sf	172 D.U	6,850 ਤੀ	U G 006	550 D.U	210 Rooms	143,100 sf	180,000 sf	17,600 sf	8,000 sf	56,450 sf	600 Students	0.0 D.U	13,742 sf	525 D.U	6,200 sf	
Location / Address		720 W Washington Bivd.		Pico Blvd bw Flower and	1306 S Hope St	North of Pico bw Grand and	1200 S Grand Av	1050 S, Grand Ave (Grand	AVB / TITT St.)		831 S Grand Ave.						1115 S Hill St.		SOLA Village	1900 S Broadway						Wilsture Bivd/Witmer St.	1552 W Rockwood St	427 W 5th	437 S Hill St	830 S Hope St		
Project # Project Name - EAF # / DOT Case #		Mixed-Use 7		Onyx Apartment P		G12 Project	J (-	Mixed-Use			Embassy Hotel						11th & Hill Project		Mixed Use							New Medical Office Building (Good M Samaritan Hospital)	Charter High School	Pandrim Project	4	9th & Flower Project 8.		
Project #		13		14		13		16			17						18		6							20	21	22		23		

Related Projects List and Trip Generation Estimation - 1045 Olive Project

PM Peak Hour	In Out Total	41 25 66		1,120 1,344 2,464									125 53 178			67 -28 39		174 96 270			147 539 586		47 26 73	74 43 117		140 83 223	
AM Peak Hour	Out Total	42 53		1,551									118 156			9118		166 247			108 704		47 60	72 93		129 162	_
AM	=	11		919									38			-82		18			969		Ē.	21		33	
Daily Trips		711		21,631									2,113			870		3,071			5,538		780	1,275		2,557	_
Project Description		122 DU Apartment	sf Retail	D.U Condominiums	D.U Apartments	sf Retail	sf Supermarket	sf Restaurant	sf Health Club	250 seats Event Facility	275 Rooms Hotel	sf Office	DU Residential Units	Specialty Retail/Restaurant	32 DU Renovate Residential Units	DU Condominium	sf Retail	DU Apartments	sf Retail	Sf Restaurant	sf Office	150 Rooms Hotel	DU Apartments	D U Apartments	sf Retail	D.U Apartments	
Location / Address		1435 W 3rd Street 122	3,500 sf	Parcel Q and Parcel W - 1,648 D.U	Avenue, Hill Street, & Upper 412 D.U.	225,250 sf	JIK Way, Hope Street, & 53,000 sf Upper 2nd Street	237 S Grand Av 67,000 sf	50,000 sf	250	275	8	Vasnington Bi/Los Angeles 230 DU	220 E Washington Bl 19,000 sf	32	2100 S Figueroa 291 DU	7,134 sf	840/888 S. Olive St 303 DU	9,680 sf	1,500 sf	801 S Broadway 400,000 sf	150	1430 W Bevery B 157 DU	955 S Broadway 201 D U	6,000 sf	801 S Olive St 363 D.U	
Project Name - EAF # / DOT Case #		Mixed Use 143		Grand Avenue Project	8 8	<u>a</u> .		237					Washington BI Opportunity MU (Mercy E V	115g) ST		Mixed Use 210		9th / Olive Project 840			Broadway Trade Center 801		Beverly + Lucas Project 143	Broadway Mixed 955		801 S Olive Street Project 801	
Project #		24		52									26			27		28			59		30	31		32	

Related Projects List and Trip Generation Estimation - 1045 Olive Project

	<u>a</u>	81		387		145		239		\$		61		141		153		8				140		287			381			
5	Total																										.,			
PM Peak Hour	Ont	۲		155		25		18		99		23		S		2		66				8		117			109			
	E	88		232		68		152		86		33		-6		86		76				25		170			272			
	Torai	18		256		133		180		120		S		3		98		116				35		247			250			
AM Peak Hour	Ort	95		2 8		82		44		8		37		74		88		33				02		157			228			
₹	E	25		19		<u>ب</u>		98		56		16		50		7		83				22		06			21			
Dally		438		4,200		1,700		2,688		1,656		299		1,543	ì	1,511		2,045				1,527		3,492			4,715			
Project Description		Apartments	Retail	Apartments	Retail	Condominiums	Retail	High-rise Cando	Retail	Apartments	Retail	Condominiums	Retail	Condominiums	Restaurant	Apartment	Retail	Apartments	Conf. Spc.	Restaurant	Bar	Apartments	Retail	Condominium	Apartments	Hotel	Apartments	Retail	Live/Work	Office
		160 DU	24,250 sf	649 DU	39,996 sf	154 DU	10,700 sf	452 DU	25,000 sf	239 D.U	5,400 sf	94 D.U	2,000 sf	208 D.U	5,029 sf	300 DC	8,000 sf	176 Room	1,200 sf	8,400	5,290 sf	240 DU	16,000 sf	202 DO	134 DU	250 rooms	662 DU	47,000 sf	11,000 sf	34,824 sf
Location / Address		233 W Washington Bi		1102 W 6th St		215 W 14th St.		601 S Main St		920 S HIII		1329 W. 7th St.	(7th / Witmer)	1133 Hope Street		700 Cesar Chavez		633 S Spring				southwest corner of San	Pedro and 2nd	1600 S Figueroa St			928 S Broadway			
Project Name - EAF # / DOT Case #		Mixed-Use Building		Bixel & Lucas Project		Mixed-Use		SB OMEGA		Hill Mixed		Witner Project		1133 Hope Street Project		700 Cesar Chavez Ave Project		Spring St. Hotel				Wakaba LA		1600 S Figueroa			Mixed-Use			
Project #		33		8		32		98		37		38		39		40		41				42		43			4			

Related Projects List and Trip Generation Estimation - 1045 Olive Project

	Total	1,377			886				136		SS.	377		1,586										1,589						
PM Peak Hour	Oort	942			512				53		72	391		1,025										256						
	<u>-</u>	435			387				8		38	212		661										632						
	Total	1,048			625				113		48	210		069										1,271						
AM Peak Hour	Out	118			318				35		6E	144		287									2	434						
	Ç	930			307				21		ത	18		403										837						
Dally Trips		13,534			B,010				1,498		632	3,882		22,171										16,433						
Project Description		Government Office	Retail	Child Care Facility	Hotel	Condominiums	Office	Retail	Condominiums	Retail	Apartments	HI-rise Condominiums	Market	Resdiential	Educational	Retail	Restaurants	Health Club	Sport Bar	Hotel	Office	Production Studio	Convention Center Expansion	University	Shopping Center	Сіпета	Apartments	Hotel	Retail	Office
		712,500 sf	35,000 sf	2,500 sf	480 Rooms	836 D U	988,225 sf	46,000 sf	402 D U	7,428 sf	100 DU	420 DU	38,500 sf	1,264 DU	95,706 sf	148,583 sf	60,000 sf	12,309 sf	6,000 sf	183 Rooms	367,300 sf	298,500 sf	250,000 sf	1,400 Students	176,733 sf	744 Seats	945 DU	210 Rooms	224,862 sf	294,541 sf
Location / Address		150 N Los Angeles Street			851 S Francisco St (8th St /	B99 S Francisco St			1027 W Wilshire Project	(wilsnire / of Paul of)	1027 S Olive Street	848 S Grand Av		Figueroa St. / 11th St										San Pedro Street b/w 9th St	and 12th St	1057 S San Pedro St				
Project Name - EAF # / DOT Case #		Los Angeles Street Civic Center	י סופרו		Metropalis Mixed-Use				Mixed-Use Development		Residential Project	Embassy Tower		LASED Entertainment District	(Excluding completed development to	(includes Oceanwide, Circa and JW	delical Ext Projects)							City Market Project						
Project #		45			46 N				47 N		48	49 E		20										51						

Related Projects List and Trip Generation Estimation - 1045 Olive Project

	Total	828				350			225			37	87	145				Я	305			145		7		242
		764				121			28	_		51	42	99	_			13	12			51		23		92
PM Peak Hour	ji O	9/				12			as				4	so.					112			2		23		568
	드	94				229			143			24	45	87				23	193			94		48		574
	Totaí	800				311			13K			FE .	76	127				90	237			101		116		463
AM Peak Hour	Out	75				233			104			52	32	75				23	187			7.8		56		127
₫.	드	725				78			30			ю	4	52				^	ន			22		52		336
Daily Trips		3,624				3,956			2,496			398	1,157	2,213				380	3,292			1,581		2,266		8,420
Project Description		Hotel Rooms	Residential Units	Office	Retail/Restaurant	Apartments	Retail/Restaurant	Office	Apartments	Retail	Restaurant	Joint Living and Work Quarters	Hotel	Apartments	Retail	Restaurant	Fast-food Restaurant	Apartments	Apartments	Retail	Lounge	Apartments	Restaurant	Apartments	Restaurant	5-year Master Plan Project
		560 Rooms	100 DU	1,500,000 sf	275,000 sf	730 DU	10,500 sf	70,465 sf	300 DU	14,500 sf	8,500 डर्	00 DO	160 Rooms	160 DU	18,000 sf	3,500 sf	3,500 sf	73 DU	450 DU	6,904 sf	5,000 sf	225 DU	5,000 डर्	263 DU	14,500 sf	21,300 Enrollment
Location / Address		930 W Wilshire Bi	900 W Wilshire BI			1212 W Flower			Northwest comer of		301 W Olympic BI	785 S Towne Ave.	1700 W Olympic	534 5 Main St				505 W 31st St	400-416 Broadway			1001 S Olive St		Northeast corner of Olive &	Olympic 960 S Olive St	400 Washington Blvd. (Washington Blvd. / Flower St.)
Project Name - EAF#/ DOT Case#		Wilshire Grand Redevelopment Project				Flower (1212) Mixed -Use			Olympic / Hill Project			785 S Towne	1700 W Olympic Hatel	Mixed-Use				USC Student Housing	400 S Broadway Mixed-Use Project 4			1001 S Olive		Orive & Olympic	J 5	LA Trade Tech College - 5-Year (Master Plan S
Project #		25				23			22			જ	\$	22				88	69			09		61		25

Related Projects List and Trip Generation Estimation - 1045 Olive Project

	Total	295			99		99	8		34		283		50	259			45	386		12		59	201		37		
PM Peak Hour	ont	104			24		23	65		ဟု		116		17	127			15	154		24		10	38		14		
	٤	191			42		43	F		36		167		g	132			œ	212		m		19	54		23		
	Total	213			90		46	112		4		213		41	7.5			37	312		59		24	70		ĸ		
AM Peak Hour	ōnī	154			40		37	9/		56		141		æ	25			e S	188		3		49	8		17		
	Ē	59			10		o,	g		-22		72		σ	18			-	124		24		KD.	14		19		
Dany		3,293			714		88	1,662		511		3,942	3	532	2,792			479	4,445		101		313	1,140		808		
Project Description		Apartments	Commercial	Production Space	Apartments	Retail	Apartments	Apartments	Commercial	Aparlment	Restaurant	Apartments	Pharmacy	Apartments	Apartments	Bar	Restaurant	Aparments	Hotel	Apartments	Medical Office	Assisted Living	Apartments	Condominiums	Retail	Hotel	Restaurant	Retail
ā.		310 DU	11,375 sf	11,736 sf	102 DU			186 DU		80 DU		320 DU			165 DU	11,902 sf		80 Units	299 Rooms	301 DU	66 employee	55 bed	47 DU	210 DO	9,000 sf	66 Rooms	2,130 sf	840 औ
Location / Address		Northeast comer of Palmetto	& Searcon		1335 W 1st St		459 S Hartford Ave	330 S Alameda		1150 W Wishire		737 S Spnng		1218 W Ingraham St	400,402 W 7th St.			740 S Harfford St	640 S Main St.		649 S Wall St		740 S Broadway	215 W 9th St		400 S Alameda St		
Project Name - EAF # / DOT Case #		Paimetto			Mixed Use		Residential	330 S Alameda		Mixed-Use Project		Mixed Use		Apartments	Foreman and Clark Building			Apartments	Cecil Hotel Reno.		Olinic		Garland Building	Northeast Tower		400 S Alameda Hotel		
Project #		63			. P9		8	99		67 N		89		69	70			71	72 C		e E		74 G	75 N		76 4		

Related Projects List and Trip Generation Estimation - 1045 Olive Project

	Total	123	8	122	268		220		168		31	259	102			53				127		SS.	8	-61			
PM Peak Hour	ino	09	37	63	ই		6/		8		=	88	35			-51				925		22	28	23			
Md	<u></u>	8	58	29	164		141		115		20	161	29			2				75	W 213	vo.	£	38			
	Total	<u>8</u>	352	88	211		163		100		5 2	129	02			46				224		32	195	7			
AM Peak Hour	Out	4	158	×	152		129		88		21	9	88			117				136		4	88	18			
AN	Ē	89	194	¥	95		æ		20		w	97	ব			1.2				88		28	80	-11			
Daily Trips	I	1,674	970	1,888	3,409		2,361		1,881		333		1,084			283				1,910		224	492	1,163			
Project Description		Hotel	School	Retaiř	Apartments	Pharmacy/Drug Store	Apartments	Retail	Apartments	Retail	Condominiums	Sports Complex	Condominiums	Apartments	Retail	Apartments	Retail	Quality Restaurant	Coffee Shop	Condominiums	Retail	Office	School	Apartments	Retail	Other	
		241 Rooms	450 Students	181,620 sf	400 DU	15,000 sf	428 DU	6,700 sf	232 D U	14,000 sf	58 DU	43,453 डा	126 DU	100 DU	7,200 sf	369 DU	18,600 sf	2,200 sf	1,200 sf	300 DÚ			450 Pupils	218 DU	6,100 sf	1,500 sf	
Location / Address		649 S Olive St	1633 W 11th St	810 E Pico Blvd	732 S Spring St		340 S Hill		940 S Hill		742 S Hartford Ave	237-249 S Los Angeles St	1145 W 7th St			1111 W 6th St				225 S Los Angeles St.		2005 W Pico Bivd	1700 W Pico Blvd.	1501 Wilshire Blvd.			
Project # Project Name - EAF # / DOT Case #		Hotel + Retail	(K-5)	Residential	Mixed Use		Mixed Use		Hill Mixed		Condominiums	Budokan of Los Angeles	Mixed Use			Sapphire Mixed Use				Vibiana Lofts			Pacific Charter Elementary School	Valencia Project		6	
Project #		12	78	62	90		180		82		88	22	85			88				87 \			68	06			

Related Projects List and Trip Generation Estimation - 1045 Olive Project

	Total	02	32	238		23	62	410			184			207		48	99	25	61			47		27		118	
Hour) jo	47	92	98		12	42	153			29	-		8		- 44	22	ω	32	_		16	_	12		41	-
A Wd		gg.	Φ	143	_	12	202	257			117			124		٤	4	6	35			31		5		12	
	Total	<u>8</u>	33	183 E		رة .	506	386			137			18		40	ig G	<u>0</u>	89			15		16		105	
Hour	Į Jo	14	4	146		91-	88	243			108			38		32	46	20	33			12		12		78	
AM P	L.	40	58	37		-33	140	143			53			53		ш	on on	÷	25			n		4	_	27	
Daily Trips		1,638	230	2,624		414	821	4,691			1,998			2,622		519	732	76	648			480		299		1,396	
																						H					
Project Description		Retail and Restaurant	Office	Condominiums	Retail	Other	School	Apartments	Restaurant	Retail	Apartments	Restaurant	Retail	Hotel	Restaurant	Live/Work	Солдотіліцтв	Apartment	Apartment	Restaurant	Creative Office	Apartments	_	Apartments	Retail	Condominiums	Restaurant
Prop							480 Pupils Sc	471 DU A	27,780 sf Re	5,190 sf Re	300 DU 9	3,500 sf	3,500 sf Re	148 Rooms IH	ĺ			74 DU 77	52 DU Ap	2,400 sf Re	6,900 sf	30 DU Ap	2,500 sf Bar	30 DU Ap	7,500 sf Re	161 Units	2,085 sf Re
Location / Address		201 S Broadway	1550 W Bth St.	700 W 9th St.		1302 W Washington Blvd.	1929 W Pico Blwd	300 S Main St.			850 S HIII St.			1105 S Broadway		443 S San Pedro St.	1201 S Grand Ave.	118 S Astronaut es. Onizuka St	360 S Alameda			644 S Broadway		950 S Broadway	6	1229 S Grand Ave	
Project Name - EAF # / DOT Case #			ndation of LA	Apex Phase II		ē	Charter High School	Medallion Phase II			Alexan South Broadway 8:			Proper Hotel		Catalina Building	1201 S Grand 17.	Mixed Use	Mixed Use			Brooks Building 64		950 S Broadway		Grand Residence	
Project #				88		24	88	96			97			86		66	001	101 N	201			103		201		105	

Related Projects List and Trip Generation Estimation - 1045 Olive Project

	_	_			-		-		-			_		•	_			_	_	_	_	_	_			-
	Total	300			156		62		25		42	68		539				89		415		189		17	88	35
PM Peak Hour	лo	116			2		37		23		1	22		227				17		212		88		01	8	49
a.	٤	184			100		45		×		58	29		312				15		203		101		12	62	65
	Total	247			118		7.1		32		38	8		478				48		317		02		22	<u>8</u> 2	9
AM Peak Hour	ð	173			96		45		25		30	8		274				48		125		(3)		œ	8	43
₹	E	74			23		92		10		so.	?		204				2		192		19		4	क	84
Delity Trips	I	3,461			1,725		816		635		449	1,038		6,583				108		5,720		2,014		58 6	1,033	499
Project Description		Aparments	Hotel	Retail	Солдотілічтв	Retail	Apartments	Office	Apartments	Commercial	Apartments	Apartments	Retail / Restaurant	Condo	Hotel	Restaurant	Retail	Apartments	Retail	Hotel	Retail	Retail	Other	Aparments	Apartments	Child Care Facility
		425 Units	126 Rooms	4,874 sf	303 Units	5,959 sf	122 DU	13,600 sf	DO 25	6,000 sf	45 Units	188 Units	10,096 sf	650 Units	300 Room	40,000 sf	40,000 sf	147 Units	6,921 sf	1,162 Room	13,145 sf	41,019 sf	63,893 sf	43 DU	220 DU	7,997 र्डा
Location / Address		675 S Bixel St			1235 W 7th St		1800 E 7th St		1745 E 7th St		1322 W Linwood Ave	1334 S Flower St.		1020 S Figueroa St				1400 S Flower St.		Northeast comer of	igueroa st. & Plos bivo.	929 E 2nd St	if.	1300 W Court St	495 S Harfford	3014 S Royal St
Project Name - EAF # / DOT Case #		Hotel & Apartments 67			Mixed-Use		Mixed-Use Project		1745 E 7th St		1322 Linwood Apts. 13	Mixed-Use		LUXE Hotel	Mixed-Use			Mixed-Use 14		Fig + Pico Hotel	I	Mixed-Use Project	Mostry private club)	Apartments	Urban View Lofts Project 49	Child Care 30
Project #		901			107		108 A		109		110	111		112				113 N		114 F		115		116 A	117	118

Related Projects List and Trip Generation Estimation - 1045 Olive Project

	Total	62				961		22	203	235		-189		368					119			86		1,450					
PM Peak Hour	ŏ	4				R		7	146	9		-582		153					æ			51		269					
	Ē	521				123		13	57	144		393		215					83			48		758					
	Total	22				156		91	136	508		412		304					25			16		1,098					
AM Peak Hour	ino O	128				120		13	53	146		439		181					11			33		624					
	Ę	4				36		m	107	8		-851		120					7			48		474					
Daily Trips		1,355				2,118		213	2,060	2,869		1,804		4,004					1,471			1,167		15,167					
Project Description		Apartments	Theater	Classroom	Hotel	Apartments	Retail	Apartments	Office	Condominium	Retail	Apartments	Refail	Apartments	Office	Specialty Retail	Restaurant	Supermarket	Apartment	Retail	Arts & Prodction Space	Hotel	Bar	Apartments	Office	Community-Serving Commercial	Art Space	Hotel	School
		478 DU	850 Seats	50 Student	220 Rooms	296 DU	5,000 ज	32 DO	60,000 sf	781 DU	6,700 sf	1,500 DU	30,000 sf	475 DU	43,000 sf	9,000 sf	17,000 ਗ	15,000 sf	213 DU	14,495 sf	14,495 sf	275 rooms	1,178 sf	1,736	253,514 sf	127,610 sf	22,429 sf	514 Rooms	300 Student
Location / Address		1930 Wilshire Bivd				2528 S Grand Ave		425 S Union Ave	1122 W Washington Blvd	945 W 8th St.		1000 W Temple St		658 Alameda Street					1100 E 5th Street			3101 S Figueroa St		1205 6th St					
Project Name - EAF # / DOT Case #		1930 Wishire MU				Wixed-Use			Medical Office	Mixed-Use		Ferante		Mixed-Used					1100 E 5th St (Mixed-Use)			Figueroa Hotel		6th & Alameda	Mixed-Use				
Project #		119				120		121	122	123		124		125					126			127		128	-				

Related Projects List and Trip Generation Estimation - 1045 Olive Project

	Total	322				541			86			35		497				305					131	18	126	281				
PM Peak Hour	PO FIGURE	126				423			37			14		223				141					46	ω	19	201				
	Ē	96				118			19			78		274				164					85	12	95	179				
	Total	129				290			2			112		377				061					108	15	111	223				
AM Peak Hour	JNO O	8				93			72			103		220				82					88	12	94	121				
	Ę	63				467			32			c#		157				108					22	m	99	102				
Daily Trips		3,271				4,006			1,450			385		4,995				2,499					1,410	193	1,714	4,285				
Project Description		Condominiums	Hotel	Restaurant	Bar	Condominiums	Office	Retail	Condominiums	Retail	Restaurant	Apartments	Other	Apartments	Restaurant	Retail	Diffice	Apartment	Office	Retail	Other	Other	Apartments	Apartments	Hotel	Apartments	Retail	Отбе	Hotel	Other
		90 DU	200 Rooms	5,000 sf	22,500 sf	107 DU	534,044 DU	7,200 sf	196 DU	5,300 sf	900 ज	379 DU	25,810 sf	600 DU	15,000 sf	15,000 s.f	30,000 s.f	323 DU	53,200 sf	4,400 sf	4,420 sf	125 Persons	212 D.U	Z9 DN	247 Rooms	228 DU	23,000 sf	27,860 ਤੀ	149 Rooms	56,100 sf
Location / Address		333 W 5th St				232 West 2nd St			433 S Main			1100 S Main St		520 S Mateo St				755 S Wall St					354 S Spring St	1301 W Callon St	926 W James M Wood Blvd	1101 E 5th St				
Project # Project Name - EAF#/ DOT Case#		Sin & Hill Center MU				Tribune Media's DTLA Tower			433 S Main St			Mixed-Use		Mixed-Use				Southern California Flower Market	13261				Hellman / Banco Building		Downtown LA Hotel	Arts District Center (Mixed-Use)				
oject #		129				130			131			132		133				134					135	136	137	138				

Table D.1 Related Projects List and Trip Generation Estimation - 1045 Olive Project

	Total	69	26				199		332					285		102		119			712			146			205		
PM Peak Hour	Out	24	191				74		R					2		32		42	-		209			28			82		
PM Pe	-	45	703				125		294	_	_	_	_	181		20		77			503			35			105		
	5						_														_								
	Total	57	569				151		435					242		8		101			929			75			167		
AM Peak Hour	Önt	46	115				118		24					193		- 62		9/			510			\$			22		
A	<u>c</u>	1	454				33		26					49		17		25			116			14			110		
Daily Trips	L	745	7,367				2,158		8,535					3,392		1,074		1,305			8,063			1,847			2,482		
Project Description		Apartments	Condominiums	Hotel	Retail	Restaurant	Apartments	Retail	Apartments	Office	Supermarket	Quality Restaurant	Hight Tumover Restaurant	Apartments	Retail	Apartments	Retail	Apartments	Retail	Other	Apartments	Relail	Other	Bar/Lounge	Restaurant	Retail	Retail	Office	Restaurant
a .		122 DU	200 DU	220 raoms	44,080 sf	50,000 sf	284 DU	6,300 sf	1,127 DU	285,088 sf	50,000 sf	22,200 sf	53,389 sf	498 DU	8,707 sf	236 DU	12,000 sf	208 DU	810 sf	1,620 sf	1,367 DU	20,000 sf	20,000 ਵਾਂ	3,047 sf	7,720 sf	6,171 डा	32,400	65,000	4,000
Location / Address		1316 W Court St	911 S Figueroa St				1323 Grand Ave		100 S Broadway		-			1000 S Hill St		601 S Central Ave		845 S Olive			1001 W Olympic			806 E 3rd St			755 S Los Angeles		
Project # Project Name - EAF # / DOT Case #		1316 Court & 1323 Colton Apts	Figueroa Centre				Mixed-Use		Times Mirror Square					Mixed-Use		Mixed-Use 60		845 S Olive & 842 Grand MU B4			Olympia Mixed-Use			Mixed-Use 80			Mixed-Use 75		
Project #		139	140				141 N		142					143		441		145 8			146			147 N			148 M		

13 of 17

Table D.1 Related Projects List and Trip Generation Estimation - 1045 Olive Project

	Total	19	123	34	18	96	244			14	11	422			215		719		29		7.5			184				
PM Peak Hour	Ont	σ	69	12	B	33	88			so.	60	322			78		329		37		31			88				
	S	10	58	22	12	61	158			ω	G.	901			137		390		30		4			96				
	Totai	45	121	28	5	77	183			20	52	441			172		394		63		51			245				
AM Peak Hour	JōO	6	22	23	12	62	146			12	Đ	75			137		260		25		37			138				
	E	26	28	ဖ	m	15	37			σο	Ē	366			35		\$		æ		41			107				
Daily Trips		409	737	366	193	1,004	2,644			167	508	3,488			2,315		8,445		929		788			2,186				
Project Description		Hotel	Other	Apartments	Apartments	Apartments	Apartments	Retail	Restaurant	Apartments	Apartments	Office	Retail	Other	Apartments	Retail	Apartments	Retail	Affordable Housing	Retail	Appartments	Office	Retail	Affordable Housing	Apartments	Retail	Office	Dining Room/Flex Space
		125 Rooms	9,955 sf	SS DU	29 DU	151 DU	438 DU	3,750 Retail	3,750 Restaurant	41 DU	51 DU	255,514 sf	4,970 sf	9,940 sf	409 DU	7,329 sf	994 DU	99,300 sf	303 DU	19,907 sf	03 DO	6,000 sf	14,248 sf	378 DU	4 00	1,758 sf	4,410 sf	5,932 sf
Location / Address		2250 W Pico Blvd	2716 S Severance St	101 N Glendale Blvd.	1420 Bonnie Brae St	609 E 5th St	744 S Figueroa St.			508 E 4th St	713 E 5th St	401 Hewitt St			754 S Hope St		333 Alameda St		600 S San Pedro St		940 E 4th St			552 S San Pedro St				
Project Name - EAF # / DOT Case #			USC Children's Creative Learning Center				8th & Fig			Hausing Development		Mixed-Use			8th, Grand & Hope Tower		Mixed-Use		19-story Affordable Housing Skid Row		HEWITT & 4th MU			Affordable Housing 5 Skid Row				
Project #		149	150	151	152	153	154			155	156	157			158		159		160		5			162				

14 of 17

Related Projects List and Trip Generation Estimation - 1045 Olive Project

				_	_			_				_		_		_	_	-									_	
Total	38	25	0 8	51	30		83	138			45	424		251			425	152			18	38	184		727		76	
PW Peak Hour	B1	500	100	18	12		12	30			22	158		138			205	92			E .	10	6/		76		84	
<u> </u>	20	5	515	33	18		21	108			23	566		113			220	18			ĝ,	28	105		151		49	
Total	42	242	3	42	21		58 28	114			40	279		128			35	131			8	32	103		124		62	
AM Peak Hour	18	500	577	¥	91		a	103			16	207		22			30	11			14	32	273		5		23	
<u>.</u>	24	925	350	æ	9		တ	11			24	72		106			c)	\$			84	0	30		12		gg	
Trips	545	995.0	805'5	1,463	327		359	1,755			613	4,618		2,512			4,300	2,331			1,052	376	2,039		2,017		626	
rroject Description	Hotel	o de la	notei	Apartments	Apartments	Retail	Apartments	Apartments	Retail	Other	Hotel	Apartments	Retail	Office	Retail	Restaurant	Retail	Apartments	Office	Restaurant	Restaurant	Aparoments	Apartments	Retail	Hotel	Retail	Assisted Living	Serior Housing
	100 Rooms	1 N94 December	1,024 ROOMIS	82 DO	37 DU	1,890 sf	54 DU	235 DU	5,250 sf	4,000 sf	75 Rooms	635 DU	30,062 sf	78,600 sf	25,000 sf	20,000 s.f	153,000 ਤਾਂ	344 DU	21,413 sf	6,084 sf	12,882 sf	103 DU	159 DU	23,000 sf	ZZ6 rooms	8,000 sf	338 Beds	34 DU
Location / Address	2005 W James M Wood Blvd	0 coop = 10 coop	1300 S rigueroa St	656 S Standford Ave	1018 W Ingraham St		1246 W Court St	1340 S Hill St			1219 S Hope St	350 E 3rd St.		963 E 4th St.	41		555 S Mateo St	1525 Industrial St			500 S Mateo St.	1255 E Elden Ave	550 S Main St		416 W 8th St		1030 S Lake St	
Project Name - EAF #7 UOT Case #	2005 James M Wood Hotel	COST COST COST COST COST COST COST COST			Mixed-Use		Apartments	14th SVHIII St (DTLA) MU				Santa Fe Freight Yard Redvelopment 950 E 3rd St		Mixed-Use (Coca Cola)			Retail	Camden Arts Project			Restaurant	Apartments	Mixed-Use 5		Freehand Hotel		Assisted Living	
	163	79		165	166		167	168				170		171 N			172 R	173			174 F	175 A	176 N		177 F		178	

Related Projects List and Trip Generation Estimation - 1045 Olive Project

	Total	105		173		374					169	37	88		32		90	335		28	46
PM Peak Hour	Ort	59		73		185					982	æ	35		12		44	124		o	15
	드	9/		8		189					28	-	63		20		88	211		£.	Ę.
	Total	28		66		336					150	41	79		52		41	281		m	ιΩ
AM Peak Hour	Out	92		72		170					95	-	62		10		33	961		-	2
	<u> </u>	80		27		8					91	40	17		9		ω	82		2	6
Daily Trips		1,159		1,911		4,423					2,273	364	1,062		344		539	3,749		342	558
Project Description		Apartments	Other	Apartments	Retail	Hotel	Condominiums	Retail	Conference Center	Office	Hotel	Office	Apartments	Retail	Apartments	Retail	Apartments	Aparments	Commercial	Restaurant	Restaurant
		230 DC	9,000 sf	173 DU	36,180 sf	373 Rooms	374 DU	65,074 sf	10,801 औ	33,498 sf	315 Rooms	52,000 र्डा	152 DU	1,184 sਵਿ	47 DU	760 sf	81 DU	452 DU	13,655 sf	3,798 sf	6,208 sf
Location / Address		130 S Beaudry Ave		2501 W Clympic Bi		815 W Olympic Bl	15.	7			361 S Spring	11th St & Main St	1410 S Flower St		1322 W Maryland St		655 San Pedro St.	222 E 7th St		605 E 4th St	716 S Spring
Project Name - EAF # / DOT Case #		Beaudry Ave & 2nd St MU		Olympic & Hoover Mixed-Use		Olympic Tower Project MU					Hotel	Hamis Building Office Conversion	Mixed-Use		Mixed-Use		Apartments	Fashion District Tower			716 S Spring
Project #		179		180		181					281	8	¥81		185 N		186	187 F		188	189 7

483,654 13,841 18,848 32,689 24,350 19,472 43,822

Table D.1 Related Projects List and Trip Generation Estimation - 1045 Olive Project

Infrashucture Projects Metro Little TokyolArts Provide corrilnuous service between Metro Blue. Expo. Red and District Station to Metro 7th Purple Lines and connectors to other rail lines with three new trans Street/Metro Centrer Station stations. Figueroa St. 11th St. between 7th St. Convert Figueroa St., 11th St., and Martin Luther King Jr. Blvd. to & 41st St., 11th St. between 7th St. Convert Figueroa St., 11th St., and Martin pedestrians, bicycles and transit riders, while still accomodating Luther King Jr. Blvd. between 1st St. & Enhance mobility and ransit circulation and support the growth and St. St. between 7st St. & 1th St. between 7st St. & 1th St. between 7st St. & 1th St. between 7st St. & 1th St. between 7st St. & 1th St. A. Ith St. between 7st St. & 1th St. A. Ith St. between 7st St. & 1th St. A. Ith St. between 7st St. & 1th St
better integration of transportation modes, intersection improvements, street lighting, and wayfinding.
Metro Li District & Street/M Figueroa E 41st S St & Bro Luther K Fig St & Broadwa St /5th S St /5th S Detween St betwe

Attachment E

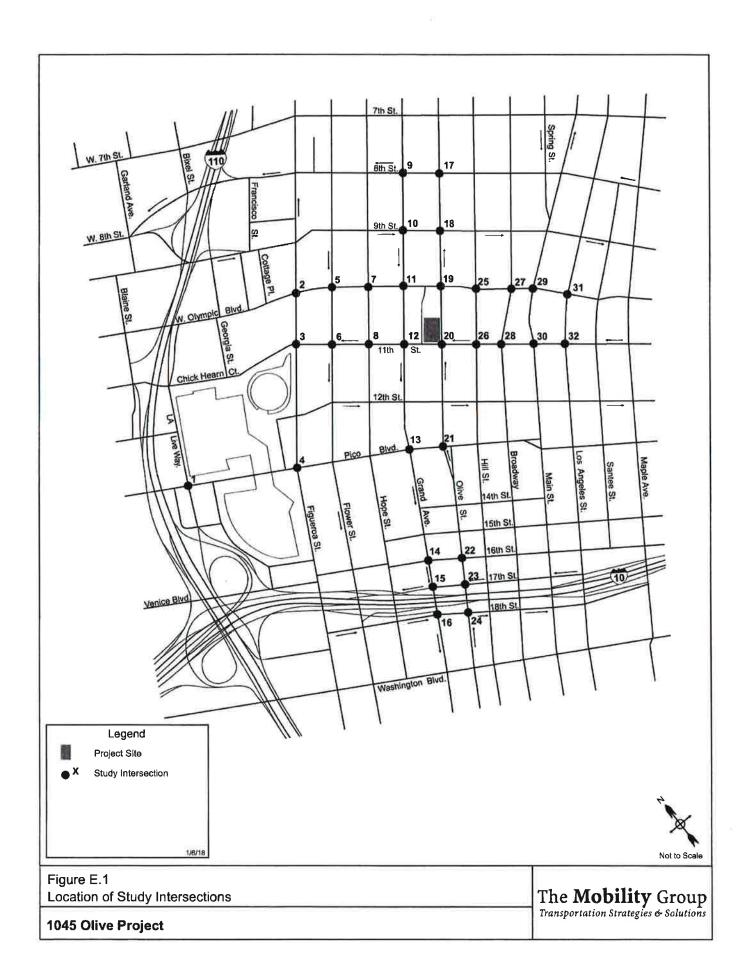
Study Intersections

1045 Olive - Study Intersections

After a review of the Project location, surrounding street network and location of signalized intersections, TMG proposes the following study intersections for the impact analysis:

- 1. LA Live Way & Pico Boulevard
- 2. Figueroa Street & Olympic Boulevard
- 3. Figueroa street & 11th Street
- 4. Figueroa street & Pico Boulevard
- 5. Flower Street & Olympic Boulevard
- 6. Flower Street & 11th Street
- 7. Hope Street & Olympic Boulevard
- 8. Hope Street & 11th Street
- 9. Grand Avenue & 8th Street
- 10. Grand Avenue & 9th Street
- 11. Grand Avenue & Olympic Boulevard
- 12. Grand Avenue & 11th Street
- 13. Grand Avenue & Pico Boulevard
- 14. Grand Avenue & 16th Street
- 15. Grand Avenue & 17th Street
- 16. Grand Avenue & 18th Street
- 17. Olive Street & 8th Street
- 18. Olive Street & 9th Street
- 19. Olive Street & Olympic Boulevard
- 20. Olive Street & 11th Street
- 21. Olive Street & Pico Boulevard
- 22. Olive Street & 16th Street
- 23. Olive Street & 17th Street
- 24. Olive Street & 18th Street
- 25. Hill Street & Olympic Boulevard
- 26. Hill Street & 11th Street
- 27. Broadway & Olympic
- 28. Broadway & 11th Street
- 29. Main Street & Olympic Boulevard
- 30. Main Street & 11th Street

- 31. Los Angeles Street & Olympic Boulevard 32. Los Angeles Street &11th Street



Attachment F

Freeway Threshold Check

1045 Olive - Freeway Threshold Check

The following freeway mainline and off-ramp locations were evaluated as part of the Freeway Threshold Check required by the December 2015 LADOT/Caltrans MOU.

This MOU between LADOT and Caltrans (Agreement Between the City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures, December 2015) sets forth criteria for when a freeway impact analysis should be conducted, including that if certain thresholds are exceeded then analysis of the freeway system is required.

The Agreement outlines the specific criteria and thresholds designed to identify if a Project is required to conduct the additional freeway analysis. Per the Agreement executed by LADOT and Caltrans, if a Project exceeds any of the following thresholds then the additional freeway analysis would be required:

Freeway Mainline

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

Freeway Ramps

- The Project's peak hour trips would result in a 1 percent or more increase to the capacity of a freeway off-ramp operating at LOS E or F (based on an assumed ramp capacity of 850 vehicles per hour per lane); or
- The Project's peak hour trips would result in a 2 percent or more increase to the capacity of a freeway off-ramp operating at LOS D (based on an assumed ramp capacity of 850 vehicles per hour per lane).

An evaluation threshold check was conducted for the five freeway mainline locations and four freeway off-ramp locations closest to the Project. The evaluation tables are included in the following pages.

Freeway Mainline Locations:

The freeway mainline check was conducted at the following location.

- I-110 South of US-101
- I-110 South of 9th Street
- I-110 North of Exposition Boulevard
- I-10 East of Los Angeles Street
- 1-10 West of Vermont Avenue

The number of Project vehicle trips expected to travel along these freeway mainline segments was estimated based on the Project trip generation and Project trip distribution. The freeway mainline volume increase that would be created by Project vehicle trips was compared against the thresholds provided in the LADOT/Caltrans Agreement.

The analysis shown in Table F-1 and Table F-2 for the AM and PM peak hours respectively, shows that the threshold would not be exceeded at any of the freeway segments in either peak hour. It is concluded that no further analysis is necessary.

Freeway Ramp Locations:

The freeway ramp check was conducted for the following off-ramps.

- SR-110 SB off-ramp at James M Wood Boulevard
- SR-110 NB off-ramp at L.A. Live Way
- I-10 EB off-ramp at Grand Avenue
- I-10 WB off-ramp at Los Angeles Street

The number of Project vehicle trips expected to travel on these freeway off-ramps was estimated based on the Project trip generation and Project trip distribution.

An analysis was conducted of these off-ramps using HCM 2010 methodology and the level of service (LOS) results are shown in Table F.3. The analysis shows that none of the off-ramps are operating at LOS D or worse. The thresholds are therefore not applicable. It was therefore concluded that no further analysis is necessary.

Table F-1 1045 Olive Project - Freeway Segment - Threshold Check - AM Peak Hour

o N	Location	DIR	No of Lanes	Capacity	Project Trips	Project Trip Threshold %	Threshold %	Exceed Threshold?
-	1-110 South of US-101	NB	4G	8,000	16	0.2%	1%	No O
		SB	3G	6,000	4	0.1%	1%	No
2	I-110 South of 9th Street	NB	4G + 2C-D	12,000	0	%0.0	1%	No
		SB	5G	10,000	0	%0.0	1%	No
m	I-110 North of Exposition Boulevard	NB	5G	10,000	2	%0.0	1%	No
	4	SB	5G	10,000	9	0.1%	1%	No
4	I-10 East of Los Angeles Street	EB	4G + 1A	000,6	13	%1.0	1%	No
		WB	4G+1A	6,000	3	%0.0	1%	No
ď	I-10 West of Vermont Avenue	EB	4G+2A	10,000	3	%0.0	1%	No
		WB	4G+2A	10,000	13	0.1%	1%	No

Note: The freeway segment analysis shown in the above table was conducted assuming the subject freeway segments were operating at LOS E or F. This methodology was chosen to represent the most conservative conditions, per the MOU thresholds.

Table F-2 1045 Olive Project - Freeway Segment - Threshold Check - PM Peak Hour

Š	Location	DIR	No of Lanes	Capacity	Project Trips	Project Trip Threshold %	Threshold %	Exceed Threshold?
-	I-110 South of US-101	NB	46	8,000	6 14	0.1%	1%	o Z
7	I-110 South of 9th Street	NB SB	4G+2C-D 5G	12,000	0	0.0%	1%	No No
es .	I-110 North of Exposition Boulevard	NB	5G 5G	10,000	6 2	0.1%	1%	o Z o Z
4	I-10 East of Los Angeles Street	EB	4G+1A 4G+1A	000,6	5	0.1%	1%	o N o
٧n	I-10 West of Vermont Avenue	EB	4G+2A 4G+2A	10,000	11	0.1%	1%	No No

Note: The freeway segment analysis shown in the above table was conducted assuming the subject freeway segments were operating at LOS E or F. This methodology was chosen to represent the most conservative conditions, per the MOU thresholds.

Table F-3 1045 Olive Project - Freeway Off Ramp - Threshold Check Analysis - AM & PM

No	Location	Time	Vоlите	Off-Ramp Delay	Off-Ramp LOS	Intersection Delay	Intersection LOS	Threshold ¹ Applicable	Project Trips	Exceed Threshold?
	אין עניין אין איין אין אין אין אין אין אין אין	AM	1,592	8.6	A	12.2	В	NA	4	N/A
-	SK-110 SB 011-farip at Jaines M wood Bollievald	PM	1,147	7.3	A	11.5	В	NA	14	N/A
,	- 11 · 1 · 1 · 1 · 1 · 1 · 1 · 1 · 1 · 1	AM	1,884	2.0	А	2.5	А	NA	2	N/A
٧	SR-110 NB off-ramp at L.A. Live way	PM	1,865	1.9	A	2.4	A	NA	9	N/A
,	30 43 01	AM	1,357	26.1	C	23.3	၁	N.	33	N/A
n	I-10 EB OII-ramp at Orang Avenue	PM	1,400	32.0	С	25.5	C	NA	11	N/A
	1 10 W/D off 24 to A-malan Change	AM	1,016	25.4	C	20.5	C	A A	3	N/A
4	1-10 WB 011-tanip at Los Angeres Sueet	PM	953	30.1	၁	21.7	၁	NA A	=	N/A

General Notes: Source of count: 2017 traffic counts, excep location #1 2016 factored to 2017.

Note: 1. Thesholds not applicable if level of service is LOS C or better.

Attachment G

CMP Analysis Locations

1045 Olive - CMP Analysis Locations

Based on the monitoring locations in CMP, we anticipate investigation of the following:

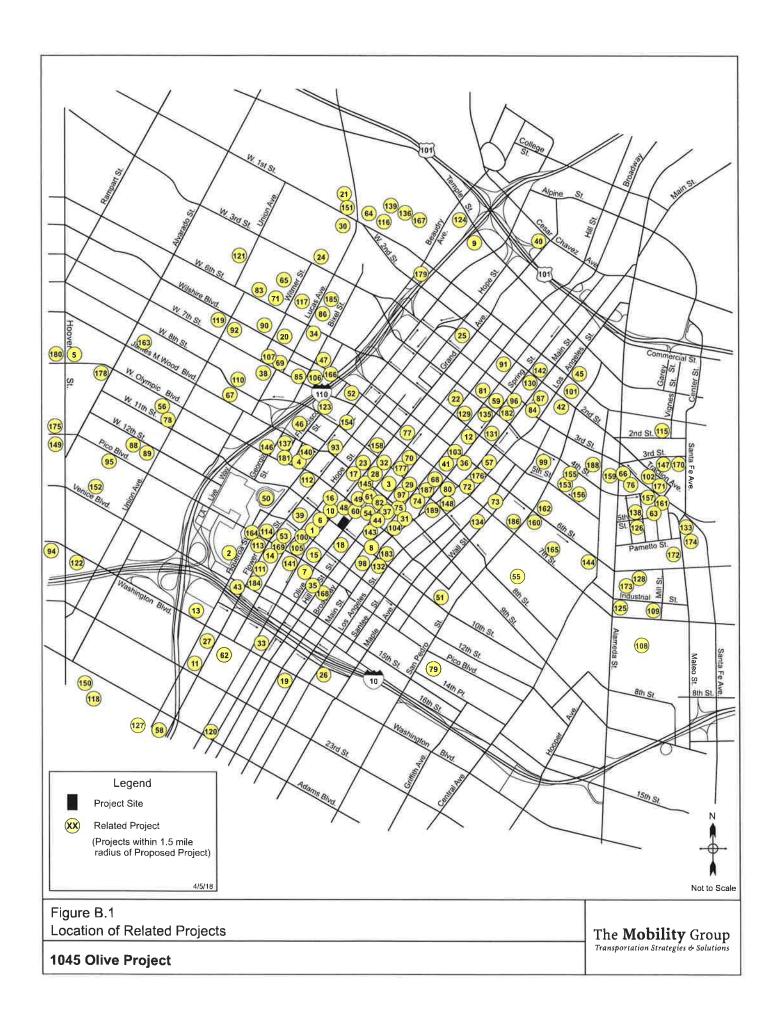
Arterial Monitoring Stations:

- Washington Boulevard & Alameda Street
- Wilshire Boulevard & Alvarado Street
- Sunset Boulevard & Alvarado Street

Freeway Monitoring Stations:

- I-10 at Budlong Avenue
- I-10 east of LA City Limit
- SR-60 east of Indiana Street
- US-101 north of Vignes Street
- SR-110 south of US-101
- SR-110 north of Alpine Street
- SR-110 at Slauson Avenue
- US-101 south of Santa Monica Boulevard

Appendix B
Related Projects Map and List



Related Projects List and Trip Generation Estimation - 1045 Olive Project

_	_				-					_				_		_	_								
	Total	29	7.1	301	136				25	229		196		532			503		41	398		424			
PM Peak Hour	Out	25	32	106	37				9	93		69		274			217		14	125		180			
	П	42	39	195	66				38	136		127		258			286		27	273		244			
	Total	51	48	265	o				47	169		157		320			361		9	344		244			
AM Peak Hour	Ont	41	8g.	202	4				98 8	127		126		176			248		е	284		175			
	r!	10	10	63	2				on a	42		31		144			113		2	09		69			
Daily Trips		763	647	3,309	2,237				594	2,730		2,114	Sal	5,198			5,457		492	4,568		3,585			
Project Description		115 DU Apartments 4,610 sf Commercial	106 DU Apartments	522 DU Apartments 4,500 sf Retail	3,295 sf Office	10,056 sf Restaurant	5,119 sf Bar	a c	108 Units Apartments	666 DU High-rise Apt	20,690 sf Commerical/Retail	360 DU Apartments	6,400 sf Commercial	391 D.U Apartments	39,725 sf Office	49,000 sf Retail	600 D U Apartments		7,149 sf Restaurant	1,063 du Condominium	18,000 sf Retail	345 DU Apartments	23,000 sf Retail	21,000 sf Specialty Retail	11,000 sf Restaurant
		9,4		8,4	3,2	10,0	5,1			9	20,6	6)	6,4	63	39,7	49,0	8	30'08	7,1	1,0	18,0	(e)	23,0	21,0	11,0
Location / Address		1247 S Grand Ave	1400 S Figueroa	820 S Olive St	940 S Figueroa St				1011 S Park View St	1120 S Grand Ave		1230 S Olive St.		146 W 11th (11th St. /	Broadway)	1111 S Broadway	327 N Fremont Ave	(LIGHOUS)	1036 S Grand Ave.	2222 S Figueroa St		527 N Spring St.	555 N Broadway		
Project Name - EAF # / DOT Case #		Apartments	1400 S Figueroa Residential Project	Mixed-Use	Variety Arts Project				Apartments	DTLA South Park - Site 1		DTLA South Park - Site 4		Mixed-Use (Herald Examiner)			Mixed-Use		Restaurant Project	2222 S Figueroa		LA Plaza Cultura Village	4.7		
Project #		-	2	6	4				un.	9		1 2		80			6		10	11		12			

1 of 17

Related Projects List and Trip Generation Estimation - 1045 Olive Project

$\overline{}$	-	-			_	_			_	_		_	_	_	_	_	_	_	_	_	_	_	_	_	_		_	-	_		_	47
	Total	25		238		315		66			189						43		1,203							352	55	437		286		2 of 17
PM Peak Hour	Out	12		102		134		35			69						2-		266							246	29	158		101		
	5	6		136		181		64			130						20		637							106	56	279		185		
	Total	19		193		240		69			100						-5		942							260	180	344		230		
AM Peak Hour	Out	12		105		148		54			43						40		552							02	28	273		183		
	Ē	7		88		92		15			22						45		390							190	122	77		47		
Dally Trips		350		4,280		4,886		1,084			2,493						543		12,737							3,996	715	4,707		3,067		
Project Description		Apartments	Retail	Apartments	Retail	Apartments	Retail	Condominiums	Retail	Restaurant	Hotel	Restaurant	Theater	Banquet	Lounge	Bar	Condominiums	Retail	Condominiums	Apartments (Rental)	Hotel	Retail/Commercial	Office	Gallery/Museum	Gym	Imaging center, pharmacy, surgical suites, and physician offices	Charter High School	Condominiums	Restaurant	Apartments	Retail	
		105 Units	2,650 sf	419 DU	42,000 sf	640 DU	45,000 sf	151 DU	3,472 sf	2,200 sf	183 Rooms	3,084 sf	12,780 sf	4,773 sf	2,163 sf	11,840 sf	172 D,U	6,850 sf	006 D.U	550 D.U	210 Rooms	143,100 sf	180,000 sf	17,600 sf	8,000 sf	56,450 sf	600 Students	099 D.U	13,742 sf	525 D.U	6,200 sf	
Location / Address		720 W Washington Blvd.		Pico Blvd b/w Flower and	Grand 1306 S Hope St	North of Pico b/w Grand and	Ulive 1200 S Grand Av	1050 S. Grand Ave (Grand	Ave. / 11th St.)		831 S Grand Ave.						1115 S Hill St		SOLA Village	1900 S Broadway						Wilshire Blvd/Witmer St.	1552 W Rockwood St	427 W 5th	437 S Hill St	830 S Hope St		
Project Name - EAF # / DOT Case #		Mixed-Use		Onyx Apartment	-	G12 Project		Mixed-Use			Embassy Hotel						11th & Hill Project		Mixed Use	,-						New Medical Office Building (Good Samaritan Hospital)	Charter High School	Park/Fifth Project	7	9th & Flower Project		1
Project #		13 N		14		15		16 N			17 E						18 1		19 N							20	21 0	22 F		23 8		

Related Projects List and Trip Generation Estimation - 1045 Olive Project

																														4
	Total	99		2,464									178			39		270			989		73		117		223			
PM Peak Hour	Out	25		448									53			-28		96			539		56		43 6		83			
	ll	41		1,120									125			-67		174			147		47	i	4/		140			
	Total	53		1,551									156			-16		247			704		09		93		162			
AM Peak Hour	Ont	42		632									118			99		166			108		47		72		129			
ď	드	1		919									38			-82		18			296		6		21		33			
Daily Trips		711		21,631									2,113			870		3,071			5,638		780		1,275		2,557			
Project Description		Apartment) de la la	Condominiums	Apartments	Retail	Supermarket	Restaurant	Health Club	Event Facility	Hotel	Office	Residential Units	Specialty Retail/Restaurant	Renovate Residential Units	Condominium	Retail	Apartments	Retail	Restaurant	Office	Hotel	Apartments		Apartments	Retail	Apartments	Retail	Restaurant	
		122 DU	15 OOC 'C	1,648 D,U	412 D.U	225,250 sf	53,000 sf	67,000 sf	50,000 sf	250 seats	275 Rooms	681,000 sf	230 DU	19,000 sf	32 DU	291 DU	7,134 sf	303 DU	9,680 sf	1,500 sf	400,000 sf	150 Rooms	157 DU		201 D.U	6,000 sf	363 D.U	2,500 sf	10,000 sf	
Location / Address		1435 W 3rd Street		Parcel Q and Parcel W -	Avenue, Hill Street, & Upper	2nd Street. Parcel L/M-2 - Bounded by	G1K Way, Hope Street, & Upper 2nd Street	237 S Grand Av					Washington BI/Los Angeles	St 220 E Washington Bl		2100 S Figueroa		840/888 S. Olive St.			801 S Broadway		1430 W Beverly Bi		955 S Broadway		801 S Olive St.			
Project Name - EAF # / DOT Case #		Mixed Use		Grand Avenue Project	<u> </u>			ă					Washington BI Opportunity MU (Mercy E	Hsg) 5.		Mixed Use 2		9th / Olive Project 84			Broadway Trade Center 80		Beverly + Lucas Project		Broadway Mixed 98		801 S Olive Street Project 80			
Project #		24		25									26			27		28			29		30		31		32			

Related Projects List and Trip Generation Estimation - 1045 Olive Project

														_																_
	Total	160		387		146		239		154		61		141		153		196				140		287			381			
PM Peak Hour	ō	7.1		155		25		87		56		22		20		54		66				92		117			109			
	<u>_</u>	68		232		68		152		86		38		91		66		26				84		170			272			
	Total	81		256		133		180		120		53		94		96		116				92		247			250			
AM Peak Hour	Out	95		195		82		144		94		37		74		88		33				02		157			229			
4	드	25		61		51		98		26		16		50		7		83				22		06			21			
Daily Trips		438		4,200		1,700		2,686		1,656		995		1,543		1,511		2,045				1,527		3,492			4,715			
Project Description		Apartments	Retail	Apartments	Retail	Condominiums	Retail	High-rise Condo	Retail	Apartments	Retail	Condominiums	Retail	Condominiums	Restaurant	Apartment	Retail	Hotel	Conf. Spc	Restaurant	Bar	Apartments	Retail	Condominium	Apartments	Hotel	Apartments	Retail	Live/Work	Office
		160 DU	24,250 sf	649 DU	39,996 sf	154 DU	10,700 sf	452 DU	25,000 sf	239 D.U	5,400 sf	94 D.U	2,000 sf	208 D.U	5,029 sf	300 DU	8,000 sf	176 Room	1,200 sf	8,400	5,290 sf	240 DU	16,000 sf	202 DU	134 DU	250 rooms	662 DU	47,000 sf	11,000 sf	34,824 sf
Location / Address		233 W Washington Bl		1102 W 6th St		215 W 14th St.		601 S Main St		920 S Hill		1329 W 7th St	(7th / Witmer)	1133 Hope Street		700 Cesar Chavez		633 S Spring				southwest corner of San	edro and znd	1600 S Figueroa St.			928 S Broadway			
Project Name - EAF # / DOT Case #		Mixed-Use Building		Bixel & Lucas Project		Mixed-Use 2		SB OMEGA 6		Hill Mixed		Witmer Project	J	1133 Hope Street Project		700 Cesar Chavez Ave Project 7		Spring St. Hotel				Wakaba LA		1600 S Figueroa			Mixed-Use			
Project #		33 N		34	ŧ	35		36		37		38		39		40 7		41				42 V		43 1			44			

Related Projects List and Trip Generation Estimation - 1045 Olive Project

								_																						
	Total	1,377			833				136		59	377		1,686										1,589						
PM Peak Hour	Ont	942			512				53		21	165		1,025										257						
	드	435			387				83		38	212		661										632						
	Total	1,048			625				113		48	210		069										1,271						
AM Peak Hour	Ont	118			318				65		36	144		287										434						
	<u>c</u>	930			307				21		တ	99		403										837						1
Daily Trips		13,534			8,010				1,498		632	3,882		22,171										16,433						
Project Description		Government Office	Retail	Child Care Facility	Hotel	Condominiums	Office	Retail	Condominiums	Retail	Apartments	Hi-rise Condominiums	Market	Resdiential	Educational	Retail	Restaurants	Health Club	Sport Bar	Hotel	Office	Production Studio	Convention Center Expansion	University	Shopping Center	Cinema	Apartments	Hotel	Retail	Office
		712,500 sf	35,000 sf	2,500 sf	480 Rooms	836 D.U	988,225 sf	46,000 sf	402 D U	7,428 sf	100 DU	420 DU	38,500 sf	1,264 DU	95,706 sf	148,583 sf	60,000 sf	12,309 sf	6,000 sf	183 Rooms	367,300 sf	298,500 sf	250,000 sf	1,400 Students	176,733 sf	744 Seats	945 DU	210 Rooms	224,862 sf	294,641 sf
Location / Address		150 N Los Angeles Street			351 S. Francisco St. (8th St. /	Francisco St.) 899 S. Francisco St.			1027 W Wilshire Project	Wilshire / St. Paul St.)	1027 S Olive Street	848 S Grand Av		Figueroa St. / 11th St.										San Pedro Street b/w 9th St	and 12th St.	1057 S San Pedro St.				
Project Name - EAF # / DOT Case #		Los Angeles Street Civic Center			Metropolis Mixed-Use	_ 60			Mixed-Use Development		Residential Project	Embassy Tower 8		LASED Entertainment District	(Excluding completed development to	(Includes Oceanwide, Circa and JW	Mallion Ext. Tiojects)							City Market Project	d	-				
Project #		45			46				47		48	49		20										51		×				
		_			_				_					_	_							_		_			_	_	_	

Related Projects List and Trip Generation Estimation - 1045 Olive Project

_	T					_	_		1	_			_	_				r	_		_			_	_	_
	Total	858				320			225			37	87	145				36	305			145		71		842
PM Peak Hour	Ont	764				121			82			13	45	58				13	112			51		23		268
<u>a.</u>	E	97				529			143			24	45	- 84				23	193			46		48		574
	Total	800				311			134			31	76	127				30	237			101		116		463
AM Peak Hour	Ont	75				233			401			25	32	7.5				53	187			6/		16		127
A	u	725				78			30			9	44	52				2	20			22		25		336
Daily Trips	.	3,624				3,956			2,496			388	1,157	2,213				380	3,292			1,581		2,266		8,420
Project Description		Hotel Rooms	Residential Units	Office	Retail/Restaurant	Apartments	Retail/Restaurant	Office	Apartments	Retail	Restaurant	Joint Living and Work Quarters	Hotel	Apartments	Retail	Restaurant	Fast-food Restaurant	Apartments	Apartments	Retail	Lounge	Apartments	Restaurant	Apartments	Restaurant	5-year Master Plan Project
		560 Rooms	100 DU	1,500,000 sf	275,000 sf	730 DU	10,500 sf	70,465 sf	300 DU	14,500 sf	8,500 sf	DG 09	160 Rooms	160 DU	18,000 sf	3,500 sf	3,500 sf	73 DU	450 DU	6,904 sf	5,000 sf	225 DU	5,000 sf	263 DU	14,500 sf	21,300 Enrollment
Location / Address		930 W Wilshire Bl	900 W Wilshire BI			1212 W Flower			Northwest corner of	Olympic / Hill	301 W Olympic Bl	785 S Towne Ave	1700 W Olympic	534 S Main St				605 W 31st St.	400-416 Broadway			1001 S Olive St		Northeast corner of Olive &	Olympic 960 S Olive St.	400 Washington Blvd. (Washington Blvd. / Flower St.)
Project Name - EAF # / DOT Case #		Wilshire Grand Redevelopment				Flower (1212) Mixed -Use			Olympic / Hill Project		VI	785 S Towne	1700 W Olympic Hotel	Mixed-Use 5				USC Student Housing	400 S Broadway Mixed-Use Project 4			1001 S Olive		Olive & Olympic		L.A Trade Tech College - 5-Year Master Plan
Project #		52	<u> </u>			53 F			54			55	56	57 N				58	59			90		61		62 L
		_		_		-			1				4	4								-		_	_	

Related Projects List and Trip Generation Estimation - 1045 Olive Project

Patientia		Т	1			_	_	_			_	-		_		_		_		1	_	_	-						_
Patientia		Total	295			99		99	156		34		283		20	259			45	366		27		53	102		37		
Patientia	PM Peak Hour	Ont	401			24		23	92		ιĄ		116		17	127			5	154		24		10	38		41		
Princeted Boseletic 1375 of Princeted 1375 of Princete	a.	<u> </u>	191			42		43	16		38		167		33	132			30	212		9		19	64		23		
Paimetic Scalidor 11,379 of Commercial 1,378 of Commercial 1,378 of Commercial 1,378 of Commercial 1,378 of Commercial 1,378 of Commercial 1,378 of Commercial 1,378 of Commercial 1,378 of Commercial 1,378 of Commercial 1,378 of Commercial 1,478 of 1,478 o		Total	213			90		46	112		4		213		41	75			37	312		59		24	0.2		98		
Paimetic Scalidor 11,379 of Commercial 1,378 of Commercial 1,378 of Commercial 1,378 of Commercial 1,378 of Commercial 1,378 of Commercial 1,378 of Commercial 1,378 of Commercial 1,378 of Commercial 1,378 of Commercial 1,378 of Commercial 1,478 of 1,478 o	AM Peak Hour	ōō	154			40		37	9/		76		141		33	25			30	188		it)		0	99		17		
Tripia Pairmetto Abartmetto	<u>=</u>	69			10		o	36		-22		72		σο	18			7	124		24		r.	14		19			
11.375 sf 11.3	Daily Trips	1	3,293			714		929	1,662		511		3,942		532	2,792			479	4,445		104		313	1,140		508		
11.3 11.3	Project Description		Apartments	Commercial	Production Space	Apartments	Retail	Apartments	Apartments	Commercial	Apartment	Restaurant	Apartments	Рһагласу	Apartments	Apartments	Bar	Restaurant	Apartments		Apartments		Assisted Living	Apartments	Condominiums	Retail		Restaurant	Retail
Pairmetto Residential 330 S Alameda Mixed-Use Project Mixed Use Apartments Apartments Cecil Hotel Reno. Clinic Clinic Northeast Tower			310 DU	11,375 sf	11,736 sf	102 DU	3,514 sf	94 DU	186 DU	22,340 sf	00 DO	4,589 sf	320 DU	25,000 sf	00 DG	165 DU	11,902 sf	14,032 sf	80 Units	299 Rooms	301 DU	66 employ	55 bed	47 DU	210 DU	9,000 sf	66 Rooms	2,130 sf	840 sf
Pairmetto Residential 330 S Alameda Mixed-Use Project Mixed Use Apartments Apartments Cecil Hotel Reno. Clinic Clinic Northeast Tower	Location / Address		Northeast corner of Palmetto	s Sealton	12	1335 W 1st St		459 S Hartford Ave	330 S Alameda		1150 W Wilshire		737 S Spring		1218 W Ingraham St	400,402 W 7th St.	701, 715 S. Hill St		740 S Hartford St	340 S Main St		349 S Wall St		740 S Broadway	215 W 9th St		t00 S Alameda St		
	Project Name - EAF # / DOT Case #			20													2												
	Project #												Ī							T									

Related Projects List and Trip Generation Estimation - 1045 Olive Project

									U						
	Total	123	99	122	268	220	168	31	259	102	53	127	30	90	19
PM Peak Hour	Ont	09	37	83	104	62	8	11	86	35	15-	25	25	29	23
ď	<u></u>	63	53	80	164	141	115	50	161	67	104	75	ς,	31	88
	Total	109	352	88	211	163	100	56	129	02	84	224	32	195	_
AM Peak Hour	Ont	44	158	34	152	129	80	21	90	99	711	136	4	88	85
AN	ul	99	26	54	69	34	20	S	7.9	4	-71	88	28	106	<u>-</u>
Daily Trips		1,674	970	1,889	3,409	2,361	1,881	333	1,869	1,084	587	1,910	224	492	1,163
Project Description		Hotel	School	Retail	Apartments Pharmacy/Drug Store	Apartments Retail	Apartments Retail	Condominiums	Sports Complex	Condominiums Apartments Retail	Apartments Retail Quality Restaurant Coffee Shop	Condominiums Retail	Office	School	Apartments Retail Other
<u>n</u>		241 Rooms	460 Students	181,620 sf	400 DU 15,000 sf	428 DU 6,700 sf	232 D.U 14,000 sf	58 DU	43,453 sf	126 DU 100 DU 7,200 sf	369 DU 18,600 sf 2,200 sf 1,200 sf	300 DU 3,400 sf		450 Pupils	218 DU 6,100 sf 1,500 sf
Location / Address		649 S Olive St	1633 W 11th St	810 E Pico Blvd	732 S Spring St	340 S HIII	940 S HIII	742 S Hartford Ave	237-249 S Los Angeles St	1145 W 7th St	111 W 6th St	225 S Los Angeles St.	2005 W Pico Blvd	1700 W Pi∞ Blvd	1501 Wilshire Blvd.
Project Name - EAF # / DOT Case #		Hotel + Retail 6	Charter School (K-5)	Retail	Mixed Use	Mixed Use	Hill Mixed	Condominiums	Budokan of Los Angeles	Mixed Use	Sapphire Mixed Use	Vibiana Loffs 2		Pacific Charter Elementary School	Valencia Project
Project #		77 H	78 C	29 R	90 W	18 M	82	88	48	85 M	98	V 78	88	68 68	06

Related Projects List and Trip Generation Estimation - 1045 Olive Project

														V				-									
	Total	0/2	32	238		33	62	410			184			207		48	99	25	61			47		27		118	
PM Peak Hour	Ont	11	26	96		12	42	153			29			83		17	22	9	56			91		12		41	
Δ.	드	53	9	143		21	20	257			117			124		£	44	<u>0</u>	32			31		5		11	
	Total	-81	33	183		-51	206	386			137			91		04	55	19	58			51		16		105	
AM Peak Hour	oort	-41	4	146		-18	99	243			108			38		32	46	20	33			12		12		78	
₹ ,	Ľ.	-40	29	37		-33	140	143			29			53		ω	o,	-	25			n		4		27	
Dany Trips	1	1,638	230	2,624		414	821	4,691			1,998			2,622		519	732	26	648			480		586		1,398	
Project Description		Retail and Restaurant	Office	Condominiums	Retail	Other	School	Apartments	Restaurant	Retail	Apartments	Restaurant	Retail	Hotel	Restaurant	Live/Work	Condominiums	Apartment	Apartment	Restaurant	Creative Office	Apartments	Bar	Apartments	Retail	Condominiums	Restaurant
		27,765 sf	33,957 sf	341 DU	11,687 sf	16,572 sf	480 Pupils	471 DU	27,780 sf	5,190 sf	300 DU	3,500 sf	3,500 sf	148 Rooms	17,452 sf	78 DU	126 DU	JQ 77	52 DU	2,400 sf	6,900 sf	30 DU	2,500 sf	30 DU	7,500 sf	161 Units	2,085 sf
Location / Address		201 S Broadway	1550 W 8th St.	700 W 9th St		1302 W Washington Blvd	1929 W Pico Bivd.	300 S Main St			850 S Hill St.			1106 S Broadway		443 S San Pedro St	1201 S Grand Ave.	118 S Astronaut es. Onizuka St	360 S Alameda			644 S Broadway		950 S Broadway		1229 S Grand Ave	
Project Name - EAF # / DOT Case #			Legal Aid Foundation of LA	Apex Phase II		Pharmacy / Drug Store	Charter High School	Medallion Phase II			Alexan South Broadway			Proper Hotel		Catalina Building	1201 S Grand	Mixed Use	Mixed Use			Brooks Building		950 S Broadway		Grand Residence	
Project #		91	92	93		94	95	96			97			86		8	100	101	102 N			103 B		104		105	
	_	_	1	-			4——	1			1			_		_	1		1_			1		_			

Related Projects List and Trip Generation Estimation - 1045 Olive Project

	Total	300			154		82		22		42	88		539				89		415		189		27	96	95
PM Peak Hour	Ont	116			55		37		23		14	22		227				17		212		88		10	8	49
ā.	<u>-</u>	184			100		45		34		28	67		312				51		203		101		17	62	43
	Total	247			118		7.1		32		35	09		478				48		317		70		22	79	91
AM Peak Hour	Ont	173			96		45		25		30	B		274				49	×	125		o		18	63	43
₹	드	74			23		56		10		ις	ņ		204				7		192		61		4	16	48
Daily Trips		3,461			1,725		816		635		449	1,038		6,583				108		5,720		2,014		586	1.033	499
Project Description		Apartments	Hotel	Retail	Condominiums	Retail	Apartments	Office	Apartments	Commercial	Apartments	Apartments	Retail / Restaurant	Condo	Hotel	Restaurant	Retail	Apartments	Retail	Hotel	Retail	Retail	Other	Apartments	Apartments	Child Care Facility
		425 Units	126 Rooms	4,874 sf	303 Units	5,959 sf	122 DU	13,600 sf	57 DU	6,000 sf	45 Units	188 Units	10,096 sf	650 Units	300 Room	40,000 sf	40,000 sf	147 Units	6,921 sf	1,162 Room	13,145 sf	41,019 sf	63,893 sf	43 DU	220 DLI	7,997 sf
Location / Address		675 S Bixel St			1235 W 7th St		1800 E 7th St.		1745 E 7th St		1322 W Linwood Ave.	1334 S Flower St.		1020 S Figueroa St.				1400 S Flower St.		Northeast corner of	igueroa St. & Pico Bivo	929 E 2nd St		1300 W Court St	ADS S Harford	3014 S Royal St
Project Name - EAF # / DOT Case #		Hotel & Apartments 67			Mixed-Use		Mixed-Use Project		1745 E 7th St		1322 Linwood Apts. 11.	Mixed-Use		LUXE Hotel	Mixed-Use			Mixed-Use		Fig + Pico Hotel		Mixed-Use Project	Mostry private club)	Apartments 1.2	Irbon Mous Lofte Drainot	Child Care
Project #		106 H			107 N		108 N		109		110 11	111 N		112 L	2			113 M		114 F		115 N	<u>-</u>	116 A	747	118 C

Related Projects List and Trip Generation Estimation - 1045 Olive Project

	Total	62				196		20	203	235		-189		368					119			66		1,450					
PM Peak Hour	Out	14				73		7	146	16		-582		153					36			51		692					
	드	103				123		13	57	144		393		215					83			48		758					
	Total	84				156		16	136	509		-412		304					84			81		1,098					
AM Peak Hour	ont	128				120		13	29	146		439		184					77			33		624					
	드	-44				36		e	107	63		-851		120					7			48		474					
Daily Trips		1,355				2,118		213	2,060	2,869		1,804		4,004					1,471			1,167		15,167					
Praject Description		Apartments	S Theater	ent Classroom	ms Hotel	Apartments	Retail	Apartments	Office	Condominium	Retail	Apartments	Retail	Apartments	Office	Specialty Retail	Restaurant	Supermarket	Apartment	Retail	Arts & Prodction Space	ls Hotel	Bar	Apartments	Office	Community-Serving Commercial	Art Space	ns Hotel	ent School
		478 DU	850 Seats	50 Student	220 Rooms	296 DU	5,000 sf	32 DU	60,000 sf	781 DU	6,700 sf	1,500 DU	30,000 sf	475 DU	43,000 sf	9,000 sf	17,000 sf	15,000 sf	213 DU	14,495 sf	14,495 sf	275 rooms	1,178 sf	1,736	253,514 sf	127,610 sf	22,429 sf	514 Rooms	300 Student
Location / Address		1930 Wilshire Blvd				2528 S Grand Ave		425 S Union Ave	1122 W Washington Blvd	945 W 8th St.		1000 W Temple St.		668 Alameda Street					1100 E 5th Street			3101 S Figueroa St		1206 6th St					
Project Name - EAF # / DOT Case #		1930 Wilshire MU				Mixed-Use			Medical Office	Mixed-Use		Ferante		Mixed-Used					1100 E 5th St (Mixed-Use)			Figueroa Hotel		6th & Alameda	Mixed-Use				
Project #		119				120		121	122	123		124		125					126			127		128					

Related Projects List and Trip Generation Estimation - 1045 Olive Project Table B.1

	Locallon / Address		Project Description	Trips	∢	AW PEAK DOU				
					Ē	Ont	Total	Ē	Out	Total
5th & Hill Center MU	333 W 5th St	90 DU	Condominiums	3,271	63	99	129	196	126	322
		200 Rooms	Hotel							
		5,000 sf	Restaurant							
		22,500 sf	Bar							
Tribune Media's DTLA Tower	232 West 2nd St	107 DU	Condominiums	4,006	467	63	999	118	423	541
		534,044 sf	Office							
		7,200 sf	Retail							
433 S Main St	433 S Main	196 DU	Condominiums	1,450	32	72	104	61	37	86
		5,300 sf	Retail							
		900 sf	Restaurant							
Mixed-Use	1100 S Main St	379 DU	Apartments	382	6	103	112	9/	14	85
		25,810 sf	Other							
Mixed-Use	520 S Mateo St	009 DO	Apartments	4,995	157	220	377	274	223	497
		15,000 sf	Restaurant							
		15,000 s,f	Retail							
		30,000 s.f	Office							
Southern California Flower Market	755 S Wall St	323 DU	Apartment	2,499	108	82	190	29	141	305
roject		53,200 sf	Office							
		4,400 sf	Retail							
		4,420 sf	Other							
		125 Persons	Other							
Hellman / Banco Building	354 S Spring St.	212 D U	Apartments	1,410	22	98	108	88	46	131
	1301 W Colton St	29 DO	Apartments	193	m	12	15	12	g	18
Downtown LA Hotel	926 W James M Wood Blvd	247 Rooms	Hotel	1,714	65	46	111	99	61	126
Arts District Center (Mixed-Use)	1101 E 5th St	228 DU	Apartments	4,286	102	121	223	179	102	281
		23,000 sf	Retail							
		27,860 sf	Office							
		149 Rooms	Hotel							
		56,100 sf	Other							

Related Projects List and Trip Generation Estimation - 1045 Olive Project

	Total	69	894				199		332					285		102		119			712			146			205		
PM Peak Hour	Ont	24	191				74		88					104		32		42			508			54			100		
	uI.	45	703				125		294					181		70		- 7.7			503			92			105		
	Total	57	569				151		435					242		96		101			929			75			167		
AM Peak Hour	Ont	46	115				118		341					193		6/		9/			510			34			257		
d	<u>=</u>	11	454				33		94					49		17		25			116			41			110		
Daily Trips	I.	745	7,367				2,158		8,535					3,392		1,074		1,305			8,063			1,647			2,482		
Project Description		Apartments	Condominiums	Hotel	Retail	Restaurant	Apartments	Retail	Apartments	Office	Supermarket	Quality Restaurant	Hight Turnover Restaurant	Apartments	Retail	Apartments	Retail	Apartments	Retail	Other	Apartments	Retail	Other	Bar/Lounge	Restaurant	Retail	Retail	Office	Restaurant
		122 DU	200 DU	220 rooms	44,080 sf	50,000 sf	284 DU	6,300 sf	1,127 DU	285,088 sf	50,000 sf	22,200 sf	53,389 sf	498 DU	8,707 sf	236 DU	12,000 sf	208 DU	810 sf	1,620 sf	1,367 DU	20,000 sf	20,000 sf	3,047 sf	7,720 sf	6,171 sf	32,400	65,000	4,000
Location / Address		1316 W Court St	911 S Figueroa St.				1323 Grand Ave		100 S Broadway					1000 S Hill St		601 S Central Ave		845 S Olive			1001 W Olympic			806 E 3rd St			755 S Los Angeles		
Project Name - EAF # / DOT Case #		1316 Court & 1323 Colton Apts	Figueroa Centre				Mixed-Use		Times Mirror Square					Mixed-Use		Mixed-Use 6		845 S Olive & 842 Grand MU 8			Olympia Mixed-Use			Mixed-Use			Mixed-Use 7		
Project #		139	140 F				141 N		142					143 N		4		145 8			146			147 N			148 N		

Table B.1 Related Projects List and Trip Generation Estimation - 1045 Olive Project

	Total	19	123	34	18	94	244			14	- 11	422			215		719		29		75			184				
PM Peak Hour	ōnt	တ	65	12	9	33	88			ω	ω	322			78		329		37		31			88				
а.	£	10	58	22	12	61	158			ω	o,	100			137		390		30		4			96				
	Total	45	121	28	15	77	183			20	25	441			172		394		63		51			245				
AM Peak Hour	Out	19	25	22	12	29	146			12	10	75			137		260		25		37			138				
1	Ξ	26	64	ဖ	m	ट्	37			ω	15	386			35		134		88		14			107				
Daily Trips		409	737	366	193	1,004	2,644			167	208	3,488			2,315		8,445		929		788			2,186				
Project Description		Hotel	Other	Apartments	Apartments	Apartments	Apartments	Retail	Restaurant	Apartments	Apartments	Office	Retail	Other	Apartments	Retail	Apartments	Retail	Affordable Housing	Retail	Appartments	Office	Retail	Affordable Housing	Apartments	Retail	Office	Dining Room/Flex Space
ă		125 Rooms	9,955 sf	55 DU	29 DU	151 DU	438 DU	3,750 Retail	3,750 Restaurant	41 DU	51 DU	255,514 sf	4,970 sf	9,940 sf	409 DU	7,329 sf	994 DU	99,300 sf	303 DU	19,907 sf	93 DU	6,000 sf	14,248 sf	378 DU	4 DU	1,758 sf	4,410 sf	5,932 sf
Location / Address		2250 W Pico Blvd	2716 S Severance St	101 N Glendale Blvd	1420 Bonnie Brae St	609 E 5th St	744 S Figueroa St			508 E 4th St	713 E 5th St	401 Hewitt St			754 S Hope St		333 Alameda St		600 S San Pedro St		940 E 4th St			552 S San Pedro St				
Project Name - EAF # / DOT Case #			USC Children's Creative Learning	Ī		Mixed-Use	8th & Fig			Affordable Housing Development	Residential	Mixed-Use			8th, Grand & Hope Tower		Mixed-Use		19-story Affordable Housing	סאום אסא	Hewitt & 4th MU			Affordable Housing	Skid Row			
Project #		149 2	150	151	152	153 N	154 8			155	156	157 N			158		159		160		161		_	162	-			

14 of 17

Related Projects List and Trip Generation Estimation - 1045 Olive Project

				-	-		 				_		_			_	_				_	_		_			
	Total	38	614	51	30	33	138			45	424		251			425	152			81	38	184		227		26	
PM Peak Hour	Ont	18	301	18	12	12	30			22	158		138			205	99			31	10	79		9/		48	
<u>. </u>	E	20	313	33	8,	21	108			23	266		113			220	28			90	28	105		151		49	
	Total	42	543	42	21	28	411			40	279		128			35	131			58	32	103		124		62	
AM Peak Hour	Ont	18	223	34	16	22	103			16	207		22			8	77			14	32	73		51		23	
AN	<u>=</u>	24	320	80	2	ω	11			24	72		106			5	54			48	0	30		73		39	
Dally Trips		545	996,8	1,463	327	359	1,755			613	4,618		2,512			4,300	2,331			1,052	376	2,039		2,017		626	
Project Description		Hotel	Hotel	Apartments	Apartments	Retail Apartments	Apartments	Retail	Other	Hotel	Apartments	Retail	Office	Retail	Restaurant	Retail	Apartments	Office	Restaurant	Restaurant	Apartments	Apartments	Retail	Hotel	Retail	Assisted Living	Senior Housing
		100 Rooms	1,024 Rooms	82 DU	37 DU	1,890 ST 54 DU	235 DU	5,250 sf	4,000 sf	75 Rooms	635 DU	30,062 sf	78,600 sf	25,000 sf	20,000 s.f	153,000 sf	344 DU	21,413 sf	6,084 sf	12,882 sf	103 DU	159 DU	23,000 sf	226 rooms	8,000 sf	338 Beds	34 DU
Location / Address		2005 W James M Wood Blvd	1300 S Figueroa St	656 S Standford Ave	1018 W Ingraham St	1246 W Court St	1340 S Hill St			1219 S Hope St	950 E 3rd St		963 E 4th St			555 S Mateo St	1525 Industrial St.			500 S Mateo St.	1255 E Elden Ave	550 S Main St		416 W 8th St		1030 S Lake St	
Project Name - EAF # / DOT Case #		2005 James M Wood Hotel 20	1300 Figueroa Hotel	186	Mixed-Use 10	Apartments 12	14th SVHill St (DTLA) MU			17	Santa Fe Freight Yard Redvelopment 95		Mixed-Use (Coca Cola) 96			Retail 55	Camden Arts Project			Restaurant 50	Apartments 12	Mixed-Use 55		Freehand Hotel		Assisted Living	
Project #		163 2	164	165	166 N	167 A	168			169	170		171 N			172 R	173			174 R	175 A	176 N		177 F		178 A	

16 of 17

Related Projects List and Trip Generation Estimation - 1045 Olive Project

Table B.1

_	_	_		_	_	_						_				_		_	_		т —	1
	Total	105		173		374					169	37		88		32		22	335		28	46
PIW PEAR DOU	Ont	58		73		185					85	38		35		12		17	124		o	15
Σ	드	9/		100		189					84	7		63		20		83	211		19	31
	Total	84		66		336					150	41		6/		25		41	281		m	S
AM Peak hour	Out	92		72		170					69	-		82		19		33	199		-	2
Š.	<u></u>	60		27		166					16	40		17		ထ		00	92		2	60
Trips		1,159		1,911		4,423					2,273	364		1,062		344		539	3,749		342	929
Project Description		Apartments	Other	Apartments	Retail	Hotel	Condominiums	Retail	Conference Center	Office	Hotel	Office		Apartments	Retail	Apartments	Retail	Apartments	Apartments	Commercia!	Restaurant	Restaurant
n.		230 DU	9,000 sf	173 DU	36,180 sf	373 Rooms	374 DU	65,074 sf	10,801 sf	33,498 sf	315 Rooms	52,000 sf	31	152 DU	1,184 sf	47 DU	760 sf	81 DU	452 DU	13,655 sf	3,798 sf	6,208 sf
Location / Address		130 S Beaudry Ave		2501 W Olympic Bi		815 W Olympic Bi					361 S Spring	11th St & Main St		1410 S Flower St.		1322 W Maryland St.		655 San Pedro St.	222 E 7th St		605 E 4th St.	716 S Spring
Project Name - EAF # / DOT Case #		Beaudry Ave & 2nd St MU 13		Olympic & Hoover Mixed-Use		Olympic Tower Project MU 8					Hotel 36	Harris Building Office Conversion		Mixed-Use		Mixed-Use 13		Apartments 65	Fashion District Tower 22		Ĭ	716 S Spring 7-
Project #		179		180		181					182	183		184 N		185		186	187		188	189

Related Projects List and Trip Generation Estimation - 1045 Olive Project Table B.1

# roject	Project Name - EAF # / DOT Case #	Location / Address	Project Description	Daily Trips		AM Peak Hour			אוא דמא דוטרו	_
					<u>c</u>	Ont	Total	<u>u</u>	Ont	Total
		Infrastructu	Infrastructure Projects							
190	Metro Regional Connector	Metro Little Tokyo/Arts	Provide continuous service between Metro Blue, Expo, Red and	0	0	O	0		0	
		District Station to Metro 7th	Purple Lines and connectors to other rail lines with three new transit							
		Street/Metro Centrer Station	stations.							
191	MyFigueroa	Figueroa St. between 7th St.	Convert Figueroa St., 11th St., and Martin Luther King Jr. Blvd, to	0	0	0	0		0	
		& 41st St., 11th St. between Fig	provide complete multimodal streets that better serve the needs of							
		St. & Broadway, and Martin	pedestrians, bicycles and transit riders, while still accomodating							
		Luther King Jr Blvd. between	drivers,						.*	
		Fig St. & Vermon Ave.								
192	Los Angeles Streetcar	Broadway between 1st St. &	Enhance mobility andt ransit circulation and support the growth and	0	0	0	o		0	
		11th St. between Fig St. &	revitalization of downtown.							
		Broadway, Fig St. between 7th								
		St./9th St. & 11th St., Hill St.								
		between 1st St. & 7th St./9th								
		St. betweem Fig St. & Hill St.								
193	7th Street Improvement Project	7th St. between SR 110 and	Streetscape improvements including sidewalk enhancements,	0	0	o	O		0	
		Olive St.	better integration of transportation modes, intersection							
			improvements, street lighting, and wayfinding.							

483,654 13,841 18,848		
-----------------------	--	--

Appendix C
Driveway & Site Circulation

Appendix C Driveway and Site Circulation

Vehicle Access

Vehicular access will be provided by one driveway on Olive Street and two driveways on the alley. The Olive Street driveway will be two lanes (one in and one out) and will provide in and out access for commercial and residential uses and will access the on-site subterranean parking levels. It will be designed to LADOT standards with adequate visibility. The two alley driveways, which are consistent with City policy for residential project access to occur from alleys where they exist (Section 5.A.11 and Figure 5-3 of the Downtown Design Guide), will provide access to the residential parking, with the northern driveway accessing the subterranean parking levels and the southern driveway accessing the above-grade parking levels. Each driveway will be two lanes (one in and one out). The Olive Street driveway and the northern alley driveway will connect across the Project site to provide access to the subterranean parking levels. The alley provides access to Olympic Boulevard and to 11th Street. At Olympic Boulevard all turn movements are possible at the alley as Olympic Boulevard is a two-way street. At 11th Street only right in and right out turns are possible at the alley as 11th Street is one way westbound. The Project will widen the alley to a 10-foot half width to meet the City's 20' standard 20-foot total alley width. An on-site loading dock will be provided on the alley, to enable deliveries and move-ins/moves-outs to occur without stationary vehicles in the alley. The alley driveways will be perpendicular to the alley, with adequate visibility, and will be designed to LADOT standards to ensure there will be no hazardous conditions created.

Because alley intersections are unsignalized and traffic signals are not implemented at alleys, LADOT has no guidelines for analysis of, nor thresholds for significant impacts, for alleys or for alley intersections. To this end, the Project would provide a widened alley, loading within the Project building, a driveway access off Olive Street, and through access between the alley and Olive Street, which taken together would minimize impacts to the alley. For informational purposes an analysis of the alley traffic conditions was conducted. This addressed traffic volumes on the alley and the vehicle queues that currently occur (Existing Conditions) and that are forecast for the alley in the Future Without Project and Future with Project conditions.

Existing traffic volumes on the alley, and on the adjacent streets of Olympic Boulevard, 11th Street, and Olive Street, are shown in Figures C-1 and C-2, and in Figures C-3 and C-4 for the Future Without Project conditions. Figures C-5 and C-6 show the Project only traffic forecasts, and Figures C-7 and C-8 show the Future With Project volumes. These include traffic from all of the projects on the same block as the Proposed Project, and were obtained from traffic counts conducted in March 2018. It should be noted that the Ten50 Project (across the alley from the Proposed Project) has a driveway only on the alley, the 1001 Olive Project (to the north of the Proposed Project (to the north of the Project and on the west side of the alley) has a driveway on Grand Avenue and the alley). For each of these projects loading occurs from the alley.

Table C-1 shows the existing levels of service estimates for the alley movements and the calculated queue lengths exiting the alley at Olympic Boulevard and at 11th Street for the Existing, Future Without Project, and Future With Project conditions. These represent the 95th percentile queues (essentially the maximum queue length - the vehicle queue length that would be exceeded only 5% of the time).

As shown in Table C-1, for both the AM and PM peak hours for the existing conditions the maximum queue on the alley at both Olympic Boulevard and 11th Street is one vehicle.

Forecast volumes for the Future Without Project are shown in Figures C-3 and C-4. The alley volumes are the same as existing conditions (no changes to land uses adjacent to the alley), but the volumes on Olympic Boulevard and 11th Street increase in the future with the related projects included in the traffic analysis. As previously noted in Chapter 5, the future street traffic forecasts are very conservative because the analysis includes both a list of specific related projects and a general background growth factor, and also not all of the related projects may be ultimately built, and not all may be built by 2023 (the buildout year of the Project). The future forecast analysis therefore likely overstates the future growth in traffic for the horizon year without the Project.

The 1001 Olive Project has a driveway on the alley that is approximately 110 feet from the Olympic Boulevard curb line. The 1000 Grand Project (across the alley) has a driveway slightly further south on the alley that is approximately 140 feet from the Olympus Boulevard curb line.

For the Future Without Project conditions, as shown in Table C-1, due to the increased traffic on the street system, the maximum queue on the alley at Olympic Boulevard would increase from one vehicle to five vehicles in the AM peak hour, but would remain at one vehicle in the PM peak hour. At 11th Street the queue on the alley would remain at one vehicle in both peak hours.

In the Future Without Project condition, the maximum AM peak hour queue on the alley at Olympic Boulevard would extend approximately 110 feet¹ from the Olympic Boulevard curb. However, the curb traffic lane is currently 14 foot from the curb due to a striped-out area adjacent to the curb that is used for parking and is not used for traffic. So traffic exiting the alley will most probably use this roadway area to queue prior to turning to allow visibility to the west down Olympic Boulevard. So typically the maximum queue distance would extend 110 feet from the travel lane line and 96 feet from the curb line for the Future Without Project Condition.

Figure C-5 and C-6 show the estimated vehicle volumes for the Proposed Project on the Project driveways and on the alley in the AM and PM peak hours respectively. These were estimated assuming that the traffic from the commercial uses would use the Olive Street driveway, and that the traffic from the residential uses would use the Olive Street driveway and both alley driveways, according to their likely destinations on leaving the Project, likely origins from arriving traffic, the

¹ Assumes 22 feet per vehicle.

street circulation patterns, and the most convenient route². Figures C-7 and C-8 show the Future With Project volumes for the AM and PM peak hours respectively.

As shown in Table C-1, with the Future With Project conditions, the queue on the alley at Olympic Boulevard in the AM peak hour would increase from five to six vehicles with the Proposed Project, and in the PM peak hour would increase from one to two vehicles. As also shown in Table C-1 the queue in the alley at 11th Street would remain at one vehicle with the Project in both the AM and PM peak hours. At Olympic Boulevard, the AM peak hour maximum queue would increase to approximately 132 feet from the traffic lane line or 118 feet from the curb line with the Proposed Project, so could occasionally extend to the 1001 Olive Project driveway. Although, because these are the effective maximum queues (95th percentile), these queues would only occur intermittently and not on a regular basis. The 1001 Olive Project also has a driveway to Olive Street as an alternate to use of the alley.

It should be noted however, that this analysis is conservative for the reasons discussed above regarding the future forecasts, and because both the 1001 Olive and the 1000 Grand project traffic could use the driveways to Olive Street and Grand Avenue respectively instead of the alley, or could exit the alley via 11th Street, thereby having alternatives to the use of the alley at Olympic Boulevard.

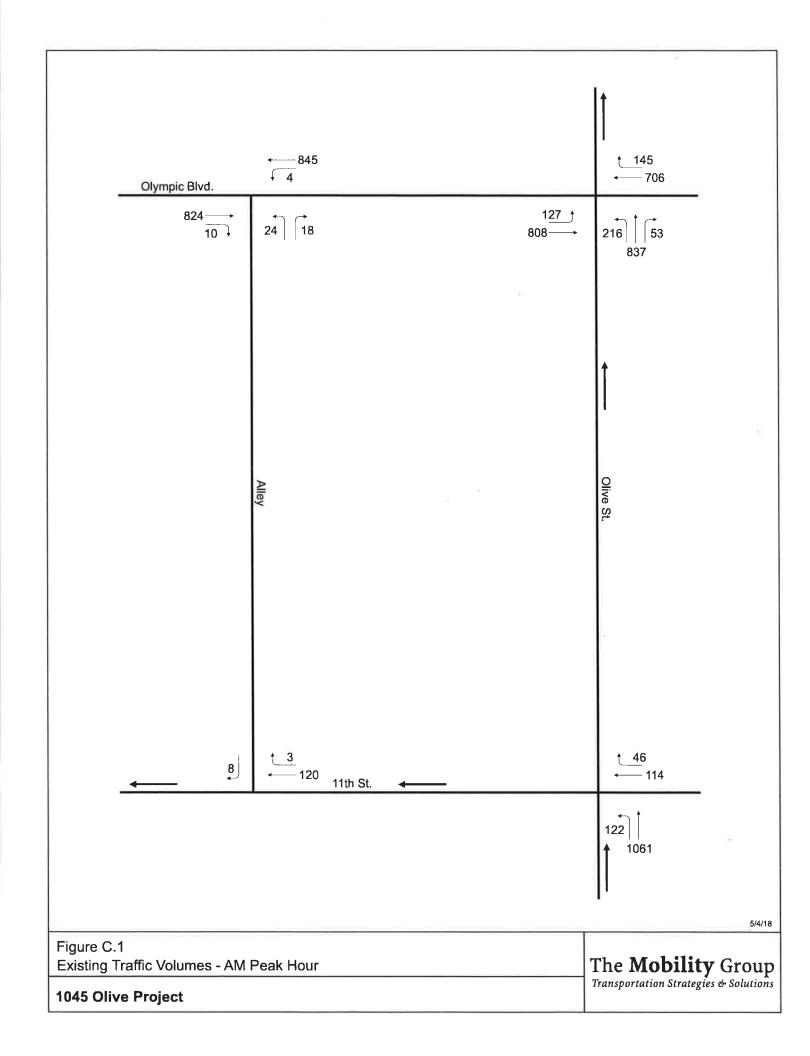
As shown in Appendix C, queue lengths with the Project in the PM peak at Olympic Boulevard and at 11th Street in both the AM and PM peak hours would be minimal (one to two cars).

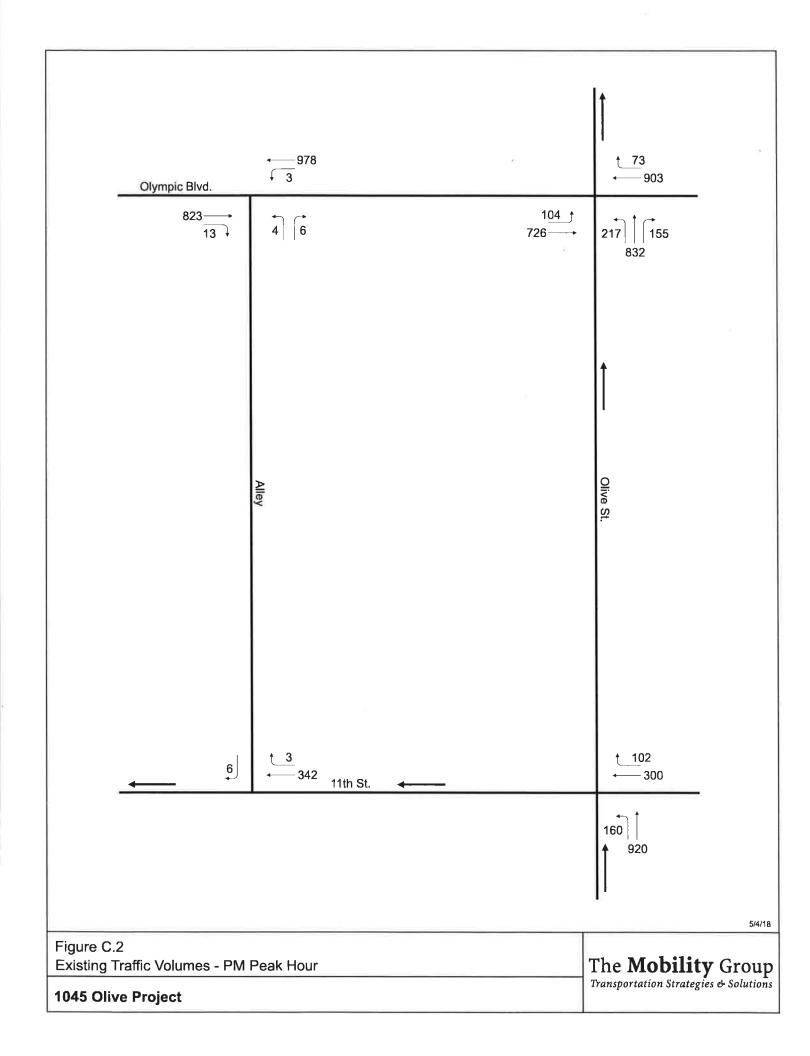
Pedestrian and Bicycle Access

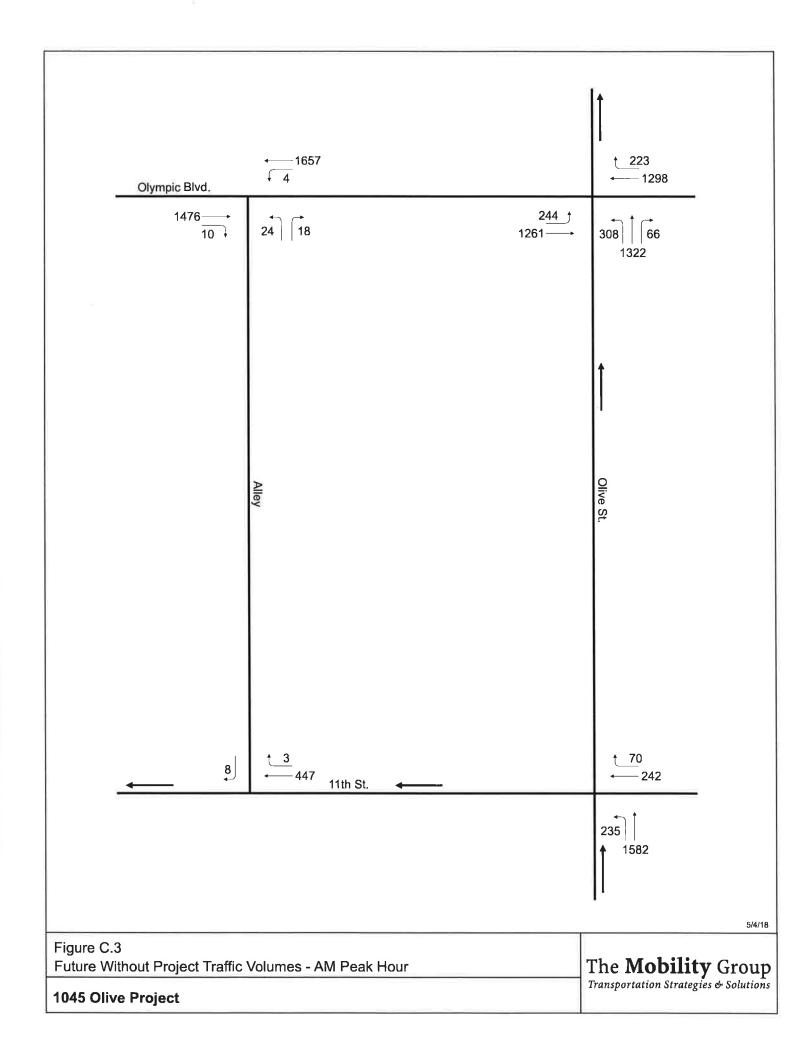
Pedestrian access will be provided from Olive Street and 11th Street with direct access from the sidewalks to commercial uses and the residential lobby. The Project will maintain the existing seventeen foot sidewalk on Olive Street, and provide a fifteen foot sidewalk on 11th Street (including a three foot easement). A pedestrian plaza will be provided at the corner of Olive Street and 11th Street to enhance pedestrian circulation. The Project will enhance the pedestrian streetscape and walkability adjacent to the Project. Design of the pedestrian realm will ensure no hazardous conditions are created.

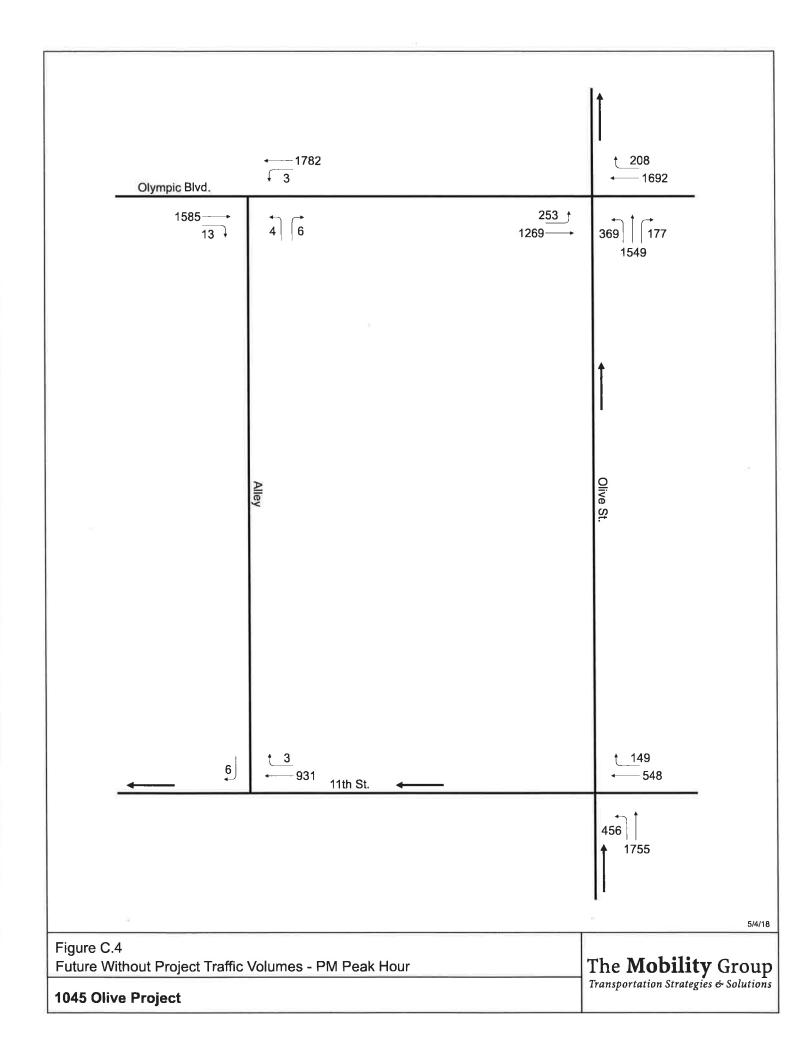
Bicycle access to the Project will be facilitated by the existing bicycle lanes on Olive Street and 11th Street. On-site bicycle parking will be provided to LAMC requirements, with some short-term bicycle parking located along the adjacent sidewalks.

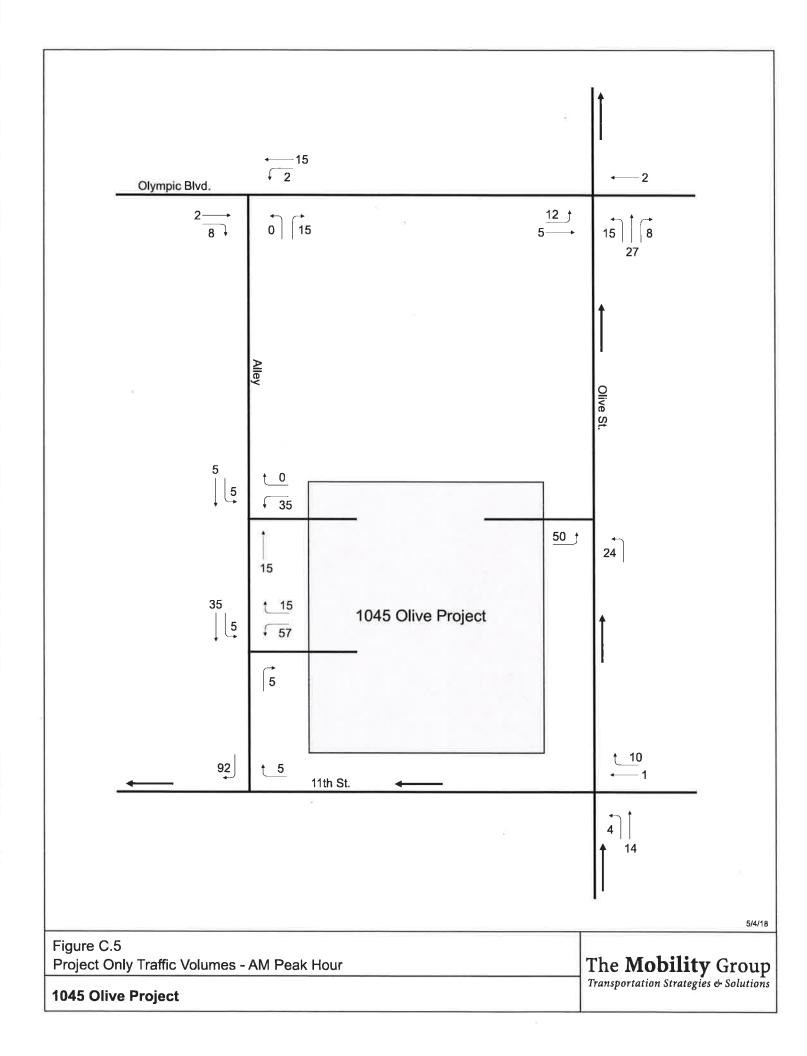
² Project traffic was not assigned to the northbound left turn out from the alley to Olympic Boulevard, due to the projected difficulty of making that move in the future. Project traffic was not assigned to the right turn out of the north alley driveway of the Project, as that traffic would use the Olive Street driveway.

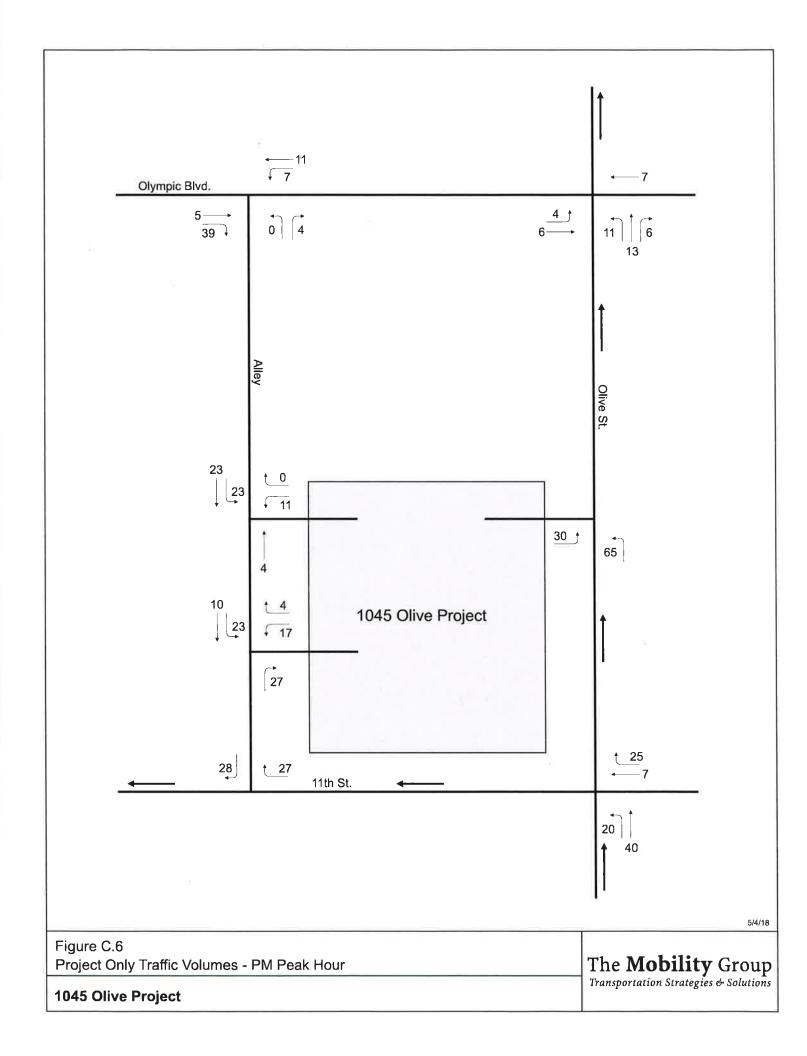


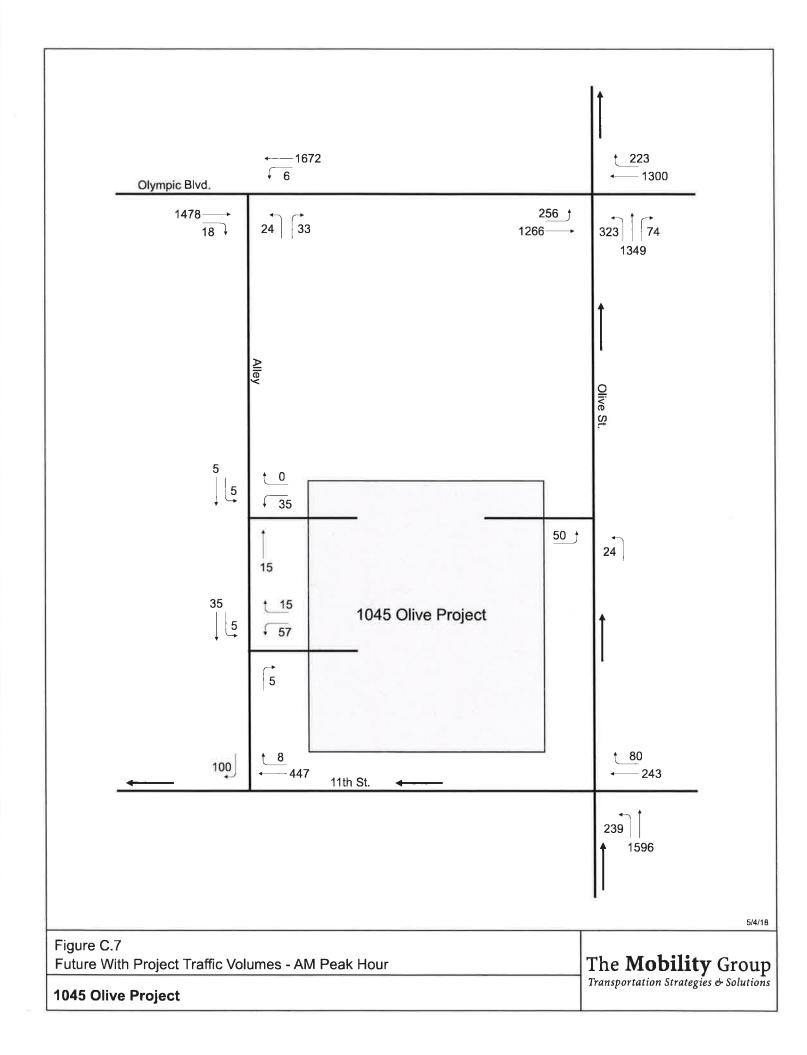












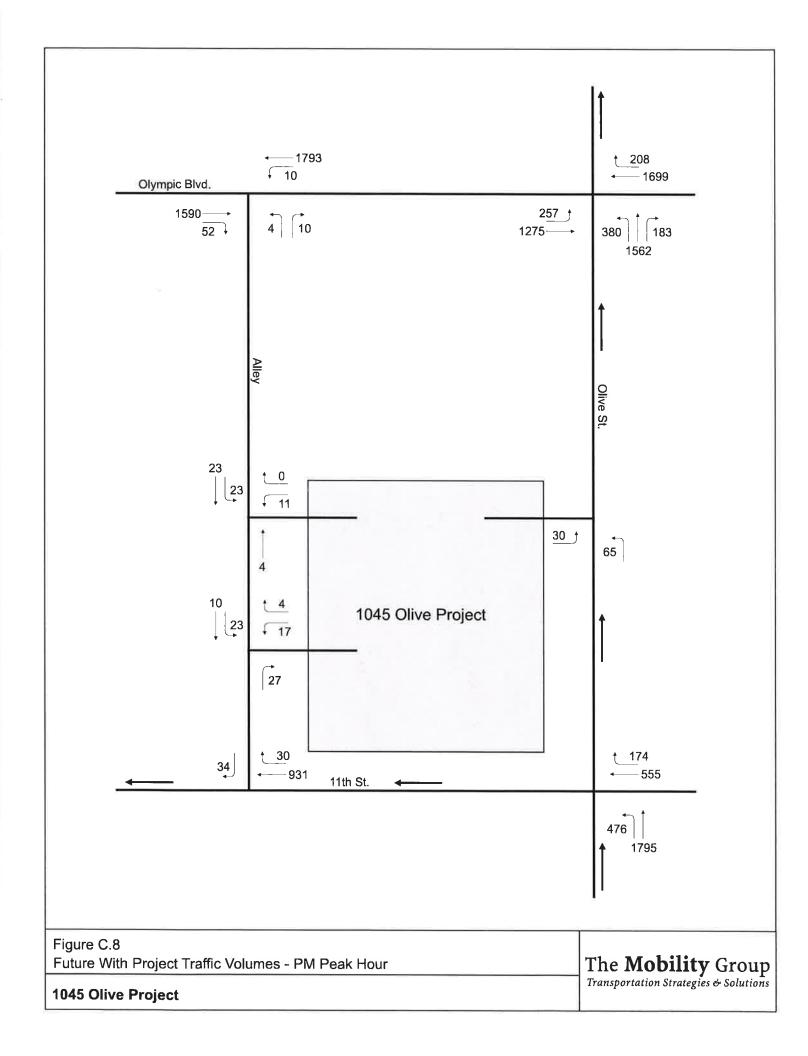


Table C-1 Queue Lengths for Alley Intersections (95th percentile queue) 1

		l Olympic Γ / RT	_	nd 11th RT
	Level of Service	Queue Length (vehs)	Level of Service	Queue Length (vehs)
AM Peak Hour			17	
Existing Conditions	D	1	A	1
Future Without Project Conditions	F	5	В	ī
Future With Project Conditions	F	6	В	1
PM Peak Hour				
Existing Conditions	С	1	В	1
Future Without Project Conditions	F	1	С	1
Future With Project Conditions	F	2	С	1

¹ . Essentially the maximum queue length - The vehicle queue length that would be exceeded only 5% of the time.

Appendix D Freeway Analysis

Appendix D Freeway Analysis

Freeway Analysis

This Appendix presents an analysis of the freeway system in the vicinity of the Proposed Project. As described in Appendix D a freeway threshold check (screening analysis) was first conducted according to the requirements of the MOU between LADOT and Caltrans (Agreement between the City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures, December 2015). That evaluation showed that according to the criteria set forth in the MOU the thresholds for analysis were not met so no further analysis was required. Nevertheless, for purposes of providing a comprehensive study, an analysis of the freeway system was conducted, and this analysis is presented for informational purposes.

The analysis addresses freeway mainline locations (segments), freeway off-ramps and on-ramps in locations that would most likely be affected by Project traffic. The analysis addresses the Existing, Existing With Project, Future Without Project and Future With Project conditions for the year 2023 which is the year used for the Project buildout analysis.

Freeway Mainline Segments

The analysis addresses five freeway mainline segments on the I-110 and I-10 freeways that provide regional access to the Project site.

Methodology

Existing traffic volumes on these freeway segments for the AM peak hour and PM peak hour time periods were obtained from the most recent data available (*Caltrans Annual Average Daily Traffic Volume Report 2016*), and factored up by 1% per year to 2017 volumes.

Future year 2023 freeway traffic volumes for the Future Without Project condition were developed from the traffic projections described in Chapter 5 including ambient growth and the related projects identified for the area.

Traffic volumes generated by the Project were assigned to the freeway system based on the trip generation and trip distribution information described in Chapter 3, to obtain forecasts of total traffic for the Future With Project conditions.

The freeway segments were analyzed using the HCM 2010 methodology based on volume, speed, density, speed and level of service (LOS). Freeway level of service (LOS) was then determined by calculating the density (vehicles per mile per lane). The densities (D) are then rated for levels of service using the definitions shown in Table D-1.

Table D-1. Level of Service Definitions for Freeway Segments

Level of Service	Density [a]	Flow Conditions
A	≤11	Free flow speeds prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.
В	> 11 and ≤ 18	Free flow speeds are maintained. The ability to maneuver with the traffic stream is only slightly restricted.
С	> 18 and ≤ 26	Flow with speeds at or near free flow speeds. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver.
D	> 26 and ≤ 35	Speeds decline slightly with increasing flows. Freedom to maneuver with the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort.
E	> 35 and ≤ 45	Operation at capacity. There are virtually no usable gaps within the traffic stream, leaving little room to maneuver. Any disruption can be expected to produce a breakdown with queuing.
F	> 45	Represents a breakdown in flow and oversaturated conditions.

Source: 2010 Highway Capacity Manual (Transportation Research Board, 2010) and Caltrans.

[a] Density is defined in vehicles per mile per lane and describes the proximity to other vehicles and is related to the freedom to maneuver within the traffic stream (2010 Highway Capacity Manual, Transportation Research Board, 2010).

Freeway Segment Analysis

Caltrans does not have published criteria for determination of significant impacts on freeway mainline segments. Caltrans (in its Traffic Impact Study Guide) states that it endeavors to maintain a target LOS at the transition between LOS C and LOS D on State highway facilities, and to maintain the existing LOS in cases where a facility is operating at less than the target LOS. This guideline was therefore used in the following analysis. It is also noted for reference, that the Congestion Management Program (2010 Congestion Management Plan for Los Angeles County) identifies that a significant impact is deemed to have occurred on a freeway segment if the traffic generated by a project is expected to increase the traffic demand on that facility by two percent (D/C \geq 0.02) of capacity and causes the facility to operate at LOS F or worse. If the facility already operates at LOS F, a significant impact is deemed to occur if project-related traffic increases the traffic demand by two percent or more of capacity (D/C \geq 0.02). Chapter 6 of this Traffic Study described the freeway CMP analysis conducted in this study – which found that no significant CMP freeway impacts would occur with the Project. The following analysis is therefore presented for informational purposes.

Existing With Project

The freeway segment analysis is summarized in Tables D-2 and D-3, which show the densities and levels of service for Existing Conditions, and Existing With Project conditions for the AM peak hour and the PM peak hour respectively. These tables also show the number of trips that would be added by the Project to each freeway segment.

In the AM peak hour, the Project would add between 2 and 16 trips to the freeway segments analyzed depending on location and direction, with the majority of increases in the 2 to 6 trip range. The increase in trips due to the Project on freeway segments would range from 0.1 percent to 0.2 percent. The level of service would not change at any mainline freeway segment due to the Project.

In the PM peak hour, the Project would add between 3 and 14 trips to the freeway segments analyzed depending on location and direction with the majority of increases in the 3 to 6 trip range. The increase in trips on any freeway segment would not exceed 0.1% at any location. The level of service would not change at any mainline freeway segment due to the Project.

Future With Project

The freeway segment analysis is summarized in Tables D-4 and D-5, which show the densities and levels of service for Existing Conditions, Future Without Project and Future With Project conditions for the AM peak hour and the PM peak hour respectively. These tables also show the number of trips that would be added by the Project to each freeway segment.

In the AM peak hour, the Project would add between 2 and 16 trips to the freeway segments analyzed depending on location and direction, with the majority of increases in the 2 to 6 trip range. The increase in trips due to the Project on freeway segments would range from 0.1 percent to 0.2 percent. The level of service would not change at any mainline freeway segment due to the Project.

In the PM peak hour, the Project would add between 3 and 14 trips to the freeway segments analyzed depending on location and direction with the majority of increases in the 3 to 6 trip range. The increase in trips on any freeway segment would not exceed 0.1% at any location. The level of service would not change at any mainline freeway segment due to the Project.

Freeway Off-Ramps

The analysis reviewed a total of four freeway off-ramps located on the I-110/SR-110 and I-10 freeways that could potentially be used by Project traffic. Other off-ramps in the area of the Project but which are not on direct or convenient access routes to the Project Site were not analyzed as they would not be expected to carry Project traffic.

Methodology

Existing traffic volumes on these freeway off-ramps were obtained from traffic counts conducted as part of the overall traffic count program described in Chapter 2. Forecasts of the off-ramp volumes for Future Without Project conditions were obtained from the analysis described in Chapter 5 including ambient growth and trips from related projects, and forecasts for the Future With Project conditions from the analysis of Project trip generation and distribution described in Chapter 3.

The analysis of ramp traffic conditions is based on an analysis of queue length from the end of the ramp intersection, using the Highway Capacity Manual (HCM) 2010 Operations methodology, and determining the 95th percentile queue length (the vehicle queue length that would be exceeded only 5% of the time), which is a common measure used to evaluate queues.

Freeway Off-Ramp Analysis

Caltrans does not have published criteria for determination of significant impacts on freeway off-ramps. Caltrans' primary concern is if peak hour traffic queues on an off-ramp exceed the storage length on the ramp and result in queues backing onto the mainline freeway. The storage capacity includes all lanes on the off-ramp from the gore point (where the off-ramp diverges from the freeway) to the end of ramp intersection. The following analysis is therefore presented for informational purposes.

Existing With Project

The freeway off-ramp analysis for the Existing Conditions, Existing With Project conditions is summarized in Table D-6 for the AM peak hour and in Table D-7 for the PM peak hour. These tables show the ramp storage lengths, the ramp volumes, and the queue lengths for these time periods for the three scenarios.

As can be seen from Table D-6, queues do not currently exceed the storage lengths on any of the ramps during the Weekday AM peak hour. For the Existing With Project conditions, the queues would not exceed the total ramp storage lengths at any of the ramps. The Project would generally add between two and four trips to the ramps in the AM peak hour, but would not appreciably increase the queue lengths and would not cause storage capacities to be exceeded on any ramp.

As can be seen from Table D-7, queues do not currently exceed the total storage lengths on any of the ramps during the Weekday PM peak hour. For the Existing With Project conditions, the queues would not exceed the total ramp storage lengths at any of the ramps. The Project would generally add six and fourteen trips to the off-ramps in the PM peak hour, but would not appreciably increase the queue lengths and would not cause the storage capacities to be exceeded on any ramp.

Therefore, it is concluded that the Project would not cause any queues that would exceed the total storage lengths on any of the off-ramps in either peak hour.

Future With Project

The freeway off-ramp analyses for the Existing Conditions, Future Without Project and Future With Project conditions are summarized in Table D-8 for the AM peak hour and in Table D-9 for the PM peak hour. These tables show the ramp storage lengths, the ramp volumes, and the queue lengths for these time periods for the three scenarios.

As can be seen from Table D-8, queues would not exceed the storage lengths on any of the ramps during the Weekday AM peak hour. For both the Future Without Project and the Future With Project conditions, the queues would not exceed the total ramp storage lengths at any of the ramps. The Project would generally add between two and four trips to the ramps in the AM peak hour, but would not appreciably increase the queue lengths and would not cause storage capacities to be exceeded om any ramp.

As can be seen from Table D-9, queues would not exceed the total storage lengths on any of the ramps during the Weekday PM peak hour. For both the Future Without Project and the Future With Project conditions, the queues would not exceed the total ramp storage lengths at any of the ramps. The Project would generally add six and fourteen trips to the off-ramps in the PM peak hour, but would not appreciably increase the queue lengths and would not cause the storage capacities to be exceeded on any ramp.

Therefore, it is concluded that the Project would not cause any queues that would exceed the total storage lengths on any of the off-ramps in either peak hour.

Freeway On-Ramps

The analysis reviewed a total of five freeway on-ramps that could potentially be used by Project traffic. Other off-ramps in the area of the Project but which are not on direct or convenient access routes to the Project Site were not analyzed as they would not be expected to carry Project traffic.

Methodology

Existing traffic volumes on these freeway on-ramps were obtained from traffic counts conducted as part of the overall traffic count program described in Chapter 2, and for two locations from the most recent data available (*Caltrans Annual Average Daily Traffic Volume Report 2014/2015*), and factored up by 1% per year to 2017 volumes. Forecasts of the on-ramp volumes for Future Without Project conditions were obtained from the analysis described in Chapter 5 including ambient growth and trips from related projects, and forecasts for the Future With Project conditions from the analysis described in Chapter 3.

The analysis compares forecast traffic volumes on the on-ramps to the ramp capacities. Caltrans has identified the maximum capacity of an on-ramp at 900 vehicles per hour per lane (vphpl) based on on-ramp metering. At ramps without ramp meters, and where the ramp lane merges into a mainline lane, a capacity of 900 vphpl was also used. At ramps without ramp meters, where the ramp lane leads directly into a mainline or auxiliary lane, a capacity of 1,800 vphpl was used. The capacity of a specific on-ramp was therefore calculated by multiplying the number of lanes by the appropriate vphpl capacity.

Freeway On-Ramp Analysis

Caltrans does not have published criteria for determination of significant impacts on freeway onramps. The analysis evaluated if the traffic volumes would exceed the capacity of an on-ramp as defined above. The following analysis is therefore presented for informational purposes.

Existing With Project

The freeway on-ramp analysis for the Existing Conditions, and Existing With Project scenarios is summarized in Table D-10 for the AM peak hour and in Table D-11 for the PM peak hour. These tables show the ramp capacities and the ramp volumes for these time periods for the two conditions.

Table D-10 shows that in the AM peak hour the on-ramp capacity is not currently exceeded at the on-ramps studied except for the SR-110 NB on-ramp at 11th Street where the current volume

exceeds the capacity. In the Existing With Project condition, the Project would add between 2 and 14 trips to the on-ramps (increases of 0.2% to 1.0%), and the capacity would be exceeded at the same one on-ramp. The Project would not however be the cause of the capacities being exceeded at any on-ramp.

Table D-11 shows that in the PM peak hour the on-ramp capacity is not currently exceeded at any of the on ramps studied. In the Existing With Project condition, the Project would add between 2 and 5 trips to the on-ramps (increases of 0.2% to 0.4%), and the capacity would not be exceeded at any of the on-ramps. The Project would therefore not cause the capacities to be exceeded at any on-ramp.

Future With Project

The freeway on-ramp analysis for the Existing Conditions, Future Without Project and Future With Project scenarios is summarized in Table D-12 for the AM peak hour and in Table D-13 for the PM peak hour. These tables show the ramp capacities and the ramp volumes for these time periods for the three conditions.

Table D-12 shows that in the AM peak hour the on-ramp capacity is not currently exceeded at the on-ramps studied except for the SR-110 NB on-ramp at 11th Street where the current volume exceeds the capacity. For the Future Without Project scenario, forecast future volumes would exceed the on-ramp capacity at three on-ramps. In the Future With Project condition, the Project would add between 2 and 14 trips to the on-ramps (increases of 0.2% to 1.0%), and the capacity would be exceeded at the same three on-ramps. The Project would not however be the cause of the capacities being exceeded at any on-ramp.

Table D-13 shows that in the PM peak hour the on-ramp capacity is not currently exceeded at any of the on ramps studied. For the Future Without Project scenario, projected volumes would exceed the on-ramp capacity at four of the on-ramps. In the Future With Project condition, the Project would add between 2 and 5 trips to the on-ramps (increases of 0.2% to 0.4%), and the capacity would be exceeded at the same four on-ramps. The Project would not however be the cause of the capacities being exceeded at any on-ramp.

Conclusions

This analysis of the freeway system has addressed freeway mainline locations and off-ramp and on-ramp locations. The volume of traffic that would be added to any freeway mainline or ramp locations would be very small. The Project would cause an increase in mainline freeway trips of 0.1% to 0.2%. The analysis has shown that the Project would not cause any changes in mainline levels of service and would not cause Caltrans freeway mainline level of service targets to be exceeded. The analysis has also shown that the Project would not appreciably increase queue lengths on freeway off-ramps and would not cause queue lengths on any off-ramps to exceed total

storage lengths. Finally, the analysis also indicated that the Project would not cause the capacities of any on-ramp to be exceeded.

;		·	Inbound/ Outbound	No of	Exist (*)	Existing Conditions (Year 2017)	ions	Existi	Existing With Project Conditions (Year 2017)	oject Cond 2017)	litions	Increase	% Increase
O	Location	ii C		Lanes	Hourly Volume	Density (D)	гоз	Project Trips	Hourly Volume	Density (D)	SOT	In Density	volume due to Project
>	1 110 8 47 . 6 110 101	NB	Outbound	4G	9,126	45.23	T	16	9,142	45.31	F	0.080	0.1%
	1-110 South 01 OS-101	SB	punoquI	3G	662'6	64.76	ī	4	9,803	64.78	F	0.019	%0.0
,		NB	Outbound	4G+2C-D	9,555	37.89	E	0	9,555	37.89	E	00000	%0.0
٧	1-110 Soum of 9th Street	SB	Inbound	5G	10,258	40.67	Ε	0	10,258	40.67	Е	0.000	%0.0
,		NB	punoquI	\$G	7,308	28.98	D	2	7,310	28.99	D	0.009	%0.0
n	1-110 Norm of Exposition boulevard	SB	Outbound	\$G	10,117	40.12	Е	9	10,123	40.14	Э	0.020	0.1%
		EB	Outbound	4G + 1A	6,300	27.76	D	13	6,313	27.81	D	0.049	0.2%
4	1-10 East of Los Angeles Sireet	WB	Inbound	4G + 1A	9,375	41.30	Э	3	9,378	41.32	E	0.020	%0.0
		EB	Inbound	4G + 2A	7,174	28,45	D	3	7,177	28.46	D	0.010	%0.0
n	1-10 West of Veilhout Avenue	WB	Outbound	4G + 2A	11,727	46,50	Ħ	13	11,740	46.55	ц	0.049	0.1%

a. Traffic volumes for Existing Conditions calculated using 2016 Caltrans AADT data combined with peak hour and directional factors. Growth factor of 1% per annum applied for 2017 volumes.

b. Methodology from Highway Capacity Manual 2010, Transportation Research Board.

c. Density measured in vehicles per mile per lane (v/m/l) for freeways.

;		i	Inbound/ Outbound	No of	Exist	Existing Conditions (Year 2017)	ions	Existi	Existing With Project Conditions (Year 2017)	oject Cond 2017)	litions	Increase	
o N	Location	i Di		Lanes	Hourly Volume	Density (D)	SOT	Project Trips	Hourly	Density (D)	SOT	n Density	volume due to Project
-	1110 6 2004 2 61 16 101	NB	Outbound	4G	7,121	35,30	Э	9	7,127	35,32	Ε	0.020	0.1%
-	1-110 South 01 OS-101	SB	punoquI	3G	9,434	62.35	т	14	9,448	62.44	F	0.089	0.1%
,	1 110 Court of Oth Change	NB	Outbound	4G+2C-D	7,453	29.55	D	0	7,453	29.55	D	0.000	%0.0
4	1-1 10 Souin 01 Yii Sueet	SB	punoquI	5G	9,876	39.16	ы	0	9,876	39.16	Е	0.000	%0.0
,	Land Mark of D. Consister Designation	NB	punoqui	5G	7,965	31,58	D	9	7,971	31,61	D	0.030	%1.0
n	I-110 Norm of Exposition Boulevard	SB	Outbound	5G	8,999	35.68	E	3	9,002	35.69	Е	0.009	%0.0
-	10 Post of T and American	EB	Outbound	4G+1A	10,425	45.93	F	5	10,430	45.95	ч	0.020	%0.0
4	1-10 East of Los Afigeres Sueer	WB	punoquI	4G + 1A	950'9	26.68	D	11	6,067	26.73	D	0.050	0.1%
ų	10 Wood of Vounnament Account	EB	punoqui	4G + 2A	11,978	47.49	F	11	11,989	47.54	ഥ	0.049	0.1%
n	1-10 West of Verificial Average	WB	Outbound	4G + 2A	10,601	42.03	Е	5	10,606	42.05	Е	0.019	%0.0

a. Traffic volumes for Existing Conditions calculated using 2016 Caltrans AADT data combined with peak hour and directional factors. Growth factor of 1% per annum applied for 2017 volumes.

b. Methodology from Highway Capacity Manual 2010, Transportation Research Board.

c. Density measured in vehicles per mile per lane (v/m/l) for freeways.

Freeway Segment Density/Level of Service Analysis - Weekday AM Peak Hour - Future With Project Table D-4

;		i	Inbound/ Outbound	No of	Exist	Existing Conditions (Year 2017)	ions	Future Conditi	Future Without Project Conditions (Year 2023)	roject 2023)	Futur	Future With Project Conditions (Year 2023)	ject Condil 2023)	tions	Increase	% Increase
No	Location	Dir		Lanes	Hourly Volume	Density (D)	SOT	Hourly Volume	Density (D)	TOS	Project Trips	Hourly Volume	Density (D)	SOT	In Density	Volume due to Project
-	110 S. 44. 0. FIIS 101	NB	Outbound	4G	9,126	45.23	ΙL	11,292	55.97	H	16	11,308	56.05	H	0.079	0.1%
-	1-110 South 01 US-101	SB	DunoquI	3G	6,799	64.76	F	11,835	78.21	Ľ	4	11,839	78.24	Щ	0.030	%0.0
·	1 110 Courts of Oth Coope	NB	Outbound	4G+2C-D	9,555	37.89	Е	11,311	44.85	Э	0	11,311	44.85	Е	0.000	%0.0
4	1-110 South of Yth Sueet	SB	Inbound	5G	10,258	40.67	ш	12,199	48.37	(T.	0	12,199	48.37	ц	0.000	%0.0
,	110 North of Dymonition Daylorond	NB	DunoquI	5G	7,308	28 98	D	8,665	34,36	D	2	8,667	34,37	D	600'0	%0.0
n	I-110 Nordi di Exposition bouevatu	SB	Outbound	5G	10,117	40,12	Э	12,098	47.97	F	9	12,104	47.99	ᅜ	0.020	0.1%
	T 10 Part of Las America Conne	EB	Outbound	4G + 1A	6,300	27.76	D	7,611	33,53	Q	13	7,624	33.59	D	090.0	0.2%
†	1-10 East of Los Augeles Sucet	WB	punoquI	4G + 1A	9,375	41.30	ш	10,776	47,48	ഥ	3	10,779	47.49	ſЦ	0.010	%0.0
ų	1 10 Wood of Womanout August	EB	punoquI	4G + 2A	7,174	28.45	D	8,732	34.62	D	3	8,735	34.64	D	0.020	%0.0
n	1-10 West of Vehicolit Avenue	WB	Outbound	4G + 2A	11,727	46.50	ĬĽ	13,847	54.91	ŭ	13	13,860	54.96	ſĽ	0.050	0.1%

a. Traffic volumes for Existing Conditions calculated using 2016 Caltrans AADT data combined with peak hour and directional factors.

Growth factor of 1% per annum applied for 2017 volumes, b. Methodology from Highway Capacity Manual 2010, Transportation Research Board. c. Density measured in vehicles per mile per lane (v/m/l) for freeways.

Freeway Segment Density/Level of Service Analysis - Weekday PM Peak Hour - Future With Project Table D-5

,		i	Inbound/ Outbound	No of	Exist:	Existing Conditions (Year 2017)	ions	Future Conditi	Future Without Project Conditions (Year 2023)	oject 2023)	Futul	Future With Project Conditions (Year 2023)	ject Condit 2023)	ions	Increase	
o Z	Location	Dir	X.	Lanes	Hourly Volume	Density (D)	TOS	Hourly Volume	Density (D)	SOT	Project Trips	Hourly Volume	Density (D)	SOT	ın Density	Volume due to Project
85	1110 80000	NB	Outbound	46	7,121	35,30	Э	665'6	47.58	ţr.	9	9,605	47.61	ц	0.030	0.1%
-03	1-110 South 01 OS-101	SB	Inbound	3G	9,434	62,35	ĹĹ	12,137	80.21	ĬΤ	14	12,151	80.30	ш	060 0	0.1%
,	1 110 Court of Oth Course	NB	Outbound	4G + 2C - D	7,453	29,55	D	9,782	38.79	Э	0	9,782	38.79	Э	0.000	%0.0
4	1-1 TO SOUTH OF SHIP SHEET	SB	punoquI	5G	9,876	39.16	ш	11,955	47.40	ίτι	0	11,955	47 40	H	0000	%0"0
,	I 110 Mosth of Euroccition Developed	NB	punoquI	5G	7,965	31.58	D	10,251	40,65	E	9	10,257	40,67	Э	0,020	0.1%
n	I-110 INOIDI OI EADOSILIOII DOUICVAIU	SB	Outbound	SG	666'8	35.68	Э	10,937	43,37	ы	3	10,940	43,38	Э	0,010	%0'0
_	110 East of Loc Angeles Street	EB	Outbound	4G + 1A	10,425	45.93	Ľ,	12,242	53.94	гı	5	12,247	53.96	ſъ	0.020	%0.0
	1-10 East of Los Arigeres Sucet	WB	DunoquI	4G + 1A	950'9	26.68	D	7,730	34,06	D	11	7,741	34.10	D	0,039	0,1%
v	110 West of Vermont Assessed	EB	Inbound	4G + 2A	11,978	47.49	F	14,555	57.71	Ħ	11	14,566	57.76	ഥ	0.049	0.1%
	T-10 West of Veillouit Aveilue	WB	Outbound	4G + 2A	10,601	42.03	ш	12,827	50.86	ĹĽ,	5	12,832	50.88	ĮĽ,	0.020	%0.0

Traffic volumes for Existing Conditions calculated using 2016 Caltrans AADT data combined with peak hour and directional factors. Growth factor of 1% per annum applied for 2017 volumes.

b. Methodology from Highway Capacity Manual 2010, Transportation Research Board.
c. Density measured in vehicles per mile per lane (v/m/l) for freeways.

Existing With Project - Freeway Off-Ramp Analysis - Weekday AM Peak Hour Table D-6

Off - Ramp # and Location	Movement	# of Lanes	Storage Length (feet)	-	Existing Conditions (Year 2017)	anditions ¹ 2017)			Existing W	Existing With Project Conditions (Year 2017)	onditions	
				Ramp Volume ⁵	Ramp LOS	95% Queue Length (feet)	Exceed Storage Length	Project Added Volume	Ramp Volume	Ramp LOS	95% Queue Length (feet)	Exceed Storage Length
1 SR-110 SB Off-ramp at James M Wood Blvd ¹	EB TH/LT	2	1,235	1,592	A	278	_S	4	1,596	A	279	%
2 SR-110 NB Off-ramp at L.A. Live Way ²	NB TH/LT	3	686	2,078	∢	120	8	2	2,080	A	120	N _o
3 1-10 EB Off-ramp at Grand Ave ³	EB TH/RT EB RT RAMP TOTAL	8 - 4	1,891 884 2,775	1,397 118 1,515	ပက္သ	350 24 374	8 8 8	ĸ 0 ĸ	1,400 118 1,518	ပက္က	351 24 375	% % % %
4 I-10 WB Off-ramp at Los Angeles St	WB LT/TH/RT	2	1,376	1,126	д	273	oN O	m	1,129	В	273	No.

Notes

Intersection of James M Wood Blvd & Georgia St (1 lane off-ramp)
Intersection at Bond St (1 lane off-ramp)
Intersection at Grand Ave (2 lane off-ramp)
Intersection at Los Angeles St (1 lane off-ramp)
Traffic Counts from Nov 2017, except #1 from April 2016 (factored up by 1% to 2017). E E E E E

Existing With Project - Freeway Off-Ramp Analysis - Weekday PM Peak Hour Table D-7

Off.	Off - Ramp # and Location	Movement	# of Lanes	Storage Length (feet)		Existing Conditions (Year 2017)	anditions!			Existing W	Existing With Project Conditions (Year 2017)	Conditions	
					Ramp Volume ⁵	Ramp LOS	95% Queue Length (feet)	Exceed Storage Length	Project Added Volume	Ramp Volume	Ramp LOS	95% Queue Length (fect)	Exceed Storage Length
_	SR-110 SB Off-ramp at James M Wood Blvd	EB TH/LT	2	1,235	1,147	¥	146	S.	14	1,161	4	150	N _o
2	SR-110 NB Off-ramp at L.A. Live Way ²	NB TH/LT	3	686	1,730	∢	68	N _o	9	1,736	4	68	%
3	1-10 EB Off-ramp at Grand Ave ³	EB TH/RT	3	1,891	1,150	C	301	%	11	1,161	C	305	%
		EB RT	-	884	157	ပ	47	No.	0	157	ပ	47	%
_		RAMP TOTAL	4	2,775	1,307	ပ	348	No	=	1,318	ပ	352	Š.
4	I-10 WB Off-ramp at Los Angeles Sf	WB LT/TH/RT	2	1,376	1,000	С	295	oN N	-11	1,011	O	300	No

Intersection of James M Wood Blvd & Georgia St (1 lane off-ramp)
Intersection at Bond St (1 lane off-ramp)
Intersection at Grand Ave (2 lane off-ramp)
Intersection at Los Angeles St (1 lane off-ramp)
Traffic Counts from Nov 2017, except #1 from April 2016 (factored up by 1% to 2017). **2 2 5 4 5**

Future With Project - Freeway Off-Ramp Analysis - Weekday AM Peak Hour Table D-8

	Exceed Storage Length	S.	Š	222	No
Conditions	95% Queue Length (feet)	202	182	591 83 674	496
Future With Project Conditions (Year 2023)	Ramp LOS	æ	4	0 8 0	B
Future W	Ramp Volume	2,029	2,582	1,972 226 2,198	1,607
	Project Added Volume	4	2	m 0 m	3
tions	Exceed Storage Length	o _N	o N	2 2 2	No
Future Without Project Conditions (Year 2023)	95% Queue Length (fect)	200	182	589 83 672	464
e Without Project (Year 2023)	Ramp LOS	Д	¥	O B O	В
Futur	Ramp Volume	2,025	2,580	1,969 226 2,195	1,604
	Exceed Storage Length	No	o N	° ° °	o N
onditions ¹ 2017)	95% Queue Length (feet)	278	120	350 24 374	273
Existing Conditions (Year 2017)	Ramp LOS	∢	Y	Umu	g
	Ramp Volume ⁵	1,592	2,078	1,397	1,126
Storage Length (feet)		1,235	686	1,891 884 2,775	1,376
# of Lanes		2	3	e - 4	2
Movement		EB TH/LT	NB TH/LT	EB TH/RT EB RT RAMP TOTAL	WB LT/TH/RT
Off - Ramp # and Location		1 SR-110 SB Off-ramp at James M Wood Blvd ¹	2 SR-110 NB Off-ramp at L.A. Live Way ²	3 I-10 EB Off-ramp at Grand Ave	4 I-10 WB Off-ramp at Los Angeles St ⁴

Notes

Intersection of James M Wood Blvd & Georgia St (1 lane off-ramp)
Intersection at Bond St (1 lane off-ramp)
Intersection at Grand Ave (2 lane off-ramp)
Intersection at Los Angeles St (1 lane off-ramp)
Traffic Counts from Nov 2017, except #1 from April 2016 (factored up by 1% to 2017).

[2] [3] [5] [5]

Future With Project - Freeway Off-Ramp Analysis - Weekday PM Peak Hour Table D-9

Off - Ramp # and Location	Movement	# of Lanes	Storage Length (feet)		Existing Conditions (Year 2017)	onditions ¹ 2017)		Future	Without Project (Year 2023)	Future Without Project Conditions (Year 2023)	ions		Future Wit	Future With Project Conditions (Year 2023)	nditions	
				Ramp Volume ⁵	Ramp LOS	95% Queue Length (feet)	Exceed Storage Length	Ramp Volume	Ramp LOS	95% Queue Length (feet)	Exceed Storage Length	Project Added Volume	Ramp Volume	Ramp LOS	95% Queue Length (feet)	Exceed Storage Length
1 SR-110 SB Off-ramp at James M Wood Blvd	EB TH/LT	2	1,235	1,147	A	146	N N	2,061	М	527	o _N	14	2,075	В	535	°Z
2 SR-110 NB Off-ramp at L.A. Live Way ²	NB TH/LT	3	686	1,730	A	68	S.	2,439	∢	157	o _N	9	2,445	¥	156	N _o
3 1-10 EB Off-ramp at Grand Ave ³	EB TH/RT EB RT RAMP TOTAL	8 1 4	1,891 884 2,775	1,150 157 1,307	υυυ	301 47 348	% % %	2,135 318 2,453	F W E	708 155 863	222	0 11	2,146 318 2,464	די עט די	713 155 868	% % %
4 I-10 WB Off-ramp at Los Angeles St ⁴	WB LT/TH/RT	2	1,376	1,000	၁	295	No.	1,832	Д	757	%	11	1,843	Q	765	S _N

Intersection of James M Wood BIvd & Georgia St (1 lane off-ramp)
Intersection at Bond St (1 lane off-ramp)
Intersection at Grand Ave (2 lane off-ramp)
Intersection at Los Angeles St (1 lane off-ramp)
Traffic Counts from Nov 2017, except #1 from April 2016 (factored up by 1% to 2017).

Note: Count data from 2017, except #1 and #5 from Calirans Annual Average Daily Traffic Volume Report 2014/2015, factored up by 1% to 2017.

xisting With Project Conditions (2017)	Exceed Capacity	No	N _o	N _o	No	No
Existing W Condition	Ramp Volume	393	738	1,432	1,742	833
Project % Increase Existing With Project Added due to Conditions (2017) Volume Project		0.5%	0.5%	0.1%	0.3%	%9.0
Project Added Volume		7	4	2	Ŋ	٠.
onditions (7.1)	Exceed Capacity	No	o _N	No	N _o	No
Existing Conditions (2017)	Ramp Volume	391	734	1,430	1,737	828
Meter		No Meter	Metered	Metered	Metered	Metered
Ramp Capacity		006	006	1,800	1,800	1,800
# of Lanes		1	-	7	7	2
On - Ramp	•	SR-110 NB On-Ramp at 8th Street	SR-110 NB On-Ramp at 11th Street	SR-110 SB On-Ramp at Blaine Street	I-10 WB On-Ramp at Grand Avenue	I-10 EB On-Ramp at Los Angeles Street
			2	33	4	ν.

Note: Count data from 2017, except #1 and #5 from Calirans Annual Average Daily Traffic Volume Report 2014/2015, factored up by 1% to 2017.

	On - Ramp	# of Lanes	Ramp Capacity	Meter	Existing C (20	Existing Conditions (2017)	Future With Condition	Future Without Project Conditions (2023)	Project Added Volume	% Increase due to Project	Future With Project Conditions (2023)	th Project is (2023)
					Ramp Volume	Exceed Capacity	Ramp Volume	Exceed			Ramp Volume	Exceed Capacity
SR	SR-110 NB On-Ramp at 8th Street	-	006	No Meter	447	N _o	396	Yes	7	0.2%	964	Yes
SR	SR-110 NB On-Ramp at 11th Street	::—::	006	Metered	1,213	Yes	1,500	Yes	14	%6.0	1,514	Yes
SR	SR-110 SB On-Ramp at Blaine Street	2	1,800	Metered	953	N _o	1,497	No	9	0.4%	1,503	No
I-1	I-10 WB On-Ramp at Grand Avenue	2	1,800	Metered	1,017	°Z	1,830	Yes	13	0.7%	1,843	Yes
1-1	I-10 EB On-Ramp at Los Angeles Street	2	1,800	Metered	787	No	1,263	°N	13	1.0%	1,276	%

Note: Count data from 2017, except #1 and #5 from Calirans Annual Average Daily Traffic Volume Report 2014/2015, factored up by 1% to 2017,

On - Ramp # of Ramp Meter Lanes Capacity	Ramp Capacity		Meter		Existing (20)	Existing Conditions (2017)	Future Without Project Conditions (2023)	nout Project ns (2023)	Project Added Volume	% Increase due to Project	Future With Project Conditions (2023)	th Project is (2023)
					Ramp Volume	Exceed Capacity	Ramp Volume	Exceed			Ramp Volume	Exceed
_	SR-110 NB On-Ramp at 8th Street	_	006	No Meter	391	N _o	1,006	Yes	2	0.2%	1,008	Yes
2	SR-110 NB On-Ramp at 11th Street	-	006	Metered	734	No	1,005	Yes	4	0.4%	1,009	Yes
3	SR-110 SB On-Ramp at Blaine Street	2	1,800	Metered	1,430	No	2,049	Yes	7	0.1%	2,051	Yes
4	I-10 WB On-Ramp at Grand Avenue	2	1,800	Metered	1,737	o _N	2,594	Yes	v	0.2%	2,599	Yes
5	I-10 EB On-Ramp at Los Angeles Street	2	1,800	Metered	828	No	1,384	oN.	5	0.4%	1,389	No

Note: Count data from 2017, except #1 and #5 from Calirans Annual Average Daily Traffic Volume Report 2014/2015, factored up by 1% to 2017.

Future With Project With Mitigation Conditions - Intersection Level of Service - PM Peak Hour

Table 7.3

ž	Intersection	Future Without	Vithout	Future	Future With	Change	Significant	Significant Future With Project		Change	Significant	Mitigates?
2		Project C	Conditions	Project C	Project Conditions		Impact	With Mitigation			Impact)
		N/C	TOS	N/C	ros			A/C F	SOT			
25	Hill Street & Olympic Boulevard	1.047	Ĺ	1.053	ГĽ	900.0	No					
26	Hill Street & 11th Street	0.605	В	0.617	В	0.012	No No					
27	Broadway & Olympic Boulevard	1.094	ĬΤ	1.102	ţz,	800.0	oN.					
28	Broadway & 11th Street	0.719	C	0.728	O	600.0	No					
29	Main Street & Olympic Boulevard	1.122	ΙΉ	1.129	ĮΤ	0.007	No					
30	Main Street & 11th Street	0.826	О	0.829	D	0.003	No					
31	Los Angeles Street & Olympic Boulevard	0.803	О	0.805	Q	0.002	o N					
32	Los Angeles Street & 11th Street	0.575	A	0.578	Y	0.003	N _o					
33	Olive Street & 12th Street	0.528	4	0.542	Y	0.014	No					
34	Hill Street & Pico Boulevard	0.811	Q	0.811	D	0.000	No					

Appendix E Traffic Counts

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South L.A. Live Way

East/West Pico Boulevard

Day: Wednesday Date: November 15, 2017 Weather: CLEAR

Hours: 7-10AM 3-6PM Staff: CUI

School Day: YES District: Central I/S CODE 44007

PATE	N/B	S/B	E/B	W/B
DUAL- WHEELED	206	15	71	100
BIKES	6	8	89	76
BUSES	42	1	75	55

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	613	7.45	22	8.00	297	7.45	188	9.15
PM PK 15 MIN	508	4.45	31	5.45	251	5.30	317	5.45
AM PK HOUR	2237	7.15	72	7.30	1100	7.30	629	9.00
PM PK HOUR	1770	4.00	107	5.00	950	4.45	1100	5.00

NORTHBO	OUND A	Approa	ch		SOUTHBO	DUND A	pproacl	h		TOTAL	XING	S/L	XING	N/L
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	N-S	Ped	Sch	Ped	Sch
7-8	924	1037	196	2157	7-8	49	0	8	57	2214	6	10	13	7
8-9	842	1078	198	2118	8-9	60	0	10	70	2188	7	4	10	1
9-10	757	757	192	1706	9-10	45	0	4	49	1755	9	4	17	6
3-4	754	661	188	1603	3-4	64	0	18	82	1685	17	10	37	4
4-5	812	803	155	1770	4-5	55	0	16	71	1841	15	7	26	10
5-6	744	802	121	1667	5-6	87	0	20	107	1774	15	0	32	12
					·									
TOTAL	4833	5138	1050	11021	TOTAL	360	0	76	436	11457	69	35	135	40

EASTBOU	J ND Ap	proach	ł		WESTBO	UND Ap	proach			TOT	AL	XING	W/L	XING	E/L
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt '	Total	E-V	1	Ped	Sch	Ped	Sch
7-8	262	611	0	873	7-8	0	379	187	566	14	39	0	0	0	2
8-9	254	766	0	1020	8-9	0	349	184	533	15	53	0	0	1	2
9-10	240	495	0	735	9-10	0	393	236	629	13	54	0	0	5	1
3-4	192	570	0	762	3-4	0	396	187	583	13	45	0	1	16	3
4-5	194	721	0	915	4-5	0	440	213	653	15	58	0	0	8	1
5-6	150	787	0	937	5-6	0	712	388	1100	20	37	0	0	12	0
TOTAL	1292	3950	0	5242	TOTAL	0	2669	1395	4064	93	06	0	1]	42	9

(Rev Oct 06)



TOTAL

TOTAL

The same of the sa	MILITO	TIL TIGH	110	JO 01	11 501	A11A17 FIC	. 1				
STREET: North/South	Figueroa St	E ²									
East/West	Olympic Blv	⁄d						2			
Day	Thursday	Date:	A	pril 20,	2017	Weather:	SUNNY				
Hours: 7-10 &	z 3-6			C	hekrs:	NDS					
School Day:	YES	District:	-			I/S CO	DE	-			
DUAL-	N/B		S/B			E/B		W/B			
WHEELED	195		0			150		178			
BIKES	111		55			75		73			
BUSES	243		0			60		145			
	N/B	TIME	S/B	TIME		E/B	TIME	W/B	TIME		
AM PK 15 MIN	416	7.30	0	0.00		346	8.45	305	8.15		
PM PK 15 MIN	366	16.45	0	0.00		333	16.45	434	17,15		
AM PK HOUR	1509	7.15	0	0.00		1269	8.00	1189	7.30		
PM PK HOUR	1395	16.00	0	0.00		1248	16.45	1617	17,00		
NORTHBOUND A	proach			SOUTHE	OUND Ap	proach			TOTAL	XING S/L	XING N/L
Hours Lt	Th	Rt Total		Hours	Lt	Th	Rt Total	- 00	N-S	Ped Sch	Ped Sch
7-8 8-9		97 1419 104 1462		7-8 8-9	_	0 0	0 0		1419 1462	57 0 85 1	107 3
9-10		135 1112		9-10	-	0 0	0 0	- ,	1112	116 3	132 2 139 3
15-16	92 821	136 1149		15-16		0 0	0 0		1149	110 9	161 3
16-17 20 17-18 20		138 1395		16-17		0 0	0 0		1395	118 8 159 4	190 7
17-18	75] 947]	153 1305		17-18		0] 0]	0 0	ו נ	1305	139 4	239 11
TOTAL 102	29 6050	763 7842		TOTAL		0 0	0 0		7842	645 25	968 29
EASTBOUND App	roach		,	WESTBO	OUND App	roach			TOTAL	XING W/L	XING E/L
Hours Lt		Rt Total		Hours	Lt	Th	Rt Total		E-W	Ped Sch	Ped Sch
7-8		82 888		7-8		739	311 1112		2000	120 3	55 0
8-9 9-10		112 1269 120 941		8-9 9-10	-	56 797 56 745	328 1181 252 1063		2450	151 1	68 2 69 4
15-16	738	189 1084		15-16	-	37 943	265 1295	-1	2379	207 25	86 3
16-17 1: 17-18 1:	58 792 54 787	234 1184 246 1197		16-17 17-18	10	01 1017 05 1265	259 1367 247 1617	-1: :	2551	256 32	112 6
17-10	D4 /8/	240 1197		1/-18		1203	247 1617	J	2814	314 34	102 6

1244 96



STREET:

North/South

Figueroa St

East/West

Chick Hearn Ct

Tuesday

Day:

May 2, 2017 Date:

Weather:

NDS

SUNNY

Hours:

7-10 & 3-6

Chekrs

School Day:

,	Y	E	S		

District

- 1		(()	1)	ь.
	O		\sim		

E/B

E/B

14

DUAL-
WHEELED
BIKES
BUSES

AM PK 15 MIN

PM PK 15 MIN

AM PK HOUR

PM PK HOUR

154	
102	
234	

N/B

S/B

47

330

TIME

8.15

15.45

16.30

W/B

48

29

96

W/B

60

122

464

TIME

8.30

17:15

17.00

TOTAL

TOTAL

NORTHB	OUND A	Approach

EASTBOUND Approach

I	ıt	Th	Rt	Total
	14	1238	12	1264
	28	1223	16	1267
	16	951	10	977
	30	980	12	1022
	22	1079	8	1109
	47	1022	3	1072

1111

SOUTHBO	UND Appı	roach
Hours	Lt	TI

WESTBOUND Approach

7-8	
8-9	
9-10	
15-16	
16-17	
17-18	

17,00

11	101	23	125
1	103	23	127
2	203	34	239
4	255	34	293
7	261	62	330

N-S	Ped	Sch
1368	8	1
1392	5	0
1104	6	0
1261	4	0
1402	15	1
1402	7	0

XING S/L

- 1	45	0
	66	1
	59	1
	134	14
	93	3
1	108	0

505

XING N/L

Ped Sch

TOTAL

Hours

7-8 8-9 9-10 15-16 16-17 17-18

61	6711
	61

TOTAL
IOIAL

4 -	4044	7.622	
151	1016	1871	1218

7929	45	2
1.22.2	1	

XING W/L

XING E/L

19

Hours
7-8
8-9
9-10
15-16
16-17
17-18
TOTAL

Lt	Th	Rt	Total
7	3	14	24
24	7	16	47
15	8	20	43
28	9	40	77
29	11	46	86
28	13	40	81
131	51	176	358

Hours
7-8
8-9
9-10
15-16
16-17
17-18
TOTAL

	Lt	Th	_ Rt	Total
	39	40	88	167
	40	58	102	200
	37	50	91	178
	159	90	138	387
	115	118	105	338
	120	210	134	464
- 5				
	510	566	658	1734

E-W	Ped	Sch
191	79	0
247	83	0
221	92	1
464	195	8
424	197	8
545	143	11
		77
2092	789	28

Ped	Sch
5	0
20	0
13	0
19	1
22	1
24	0
103	2



17-18

TOTAL

17-18

TOTAL

STREET: North/South Figueroa St East/West Pico Blvd Thursday Date: April 20, 2017 Weather: SUNNY Day: 7-10 & 3-6 Hours: Chekrs: NDS School Day: YES District: I/S CODE N/B S/B E/B W/B DUAL-WHEELED **BIKES** BUSES TIME N/B TIME S/B E/B TIME W/B TIME AM PK 15 MIN 8.30 7.45 7.45 8.15 PM PK 15 MIN 16.30 17:00 17.00 17.15 AM PK HOUR 7.00 8.45 7.30 8.00 PM PK HOUR 16.00 16.30 16.30 17.00 NORTHBOUND Approach **SOUTHBOUND Approach** TOTAL XING S/L XING N/L Hours Hours N-S Th Total Th Rt Total Ped Sch Ped Sch Lt Rt 7-8 7-8 8-9 8-9 9-10 9-10 15-16 15-16 16-17 16-17 17-18 17-18 TOTAL TOTAL **EASTBOUND Approach** WESTBOUND Approach TOTAL XING W/L XING E/L E-W Hours Rt Total Hours Th Rt Total Ped Ped Sch 7-8 7-8 8-9 8-9 9-10 9-10 15-16 15-16 16-17 16-17



TOTAL

TOTAL

STREET: North/South Flower St East/West Olympic Blvd April 20, 2017 Day: Thursday Date Weather: SUNNY 7-10 & 3-6 Hours: Chekrs: NDS School Day: YES District: 1/S CODE N/B S/B E/B W/B **DUAL-**WHEELED BIKES BUSES N/B TIME S/B TIME E/B TIME W/B TIME AM PK 15 MIN 0.00 7.30 8.45 8.15 0.00 PM PK 15 MIN 17.30 17.15 17.15 AM PK HOUR 0.00 7.15 8.00 7.30 PM PK HOUR 0.00 17.00 16.45 1267. 17.00 NORTHBOUND Approach SOUTHBOUND Approach TOTAL XING S/L XING N/L Hours Th Rt Total Hours Th Rt Total N-S Ped Sch Ped Sch 7-8 7-8 8-9 8-9 9-10 9-10 15-16 15-16 16-17 16-17 17-18 17-18 TOTAL TOTAL **EASTBOUND Approach** WESTBOUND Approach TOTAL XING W/L XING E/L Hours Hours E-W Ped Rt Total Th Rt Total Ped Sch Sch 7-8 7-8 8-9 8-9 9-10 9-10 15-16 15-16 16-17 16-17 17-18 17-18



8-9

9-10

15-16

16-17

17-18

TOTAL

8-9

9-10

15-16

16-17

17-18

TOTAL

STREET: North/South Flower St East/West 11th St May 2, 2017 Day: Tuesday Date: Weather: SUNNY 7-10 & 3-6 NDS Hours: Chekrs: School Day: YES District: I/S CODE N/B S/B E/B W/B DUAL-WHEELED BIKES BUSES N/B TIME S/B TIME E/B TIME W/B TIME AM PK 15 MIN 0.00 7.30 9.45 8.30 0.00 PM PK 15 MIN 17.15 16.30 17.15 AM PK HOUR 0.00 7.00 8:00 7.45 PM PK HOUR 0.00 17.00 15.45 17.00 TOTAL XING N/L NORTHBOUND Approach **SOUTHBOUND Approach** XING S/L Hours Th Rt Total Hours Th Rt Total N-S Ped Sch Ped Sch 7-8 7-8 8-9 8-9 9-10 9-10 2 0 15-16 15-16 16-17 16-17 17-18 17-18 TOTAL TOTAL **EASTBOUND Approach** WESTBOUND Approach TOTAL XING W/L XING E/L Hours Hours E-W Th Rt Total Th Rt Total Ped Ped Sch 7-8 7-8



STREET: North/South Hope St East/West Olympic Blvd April 20, 2017 Day: Thursday Date: Weather: SUNNY 7-10 & 3-6 Chekrs: Hours: NDS School Day: YES I/S CODE District N/B S/B E/B W/B **DUAL**-43 122 WHEELED 55 156 BIKES 37 24 68 59 BUSES 75 83 108 1 N/B TIME S/B TIME E/B TIME W/B TIME AM PK 15 MIN 8.00 61 7,30 281 8.45 283 9.00 113 PM PK 15 MIN 15.30 158 17.15 16.45 339 17.00 138 260 AM PK HOUR 430 7.15 237 8.00 1041 8.00 1052 7.30 PM PK HOUR 17.00 455 15.00 535 17.00 986 16.45 1233 NORTHBOUND Approach **SOUTHBOUND Approach** TOTAL XING S/L XING N/L

Hours 7-8 8-9 9-10 15-16 16-17	61 59 62 55 61	Th 257 293 182 292 245	Rt Total 63 38 51 40 46 29 108 45 66 37	8-9 0 9-10 5 15-16	Lt 20 35 28 23 30	Th 105 130 99 163 315	Rt Total 80 205 72 237 86 213 87 273 85 430	N-S 586 640 503 728 802	Ped Sch 79 0 83 0 58 0 101 2 115 2	Ped Sch 98 4 211 3 88 0 277 0 214 0
17-18 TOTAL	78	293	65 43 399 233	6 17-18	173	1200	110 535 520 1893	971	155 3 591 7	221 0 1109 7
EASTBOUN	D Approach	1		WESTBO	OUND Approa	ch		TOTAL	XING W/L	XING E/L
Hours 7-8 8-9 9-10 15-16 16-17 17-18	Lt 72 95 69 98 86 88	Th 599 863 650 708 817 756	Rt Total 56 72 83 104 74 79 68 87 66 96 110 95 457 535	1 8-9 3 9-10 4 15-16 9 16-17 4 17-18	Lt 27 20 42 26 33 26 174	Th 850 849 752 880 894 1103	Rt Total 98 975 124 993 129 923 118 1024 102 1029 104 1233 675 6177	E-W 1702 2034 1716 1898 1998 2187	Ped Sch 51 4 82 1 64 0 106 4 90 6 108 5	Ped Sch 68 0 88 0 57 0 62 10 57 1 100 0



TOTAL

TOTAL

STREET: North/South Hope St East/West Chick Hearn Ct April 20, 2017 Day: Thursday Date: Weather: SUNNY Hours: 7-10 & 3-6 Chekrs: NDS School Day: YES District: I/S CODE N/B S/B E/B W/B DUAL-WHEELED BIKES BUSES N/B TIME S/B TIME E/B TIME W/B TIME AM PK 15 MIN 7.45 8,45 0.00 8.00 PM PK 15 MIN 15.30 17,15 0.00 17.30 AM PK HOUR 7.15 8.00 0.00 8.00 PM PK HOUR 17.00 17.00 0.00 17.00 NORTHBOUND Approach **SOUTHBOUND Approach** TOTAL XING S/L XING N/L Hours Total Hours Rt Total N-S Ped Sch Ped Sch 7-8 7-8 8-9 8-9 9-10 9-10 15-16 15-16 16-17 16-17 17-18 17-18 TOTAL TOTAL **EASTBOUND Approach** WESTBOUND Approach TOTAL XING W/L XING E/L Hours Total Th Rt Total Hours E-W Th Rt Ped Sch Ped Sch 7-8 7-8 8-9 8-9 9-10 9-10 15-16 15-16 16-17 16-17 17-18 17-18

North/South Grand Avenue East/West 8th Street Day: Wednesday Date: November 15, 2017 Weather: **CLEAR** Hours: 7-10AM 3-6PM Staff: CUI School Day: YES District: Central I/S CODE 8643 N/B S/B E/B W/B DUAL-WHEELED BIKES **BUSES** N/B TIME S/B TIME E/B TIME W/B TIME AM PK 15 MIN 7.00 8.00 7.00 7.30 PM PK 15 MIN 3.00 4.45 3.00 5.00 AM PK HOUR 8.00 7.00 8.00 7.00 PM PK HOUR 3.00 4.45 3.00 4.45 NORTHBOUND Approach **SOUTHBOUND Approach TOTAL** XING S/L XING N/L Hours Th Rt Total Hours Th Rt Total N-S Ped Sch Ped Sch Lt Lt 7-8 7-8 8-9 8-9 9-10 9-10 3-4 3-4 4-5 4-5 5-6 5-6 TOTAL TOTAL **EASTBOUND Approach WESTBOUND Approach** TOTAL XING W/L XING E/L Th Rt Total Rt Total E-W Hours Lt Hours Lt Th Ped Sch Ped Sch 7-8 7-8 8-9 8-9 9-10 9-10 3-4 3-4 4-5 4-5 5-6 5-6

(Rev Oct 06)

TOTAL

TOTAL



TOTAL

TOTAL

	WILLIAG	ZID HUII	10 000	IVI DOMINIZI	C. 1				
STREET: North/South	Grand Ave								
East/West	9th St								
Day	Thursday	Date:	April 20,	, 2017 Weather	SUNNY				
Hours: 7-10 &	2 3-6		•	Chekrs: NDS	72.				
School Day:	YES	District:		I/S CC	DDE				
DUAL-	N/B	_	S/B	E/B	:9	W/B			
WHEELED BIKES	0		144 91	153 148		0 50			
BUSES	0		315	88		0			
	N/B	TIME	S/B TIME	E/B	TIME	W/B	TIME		
AM PK 15 MIN	0	0.00	177 8.00	320	7.45	0	0.00		
PM PK 15 MIN	0	0.00	461 17.30	318	16.30	0	0.00		
AM PK HOUR	0	0.00	656 7.30	1139	7.45	0	0.00		
PM PK HOUR	0	0.00	1764 17.00	1225	16.30	0	0.00		
NORTHBOUND A	proach		SOUTH	BOUND Approach		7	FOTAL	XING S/L	XING N/L
Hours Lt 7-8 8-9 9-10 15-16 16-17 17-18	Th 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Rt Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Hours 7-8 8-9 9-10 15-16 16-17 17-18	Lt Th 167 437 195 440 206 404 275 767 263 1077 269 1495	Rt Total 0 604 0 635 0 610 0 1042 0 1340 0 1764		N-S 604 635 610 1042 1340 1764	Ped Sch 66 11 98 1 79 3 132 11 109 7 181 4	Ped Sch 56 3 85 1 80 0 131 2 129 2 169 1
TOTAL	0 0	0 0	TOTAL	1375 4620	0 5995		5995	665 37	650 9
EASTBOUND App	roach		WESTB	OUND Approach		-	FOTA L	XING W/L	XING E/L
Hours Lt 7-8 8-9 9-10 15-16 16-17 17-18	Th 0 748 0 954 0 870 0 809 0 1045 0 988	Rt Total 99 847 116 1070 104 974 132 941 135 1180 190 1178	Hours 7-8 8-9 9-10 15-16 16-17 17-18	Lt Th 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0		E-W 847 1070 974 941 1180 1178	Ped Sch 66 3 101 1 78 0 151 0 118 0 143 0	Ped Sch 54 7 79 4 57 2 75 5 59 3 89 0

657 4



North/South

Grand Ave

East/West

Olympic Blvd

Day:

Thursday Date: April 20, 2017 Weather: SUNNY

Hours:

7-10 & 3-6

Chekrs:

NDS

School Day:

I/S CODE

E/B

250

240

DUAL-
WHEELED
BIKES

BUSES

N/B	<u>S/B</u>
0	140
15	87
0	308

0.00

E/B	W/B
128	135
74	60
114	62

TIME

8,00

17.15

AM PK	15	MIN	
PM PK	15	MIN	

AM PK HOUR

PM PK HOUR

Hours

7-8

8-9

9-10

15-16

16-17

17-18

TOTAL

_	N/B	HME		TIME	-
	0	0.00	155	8.00	
	0	0.00	421	17.30	
	0	0.00	598	7.45	

1646

17.00

7-8

8-9

9-10

15-16

16-17

17-18

TOTAL

Hours

7-8

8-9

9-10

15-16

16-17

17-18

TOTAL

948	8.00	941	7.30	
902	16.30	1114	17.00	

W/B

262

311

TIME

9.00

17.00

TOTAL

5390

TOTAL

10512

NORTHBOUND Approach

Lt	Th	Rt	Total
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

SOUTHBOUN	D Appr	oach
Hours	Lt	Т.

Lt	Th	Rt	Total
82	331	118	531
87	312	163	562
71	320	148	539
84	589	205	878
110	909	215	1234
115	1299	232	1646
,,	•		1
549	3760	1081	5390

N-S	Ped	Sch
531	95	0
562	69	0
539	52	0
878	89	0
1234	87	0
1646	158	1

XING S/L

XING N/L

Sch

0

0

Ped

69

78

49

86

71

131

484

XING E/L

287

Sch

0

0

EASTBOUND	Approach

Hours	Lt	Th	Rt	Total
7-8	0	561	100	661
8-9	0	853	95	948
9-10	0	636	100	736
15-16	1	726	99	826
16-17	0	778	115	893
17-18	1	725	141	867
TOTAL	2	4279	650	4931

WESTBOUND Approach

Lt	Th	Rt	Total
64	840	0	904
73	819	0	892
79	766	0	845
86	825	0	911
93	822	0	915
114	1000	0	1114
509	5072	0	5581

E-W	Ped	Sch	Ped
1565	72	5	38
1840	82	0	59
1581	75	5	31
1737	116	4	51
1808	100	3	30
1981	134	5	78
	10		7

579

22

550

XING W/L



TOTAL

0

0

TOTAL

STREET: North/South	Grand Ave		2									
East/West	11th St											
Day:	Thursday	Date:	. A	April 20,	2017	Weather:	2	SUNNY				
Hours: 7-10	& 3-6			C	hekrs:	NDS						
School Day:	YES	District				I/S COI	DE		-			
DUAL-	N/B	(-	S/B			E/B		9-	W/B			
WHEELED BIKES	0		141			0			102			
BUSES	0		87 264			18			41			
	N/B	TIME	S/B	TIME		E/B	TIME		W/B	TIME		
AM PK 15 MIN	0	0.00	144	7.45		0	0,00		70	8.45		. 47
PM PK 15 MIN	0	0.00	405	17.30		0	0.00		98	17,15		
AM PK HOUR	0	0.00	544	7.30		0	0.00		245	8.00		
PM PK HOUR	0	0.00	1575	17.00		0	0.00		375	17.00		
NORTHBOUND A	nuunaah			COLUTIN	OUND A	h				TOTAL	VINC CA	VINIC NU
		D. T. I			OUND App		ъ.	m . 1		TOTAL	XING S/L	XING N/L
Hours Lt	0 0	Rt Total		Hours 7-8		Th 0 448	75	Total 523	[N-S 523	Ped Sch	Ped Sch
8-9 9-10	0 0	0 0		8-9 9-10		0 431 0 441	73	512 514	-	512 514	51 0	41 0 28 0
15-16 16-17	0 0	0 0		15-16 16-17		0 716 0 1018	82 110	798 1128		798 1128	76 2	49 4
17-18	0 0	0 0		17-18		0 1419	156	1575	t	1575	110 1 105 4	42 2 52 0
TOTAL	0 0	0 0		TOTAL		0 4473	577	5050	[5050	504 7	248 8
EASTBOUND App	oroach			WESTBO	OUND Appı	oach				TOTAL	XING W/L	XING E/L
Hours Li		Rt Total		Hours	Lt	Th	Rt		ŕ	E-W	Ped Sch	Ped Sch
7-8 8-9	0 0	0 0		7-8 8-9	-	2 153	0	184 245		184 245	94 5 95 0	32 0 27 0
9-10 15-16	0 0	0 0		9-10 15-16		13 132 2 160	0	205 252		205 252	72 1 54 0	33 0 33 0
16-17 17-18	0 0	0 0		16-17 17-18	-	9 175	0	264 375	ļ	264 375	77 2	33 0 47 0
17-10	0	0 0		1/~10		204	U	313	L	313	17	L 4/1 U

528

997

0 1525

471 9

205

1525



North/South Grand Avenue East/West Pico Boulevard Day: Wednesday Date: November 15, 2017 Weather: CLEAR Hours: 7-10AM 3-6PM Staff: CUI I/S CODE 8766 School Day: YES District: Central N/B S/B E/B W/B **DUAL**-WHEELED BIKES **BUSES** N/B TIME S/B TIME E/B TIME W/B TIME AM PK 15 MIN 7.00 142 8.15 8.15 7.45 PM PK 15 MIN 3.00 367 4.45 5.30 5.45 AM PK HOUR 7.00 8.15 7.45 9.00 PM PK HOUR 3.00 1381 4.15 5.00 5.00 NORTHBOUND Approach **SOUTHBOUND Approach TOTAL** XING S/L XING N/L Hours Rt Total Hours Total N-S Sch Th Lt Th Rt Ped Ped Sch 7-8 7-8 8-9 8-9 9-10 9-10 3-4 3-4 4-5 4-5 5-6 5-6 **TOTAL TOTAL EASTBOUND Approach** WESTBOUND Approach TOTAL XING W/L XING E/L Hours Total Total E-W Ped Lt Th Rt Hours Lt Th Rt Ped Sch Sch 7-8 7-8 8-9 8-9 9-10 9-10 3-4 3-4 4-5 4-5 5-6 5-6 TOTAL TOTAL



MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Grand Avenue East/West Venice Boulevard Day: Wednesday Date: November 15, 2017 Weather: CLEAR Hours: 7-10AM 3-6PM Staff: CUI **School Day:** YES District: Central I/S CODE 8799 N/B S/B E/B W/B **DUAL**-WHEELED **BIKES BUSES** N/B TIME S/B TIME E/B TIME W/B TIME AM PK 15 MIN 7.00 161 9.45 9.00 8.30 PM PK 15 MIN 3.00 353 4.30 4.45 5.45 AM PK HOUR 7.00 9.00 7.45 8.00 PM PK HOUR 3.00 1291 4.15 4.45 5.00 NORTHBOUND Approach **SOUTHBOUND Approach** TOTAL XING S/L XING N/L Hours Rt Total Total Th Hours Lt Th Rt N-S Ped Sch Ped Sch 7-8 7-8 8-9 8-9 9-10 9-10 3-4 3-4 4-5 4-5 5-6 5-6 TOTAL **TOTAL EASTBOUND Approach** WESTBOUND Approach TOTAL XING W/L XING E/L Total Rt Total Hours Lt Th Rt Hours Lt Th E-W Sch Ped Sch Ped 7-8 7-8 8-9 8-9 9-10 9-10 3-4 3-4 4-5 4-5 5-6 5-6

(Rev Oct 06)

0 2158

TOTAL

TOTAL

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Grand Avenue

East/West 17th Street

Day: Wednesday Date: November 15, 2017 Weather: CLEAR

Hours: 7-10AM 3-6PM Staff: CUI

School Day: YES District: Central I/S CODE 8876

N/B S/B E/B W/B **DUAL-**WHEELED 0 88 0 92 **BIKES** 23 81 2 5 **BUSES** 0 247 0 69

N/B TIME S/B TIME E/B TIME W/B TIME AM PK 15 MIN 7.00 145 8.45 7.00 281 7.30 PM PK 15 MIN 3.00 353 5.00 3.00 335 5.30 AM PK HOUR 7.00 551 8.00 7.00 1033 7.15 PM PK HOUR 1303 4.30 3.00 3.00 1269 5.00

NORTHBOUND Approach SOUTHBOUND Approach TOTAL XING S/L XING N/L

Hours	Lt Th	Rt Total	Hours	Lt	Th	Rt	Total	N-S	Ped	Sch	Ped	Sch
7-8	0 0	0 0	7-8	0	252	189	441	441	0	0	38	17
8-9	0 0	0 0	8-9	0	307	244	551	551	4	2	53	70
9-10	0 0	0 0	9-10	0	286	227	513	513	7	1	27	21
3-4	0 0	0 0	3-4	0	570	418	988	988	1	0	13	14
4-5	0 0	0 0	4-5	0	705	530	1235	1235	1	0	12	14
5-6	0 0	0 0	5-6	0	738	552	1290	1290	1	0	14	28
TOTAL	0 0	0 0	TOTAL	0	2858	2160	5018	5018	14	3	157	164

EASTBOUND Approach WESTBOUND Approach TOTAL XING W/L XING E/L

Hours	Lt	Th	Rt	Tota	al	Hours		Lt	Th	Rt	Total	E-W		Ped	Sch	Ped	Sch
7-8	0	0	(0	7-8		177	803	0	980	980	- I	83	19	9	9
8-9	0	0	-)[0	8-9		169	728	0	897	897		95	60	12	16
9-10	0	0	-	O	0	9-10		77	761	0	838	838		53	17	15	6
3-4	0	0		0	0	3-4		84	880	0	964	964		45	18	9	9
4-5	0	0		0	0	4-5		78	1002	0	1080	1080		31	39	8	5
5-6	0	0			0	5-6		71	1198	0	1269	1269		66	28	7	1
TOTAL	0	0		ol	0	TOTAL	,	656	5372	0	6028	6028		373	181	60	46

North/South Grand Avenue			==		
East/West 18th Street					
Day: Wednesday Date	November 15, 20	17 Weather: CLEA	R		
Hours: 7-10AM 3-6PM	S	Staff: CUI			
School Day: YES Dist	rict: Central	I/S CODE 8826			
N/B	S/B	E/B_	W/B		
DUAL- WHEELED 42 BIKES 28 BUSES 82	83 60 276	134 26 63	0 12 0		
N/B TIME	S/B TIME	E/B TIME	W/B TIME		
AM PK 15 MIN 90 7.45	104 7.30	410 7.45	0 7.00		
<i>PM PK 15 MIN</i> 92 5.00	221 5.00	371 4.30	0 3.00		
AM PK HOUR 319 7.45	397 7.30	1515 7.30	0 7.00		
<i>PM PK HOUR</i> 324 5.00	807 4.15	1307 4.30	0 3.00		
NORTHBOUND Approach	SOUTHBOU	JND Approach	TOTAL	XING S/L	XING N/L
8-9 0 0 316 9-10 0 0 206 3-4 0 0 242 4-5 0 0 287 5-6 0 0 324	Hours 7-8 8-9 9-10 242 3-4 287 4-5 324 5-6 TOTAL	Lt Th Rt Total 82 280 0 36 98 285 0 38 103 239 0 34 226 456 0 68 230 553 0 78 237 549 0 78 976 2362 0 333	699 548 32 924 33 1070 1110	Ped Sch 30 2 29 2 15 1 10 0 13 0 11 1	Ped Sch 1 0 3 0 1 0 2 0 0 0 1 0
EASTBOUND Approach	WESTBOUT	ND Approach	TOTAL	XING W/L	XING E/L
Hours Lt Th Rt Total 7-8 0 1238 129 1	Hours 7-8	Lt Th Rt Total	E-W 0 1367	Ped Sch	Ped Sch

2 5

(Rev Oct 06)

8-9

9-10

3-4

4-5

5-6

TOTAL

8-9

9-10

3-4

4-5

5-6

TOTAL

STREET: North/South Olive Street East/West 8th Street Day: Wednesday Date: November 15, 2017 Weather: **CLEAR** Hours: 7-10AM 3-6PM Staff: CUI **School Day:** YES **District:** Central I/S CODE 8356 S/B E/B N/B W/B **DUAL-**WHEELED **BIKES BUSES** N/B TIME S/B TIME E/B TIME W/BTIME AM PK 15 MIN 8.30 7.00 7.00 8.30 PM PK 15 MIN 3.45 3.00 3.00 5.00 AM PK HOUR 7.00 7.45 7.00 7.45 PM PK HOUR 4,45 3.00 3.00 5.00 NORTHBOUND Approach **SOUTHBOUND Approach TOTAL** XING S/L XING N/L Hours Th Rt Total Hours Th Rt Total N-S Ped Sch Ped Sch Lt Lt 7-8 7-8 8-9 8-9 9-10 9-10 3-4 3-4 4-5 4-5 5-6 5-6 **TOTAL TOTAL EASTBOUND Approach WESTBOUND Approach TOTAL** XING W/L XING E/L Th Rt Total Rt Total E-W Hours Hours Lt Th Ped Sch Ped Sch Lt 7-8 7-8 8-9 8-9 9-10 9-10 3-4 3-4 4-5 4-5 5-6 5-6

(Rev Oct 06)

TOTAL

TOTAL



16-17

17-18

TOTAL

16-17

17-18

TOTAL

STREET: North/South Olive St East/West 9th St May 25, 2016 Day: Wednesday Date: Weather: SUNNY 7-10 & 3-6 Hours: Chekrs: NDS YES District: I/S CODE School Day: N/B S/B E/B W/B DUAL-WHEELED BIKES **BUSES** N/B TIME S/B TIME E/B TIME W/B TIME AM PK 15 MIN 0.00 7.45 0.00 7.45 PM PK 15 MIN 0,00 17.00 0.00 17,15 AM PK HOUR 7,30 0.00 8,15 0.00 PM PK HOUR 16.30 0.00 16.30 0,00 NORTHBOUND Approach SOUTHBOUND Approach TOTAL XING S/L XING N/L Hours Th Rt Total Hours Rt Total N-S Ped Ped Sch 7-8 7-8 8-9 8-9 9-10 9-10 15-16 15-16 16-17 16-17 17-18 17-18 TOTAL TOTAL **EASTBOUND Approach** WESTBOUND Approach **TOTAL** XING W/L XING E/L Hours Total E-W Hours Rt Rt Total Ped Ped Sch 7-8 7-8 8-9 8-9 9-10 9-10 15-16 15-16



TOTAL

TOTAL

STREET: North/South Olive St East/West Olympic Blvd Day: Thursday Date: April 20, 2017 Weather: SUNNY 7-10 & 3-6 Hours: Chekrs: NDS School Day: YES District I/S CODE N/B S/B E/B W/B DUAL-WHEELED BIKES BUSES N/B TIME S/B TIME E/B TIME W/B TIME AM PK 15 MIN 7.30 0.00 8,00 7.45 PM PK 15 MIN 17,15 0.00 16,15 17.00 AM PK HOUR 7.30 0.00 8.00 7.15 PM PK HOUR 17.00 0.00 15.45 17.00 NORTHBOUND Approach **SOUTHBOUND Approach TOTAL** XING S/L XING N/L Hours Hours Rt Total Rt Total N-S Ped Sch Ped Sch 7-8 7-8 8-9 8-9 9-10 9-10 15-16 15-16 16-17 16-17 17-18 17-18 TOTAL TOTAL EASTBOUND Approach WESTBOUND Approach TOTAL XING W/L XING E/L Hours Th Rt Total Hours Lt Th Rt Total E-W Ped Ped Sch Sch 7-8 7-8 8-9 8-9 9-10 9-10 15-16 15-16 16-17 16-17 17-18 17-18

STREET: North/South Olive Street East/West 11th Street Day: Tuesday June 6, 2017 Date: Weather: CLEAR 7-10AM 3-6PM Hours: Staff: CUI I/S CODE 8724 **School Day:** YES Central District: N/B S/B E/B W/B **DUAL-**WHEELED **BIKES BUSES** N/B TIME S/B TIME E/B TIME W/B TIME AM PK 15 MIN 8.15 0 7.00 7.00 7.45 PM PK 15 MIN 5,45 3.00 3.00 5.45 AM PK HOUR 7.30 7.00 7.00 7.00 PM PK HOUR 5.00 0 3.00 3.00 5.00 NORTHBOUND Approach **SOUTHBOUND Approach TOTAL** XING N/L XING S/L Hours Lt Th Rt Total Hours Lt Th Rt Total N-S Ped Sch Ped Sch 7-8 7-8 8-9 8-9 9-10 9-10 3-4 3-4 4-5 4-5 5-6 5-6 TOTAL TOTAL **EASTBOUND Approach** WESTBOUND Approach XING E/L **TOTAL** XING W/L Th Rt Total Total E-W Hours Hours Lt Th Rt Ped Sch Ped Sch 7-8 7-8 8-9 8-9 9-10 9-10 3-4 3-4 4-5 4-5 5-6 5-6

(Rev Oct 06)

TOTAL

TOTAL

School Day:

North/South Olive Street East/West Pico Boulevard June 6, 2017 Weather: CLEAR Day: Date:

District:

Hours: 7-10AM 3-6PM

YES

Staff: CUI

I/S CODE _8771

	N/B	S/B	E/B	W/B
DUAL-				
WHEELED	1.62	0	75	70

	N/B	S/B	E/B	W/B
DUAL-				-
WHEELED	163	0	75	79
BIKES	27	22	83	59
BUSES	322	0	62	109

	N/B	TIME	S/B TIM	<u>E/B</u>	TIME	W/B	TIME
AM PK 15 MIN	350	8.15	0 7.0	00 126	8.30	101	8.30
PM PK 15 MIN	298	4.45	0 3.0	00 150	4.30	194	5.45
AM PK HOUR	1245	7.45	0 7.0	00 456	8.15	377	8.00
PM PK HOUR	1064	4.15	0 3.0	00 524	4.00	651	5.00

NORTHBOUND Approach	SOUTHBOUND Approach	TOTAL	XING S/L	XING N/L
---------------------	---------------------	-------	----------	----------

Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	 N-S	Ped	Sch	Ped	Sch
7-8	111	990	0	1101	7-8	0	0	0	0	1101	48	1	21	0
8-9	138	1088	2	1228	8-9	0	0	0	0	1228	55	7	26	0
9-10	153	732	7	892	9-10	0	0	0	0	892	39	4	18	0
3-4	68	685	4	757	3-4	0	0	0	0	757	44	8	40	1
4-5	81	949	10	1040	4-5	0	0	0	0	1040	33	12	38	1
5-6	109	862	12	983	5-6	0	0	0	0	983	44	1	54	6
TOTAL	660	5306	35	6001	TOTAL	0	0	0	0	6001	263	33	197	8

TOTAL XING W/L XING E/L **EASTBOUND Approach** WESTBOUND Approach

Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	n 22	E-W	Ped	Sch	P	ed	Sch
7-8	35	271	0	306	7-8	0	290	53	343		649	9	0		30	1
8-9	64	389	0	453	8-9	0	314	63	377		830	12	0		20	0
9-10	61	289	0	350	9-10	0	276	67	343		693	38	0		15	0
3-4	66	393	0	459	3-4	0	302	52	354	[813	12	1		31	4
4-5	71	453	0	524	4-5	0	344	63	407		931	20	3		37	2
5-6	63	393	0	456	5-6	0	583	68	651		1107	13	0		8	3
										-						
TOTAL	360	2188	0	2548	TOTAL	0	2109	366	2475		5023	104	4		41	10

North/South Olive Street East/West Venice Boulevard Wednesday November 15, 2017 Weather: Day: Date: CLEAR 7-10AM 3-6PM Hours: Staff: CUI I/S CODE _8356 School Day: YES **District:** Central N/B S/B E/B W/B**DUAL-**WHEELED **BIKES BUSES** N/B TIME S/B TIME E/B TIME W/B TIME AM PK 15 MIN 7.45 0 7.00 9.00 8.30 PM PK 15 MIN 5.30 3.00 5.00 5.45 AM PK HOUR 7.45 7.00 8.15 7.15 PM PK HOUR 5.00 0 3.00 5.00 4.45 NORTHBOUND Approach **SOUTHBOUND Approach TOTAL** XING S/L XING N/L Hours Lt Th Rt Total Hours Lt Th Rt Total N-S Ped Sch Ped Sch 7-8 7-8 8-9 8-9 9-10 9-10 3-4 3-4 4-5 4-5 5-6 5-6 TOTAL TOTAL **EASTBOUND Approach** WESTBOUND Approach **TOTAL** XING W/L XING E/L Hours Th Rt Total Hours Lt Th Rt Total E-W Sch Sch Ped Ped 7-8 7-8 8-9 8-9 9-10 9-10 3-4 3-4

0 1653

(Rev Oct 06)

4-5

5-6

TOTAL

4-5

5-6

TOTAL

North/South Olive Street

East/West 17th Street

Day: Wednesday Date: November 15, 2017 Weather: CLEAR

Hours: 7-10AM 3-6PM Staff: CUI

School Day: YES District: Central I/S CODE 8365

	N/B	S/B	E/B_	W/B
DUAL-				
WHEELED	66	0	0	99
BIKES	35	9	12	7
BUSES	148	0	0	227

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	463	7.45	0	7.00	0	7.00	266	7.30
PM PK 15 MIN	359	5.15	0	3.00	0	3.00	276	5.30
AM PK HOUR	1731	7.30	0	7.00	0	7.00	1022	7.30
PM PK HOUR	1271	5.00	0	3.00	0	3.00	1043	4.45

NORTHBOUND Approach				SOUTHBO	SOUTHBOUND Approach					XING	S/L	XING N/L		
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	N-S	Ped	Sch	Ped	Sch
7-8	354	1270	0	1624	7-8	0	0	0	0	1624	12	1	43	0
8-9	299	1360	0	1659	8-9	0	0	0	0	1659	23	0	115	1
0.10	233	1051	0	1284	0.10	0	0	0		1294	7	0	50	0

8-9	299	1360	0	1659	8-9	0	0	0	0		1659	23	0	115	1
9-10	233	1051	0	1284	9-10	0	0	0	0		1284	7	0	58	0
3-4	171	665	0	836	3-4	0	0	0	0		836	8	1	22	0
4-5	213	869	0	1082	4-5	0	0	0	0		1082	5	0	14	0
5-6	273	998	0	1271	5-6	0	0	0	0		1271	12	0	20	0
										. Y					
TOTAL	1543	6213	0	7756	TOTAL	0	0	0	0		7756	67	2	272	1

EASTBOUND Approach	WESTBOUND Approach	TOTAL	XING W/L	XING E/L

Hours	Lt	Th	Rt	Fotal	Hours	Lt	_Th	Rt	Total	s ;	E-W	Ped	Sch	Ped	Sch
7-8	0	0	0	0	7-8	0	765	196	961		961	18	2	68	0
8-9	0	0	0	0	8-9	0	682	229	911		911	47	0	90	0
9-10	0	0	0	0	9-10	0	638	168	806		806	29	1	46	2
3-4	0	0	0	0	3-4	0	728	135	863		863	10	2	26	4
4-5	0	0	0	0	4-5	0	793	131	924		924	8	1	26	6
5-6	0	0	0	0	5-6	0	943	91	1034		1034	18	0	52	2
TOTAL	0	0	0	0	TOTAL	0	4549	950	5499		5499	130	6	308	14

North/South Olive Street

East/West

18th Street

Day:

Wednesday Date: November 15, 2017 Weather: **CLEAR**

Hours:

7-10AM 3-6PM

Staff: CUI

School Day:

YES

District:

Central

I/S CODE _50661

AM PK HOUR

PM PK HOUR

Hours

7-8

8-9 9-10 3-4 4-5

5-6

DUAL-	-
WHEELED	

WHEELED	30
BIKES	39
BUSES	110

N/B

S/B TIME

0 7.00

S/B

468

1756

1660

Th

E/B

W/B

801

631

7.30

4.45

E/B TIME

7.45

0

W/B TIME

7.00

7.00

Rt Total

0

NORTHBOUND Approac

	Lt	Th	Rt	Total
Ì	0	720	28	748
Ì	0	727	33	760
	0	472	51	523
	0	372	45	417
	0	473	54	527
	_	505	2.5	(20

630 595 35|

TOTAL	0	3359	246	3605

SOUTHBOUND Approach

Lt

Hours
7-8
8-9
9-10
3-4
15

0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

TOTAL

N-S	Ped	Sch
748	35	1
760	39	1
523	20	1
417	9	4
527	25	3
630	18	0

XING S/L

	0	. (
	0	(
	1	(
Ī	0	-
	0	(

XING E/L

XING N/L

Sch

0

0

Ped

0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	874	668	0	1542
8-9	895	817	_0	1712
9-10	798	790	0	1588
3-4	457	962	0	1419
4-5	616	1021	0	1637
5-6	636	869	0	1505

TOTAL	4276	5127	0	9403

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4 4-5 5-6	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	0	0	0	0

TOTAL E-W

E -W	Ped	Sch
1542	11	0
1712	28	1
1588	16	2
1419	12	3
1637	11	0
1505	13	0

XING W/L

10

6

92	Ped	
	56	
	67	
	44	
	18	
	18	

9403	91

242	-
243	

40



North/South Hill Street

East/West Olympic Bouleard

N/B TIME

Day: Tuesday Date: June 6, 2017 Weather: CLEAR

Hours: 7-10AM 3-6PM Staff: CUI

School Day: YES District: Central I/S CODE 8714

	N/B	S/B	E/B	W/B
DUAL-	:			
WHEELED	68	65	134	115
BIKES	24	56	71	80
BUSES	139	116	117	115

	-		÷		39		-	
AM PK 15 MIN	129	8.30	146	7.45	242	8.45	228	8.30
PM PK 15 MIN	154	4.30	234	4.00	309	5.15	219	3.15
AM PK HOUR	498	8.30	548	7.00	885	8.15	796	7.45
PM PK HOUR	566	4.30	876	4.00	1082	4.45	828	4.15

S/B TIME

NORTHB	OUND A	Approa	ch		SOUTHBO	UND A	pproac	h		,	ΓΟΤΑL	XINC	S/L	XINO	N/L
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total		N-S	Ped	Sch	Ped	Sch
7-8	60	365	25	450	7-8	47	375	126	548		998	49	17	20	12
8-9	62	373	34	469	8-9	59	319	119	497		966	40	10	46	9
9-10	50	369	29	448	9-10	67	277	123	467		915	60	8	47	12
3-4	52	331	64	447	3-4	57	516	144	717		1164	73	9	62	4
4-5	55	411	83	549	4-5	70	608	198	876		1425	79	3	56	21
5-6	54	448	60	562	5-6	57	559	118	734		1296	98	5	87	9
										_					
TOTAL	333	2297	295	2925	TOTAL	357	2654	828	3839		6764	399	52	318	67

E/B TIME

W/B TIME

EASTBOU	J ND Ap	proach	ı		WESTBOU	U ND Ap	proach			TOTAL	XING	W/L	XING	E/L
Hours	Lt	Th_	Rt	Total	Hours	Lt	Th	Rt	Total	E-W	Ped	Sch	Ped	Sch
7-8	40	503	70	613	7-8	31	602	50	683	1296	38	28	35	0
8-9	51	762	52	865	8-9	41	687	64	792	1657	44	13	42	1
9-10	66	580	46	692	9-10	36	633	75	744	1436	54	20	34	1
3-4	73	634	80	787	3-4	48	653	94	795	1582	66	2	57	1
4-5	104	698	77	879	4-5	59	680	77	816	1695	77	8	95	2
5-6	181	799	81	1061	5-6	40	579	67	686	1747	64	3	79	4
TOTAL	515	3976	406	4897	TOTAL	255	3834	427	4516	9413	343	74	342	9

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Hill Street

East/West

11th Street

Day:

Tuesday Date: June 6, 2017 Weather: **CLEAR**

Hours:

7-10AM 3-6PM

Staff: CUI

School Day:

YES

District:

Central

I/S CODE 8733

	N/B	S/B	E/B	W/B
DUAL-	-		:	-
WHEELED	36	36	0	42
BIKES	32	50	20	34
BUSES	141	169	0	8

	N/B 7	ГІМЕ	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	137	8.30	125	7.00	0	7.00	50	9.30
PM PK 15 MIN	126	4.15	217	4.15	0	3.00	107	5.45
AM PK HOUR	538	8.15	438	7.30	0	7.00	171	8.45
PM PK HOUR	474	4.15	823	4.45	0	3.00	361	5.00

NORTHBOUND	Approach
-------------------	----------

EASTBOUND Approach

	Lt	Th	Rt	Total
1	3	448	0	451
ĺ	4	521	0	525
	8	452	0	460
	8	369	0	377
	5	466	0	471
	3	464	0	467

TOTAL

Hours

7-8 8-9 9-10 3-4 4-5 5-6

Lt	Th	Rt	Total
3	448	0	451
4	521	0	525
8	452	0	460
8	369	0	377
5	466	0	471
3	464	0	467
1			

OTAL	31	2720	0	2751	
					9

200 I HROUND	Approach

WESTBOUND Approach

Hours
7-8
8-9
9-10
3-4
4-5
5-6

	Lt	Th	Rt	Total
	0	395	34	429
Г	0	378	41	419
	0	315	38	353
	0	492	61	553
Г	0	679	79	758
	0	715	107	822
_				

N-8	Ped	Sch
880	10	0
944	12	- 1
813	12	3
930	15	3
1229	22	9

TOTAL

1289	17
6085	88

20	4
12	5
30	3
51	4

148

XING N/L

Sch

27

Ped

	5	
TOTAL	XING W/L	XING E/L

2

18

XING S/L

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
7-8 8-9	0	0	0	0
9-10	0	0	0	0
3-4 4-5 5-6	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
	3 1 			
TOTAL.	0	0	0	0

Hours
7-8
8-9
9-10
3-4
4-5
5-6

TOTAL

 Lt	Th	Rt	Total
6	78	24	108
25	106	34	165
27	105	34	166
19	126	28	173
20	127	28	175
33	279	49	361
130	821	197	1148

E-W	Ped	Sch	
108	41	6	
165	50	8	
166	39	8	
173	52	7	
175	65	3	
361	62	2	
			1

Ped	Sch	Ped	Sch
41	6	7	3
50	8	17	1
39	8	13	5
52	7	15	6
65	3	15	7
62	2	26	4
309	34	93	26

MANUAL TRAFFIC COUNT SUMMARY

STREET:

Broadway North/South

East/West

Olympic Boulevard

Day:

Wednesday Date:

November 15, 2017 Weather:

CLEAR

Hours:

7-10AM 3-6PM

Staff: CUI

School 1	Day:
----------	------

-				
-	ic.	tri	ct	٠
v	13	., ,	u	

Cen	tral

E/B

١	7	E	S	
_				

D	IS	U	rı	c	τ:

Cer	ıtra	ı

1/5	U	U	IJ	t.	-8	1	3	U
					_	-	_	-

DUAL-
WHEELED
BIKES
RUSES

N/B

77

58

209

- 29			

S/B TIME

S/B

SOUTHBOUND Approach

WESTBOUND Approach

E/B TIME

217 7.45

W/B

99

NORTHBOUND Approach

8.15

404

9.00

8.15

198

707

744

W/B TIME

PM PK 15 MIN

630

TOTAL

8.00

7.30

XING S/L XING N/L

Hours
7-8
8-9
9-10
3-4
4-5
5-6

Lt	Th	Rt	Total
68	475	42	585
68	495	47	610
56	448	41	545
40	374	51	465
54	538	71	663
59	502	61	622

5-6	59	502	61	622
TOTAL	345	2832	313	3490

Hours
7-8
8-9
9-10
3-4
4-5
5-6

5-	6	í		

	Lt	Th	Rt	Total
	0	184	72	256
	4	241	93	338
	6	292	106	404
	8	373	111	492
	5	450	101	556
	1	487	108	596
_				
	1	0000		0.10

24	2027	591	2642

N-S	Ped	Sch
841	69	0
948	95	0
949	81	1
957	136	2
1219	98	2
1218	133	0

81	1	53	0
136	2	88	0
98	2	78	2
133	0	119	2

TOTAL

L	345	2832	313	3490

TOTAL

-6	L3	12	П

TOTAL

492	4
-	

XING E/L

Ped

64

90

Sch

0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	29	503	53	585
8-9	44	658	49	751
9-10	66	569	69	704
3-4	55	591	65	711
4-5	52	631	80	763
5-6	75	610	93	778

321 3562 409 4292

Hours	Lt	Th	Rt	Total
7-8	48	607	24	679
8-9	37	627	43	707
9-10	26	405	77	508
3-4	40	520	50	610
4-5	50	589	65	704
5-6	56	611	37	704

	1	021	10	101
	26	405	77	508
	40	520	50	610
	50	589	65	704
	56	611	37	704
_				
	257	3359	296	3912

E-W	Ped	Sch	Pec
1264	54	0	64
1458	67	1	89
1212	87	0	102
1321	105	3	79
1467	76	0	80
1482	90	0	123
			1.1
8204	479	4	537

612

XING W/L

	Ped	Sch
	64	0
Į	89	0
	102	1
i	79	0
ĺ	80	4
Ī	123	2
- 12		
	537	7

School Day:

YES

North/South Broadway

East/West 11th Street

Day: Wednesday Date: November 15, 2017 Weather: CLEAR

Hours: 7-10AM 3-6PM Staff: CUI

District:

	N/B	S/B	E/B	W/B
DUAL-			7	-
WHEELED	63	56	0	57
BIKES	59	50	6	39
BUSES	210	14	0	104

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	179	8.45	96	9.15	0	7.00	58	9.45
PM PK 15 MIN	185	4.30	178	5.45	0	3.00	134	5.30
AM PK HOUR	630	8.00	355	9.00	0	7.00	191	9.00
PM PK HOUR	684	4.30	635	5.00	0	3.00	469	5.00

NORTHBOUND Approach				SOUTHBO	SOUTHBOUND Approach					TOTAL XING S/L				
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	N-S	Ped Sch	Ped	Sch	

Central I/S CODE 8894

riours		I n	Κι	Total	Flours	Lt	In	Κŧ	Total	IN-	5	Pea	Sch	Ped	Sch
7-8	21	575	0	596	7-8	0	261	12	273		369	12	0	18	10
8-9	29	601	0	630	8-9	0	279	19	298	9	928	19	1	29	3
9-10	20	499	0	519	9-10	0	325	30	355	8	374	31	3	28	2
3-4	24	460	0	484	3-4	0	449	25	474	9	958	28	0	47	10
4-5	23	640	0	663	4-5	0	527	19	546	12	209	17	7	38	7
5-6	57	585	0	642	5-6	0	596	39	635	12	277	31	2	44	1
														-	
TOTAL	174	3360	0	3534	TOTAL	0	2437	144	2581	6	115	138	13	204	33

EASTBOUND Approach WESTBOUND Approach TOTAL XING W/L XING E/L

Hours	Lt	Th	Rt Tota	l Hours	Lt	Th	Rt	Total	E-W	Ped	Sch	Ped	Sch
7-8	0	0	0	0 7-8	54	82	24	160	160	25	1	21	5
8-9	0	0	0	0 8-9	49	118	21	188	188	23	2	35	1
9-10	0	0	0	0 9-10	58	97	36	191	191	18	2	27	0
3-4	0	0	0	0 3-4	72	124	27	223	223	26	5	42	1
4-5	0	0	0	0 4-5	75	145	38	258	258	31	3	40	7
5-6	0	0	0	0 5-6	103	321	45	469	469	23	0	56	3
TOTAL	0	0	0	0 TOTAL	411	887	191	1489	1489	146	13	221	17



District:

STREET:

North/South Main Street

East/West

School Day:

PM PK HOUR

Olympic Boulevard

Day: Wednesday Date: November 15, 2017 Weather: **CLEAR**

7-10AM 3-6PM Hours:

YES

N/B TIME

731 3.45

Staff: CUI

Central

N/B S/B E/B W/B **DUAL-**

WHEELED 116 47 82 80 BIKES 77 81 69 43 **BUSES** 209 419 95 6

S/B TIME

419 4.45

W/B TIME AM PK 15 MIN 9.00 110 9.45 7.45 213 200 161 8.45 PM PK 15 MIN 194 3.45 108 5.00 195 4.15 224 5.00 AM PK HOUR 797 8.15 382 8.00 741 8.15 596 8.00

NORTHBOUND Approach SOUTHBOUND Approach TOTAL XING S/L XING N/L

I/S CODE 8731

E/B TIME

3.30

753

4.30

													11111011112		
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total		N-S	Ped	Sch	Ped	Sch
7-8	74	599	59	732	7-8	18	203	119	340		1072	89	4	20	1
8-9	103	573	92	768	8-9	37	235	110	382		1150	93	0	49	1
9-10	49	562	100	711	9-10	19	218	120	357		1068	141	1	57	0
3-4	87	518	112	717	3-4	18	269	99	386		1103	105	4	88	5
4-5	73	490	126	689	4-5	13	299	79	391		1080	89	14	62	5
5-6	92	461	125	678	5-6	17	313	89	419		1097	148	8	58	0
TOTAL	478	3203	614	4295	TOTAL	122	1537	616	2275		6570	665	31	334	12

EASTBOUND Approach WESTBOUND Approach **TOTAL** XING W/L XING E/L

Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	E-1	W	Ped	Sch	Ped	Sch
7-8	79	414	44	537	7-8	23	499	14	536	10	73	56	2	50	3
8-9	96	561	55	712	8-9	21	542	33	596	13	808	33	0	70	0
9-10	95	470	54	619	9-10	62	360	41	463	10)82	66	0	88	0
3-4	103	493	53	649	3-4	53	428	50	531	T	80	80	6	95	4
4-5	112	512	91	715	4-5	89	551	47	687	14	102	23	6	56	2
5-6	89	485	84	658	5-6	106	566	36	708	13	866	41	4	83	0
TOTAL	574	2935	381	3890	TOTAL	354	2946	221	3521	74	111	299	18	442	9

District:

STREET:

North/South Main Street

East/West

School Day:

BUSES

11th Street

YES

203

Day: Wednesday Date: November 15, 2017 Weather: CLEAR

Hours: 7-10AM 3-6PM

Staff: CUI

I/S CODE 8895

18

0

	N/B	S/B	E/B	W/B
DUAL-				-
WHEELED	112	38	0	54
BIKES	89	87	38	14

320

Central

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	219	8.45	96	9.45	0	7.00	52	8.00
PM PK 15 MIN	180	3.00	138	4.45	0	3.00	114	5.15
AM PK HOUR	833	8.15	338	9.00	0	7.00	180	9.00
PM PK HOUR	679	4.15	507	4.45	0	3.00	427	5.00

NORTHBOUND Approach					SOUTHBO	SOUTHBOUND Approach					XING	S/L	XING N/L		
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	N-S	Ped	Sch	Ped	Sch	
7-8	35	718	0	753	7-8	0	210	53	263	1016	22	0	38	0	
8-9	46	760	0	806	8-9	0	254	39	293	1099	39	0	51	0	
9-10	43	719	0	762	9-10	0	284	54	338	1100	34	1	37	0	
3-4	32	631	0	663	3-4	0	349	38	387	1050	58	0	25	0	
4-5	51	615	0	666	4-5	0	431	61	492	1158	39	0	46	2	
5-6	86	576	0	662	5-6	0	407	97	504	1166	55	0	75	0	
TOTAL	293	4019	0	4312	TOTAL	0	1935	342	2277	6589	247	- []	272	2	

EASTBOUND Approach					WESTBO	WESTBOUND Approach					TOTAL	XING	W/L	XING E/L	
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total		E-W	Ped	Sch	Ped	Sch
7-8	0	0	()	7-8	26	81	22	129		129	24]	0	25	1
8-9	0	0	()	8-9	27	109	40	176		176	22]	0	52	0
9-10	0	0	()	9-10	39	103	38	180		180	16	2	28	0
3-4	0	0	()	3-4	62	151	53	266		266	37	0	26	0
4-5	0	0	()	4-5	92	154	32	278		278	29	1	39	0
5-6	0	0	(5-6	84	278	65	427		427	25	0	48	0
TOTAL	0	0	(TOTAL	330	876	250	1456		1456	153	3	218	1



North/South Los Angeles Street

East/West

Olympic Boulevard

Day:

Wednesday Date:

N/D TIME

November 15, 2017 Weather: CLEAR

Hours:

7-10AM 3-6PM

Staff: CUI

School	l Day:

-				
-11	ie	tr	ie	••
\mathbf{L}	us.	u		

Cen	tral

E/D TIME

1/S

_

T	N/B	S/B	E/B	W/B
DUAL-				
WHEELED	68	68	79	65
BIKES	23	62	57	35
BUSES	62	83	25	6

C/D TIME

	IN/B	THVE	S/B	IIIVIE	E/B	TIVIE	W/B	THVIE
AM PK 15 MIN	134	8.45	186	8.00	167	7.45	111	7.15
PM PK 15 MIN	189	4.00	288	5.15	221	5.30	177	5.00
AM PK HOUR	470	8.30	672	7.45	608	7.45	401	7.15
PM PK HOUR	633	4.00	988	4.30	831	5.00	632	5.00

NORTHBOUND	Approach
-------------------	----------

SOUT	HBOU	J ND A	Appi	roach

TOTAL

TOTAL

6524

XING S/L XING N/L

Hours	Lt	Th	Rt	Total
7-8	32	261	20	313
8-9	72	348	25	445
9-10	33	359	52	444
3-4	63	391	63	517
4-5 5-6	71	510	52	633
5-6	70	466	56	592
TOTAL	341	2335	268	2944

Hours
8-9 9-10 3-4
4-5 5-6

	Lt	ın	KI	Total
	34	422	157	613
	40	421	198	659
	37	393	138	568
	60	457	135	652
	41	551	221	813
	34	727	166	927
_				

N-S	Ped	Sch		Ped	Sch
926	39	0	ĺ	13	2
1104	89	0		50	1
1012	118	0	j	62	0
1169	171	5		92	2
1446	109	3		71	3
1519	145	0	į	73	0
7176	671	0	- 1	261	0

TOTAL

341	2335	268	2944
		Table 2018	

246	2971	1015	4232
-----	------	------	------

7170	U L	071	U	l l	501	0
			0,			

XING E/L

XING W/L

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	67	316	67	450
8-9	82	419	92	593
9-10	101	352	81	534
3-4	181	371	112	664
4-5	180	412	97	689
5-6	197	471	163	831

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	26	357	9	392
8-9	16	361	9	386
9-10	43	319	37	399
3-4	61	322	59	442
4-5	47	392	73	512
5-6	103	472	57	632
	47			
TOTAL	296	2223	244	2763

E-W	Ped	Sch	Ped
842	15	0	38
979	32	0	52
933	26	0	70
1106	39	0	87
1201	40	2	93
1463	48	0	102
		176	

200

(Rev	0-4	00
IKEV	1 101	1110

808 2341

3761

School Day:

North/South Los Angeles Street

East/West 11th Street

YES

63

Day: Wednesday Date: November 15, 2017 Weather: **CLEAR**

7-10AM 3-6PM Hours: Staff: CUI

District:

N/B S/B E/B W/B **DUAL-**WHEELED 68 75 0 72 BIKES 29 49 39 52 **BUSES** 0

98

Central

N/B TIME S/B TIME E/B TIME W/B TIME AM PK 15 MIN 137 9.00 159 7.45 7.00 47 9.45 PM PK 15 MIN 3.00 177 4.00 293 5.15 119 5.30 AM PK HOUR 478 8.30 563 7.45 7.00 177 9.00 PM PK HOUR 579 3.45 1011 5.00 3.00 414 5.00

> 7-8 8-9 9-10 3-4 4-5 5-6

NORTHBOUND Approach			SOUTH	SOUTHBOUND Approach				TOTAL	XING S/L	XING N/L		
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	N-S	Ped Sch	Ped Sch

I/S CODE 8779

0

Hours	LL	ı n	Kt	Totai
7-8	29	300	0	329
8-9	32	423	0	455
9-10	23	427	0	450
3-4	40	446	0	486
4-5	42	521	0	563
5-6	31	497	0	528
TOTAL	197	2614	0	2811

OTAL	197 2614	0 2811	TOTAL [0 3320 592

_	To reproduct			TOTAL	741110	J D/ L	741111	3 1 1/12	
92	Lt	Th	Rt	Total	N-S	Ped	Sch	Ped	Sch
	0	455	62	517	846	35	0	32	0
	0	452	71	523	978	45	0	51	0
	0	430	72	502	952	79	2	79	0
	0	548	94	642	1128	110	5	67	1
	0	610	107	717	1280	83	3	82	10
	0	825	186	1011	1539	71	9	90	0
-									
Į	0	3320	592	3912	6723	423	19	401	11
Ļ	U U	3320	372	3712	0723	423	17	401	<u> </u>

TOTAL

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
7-8 8-9 9-10	0	0	0	0
9-10	0	0	0	0
3-4 4-5 5-6	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL		ما	0	0

Hours	Lt	Th_	Rt	Total
7-8	14	56	18	88
8-9	24	87	20	131
9-10	43	93	41	177
3-4	57	133	71	261
4-5 5-6	69	136	67	272
5-6	116	232	66	414
TOTAL	323	737	283	1343

WESTBOUND Approach

E-W	Ped	Sch		Ped	Sch
88	24	0	ſ	36	0
131	34	1		43	0
177	44	0		93	1
261	77	1		82	3
272	67	2		92	4
414	60	0		82	0
[1343]	306	4	[428	8

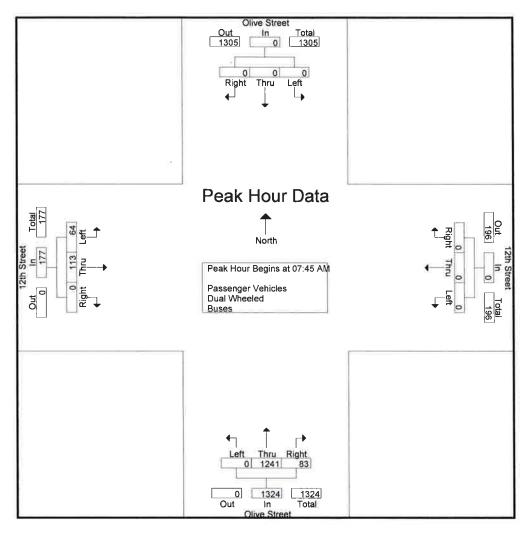
XING W/L

XING E/L

City of Los Angeles N/S: Olive Street E/W: 12th Street Weather: Clear

File Name : 04_LACOL12AM

Site Code : 12818254 Start Date 4/5/2018 Page No 2



Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

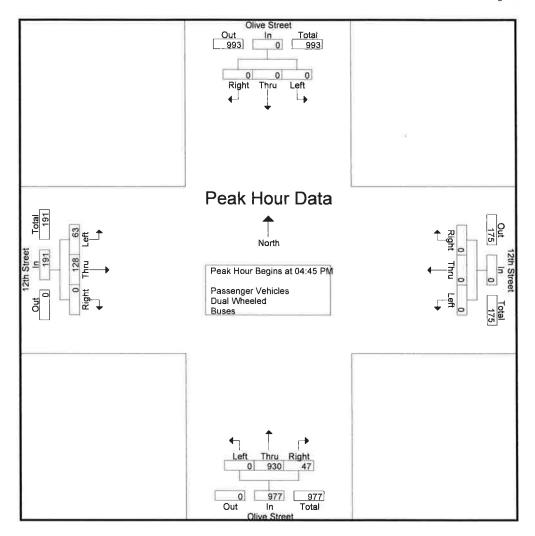
Peak Hour for	Each Approach Begins at:	
	07 00 AM	

reak nour for	Caci A	proaci	Degins	al.												
	07:00 AM				07:00 AM	l			07:45 AN	Λ			08:15 AN	1		
+0 mins.	0	0	0	0	0	0	0	0	0	303	23	326	19	35	0	54
+15 mins.	0	0	0	0	0	0	0	0	0	290	19	309	22	32	0	54
+30 mins.	0	0	0	0	0	0	0	0	0	335	24	359	15	22	0	37
+45 mins.	0	0	0	0	0	0	0	0	0	313	1,7	330	14	28	0	42
Total Volume	0	0	0	0	0	0	0	0	0	1241	83	1324	70	117	0	187
% App. Total	0	0	0		0	0	0		0	93.7	6.3		37.4	62.6	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.926	.865	.922	.795	.836	.000	.866

City of Los Angeles N/S: Olive Street E/W: 12th Street Weather: Clear

File Name : 04_LACOL12PM

Site Code : 12818254 Start Date : 4/5/2018 Page No : 2

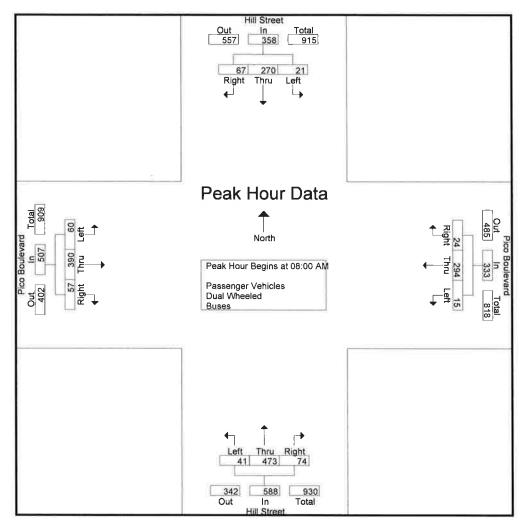


Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for	Each Ap	proach	n Begins	at:												
	03:00 PM				03:00 PM	l			04:45 PN	1			03:00 PN	1		
+0 mins.	0	0	0	0	0	0	0	0	0	221	14	235	18	41	0	59
+15 mins.	0	0	0	0	0	0	0	0	0	246	9	255	13	31	0	44
+30 mins.	0	0	0	0	0	0	0	0	0	215	11	226	19	40	0	59
+45 mins.	0	0	0	0	0	0	0	0	0	248	13	261	18	35	0	53
Total Volume	0	0	0	0	0	0	0	0	0	930	47	977	68	147	0	215
% App. Total	0	0	0		0	0	0		0	95.2	4.8		31.6	68.4	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.938	.839	.936	.895	.896	.000	.911

City of Los Angeles N/S: Hill Street E/W: Pico Boulevard Weather: Clear

File Name : 05_LACHIPIAM Site Code : 12818254 Start Date : 4/5/2018 Page No : 2

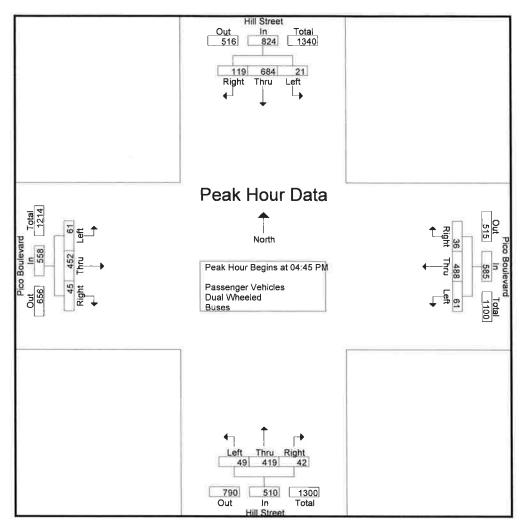


Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

	O7:30 AM		1755		08:00 AM	1			08:15 AM	1			08:00 AM			
+0 mins.	3	73	15	91	4	67	7	78	7	113	14	134	7	89	19	115
+15 mins.	7	88	17	112	5	87	8	100	11	127	24	162	23	96	12	131
+30 mins.	4	81	13	98	3	79	8	90	8	118	23	149	12	95	15	122
+45 mins.	5	64	26	95	3	61	1	65	7	128	22	157	18	110	11	139
Total Volume	19	306	71	396	15	294	24	333	33	486	83	602	60	390	57	507
% App. Total	4.8	77.3	17.9		4.5	88.3	7.2		5.5	80.7	13.8		11.8	76.9	11.2	
PHF	.679	.869	.683	.884	.750	.845	.750	.833	.750	.949	.865	.929	.652	.886	.750	.912

City of Los Angeles N/S: Hill Street E/W: Pico Boulevard Weather: Clear

File Name : 05_LACHIPIPM Site Code : 12818254 Start Date : 4/5/2018 Page No : 2



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for	Each Ap	proac	h Begins	at:												
	04:45 PM				05:00 PM	1			04:45 PN	1			04:00 PM	1		
+0 mins.	6	177	34	217	8	110	7	125	9	101	16	126	24	107	13	144
+15 mins.	6	171	27	204	17	148	7	172	13	106	7	126	18	97	11	126
+30 mins.	5	190	36	231	19	128	6	153	14	128	13	155	17	123	10	150
+45 mins.	4	146	22	172	15	143	11	169	13	84	6	103	18	110	15	143
Total Volume	21	684	119	824	59	529	31	619	49	419	42	510	77	437	49	563
% App. Total	2.5	83	14.4		9.5	85.5	5		9.6	82.2	8.2		13.7	77.6	8.7	
PHF	.875	.900	.826	.892	.776	.894	.705	.900	.875	-818	.656	.823	.802	.888	.817	.938

Appendix F Intersection LOS CMA Sheets

Level of Service Worksheet 1045 Olive Project - AM Peak Hour

# S/I		North-South Street:	La Live Way	Vay			Year of	of Count:	2017	Amp	Ambient Growth: (%):	th։ (%)։	1	Conduc	Conducted by:	Shiva D	аD	Date:	4	4/12/2018	
-		East-West Street:	Pico Boulevard	ilevard			Project		2023		Pea	Peak Hour:	AM	Revie	Reviewed by:			Project:	7	1045 Olive	
O) past	No. of Phases	No. of Phases			e С			e C				e 0								0 3
Right	Turns	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 0 FB 0	SB-	000	NB-	-8X 0	0 0	NB- EB-	00	SB-	0 რ	NB EB-	00	SB- WB-	0 %	NB-	00	SB- WB-	0 %
		ATSAC-1 or ATSAC+ATCS-2? Override Capacity				0							0				0 2				0
				EXISTIF	EXISTING CONDITION	NOIT	EXISTING	IG PLUS PROJECT	OJECT	FUTUR	FUTURE CONDITION W/O PROJECT	NWO PR	OJECT	FUTUR	FUTURE CONDITION W/ PROJECT	ON W/ PRO	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	ST W/ MITIG	SATION
		MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
aı	r *	Left		889	2 0	489	0	688	489	19	963	2 0	530	0	963	2 0	530		963	7 0	530
vno	<i>t</i> -	Lent-Inrougn Through		1115	5 0	558	0	1115	558	111	1295	2 0	648	0	1295	2 0	648		1295	2 0	648
внт) <u>J</u>	→ Through-Right → Right		204	o -	204	2	206	206	246	463	0 -	463	2	465	0 ←	465		465	0 -	465
нои	- ↑ }		ght		00							00				00				0 0	
AN TANK	100		THE PERSON NAMED IN	S William	Selvies.	100 PM	To the second	SAME AND ADDRESS OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS	The Paris	1 Con 1 Con		THE PARTY OF	10 E 10	STILL STATE OF	SV-181-12	Sall Street	THE WAY	STATE OF	No. of Period	N CSOLIN	3 ST 100
αn	رر	Left		69	0.0	32	0	69	32	80	143	α c	79	0	143	N C	49		143	0 7	79
INO	→	Through		0	00	0	0	0	0	0	0	00	0	0	0	0	0		0	0	0
ант	<u></u>	Through-Right		ų	0 0	c	c	ĸ	c	c	v	0 0	c	C	40	0 0	O		ĸ	0 0	0
.nos	7. ↔		ght	ר	400	>	•	o		o 	>	100	,	>	ò	000			,	00	
	₹	→ Leff-Right	CONTRACTOR AND ADDRESS OF	THE RESIDENCE	0	STREET, STREET	STATE OF THE PARTY OF	St. E. Street	September 1	Parada of	The Table		Name of Street	1000	3-55F-3F		SERVE ST	1000			CHESTOR
	1	Left		291	-	291	0	291	291	8	312	-	312	0	312	-	312		312	7-	312
ПD	7			2	0)				! !	0 (6 0	77	0	0		6	0 (1
noı	Ĩ Ŷ	Through		804	m c	268	7	908	569	278	1131	m c	377	2	1133	m C	378		1133	m O	3/8
BT2.	* ب			0	00	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	00	0
4 3	47	Left-Through-Right	ght		0 0							00				0 0				00	
2000		100	STATE STATE	STATE OF STREET		SASSES	P. S. S. S. S. S. S. S. S. S. S. S. S. S.	S105-1975	September 1	Secretary Co.	S15500		10000	S 153 3	TO SECTION		A 1907	A STATE OF		5 5888	NUMBER OF THE PERSON
a	<u></u> ↓			0	0	0	0	0	0	0	0	00	0	0	0	0 0	0		0	00	0
NUO	• •			359	o 0	180	9	365	183	404	785	0 00 0	393	9	791	0 70	396		791	0 70 0	396
8T:	ر- 1			7	0 +	101	c	407	165	000	ά,	o -	330	c	418	o -	330		418	o -	339
MES	44	Kignt Left-Through-Right	ght	6	- 0 0	CO	>	<u> </u>	CO	802	4 ō	- 0 0	600	0	2	- 0 0	2		2	00	
				Nort	North-South:	590	Non	North-South:	590		Nort	North-South:	727		Nort	North-South:	727		North	North-South:	727
		CRITICAL VOLUMES	OLUMES	Ea	East-West: SUM:	1061	ŭ	East-West: SUM:	1064		Ea	East-West: SUM:	1432		Fa	SUM:	1435		ğ	SUM:	1435
	VoL	VOLUME/CAPACITY (V/C) RATIO:	RATIO:			0.745			0.747				1.005				1.007				1.007
N/C	LESS	V/C LESS ATSAC/ATCS ADJUSTMENT:	TMENT:			0.645			0.647				906.0				706.0				0.907
		LEVEL OF SERVICE (LOS):	E (LOS):			В			8				ш				m				П
																PROJE	PROJECT IMPACT	ACT			

0.002 Av/c after mitigation:	NO Fully mitigated?
Change in v/c due to project: 0	Significant impacted?

0.002 N/A

1045 Olive CMA AM Peak 4-30-18

Level of Service Worksheet 1045 Olive Project - PM Peak Hour

# 5/1	1	North-South Street:	La Live Way	Way			Vear	Vear of Count:	2017	Ambi	Ambient Growth: (%):	th: (%):		Conducted by:	ted by:	Shiva D	d e	Date:	4	4/12/2018	
-		East-West Street:	Pico Boulevard	ulevard			Projecti	Projection Year:	2023		Peal	Peak Hour:	PM	Reviev	Reviewed by:			Project:	1	1045 Olive	
oddo	sed Ø'ir	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	No. of Phases V-2 or Both-3?			e 0			m О				e 0				0 3				0 3
Right	Turns: F	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB- 0 EB- 0	SB- WB-	0 0 0	NB- EB-	0 SB- 0 WB-		NB EB	0 0	SB- WB-	0 0 0	NB EB	0 0	SB WB	0 % 0	NB EB	0 0	SB WB	0 % 0
	4	Alsac-1 or Alsac+Alcs-27 Override Capacity	apacity						0 0				0 0				0 101				0
				EXISTII	EXISTING CONDITION	NOIL	EXISTING	G PLUS PROJECT	OJECT	FUTURE	CONDITIC	FUTURE CONDITION W/O PROJECT		FUTUR	E CONDITIC	FUTURE CONDITION W/ PROJECT	T	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIG	ATION
		MOVEMENT		Volume	No. of Lanes	Lane	Project Traffic	.	Lane Volume	ъ e	Total Volume	No. of Lanes	Lane	Added	Total Volume	No. of Lanes	, <u>e</u>	Added	Total Volume	No. of Lanes	Lane Volume
αN	C 7	Left		744	2	409	0	744	409	16	908	2 0	443	0	908	0 0	443		908	0 0	443
NOE		Through		802	0 00	401	0	802	401	226	1077	7 0	539	0	1077	0 0	539		1077	2 0	539
ІНТЯ	بدر.	I nrougn-Kignt Right		121	O F- (121	9	127	127	363	491	o – (491	9	497	o — 0	497		497	o — c	497
ON	+>	Left-Through-Right Left-Right	Ħ.	Contraction	0 0	100000	CONTRACTOR	The state of the s	and the same of the	CONT. COLUMN	NATURAL PROPERTY.	0 0	The state of the s	200000	O. C. C. C. C. C. C. C. C. C. C. C. C. C.	0 0	1000000	CONTRACTOR OF THE PERSON		0 0	TOWNS NO.
aı	ננ	Left		87	20	48	0	87	48	78	170	2 0	94	0	170	2 0	94		170	7 0	94
NUO	→	Lett-Inrougn Through		0	00	0	0	0	0	0	0	000	0	0	0	000	0		0	000	0
внті	ユ , ブ	Through-Right Right		20	0 0	0	0	20	0	0	21	7 0	0	0	21	0 0	0		21	5 0	0
nos	+-	Left-Through-Right Left-Right	JH.		00							00				00				0 0	
100.00	200		TRANSPER .	1000	The State of the S	No. of Persons	CONTRACTOR S	MARKS AND	The same		ASSOCIATION OF THE PARTY OF THE	S. S. S. S. S.		STATE OF		The state of the s			MEET	DANA SE	THE STATE OF THE S
a	م م	Left		150	- 0	150	0	150	150	~	160	- 0	160	0	160	- 0	160		160	- 0	160
NNO	1 1 1	Through		787		262	9	793	264	454	1289		430	9	1295	, m c	432		1295	т c	432
BT2A	→	Inrougn-Kignt Right	1	0	000	0	0	0	0	0	0	000	0	0	0	000	0		0	000	0
'a	→ 4~	Left-Right		Section of the second	00		1	The same	ACCESSION OF	No. of Concession, Name of Street, or other Persons and Street, or other P		0 0	- SERVICE S		No. of Street,	0	The second			0	2000000
C	()	Left		0	0	0	0	0	0	0	0	0	0	0	0	0 0	0		0	0 0	0
חחו	h .	Left-Through Through		712	0 0	356	7	714	357	360	1116	p 0	558	2	1118) N	559		1118	o 70 c	559
8T23	1 -/-}	Through-Right Right		388	0 - 0	340	0	388	340	241	653	0 - 0	929	0	653	⊃ - 0	559		653	o ← c	559
ıw	٠,١,	Left-Through-Right Left-Right	jht		00							00				00				00	
		CRITICAL VOLUMES	LUMES	Nort Ea	North-South: East-West: SUM:	449 506 955	North-S East-	North-South: East-West: SUM:	449 507 956		Nortl. Eas	North-South: East-West: SUM:	633 719 1352		North Eas	North-South: East-West: SUM:	633 719 1352		North Eas	North-South: East-West: SUM:	633 719 1352
	VOLUN	VOLUME/CAPACITY (V/C) RATIO:	RATIO:			0.670			0,671)	0.949				0.949				0.949
NC I	ESS AT	V/C LESS ATSAC/ATCS ADJUSTMENT:	TMENT:			0.570			0.571				0.849				0.849 				0.849
		LEVEL OF SERVICE (LOS):	(LOS):			ď			V				2								٥
																PROJECT		IMPACT			

00000	S N/A
Δν/c after mitigation	Fully mitigated
0.000	ON
Change in v/c due to project:	Significant impacted?

1045 Olive CMA PM Peak 4-30-18

Level of Service Worksheet 1045 Olive Project - AM Peak Hour

#S/I	North-South Street:	Figuero	Figueroa Street			Year of	of Count:	2017	Ambi	Ambient Growth: (%):	th: (%):	-	Conduc	Conducted by:	Shiva D	3 D	Date:	4/	4/30/2018	
5		,					, A	2000		0		ABA				Ī				
7	East-West Street:	organipio	Oiympic bioulevaru		-	Project	Projection rear.	2023			LEAR HOUL.	AIV	Kevie	Keviewed by:		1	Project:	JU	1045 Olive	
Oppos	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	No. of Phases N-2 or Both-3?			m 0			m 0				m 0				m 0				m 0
Right 1	Right Turns: FREE-1, NRTOR-2 or OLA-3?	or OLA-3?	NB- 0 EB- 3	SB WB	00	NB- EB-	0 SB- 3 WB-	00	NB EB	0 m	SB- WB-	00	NB	0 E	SB WB	0 0	KB-	0 m	SB- WB-	00
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity	ATCS-2? Capacity			0			0				0				0				20
			EXISTI	EXISTING CONDITION	NOIT	EXISTING	IG PLUS PROJECT	OJECT	FUTURE	E CONDITIC	FUTURE CONDITION W/O PROJECT	JECT	FUTUR	FUTURE CONDITION W/ PROJECT	ON W/ PRO	JECT	FUTURE V	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIG	SATION
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
a	ر reft		153	_	153	0	153	153	208	370	1	370	0	370	1	370		370	- 0	370
NNC	✓ Left-Through ↑ Through		1205	O 10	402	7	1212	404	493	1772	o 0	886	7	1779	D 0	890		1779	7 0	890
ВНТ	Through-Right			0 1	1	Ċ		1	ç	,	0 4	ç	c	0	0 7	500		0	0 +	200
ГЯО	Right Left-Through-Right	ight	401	- 0	ę	0	40	0	4 Ø	<u>8</u>	- 0	57	>	000	- 0	3		000	- 0	<u>S</u>
7	√ Left-Right	O COLUMN		0	Sealing State	100 March 100 Ma	Women party	000000000000000000000000000000000000000	NAME OF TAXABLE PARTY.	SCHOOL STATE	0	NAME OF STREET	No. of Concession, Name of Street, or other Persons and Street, or other P	CO CONSTRUCTOR	0	Manager Co.	SECONDARION SECOND	STATE OF THE PERSON NAMED IN	0	and and
ПD	ا و و ا		0	00	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
INOS	Through		0	000	0	0	0	0	0	0	000	0	0	0	000	0		0	000	0
3HTL	∴ Through-Right ∴ Right ∴		0	00	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
nos	Left-Through-Right Left-Right	ight		00							00				00				00	
			200	7	700		207	207	107	275	7月光	375	c	375		27E		375	-	375
αN	→ Left → Left-Through		/77	- 0	/27	0	177	777	134	3/3	- 0	5/5	0	0/0	- 0	6/6		6/6	- 0	0.70
nos			930	e c	310	5	935	312	556	1543	m C	514	9	1548	e C	516		1548	ო 0	516
HTS#		:	112	o — c	0	0	112	0	96	215	· c	0	0	215	· — c	0		215	← c	0
/3	↓ Left-Inrougn-Right ≺ Left-Right	ignt		0 0							00	-			00	and the same of	Non-terminal and	Negotimosta (00	- Company
	f Left		56	-	29	0	56	26	=	70	-	02	0	70	-	70		70	-	70
אחכ	← Left-Through ← Through ← Through		767	O 10	266	19	816	272	703	1549	O 10	516	19	1568	0 %	523		1568	3 0	523
BT2	Through-Right Right		328	0 -	328	2	330	330	183	531	0 -	531	2	533	0 - 0	533		533	0+0	533
ım	↓ Left-Through-Right ├ Left-Right	ight		00							00				00				0 0	
	CRITICAL VOLUMES	OLUMES	Nort	North-South: East-West: SUM:	402 555 957	Nort	North-South: East-West: SUM:	404 557 961		North Ea:	North-South: East-West: SUM:	886 906 1792		North. Eas	North-South: East-West: SUM:	890 908 1798		North- Easi	North-South: East-West: SUM:	890 908 1798
	VOLUME/CAPACITY (V/C) RATIO:	RATIO:			0.672			0.674				1.258				1.262				1.262
7 2MC	V/C LESS ATSAC/ATCS ADJUSTIMENT:	IMENI:			0.572			0.574				1.158 n				7.162 F				1.762 F
	LEVEL OF SERVIC	. (EO3).			•			(PRO IECT	10	IMPACT			

TOY L	TRUSECT IMPAC		
Change in v/c due to project:	0.004	∆v/c after mitigation:	_
Significant impacted?	9	Fully mitigated?	

1045 Olive CMA AM Peak 4-30-18

															, de la	ř	100170	
East-West Street: Olymp	Olympic Bloulevard			Projecti	Projection Year:	2023		Pea	Peak Hour:	PM	Revie	Reviewed by:			Project:	10	1045 Olive	
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			3	,						၈၀				၈၀				e 0 e
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB- 0 EB- 3	SB- WB-	00	NB-	0 SB- 3 WB-		NB- EB-	0 %	SB- WB-	0 0	NB- EB-	0 m	SB- WB-	00	EB F	၁ က	SB- WB-	0
ATSAC-1 or ATSAC+ATCS-2? Override Capacity		Sin	0			0				2				0				0
	EXISTIN	EXISTING CONDITION	NOIL	EXISTING	IG PLUS PROJECT	OJECT	FUTUR	FUTURE CONDITION W/O PROJECT	ON W/O PR	OJECT	FUTUE	FUTURE CONDITION W/ PROJECT	ION W/ PRC	NECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIG	ATION
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Votume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	_ e	No. of Lanes	Lane
Left Left-Through	210	← 0	210	0	210	210	278	501	- 0	501	0	501	- 0	201		501	- 0	201
Through	1013		338	2	1015	338	799	1874	~ ~ ~	937	2	1876	00	938		1876	2 0	938
I nrougn-kignt Right	154	> ~	107	0	154	107	119	282	o ← ·	221	0	282	o 4~ i	221		282	o ← (221
Left-Through-Right Left-Right		00	Control		The same	The same of the sa			00		100	0000000	00	100			0 0	
Left	0	0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	00	0
Left-Through Through	0	00	0	0	0	0	0	0	0	0	0	0	00	0		0	00	0
Through-Right Right	o	00	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
Left-Through-Right Left-Right		00							00				00				00	
		Sales Sales	Sand Sand		No property	No. of Lines		STATE OF THE PARTY		100			STATE OF THE PARTY		STATE STATE		- Total	200
Left	167	← ⊂	167	0	167	167	186	363	- c	363	0	363	- 0	363		363	- 0	363
Through	825	. m c	275	16	841	280	988	1762	, m c	287	16	1778	, С	593		1778	e c	593
Through-Right Right	256) -	46	0	256	46	124	396	o ← (0	0	396	o ← c	0		396	o — c	0
Left-Through-Right Left-Right		00							00				0 0				00	No. of Contrast
Left	94	-	96	0	94	46	22	122	-	122	0	122	-	122		122	- 1	122
Left-Through Through	1191	O 10	397	œ	1199	400	889	2153	0 % (718	00	2161	၁၈	720		2161) ၈ ၀	720
Through-Right Right	238	0 -	238	2	240	240	274	527	o –	527	2	529	-	529		529	o ←	529
Left-Through-Right Left-Right		00							00				0 0				00	
CRITICAL VOLUMES	Norti	North-South: East-West:	338 564 902	North- East	orth-South: East-West: SUM:	338 567 905		Nort Ea	North-South: East-West: SUM:	937 1081 2018		Non Ea	North-South: East-West: SUM:	938 1083 2021		North Eas	North-South: East-West: SUM:	938 1083 2021
VOLUME/CAPACITY (V/C) RATIO:			0.633			0.635				1.416				1.418				1,418
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.533			0.535				1.316				1.318				1.318
יבייבו טב פבפייוטב יו ספיי			<			<				ш				ш				L

Δν/c after mitigation:	Fully mitigated?
0.002	0 N
Change in v/c due to project:	Significant impacted?

0.002 N/A

# S/I	North-South Street:	Figueroa Street	Street			Year o	Year of Count:	2017	Ambi	Ambient Growth: (%):	th: (%):	-	Conducted by:	ted by:	Shiva D	ар	Date:	4	4/16/2018	
8	East-West Street:	Chick He	Chick Hearn Court			Projecti	Projection Year:	2023		Peal	Peak Hour:	AM	Reviev	Reviewed by:			Project:	7	1045 Olive	
oddo	No. of Phases Opposed Ø'ing: N/S-1, E/M-2 or Both-3?	No. of Phases V-2 or Both-3?			4 0	,,,		4 0				4 0				4 0				4 0
tight .	Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2?		NB- 0 EB- 3	SB- WB-	2 3 0	NB- EB-	0 SB- 3 WB-	0 0 0	NB- EB-	0 %	SB- WB-	0 % 0	NB EB-	0 %	SB- WB-	0 % 8	NB EB	3 0	SB- WB-	5 3 0
	Override	Override Capacity	EXISTIN	EXISTING CONDITION		EXISTING	G PLUS PROJECT	OJECT	FUTURE	FUTURE CONDITION W/O PROJECT	N W/O PRO	OVECT	FUTUR	FUTURE CONDITION W/ PROJECT	ON W/ PRO	OECT	FUTURE	0 FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIC	OATION
	MOVEMENT	-	Volume	No. of Lanes	Lane	Project Traffic	Total	Lane	Added	Total	No. of Lanes	, e	Added	Total	No. of Lanes	Lane	Added Volume	Total Volume	No. of Lanes	Lane
GN	Left Left		16	- c	16	0	16	16	24	41	- c	14	0	14	- 0	14		14	- 0	41
INOB	Through		1299	, o m c	433	0	1299	433	646	2025	0 70 0	1013	0	2025	000	1013		2025	N C	1013
нтя			#	o —	0	0	=	0	0	12	o ← (0	0	12	o — (0		12	o — c	0
ON	← Leff-Through-Right ← Leff-Right	Right		0 0	0.0000000000000000000000000000000000000		The same of the sa	The Paris	SHOOM	SOCIETION	00	2000000		200	00	THE PROPERTY.	and a second	8	00	- Constant
a	: : د د رو		0	- 0	0	0	0	0	0	0	← 0	0	0	0	- c	0		0	- c	0
NUOS	← Left-I hrough Through		100	o	57	0	100	25	106	212	o – c	212	0	212	o — c	212		212	o – c	212
ЭНТС	↑ Through-Right Right		4	- 0	4	0	4	4	0	15	> -	1	0	15	> -	11		15	o –	Ξ
nos	Left-Through-Right Left-Right	Right		00							00				00				00	
100		Const.			No. of the last	E STATE		Alex Sale	THE PROPERTY			THE SECTION AND PERSONS NO.				NESS AND IN			,	Name of the last
aı	J. Left. → Left.		16	N C	თ	0	16	o I	0	17	N C	o o	0	1,	N 0	ຫ		-	v 0	ח
NNO			3	o — c	က	0	က	က	0	က	· — c	က	0	က	- c	က		ო	0	ന
8T2A3	→ Inrough-Kight → Right ← Left-Through-Right	Right	7	0 + 0	0	0	F	0	39	51	0 - 0	10	0	51	0 - 0	10		51	0 - 0	10
	100	The state of the s	A COLUMN TO SERVICE SE	0	Spenior	STATE STATE	2000	CONTRACTOR	The state of the s	THE PERSON	0	Short Call	September 1	A Show	0	SERVICE	17		0	The same of
a	f Left		39	- <	39	0	39	39	0	14	- 0	41	0	14	- c	41		14	← c	41
NNO			46	o – c	46	20	99	99	204	253	o — c	253	20	273) C	273		273) - C	273
WESTE	Right Left-Through-Right	tight	100	o - o c	100	7	107	107	104	210	· - o c	210	7	217) - 0 c	217		217	· - o c	217
1	CRITICAL VOLUMES	OLUMES	Norti	North-South: East-West: SUM:	433 109 542	North-S East-	North-South: East-West: SUM:	433 116 549		North	North-South: East-West: SUM:	1013 262 1275		North Eas	North-South: East-West: SUM:	1013 282 1295		North Eas	North-South: East-West: SUM:	1013 282 1295
	VOLUME/CAPACITY (V/C) RATIO:	;) RATIO:			0.394			0.399				0.927				0.942				0.942
WC I	V/C LESS ATSAC/ATCS ADJUSTMENT:	STMENT:			0.294			0.299			_	0.827			_	0.842				0.842 D
		(2007).			C			c							PROJE	PROJECT IMPACT	ACT			

0.015	N/A
Δv/c after mitigation:	Fully mitigated?
0.015	ON.
Change in v/c due to project:	Significant impacted?

NG-																				
No. of 1.0 1		Chick Hearr	Court			Projecti	on Year:	2023		Pea	k Hour:	PM	Revie	wed by:			Project:	10	1045 Olive	
Name	No. of Pt. Ø'ing: N/S-1, E/W-2 or Bot	nases th-3?			4			40				4 0				4 0				40
EXISTING CONDITION EXISTING PLUS PROJECT FUTURE CONDITION MO of Lane Lane Volume Lane	IS: FREE-1, NRTOR-2 or O			SB- WB-	0 %	NB- EB-			NB- EB-	3 0	SB- WB-	0 %	NB EB	3 0	SB- WB-	0 %	NB- EB-	3 0	SB- WB-	3 0
No. of Lane Fosiert Total Lane Added Total Lane Added Total Lane Added Lane Lane Added Lane	ATSAC-1 or ATSAC+ATC Override Cap	SS-2?			2			0 0				0			_	0 2				0 0
Volume No. of Lane Lanes Project Nolume Lanes Total Lane Volume Volume Volume Lanes Total Lane Volume Volu			EXISTIN	G CONDIT	NOI	EXISTIN		OJECT	FUTUR	E CONDITIC	ON W/O PR	ЭЛЕСТ	FUTUF	RE CONDITI	ON W/ PRC	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MIT	GATION
1055 3 352 0 1055 352 1078 2198 2 1099 0 0 4 0 0 4 0 0 0 0	MOVEMENT	>	olume	-	Lane Volume	-	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane
1055 3 352	Left		37	← c	37	0	37	37	32	71	- 0	71	0	71	- c	11		71	- 0	7
4 0 0 4 0 0 4 0 0 0	Lert-Inrough Through		1055) (1)	352	0	1055	352	1078	2198	200	1099	0	2198	0 01 0	1099		2198	0 00 0	1099
6	→ Through-Right → Right		4	0 -	0	0	4	0	0	4	0 -	0	0	4	o –	0		4	0 1	0
269 1 159 0 269 159 146 432 1 422 0 4 48 0 29 16 2 33 2 18 0 1 14 1 1 14 0 14 14 5 20 1 20 0 51 1 126 0 126 198 198 185 389 1 389 6 3 North-South: 358 North-South: 358 North-South: 105 Sum: 566 Sum: 572 Sum: 1100 0.312 0 0.316				00							00				00				00	
269 1 159 0 269 159 146 432 1 432 0 4 48 0 48 0 269 159 146 432 1 432 0 4 48 0 29 16 2 33 2 18 0 1 14 1 1 14 0 14 14 5 20 1 20 0 151 1 126 1 126 0 126 126 0 134 1 389 6 3 135 1 129 2 137 131 117 260 1 254 2 2 Sum: 566	16		ď	-	u	c	ď	ď	_	9	-			9	-	ی		9	-	9
269 1 159 0 269 159 146 432 1 432 0 4 48 0 51 1 1 42 0 29 2 16 0 29 16 2 33 2 18 0 51 1 14 1 14 0 14 14 5 20 1 20 0 126 1 126 1 126 0 126 126 0 134 1 134 0 1 135 1 1 129 2 137 131 117 260 1 254 2 2 8 North-South: 358 North-South: 358 Sum: 510 Sum: 510 O 110 O 126 8 Sum: 566 Sum: 510 O 136 Sum: 512 Sum: 512 O 0 O 141	Left-Through		0	- 0	Þ	0	•	•	•		. 0	,	•)	0	,)	0	•
48 0 48 48 0 51 1 42 0 29 2 16 0 29 16 2 33 2 18 0 14 1 14 0 14 14 5 20 1 20 0 51 1 14 0 51 14 5 20 1 20 0 126 1 14 14 5 20 1 20 0 0 126 1 14 14 5 10 1 386 0 1 192 1 126 0 126 126 0 134 1 134 0 1 192 1 129 2 137 131 117 260 1 254 2 2 135 1 129 2 137 131 117 260 1 254 2 2 806 8 8 8 8 1 <t< td=""><td>Through</td><td>_</td><td>269</td><td></td><td>159</td><td>0</td><td>269</td><td>159</td><td>146</td><td>432</td><td>- c</td><td>432</td><td>0</td><td>432</td><td>- 0</td><td>432</td><td></td><td>432</td><td>- 0</td><td>432</td></t<>	Through	_	269		159	0	269	159	146	432	- c	432	0	432	- 0	432		432	- 0	432
29 2 16 0 29 16 2 33 2 18 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			48	- 0	48	0	48	84	0	51) - (42	0	51	· — (42		51		42
29 2 16 0 29 16 2 33 2 18 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				00							00				00				00	
29 2 16 0 29 16 2 33 2 18 0 14 1 14 0 14 14 5 20 1 20 0 51 1 1 14 0 14 14 5 20 1 20 0 126 1 1 126 0 126 126 0 134 1 134 0 1 192 1 192 6 198 198 185 389 1 389 6 3 193 1 1 129 2 137 131 117 260 1 254 2 2 North-South: 358 North-South: 1105 8 SUM: 566 SUM: 572 SUM: 1100 0 1.100					1								SHETTINGS.						,	107
14			29	N C	16	0	59	9	5	83	N 0	<u>2</u>	0	25	V 0	8		55	V 0	<u>0</u>
126			4) — (4	0	4	4	2	20	· — c	20	0	20	- c	20		20	← c	20
126	_		51	o –	4	0	51	4	53	107	o —	36	0	107	o – (36		107	o – o	36
126				00							00				00				00	
126		THE PERSON	STATES.	Section 1	BULL	STATE OF	S. Company	No.	District Kills	1158988		100		S. S. S.	Service See	100000				
192			126	- c	126	0	126	126	0	134	- 0	134	0	134	- 0	134		134	- 0	134
135			192	o — c	192	9	198	198	185	389	· — c	389	9	395	· - c	395		395	- 0	395
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			135	-	129	2	137	131	117	260	o –	254	2	262	· -	256		262	· -	256
North-South: 358 North-South: 358 North-South: East-West: 214 East-West: Sum: 572 East-West: SUM: 572 SUM: SUM: SUM: SUM: 0.412 0.316 0.316 0.316 0.316				00							00				00				00	
0.412 0.416 0.316 0.316	CRITICAL VOLU	IMES	North Eas	-South:	358 208 566	Nort Ea	h-South: st-West:	358 214 572		Nort	h-South: st-West:	1105 407 1512		Nort. Ea	North-South: East-West:	1105 413 1518		North Eas	North-South: East-West:	413
0.312	I IIME/CAPACITY /V/C) RA	-OITA		SOW.	000		30%	0.416				1 100				1 104				1 104
	S ATSAC/ATCS ADJUSTM	ENT:			0.312			0.316				1.000				1.004				1.004
A	LEVEL OF SERVICE (L	-0s):			4			4				ш				u				ш

∆v/c after mitigation:	Fully mitigated?
0.004	ON
Change in v/c due to project:	Significant impacted?

0.004 N/A

#S/I	North-South Street:	Figuero	Figueroa Street			Year of	of Count:	2017	Ambi	Ambient Growth: (%):	th: (%):	1	Conduc	Conducted by:	Shiva D	аО	Date:	4	4/12/2018	
4	East-West Street:	Pico Bo	Pico Boulevard			Project		2023		Pea	Peak Hour:	AM	Revie	Reviewed by:			Project:	7	1045 Olive	
	No.	No. of Phases			2			2				2				2	,			
Орро	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	or Both-3?			0				ļ	·		0 0	!	C	1	0	,	d	į	0 0
Right	Right Turns: FREE-1, NRTOR-2 or OLA-3?	or OLA-3?	NB FB	SB- WB-	0	NB-	- S.B	00	KB-	0	- 8A WB-	00	EB-	0 0	- 8N	0	RB-	00	WB-	00
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity	r ATSAC+ATCS-2?		i	0.0							0 0				0 0				0
			EXISTIF	EXISTING CONDITION	NOIT	EXISTING	IG PLUS PROJECT	DJECT	FUTURE	E CONDITIC	FUTURE CONDITION W/O PROJECT	JECT	FUTUR	FUTURE CONDITION W/ PROJECT	ON W/ PRO	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	ST W/ MITIC	SATION
	MOVEMENT		Volume	No. of Lanes	Lane	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
a	Left		204	-	204	0	204	204	166	383	1	383	0	383	-	383		383	- 0	383
NN	Ceft-Through		1121	۰ ۵	561	-	1122	561	477	1667	٥	834	~	1668	o 0	834		1668	o 8	834
НВС	Through-Right		7	10	3	- }		3		5	10		- }		0				0	
тя	Right	:	115	← 0	104	0	115	104	99	178	- c	125	0	178	← 0	125		178	← C	125
NC	Left-Through-Right	Kight -		0 0							0 0	-			0 0				00	
10 mm				Parking	The state of the s	SECOND !	more com	Kalles		SO 22 00	THE REAL PROPERTY.	No. of Lot			7	STATE OF THE PERSON	BASTON	A A		
ΔN	Left - ef-Through		-	- c	=	0	÷	÷	7	4	- 0	4	0	4	- 0	14		4	- 0	14
ino	Through		165	5 0	83	0	165	83	51	226	2	113	0	226	7	113		226	2 0	113
HB.		.	Š	0 7	c	c	2	c	7	7	0 +	c	c	70	o -	c		20	o -	-
rnc	← Kignt ← Left-Through-Right	Right	oc C	- 0	>	0	000	>	=	2	- 0	5	0	2	- 0	>		2	- 0	,
s	-	,		0	1	- Control	No. of Concession, Name of Street, or other Persons of Concession, Name of Street, October 1981	-	-	The state of the s	0	No.	Second Second	Action section	0		physical	STATE OF THE PARTY	0	Co colored
	ر Left		158	-	158	0	158	158	87	255	-	255	0	255	-	255		255	-	255
ДNГ	∠ Left-Through			0 (ď	0	3	0	Ö	0 0	0	c	1000	0 0	704		1003	0 0	501
108	Through Through		624	N C	312	n	/79	314	33/	888	V 0	200	n	7001	v 0	100		7007	۷ 0	000
ats.			105	· -	က	0	105	3	181	292	-	101	0	292	_	101		292	- (101
E A	↓ Left-Through-Right ✓ Left-Right	Right		00							00				00				50	
		ST BROOK		WELL LAND	REI FAL	N TOTAL ST		THE STATE OF		407	7	407		407	STEEL STEEL	107	STATE OF	107		107
ΙD	t Left T I eff-Through		77	- 0	77	>	77	77	0 4	2	- 0	2	5	2	- 0	2		2	- 0	2
NUO			300	0 70	150	9	306	153	435	753	0.0	377	9	759	0.0	380		759	77 0	380
8T2	Through-Right Right		99	o	63	0	89	63	224	296	o –	289	0	296	o –	289		296	o –	289
ME	↓ Left-Through-Right ↑ Left-Right	Right		00							00				00				00	
			Nort	North-South:	572	North-	h-South:	572		Nort	North-South:	848		North	North-South:	848		North	North-South:	848
	CRITICAL VOLUMES	VOLUMES	Ea	East-West: SUM:	334 906	East	ist-West: SUM:	336 908		Ë	East-West: SUM:	632 1480		Ea	East-West: SUM:	635 1483		Ľä	East-West: SUM:	1483
	VOLUME/CAPACITY (V/C) RATIO:	c) RATIO:			0.604			0.605)	0.987				0.989				0.989
ı ow	V/C LESS ATSAC/ATCS ADJUSTMENT:	JSTMENT:			0.504			0.505				0.887			-	0.889				0.889
	LEVEL OF SERVICE (LOS):	CE (LOS):			4			Α				۵				۵				٥
															PROJE	PROJECT IMPACT	PACT			

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

#S/I	North-South Street:		Figueroa Street			Year of	of Count:	2017	Атрі	Ambient Growth: (%):	th: (%):	-	Conduc	Conducted by:	Shiva D	а D	Date:	41	4/12/2018	
4	East-West Street:		Pico Boulevard			Project	Projection Year:	2023		Pea	Peak Hour:	PM	Revie	Reviewed by:			Project:	10	1045 Olive	
oddo	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	No. of Phases V-2 or Both-3?			2 0			0				0				0				0
Right	Right Turns: FREE-1, NRTOR-2 or OLA-3?	-2 or OLA-3?	NB 0 EB 0	SB- WB-	00	NB-	0 SB- 0 WB-	00	NB EB-	00	SB- WB-	00	NB-	00	SB- WB-	00	NB- EB-	00	SB- WB-	00
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity	r ATSAC+ATCS-2? Override Capacity			0 0			0 0				0				0				0 0
			EXIST	EXISTING CONDITION	NOIL	EXISTING	IG PLUS PROJECT	OJECT	FUTURE	CONDITIC	FUTURE CONDITION W/O PROJECT	DJECT	FUTUR	E CONDITI	FUTURE CONDITION W/ PROJECT	JECT	FUTURE \	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIG	ATION
	MOVEMENT		Volume	No. of Lanes	Lane	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
6	ر ال		148	-	148	0	148	148	178	335	-	335	0	335	-	335		335	1	335
חאנ	Left-Through	_	9	0 (,	000,		1	27	0 (717	•	1046	0 (013		1046	0 6	07.3
ВО	Through	į	1095	N C	248	4	6601	0cc	08/	1942	N C	- 6	4	940	v C	2/6		240	7 0	2/6
НΤЯ	Right	i	114	→	75	0	114	75	96	217	· —	130	0	217	· —	130		217	· 	130
ION	Left-Through-Right	h-Right		00							00				0 0				0 0	
STEEL STORY		THE STREET	SHALL SHALL	STATE OF	THE PROPERTY.	STATE OF STATE OF	No. 2007	Statement of the last	SCHOOL STATE	SESSIBLE OF THE PERSON NAMED IN	MARKET A	100000	STATE OF	Series Series	25 g 20	STATE STATE	SASSESS OF THE	NEW YORK	STATE OF	STATE OF THE PERSON
a	ref		20	-	20	0	20	20	12	33	- 0	33	0	33	- 0	33		33	- c	33
NN	Through	_	417	٥	200	C	417	209	46	489	o	245	O	489	o 0	245		489	o 0	245
BC	Through-Right	Ħ	-	10	22	•	:	2	2	2	0	2			0				0	1
чти			65	← (12	0	65	12	28	97	← 0	0	0	26	← ¢	0		97	← ¢	0
os	← Left-Through-Right Left-Right	n-Right		00							00				00				00	
100		SOUTH STATES	Section 1	SECTION.	2000	Section 1		Sec. Office	NEW Y	AND STREET	Definition of	17		No.	Service Service		NAME OF THE OWNER, OWNER, OWNE		Sec. 188	No.
a	Left		107	← c	107	0	107	107	141	255	- c	255	0	255	- c	255		255	- c	255
NNO		_	578	200	289	1	589	295	549	1163	0 7 0	582	Ξ	1174	0 7 9	287		1174	20	282
8T8	・ Through-Right ・ Right	Ħ	283	0 +	508	Q	283	209	205	505	o –	338	0	505	o –	338		505	o –	338
E A 3	Left-Through-Right	n-Right	}	0)					0				0				00	
and the same	√ Left-Right	100 St 200	MAN ALIN	0	1000	September 1	Section Sectio	TIGHT S	San Control	2708077	0	Shirt Shirt			0	TOTAL STATE	1000		-	SCHOOL
-			78	-	78	0	78	78	91	174	-	174	0	174	-	174		174		174
חאנ		_	450	٥ ۸	225	0	452	226	395	873	0 0	437	2	875	0 0	438		875	0 6	438
LBC		Ħ		0							0				0				0	0
LS3	Right Fight	1	02	← 0	09	0	20	09	191	265	← c	249	0	265	← ⊂	249		265		249
M	· Left-Inrougn-Kignt ↑ Left-Right	1-Kignt		00							00				0				0	
	- CIFICO	GLERIN TOX TAOLETIC	Non	North-South:	568	Nort	North-South:	570		North	North-South:	1004		Nort	North-South:	1006		North	North-South:	1006
	CRITICAL	- VOLUMES	ŭ	East-West: SUM:		Ea	East-West: SUM:	943		iğ	SUM:	1760		n	SUM:	1767		1	SUM:	1767
	VOLUME/CAPACITY (V/C) RATIO:	//C) RATIO:			0.623			0.629			·	1.173				1,178				1,178
NC I	V/C LESS ATSAC/ATCS ADJUSTMENT:	JUSTMENT:			0.523			0.529				1.073				1.078				1.078
	LEVEL OF SERVICE (LOS):	VICE (LOS):			A			ď				LL.				Ц				L
											8				PROJE	PROJECT IMPACT	ACT			

0.005	N/A
Δν/c after mitigation:	Fully mitigated?
0.005	O _N
Change in v/c due to project:	Significant impacted?

The control of the	Opposed Ø	ast-West Street:	Olympic						0000		•										
No. of 1	Opposed Ø Right Turns:		ord miles	Boulevard			Projecti	on Year:	2023		Pea	k Hour:	AM	Revie	wed by:			Project:	-	045 Olive	
Mail	Right Turns:	No. of l'ing: N/S-1, E/W-2 or E				2 0				12	C g		2 0				2 0				2 0
		: FREE-1, NRTOR-2 or ATSAC-1 or ATSAC+A			SB- WB-	000	NB EB			NB EB	00	SB- WB-	000	NB	00	SB- WB-	000	NB	00	SB- WB-	000
		Override C	apacity						0				0				0				0
MOVEMENT MOVEMENT				EXISTIN	IG CONDIT	NO	EXISTIN		SUECT	FUTUR	E CONDITIC	N W/O PRC	JECT	FUTUR	E CONDITI	ON W/ PRC	DECT	FUTURE	W/ PROJE	M M I	ATION .
Left Through Right		MOVEMENT		Volume	No. of Lanes	Lane		Total Volume	Lane Volume	Added Volume	Total Volume	-	Lane	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane
Through Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	C ₹	Left Left-Through		0	0 0	0	0	0	0	0	0	0 0	0	0	0	00	0	0	0	0 0	0
Figure F	BON	Through		0	000	0	0	0	0	0	0	00	0	0	0	00	0	0	0	00	0
Heart-Right Heart-Right		Right		0	00	0	0	0	0	0	0	000	0	0	0	000	0	0	0	000	0
Figure F	_	Left-Through-Rig Left-Right	# —	2000	00			SACTOR SECTION	SERVICES	200	900000000000000000000000000000000000000	00				00	NUMBER DA		1000000	00	Name of the Party
Through Right 233 106 1 335 106 645 1000 3 280 1 1001 3 280 0 1001 3 100 1001	_			88	0 +	88	-	89	88	25	118	0 +	118	-	119	0 -	119	0	119	0 +	119
Through-Right 233				334	- ო ი	106	-	335	106	645	1000	~ ო c	280	_	1001	- ന c	280	0	1001	- m c	280
1		Inrougn-Right Right	:	233	o ← c	233	0	233	233	223	470	o ← c	470	0	470	o — c	470	0	470	o c	470
1		Left-Through-Kig Left-Right	HE .		00							00		-		00			, m	00	Contract of
1	1	Left		c	o	c	o	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through High		Left-Through		9	000	,) (, ,	į	, ,	7	0 0	, ,	u	100	0 6	713	c	1074	0 0	710
Fight Figh		Through Through-Right		928	N C	464	c C	933	46/	434	2 5	V 0	2	ဂ	474	۷ 0	717	0	1424	v 0	71 /
C Left 82 47 484 677 134 1 134 1 134 1 134 1 134 1 134 1 134 1 134 1 134 1 134 1 134 1 134 1 134 1 134 1 134 1 134 1 134 1 134 1 134 1		Right Left-Through-Rig	Jht	83	-00	83	0	83	83	216	304	-00	304	0	304	-00	304	0	304	-00	304
f Left. Through Through Through Sight Solutions (Left. Through Sight Solutions) 82 47 484 673 467 134 1 434 1 434 1 434 1 434 1 434 1 434 1 434 1 434 1 434 1 434 673 434 673 457 484 673 1677 2 839 21 1698 2 849 2 849 2 1698 2	_	Leit-Night	STATE OF THE PARTY OF	No. of Concession, Name of Street, or other Persons and Street, or other P		SECULIAR SECULIAR SECULIAR SECULIAR SECULIAR SECULIAR SECULIAR SECULIAR SECULIAR SECULIAR SECULIAR SECULIAR SECURIAR SEC	SARTINE	S NUMBER	CONTRACTOR	SALES OF THE PERSON	SECTION AND ADDRESS.		State	MACHINE	STATE OF THE PERSON		INCOME.	STEEL STATE	STREET, STREET,		STATE OF
Through-Right	H	Left Left-Through		82	← c	82	0	82	82	47	134	- c	134	0	134	- 0	134	0	134	- 0	134
Figure F		Through		946	0 00 0	473	21	296	484	673	1677	, 64 C	839	21	1698	20	849	0	1698	20	849
t Left-Through-Right 0		Right		0	00	0	0	0	0	0	0	000	0	0	0	00	0	0	0	000	0
North-South: 233 North-South: 470 North-South: 470 North-South: East-West: 546 East-West: 649 East-West: 844 East-West: 849 East-West: SUM: 779 SUM: 732 SUM: 1314 SUM: 1319 SUM: 0.519 0.521 0.576 0.876 0.879 0.879 0.779 A A A C C C C	_	Left-Through-Rig Left-Right	Jit.		0 0							00				00				0 0	
0.519 0.521 0.876 0.879 0.419 0.421 0.776 0.779 A C C C		CRITICAL VOI	LUMES	Norti Ea	h-South: st-West: SUM:	233 546 779	Norti Ea	h-South: st-West: SUM:	233 549 782		Nortl Ea	h-South: st-West: SUM:	470 844 1314		Norti Ea	h-South: st-West: SUM:	470 849 1319		Norti Ea	-South: st-West: SUM:	470 849 1319
0.419 0.421 0.776 0.779 C C	VOLL	JME/CAPACITY (V/C)	RATIO:			0.519			0.521				978.0				0.879				0.879
A C C	WC LESS	ATSAC/ATCS ADJUST	IMENT:			0.419			0.421				977.0				0.779				0.779
		LEVEL OF SERVICE	(FOS):			A			A				ပ				ပ				ပ

Change in v/c due to project: 0.003 $\Delta v/c$ after mitigation:	0.003 NO	
--	-------------	--

0.003 N/A

# S/I	1	North-South Street:	Flower Street	treet			Year	Year of Count:	2017	Amb	Ambient Growth: (%):	th: (%):	+	Conduc	Conducted by:	Shiva D	a D	Date:	4	4/30/2018	
		Cast Most Stroot.	Olympic	Olympic Bouleyard			Droioction	on Vear	2000		P	Peak Hour	Ma	Dovio	Downowed hy:			Droint.	1	1045 Olivo	
n	במפורו	West Street.	Clympic	Domerala		(10001	lou car.	5050					NOAIG	wed by.		t	- Inject.		2000	C
oddo	sed Ø'ing:	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				N 0							N 0				70				7 0 0
Right .	Turns: FRI	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB- 0 EB- 0	SB- WB-	00	NB-	O WB-	00	NB- EB-	00	SB- WB-	0 0	NB- EB-	00	SB- WB-	00	₽ ₽	00	SB- WB-	00
	ATS/	ATSAC-1 or ATSAC+ATCS-2? Override Capacity			(0 0							0				2 0				0
				EXISTIN	EXISTING CONDITION	TION	EXISTING	IG PLUS PROJECT	OJECT	FUTUR	E CONDITIC	FUTURE CONDITION W/O PROJECT	DJECT	FUTUR	FUTURE CONDITION W/ PROJECT	ON W/ PRO	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	ST W/ MITIG	SATION
	Σ	MOVEMENT		Volume	No. of Lanes	Lane	Project Traffic	Total Volume	Lane	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
a	[-	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NN	· ·	Left-Through		c	0 0	c	c	c	C	C	c	o c	c	C	c	00	0	0	0	0 0	0
ВС		Through-Right		2	0	,	•	•	,	Ò	ó	0 0)	•	•	0		•	Œ	0	Š
ίΤЯ	Lt.	Right		0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0 0	0
ON	+>	Left-Through-Right Left-Right	<u> </u>		00							0 0				00				00	- E
a	رو	Left		138	0	138	4	142	142	29	175	0 +	175	4	179	0 +	179	0	179	0 +	179
ΝN	<u>t</u>	Left-Through		000	- 0	010	c	1200	260	0.46	2222	- «	200	c	7224	- «	601	c	2224	- «·	601
ВО	→ 	I hrough Through-Right		1296	n 0	328	V	1298	300	040	7777	0	886	4	+777	0	8	0	± 777	0	3
HTL	^	Right		389	-	389	0	389	389	364	777	-	777	0	777	- 0	777	0	777	- 0	777
os	⊹ ≺	Left-Through-Right Left-Right	Ħ		00							00				00				0 0	
		SELENING B	The state of	3/WES 1455	H SEE	THE CASE	STATE OF STREET	Towns.	THE STATE OF	The same	Section 1		STATE OF	See Principle	WE I THE			THE STATE OF	20 M	N. Sales Co.	100 mm
а	م ر	Left		0	00	0	0	0	0	0	0	00	0	0	0	0 0	0	0	0	0 0	0
NNO	† † 1	Lett-Inrougn Through		830	9 0	415	16	846	423	269	1578	0 77 (789	16	1594	0 00 0	797	0	1594	200	797
атг	٠٠ ح	Through-Right Right		104	0 -	104	0	104	104	264	374	o –	374	0	374	o –	374	0	374	o –	374
EAS	+~	Left-Through-Right Left-Right	Ħ		00							00				0 0				00	
V		left		48	-	48	-	49	49	92	127	-	127	-	128	-	128	0	128	-	128
аип	 -	Left-Through		2 6	0 0	040		1220	74.	821	2115	0 0	1058	1	2125	0 0	1063	C	2125	0 0	1063
ВО	4	Through-Right		617	7 0	2	2	677	2	1 70	2	10	2	2	2	10	3)		0	
WEST	لمحلول	Right Left-Through-Right	Į	0	000	0	0	0	0	0	0	000	0	0	0	000	0	0	0	000	0
		Leit-Rigiit		North	North-South:	389	Nort	North-South:	389		Norti	North-South:	777		North	North-South:	777		North	North-South:	777
		CRITICAL VOLUMES	LUMES	Ea.	East-West: SUM:	610 999	Ē	East-West: SUM:	615 1004		Ea	East-West: SUM:	1058 1835		Ea	East-West: SUM:	1063 1840		Ea	East-West: SUM:	1063 1840
	VOLUME	VOLUME/CAPACITY (V/C) RATIO:	RATIO:			999.0			699.0				1.223				1.227				1.227
NC I	LESS ATS,	V/C LESS ATSAC/ATCS ADJUSTMENT:	MENT:			0.566			0.569				1.123				1.127				1.127
	"	LEVEL OF SERVICE (LOS):	(LOS):			A			A				ц.				_				L
																PROJE	PROJECT IMPACT	PACT			

Δν/c after mitigation: 0.004	Fully mitigated? N/A
0.004	ON
Change in v/c due to project:	Significant impacted?

		0 0	0000	TION	Lane	0	0	0			0	397	156			0	0	4		187	252	(0	397	252 649	0.433	0.333	٥
2018	Olive		1 Y	FUTURE W/ PROJECT W/ MITIGATION	\vdash										E AN											5	0	
4/16/2018	1045 Olive	i c	WB	JECT W	No. of Lanes		00	00	0 0		00	mc	→	00		00	00	→	00		0 ←	0 0	000	North-South:	East-West. SUM:			
		d	0	W/ PRO	Total Volume	0	0	0			0	1192	156			0	0	4		187	252	•	0	Ž				
Date:	Project:	!	KB -	FUTURE	Added Volume	0	0	0			0	0	0			0	0	0		0	0	,	0					
a D		0 0	0000	JECT O	Lane	0	0	0			0	397	156			0	0	4		187	252		0	397	252 649	0.433	0.333	
Shiva D			WB-	N W/ PRO	No. of Lanes	0 0	00	00	00		0 0		o —	00	See S. D.	00	0 0	-	00	-	0 +	0	000	North-South	East-West: SUM:			
ed by:	ed by:	C	0 0	FUTURE CONDITION W/ PROJECT	Total Volume	0	0	0			0	1192	156			0	0	4		187	252		0	North	Eas			
Conducted by:	Reviewed by:	1.5	KB F	FUTURE	Added Volume	0	0	0			0	-	0			0	0	0		4	27	i	0					
1	AM	0 0	0000	JECT	Lane /	0	0	0	2		0	397	156		SA NO	0	0	4		183	225	ì	0	397	225 622	0.415	0.315	
հ։ (%)։	Peak Hour:		WB-	FUTURE CONDITION W/O PROJECT	No. of Lanes V	0 (00	00	00	100	00	. m (> —	0 0	The same of	00	0 0	o –	00	-	0 -	0	000	North-Courth:	East-West: SUM:	0	0	
Ambient Growth: (%):	Peak	4	0 0	SONDITION	Total	0	0	0			0	1191	156			0	0	4		183	225	2	0	Month	Eas			
Ambie			NB- EB-	FUTURE	Added Volume V	0	0	0			0	739	85		の大大会	0	0	0		155	115	2	0					
2017	2023	0	2000	ECT	_ a	0	0	0			0	142	29		STATE OF	0	0	13		30	131	2	0	147	131	0.182	0.091	
Count:	Year:	. 1	WB-	PLUS PROJECT	Total I	1	0	0		ELECTION IN	0	427	29		No. of the last	0	0	13		30	134	5	0	Courth.	t-West: SUM:	0	0	
Year of C	Projection Year:	\\	NB EB	EXISTING P	Project To	1	0	0			0	, -	0		P. S. S. C.	0	0	0		4			0	Month C	East-			
	Ф.		0000	0	alle Me	-	0	0			0	142	67		STATE OF THE PERSON NAMED IN	0	0	13		26			0	143	104 246	64	0.082	
				EXISTING CONDITION	of Li	1				Service Services					N. C.						•			-		0.164	0.0	
			SB- WB-	TING CO	No. of Lanes	0	00	00	00	BANK	00	o m (0 -	00	10000	00	0	0 -	00	NA-1950	0 +	- 0	00	0	East-West: SUM:			
Street	eet		NB 0 EB 0	EXIS	N de la la la la la la la la la la la la la	0	0	0		1	0	426	67		Steel Sulli	0	0	13		26	5	5	0		ž -			
Flower Street	11th Street			apacity					ŧ					Ħ	STATE OF STREET				Ħ	100 M			Ħ		LUMES	RATIO:	MENT:	•
North-South Street:	East-West Street:	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	Right Turns: FREE-1, NRTOR-2 or OLA-37 ATSAC-1 or ATSAC+ATCS-27	Override Capacity	MOVEMENT	Left	∸ Left-Through ↑ Through	Through-Right Right	Left-Through-Right	100	Left Theology	Through	イ Through-Right ノ Right	◆ Left-Through-Right 人 Left-Right		Left		Through-Right Right	← Left-Through-Right ✓ Left-Right		T Left-Through		Right Left-Through-Right	个 Left-Right	CRITICAL VOLUMES	VOLUME/CAPACITY (V/C) RATIO:	V/C LESS ATSAC/ATCS ADJUSTMENT:	
N # S/I	9	pppose	ight Tur			-	NOO	антя		1000		ino:	9HT	nos	28,000			ата					NEST	┥		>	WC LE	

Δν/c after mitigation:	Fully mitigated?
0.018	9
Change in v/c due to project:	Significant impacted?

0.018 N/A

	TOOLO IN TOO		
Change in v/c due to project:	0.000	∆v/c after mitigation:	0.00
Significant impacted?	ON O	Fully mitigated?	N/A

		0	0 0	0 2	NOIL	Lane Volume	109	263	263		1000	89	179	179		THE STREET	102	726	95		22	901	147		331	1003 1334	0.889	0.789	U
018	Olive		1.3		MITIGAT	-					SECTION.					0 3 6					No. of the last						0	0	
4/19/2018	1045 Olive		SB- WB-		JECT W/	No. of Lanes	0	0	- 0	00	1000	0 7	- 0	~ c	000		← C	, — ,	-00	00	-	0 -	0	00	North-South:	East-West: SUM:			
			00		W/ PRO	Total Volume	109	346	70		1	68	136	86	3	STATE OF	102	1357	95	-	22	1655	147	<u>.</u>	٤				
Date:	Project:		₩ FB-		FUTURE W/ PROJECT W/ MITIGATION	Added Volume					THE PERSON																		
0 1		0	00	0	JECT	Lane Volume	109	263	263		STATE OF THE PERSON	89	179	179) :	Name of Street	102	726	95		22	901	147		331	1003 1334	0.889	0.789	
Shiva D			SB- WB-		FUTURE CONDITION W/ PROJECT	No. of Lanes	0	- 0	- 0	000	CONTROL OF	0 +	- 0	- c	000	Sellippi		o ← -	- 0 0	00	-	0 -	- 0	000	North-South:	East-West: SUM:	J	_	O
ed by:	ed by:		00		CONDITIO	Total Volume	109	346	20)	Meg Salt	89	136	98	3	2015	102	1357	95		22	1655	147	<u> </u>	North-	Easi			
Conducted by:	Reviewed by	1	NB EB-		FUTURE	Added Volume V	6	က	o		No. of Concession,	0	0	c	>	CONTRACT	0	5	0		0	1		Þ					
1	AM	2 0	0 0	2 0	ECT	Lane A	100	257	257		Comment of	89	179	170	2	STATE OF	102	724	95		22	895	147	Ē	325	997	0.881	0.781	ပ ပ
:(%):	Hour:		SB- WB-		FUTURE CONDITION W/O PROJECT	No. of Lanes V	0	- 0	- 0	000	THE CONTRACTOR	0 7	- 0	← ⊂	000		← c	o — ,	- 0	0 0	_	0 -		000	South:	East-West: SUM: 1	0.	o	
Ambient Growth: (%):	Peak Hour:		00		ONDITION	Total N Votume L	100	343	20	<u>.</u>	SALDIE	89	136	g	3	CONTRACTOR	102	1352	95		22	1643	147	È	North-South:	East-			
Ambien			NB EB-		UTURE C	Added T Volume Vo	. 98	20		ı	STATES AND ADDRESS.	29	. 51	1	-	ALC: NO	=	453 13	=		0	697 16							
2017	2023	20		0		_	69	220	220)	Saca per	37	131	707	-	Sept on	98	466 4	62		21	516 6		9	22	602 859	73	23	
			SB- WB-		PLUS PROJECT	Lane		73	,	i	MIN SIN		¥	÷		DIRECTION OF		4				ù	, ,	2	1: 257		0.573	0.473	A
of Count:	Projection Year:		00		ING PLUS	Total	69	307	8	5	OCH WILL	37	114	,	ţ	STATE OF	86	852	42		21	903	2000	071	North-South:	East-West: SUM:			
Year of	Projec		NB- EB-		EXISTING	Project Traffic	6	က	C	•	Nomice of the last	0	0	c	•	STATE OF	0	5	0		0	5	į c	0	No.	4			
		0 2	00	0 0	NOI	Lane	09	214	214	1	ORCHES !	37	131	5	2	NO. OF STREET	98	463	79		21	240	7	07	251	596 847	0.565	0.465	4
			SB WB		EXISTING CONDITION	No. of Lanes	0	- 0	· c	000	0	0	0 -	← c	000		← 0	o –	- 0	00	-	0 +	· c	000	North-South:	East-West: SUM:			
et	Soulevard		NB 0 EB 0		EXISTIN	Volume	09	304	3	<u>†</u>	STATE OF THE	37	114	ř	4	Section 2	86	847	79		21	801	2 6	971	Nort	Ea			
t: Hope Street	:: Olympic Boulevard	No. of Phases V-2 or Both-3?		r ATSAC+ATCS-2? Override Capacity					ight	yh-Right	STATE OF THE PARTY		ПĘ	ight	jh-Right	TOTAL STREET,	-	<u></u>	ight	gh-Right			ight	h-Right		CRITICAL VOLUMES	(V/C) RATIO:	JUSTMENT:	RICE (LOS):
North-South Street:	East-West Street:	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	Right Turns: FREE-1, NRTOR-2 or OLA-3?	ATSAC-1 or ATSAC+ATCS-2? Override Capacity		MOVEMENT	Left	Left-Through Through	Through-Right	A Left-Through-Right		Fet	Left-Through Through			Len-Kignt			Through-Right	Left-Through-Right	Left	Left-Through			Leit-Aight	CRITICA	VOLUME/CAPACITY (V/C) RATIO:	V/C LESS ATSAC/ATCS ADJUSTMENT:	LEVEL OF SERVICE (LOS):
I/S #: No	7	Opposed	Right Turn				,	INNC	ЭВНТ	NOR.		-		_	ruos 	-8	H)8T8.		-	anu 		MES	-		ΙΟΛ	WC LES	

			. COLOR BOSSO C/ V	
TO DE SINGLE OF THE PLANTS		X		9
Social School of the social school of the school of the social school of the school of the school of the social school of the school of	;	2000		•
,				
		9	Charles and T	
V Dallarum Turallings		2		Ī

East-West Stree	of P	Olympic Boulevard				- No.	0000		Dog		DAA		Reviewed by:			Project:	11		
Opposed Ø'ing: N/S-1, E/W Right Turns: FREE-1, NRTO ATSAC-1 or ATS Over MOVEMENT	lo of Phases	-			Projection Year:	on rear.	2023		20	Peak Hour:	LIM	Revie	-			- Andia	21	1045 Olive	
Right Turns: FREE-1, NRTO ATSAC-1 or ATS Over MOVEMENT				0 0			0				2				2 0				2
		NB- 0 EB- 0	SB- WB-	00	NB- EB-	O SB-	00	₩ EB-	00	SB- WB-	0 0	NB-	00	SB- WB-	00	NB- EB-	00	SB- WB-	00
MOVEM	r ATSAC+ATCS-2? Override Capacity			0			0 0				0 2				0				0 0
c		EXISTIN	EXISTING CONDITION	NOI	EXISTING	G PLUS PROJECT	DJECT	FUTURE	E CONDITIC	FUTURE CONDITION W/O PROJECT	JUECT	FUTUR	FUTURE CONDITION W/ PROJECT	ON W/ PRC	JJECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIC	SATION
r		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane	Added Volume	Total Volume	No. of Lanes	Lane
		78	0 1	82	3	81	81	36	119	0	119	က	122	0 +	122		122	0 +	122
, ←		293	- 0	257	-	294	261	22	333	- 0 ,	324	-	334	- 0 1	327		334	- 0 +	327
TH Through-Right Right	ight	99	- 0	257	0	65	261	7	9/	- 0 (324	0	9/	- 0 0	327		9/	- 0 0	327
2 ← Left-Through-Right ✓ Left-Right	gh-Right		00			-	Commence of	SOURCE SECTION	STANDARD STANDARD	00		Control	No.	00	TOTAL PROPERTY.	2000000		00	No. of Control
ر ر 		37	0 7	37	0	37	37	16	25	0 -	55	0	25	0 +	55		55	0 -	22
	<u> </u>	388	- 0	286	0	388	286	45	457	- 0 -	345	0	457	- 0 -	345		457	. 0 +	345
<u>,</u> J.	ight	110	0 -	286	0	110	286	5	122	- 0	345	0	122	- 0 (345		122	- 0 0	345
_	yh-Right		00							00				00				00	-
Ã	STATE STATE			00		00	000	cc	116		116	c	416	-	116	The state of the s	116	-	116
_	<u>-</u>	8	- 0	8	>	8	0	3	9	- 0	0	0	2	- 0	2		2	- 0	2
1 F	, ;	992	 -	433	20	922	443	705	1508		827	20	1528		837		1528		837
RTS Right	1 6	110	- 0 0	110	0	110	110	28	145	. 0 0	145	0	145	00	145		145	00	145
-	Ju-Kignt		00					and the second	and the same	00	The second			0 0	- Constitution		100000000000000000000000000000000000000	0	
<u>,</u>		26	-	56	0	56	26	က	31	- 0	31	0	31	- 0	31		31	- 0	31
	£ 3	1103	o – 4	604	80	1111	809	881	2052) - -	1103	_∞	2060) - -	1107		2060	o – -	1107
J-J-	11.00	104	- 0 0	104	0	104	104	43	153	- 0 0	153	0	153	. 0 0	153		153	00	153
_	Ju-Rigint		00	İ						0				0				0	ļ
CRITICA	CRITICAL VOLUMES	Norti Ea:	North-South: East-West: SUM:	364 692 1056	Nort Ea	North-South: East-West: SUM:	367 696 1063		Nort. Ea	North-South: East-West: SUM:	464 1219 1683		Nort. Ea	North-South: East-West: SUM:	467 1223 1690		North Eas	North-South: East-West: SUM:	467 1223 1690
VOLUME/CAPACITY (V/C) RATIO:	(WC) RATIO:			0.704			0.709				1.122				1,127				1.127
WC LESS ATSAC/ATCS ADJUSTMENT:	DUSTMENT:			0.604			609.0				1.022				1.027 F				1.027 F
LEVEL OF SE	TAICE (LOS).			מ											TO TOTI OCC	15			

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

0.005 N/A

4/19/2018	1045 Olive	1	- RWB-	FUTURE W/ PROJECT W/ MITIGATION	al No. of Lane me Lanes Volume	0 6		0	0 0	0 0		- 0 0 0	STATE STATES	00	0	0		o ←	5 0 454		North-South: 213		0.445	0.345
Date:	Project:		NB-	JTURE W/ PF	Added Total Volume Volume	59	366				239	36	HOSPINSON					69	395	135				
	Pro		0000		Lane Ac	29	213	0		0	138	36	THE REAL PROPERTY.	0	0	0		99	454	135	213	454 667	0,445	0.345
Shiva D			WB-	I W/ PROJE	No. of Lanes Vo	0 +		0 0	0 0	0) 4	-000		00	000	0000		o -	00			= - 0	0.4	0.0
ed by:	ed by:	١,	00	FUTURE CONDITION W/ PROJECT	Totat N Volume L	29	366	0		0	239	36	STATE OF THE PARTY	0	0	0		59	395	135	Morth-Courth.	East		
Conducted by:	Reviewed by:	!	NB- EB-	FUTURE	Added Volume V	0	0	0		0	0	0	SACTOR OF THE PERSON	0	0	0	No. of Lot	0	31	12				
1	AM	2 0	0000	OVECT	Lane	59	213	0		0	138	36	The same of	0	0	0	Tiles vi	29	423	123	213	423 636	0.424	0.324
rth: (%):	Peak Hour:		NB-	FUTURE CONDITION W/O PROJECT	No. of Lanes	0 +	(00	00	0	o - ,	-000		0 0	000	000		0 -	00	o – o	Morth Courth.	East-West: SUM:		
Ambient Growth: (%):	Pea		0 0	E CONDITIC	Total Volume	59	366	0		0	239	36	OLD NEEDER	0	0	0	100000	29	364	123	100	Fa		
Amb			NB- EB-	FUTUR	Added Volume	32	40	0		0	17	6	THE PERSON NAMED IN	0	0	0	MINNE STATE	***	249	18				
2017	2023	2 0		OJECT	Lane	25	166	0		0	117	25	ntismine	0	0	0	Sept.	92	194	111	166	194 360	0.240	0.140
of Count:	ion Year:		O SB-	IG PLUS PROJECT	Total	25	307	0		0	209	25		0	0	0		52	139	£	1	n-sourn: ast-West: SUM:		
Year of	Projectio		NB- EB-	EXISTING	Project Traffic	0	0	0		0	0	0	TANK DESIGNATION OF THE PERSON	0	0	0	NAME OF THE OWNER, OWNER, OWNE	0	31	12		North- Easi		
		0	0000		Lane	25	166	0		0	117	25	CONTROL OF	0	0	0		52	163	66	100	163 329	0.219	0 110
			SB- WB-	EXISTING CONDITION	No. of Lanes	0 +		00	00	0	0 -	-000	O STATE OF THE PARTY OF THE PAR	0	000	000	0	0 -	00	0 - 0	0	North-South: East-West: SUM:		
reet	eet		NB 0 EB 0	EXIST	Volume	25	307	0		0	209	25	MODEL DOWN	0	0	0	STATE OF	55	108	66		NO E		
Hope Street	11th Street			Capacity					ght			ght	100 Contraction 100 Contractio			ght				ght		CUMES	RATIO:	TMENT
North-South Street:	East-West Street:	No. of Phases Opposed Ø'ing: N/S-1, E/M-2 or Both-3?	Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2?	Override Capacity	MOVEMENT	Left	Left-Through Through	. Through-Right . Right	Left-Through-Right	Left	Left-Through Through	Through-Right Right Leff-Through-Right	. Len-Rignt			Through-Right Right Left-Through-Right	Left-Right	Left Left-Through	Through		Left-Right	CRITICAL VOLUMES	VOLUME/CAPACITY (V/C) RATIO:	V/C LESS ATSAC/ATCS ADJUSTMENT:
I/S #: Nor		Opposed &	Right Turns			c f	Ţ-← NΠΟΙ	3THE	→ }-	ر _ _	NNO	антиоа 	₹	7.		EASTB 	~	ط ب —	inoi	NESTE	\- \-		VOL	V/C LESS

0.021	N/A
Δν/c after mitigation:	Fully mitigated?
0.021	ON
Change in v/c due to project:	Significant impacted?

				Droionia	ion Voor	2000		Q	Peak Hour	. MO	Dowin	Dovioused by:			Droipet.	10,	1045 Olive
וווו סוופפר				Project	Projection Year:	2023			ak Hour.	2	Kevie	Keviewed by:			Project:	104	e Oilve
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0 0			0 0				0 0				0 0			
Right Turns: FREE-1, NRTOR-2 or OLA-3? NB	00	SB- WB-	00	NB EB	0 SB- 0 WB-		NB- EB-	00	SB- WB-	00	NB	00	SB WB	0 0	EB-	00	SB- WB-
ATSAC-1 or ATSAC+ATCS-2? Override Capacity			0 0			0 0				0 0				0 0			
	EXISTING	EXISTING CONDITION	NO	EXISTING	JG PLUS PROJECT	ROJECT	FUTUR	E CONDITI	FUTURE CONDITION W/O PROJECT	OJECT	FUTUE	RE CONDIT	FUTURE CONDITION W/ PROJECT	DJECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	W/MITIG
Š	Volume	No. of Lanes	Lane	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total P	No. of Lane Lanes Volume
	34	0	34	0	34	34	36	72	0	72	0	72	0	72		72	0
	0	. .	700	c	000	700	Į.	,	- -	250	c	11		350		411	
	929	- c	407	>	600	404	5	- +	- c	3	•	-	- 0	2		:	. 0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
Left-Through-Right		0							0 0				0 0				0 0
100000000000000000000000000000000000000	Total Section	0	No. of Concession,		Photograph (SE)	STORESTON OF THE PERSON		SOCIETY SEC	0	STATE STATE	Consultance of	CONTROL OF		Supposed S	250	N. 27-27-10	5
	0	00	0	0	0	0	0	0	00	0	0	0	00	0		0	0 0
	418	o -	259	0	418	259	28	472	o 	309	0	472) - -	309		472	· - ·
Through-Right	S	← c	9	c	g	00	9	145	- -	145	c	145	- 0	145		145	- 0
Right Left-Through-Right	66	00	n n	0	n n	66	ţ	<u>}</u>	00	2	•	<u>?</u>	0 0	2		2	000
	0.0000000000000000000000000000000000000	0	Support S	ALC: NO.	STATE OF THE PARTY OF	No. of Concession, Name of Street, or other Persons and Street, or other P	Section 2		0	DOM: BOARD			0	Name and Persons	ALL SALES	SANSTER	
	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0		0	0
	C	0 0	0	0	0	0	0	0	00	0	0	0	00	0		0	00
Through-Right		0							0			•	0			•	0 0
Right	0	0 0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		5	- 0
		0				- Contraction			0	- Contractor	Andronesia		0	A CONTRACTOR OF		The second second	0
	40	0	40	0	64	4	လ	47	0	47	0	47	0	47		47	0
		-					į	i	← ((Š	- 0	6		Š	← c
	265	0 0	305	တ	274	314	471	752	o c	799	ກ	16/	0 0	808		10/	o c
Inrougn-Rignt Right	100	o –	100	4	104	104	16	122	o ←	122	4	126	· —	126		126	· —
Left-Through-Right		00							00				00				00
	North-	North-South:	293	Non	North-South:	293		Nov	North-South:	381		Non	North-South:	381		North-South:	South:
CRITICAL VOLUMES	Easi	East-West: SUM:	305 598	Щ	East-West: SUM:	314 607		Ē	East-West: SUM:	799 1180		ŭ	East-West: SUM:	1189		East	East-West: 808 SUM: 1189
VOLUME/CAPACITY (V/C) RATIO:			0.399			0.405				0,787				0.793			
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.299			0.305				0.687				0.693			
LEVEL OF SERVICE (LOS):			<			•											

900.0	N/A
∆v/c after mitigation:	Fully mitigated?
90000	O _N
Change in v/c due to project:	Significant impacted?

		0	000	OUT	Lane	volume	0	0	0		0		347	267		N TO N	0	0	0	. 1	475	6	000	0		347	1005	0.670	0 670
4/12/2018	1045 Olive		SB- WB-	0 OUT WIND WIND TO THE WIND TH	No. of	S	00	0 0	0 0	00	0	0	ლ 0	· — (0 0	名の一	00	00	00	00	-	0 6	n 0	0 0	00	North-South:	East-West: SUM:		
41	104	l	00	LOSI CAG	Total		0	0	0		0	,	1040	267		100	0	0	0	,	475	į	4/8	0		North-	East		
Date:	ect:		1.1	I W HOLL	led T	-							10	2		The last of					4		2						
۵	Project:		NB-			e Volume		-211	710																				
Shiva D		0 0	000	O IECT	Lane	Volume	0	0	0		0		347	267			0	0	C		475	i	658	0			1005	0.670	
Sh			WB-	10 /W NO	No. of	Lanes	0 0	0 (00	00	0	0	ო c	· -	00		00	00	0 0	000	-	0 0	n 0	0	00	North-South:	East-West: SUM:		
ted by:	ed by:		00	TOSI ORO WW DODIECT	Total	Volume	0	0	0		0	,	1040	267			0	0	c)	475		19/4	0		Nort	Ë		
Conducted by:	Reviewed by:	1.5	NB- EB-		Added	e l	0	0	0		0	o	က	0			0	0	c	>	0		xo	0					
-	AM	0 0	000	0	1	او	0	0	0		0	.	346	267			0	0	c)	475		655	0		346	655 1001	0,667	
:(%)	lour:		SB- WB-	TOST COST CIMINOTE INVESTIGATION OF SELECTIO	No. of	S	0 0	0	0 0	0 0	0	0	e c		0 0		00	00	00	000	STATE OF THE PERSON NAMED IN			0	00			0	
Ambient Growth: (%):	Peak Hour:		0 0 2 N		tal	_	0	0	0		_	>	17	2:			0	0	c	,	ic) (92	0		North-South:	East-West: SUM:		
mbient (IJ			d Total	<u></u>							1037	267		Second Second					475		1966						
			EB AB		Added	3	0	0			<u> </u>		438	4		THE SECOND	0	0			252		838	0					
2017	2023		0 0 0 L 1	0	Lane	Volume	0	0	0				189	210		STORY OF THE PERSON	0	0		0	210		357	0		210	357 567	0.378	
Count	n Year:	1	0 SB- 0 WB-	Oud of its		쾽	0	0	0			,	267	210		2888	0	0	c	•	210	2	1071	0		-South:	East-West: SUM:		
Year of	Projection Year:		NB EB-	CALEGIAL	≟	Traffic	0	0	0		c)	က	0		S. N. S.	0	0	c	0	c			0		North-	Eas		
		0 2			e e	Volume	0	0	0			>	188	210		STATES OF	0	0	c	o	210	2	354	0		210	354	0.376	
			SB- WB-		No. of La	Lanes Vc	00	0	0 0	0 0		00	е		00	T. 1553	0 0	00	00				ო c	00	00			0	
		l fi	Ø 3		N N N	┪	0	0	0			5	4			7 3 9	0	0	c					0		North-South:	East-West: SUM:		
Grand Avenue	eet		NB		<u>ו</u>	Volume							564	210		THE STATE OF	_	_			240	7	1063						
Grand	8th Street	No. of Phases N-2 or Both-3?	r OLA-3? TCS-2?	apacity						ght					jht	100000000000000000000000000000000000000				jht	2000				ji,		LUMES	RATIO:	
treet:	treet:	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2?	Override Capacity	ENT		Left	gh gh	Through-Right Right	Left-Through-Right Left-Right		Left-Through	gh He	i nrougn-kignt Right	Left-Through-Right Left-Right	THE SEASON		Left-Through Through	Through-Right	Rigilit Left-Through-Right		Left-Through	Through Through Dight	11614-116	Left-Through-Right Left-Right		CRITICAL VOLUMES	VOLUME/CAPACITY (V/C) RATIO:	
North-South Street:	East-West Street:	ig: N/S-1,	REE-1, N SAC-1 or		MOVEMENT		Left left-Ti	Through	Throug Right	Left-Throu Left-Right	40	Left-Ti	Through	Right	Left-Throu	STATE OF	Left	Left-Thro Through	Through	Left-Throu	40	Left-T	Through	Right	Left-Throu Left-Right		ភ	E/CAPA(
		sed Ø'in	Turns: F				C 7		11	+}	ر	1.	-	L , J.	+ →	SSEEDING	₽) €	1 1	~ ~	*	۸ (. -	-	بدلد.	ا ا			VOLUM	
/S #:	6	Oppc	Right				αN	ıno	ВНТ!	HON		ПD	nos	IHTL	nos		d	חאו	овт	SA3	No.	ПND	nos	ITS:	ME.				

Δν/c after mitigation: 0.003	Fully mitigated? N/A
0.003	ON
Change in v/c due to project:	Significant impacted?

State Stat	#S/I	North-South Street:	Grand Avenue	venue			Year of	of Count:	2017	Ambi	Ambient Growth: (%):	th: (%):	- 1	Conduc	Conducted by:	Shiva D	a D	Date:	4	4/12/2018	
No. of Line Continue Cont	o	East-West Street:	8th Stre	et			Project	on Year:	2023		Pea	k Hour:	PM	Revie	wed by:			Project:	11	345 Olive	
Mail	Oppos	No. o sed Ø'ing: N/S-1, E/W-2 o	of Phases or Both-3?			2 0							2 0				0				2 0
MOVEMBENT MOVE	Right 1	furns: FREE-1, NRTOR-2	or OLA-3?		SB- WB-	00	NB- EB-		- 12	NB- EB-	00	SB WB	00	NB-	0 0	SB- WB-	000	NB-	0	SB- WB-	000
NOVERINT NOVERINT		ATSAC-1 or ATSAC-	+ATCS-2? • Capacity			0			0 0				0 7				N 0				0
MOVEMBNT MOVEMBNT				EXISTI	NG CONDI	LION	EXISTIN		DJECT	FUTURE	CONDITIC	N W/O PRO	JECT	FUTUR	E CONDITION	ON W/ PRO	JECT	FUTURE	W/ PROJE(TIM /M T	SATION
The firmough light Color		MOVEMENT		Volume	No. of Lanes	Lane Volume	-	Total Volume	Lane Volume	Added Volume	Total Volume		Lane Volume	Added Volume	Total Volume		Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
Through Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	αN	Left Left		0	0 0	0	0	0	0	0	0	0 0	0	0	0	00	0		0	00	0
Through-Right	Ino	Through		0	0 0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	0 0	0
	ВНТ.	Through-Right		0	00	0	0	0	0	0	0	0 0	0	0	0	00	0		0	00	0
Fight Figh	ЯОИ		Right		000							00				00				0 0	
Left Findshift 1381 258 12 1403 468 643 2120 3 707 12 2132 3 711 2132 3 1 1404 12 1403 468 643 2120 3 707 12 2132 3 711 2132 3 3 3 3 3 3 3 3 3	A STATE OF THE PARTY OF THE PAR	2	A Market Street		SCHOOL SOLD	Services.	The second	Contract of the last	MAN EXTEN	SMERT	STATE OF	TELL MEN	STREET,	Charles of	THE PERSON	THE STATE OF	SEC.	Sec. 18	Service of the last		NOT SEE
Through Right 1991 3	an	ا ا ا		0	00	0	0	0	0	0	0	0 0	0	0	0	00	0		0	00	0
Through-Right 258 1 258 0 258 258 89 363 1 363 363 1 363	4no:	Through		1391	၁က	464	12	1403	468	643	2120	o m (707	12	2132	ကေ	711		2132		711
+ Left-Through-Right 0 0 0 0 0 0 0 0 0	внт			258	0 -	258	0	258	258	89	363	o -	363	0	363	o –	363		363	o —	363
Left Through	nos		Right		00							00				00				0 0	
1		がは	Charles In Section	SHAN KAN	STATE OF THE PARTY	No.	PROPERTY.	10.25138	Ti Space	S 1985-50	2000	L'ANNE	200				NAME OF TAXABLE PARTY	Million School			Spracott.
Through Right	a			0	00	0	0	0	0	0	0	00	0	0	0	0 0	0		0	00	0
Through-Right 0 0 0 0 0 0 0 0 0	NNO			0	00	0	0	0	0	0	0	000	0	0	0	000	0		0	00	0
\$\frac{1}{4}\$ Left-Right	вта			0	00	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
Through 202 1 202 202 320 534 1 534 1 534 1 534 1 534 1 534 1 534 1 534 1 534 1 1 1 1 1 1 1 1 1	E V 3		Right	,	00	à.						0 0				00				00	
f Left Le	Seattle Seattle	ě	National Control	School Services		metors	AND AND	STANSON N	State Section		Topics of	PARTITION OF	STREET, S	Mary Color	THE STATE OF		STATES OF	Ten Sala	Sales and	Service Services	N 2 2 2 3
Through Right	a	1		202	0	202	0	202	202	320	534	- c	534	0	534	- c	534		534	- 0	534
Fright CRITICAL VOLUMES CASTANCIATICS	NUO			920	ാന	307	4	924	308	929	1906		635	4	1910	. m c	637		1910	m С	637
Figure CRITICAL VOLUMES Cast-West: Sulm: 771 Cast-West: 307 Cast-West: 308 Cast	BT2			0	0	0	0	0	0	0	0	00	0	0	0	0	0		0	0	0
North-South: 464 A South: North-South: 707 A South: North-South: 707 A South: 711 A South: North-South: 712 A South: Rest-West: 637 B South: East-West: ""><th>ME</th><td></td><td>Right</td><td>•</td><td>00</td><td></td><td></td><td></td><td></td><td></td><td></td><td>0 0</td><td></td><td></td><td></td><td>00</td><td></td><td></td><td></td><td>00</td><td></td></th<>	ME		Right	•	00							0 0				00				00	
East-West: 307 East-West: 308 East-West: 039 East-West: 037 East-W				Nort	h-South:	464	Non	h-South:	468		Nort	h-South:	707		North	-South:	711		North	-South:	711
0.514 0.517 0.895 0.899 0.414 0.417 0.795 0.799 A A C C		CRITICAL	OLUMES	Ea	st-West: SUM:	307	Ë E	st-West: SUM:	308		Ea	st-West: SUM:	1342		Ea	ST-WeST: SUM:	1348		ŭ L	SUM:	1348
0.414 0.417 0.795 0.799 C C		VOLUME/CAPACITY (V/C	C) RATIO:			0.514			0.517				0.895				668'0				0.899
A	N/C L	ESS ATSAC/ATCS ADJU	STMENT:			0.414			0.417				962.0				0.799				0.799
		LEVEL OF SERVI	CE (LOS):			4			V				U				ပ				S

0.004	N/A
Δν/c after mitigation:	Fully mitigated?
0.004	ON ON
Change in v/c due to project:	Significant impacted?

#S/I	North-South Street:	Grand Avenue	venue			Year of	of Count:	2017	Ambi	Ambient Growth: (%):	th: (%):	-	Conducted by:	ted by:	Shiva D	ı D	Date:	4	4/12/2018	
5		9th Stroot	to.			Droiorti		2000		Peak	Peak Hour:	AM	Dovious	Poviowod hy:			Project.	10	1045 Olivo	
2	Last-1995 Officer:	Me of Phones			C			277				C				t				L
Орро	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0 0			0 0				0 0				0 0		d		0 0
Right	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 0 EB 0	SB- WB-	00	- NB - FB	O SB-		NB- EB-	00	SB- WB-	9 0	KB-	00	WB-	00	FB 4	00	NB-	0 0
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity	ATCS-2? Capacity			0 0			0 0				0				0				0
			EXISTI	EXISTING CONDITION	NOI	EXISTING	IG PLUS PROJECT	JUECT	FUTURE	: CONDITIO	FUTURE CONDITION W/O PROJECT	JECT	FUTURE	FUTURE CONDITION W/ PROJECT	N W/ PRO	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIC	SATION
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
a	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
NNC	← Left-Through ↑ Through		0	0 0	0	0	0	0	0	0	0 0	0	0	0	0	0		0	0	0
нвс	Through-Right			0							0				0				0	
тяс	Right	1	0	00	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	0 0	0
ON	Left-Right			0 0							0 0				0 0			and or other states	0	
	د د و	North September 1	184	-	184	0	184	184	124	319	-	319	0	319	-	319		319	-	319
ואב	Left-Through			0		,					0				0				0	
noa	Through		467	m c	156	၉	470	157	552	1048	m C	349	က	1051	ო c	350		1051	m C	320
BHTI	↑ Inrougn-kignt		0	0	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
nos	Left-Through-Right	ight		0 0							00				00				00	
	人 Left-Right		TO SECTION	0	STATE OF THE PARTY.	OF SALES	Section Control	SPECIES NO.	A PARTIE A	OF STREET		Section.	S. S. S. S.	A PERSONAL SERVICES		PATOES .	STATE OF THE PARTY	STATES.		SECTION
C			0	0	0	0	0	0	0	0	0	0	0	0	0 0	0		0	00	0
חמנ			1018	၁ က	339	ო	1021	340	625	1706	⊃ m	569	က	1709	- ო	570		1709	o ო	929
08.				0					!	;	0		ı	,	0 1	1		1	0 4	7
rsa	Right + eff. Through-Right	the	121	← C	121	က	124	124	98	214	- 0	214	က	217	- 0	21/		717	- 0	/17
3	Left-Right			0 0							0			Total Control	0			CONTRACTOR CO.	0	The second
	ر ب		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
anr	T Left-Through			0 0		·		C	c	c	0	c	C	c	00	c		c	0 0	-
OB	Through-Right		>	o c	>	0	>	>	0	>	0 0	0	0	5	0	>		>	0	>
ITS			0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
M	Left-Through-Right 个 Left-Right	ight		00							00				00				00	
	,		Nort	North-South:	184	Nort	North-South:	184		North	North-South:	349		North	North-South:	350		North	North-South:	350
	CRITICAL VOLUMES	OLUMES	Ea	East-West: SUM:	339 523	Ea	East-West: SUM:	340 524		Eas	East-West: SUM:	569 918		Eas	East-West: SUM:	570 920		Eas	East-West: SUM:	570 920
	VOLUME/CAPACITY (V/C) RATIO:	RATIO:			0.349			0.349)	0.612			_	0.613				0.613
NC I	V/C LESS ATSAC/ATCS ADJUSTMENT:	STMENT:			0.249			0.249			J	0.512			_	0.513				0.513
	LEVEL OF SERVICE (LOS):	E (LOS):			V			A				A				A				A
															PROJE	PROJECT IMPACT	ACT			

Change in v/c due to project:	0.001	∆v/c after mitigation:
Significant impacted?	ON	Fully mitigated?

0.001 N/A

# S/I	North-South Street:		Grand Avenue			Yearo	Year of Count:	2017	Ambi	Ambient Growth: (%):	th: (%):	-	Conducted by:	ted by:	Shiva D	0	Date:	4	4/12/2018	
5		ot. Oth Street	pot			Projecti	Projection Year	2003		Pea	Peak Hour:	Md	Reviev	Reviewed hv.			Project:	10	1045 Olive	
2	Fast-West Stick				c			2020				0			ľ	t				2
Oppo	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	No. of Phases V-2 or Both-3?			70							70				v 0 ¢	!		ļ	700
Right	Right Turns: FREE-1, NRTOR-2 or OLA-3?	DR-2 or OLA-3?	NB 0 EB 0	SB- WB-	00	NB- EB-	O SB-	00	NB- EB-	0 0	SB- WB-	00	NB-	00	SB WB	00	RB -	00	NB-	00
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity	r ATSAC+ATCS-2? Override Capacity			2 0			0				0 2				0				0 0
			EXISTI	EXISTING CONDITION	NOIT	EXISTING	G PLUS PROJECT	DJECT	FUTURE	CONDITIO	FUTURE CONDITION W/O PROJECT	JECT	FUTUR	CONDITIC	FUTURE CONDITION W/ PROJECT	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIC	ATION
	MOVEMENT		Volume	No. of Lanes	Lane	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane
a	Left		0	0	0	0	0	0	0	0	0	0	0	0	0 0	0		0	0 0	0
NN	Left-Through	d br	c	0 0	0	C	0	0	0	0	- 0	0	0	0	0	0		0	0	0
нвс	Through-Right	Right	•	0		1					0	,			0			(0	(
тяс	Right		0	00	0	0	0	0	0	0	00	0	0	0	0 0	0		0	0 0	0
ON	Left-Right	ign-kignt		0 0							00				0 0				0	
C	و ر	MOTURE SECTION	269	-	269	0	269	269	162	448	-	448	0	448	-	448		448	-	448
חמנ	Left-Through	d br		0 0	9	ç	7	6	100	2244	0 °	1	ç	2226	، ٥	775		2326	» ٥	775
80	Through Through-Right	Sight	1495	m 0	498	21	/061	202	171	2314	n 0	5	7	2320	0	67		0267	00	2
HTL			0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0 0	0
nos	Left-Through-Right	ıgh-Right		0 0							00				00				00	
THE TANK		Charles Control	S. C. S. S. S. S.		SHARES OF	100 M HE	Section 1	NI STATE	TO COME		STATE OF	0 550	2000	THE PARTY	September 1	Same.	MANAGE.	The state of	NO ESPECIAL	THE REAL PROPERTY.
a	Left	4	0	00	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
NNC	Through	uß:	988	o m	329	9	994	331	1141	2190	ာက၊	730	9	2196	. m	732		2196	. m c	732
818	Through-Right Right	light	190	0 -	190	4	204	204	218	420	o –	420	4	434	o –	434		434	> ~	434
E V 3		ıgh-Right		00							00				0 0				00	
	Left-Right	STATE OF THE PARTY	Designation of the last	O STATE OF	Sept 100		STATE OF THE PARTY.	No. of Lot,	TO SHE DIE	10000		The state of	1000			STEE STEE	SPECIAL SECTION	STATE OF		STATE OF
a			0	0	0	0	0	0	0	0	00	0	0	0	00	0		0	0 0	0
NNC	t Leπ-Inrougn Through	ugi	0	00	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
)8T8		light	_	0 0	c	c	c	C	C	0	0 0	0	c	0	00	0		0	o 0	0
ME	← Left-Through-Right ← Left-Right	igh-Right	•	000	·	,	,		,		00		•		0 0				00	
			Non	North-South:	498	Nort	North-South:	502		Nort	North-South:	771		North	North-South:	775		North	North-South:	775
	CKIIIC	CRITICAL VOLUMES	3	East-West: SUM:	329 827	Ea	East-West: SUM:	33 833		Ě	East-west: SUM:	1501		ğ	SUM:	1507		7	SUM:	1507
	VOLUME/CAPACITY (V/C) RATIO:	(V/C) RATIO:			0.551			0.555			•	1.001				1,005				1.005
NC I	V/C LESS ATSAC/ATCS ADJUSTMENT:	DJUSTMENT:			0.451			0.455			•	0.901				0.905				0.905
	LEVEL OF SE	LEVEL OF SERVICE (LOS):			A			A				ц				Ц				ш
															PROJE	PROJECT IMPACT	ACT			

0.004	N/A
∆v/c after mitigation:	Fully mitigated?
0.004	ON
Change in v/c due to project:	Significant impacted?

1	# S/	North-South Street:	Grand Avenue	venue			Year of	of Count:	2017		Ambient Growth, (A).	.(2/)		Conducted by:	ieu ny.	SIIIVA D	2	Date.			
Mail	7	East-West Street:	Olympic	Boulevard			Project	ion Year:	2023		Pea	ık Hour:	AM	Revie	wed by:			Project:	10	1045 Olive	
Mail	oddo	No. o sed Ø'ing: N/S-1, E/W-2 or	of Phases r Both-3?			2 0		ì			ı		2 0				0				0 0
MOVEMENT MOVEMENT	Right	Turns: FREE-1, NRTOR-2	or OLA-3?		SB- WB-	000	NB EB			NB- EB-	0 0	SB- WB-	000	NB- EB-	0 0	SB- WB-	0 0 0	NB EB	0 0	SB	000
MOVEMBLY MOVEMBLY		Override	Capacity						0				0				0				0
MACPATICAL MOSTILIAR MOS		L		EXISTI	ig condi	NO.	EXISTIN	IG PLUS PR	OJECT	FUTUR	E CONDITIO	ON W/O PRO	VECT	FUTUR	E CONDITI	ON W/ PRC	JECT	FUTURE	W/ PROJEC	NO OF	SATION Page
Through Thro		MOVEMENT		Volume	No. of Lanes	Lane	_	Total Volume	Lane Volume	Added Volume	Total	No. of Lanes	Lane	Added	lotal Volume	No. of Lanes	Lane	Added Volume	Volume		Сапе Volume
Through Right 179 190 0 0 0 0 0 0 0 0 0	ИD	Left Left		0	00	0	0	0	0	0	0	00	0	0	0	00	0		0	0 0	0
Figure F	IUOS	Through		0	000	0	0	0	0	0	0	000	0	0	0	00	0		0	0 0	0
Through-Right 179 190 5 95 97 193 1 193 1 193 1 198 1	ІНТЯ	Inrough-Kight Right		0	00	0	0	0	0	0	0	000	0	0	0	000	0		0	000	0
Left-Through Right 329 3 110 179 170 1	ON	← Left-Through-R ← Left-Right	Right —		00	1000			promoting		ACCOUNT OF THE	00	000000	90000		0 0	No. of Contract of			00	1
Tent-Intrough-Right 179 119	aı	1		06	← c	06	2	95	96	97	193	0	193	2	198	- 0	198		198		198
Thingglith Thi	NUOS			329) က (110	-	330	110	526	875	o m c	292	_	876) m c	292		876	o m C	292
1	∃НΤ∪			179	> -	179	0	179	179	9	284	o – (284	0	284	> ← 0	284		284	o — c	284
Left	os		right		00				į			00				00			1	00	-
Left-Hrough 844 1 472 5 849 1285 1 743 5 1290 1 746 1 746 1	ST. NO.	100	TITLE STATE				,			,						c	4		6		4
Through Right 844 1 472 5 849 474 389 1285 1 743 5 1290 1 746 1290 1 1290	aı			0	0 0	0	0	0	0	0	0	00	5	0	0	00	>		>	00	>
Fight Figh	vno:			844	- -	472	2	849	474	389	1285		743	2	1290		746		1290		746
\$\frac{1}{4}\$ Left-Right \$\frac{1}{4}\$ Left-Right \$\frac{1}{4}\$ \$\	BTSA		ioht.	66	- 0 0	66	0	66	66	96	201	- 0 0	201	0	201	. 0 0	201		201	00	201
F Left-Through 76 1 76 3 79 79 5 86 1 86 3 89 1 89 89 1 89 89 1 89 89 1 89 89 1 89 1 89 89 1 89 1 89 1 89 89 1 89 89 1 89 89 1 89 89 1 89 89 1 89 89 1 89 89 1 89 89 1 89 89 1 89 89 1 1534 2 767 1534 1 1534 2 767 1534 1 <th< td=""><td>3</td><td></td><td></td><td></td><td>0</td><td></td><td></td><td>The same of the sa</td><td>- Annual Control</td><td></td><td></td><td>0</td><td>September 1</td><td></td><td></td><td>0</td><td>O. C. C. C. C. C. C. C. C. C. C. C. C. C.</td><td></td><td></td><td>0</td><td>STANSON S</td></th<>	3				0			The same of the sa	- Annual Control			0	September 1			0	O. C. C. C. C. C. C. C. C. C. C. C. C. C.			0	STANSON S
Through	0	3		9/	-	92	က	79	79	2	98	- 4	98	က	89	- 0	88		88	← 0	88
Fight	INUO			855	0 7 0	428	12	867	434	614	1522	O 01 C	761	12	1534	0 00 0	792		1534) N C	191
t Left-Through-Right 0	ETS:			0	00	0	0	0	0	0	0	00	0	0	0	000	0		0	000	0
North-South: 179 North-South: 179 North-South: 292 North-South: 127 North-South: 292 North-South: 292 North-South: 292 North-South: 127 North-South: 292 North-South: N	M		light		00							00				00				00	
0.485 0.488 0.747 0.385 0.388 0.647 A A B		CRITICAL V	OLUMES	Nort Ea	h-South: st-West: SUM:	179 548 727	Nort Ea	h-South: ist-West: SUM:	179 553 732		Nort Ea	h-South: ist-West: SUM:	292 829 1121		Norti	h-South: st-West: SUM:	292 835 1127		North Eas	-South: it-West: SUM:	292 835 1127
0.385 0.388 0.647 A A B		VOLUME/CAPACITY (V/C) RATIO:			0.485			0.488				747				0.751				0.751
m A	WC I	LESS ATSAC/ATCS ADJUS	STMENT:			0.385			0.388				0.647				0.651				0.651
		LEVEL OF SERVIC	CE (LOS):			¥			A				മ				מ				מ

0.004	N/A
Δν/c after mitigation:	Fully mitigated?
0.004	ON
Change in v/c due to project:	Significant impacted?

Grand Avenue			5 :				Č	Dank Henry	****		Collancieu by.	OIIIVa D	2	Date:		0107/61/4	
Olympic Boulevard			Projectio	ion Year:	2023		Pe Pe	Peak Hour:	PM	Revie	Reviewed by:			Project:	7	1045 Olive	
		0			0 0				0 0				00				0 0
NB- 0 EB- 0	SB- WB-	00	NB EB	0 SB- 0 WB-		NB EB	00	SB- WB-	00	NB- EB-	0 0	SB- WB-	00	NB- EB-	00	SB- WB-	00
		0			0 0				0 2				0 2				0 2
EXISTING CONDITION	CONDIT	NOI	EXISTING	IG PLUS PROJECT	COJECT	FUTUR	RE CONDITI	FUTURE CONDITION W/O PROJECT	DJECT	FUTUF	FUTURE CONDITION W/ PROJECT	ON W/ PRO	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIC	SATION
Volume	No. of Lanes	Lane Volume	Project Traffic	Total Votume	Lane Volume	Added Volume	Totai Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
0	0 (0	0	0	0	0	0	0	0	0	0	0 0	0		0	00	0
0	00	0	0	0	0	0	0	0	0	0	0	0	0		0	00	0
c	00		_	c	c	c	c	00	c	· c	C	00	0		0	0 0	0
o.	000	9	>	•		•	•	000	,	•	•	000				000	
の対象を	STERNE	1000 m		Sales Sales	SHOW!	18 CO. S.	S. Seeding			SSACE		TO STATE OF		O CHANGE		Name of the last	000
115	- c	115	24	139	139	177	299	- 0	299	24	323	- 0	323		323	- 0	323
1299	o m (433	2	1301	434	623	2002	, m c	299	2	2004	. m c	899		2004	m c	899
232	0 -	232	0	232	232	118	364	-	364	0	364	o – (364		364	o – 0	364
	00							00				0 0				00	
		2000									TO CHARLES			SOUTH STATE OF THE PARTY OF THE	c		
0	0 0	0	0	0	0	0	0	0 0	0	0	0	00	0		o O	0	5
725) - - (433	20	745	443	503	1273	·	824	20	1293	- -	834		1293		834
141	- o c	141	0	141	141	225	375	- 0 0	375	0	375	- 0 c	375		375	. 0 0	375
	00				and design	9000000		00	9000000	ALCOHOLD SHAPE	9000000000	00	- 100			00	0.00
114	-	114	8	117	117	21	142	-	142	e	145	-	145		145		145
1000	0 0	500	00	1008	504	808	1871	0 0	936	80	1879	9 0	940		1879	5 C	940
c	00	c	C	c	c	0	C	00	0	0	0	00	0		0	00	0
Þ	000		•	,		•		00				00				00	
North-South: East-West:	orth-South: East-West:	433 547 980	North- East	orth-South: East-West: SUM:	434 560 994		Nor	North-South: East-West: SUM:	667 966 1633	_	Nort Ea	North-South: East-West: SUM:	668 979 1647		North Eas	North-South: East-West: SUM:	668 979 1647
		0.653			0.663				1,089				1.098				1.098
		0.553			0.563				686.0				966.0				0.998
		<															Ļ

60000	N/A
∆v/c after mitigation:	Fully mitigated?
0.009	ON.
Change in v/c due to project:	Significant impacted?

East-Weet Street First F	# S/I	North-South Street:	Grand Avenue	venue			Year of	of Count:	2017	Ambi	Ambient Growth: (%):	th: (%):	1	Conducted by:	ted by:	Shiva D	a D	Date:	4	4/30/2018	
No.	12		11th Str	pot			Project	on Year	2003		Pea	k Hour:	AM	Roviev	hd hv.			Project.	10	45 Olive	
No. of Line Color Colo	7	No of	of Dhacoe			0			2020				C			ľ	t				2
Mail	Oppo	NO. 0 Sed Ø'ing: N/S-1, E/W-2 o	or Both-3?			0 0							0 0				0 0			į	0
MoveMental Movemental Mov	Right	Turns: FREE-1, NRTOR-2	or OLA-3?		SB- WB-	00	NB-			₩ EB -	00	SB- WB-	0 0	KB-	00	SB- WB-	00	FB F	00	SB- WB-	00
MOVEMENT MOVEMENT		ATSAC-1 or ATSAC+	+ATCS-2?			0 2			0 0				0 0				0 0				0 5
MOVEMBENT MOVE				EXISTI	NG CONDI	NOIT	EXISTIN		DJECT	FUTURE	E CONDITIC	N W/O PRC	JECT	FUTUR	CONDITIO	N W/ PRO	JECT	FUTURE	W/ PROJEC	T W/ MITIC	ATION
Left Right Lef		MOVEMENT		Volume	No. of Lanes	Lane	$\overline{}$	Total Volume	Lane	Added Volume	Total Volume		Lane /olume		Total Volume	-	_	_	Total Volume		Lane Volume
Through Right	αN	Left Left		0	0 0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	0 0	0
Figure F	NUOE	Through		0	00	0	0	0	0	0	0	000	0	0	0	000	0		0	000	0
Fig. Left.Through Right Company Right Company Right Left.Through Right Company Rig	энтя			0	00	0	0	0	0	0	0	00	0	0	0	00	0		0	000	0
Figure F	ON		Right		00	Tomostop Co.	8000000	CONTRACTOR OF THE PERSON NAMED OF THE PERSON N	Dept. Company	90000		0 0	200000		Sections	00	and a second			00	Spirites
Through Right	aı			0	00	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
Through-Right R R R R R R R R R	NNO			449	၁၈	150	4	453	151	621	1098	o m (366	4	1102	o m c	367		1102	o m c	367
++ Left-Trinough-Right	внтс			87	0 -	87	0	87	87	55	147	o –	147	0	147	> -	147		147	o ~ ·	147
Left Through	nos		Right		00							00				0 0				00	
Left-Through	10-8-10					TANK S	No. of the last	STATE OF THE PARTY	Second to	10.5 000							No.				
Through Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	aı			0	00	0	0	0	0	0	0	00	0	0	0	00	0		>	00	>
Through-right Through-Righ	onv			0	000	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
Through-Right Strate Str	8T2/			0	000	0	0	0	0	0	0	000	0	0	0	000	0		0	000	0
f Left Left Left Left Left F Left F	/3		Kight		00							00	- Company			0 0	-		Owner	00	Contractor
Through	a			87	← 0	87	49	136	136	81	173	- 0	173	49	222	← ¢	222		222	- 0	222
Figure F	NUO			142	o ← c	142	43	185	185	212	363	o – c	363	43	406	o c	406		406) - C	406
The Fight	NESTE		Right	0	000	0	0	0	0	0	0	000	0	0	0	000	0		0	000	0
East-West: 142 East-West: 185 East-West: 363 East-West: 406 East-West: 80m: 773 SUM: 773 SUM: <				No.	P. South	150	Nov	h-South	151		North	O n-South:	366		North	South:	367		North	South:	367
0.195 0.224 0.486 0.515 0.507 0.124 0.386 0.415 A A A		CRITICAL V	/OLUMES	E	st-West: SUM:	142	, iii	st-West: SUM:	185 336		Ea	st-West: SUM:	363		Eas	t-West: SUM:	406		Eas	t-West: SUM:	406
0.097 0.124 0.386 0.415 A A A		VOLUME/CAPACITY (V/C	c) RATIO:			0.195			0.224				.486				0.515				0.515
A A A A A A A A A A A A A A A A A A A) M	LESS ATSAC/ATCS ADJU:	STMENT:			0.097			0.124			_	.386			_	0.415				0.415
		LEVEL OF SERVIC	CE (FOS):			¥			4				T								(

0.029	A/N
∆v/c after mitigation:	Fully mitigated?
0.029	ON
Change in v/c due to project:	Significant impacted?

The state of the s	400			Depisor	Veni	0000		Do	Dook Hour	DAM	O Province	1			Droiont.	ANAE Olive	O III	
11th Street	eet			Project	Projection Year:	2023		ž	ak Hour:	E	Revie	Reviewed by:			Project:	1	1045 Olive	
No. of Phases Opposed Ø'ing: N/S-1, E/M-2 or Both-3?			0 0			0 0				0 0				0 0				0 0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB- 0 EB- 0	SB WB	00	NB- EB-	O SB-		NB- EB-	00	SB WB	00	NB- EB-	00	SB- WB-	00	NB-	00	SB- WB-	
ATSAC-1 or ATSAC+ATCS-2? Override Capacity			0 0			0				0				0 0				
	EXISTIP	EXISTING CONDITION	NOIT	EXISTING	NG PLUS PROJECT	OJECT	FUTUR	E CONDITI	FUTURE CONDITION W/O PROJECT	DJECT	FUTUR	FUTURE CONDITION W/ PROJECT	ON W/ PRO	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	TIM /M T	GATIC
	Volume	No. of Lanes	Lane	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
Left-Through	(0 0	C	•	c	c	c	c	0 0	c	c	c	0 0	c		c	0 0	_
Through	0	o c	5	0	>	0	>	>	0 0	>	>	>	0	0		5	0 0	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
Left-Through-Right Left-Right		00							00				00				00	
CAN THOUSE THE	The same of	the Property		Destroy.		STREET, STREET	SHEEDER	S 100 S			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	,				,		270
Left	0	0 0	0	0	0	0	0	0	> C	o	0	5	o c	0		>	00	0
	1419	ე ო	473	9	1425	475	758	2264	o m	755	9	2270	. m	757		2270	ന	757
Through-Right		0					į		0	i i	(c L	0 1	C		Ċ	0 7	C
Right eff-Through-Right	156	- 0	156	0	156	156	% 4	062	- 0	067	0	720	- 0	007		067	- 0	700
11.6		00			-	The second			0		Chembons		0			00000	0	Sec.
TO THE PARTY OF TH	A 100 C 100 C	Service Servic	THE WAY			Sale Sales										•		200
Left eft-Through	0	00	0	0	0	0	0	0	00	0	0	0	0 0	•		5	00	>
	0	0	0	0	0	0	0	0	0	0	0	0	0 (0		0	0 0	0
Through-Right	C	00	c	c	c	c	_	c	o c	c	c	c	o 0	c		О	00	0
Left-Through-Right	0	0	•	o)	,	>))	00)	,	0 0				0 0	
Left-Right	DESCRIPTION OF THE PERSON NAMED IN	0	Tricolu.	THE PARTY OF	100000000000000000000000000000000000000	The second second	The state of the		0	CHIEF CO.		24/17855A		The same of	ROW N	S. Charles		1
	111	-	111	15	126	126	70	188	-	188	15	203	-	203		203	-	203
Left-Through	Č	0 1	,	9	1		7	700	0 +	100	ç	002	0 +	200		002	0 -	200
Inrough	707	- c	707	<u>2</u>	117	117	404	/00	- 0	700	2	8	- 0	3		8	- 0	2
	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
Left-Through-Right Left-Right		00							00				00				0 0	
	Nort	North-South:	473	North-	th-South:	475		Non	North-South:	755		Norti	North-South:	757		North	North-South:	757
CRITICAL VOLUMES	Ea	East-West: SUM:	264	Щ	East-West: SUM:	277 752		Ē	East-West: SUM:	687		E	East-West: SUM:	1457		Ęä.	East-West: SUM:	1457
VOLUME/CAPACITY (V/C) RATIO:			0.491			0.501				0.961				0.971				0.971
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.391			0.401				0.861				0.871				0.871
																		C

AWC arter mitigation:	0.0.0	Change in v/c due to project: 0.010
And after mitigation.		O L

0.010 N/A

East-West Street Pico Boulovard P	# 5/	_	North-South Street:	Grand Avenue	venue			Year of	f Count	2017	Ambi	Ambient Growth: (%):	th: (%):	-	Condito	Conducted hv.	Shiva	0	Date.	9	A112/2018	
No. of the control			Cast Most Chaot:	Dico Do	lovered			Drojose	. Vos.	0000		Dog	, HO	ARA							10.00	
Mathematical Control	77		East-West Street:	PICO BO	ulevard			Project	on Year:	2023		E	K HOUL:	AM	Revie	wed by:			Project:	=	045 Olive	
Mail	oddo	pasc	No. of Ø'ing: N/S-1, E/W-2 or i				0 0							0 0				0 0				0 2
MOVEMBINE Movembine Capacity Movembine Capaci	light	Turn	IS: FREE-1, NRTOR-2 O			SB- WB-	0 0	NB- EB-			NB- EB-	00	SB- WB-	00	NB- EB-	00	SB- WB-	00	NB EB	00	SB- WB-	00
Management March			ATSAC-1 or ATSAC+A Override C	ATCS-2? Capacity			2 0			0				2 0				2 0				2
MOVEMBENT MOVE					EXISTII	NG CONDIT	NOI	EXISTIN		OJECT	FUTURE	CONDITIC	N W/O PR	SUECT	FUTUR	E CONDITION	ON W/ PRO	JECT	FUTURE	W/ PROJE	ST W/ MIT	GATION
Left Hough			MOVEMENT		Volume	No. of Lanes	Lane	-	Total Volume	Lane Volume	Added Volume	Total Volume		Lane	Added Volume	Total Volume		Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
Findsylegist Find	ON.	5	Left Left Through		0	0 0	0	İ	0	0	0	0	0 0	0	0	0	0 0	0		0	0 0	0
Fight Hough-Right	ınos	- -	Through		0	00	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
Figure F	3HTS	~~ C	Through-Right Right		0	00	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	0 0	0
Left Hough Hight	HON	+>		ght		0 0					8	i i	00				0 0				00	
Through Thro	aı		r Left		19	0 ,	19	0	19	19	22	42	0,	45	0	42	0 ,	42		42	0,	42
Through-Right State Stat	NNOS	→ → -	Left-Through Through		431		225	45	476	248	747	1205	(624	45	1250	(646		1250		646
1	HID	₽ ₽₹		į	18	0 + 0	81	ဖ	87	87	117	203	o – c	203	9	209	o – c	209		209	o	509
Left Through	os	- -				00							00				00				00	
1		J			0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
Through-Right 103 1 103 1 103	anno	٦ T			467	0 +	285	ო	470	287	297	793	0 +	482	က	962	0 +	483		962	0 -	483
+ Left-Right 67 67 67 65 136 0 136 0 136 0 136 0 136 0 136 0 136 0 136 0 136 136 0 0 0 0 136 0 136	BISAS	r ~ f**		#£	103	-00	103	0	103	103	61	170	-00	170	0	170	-00	170		170	-00	170
f Left Le		~	1	1000	District Control	0	Charles	The state of the s	Section Section	THE STREET	Constitution of	100	0	Section 2	Section 199		0	COSSOSION	The state of	10 10 10 10 10 10 10 10 10 10 10 10 10 1	0	STANSANCE.
Through-Right		6			29	0 +	29	0	29	29	65	136	0 +	136	0	136	0 +	136		136	0 +	136
Entity Right North-South: CRITICAL VOLUMES CLERS ATSACIATCS ADJUSTMENT: A Sum: Boat Action of the control of the c	NUUS	.↓-↓			406	c	270	_	407	271	367	798	· c	67.1	-	799		672		662	·	672
North-South: 225 North-South: 624 North-South: 646 North-South: 648 North-South: East-West: 352 East-West: 672 East-West: 672 East-West: SUM: 577 SUM: 602 SUM: 1318 SUM: 0.385 0.401 0.863 0.879 0.879 A A A C C	MEZII	ما دیل دیل		Jht.	0	0000	0	0	0	0	0	0	0000	0	0	0	0000	0		0	0000	0
0.385 0.401 0.863 0.879 0.285 0.301 0.763 0.779 A A C C			CRITICAL VO	LUMES	Norti Ea	h-South: st-West: SUM:	225 352 577	Norti Ea	n-South: st-West: SUM:	248 354 602		North Eas	o-South: st-West: SUM:	624 671 1295		North Eas	-South: it-West: SUM:	646 672 1318		North Eas	-South: t-West: SUM:	646 672 1318
0.285 0.301 0.763 0.779 C C		Š	-UME/CAPACITY (V/C)	RATIO:			0.385			0.401				0.863				978.0				0.879
∀ ∀	WC L	LESS	S ATSAC/ATCS ADJUST	IMENT:			0.285			0.301			_	0.763				677.0				0.779
			LEVEL OF SERVICE	(ros):			A			V				ပ				ပ				ပ

0.016	S N/A
∆v/c after mitigation:	Fully mitigated
0.016	ON
Change in v/c due to project:	Significant impacted?

	# S/I	North-South Street:	Grand Avenue	Avenue			Year of	f Count:	2017	Ambi	Ambient Growth: (%):	th: (%):	-	Conduc	Conducted by:	Shiva D	a D	Date:	4	4/12/2018	
Notifice 10 Notifice Noti	13	East-West Street:	Pico Bo	ulevard			Projecti	on Year:	2023		Pea	k Hour:	PM	Revie	ved by:			Project:	10	1045 Olive	
Nature N	Oppos	No. (sed Ø'ing: N/S-1, E/W-2 o	of Phases or Both-3?			0	2						2 0				2 0				0 0
MOVEMBENT MOVE	Right	furns: FREE-1, NRTOR-2 ATSAC:1 or ATSAC:	or OLA-3?		SB- WB-	000	NB EB			NB- EB-	0 0	SB- WB-	000	NB EB-	0 0	SB- WB-	0 0 0	NB- EB-	00	SB- WB-	000
MOVEMBRIT MOVE		Override	Capacity						0				0				0				0
MOVEMBRIT MOVE				EXISTIN	IG CONDI	NOL	EXISTIN		DJECT	FUTURE	CONDITIC	N W/O PRC	DIECT	FUTUR	E CONDITI	ON W/ PRO	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	MITIC	ATION
Through Right		MOVEMENT		Volume	No. of Lanes	Lane Volume	_	Total Volume	Lane Volume	Added Volume	Total Volume	-	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added	Total	No. of Lanes	Lane
Through Right Through Righ	aı	Left		0	0 0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	0 0	0
Fight Hight Fight	NUO	Through Through		0	00	0	0	0	0	0	0	00	0	0	0	00	0		0	000	0
Fight Hough-Right See Se	внт	Through-Right		c	0 0	c	c	c	C	C	c	00	c	O	C	0 0	0		0	00	0
Left	мок		Right		000		•				,	000	,			000		-		00	
Through-Right 1088	aı			88	0 7	88	0	88	88	17	110	0 +	110	0	110	0 +	110		110	0 -	110
Through-Right 178	vno			1088		588	16	1104	596	732	1887		666	16	1903		1001		1903	(1007
	внті	. –		178	0 -	178	2	180	180	121	310	0 -	310	2	312	o -	312		312	o +	312
Left-Through	nos		Right		00							0 0				00				00	
Left-Through	The same	號	STEEL ST		STATE SO	September 1		None and the	No.						Į,		,				Second Second
Through Right Through Righ	aı			0	0 0	0	0	0	0	0	0	00	5	0	0	00	•		>	00	>
Fight Figh	vno			456	· — •	267	=======================================	467	272	435	919		541	=======================================	930		547		930		547
	8T2A		1	7.7	- 0 0	77	0	11	77	81	163	- 0 0	163	0	163	- 0 0	163		163	- 0 0	163
f Left To Left To Left To Left To Left To Left Through To Left Through To Left Through To Left	73	7			00							00	Annual Park			00	- Constitution		containment	0	-
Through	0			22	0	75	0	75	75	112	192	0 ,	192	0	192	0 +	192		192	0 +	192
Fight	NNO			655	0	403	-	959	403	397	1092	c	1092	Σ	1093	c	1093		1093	- - - c	1093
t Left-Through-Right 0	ESTE			0	00	0	0	0	0	0	0	000	0	0	0	000	0		0	00	0
North-South: 588 North-South: 596 North-South: 999 North-South: East-West: 403 East-West: 403 East-West: 1092 East-West: SUM: 991 SUM: 2091 SUM: 2091 SUM: 0.661 0.561 0.566 1.294 1.294 1.294	M		Right		0 0							00				00				0 0	
0.661 0.666 1.394 0.566 1.294		CRITICAL V	OLUMES	Nort Ea	h-South: st-West: SUM:	588 403 991	Nort Ea	h-South: st-West: SUM:	596 403 999		Nort! Ea:	h-South: st-West: SUM:	999 1092 2091		Nort Ea:	-South: st-West: SUM:	1007 1093 2100		North Eas	North-South: East-West: SUM:	1007 1093 2100
0.561 0.566 1.294		VOLUME/CAPACITY (V/C	C) RATIO:			0.661			0.666				1.394				1,400				1,400
	MC I	ESS ATSAC/ATCS ADJU	ISTMENT:			0.561			0.566				1.294				1.300				1.300
		LEVEL OF SERVI	CE (LOS):			*			T												

Change in v/c due to project:	900.0	Δv/c after mitigation:	
Significant impacted?	O _N	Fully mitigated?	

Projection Year. 2023 Peak Hour: AM Reviewed by: Projection Year. 2023 Peak Hour: AM Reviewed by: Projection Year. 2023 Peak Hour: AM Reviewed by: Projection Year. 2020 Pear 2020 Pear 2020 Pear 2020 Pear Projection Year. Peak Hour: AM Pear	North-South Street:	th Street:	Grand Avenue	enne			Year of	f Count:	2017	Ampi	Ambient Growth: (%):	th: (%):	-	Conducted by:	ted by:	Shiva D	a D	Date:	4	4/12/2018	
Note Column March Marc	st-We	st Street:	Venice B	oulevard			Project	on Year:	2023		Pea	k Hour:	AM	Reviev	ved by:		-00	Project:	10	1045 Olive	
No. column Column	ing: N	No. of F /S-1, E/W-2 or B	hases oth-3?	ļ		2 0							0				0 0				0 5
No. of Lane Motor Project	FREE ATSAC-	-1, NRTOR-2 or -1 or ATSAC+AT Override Ca			SB WB	0070	NB EB			NB EB	00	SB- WB-	0000	NB EB	0 0	SB WB	0 0 0 0	NB EB	0 0	SB- WB-	0000
No. of Lane Note Lane Note Lane Note Lane Note Lane Note				EXISTIF	NG CONDI	NOL	EXISTIN	G PLUS PR	DJECT	FUTUR	CONDITIC	N W/O PRO	уЕСТ	FUTUR	E CONDITION	ON W/ PRO	JECT	FUTURE	W/ PROJEC	T W/ MITIC	SATION
0	MO	VEMENT		Volume	No. of Lanes	Lane Volume	-	Total Volume	Lane Volume	Added Volume	Total Volume	_	Lane Volume	Added Volume	Total Volume		-	_	Total Volume	No. of Lanes	Lane Volume
0 0 0 0 0 0 0 0 0 0	د دا	ift through		0	0 0	0	0	0	0	0	0	0	0	0	0	00	0		0	00	0
0	3 E	err-Inrougn Irough		0	00	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
64 0 64 64 64 2 70 0 70 0 70 70 70	Ėæ̃	ırough-Right ght		0	00	0	0	0	0	0	0	00	0	0	0	0 0	0		0	00	0
64	L E	eft-Through-Rigl	ŧ		00							00				00				00	
454 2 173 45 499 188 867 1349 2 473 45 1394 2 488 1	. ئ ^و			29	0 4	64	0	64	64	2	70	0 +	02	0	70	0 +	20		70	0+	70
67 1 67 0 67 67 25 96 1 96 0 96 0 96 0 96 0 96 0 96 0 96 0	i f	ert-Inrougn irough		454	- 8	173	45	499	188	867	1349	- 2	473	45	1394	- 00	488		1394	- 00	488
0	ĖŽ	ırough-Right ght		67	0 +	29	0	29	29	25	96	0 -	96	0	96	0 -	96		96	o –	96
10	L L	ft-Through-Rigl	ŧ		00							00				00				00	
340		4	TO SELECT	c	c	-	c	c		0	c	0	c	0	0	0	0		0	0	0
S2	3 5	ift-Through Irough		340	0 -	211	0	340	211	57	418	0 -	279	0	418	0 -	279		418	1 0	279
62 0 62 62 1 67 0 67 0 67 0 67 0 67 0 67 0 67 0 67	Ė	rough-Right		82	← 0	83	0	83	82	22	140	- 0	140	0	140	- 0	140		140	- 0	140
62 0 62 0 62 62 1 67 0 0 0 0 0 0 0 0 0		gn. :ft-Through-Rigl :ft-Right	ŧ	;	000	3	o	}		3		00				00				0 0	
284 1 204 0 284 204 45 346 1 240 0 346 1 240 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	و ا			62	0	62	0	62	62		67	0	67	0	67	0	29		29	0	67
0	4 F	ft-Through		284	~ ~	204	C	284	204	45	346		240	0	346		240		346		240
North-South: 173 North-South: 188 North-South: 446 Sum: 461 Sum: 819 Sum: 81	É	rough-Right			00	C	, ,	_	0	c	c	00	c	C	O	00	0		0	00	0
North-South: 173 North-South: 188 North-South: 473 North-South: East-West: 273 East-West: 346 East-West: 846 East-West: SUM: 446 SUM: 819 East-West: SUM: 0.297 0.307 0.546 SUM: AA	. e e	y ft-Through-Rigl ft-Right		>	000	>	,	,	,)	,	00	DE .	,	1	00				00	
0,297 0,307 0,546 0,197 0,207 0,446 A A A		CRITICAL VOL	UMES	Nort Ea	h-South: ist-West:	173 273 446	Nort Ea	h-South: st-West: SUM:	188 273 461		Nortl Ea	h-South: st-West: SUM:	473 346 819		Nortf Ea:	-South: st-West: SUM:	488 346 834		North Eas	North-South: East-West: SUM:	488 346 834
0.197 0.207 0.446 A A A	UME/CA	APACITY (V/C) F	SATIO:			0.297			0.307				0.546				0.556				0.556
A A	ATSAC	/ATCS ADJUSTI	MENT:			0.197			0.207				0.446				0.456				0.456
	LEVE	L OF SERVICE	(LOS):			A			A				A				A				A

yation: 0.010	gated? N/A
∆v/c after mitigation	Fully mitigated?
0.010	ON
Change in v/c due to project:	Significant impacted?

Each Water Street Water Street	#S/	North-South Street:	Grand Avenue	venue			Year of	T Count:	7107		Allibielle Glowells. (76).	.(0/)	-	Conduc	Conducted by:	Shiva D	a D	Date:	4	4/12/2018	
Mail	14	East-West Street:	Venice	Soulevard			Project	ion Year:	2023		Pea	k Hour:	PM	Revie	wed by:			Project:	10	45 Olive	
Mail	oddo	No. e sed Ø'ing: N/S-1, E/W-2 o	of Phases or Both-3?			0 0			0 0				2 0				2 0				2 0
MOVEMBENT MOVE	Right	Turns: FREE-1, NRTOR-2	or OLA-3?		SB- WB-	00	NB- EB-			NB- EB-	00	SB- WB-	00	NB EB	00	SB- WB-	00	NB-	0 0	SB- WB-	00
Note March		ATSAC-1 or ATSAC-	+ATCS-2? Capacity			0			0				0 0				0 2				0
MOVEMBENT MOVE				EXISTI	NG CONDIT	rion	EXISTIN		OJECT	FUTURE	E CONDITIC	ON W/O PRO	DJECT	FUTUR	E CONDITI	ON W/ PRO	JECT	FUTURE	W/ PROJEC	TIM /M T	GATION
Left Hrough		MOVEMENT		Volume	No. of Lanes	Lane	-	Total Volume	Lane Volume	Added Volume	Total Volume		Lane Volume	Added Volume	Total Volume	-	Lane	_	Total Volume	No. of Lanes	Lane Volume
Through Right Color Colo	aı	Left		0	0 0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	00	0
Fight Hough-Right	vno	← Lent-Inrougn ↑ Through		0	0 0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	0	0
Figure F	ВНТ	Through-Right		c	0 0	c	C	c	c	C	c	0 0	C		_	0 0	C		c	0 0	C
Left-Right 153 153 153 153 153 153 154 164	гяом		Right	0	000	>	>	0	5	0	o	000	>	>	.	000	,		2	000)
Left Frough 153 0 153 0 153 0 153 2 164 0			Charles III		0	THE STATE OF	200	September 1	and the same	OF SOME AND	2000	0	TO SECTION	Mary San	S 800					>	10
Through Right 1019 2 391 16 1035 396 776 1858 2 674 16 1874 2 679 1874 2 171	aı	: د دور		153	0 4	153	0	153	153	2	164	0 +	164	0	164	0 +	164		164	0 -	164
Through-Right S S S S S S S S S	vno	Through		1019	- 2	391	16	1035	396	922	1858	- 8	674	16	1874	- 2	629		1874	- 2 -	629
1	внт	9) =	220	0	0 +	08	c	80	80	10	4.	0 -	113	C	113	0 -	113		113	0 -	113
Left Hough Right	nos		Right	80	- 0 0	3	>	3	3	2	2	. 0 0))) :	00				00	
1		10000	STATE STATE			STATISTICS.	SALVES OF STREET	STATE OF STREET	200	Section 2	OCCUPANT.	SCHOOL STATE	Table Carr	Section 2	Sachita		STATE OF THE PERSON	125 S. C. C.	SHOW SHOW	ALC: N	
Through Right 432 1 256 0 432 256 68 527 1 337 0 527 1 337 527 1 1 1 1 1 1 1 1 1	d	ı		0	0 0	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
Through-Right 80	INNC			432	o –	256	0	432	256	89	527	o – ·	337	0	527	o ← √	337		527	, 4	337
\$\frac{1}{7}\$ Left-Through-Right 30 0 30 4 36 0 36 0 36 0	BTS			80	- 0	80	0	80	80	61	146	- 0	146	0	146	- 0	146		146	- 0	146
f Left f Left f Left-Through f Left-Through f Left-Through f Left-Through f Left-Through Right f Left-Right sum: 677 Sum: sum: 678 Sum: sum: 678 Golds golds Golds color: Golds sum: A	¥∃		Right		00							00				00				00	
f Left 36 0 36 0 36 0 36 0 36 0 36 0 36 0 36 0 36 0 36 0 36 0 36 0 36 0 36 0 36 0 36 0 36 0 405 1 275 0 405 1 275 0 405 1 405 405 <			N. Britania	Section 2		T COLUM	September 1		SANGE S	25 PARSON	STATE OF	MAN. 1	THE REAL PROPERTY.	NAME OF	STATE OF		The Person	SW SPE	No. of Lot		2000
Through	a			30	0 7	30	0	30	30	4	36	0 -	36	0	36	0 -	36		36	o -	36
Friedly-Right Cartest-Through-Right Cartest-Thro	NNO	Through		315	0	188	0	315	188	71	405		275	0	405	· c	275		405	· c	275
F. Left-Right Left-Right 0	BTS			0	0	0	0	0	0	0	0	00	0	0	0	00	0		0	0	0
North-South: 391 North-South: 674 North-South: 679 North-South: East-West: 286 East-West: 373 East-West: 373 East-West: SUM: 677 SUM: 682 SUM: 1047 SUM: 670 A A A A A B A North-South: 679 North-South: SUM: 6045 SUM: 682 SUM: 1052 SUM: SUM:	ЭM		Right		00							00				0 0				00	
East-West: 286 East-West: 3/3 East-West: 3/3 East-West: SUM: 677 SUM: 682 SUM: 1052 SUM: 0.451 0.455 0.698 0.701 SUM: 0.601 A A A B B B		,		Nort	h-South:	391	Nort	h-South:	396		Nort	h-South:	674		Norti	-South:	679		North	-South:	679
0.351 0.455 0.698 0.701 0.351 0.355 0.598 0.601 A A B		CRITICAL V	OLUMES	Ea	st-West: SUM:	286	E	st-West: SUM:	286		Ea	st-West: SUM:	1047		Ea	st-West: SUM:	3/3 1052		Ea	SUM:	1052
0.351 0.355 0.598 0.601 A A B		VOLUME/CAPACITY (V/C	C) RATIO:			0.451			0.455				0.698				0.701				0.701
A A B	N/C I	ESS ATSAC/ATCS ADJU	STMENT:			0.351			0.355				965.0				0.601				0.60
		LEVEL OF SERVIC	CE (LOS):			A			A				A				n				m

0.003	N/A
∆v/c after mitigation:	Fully mitigated?
0.003	ON
Change in v/c due to project:	Significant impacted?

Significant impacted? NO

NB- 0 0 0 0 0 0 0 0 0	I/S #: North-South Street: G	9 +	Grand Avenue	venue			Year of Projection	Year of Count:	2017	Amb	Ambient Growth: (%): Peak Hour:	rowth: (%): Peak Hour:	- AM	Conduc	Conducted by:	Shiva D	а D	Date:	4 -	4/30/2018 1045 Olive	
No. PLUS. PROJECT No. PROJECT NURS. NU	-	name in /i	199			1	riojecii	OII Leat.	5020					NCAIG.	ved by.		c	יוסוברו.		243 0110	c
No. B. 1.0 No. B. No. B. 1.0 No. B. 1.0 No. B. 1.0 No. B. No. B. 1.0 No. B. 1.0 No. B. 1.0 No. B. 1.0 No. B. No. B. 1.0 1.0 No. B. 1.0 No. B. 1.0 1.0 No. B. 1.0 1.0 No. B. 1.0 1.0 No. B. 1.0 1.0 No. B. 1.0 1.0 No. B. 1.0 1.0 1.0 No. B. 1.0 1	Ŋ	I	Ŋ			0 0							N 0 (C	ļ	700		d	ć	V O 0
Columbia Columbia	MB- 0 SB- EB- 0 WB-	NB- 0 SB- EB- 0 WB-	0 SB- 0 WB-		000		NB EB			NB- EB-	00	NB-	000	NB-	00	WB-	000	NB-	0	NB-	000
No. bull Lane Added Total Mount Mo	AlsAc-1 or AlsAc+Alcs-2? Override Capacity					_			0				0 0				0				0
Total Lane	EXISTING CONDITION	EXISTING CONDITION	EXISTING CONDITION	NG CONDITION	NOL	_	EXISTIN		OJECT	FUTUR	E CONDITIC	ON W/O PRC	SUECT	FUTUR	E CONDITIO	ON W/ PRO	L CECT	FUIURE	W/ PROJE	M W	SALION
0 0 0 0 0 0 0 0 0 0	MOVEMENT No. of Lane Volume Lanes Volume	No. of Lanes	No. of Lanes	_	Lane Volume	_		Total Volume	Lane Volume	Added Volume	Total Volume		_	Added Volume	Total Volume	_	Lane Volume	-	Total Volume	No. of Lanes	Lane
0	T Left 0 0 0	0 0	0 0		0		0	0	0	0	0	0 0	0	0	0	0 0	0		0	0 0	0
0 0 0 0 0 0 0 0 0 0	0	0	000		0		0	0	0	0	0	00	0	0	0	00	0		0	0 0	0
Color Colo	0	0	0 0		0		0	0	0	0	0	000	0	0	0	00	0		0	0 0	0
11 11 11 11 11 11 11 1	Left-Through-Right 0		0 0	0 0	a Charleston			Contraction of the Contraction o	The State of the S		WOMEO CO.	0 0	Seculos Seculos		100	0 0	- 8	NOW BOOK		00	-
11 543 863 3 288 32 895 3 298 895 3 3 298 895 3 3 3 3 3 3 3 3 3	0	00	00		0	-	0	0	0	0	0	00	0	0	0	00	0		0	0 0	0
240 240 377 618 1 618 13 631 1 631 631 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Through 301 3 100	301	၁ က -		100		32	333	111	543	863	o en (288	32	895		298		895		298
0	Through-Right 227	227 1	0 +		227		5	240	240	377	618	⊃ 	618	13	631	⊃ ←	631		631	o – (631
0	+ Left-Through-Right 0		00	00								00				0 0				0 0	
0 0 0 0 0 0 0 0 0 0	機能のであるというかいのははないはないない	THE PERSON NAMED IN	THE PERSON NAMED IN	SAN SE	* A	0	1000	122	Service Services		SOUTH STATES	要ないと	ST COLUMN	STATE OF THE PERSON.			SEC.				STATE OF THE PARTY
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Left.Through	0 0	0 0		0		0	0	0	0	0	0 0	0	0	0	00	0		0	00	0
0.502 0 0 0 0 0 0 0 0 0	Through	0	00		0		0	0	0	0	0	00	0	0	0	0 0	0		0	00	0
225 225 31 270 0 270 0 270 0 270 0 1243 1 143 1 1543 1 1 1243 1 1 1 1243 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	000		0		0	0	0	0	0	000	0	0	0	000	0		0	000	0
225 225 31 270 0 270 0 270 0 270 0 270 0 1243 1 1 1243 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Left-Right		0 0	000	Sales Carpenter	16	100	CONTROL OF	THE SAME OF THE PARTY OF THE PA		20000000	0 0	Name of Street			0	Control		SAMPLE	0	Contract of the Contract of th
800 513 394 1243 1 757 0 1243 1 757 1243 1 0 0 0 0 0 0 0 0 0 0 North-South: 240	f Left 225 0 225	0	0		225	6	0	225	225	31	270	0	270	0	270	0	270		270	0 4	270
0 0	800	800	(513		0	800	513	394	1243	0	757	0	1243	c	757		1243	c	757
South: 240 North-South: 618 North-South: 631 North-South: -West: 513 East-West: 757 East-West: 757 East-West: SUM: 753 SUM: 1375 East-West: 5UM: 0,502 0,917 0,925 SUM: A D D D	Right 0 0 0 0 CHI-Through-Right 0	0	000		0		0	0	0	0	0	000	0	0	0	000	0		0	000	0
Soun: 240		O O North County	-	-	700	- 1	P.O.	L Courth.	240		Mort	O Courth.	618		North	O	631		Nort	South:	631
0.917 0.925 0.817 0.825 D	CRITICAL VOLUMES East-West: 513 SUM: 740	North-South: East-West: SUM:			513 740		Ea	st-West: SUM:	513 753		Ea	st-West: SUM:	757		Ea	st-West: SUM:	757		Ea	st-West: SUM:	757
0.817 0.825 D D	VOLUME/CAPACITY (V/C) RATIO: 0,493		0.493	0.493	0.493				0.502				0.917				0.925				0.925
0	0.3		0.393	0.393	0.393				0.402				0.817				0.825				0.825
	LEVEL OF SERVICE (LOS):		A	A	V				A				٥								2

Δν/c after mitigation: 0.008	Fully mitigated? N/A
0.008	ON
Change in v/c due to project:	Significant impacted?

Sed Find F	#S/I	North-South Street:	Grand Avenue	venue			Year of	of Count:	2017	Amp	Ambient Growth: (%):	rh: (%):	1	Conduc	Conducted by:	Shiva D	а D	Date:	4	4/12/2018	
Mathematical Control	-	East-West Street:	17th Str	eet			Project	ion Year:	2023		Pea	ık Hour:	ЬМ	Revie	wed by:			Project:	10	345 Olive	
Mathematic Coloninal Notation Mathematic Coloninal Notatio	l so	No. o ed Ø'ing: N/S-1, E/W-2 or	of Phases r Both-3?			0	\ 		2				0				2				0
Notine September Septemb	Ę	urns: FREE-1, NRTOR-2			SB- WB-	000	NB EB			NB- EB-	0 0	SB- WB-	000	NB EB	00	SB- WB-	000	NB- EB-	0 0	SB- WB-	000
Notine Residence Notine Residence Notine Residence Notine Residence Notine Residence Notine Residence Notine Residence Notine Residence Notine Residence Notine Residence Notine Residence Notine Residence Notine Residence Notine Residence Notine Residence Notine Residence Notine Residence Residence Residence Notine Residence		ATSAC-1 or ATSAC+ Override	ATCS-2? Capacity			- 1			N 0				70				0				0
Volume No. of Lane Actiona Colume Actiona Colume Actiona Colume Actiona Colume Actiona Colume Actional Actiona Actiona Actiona Actiona Actiona Act				EXISTI	NG CONDI	NOIL	EXISTIN		OJECT	FUTUR	E CONDITION	ON W/O PRO	DJECT	FUTUR	E CONDITI	ON W/ PRC	JECT	FUTURE	W/ PROJE	T W/ MITIC	SATION
1		MOVEMENT		Volume	No. of Lanes	Lane Volume		Total Volume	Lane Volume	Added Volume	Total Volume	-	Lane Volume	Added Volume	Totał Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane
1	\vdash	Left		0	0	0	0	0	0	0	0	0	0	0	0	0 0	0		0	0 0	0
1		Left-Through		c	0 0	Č	c	<	c	c	c	0 0	c	c	c	-	c		C	o c	c
1	_	Through		0)	>	0	>	>	>	>	o c	5	0	>	0	0		•	0	
1		Right		0	00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
1.552 1.552 5.557 5.57 5.57 366 952 1 962 957 1 1289 3 423 1289 9 9 9 9 9 9 9 9 9			tight		00							00				00				0 0	
198 198	-8		The Same			SCHOOL STATE		CONTRACTOR	SASSE	THE COL	200	KANSENE.	5000	THE SECTION AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON ADDRESS OF THE PERSON ADDRESS OF THE PERSON ADDRESS OF THE PERSON ADDRESS OF THE PERSON ADDRESS OF THE PERSON ADDRESS	Parent P		Berlin, St.	1000			
738 3 246	_	Left T		0	0 0	0	0	0	0	0	0	0 0	0	0	0	00	0		0	00	>
552 10 562 5 557 567 386 952 1 952 5 957 1 957 9		Through		738	ာက	246	11	749	250	475	1258	ကေ	419	11	1269	က	423		1269	ო (423
1932 1 352 9 351 3	_			CH	0 +	0	ч	567	223	366	040	0 -	952	ď	957	o -	957		957	o -	957
1			tight	200	- 0 0	766	י	3	3	3	1	- 0 0	3)	3	. 0 0				00	
1	-8	100	ALC: NO PERSONS NO.	Constitution of the	5	N. N. S. S. S. S.	MONEY.	Contract of the Contract of th	Same	ACTURES	SHIPTISH	Section 1	CONTRACT	100 m	Wester St	STATE OF STA	Section 2	No. of London	STATE OF		Se of the
1	-			0	0 0	0	0	0	0	0	0	00	0	0	0	00	0		0	0 0	0
1198				0	00	0	0	0	0	0	0	00	0	0	0	00	0		0	000	0
1198 1 620 0 1198 620 421 1693 1 907 120 0 120 0 120 0 120 0 120 0 120 0 120 0 120 0 120 0 120 0 120 0 120 0 120 0 0 0 0 0 0 0 0 0				C	00	C	<u> </u>	G	0	C	0	0 0	0	0	0	00	0		0	00	0
41 0			tight	•	000)	•	•				00	1			00				00	
1198		3	Ens. 15.	No. of Street, or other Persons	-	NE SAGE	15000	123.11	No. of Concession, Name of Street, or other Persons of Str								420	No. of Street, or other Persons	130		120
1198				4	0 +	4	0	4	4	92	120	o -	120	5	071	o -	071		NZ I	o -	120
North-South: 552 North-South: 557 North-South: 952 North-South: 957 Sum: 1177 Sum: 1177 Sum: 1173 Sum: 1173 Sum: 1173 Sum: 1173 Sum: 1173 Sum: 1173 Sum: 1173 Sum: 1173 Sum: 11744 Sum: 11744 Su		Through		1198		620	0	1198	620	421	1693	(206	0	1693	· - ·	206		1693	← 0	206
North-South: 552 North-South: 557 North-South: 952 North-South: 957 Sulf. 177 Sulf. 1859 Sulf. 1.243 1.143		Through-Right		0	0 0	O	C	0	0	0	0	0 0	0	0	0	0	0		0	00	0
North-South: 552		← Left-Through-R ← Left-Right	tight	•	000)	•	,		•		00				00				0 0	
East-West: 620 East-West: 907 East-West: 907 East-West: SUM: 1172 SUM: 1177 SUM: 1859 SUM: 1864 SUM: 0.781 0.785 1.239 1.243 1.243 SUM: 1.143 B B F F F F	1			Non	h-South:	552	Non	h-South:	557		Nort	h-South:	952		Nort	h-South:	957		Nort	-South:	957
0.781 0.785 1.239 1.243 1.143 1.143 P F		CRITICAL V	OLUMES	Ē	ist-West: SUM:		E	ist-West: SUM:	620		Ea	st-West: SUM:	907 1859		Ea	st-West: SUM:	907		Ea	st-West: SUM:	1864
0.681 0.685 1.139 1.143 B F F		VOLUME/CAPACITY (V/C	;) RATIO:			0.781			0.785				1.239				1.243				1,243
B F F	_	ESS ATSAC/ATCS ADJUS	STMENT:			0.681			0.685				1.139				1.143				1.143
		LEVEL OF SERVIC	CE (LOS):			<u>m</u>			8				L				u.				ц

0.004	N/A
Δv/c after mitigation:	Fully mitigated?
0.004	O _N
Change in v/c due to project:	Significant impacted?

4/12/2018	1045 Olive	L	000	N/B-	0 0	FUTURE W/ PROJECT W/ MITIGATION	No. of Lane Lanes Volume	0 0	0	2 191	0 0	1 255	2 386	0	00		0	2 657	1 226	0	0	0	0		North-South: 446 East-West: 657 SUM: 1103	0.774	0.674
			c	00		W PROJ	Total Volume	0	0	348	and the same of th	255	772	0			0	1972	226	O' LOCK	0	0	0		Nor		
Date:	Project.	יוספני.	!	WB-		FUTURE	Added Volume				and the same of																
a D		8	00	00	0 0	DJECT	Lane Volume	0	0	191	-	255	386	0			0	657	226	100000	0	0	0		446 657 1103	0.774	2 5 7 4
Shiva D			,	SB- WB-		ON W/ PR	No. of Lanes	0 0	000	D 64	00	← ¢	0 0	00	00	STATE OF THE PARTY.	00	2 7	0	0	00	000	000	00	North-South: East-West: SUM:		
Conducted by:	Reviewed hv.	. Acq mà.		00		FUTURE CONDITION W/ PROJECT	Total Volume	0	0	348	-	255	772	0		The control	0	1972	226	1	0	0	0		Norti Ea		
Conduc	Revier	VOAICA		N8-		FUTUR	Added Volume	0	0	0		=	21	0		Second Con	0	3	0	Contraction of the last	0	0	0				
1	AM		00	00	0 0	DJECT	Lane	0	0	191	-	244	376	0		The same	0	959	226		0	0	0		435 656 1091	992.0	
th: (%):	Peak Hour:			SB- WB-		FUTURE CONDITION W/O PROJECT	No. of Lanes	0 0	00	o 0	00	- 0	o 0	00	00	No. of Street, or other Persons	0 0	2 7	0	0	0 0	000	00	00	North-South: East-West: SUM:		
Ambient Growth: (%):	Pea			00		CONDITIC	Total Volume	0	0	348		244	751	0		10 E W	0	1969	226		0	0	0		Nort! Ea:		
Ambi				VB- EB-		FUTURE	Added	0	0	25		133	144	0			0	486	101		0	0	0				
2017	2003	2073		00	0 0)JECT	Lane	0	0	167	Total Control	116	157	0			0	467	118		0	0	0		283 467 750	0.526	
f Count:	n Vear			O SB-		3 PLUS PROJECT	Total olume	0	0	304		116	313	0		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0	1400	118	Collegement	0	0	0		orth-South: East-West: SUM:		
Year of	Projection Year	Lighten		NB- EB-		EXISTING	Project Traffic V	0	0	0		F	21	0		St. Grand	0	က	0	Control of the last	0	0	0		North- East		
		c	20	0 0	0.0	NO	Lane	0	0	167		105	146	0		一世紀大	0	466	118	Non-Ballion	0	0	0		272 466 738	0.518	
				SB- WB-		EXISTING CONDITION	No. of Lanes	0 0	00	0 7	00	-	0 8	00	00	STATE OF	00	0 01	0	0	0 0	000	00	0 0	North-South: East-West: SUM:		
enne	+	1		NB 0 EB 0		EXISTIN	Volume	0	0	304		105	292	0		88 88 88	0	1397	118	The second second	0	0	0		North Ea:		
Grand Avenue	18th Stroot	Pacoc Incl			CS-2?		1								Ħ	Carlotte A			+	_				Ħ	UMES	SATIO:	
North-South Street:	Fact Woot Stroot	Mar-West Street.	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	Right Turns: FREE-1, NRTOR-2 or OLA-3?	ATSAC-1 or ATSAC+ATCS-2?		MOVEMENT	Left	Leπ-Inrougn Through	Through-Right Right	Left-Through-Right Left-Right	Left	Left-Through Through	Through-Right Right		6			Through-Right Right Left-Through-Right	-	Fett	Left-Through Through	i nrougn-kignt Right	Left-Through-Right Left-Right	CRITICAL VOLUMES	VOLUME/CAPACITY (V/C) RATIO:	
I/S #: Nor		1	Opposed @	Right Turns				c t	r ← nno:	ЭНТ <i>Я</i> ——	+} ——	_ ر a	t. → —— NNO		 		_		08T2A∃ 	-1	- I	NNO1	8T8 			VOLI	

0.008	N/A
∆v/c after mitigation:	Fully mitigated?
0.008	ON
Change in v/c due to project:	Significant impacted?

East-West Street:	18th Street	reet			Projectio	Projection Year:	2023		Pea	Peak Hour:	PM	Reviewed by:	Reviewed by:			Project:	1045 Olive	1045 Olive
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	No. of Phases N-2 or Both-3?		١,	m 0			3				3				e 0			i
Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2?	-2 or OLA-3? C+ATCS-2?	NB- 0 EB- 0	SB- WB-	000	NB EB	0 SB- 0 WB-		NB EB-	0 0	SB- WB-	007	NB- EB-	0 0	SB WB	000	NB-	00	WB-
Overrit	Override Capacity	I SIND	MOITIGINOO ONITSIA		EXISTING	TO BE ON THE ST	OFCT	EIITIE	CONDITION	ELITHRE CONDITION WIO PROJECT	O.IFCT	FUTUR	FUTURE CONDITION W/ PROJECT	ON W/ PRO	O PECT	FUTURE	0 FUTURE W/ PROJECT W/ MITIGATION	T W/ MIT
MOVEMENT			No. of	Lane	Project Traffic		Lane	Added	Total	No. of	Lane	Added	Total	No. of Lanes	Lane	Added	Totaí Volume	No. of Lanes
) Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0 (
Left-Through		C	0 0	0	0	0	0	0	0	00	0	0	0	00	0		0	0 0
Through-Right	Ħ	,	0		(3	į	ţ	0	0 (6	c	246	0 6	100		376	0 0
	-Right	312	0 0 0	172	0	312	172	13	346	N O C	061	0	340	V O C	<u> </u>		240	V O C
个 Left-Right	SECTION SECTION SECTION	SCHOOL STREET	0	NAME OF TAXABLE SAME	DIVIDENCE OF	MANAGEMEN	DESCRIPTION OF THE PERSON	West Printer	MINISTRA		ON COLUMN	STATE OF	Mary 1978		Shimis	C. SAME	The second	,
Left T		236	-	236	က	239	239	144	395	- 0	395	က	398	- c	398		398	← c
		920	0 0	285	σ.	578	289	407	1012	D 0	506	œ	1020	5 0	510		1020	0 0
	¥		0	((9	c	C	c	00	c	c	c	00	c		c	0 0
Right Left-Through-Right	-Right	0	000	>	D .	>	>	⊃	>	000	>	0	>	000	0		•	000
Left-Right	THE COUNTY	Sec. 107-1		September 1	0.00		STEEL STEEL	STATE OF	UNITERSE.	0	10000		SOCIAL SOCIAL		Special Special			,
Left		0	0	0	0	0	0	0	0	00	0	0	0	00	0		0	0 0
		1150	5 0	383	#	1161	387	914	2135	0 0	712	Ħ	2146	. 20	715		2146	0 77
Through-Right Right	Ħ	157		157	0	157	157	151	318		318	0	318		318		318	
↓ Left-Through-Right ✓ Left-Right	-Right		00							00				00				00
		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
	_		00	C		C	c	c	_	00	c	C	C	0 0	c		C	00
☐ Inrough ☐ Through-Right	Ħ	o 	00	5	0	>	>	0	0	00	>	Þ	o	0	,		•	0
Right Left-Through-Right	Right	0	00	0	0	0	0	0	0	00	0	0	0	00	0		0	00
├ Left-Right)		0							0				0				
CRITICAL	CRITICAL VOLUMES	No	North-South: East-West: SUM:	408 383 791	North- East	orth-South: East-West: SUM:	411 387 798		Nor	North-South: East-West: SUM:	585 712 1297		Norti Ea	North-South: East-West: SUM:	588 715 1303		North Eas	North-South: East-West: SUM:
VOLUME/CAPACITY (V/C) RATIO:	//CJ RATIO:			0.555			0.560				0.910				0.914			
V/C LESS ATSAC/ATCS ADJUSTMENT:	USTMENT:			0.455			0.460				0.810				0.814			

ion: 0.004	ed? N/A
Δν/c after mitigation:	Fully mitigated
oject: 0.004	ON ON
Change in v/c due to project:	Significant impacted?

17 Ea	East-West Street: 8th	8th Street			Projectio	tion Year:	2023		Pea	Peak Hour:	AM	Revie	Reviewed by:			Project:	7	1045 Olive
Sed Ø	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	es 3?		0 0			0 0				0 0				0 0			
Turns:	Right Turns: FREE-1, NRTOR-2 or OLA-3?	-3? NB- 0 EB- 0	SB- WB-	00	NB EB	O SB-	100	NB- EB-	00	SB- WB-	00	NB EB-	00	SB WB	00	NB EB	00	SB- WB-
∢	ATSAC-1 or ATSAC+ATCS-2? Override Capacity	2? ity		0 0			0 0				0 0				0 0			
			EXISTING CONDITION	NOITION	EXISTING	NG PLUS PROJECT	OJECT	FUTUR	E CONDITION	FUTURE CONDITION W/O PROJECT	DJECT	FUTUR	E CONDITI	FUTURE CONDITION W/ PROJECT	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MI
	MOVEMENT	Volume	No. of Lanes	Lane	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes
[-·	Left	380	-	380	8	388	388	382	785	1	785	8	793	+	793		793	- 0
7	Left-Through Through	968	O M	323	20	988	329	639	1667	O m	556	20	1687	၁ က	562		1687	၁ က
1.	Through-Right		0			,		,		0			·	0 ((0 0
· C -}	Right Left-Through-Right	0	00	0	0	0	0	0	0	00	ɔ	0	0	o 0	0		o	0 0
-}-	Left-Right	_	0			OCHODOL PODO	CONTRACTOR DE	100	00 0000	0	SHARE		Distriction or	0	- Contraction	Section 1	STATISTICS	0
و	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
<u></u>	Left-Through		0			0				0		•		0 (Ċ	0
→-7	Through Through-Right	0	00	0	0	0	0	0	0	00	0	0	0	0 0	0		0	0 0
, J.	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
⊹ →	Left-Through-Right Left-Right		00							00				0 0				00
	SECTION STATES	Charles and	State of	Section 1	THE SECTION	A	Description of	DESIGNATION OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED	Mary Sal	10.85%	18 18 18 18 18 18 18 18 18 18 18 18 18 1	SO BLANK	2000 20		THE REAL PROPERTY.	10.20	No. of Control	
74	Left Left-Through	0	00	0	0	0	0	0	0	0 0	0	0	0	00	0		0	00
11	Through	0	00	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	00
م م	Through-Right Riaht		00	0	0	0	0	0	0	0	0	0	0	0	0		0	00
4	Left-Through-Right		0 0							00				0 0				00
ا م	ren-rigiit		5	100	DE STATE OF	THE SECTION	NAME OF TAXABLE	NAME OF TAXABLE PARTY	No. of Lot		THE REAL PROPERTY.	Sept.						
•	Left Left-Through	0	00	0	0	0	0	0	0	00	o	0	0	0	o		ɔ	00
. -	Through	1109	. m	370	0	1109	370	699	1846	. m c	615	0	1846	т c	615		1846	е
۔لم إ	I nrougn-Kignt Right	174	⊃ -	174	0	174	174	38	223	o –	223	0	223	- C	223		223	-
ĻĻ	Left-Through-Right		00							00				00				00
		Ž	North-South:		North-	th-South:	388		Nort	North-South:	785		Norti	North-South:	793		North	North-South:
	CRITICAL VOLUMES		East-West: SUM:	: 370 : 750	Ē	East-West: SUM:	370 758		Ea	East-West: SUM:	615		Ë	East-West: SUM:	615 1408		Eas	East-West: SUM:
OLU OLU	VOLUME/CAPACITY (V/C) RATIO:	ö		0.500			0.505				0.933				0.939			
SS A	V/C LESS ATSAC/ATCS ADJUSTMENT:	Ë		0.400			0.405				0.833				0.839			

900.0	N/A
Δν/c after mitigation:	Fully mitigated?
90000	ON
Change in v/c due to project:	Significant impacted?

ž	17 East-West Street: 8th Street	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	٥.	ATSAC-1 or ATSAC+ATCS-2?	Anadao anii an	MOVEMENT	Left	Left-Through		Right Ceft-Through-Right	-}-	. ر	UN ← Leff-Through ← Through	7	+-	{ -	7.		Through-Right Right	■ ★ Left-Through-Right ★ Left-Right	<u> </u>		Through-Right	ф.J	CRITICAL VOLUMES	VOLUME/CAPACITY (V/C) RATIO:	V/C LESS ATSAC/ATCS ADJUSTMENT:
eet t			NB 0 EB 0		EXISTING	Volume	1	877		0		0	0	c	Þ	Staffe Staffers	0	0	0		0	897	. 90	S.	North- Easi		
			SB- WB-		EXISTING CONDITION	No. of Lanes	1	0 "	0 0	0 0	0	0	00	00	000		00	00	00	00	0	O 10	0 +	-00	North-South: East-West:		
	-	0 0	00	0.0		Lane	247	292	767	0		0	0	c	,	Charles	0	0	0		0	299	90	3	292 299 591	0.394	0.294
Year of Projection	Projec		NB- EB-		EXISTING	Project Traffic	4	œ	·	0		0	0	c	·	1207040	0	0	0		0	0	c	•	North- Easi		
of Count:	Tear Holl		0 0			Total	251	885	3	0	Charle Street, or other	0	0	c	•	BETTER	0	0	0		0	897	8	3	orth-South: East-West: SUM:		
2017		0 0	SB- 0 WB- 0	0.0	PLUS PROJECT	Lane	251	295	3	O :		0	0	C	> ::	Total Park	0	0	0		0	299	9	3	295 299 594	0.396	0.296
			KB-		FUTU	Added	303	697	8 '	o 		0	0		·	O PARTITION	0	0	0		0	941	- 22	!			
Dient Gr			00		IRE COND	1 Total e Volume	565	1628		D	-	0	0	0	•	on the car	0	0	0		0	1893	174		Ž		
Ambient Growth: (%): Peak Hour:	Can Hour		SB- WB-		FUTURE CONDITION W/O PROJECT	No. of Lanes	-	0 m	000	00	0	0	00	00	00	BULLESS	00	000	00	00	0	0 m	0 -	00	North-South: East-West: SUM:		
- MA		0 0	00	0 0	PROJECT	Lane	565	543		0	100000	0	0	0		NAME AND POST	0	0	0		0	631	174		565 te 631 te 1196	762.0	0.697
Cond	Zev		NB- EB-		FUT	Added Volume	4	•		o .	The state of the s	0	0	0	ğ	STATE OF	0	0	0		0	0	C				
Conducted by:	newed by		00		FUTURE CONDITION W/ PROJECT	1 Total e Volume	569	1636		Þ	The Contract of the Contract o	0	0	0	e -	PER MISS	0	0	0		0	1893	174		NC		
			SB- WB-		ITION W/ PF	No. of	-	O m	000	00	0	0 0	00	00	00	2000000	0 0	000	000	00	0	O M	0 -	00	North-South: East-West: SUM:		
Shiva D	c	0 0	00	0 0	COJECT	Lane	569	545		5	No.	0	0	0			0	0	0		0	631	174		569 631 1200	0.800	0.700
Date: Project:			NB- EB-		FUTUR	Added Volume																					
			00		FUTURE W/ PROJECT W/ MITIGATION	Total Volume	569	1636		>		0	0	0			0	0	0		0	1893	174		Nor E		
4/12/2018 1045 Olive	043 OIIV		SB- WB-		CT W/ MIT	No. of Lanes	1	O 10	00	0 0	0	0 0	00	00	00	STATE OF	00	00	000	00	0	၁ ဧ	0 -	00	North-South: East-West: SUM:		
	ı	0 0	00	0 0	GATION	Lane	699	545	c	0	Name and Address of	0	0	0		ST SE	0	0	0		0	631	174		569 631 1200	0.800	0.700

	0.003	N/A
	∆v/c after mitigation:	Fully mitigated?
NOOFO IN TO	0.003	9 N
	Change in v/c due to project:	Significant impacted?

Seed 0"ing: NS-1, EW-2 or Boat-3? Seed 0"ing: NS-1, EW-2 or Boat-3? Seed 0"ing: NS-1, EW-2 or Boat-3? Seed 0"ing: NS-1, EW-2 or Boat-3? Seed 0"ing: NS-1, EW-2 or Boat-3? Seed 0"ing: NS-1, EW-2 or Boat-3? Seed 0"ing: NS-1, EW-2 or Boat-3? Seed 0"ing: NS-1, EW-2 or Boat-3? Seed 0"ing: NS-1, EW-2 or Boat-3? Seed 0"ing: NS-1, EW-2 or Boat-3? Seed 0"ing: NS-1, EW-2 or Boat-3? Seed 0"ing: NS-1, EW-2 or Boat-3? Seed 0"ing: NS-1, EW-2 or Boat-3. Seed 0"ing: NS-1, EW-2 or Bo	\S#:	North-South Street:	Olive Street	eet			Year of	of Count:	2017	Amp	Ambient Growth: (%):	rh: (%):	-	Conducted by:	ted by:	Shiva D	0	Date:	4	4/12/2018	
Mail	18		9th Stre	et			Project	ion Year:	2023		Pea	ik Hour:	AM	Reviev	ved by:			Project:	10	45 Olive	
Mail	Oppo	No. (sed Ø'ing: N/S-1, E/W-2 o	of Phases r Both-3?			0 0	3		0 0				0				2				0
MOVEMBENT MOVE	Right	Turns: FREE-1, NRTOR-2			SB- WB-	00	NB- EB-			NB- EB-	00	SB- WB-	00	NB- EB-	00	SB- WB-	00	NB- EB-	00	SB- WB-	00
MOVEMENT Movement		ATSAC-1 or ATSAC-	-ATCS-2? Capacity			0 0			0				2 0				0 0				0 2
MOVEMBENT MOVE				EXISTII	NG CONDI	NOI	EXISTIN		OJECT	FUTUR	E CONDITIC	ON W/O PRC	SUECT	FUTUR	E CONDITIC	ON W/ PRO	JECT	FUTURE	W/ PROJEC	T W/ MITIC	SATION
Through Right 55 1 56 1 56 1 1005 338 564 1591 3 50 2 1619 3 640 1619 3 640 1		MOVEMENT		Volume	No. of Lanes	Lane Volume	-	Total Volume	Lane Volume	Added Volume	Total Volume	_	Lane Volume	Added Volume	Total Volume		Lane		Total Volume	No. of Lanes	Lane Volume
Through Right 56 1	aı	Left		0	0 0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	0 0	0
Through-Right 56 10 56 11 67 67 116 175 1 175 11 186 1 1	NNO	Through		977	o m	326	28	1005	335	554	1591	. m	530	28	1619		540		1619	က	240
Figure Left-Right Figure	ВНТ:	Through-Right Right		56	0 -	56	Ź	29	67	116	175	0 +	175	£	186	0 -	186		186	0 -	186
Left	HON		Right		00							00				00				00	
Left-Through 0 0 0 0 0 0 0 0 0	2000				STATE OF	Spinistry.		STATE OF THE PARTY.	Ter 425	25 DO 15	Service Services	NA SPECIA	THE SECTION	10 Sec. 10		PETER P	188	2017	San Contract	Section 1	W-180
Through Right Through Righ	aı	: و		0	0 0	0	0	0	0	0	0	00	0	0	0	00	0		0	0 0	0
Through-Right	NNC	← Left-I hrough ← Through		0	0	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
Left-Right 101 191	ВН	← Through-Right			0							0				0 ((0	
1	ΙΤΟ		1	0	00	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	00	0
Left-Through Right 191 191 191 191 191 191 160 363 0 3	os		cignt Cignt		0							0 0				0 0				0 0	
1	Name of Street, or other Persons and Street,					TOTAL PROPERTY.							1000			Series A			1888		
Through-Right 1027 2 406 3 1030 407 589 1679 2 681 3 1682 2 682 1682 2 168	а			191	0 +	191	0	191	191	160	363	0 -	363	0	363	0 -	363		363) F	363
Through-Right 0 0 0 0 0 0 0 0 0	NNC			1027	- 2	406	3	1030	407	589	1679	. 2	681	င	1682	. 2 .	682		1682	20	682
Through-Right Color Colo	BT:			c	0 0	c	c	c	c	c	c	o c	c	c	C	o c	C		0	00	0
F Left-Right 0	SA3		Right	0	00	>	•	o	•	•)	0	>	·)	0				0	
Through Hight 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			1	Section 1	0	1	- Constitution		No.	The Part of the Pa	0.000	0	STATISTICS.		Deposite Company	0	Charles of the last	1	SAMPLE	0	100
T Left-Through 0 <t< th=""><th>,</th><th></th><th></th><th>0</th><th>0</th><th>0</th><th>0</th><th>0</th><th>0</th><th>0</th><th>0</th><th>0</th><th>0</th><th>0</th><th>0</th><th>0</th><th>0</th><th></th><th>0</th><th>0</th><th>0</th></t<>	,			0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
Through-Right Color Colo	יחמנ			C	00	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
Fight	.BO			o	0		•	•		•	Ř	0				0			į	0	
Teft-Right	LS3		-	0	0 0	0	0	0	0	0	0	00	0	0	0	0 0	0		0	0 0	0
North-South: 326 North-South: 335 North-South: 530 North-South: 540 North-South: East-West: 407 East-West: 681 East-West: 682 East-West: SUM: 732 SUM: 1222 SUM: 1222 SUM: 0,488 0,488 0,495 0,807 0,815 0,815 A A A C C C	Μ		kignt		00							00				00				0	
East-West: 406 East-West: 407 East-West: 602 800			4	Nort	h-South:	326	Nor	h-South:	335		Norti	h-South:	530		North	-South:	540		North	-South:	540
0.488 0.495 0.807 0.815 0.388 0.395 0.707 0.715 A A C C		CRITICAL V	OLUMES	Ea	st-West: SUM:	406	E	st-West: SUM:	742		E	st-West: SUM:	1211		Eas	SUM:	1222		Eas	SUM:	1222
0.388 0.395 0.707 0.715 C C		VOLUME/CAPACITY (V/C	3 RATIO:			0.488			0.495				0.807				0.815				0.815
A	N/C I	ESS ATSAC/ATCS ADJU	STMENT:			0.388			0.395			-	0.707				0.715				0.715
		LEVEL OF SERVIC	CE (LOS):			V			A				ပ				U				U

0.008	NIA
Δν/c after mitigation:	Fully mitigated?
0.008	ON
Change in v/c due to project:	Significant impacted?

1045 Olive CMA AM Peak 4-30-18

18

# <u>S/</u>	North	North-South Street:	Olive Street	et			Year of	of Count:	2017	Ambi	Ambient Growth: (%):	th: (%):	_	Conduc	Conducted by:	Shiva D	a D	Date:	4	4/30/2018	
70	1	Cast Most Ctroot.	9th Stroot				Droioctio		2000		Pea	Peak Hour:	Md	Dovio	Poviowed by:			Project.	1	1045 Olive	
20	Ea	St-west Street.	naane ine			-	nalolu	Oil real.	6707					Vevie	wed by.		c	r rojeti.		143 01170	c
Oppo	sed Ø'ii	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	No. of Phases V-2 or Both-3?			0 0			0 0				N 0				70				70
Right	Turns:	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB- 0 EB- 0	SB- WB-	0 0	NB-	0 SB-0	00	NB- EB-	00	SB- WB-	00	NB EB-	0 0	SB- WB-	00	KB-	0 0	SB- WB-	00
	Ā	ATSAC-1 or ATSAC+ATCS-2? Override Capacity				0 0 0							0 0				0				0
				EXISTIN	EXISTING CONDITION	NOI	EXISTING	IG PLUS PROJECT	OJECT	FUTURE	FUTURE CONDITION W/O PROJECT	N W/O PR	SUECT	FUTUR	E CONDITI	FUTURE CONDITION W/ PROJECT	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIC	SATION
		MOVEMENT		Volume	No. of Lanes	Lane	Project Traffic	Total Volume	Lane	Added Volume	Total Volume	No. of Lanes	Lane	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
7	<u></u>	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
ואנ	∀	Left-Through			0							0				0				0 0	:
108	←	Through		744	ကျ	248	12	756	252	826	1616	m c	539	12	1628	m c	543		1628	n c	543
IHT.	22	Through-Right Right		212	o -	212	22	217	217	92	317	o - -	317	5	322	o –	322		322	o ←	322
HON	+	Left-Through-Right			0							0 (0 0				0 0	
	7	Left-Right	A CONTRACTOR	AND DESCRIPTION OF THE PERSON NAMED IN	0	No. of Concession, Name of Street, or other Publisher, Name of Street, or other Publisher, Name of Street, or other Publisher, Name of Street, or other Publisher, Name of Street, or other Publisher, Name of Street, Or other Publisher, Name of Str	Total Control of the		Superingenia	NAME AND ADDRESS OF	MARK DATE	0	STREET, STREET,	CHEST	Section 1		No. of Persons	CONTRACTOR IN	ed mice		Name and
	و	Left		c	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
IND	1,	Left-Through		•	0	,	,	•		Ŋ.	65	0				0				0	
noe	→ -	Through		0	00	0	0	0	0	0	0	00	0	0	0	00	0		0	0 0	0
ЭНТ	たノ	I hrough-Right Right		0	00	0	0	0	0	0	0	00	0	0	0	0	0		0	00	0
nos	+	Left-Through-Right)	0	,)					0 0				00				0 0	
	₹	Left-Right	100	CO. Section	0	THE STATE OF	The Special of	W. C. C. C. C. C. C. C. C. C. C. C. C. C.		100 100	THE PERSON NAMED IN	New York	September 1	2007			TO BE SEE	S SHIP S			
C	٠,٠	Left		193	0.	193	0	193	193	376	581	0 4	581	0	581	0 7	581		581	0 +	581
חמו	1 1	Left-Through Through		1092	7 7	428	9	1098	430	927	2086	- 8	688	9	2092	- 2	891		2092	- 2	891
BC	Fr	Through-Right			0				,		•	0 ((•	Ó	0 0	(c	0 0	c
TSA	~	Right		0	00	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	00	0
Έ	* *Y	Left-Tillough-Kight			00							00				0				0	
500000		AND THE REAL PROPERTY.	The state of the s	TOTOTO Y	2 2	STREET, STREET,	STATE OF THE PARTY	11 12 12 11 11	STORY OF	THE SECOND	OSGED ST		NAME OF	EL SAN			PINSTIL			c	
a	٠. þ	Left of Theorem		0	0 0	0	0	0	0	0	0	o c	0	0	0	o c	5		>	0 0	-
NNC	. .	Through		0	00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
8T.	4-1	Through-Right		c	00	c	c	c	c	. C	c	0 0	c	c	c	0 0	c		c	o c	c
NES		Right Left-Through-Right		0	00		5	0	>	•	•	00	•	0	o	000	o')	000	
	١,	Left-Right			0							0	001				27.2				673
		CRITICAL VOLUMES	UMES	Norti	North-South: East-West:	248	North- East	orth-South: East-West:	252 430		Nort	North-South: East-West:	539 889		Nort	North-South: East-West:	543 891		North Eas	North-South: East-West:	891
					SUM:	929		SUM:	682			SUM:	1428			SUM:	1434			SUM:	1434
	VOLUI	VOLUME/CAPACITY (V/C) RATIO:	RATIO:			0.451			0.455				0.952				0.956				0.956
NC I	LESS A	V/C LESS ATSAC/ATCS ADJUSTMENT:	MENT:			0.351			0.355				0.852				0.856				0.856
		LEVEL OF SERVICE (LOS):	(ros):			4			V				۵				۵				۵
																PROJE	PROJECT IMPACT	PACT			

Change in v/c due to project:	0.004	Δv/c after mitigation:	0.004	
Significant impacted?	9	Fully mitigated?	N/A	

I/S #:	North-South Street:	Olive Street	reet			Year of	of Count:	2017	Ambi	Ambient Growth: (%):	th: (%):	1	Conduc	Conducted by:	Shiva D	a D	Date:		8/3/2018	
19	East-West Street:	Olympic	Olympic Boulevard			Projectio	ion Year:	2023		Pea	Peak Hour:	AM	Revie	Reviewed by:			Project:	1	1045 Olive	
Oppo	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	No. of Phases V-2 or Both-3?		2	0	,	11					2 0				2 0				0
Right	Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2?	2 or OLA-3?	NB 0 EB 0	SB WB	0000	NB EB	0 SB-	0000	NB EB	0 0	SB- WB-	0000	NB EB	0 0	SB- WB-	0000	NB- EB-	00	SB- WB-	0000
	Override	Override Capacity	EXISTIN	EXISTING CONDITION		EXISTING	IG PLUS PROJECT	VECT	FUTURE	FUTURE CONDITION W/O PROJECT	N W/O PRC	JECT	FUTUR	FUTURE CONDITION W/ PROJECT	ON W/ PRO	VECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIC	SATION
	MOVEMENT		Volume	No. of Lanes	Lane	Project Traffic	Total	Lane	Added Volume	Total Volume	No. of Lanes	Lane	Added	Total Volume	No. of Lanes	Lane	Added Volume	Total Volume	No. of Lanes	Lane Volume
anı	ے Left الے Left-Through		216	0 +	216	15	231	231	62	308	0 1	308	15	323	1	323	-3	320	0	320
повн	↑ Through †- Through-Right		837	0 0	351	27	864	365	434	1322	0 2	543	27	1349	0 2	557	က်	1344	0 0	555
тяои	Right Left-Through-Right	Right	23	-00	53	ω	61	61	10	99	-00	99	∞	74	- 0 0	74	-5	72	- 0 0	72
αN	Left Through		0	00	0	0	0	0	0	0	00	0	0	0	00	0	0	0	00	0
INOB	Through Dight		0	000	0	0	0	0	0	0	000	0	0	0	000	0	0	0	000	0
нтиог	Right Right Left-Through-Right	Right	0	000	0	0	0	0	0	0	000	0	0	0	000	0	0	0	000	0
a	Left		127	← c	127	12	139	139	109	244	- c	244	12	256	- c	256	-5	254	- c	254
NUO			808	0 00 0	404	5	813	407	403	1261	0 7 0	631	2	1266) N C	633	7	1265	0 7 C	633
BT&A3	Right Left-Through-Right Left-Right	Right	0	0000	0	0	0	0	0	0	0000	0	0	0	0000	0	0	0	0000	0
a	Left T		0	0 0	0	0	0	0	0	0	0 0	0	0	0	00	0	0	0	00	0
NNO	Through		902	o ← ←	426	7	708	427	549	1298) - -	761	2	1300	o — -	762	0	1300) - -	762
MESTE	Right Left-Through-Right Left-Right	Right	145	-000	145	0	145	145	69	223	-000	223	0	223	. 0 0 0	223	0	223	000	223
	CRITICAL VOLUMES	VOLUMES	Norti Ea	North-South: East-West: SUM:	351 553 904	North- East	orth-South: East-West: SUM:	365 566 931		North Eas	North-South: East-West: SUM:	543 1005 1548		Norti	North-South: East-West: SUM:	557 1018 1575		North Eas	North-South: East-West: SUM:	555 1016 1571
<u> </u>	VOLUME/CAPACITY (V/C) RATIO:	C) RATIO:			0.603			0.621				1.032				1.050				1.047
2	LEVEL OF SERVICE (LOS):	CE (LOS):			0.50°			1 76.0 A				7.0.0 E				З				Šш
					1										PROJ	PROJECT IMPACT	PACT			

Δν/c after mitigation: 0.005 Fully mitigated? YES Change in v/c due to project: 0.018 Significant impacted? YES

Past-West Street: Olympic Boulevard Past-West Street: No. of Phases 2	#S/I	North-South Street:	Olive Street	reet			Year of	f Count:	2017	Ambi	Ambient Growth: (%):	th: (%):	-	Conducted by:	ted by:	Shiva D	а D	Date:	4	4/19/2018	
No. of 1	19	East-West Street:	Olympic	: Boulevard			Projecti	on Year:	2023		Peal	k Hour:	PM	Reviev	ved by:			Project:	10	45 Olive	
Mail	SoddO	No. •	of Phases or Both-3?			2 0			0				2 0				2 0				2
MOVEMBENT MOVE	Right T	urns: FREE-1, NRTOR-2	? or OLA-3?		SB- WB-	00	NB EB-			NB- EB-	00	SB- WB-	00	NB- EB-	00	SB- WB-	0 0	NB- EB-	00	SB- WB-	00
No.CEMENT No. of Line No		ATSAC-1 or ATSAC	+ATCS-2? e Capacity			0			0 2				0 2				0 2				0
MOVEMBRINT MOV				EXISTIL	NG CONDIN	NOI	EXISTIN		JUECT	FUTURE	E CONDITIO	N W/O PRC	JUECT	FUTUR	E CONDITIC	ON W/ PRO	JECT	FUTURE	W/ PROJEC	T W/ MITIG	PATION
Left-fringh 1		MOVEMENT		Volume	No. of Lanes	Lane	-	_	Lane	Added Volume	Total Volume	-			Total Volume	-	Lane Volume	-	Total Volume		Lane
Through Right 155 1 155 1 155 1 155 1 1	aı	Left		217	0 +	217	11	228	228	139	369	0 +	369	-	380	0 -	380	7-	378	o -	378
Through Right 155 156 161 161 177	NUO	← Leπ-Inrougn ↑ Through		832	- 2	350	13	845	358	999	1549	- 2 -	639	13	1562	- 01 0	647	-5	1560	. 21 0	646
Figure F	внтя	Through-Right	+	155	0 -	155	9	161	161	12	177	0 -	177	9	183	> -	183	Ī	182	o ←	182
Fight Frough Right Fight Right Fight Frough Right Fight Right Fight Right Fight Right Fight Right Fight Right Fight Right Right Fight Right Right Fight Right Right Right Right Right Right Right Fight Righ	ION	→ Left-Through-l → Left-Right	Right		00							00	and the same			00	ı	2000000	Total Contraction	00	-
Through Right Through Righ	_ a			0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0 0	0
Through-Right 104 104 4 108 108 1253 1 253 4 257 1 257 1 256 1 1774 2 1 1774 2 1 1774 2 1 1774 2 1 1774 2 1 1774 2 1 1774 2 1 1774 2 1 1774 2 1 1774 2 1 1774 2 1 1 1 1 1 1 1 1 1	NNO			0	00	0	0	0	0	0	0	00	0	0	0	00	0	0	0	00	0
1	ант		±	c	00	C	0	O	0	0	0	00	0	0	0	00	0	0	0	00	0
Left-Through	.nos		Right	>	000	,	,	,				00				00				0 0	
1	SIY		10 10 10 10 10 10 10 10 10 10 10 10 10 1		AL PART	OFFI PA	SULVEN	S. 29.45. U	THE PARTY OF	10 Sec. 20	1000年	2000			Mark 25 55		Name of the last			NACTION.	0.00
Through-Right 726 2 363 6 732 366 496 1269 2 635 6 1275 2 638 -1 1274 2 Through-Right 0 0 0 0 0 0 0 0 0	a			104	- c	104	4	108	108	143	253	- 0	253	4	757	- 0	797	Ţ	726	- 0	967
Through-Right 0 0 0 0 0 0 0 0 0	NNO			726	000	363	9	732	366	498	1269	010	635	9	1275	2 0	638	7	1274	2 0	637
CLERT-Through-Right 0	ars	. –	+	0	00	0	0	0	0	0	0	0 0	0	0	0	000	0	0	0	000	0
Tr Left Tr Left Tr Left Tr Left-Through 903 1 488 7 910 492 733 1692 1 950 7 1699 1 954 -1 1698 1 Tr Through-Right 73 0 73 73 131 208 0 208 0 208 0 208 0	A 3		Right		00							00				00				00	
T Left-Through 903 1 488 7 910 492 733 1692 1 950 7 1699 1 954 -1 1698 1 Through Light 73 1 73 1 73 131 208 0 208 0 208 0 208 0 F Left-Through Right 73 0 73 131 208 0 </td <td>NAME OF THE PERSON NAME OF THE P</td> <td></td> <td>100 Sept. 100 Se</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td>	NAME OF THE PERSON NAME OF THE P		100 Sept. 100 Se	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
↑ Through-Right 73 0 73 0 73 0 73 0 73 0 73 0 73 0 73 0 208 0 208 0 208 0 0 ↑ Left-Through-Right North-South 350 North-South 358 North-South 647 North-South 0 SUM: Fast-West: 520 Fast-West: 1203 Fast-West: 121 Fast-West: 121 Fast-West: 121 Fast-West: 50Mr: 1858 SUM: 1228 SUM: 1239 SUM: 1239 SUM: 1239 Fast-West: SUM: 1239 Tast-West: SUM: 1239 Tast-West: SUM: 1239 Tast-West:	аипс			903	0 -	488	7	910	492	733	1692	0 +	950	7	1699	0 +	954	7	1698	0 + ,	953
↑ Left-Right	ата		+	73	- 0	73	0	73	73	131	208	- 0	208	0	208	- 0	208	0	208	- 0	208
North-South: 350 North-South: 358 North-South: 647 North-South: East-West: 592 East-West: 600 East-West: 1203 East-West: 1211 East-West: SUM: 942 SUM: 958 SUM: 1842 SUM: 1858 SUM: 0.628 0.639 1.228 1.239 1.239 1.139 A A A F F F	ME		Right		00							00				0 0				0 0	
0.628 0.639 1.228 1.239 0.528 0.539 1.128 1.139 A A F F		CRITICAL	VOLUMES	Nort Ea	th-South:	350 592 942	Nort	h-South: st-West: SUM:	358 600 958		Norti Ea:	h-South: st-West: SUM:	639 1203 1842		North Ea	7-South: st-West: SUM:	647 1211 1858		North Eas	-South: t-West: SUM:	646 1209 1855
0.528 0.539 1.128 1.139 The second of the se		VOLUME/CAPACITY (V/I	C) RATIO:			0.628			0.639				1.228				1,239				1.237
A	MC L	ESS ATSAC/ATCS ADJU	JSTMENT:			0.528			0.539				1.128				1.139				1.137
		LEVEL OF SERVI	ICE (LOS):			4			A				L.				_				L

600.0	YES
Δν/c after mitigation:	Fully mitigated?
0.011	YES
Change in v/c due to project:	Significant impacted?

Level of Service Worksheet

1045 Olive Project - AM Peak Hour

This part This	20 E		11th Stree				-	on Year:	2023		Pea	k Hour	AM	Davio	"yd hv.						
No.	Opposed (-	֡						0101					- 112	West trans			Project	•	145 Olive	
Column C	Opposed (00004		ľ	c			0				c			ľ	6				l
Mail	Right Turns	No. of PI 7 Ving: N/S-1, E/W-2 or Bo				0 0							0 0				70				0 0
MOVEMBLY MOVEMBLY		s: FREE-1, NRTOR-2 or C			SB-	0 0	NB-			NB-	00	SB-	0 0	₽ ₽	00	SB- WB-	0 0	NB-	00	SB- WB-	00
MOVEMBENT MOVE		ATSAC-1 or ATSAC+AT			!	000							0.0				0 0				0 0
MOVEMBRY MOVEMBRY			A COUNTY	EXISTIN	G CONDIT		EXISTIN		DJECT	FUTURE	CONDITIC	N W/O PRO	DJECT	FUTUR	E CONDITION	ON W/ PRO	JECT	FUTURE	W/ PROJE	TIM /M T	GATION
Left Hough 122 0 122 4 126 1		MOVEMENT		Volume	_	Lane	-	Total	Lane	Added Volume	Total Volume	\vdash	Lane	Added	Total Volume	No. of Lanes	Lane		Total Volume	No. of Lanes	Lane Volume
Through Right Through Righ	a	Left		122	0 7	122	1	126	126	105	235	0 +	235	4	239	0 +	239		239	0	239
Figure F	VNO	Left-Through Through		1061	- 2	394	4	1075	400	456	1582	- 8	909	4	1596	- 2	612		1596	- 2	612
Fight Figh	.HB	, Through-Right		•	0	(1.0	¢	d	c	ć	0 0	C	c	c	0 0	c		c	0 0	c
Figure F	тяо . ⊂ ∰	• Right	+	0	0 0	0	0	0	0	0	0	0 0	9	Þ	>	0 0	>		>	0 0	>
Fight Frough Fight	\dashv	-		0.0000000000000000000000000000000000000	0		No.	and other second	CONTROL OF	No.	-	0	and the same	NAME OF TAXABLE PARTY.	200	0	No.			0	The same of
Through Hight Through High Through Hight Through Hight Through Hight Through Hight Through Hight Through Hight Through Hight Through Hight Through Hight Through Hight Through Hight Through Hight	- C	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
Impough Right		* Left-Through		c	00	c	c	c	c	c	c	0 0	c	c	c	0 0	C		C	0	0
Left-Through-Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	08⊦ → →	Inrougn Through-Right		0	00	0	0	>	>	0	•	0 0	>)	,	00	>)	0	. 0
Left-Right Color				0	0 0	0	0	0	0	0	0	00	0	0	0	0 0	0		0	0 0	0
Just Left Through Flight 0 <th></th> <td></td> <td></td> <td></td> <td>00</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>00</td> <td></td> <td></td> <td></td> <td>00</td> <td></td> <td></td> <td></td> <td>0</td> <td></td>					00							00				00				0	
1	STATE OF	- 一大学の世界のである。	West of the		200	N. SECTION			September 1		200		2000				100				
Through Right 0 0 0 0 0 0 0 0 0	_			0	00	0	0	0	0	0	0	0 0	0	0	0	00	0		0	0 0	0
Through-Right	_			0	00	0	0	0	0	0	0	000	0	0	0	000	0		0	000	0
1				c	0 0	c	c	c	c	c	c) C	C	c	С	> 0	0		0	00	0
Charles Char				o	000		•	•	>	o .	,	000		•	,	00				00	
f Left Left Left 0	Υ° -		The state of the s	DESCRIPTION OF	5	Security of	Sales Sales	Section 19	Name of Street	The Control of	ALC: NO.	>	STANSON N	Semiliforni	Property State		SCHOOL STATE	NEWS IN	0.25 E. C. C. C. C. C. C. C. C. C. C. C. C. C.		Sec. Co.
Through	_		_	0	0 0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	00	0
Through-Right 46 10 56 56 56 56 57 70 1 70 10 80 1 80 1 80 1 10 10		L .		114	o –	114	—	115	115	121	242	o ← (242	—	243	o ← (243		243	o ← c	243
The Fight	_			9	0 +	76	5	ď	ŭ	24	2	o +	70	10	08	o -	80		80) -	80
North-South: 394 North-South: 400 North-South: 606 North-South: 612 North-South: East-West: 114 East-West: 115 East-West: 242 East-West: 243 East-West: SUM: 508 SUM: 848 SUM: 855 SUM: SUM: 0.339 0.343 0.343 0.565 0.570 0.570 A A A A A A				04	- 0 0	0	2	8	3	7	2	- 0 0	2	2	3	- 0 0	3		3	. 0 0	3
Sum: 508 Sum: 515 Sum: 848 Sum: 855				North	-South:	394	Nort	h-South:	400		Nort	-South:	606		Norti	3-South:	612		Nort	-South:	612
0,339 0,343 0.565 0,570 0,239 0,243 0,465 0,470 A A A		CRITICAL VOLI	OMES.	Eas 	st-West: SUM:	114 508	E E	st-West: SUM:	515		L L	St-west:	848		rii Lii	SUM:	855		ğ	SUM:	855
0.239 0.243 0.465 0.470 A A	VOL	UME/CAPACITY (V/C) R.	ATIO:			0,339			0.343				0.565				0.570				0.570
A A A	WC LESS	ATSAC/ATCS ADJUSTN	AENT:			0.239			0.243				0.465				0.470				0.470
		LEVEL OF SERVICE (I	ros):			V			A				A				V				V

0.005	N/A
Δv/c after mitigation:	Fully mitigated?
0.005	ON
Change in v/c due to project:	Significant impacted?

110	t dia	North Stroot:	Olive Street			Vees	· f Count.	2047	Ambie	Ambient Growth: (%):	th: (%):	-	Conducted by	had hav	Shiva D	0	Date.	A	4/30/2018	
# 2		1	ם סוופפר			rear	rear or count.	7107				-				ı	oaic.	F	00,000	
20	Easi	East-West Street: 11th	11th Street			Projection	ion Year:	2023		Peak	Peak Hour:	PM	Reviewed by	ed by:		1	Project:	5	1045 Olive	
Sodo	sed Ø'in	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	s c.		0			0 0				0 0				0 0				0 0
Right	Turns: F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	3? NB- 0	SB-	00	NB	0 SB-		NB-	00	SB- WB-	00	NB-	00	SB- WB-	00	NB- EB-	00	SB- WB-	0 0
	AT	ATSAC-1 or ATSAC+ATCS-2?	}		000			0 0				0 0				0 0				0 0
		Captar Captar	L	EXISTING CONDITION		EXISTIN	EXISTING PLUS PROJECT	SJECT	FUTURE	FUTURE CONDITION W/O PROJECT	N W/O PRC	JECT	FUTURE	FUTURE CONDITION W/ PROJECT	N W/ PRO.	IECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIC	SATION
		MOVEMENT	Volume	No. of Lanes	Lane	Project Traffic	Total Volume	Lane	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane	Added	Total Volume	No. of Lanes	Lane Volume
a	r •	Left	160	0 ,	160	20	180	180	286	456	0 7	456	50	476	0 +	476		476	0	476
NNO	7.	Left-Through Through	920	- 2	360	40	096	380	778	1755	- 2	737	40	1795	- 2	757		1795	- 2	757
НВ	_4_	Through-Right		0 0	•	c	c	c	c	c	00	c	c	c	00	c		c	0 0	_
гяо	4	Right Left-Through-Right	o 	0 0	0	0	>	>	5	ס	00	>	0	>	0 0	>		•	0 0	
N	-}-	Left-Right		0	CHICAGO CONT.			CHARLES	AND REPORTS	Department	0	SUNTACO	DOM: N	RUNGER	0	CONTRACT OF		2000	0	
a	_ و	Left	0	0 0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	0 0	0
NNC	<i>t</i> ,	Left-Through Through	_	0 0	C	0	0	0	0	0	00	0	0	0	00	0		0	00	0
нвс	. 7.	Through-Right	•	00	,) () () (00				0 0	(c	00	c
TUC	74	Right I eff-Through-Right	0	0 0	0	0	0	0	0	0	00	0	o o	>	00	5		>	00	>
os	{	Left-Right	_	0							0				0				0	Application of the last of the
									c			•	c	-	_	c		c	c	c
aı	74	Left Left-Through	o 	0	•	>	>	>	>	>	00	5	D	•	00	.		þ	0 0	,
vno	1 }	Through	0	0	0	0	0	0	0	0	00	0	0	0	00	0		0	0 0	0
8T2	.بى ج	Through-Right Right	0	00	0	0	0	0	0	0	00	0	0	0	00	0		0	0	0
E A 3	47	Left-Through-Right		00							00				00				00	
STATE OF THE PARTY OF		reithigh	THE SECTION OF THE PARTY OF THE	STORY S	Trender	OCUPACION.	r Cuanthill	STATE OF	PRO-DAY	Control of the last	Name of	Total party	No. 17 199	STEENING TO SERVICE	Marie Sale	CHES	18 13 18	TOTAL SOUTH	The state of	STORY.
a	r }	Left	0	00	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
NNO	. -	Through	300	o ← 0	300	7	307	307	230	548	o ← c	548	7	555	· — C	555		555	- 0	555
BTS	۽ليا	I nrougn-kignt Right	102	o -	102	25	127	127	4	149	- c	149	25	174) -	174		174	-	174
ME	∱ .↓	Left-Through-Right Left-Right		00							00				00				00	
			Ň	North-South:		Non	North-South:	380		North	North-South:	737		North	North-South:	757		North	North-South:	757
		CKITICAL VOLUMES		East-West: SUM:	300	ŭ	East-West: SUM:	687		Ke La	SUM:	1285		8		1312			SUM:	1312
	VOLUM	VOLUME/CAPACITY (V/C) RATIO:			0.440			0.458				0.857			_	0.875				0.875
NC I	LESS AT	V/C LESS ATSAC/ATCS ADJUSTMENT:	2.		0.340			0.358			_	0.757				0.775				0.775
	1	LEVEL OF SERVICE (LOS):	ي		A			4				U				ပ ပ				S
															PROJECT	CT IMF	IMPACT			

Δν/c after mitigation:	Fully mitigated?
0.018	ON
Change in v/c due to project:	Significant impacted?

0.018 N/A

#S/	North-South Street:	Olive Street	reet			Year	Year of Count:	2017	Ambi	Ambient Growth: (%):	th: (%):	-	Conducted by:	ted by:	Shiva D	a D	Date:	41	4/12/2018	
21	East-West Street:	Pico Boulevard	ulevard			Projecti	Projection Year:	2023		Peal	Peak Hour:	AM	Reviev	Reviewed by:			Project:	10	1045 Olive	
oauo	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	No. of Phases W-2 or Both-3?			20			2				0 2				2 0				0
Right	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB- 0 EB- 0	SB- WB-	00	NB EB	0 SB- 0 WB-	00	NB-	0 0	SB- WB-	00	NB- EB-	00	SB- WB-	0 0	NB- EB-	0 0	SB- WB-	00
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity	r ATSAC+ATCS-2? Override Capacity	l,		0 0			0 0				0 0				0				0
			EXISTI	EXISTING CONDITION	NOI	EXISTING	G PLUS PROJECT	JECT	FUTURE	CONDITIO	FUTURE CONDITION W/O PROJECT	JECT	FUTUR	FUTURE CONDITION W/ PROJECT	N W/ PRO.	JECT	FUTURE 1	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIG	ATION
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	ø	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	. 0	Added Volume		No. of Lanes	Lane
αN	Left		133	1	133	0	133	133	105	246	- 0	246	0	246	- 0	246		246	- 0	246
INOB	Through		1110	000	555	12	1122	561	466	1644	7 0	822	12	1656	2 0	828		1656	7 0	828
нтя	Right		2	o – (2	0	2	2	40	42	o — o	42	0	42	· - c	42		42	· — c	42
ON	← Left-Through-Right ← Left-Right	Right		00			The state of the s		000	SECTION SEC	00	0.000		2000	00	- Indiana	01000000	andward.	0 0	and the same
a	re رر		0	0	0	0	0	0	0	0	0 0	0	0	0	00	0		0	0 0	0
ипо	Left-Through Through	0	00	0	0	0	0	0	0	00	0	0	0	00	0		0	000	0	
ант	∴ Through-Right ← Right	_	0	00	0	0	0	0	0	0	00	0	0	0	0 0	0		0	00	0
nos	← Left-Through-Right 人 Left-Right	Right		00							00				00				0 0	
N. S.		B. S. S. S. S. S.	San San San	100	CONTRACTOR OF THE PARTY OF	Sec. Sec.	STATE OF STA	THE REAL PROPERTY.	STATE OF THE PERSON AS IN COLUMN TWO IS NOT THE PER	Met Com	188888	10000	S. S. S.	STATE OF		WAS THE	SCHOOL SE	AND STREET		
aı	Left		24	o +	54	က	22	57	61	118	0 -	118	ო	121	o –	121		121	o –	171
NNO			388	· ← o	248	0	388	251	251	663	- 0	268	0	663	← c	574		663	- c	574
8T2,			0	00	0	0	0	0	0	0	000	0	0	0	000	0		0	000	0
4 3	Left-Through-Right	Right		00							0 0				00				00	
	. Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
опис			303	0 +	188	-	304	189	314	929	0 - 1	360	~	637	0 - 7	361		637	⊃ -	361
атг	Through-Right		73	- 0	73	0	73	73	7	84	- 0	84	0	84	- 0	84		84	- 0	84
ME		Right		00							00				0 0				00	
	CRITICAL VOLUMES	VOLUMES	Nort	North-South: East-West:	248 803	Nort Ea	North-South: East-West:	561 251 812		North Eas	North-South: East-West: SUM:	822 568 1390		North Eas	North-South: East-West: SUM:	828 574 1402		North Eas	North-South: East-West: SUM:	828 574 1402
	VOLUME/CAPACITY (V/C) RATIO:	C) RATIO:			0.535			0.541				0.927				0.935				0.935
MC I	V/C LESS ATSAC/ATCS ADJUSTMENT:	JSTMENT:			0.435			0.441			J	0.827				0.835				0.835
	LEVEL OF SERVICE (LOS):	CE (LOS):			4			V				٥				۵				۵
															PROJECT		IMPACT			

Observed the distriction of the second	0000	Aufo after mitigation.	8000	
nange in we one to project.	0.000	AVIC ALICE IIILIYALIOII.	0.00	
Significant impacted?	O _N	Fully mitigated?	N/A	

I/S #:		North-South Street:	Olive Street	reet			Year of	of Count:	2017	Ambi	Ambient Growth: (%):	th: (%):	-	Condu	Conducted by:	Shiv	Shiva D	Date:		8/3/2018	
21		East-West Street:	Pico Boulevard	ulevard			Project	Projection Year:	2023		Pea	Peak Hour:	PM	Revie	Reviewed by:			Project:		1045 Olive	
oddo	Sed Ø	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	No. of Phases V-2 or Both-3?			0 2			0 2				0 2				0 0				0 2
Right	Turns:	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 0 EB 0	SB WB	00	NB EB-	O SB-	00	NB- EB-	00	SB- WB-	00	NB EB-	00	SB- WB-	00	NB- EB-	00	SB- WB-	00
	`	ATSAC-1 or ATSAC+ATCS-2? Override Capacity	ATCS-2?			0			0 0				0 0				0				0 2
				EXIST	EXISTING CONDITION	NOIL	EXISTING	IG PLUS PROJECT	DJECT	FUTURE	E CONDITIC	FUTURE CONDITION W/O PROJECT	JJECT	FUTUR	E CONDIT	FUTURE CONDITION W/ PROJECT	SUECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	CT W/ MITI	GATION
		MOVEMENT		Volume	No. of Lanes	Lane	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Votume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
d	<i>(</i> -	Left		109	-	109	0	109	109	148	264	1	264	0	264	1	264	0	264	1	264
INN	7	Left-Through			0 (:		į	0	0	0 (į	3	9	0 0			9	0 (į
ВО	-	Through		862	N C	431 L	14	903	452	993	1908	N C	40.4	4	046 040	ν c	n /n	P —	2 2 3	v C	7/6
ΗŢ	11	Rinht		12) -	12	c	12	12	49	62	o -	62	0	62	o —	62	0	62	· -	62
ЯОМ	+	Left-Through-Right	ght	!	0	!)	!	!	!		0				0				0	
7	}	Left-Right	-		0	200000000000000000000000000000000000000	CONTRACTOR OF	200000000000000000000000000000000000000	200000000000000000000000000000000000000	Mary Property and age	C STREET	0	Contract of the last	Section 199	THE PROPERTY.	0	Bergoods-	Christian	SCORES IN	0	100000
a	1	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NΠ	1,_	Left-Through		- 34	0 0	,		((c	•	0 0	d	C	ď	0 0			c	0 0	c
ВО	- 7	Through Through-Pight		0	0 0	0	0	0	0	0	0	0 0	0	0	0	- -	9	0	0	> C	0
ΗТΙ	,			0	0	0	0	0	0	0	0	00	0	0	0	0	0	0	0	0	0
nos	+ -		ght		00							00				00				0 0	
CONTRACT.	₹	ij	N. R.C. B. St. Oak	NE OFFICE	>	SCA 432.0	Station of	1 100 C. 150	ALC: SE	THE PERSON	RU MERIS		S S S S S S S S S S S S S S S S S S S		COR I	Mana Rena	STATE OF			Series III	STATE OF THE PARTY OF
C	4) +	Left		63	0 1	63	-	74	74	123	190	0 7	190	Ξ	201	0 1	201	-5	199	0 7	199
INNO	1 1	Left-Inrougn Through		393		323	0	393	345	311	728		728	0	728		728	0	728		728
LBC	ħη	Through-Right			0						,	0			,	0 (•	•	0	Ó
rsa	~ †	Right		0	0 0	0	0	0	0	0	0	0 0	0	0	0	0 0	0	0	0	0 0	0
3	* ' Y*	Left-Right			00							0 0				0			The state of the s	0	Oran medical
	ل	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ΟN	þ	Left-Through			0							0				0				0	
nos	14	Through		583	- -	326	-	584	326	377	966	- -	544	-	266		544	0	266		544
HTS:	بدله	Right		99	- 0	89	0	99	89	19	91	- 0	91	0	91	0	91	0	91	0	91
3M	h.J	Left-Through-Right Left-Right	ght		00							00				00				00	
		0		Non	North-South:	431	North-	h-South:	452		Nort	North-South:	954		Nort	North-South:	975		Nort	North-South:	972
		CRITICAL VOLUMES	LUMES	Ē	East-West: SUM:	389 820	Ea	East-West: SUM:	400 852		Ea	East-West: SUM:	73 4 1688		Ea	East-West: SUM:	745 1720		Ea	East-West: SUM:	743 1715
	VOLU	VOLUME/CAPACITY (V/C) RATIO:	RATIO:			0.547			0.568				1,125				1.147				1.143
1 0/C	LESS /	V/C LESS ATSAC/ATCS ADJUSTMENT:	TMENT:			0.447			0.468				1.025				1.047				1.033
		LEVEL OF SERVICE (LOS):	(ros):			∢			A				ш				ш				L
																PROJ	PROJECT IMPACT	PACT			

0.008	YES
∆v/c after mitigation:	Fully mitigated?
0.022	YES
Change in v/c due to project:	Significant impacted?

East-West Street 16th Stre	#S/I		North-South Street:	Olive Street	et			Year of	of Count:	2017	Amp	Ambient Growth: (%):	th: (%):	-	Conduc	Conducted by:	Shiva D	3 D	Date:	4	4/12/2018	
Mail	22			16th Stree	Ť			Project	ion Year:	2023		Pea	k Hour:	AM	Revie	ved by:			Project:	=	045 Olive	
Mail	Oppo	sed Ø'ing	No. of Pl g: N/S-1, E/W-2 or Bo		1		0							0				0				0
MOVEMBINI MOVEMBINI Movembinic classicity Move	Right	Turns: FF	REE-1, NRTOR-2 or C			SB- WB-	00	NB- EB-			NB- EB-	00	SB- WB-	00	NB- EB-	00	SB- WB-	00	NB- EB-	00	SB- WB-	00
MoveMeNt MoveMeNt Movembent Movemb		AT	SAC-1 or ATSAC+ATO	CS-2? pacity			0			0 0				0 2				0				0 0
MOVEMBRY MOVEMBRY					EXISTIN	NG CONDIT	LION	EXISTIN		OJECT	FUTUR	E CONDITIC	ON W/O PRO	JECT	FUTUR	E CONDITIC	ON W/ PRO	JECT	FUTURE	W/ PROJEC	ST W/ MITI	GATION
Left Right			MOVEMENT		Volume	No. of Lanes	Lane Volume	-	Total Volume	Lane	Added Volume	Total Volume	-		Added Volume	Total Volume		-	Added Volume	Total Volume		Lane Volume
Through Right 1443 2 566 12 1455 510 64 10 64	an	C 7	Left Left-Through		75	0 +	7.5	0	75	75	4	84	0 -	84	0	84	0 +	84		84	0 +	84
Fight	noa		Through		1443	. W C	206	12	1455	510	498	2030	N C	705	12	2042	0,0	602		2042	0 C	709
Test-flowingly-Right	нтя	TC.	Right		09	o -	09	0	09	09	0	49) - (64	0	49	o ← (64		64) - (49
First Header Firs	ON	+>	Left-Through-Righ Left-Right	_		00		The same of		O CONTRACTOR OF THE PERSON OF		Conference	00		OCCUPATION AND ADDRESS OF THE PERSON AND ADD	1	00		900	-	00	
Through Right	a	_ر	Left	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
Through-Right	NNO	↓ →	Left-Through Through		0	00	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
	нв.	7,	Through-Right			0 0				C	C	c	0 0	(c	c	0 0	C		c	00	c
Left Right Tild T	LNO	+	kignt Left-Through-Righ≀		0	00	0	0	5	0	>	>	00	>	>	>	00	5		0	00	>
Left Through	s	₹	Left-Right	- Company	Section 1	0	Name and Address of the Owner, where	and the same of	CONC. PROPERTY.	No. of Concession, Name of Street, or other Persons or ot		or selection of the	0	Contraction of the last	-	The course of th	0	The second	and a second	Total Control	0	Const Children
1	STATE OF THE PARTY	J	t t	-	76	c	76		76	76	16	45	0	26	O	26	0	26		26	0	26
Through Household Househ	ИD	4	Left-Through		2	-	2	Þ	2	2	2	5	· —	5	ò	5	· —	3		5	· -	
Fight Figh	NOE	11	Through Through-Right		310	- 0	231	0	310	231	43	372	- 0	283	0	372	- 0	283		372	- 0	283
CENTINGENIAL FIGURE CENTINGENIAL FIGURE	IT&A	~	Right		0	000	0	0	0	0	0	0	000	0	0	0	000	0		0	000	0
f Left Left 0 </th <th>3</th> <td>•*</td> <td>Left-Right</td> <td></td> <td></td> <td>0 0</td> <td></td> <td></td> <td></td> <td>-</td> <td></td> <td></td> <td>0</td> <td></td> <td></td> <td>The second second</td> <td>0</td> <td></td> <td>000000000000000000000000000000000000000</td> <td></td> <td>0</td> <td></td>	3	•*	Left-Right			0 0				-			0			The second second	0		000000000000000000000000000000000000000		0	
T Left-Through 275 1 179 0 275 179 42 334 1 214 0 334 1 214 0 334 1 214 0 334 1 214 0 334 1 214 0 334 1 214 0 334 1 214 0 334 1 214 0 334 1 214 0 334 1 214 0 334 1 214 0 334 1 214 0 334 1 214 0 334 1 214 0 334 1 214 0 334 1 214 0 334 1 214 0 334 1 1 214 334 1 1 214 334 1 1 214 334 1 2 334 1 334 1 334 1 334 1 334			Left	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
Through-Right See	חאם	} →↓	Left-Through		275	0 +	170	c	275	470	4	334	0 +	214	C	334	0 -	214		334	0 -	214
Fight Figh	08.	4.	Through-Right		0	-	2	•	2	2	‡	5	· -		•	3	-			-	-	
North-South: 506 North-South: 510 North-South: 705 North-South: 709 North-South: East-West: 255 East-West: 311 East-West: 311 East-West: SUM: 765 SUM: 765 SUM: 705 SUM: 0.507 0.510 0.510 0.677 0.680 0.680 A A A A A A	MES	باجل جار	Right Left-Through-Right Left-Right		82	000	82	0	82	82	ဖ	93	000	93	0	93	000	93		93	000	93
SUM: 761 SUM: 765 SUM: 1016 SUM: 1020 SUM: 0.507 0.510 0.677 0.680 0.680 0.680 0.580			CRITICAL VOLL	IMES	Norti	h-South: st-West:	506	Nort	h-South: st-West:	510 255		North	h-South: st-West:	705		North Eas	-South:	709		North Eas	-South: st-West:	709
0.507 0.510 0.677 0.680 0.407 0.410 0.577 0.580 A A A A						SUM:	761		SUM:	765			SUM:	1016				1020			SUM:	1020
0.407 0.410 0.577 0.580 A A A		VOLUME	E/CAPACITY (V/C) R.	ATIO:			0.507			0.510				7.677			-	0890				0.680
4	1 //C	ESS AT	SAC/ATCS ADJUSTM	ENT:			0.407			0.410				0.577				0.580				0.580
			EVEL OF SERVICE (I	-OS):			V			A				A				A				A

0.003	N/A
Δv/c after mitigation:	Fully mitigated?
0.003	Q Q
Change in v/c due to project:	Significant impacted?

I/S #:		North-South Street:	Olive Street	reet			Year of	of Count:	2017	Amb	Ambient Growth: (%):	vth: (%):	-	Condu	Conducted by:	Shiva D		Date:	4	4/12/2018	
22		East-West Street:	16th Street	eet			Project	Projection Year:	2023		Pea	Peak Hour:	PM	Revie	Reviewed by:		T	Project:	10	1045 Olive	1
oddo	paso	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	No. of Phases V-2 or Both-3?			0			0 0				0 0				0 0				0 0
Right	Turn	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 0 EB 0	SB- WB-	00	NB- EB-	0 SB- 0 WB-		NB- EB-	00	SB- WB-	00	NB- EB-	00	SB- WB-	00	NB- EB-	00	SB- WB-	00
		ATSAC-1 or ATSAC+ATCS-2? Override Capacity	ATCS-2?			0 0			0 0				0 0				0				0
	l			EXISTI	EXISTING CONDITION	TION	EXISTING	4G PLUS PROJECT	OJECT	FUTUR	E CONDITIC	FUTURE CONDITION W/O PROJECT	OJECT	FUTUR	E CONDITI	FUTURE CONDITION W/ PROJECT	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIC	SATION
		MOVEMENT		Volume	No. of Lanes	Lane	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	<i>(</i>	Left		25	0	25	0	25	25	11	38	0	38	0	38	0	38		38	0 7	38
INN	7.	Left-Through		084	← c	336	41	1025	350	1105	2150	۰ -	729	14	2191	- 2	743		2191	- 2	743
IBO	_ ~	Inrough Through-Right		400	v 0	occ.	ř	0.50	3	2	2	10	1		i D	10				0	
нтя		Right		85	_	85	0	85	85	0	06	← 0	06	0	06	- 0	06		06	← ¢	06
ON	+ >	ノ Left-Through-Right イ Left-Right	ight		00							0 0				0 0				00	
		CONTRACT STATES				STREET, STREET			SE TREE		STATE OF								c	-	0
ΠN	J <u>J</u> ,	t Left Left-Through		0	00	0	0	0	0	o	>	0	-	0	0	0	5		>	00	•
nos	→ -	Through		0	0	0	0	0	0	0	0	0 0	0	0	0	00	0		0	00	0
ЭНТ	<i>1, J</i>	Through-Right Right		o	0 0	0	0	0	0	0	0	0	0	0	0	0 0	0		0	00	0
nos	·+·		ight	ŝ	00)		S.			00				0 0				00	
	ا	Left-Right	A STATE OF THE PARTY OF THE PAR	STATE SECTION		STATE OF THE PARTY OF	10.0.0	TO DITTOO	STATE OF THE PARTY OF		THE STOR		NO. 1	100 Miles	Sep. 12 - 150		ALTERNATION OF THE PERSON	242024			SCHEN
	5.		00000000	73	0	73	0	73	73	32	109	0 7	109	0	109	0 +	109		109	0 +	109
חחו	1 I	↓ Left-Through → Through		540		343	0	540	343	38	611		415	0	611		415		611	(415
DBT	4			c	00	C	c	c	c	c	c	0 0	C	C	c	0 0	C		0	0 0	0
EAS	**		ght	D	00	>	0	•		·	,	00			į	0				0 0	
	~	Left-Right	Water Street, Square,	STREET, STREET	0	District States	Stationary and State of State	No. of Concession, Name of Street, or other Persons, or other Pers	Section of		The Manager	0	Tables .	The Section	THE REAL PROPERTY.	O SHEETING	TOWNS THE	Control of the last	Single Silver		STATE OF
AND AND AND AND AND AND AND AND AND AND	Ç	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
חאם	}→ ↓	Left-Through		717	0 +	241	c	417	241	63	506	0 -	294	C	506	0 -	294		506	o –	294
LBO	٠ إ٠			Ī			o .			}	}	- 0		•	Ċ	- 0			ç	- 0	ç
LSE	بارا. سال	Right Left-Through-Right	+	65	0 0	65	0	65	65	13	82	0 0	82	0	82	00	78		70	00	70
v	٠,	- Left-Right			0							0				0	140			0	740
		CRITICAL VOLUMES	OLUMES	Nor	North-South: East-West: SUM:	336 343 679	North- East	orth-South: East-West: SUM:	350 343 693		Non	North-South: East-West: SUM:	729 415 1144		Nort. Ea	North-South: East-West: SUM:	415 1158		NOTE Eas	East-West: SUM:	415 1158
	\$	VOLUME/CAPACITY (V/C) RATIO:	RATIO:			0.453			0.462				0.763				0.772				0.772
×	LES	V/C LESS ATSAC/ATCS ADJUSTMENT:	TMENT:			0.353			0.362				0.663				0.672				0.672
		LEVEL OF SERVICE (LOS):	E (LOS):			ď			A				8				8				m
																PROJE	PROJECT IMPACT	PACT			

Δν/c after mitigation: 0.009	Fully mitigated? N/A
600.0	ON
Change in v/c due to project:	Significant impacted?

#S/I	North-	North-South Street:	Olive Street	set			Year of	of Count:	2017	Ambi	Ambient Growth: (%):	th: (%):	1	Conduc	Conducted by:	Shiva D	аD	Date:	4	4/12/2018	
23	Easi	East-West Street:	17th Street	et			Project	Projection Year:	2023		Pea	Peak Hour:	AM	Revie	Reviewed by:			Project:	10	1045 Olive	
ÖddO	sed Ø'in	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	Phases toth-3?			2			2 0				2 0				0				0 2
Right	Turns: F	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 0 EB 0	SB- WB-	00	NB- EB-	0 SB- 0 WB-	00	NB	00	SB- WB-	0 0	NB- EB-	00	SB- WB-	00	NB EB	00	SB- WB-	00
	AT	ATSAC-1 or ATSAC+ATCS-2? Override Capacity	TCS-2?			0 0			0				2 0				0 0				0 0
				EXISTI	EXISTING CONDITION	TION	EXISTING	IG PLUS PROJECT	DJECT	FUTURE	CONDITIC	FUTURE CONDITION W/O PROJECT	JJECT	FUTUR	E CONDITIE	FUTURE CONDITION W/ PROJECT	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIC	SATION
		MOVEMENT		Volume	No. of Lanes	Lane	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Totał Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
a	(Left		351	0	351	0	351	351	43	416	0	416	0	416	0	416		416	0 •	416
INN	7	Left-Through		000	← c	11	c	1200	003	304	1856	۰ -	757	o	1865	- 0	760		1865	- 0	760
IBO		Inrough Through-Right		1300	0 0	110	n	6000	9	-	200	10	5	,	3	10	3			0	
нтя	ير	Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0 (0
ON	+}	Left-Through-Right	±		00							0 0				00				o 0	
The state of	- OF THE	Petrusius .	Name of Street, or other Persons	PARKER THE		STREET, SOLD	SCHOOL STATE	ST. ST. ST.	HESSELLES	TO THE PERSON	CONTRACTOR	STATE SUPPLY	See See See	1085 P	の子の大学	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Shipping	STATE OF	25,000,000	PAGE SEP	State of the last
-	و	Leff		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
IND	1.	Left-Through		•	0	,	6	Œ				0				0				0	Ī
no	→-	Through		0	0	0	0	0	0	0	0	0 (0	0	0	0 0	0		0	0 0	0
8H.	1,-	Through-Right		c	0 0	c	c	c	c	c	c	0 0	c	c	c	0 0	c		C	o c	
LNC	14	Kignt	i	0	0 0	>	0	D	>	>	>	0 0	>	>	>	0	5 1		o	0	•
os	÷-{	Left-Tillough-Kigi Left-Right	<u> </u>		00							0 0				0				0	
15 1000	A 15.00	STATE OF THE PARTY	TEST STATES	Town Section		THE PERSON NAMED IN			HALL NO.			State of the last	NO. Age		STATE OF	TX40900V	13.50				1000
a	4) 4	Left		0	0 0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	00	0
NN	1 1	Lert-Inrougn Through		0	00	0	0	0	0	0	0	00	0	0	0	0	0		0	0 0	0
08	f	Through-Right			0							0				0				0	
TS/	بهم	Right		0	0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	0 0	0
/3	ÞΥ	Left-Through-Right Left-Right	 ‡		0 0							00				0				00	
8			SANS PER	No. of the last			Transfered												c	-	
aı	. }	Left		0	o c	5	0	0	0	0	>	o c	>	0	>	0	5		>	0	>
vnc		Through		793	-	511	0	793	513	382	1224	· -	789	0	1224	~	790		1224	_	790
)8T	4~	Through-Right		o c	← ¢	CCC	c	200	727	7	253	← c	253	c	356	⊂	356		356	- c	356
SBI	↓	Right Left-Through-Right		677	o c	677	ი	707	767	2	c c c	0	S S S	0	2	0 0			8	0	3
W	بل.	Left-Right			0							0				0				0	
		O	-	Nort	North-South:	577	North-	h-South:	580		Nort	North-South:	757		Nort	North-South:	760		North	North-South:	760
		CRITICAL VOLUMES	S IND	Ę	East-West: SUM:	1088	ŭ	East-West: SUM:	1093		n D	SUM:	1546		1	SUM:	1550			SUM:	1550
	VOLUM	VOLUME/CAPACITY (V/C) RATIO:	RATIO:			0.725			0.729				1.031				1.033				1.033
NC I	ESS AT	V/C LESS ATSAC/ATCS ADJUSTMENT:	MENT:			0.625			0.629				0.931				0.933				0.933
	_	LEVEL OF SERVICE (LOS):	(ros):			œ			В				ш				ш				E
																PROJE	PROJECT IMPACT	PACT			

Δν/c after mitigation:	Fully mitigated?
0.002	ON.
Change in v/c due to project:	Significant impacted?

This continue conti	1/S #:		North-South Street: Olive	Olive Street			Year of	f Count:	/ L0Z	Ambi	Ambient Growth: (%):	tn: (%):	-	Conducted by:	ted by:	Shiva D	۵۵	Date:	4	4/12/2018	
Mathematical Control	23			Street			Projecti	on Year:	2023		Pea	k Hour:	PM	Reviev	ved by:			Project:	11	45 Olive	
Mail	Oppo	sed Ø	No. of Phases ing: N/S-1, E/W-2 or Both-3?	10.0		0 2			2	18			2		6: 		0				0 0
MOVEMBENT MOVE	Right	Turns:	FREE-1, NRTOR-2 or OLA-3	NB	SB- WB-	00	NB- EB-			NB- EB-	00	SB- WB-	00	NB- EB-	00	SB- WB-	0 0	NB- EB-	00	SB- WB-	0 0
		∢	ATSAC-1 or ATSAC+ATCS-2? Override Capacity			0 0			0 0				0				0 0				2
MOVEMBRIT MOVE					NG CONDI	NOIT	EXISTIN		DJECT	FUTUR	CONDITIO	N W/O PRC	JECT	FUTUR	E CONDITIC	ON W/ PRO	JECT	FUTURE	W/ PROJEC	T W/ MITIC	SATION
Left Findship			MOVEMENT	Volume	No. of Lanes	Lane		Total Volume	Lane Volume	Added Volume	Total Volume		Lane Volume	Added Volume	Total Volume	-	Lane	Added	Total Volume		Lane
Through Right Property Right Prope	a	c *	Left	273	0 1	273	0	273	273	44	334	0	334	0	334	0 +	334	0	334	0 -	334
Through-Right	NNO	7 +	Left-Through Through	866	1	424	30	1028	434	843	1902	- 8	745	30	1932	- 2	755	4	1928	- 2	754
Fight Figh	.HB		Through-Right	(0 0	c	c	c	c	c	c	00	c	c	c	0 0	c	_	c	0 0	_
Fight Fine State Fight F	гяо	€ +}	Right Left-Through-Right	0	00	>	0	>	0	5	>	0 0	0	>	o	00	>	0	o	0 0	,
Fight Findsh Color	N	-}-	Left-Right	_	0	Name and Address of the Owner, where			THE STATE OF THE PARTY OF THE P	0.00	08000000	0	Schooling	9770000	Sec. March	0	NACOUNT.	Name of Street	TO COLUMN	0	Contract Contract
Through Right Through Righ	C	. و	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0
Through Thro	ואר	<i>j</i> , _	Left-Through	3	0			9		(¢	0 0	C	c	c	0 0	c	c	c	00	c
Fight Figh	ВО	→ ¬	Through	0	00	0	0	0	0	0	0	0	o	5	>	00	>	0	>	00	>
	HTL	÷ 7.	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through Right	nos	+-	Left-Through-Right Left-Right		00							00				00				00	
Left-Through Hight			THE OWNER WHEN THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED		THE STATE OF	Section 1		1000	The same		100	NAME OF THE OWNER, OWNER, OWNE	California de		TO THE PARTY OF						
Through-Right	a	با در	Left	0	00	0	0	0	0	0	0	0 0	0	0	0	0 0	0	0	⇒	0 0	-
Through-Right Color Colo	NNC	1 1	Through	0	00	0	0	0	0	0	0	000	0	0	0	00	0	0	0	00	0
Left-Through-Right 0	ВТ	r	Through-Right		0 0		c	c	c	c	c	> C	C	c	c	o c	c	_	c	0 0	C
Charles Char	E A S	*	Right Left-Through-Right	0	000	>	>	>	>	>	•	000	•	Þ	,	000))	i	000	
f Left Le	0	Υ	Left-Right		0	Samon	STATE STATE	DIE 10. 12	S W DOOR	Street, Square	100	5	New York	STATE OF			SCHOOL STREET	1000	THE SECOND	Part of the last	Section 1
Through	o	6	Left	0	0	0	0	0	0	0	0	0 0	0	0	0	00	0	0	0	00	0
Through-Right	NNO	· 4	Left-Through Through	943	-	517	0	943	523	454	1455	o — ·	913	0	1455	o ← √	918	0	1455) +- +	917
+ Left-Hrough-Right 0 0 0 0 0 0 0 0 0	8T8	اله إ	Through-Right		- 0	16	7	102	102	273	370	- 0	370	7	381	- 0	381	-2	379	- 0	379
North-South: 424 North-South: 745 North-South: 755 North-South: East-West: 517 East-West: 523 East-West: 913 East-West: 918 East-West: SUM: 941 SUM: 957 SUM: 1658 East-West: 918 East-West: 0.627 0.638 1,105 1,105 1,115 1,115 1,115 A A A F F F F	ME	J.J	Left-Through-Right Left-Right	5	000		:					00				0 0				00	
East-West: 517 East-West: 523 East-West: 518 East-West: 518 East-West: 519 East-West: 518 East-W				×	th-South.	424	Nort	h-South:	434		Norti	h-South:	745		North	-South:	755		North	-South:	754
0.627 0.638 1.105 1.115 1.115 1.115 1.115 1.115 1.015 1.015 1.015 1.015 1.015			CRITICAL VOLUMES		ast-West: SUM:	941	2	SUM:	957		i I		1658				1673		í	SUM:	1671
0.527 0.538 1.005 1.015 A F F F		VOLU	IME/CAPACITY (V/C) RATIO			0.627			0.638				1,105				1,115				1.114
A	WC	LESS /	ATSAC/ATCS ADJUSTMENT			0.527			0.538				1.005				1.015				1.014
			LEVEL OF SERVICE (LOS)			A			A				щ				1111				_

0.009	YES
Δν/c after mitigation:	Fully mitigated?
0.010	YES
Change in v/c due to project:	Significant impacted?

# 5/	North-South Street:	Olive Street	treet			Year of	f Count:	2017	Ambie	Ambient Growth: (%):	:h: (%):	1	Conducted by:	ted by:	Shiva D	a D	Date:	4/	4/30/2018	
24		18th Street	reet			Projecti		2023		Peak	Peak Hour:	AM	Review	Reviewed by:			Project:	10	1045 Olive	
oaaO	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	No. of Phases V-2 or Both-3?			2			0 2				0 0	,							0
Right	Right Turns: FREE-1, NRTOR-2 or OLA-3?	2 or OLA-3?	NB 0 EB 0	SB WB	00	NB EB	0 SB- 0 WB-		NB- EB-	00	SB- WB-	00	NB EB-	00	SB WB	00	NB- EB-	00	SB- WB-	00
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity	r ATSAC+ATCS-2? Override Capacity			0			0				0				0				0
			EXISTI	EXISTING CONDITION	NOIL	EXISTING	G PLUS PROJECT	JUECT	FUTURE	FUTURE CONDITION W/O PROJECT	N W/O PRO		FUTURE	FUTURE CONDITION W/ PROJECT	ON W/ PRO	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIG	ATION
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added	Total Volume	No. of Lanes	Lane
aı	Left		0	0 0	0	0	0	0	0	0	0 0	0	0	0	00	0		0	0 0	0
NNO	↑ Len-Inrougn ↑ Through		763	o m	254	9	692	256	508	1019	ာက	340	9	1025	. m (342		1025	, en c	342
внтя	Through-Right Right	Ŧ	38	0 -	38	0	38	38	0	40	0 -	40	0	40	o ←	40		40	o ~ (40
ION	Left-Through-Right	-Right		00				Control of Control	ORGANISM SHARE		00			0.00	00				00	- 1
aı	ا ال الرار		0	0 0	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
NUO	← Left-Inrougn		0	00	0	0	0	0	0	0	000	0	0	0	000	0		0	000	0
ВНТ	↓ Through-Right ↓ Right	¥	0	0 0	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
nos	← Left-Through-Right ✓ Left-Right	-Right		00							00				0 0				00	
	Ŋ			Name of the least	100		004	002	100	1300		200	·	1212	-	078		1212	-	840
ПD	J Left → Left-Through		928		282	က	931	086	774	6071		020	n	7 7		040		7 7		2
vno			828	← 0	585	7	839	290	419	1298	← 0	836	Ξ	1309	~ ⊂	840		1309	- c	840
8T8,	A I nrougn-Kignt	1	0	00	0	0	0	0	0	0	000	0	0	0	000	0		0	000	0
¥∃	Left-Through-Right	-Right		00							50				00				0 0	
100			0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
аи∩	T Left-Through			00	C	C	C	С	O	0	00	0	0	0	00	0		0	00	0
овт		¥	,	0	- 1) ((4	(Ċ	0 0	c	ć	d	0 0	c		c	00	c
ME2.	Right Left-Through-Right Left-Right	-Right	0	000	5	0	0	0	o	5	000	>	0	D	000	0		5	000	
	CRITICAL	CRITICAL VOLUMES	Nort Ea	North-South: East-West:	254 585	Nort Ea	North-South: East-West:	256 590		North Eas	North-South: East-West:	340 836 1176		North	North-South: East-West:	342 840 1182		North Eas	North-South: East-West:	342 840 1182
	WOLLING CABACITY AMOUNTS	OT PATIO.		SOM	850		SOM	040			`	0 704				0 788				0 788
Z N	WC LESS ATSAC/ATCS ADJUSTMENT:	USTMENT:			0.009			0.304				0.684				0.688				0.688
?	LEVEL OF SERVICE (LOS):	ICE (LOS):			Q 4			A				Ш				ш				m
															PROJECT	CT IME	IMPACT			

Av/c after mitigation: 0.004	Fully mitigated? N/A
0.004	ON ¿
Change in v/c due to project:	Significant impacted?

\S#:	North-S	North-South Street:	Olive Street	et			Year of	of Count:	2017	Ambi	Ambient Growth: (%):	th: (%):	-	Conduc	Conducted by:	Shiva D	аD	Date:	4	4/12/2018	
24	East-I	East-West Street:	18th Street	et			Projecti	Projection Year:	2023		Pea	Peak Hour:	PM	Revie	Reviewed by:			Project:	7	1045 Olive	
oddo	sed Ø'ing	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	hases oth-3?			2 0			0				0 2				0 0				0 0
Right	Furns: FR	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB- 0 EB- 0	SB- WB-	00	NB	0 SB- 0 WB-	71	NB EB	00	SB- WB-	00	NB- EB-	00	SB- WB-	00	NB-	00	SB- WB-	00
	ATS/	ATSAC-1 or ATSAC+ATCS-2? Override Capacity	CS-2? pacity			0 0			2 0				0				2				0
				EXISTI	EXISTING CONDITION	TION	EXISTING	G PLUS PROJECT	DJECT	FUTURE	E CONDITIC	FUTURE CONDITION W/O PROJECT	SUECT	FUTUR	FUTURE CONDITION W/ PROJECT	ON W/ PRO	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIC	SATION
	2	MOVEMENT	1	Volume	No. of Lanes	Lane	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
6	r-	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
יחמנ	∵*	Left-Through		520	0 6	177	á	75.1	187	426	991	0 "	330	19	1010	0 %	337		1010	၁ က	337
ВО	- ←	Inrough Through-Right		200	0	•	2	3	2	24	2	0	3	2	2	0	3		! !	0	
нтя	tt	Right		46	· –	46	0	46	46	0	49	-	49	0	49	- (49		49	- 0	49
ON	+}	Left-Through-Right Left-Right	<u>+</u>		00							00				00				00	
Sec.	THE PERSON	SOLLAND SHEET STATES	Section and	SCHOOL STATE	Trend Line	No. of the last	S255	Charles and	STORY OF	N. C. S. S. S. S. S. S. S. S. S. S. S. S. S.	BENEFIT OF THE	SHIP SHIP SHIP	10 SERVICE	Megas 8	11586		NOT SHOW				
αN	رر	Left Left Through	_	0	00	0	0	0	0	0	0	00	0	0	0	0 0	0		0	00	0
ıno	·	Through		0	00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
ЯΗ.	→-	Through-Right			0	((C	(c	c	00	c	c	c	0 0	c		c	0 0	c
TUC	1	Right Left-Through-Right	<u>.</u>	0	00	>	0	5	-	0	>	00	>	>	0	00	5		>	00	>
s	₹	Left-Right		The state of the s	0	The second	The state of the s	OCCUPATION OF THE PERSON	- Control of the Control	100	1000000	0	Sample	Contract of the last		0	The State of the S		ACCOUNT OF THE	0	decogn
	7	40-	S S S S S S S S S S S S S S S S S S S	643	-	553	1	654	558	461	1144	-	946	F	1155	-	950		1155	-	950
ΔN	17	Left-Through		2		2	=	5	3	2		-	?			-				-	
ino	† 1	Through		1017	-	553	က	1020	558	613	1693	← (946	က	1696	← 0	950		1696	← <	920
BT	<u> </u>	Through-Right Right		C	0 0	c	C	O	0	O	0	0	0	0	0	00	0		0	00	0
EVS	*	Left-Through-Right	<u></u>	•	000))	,	r);			0				0 0				00	
	Υ	Left-Right	The same of the sa	Street Street	0	TO CHANGE	100000000000000000000000000000000000000	SOCIETY STATE	White street	The state of the s	N. S. S. S.	0	Service and an artist of the service and an artist of the service and	Contract of the			Section 1	STATE OF	100000		Service.
	Ļ	Left	_	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
חאם	 -	Left-Through		c	00	c	c	c	c	c	c	0 0	c	c	c	0 0	c		c	0 0	0
IOE	, ન	Inrough Through-Right		>	0 0	>	>	>	>	>	>	0)	0	•	0)		•	0)
ITS:	بدليه	Right	_	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
∃M.	لممل	Left-Through-Right Left-Right	¥		00							00				00				00	
1		7		Nort	North-South:	177	North-	h-South:	184		Nort	North-South:	330		Norti	North-South:	337		North	North-South:	337
		CRITICAL VOLUMES	UMES	Ea	East-West: SUM:	553 730	Ea	East-West: SUM:	558 742		Ea	East-West: SUM:	946 1276		Ea	East-West: SUM:	950		Eas	East-West: SUM:	950
	VOLUME	VOLUME/CAPACITY (V/C) RATIO:	ATIO:			0.487			0.495				0.851				0.858				0.858
WC I	ESS ATS	V/C LESS ATSAC/ATCS ADJUSTMENT:	MENT:			0.387			0.395				0.751				0.758				0.758
	Щ	LEVEL OF SERVICE (LOS):	LOS):			V			A				ပ				ပ				U
																PROJECT		IMPACT			

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

nases the 3?			real.	507		-		V 10	0	and bear			Droinot.	40	Ode Olivo	
					١		Leak Hour.	AM	Revie	Reviewed by:			Project:	10,	1045 Olive	I
	0 0			0 0				0 0				0 0				0 0
SB- WB-	00	NB- EB-	0 SB- 0 WB-	00	NB- EB-	00	SB- WB-	00	NB- EB-	00	SB- WB-	00	NB- EB-	00	SB- WB-	00
	0 2			0 0				0 0				0 5				0 5
EXISTING CONDITION	TION	EXISTING	PLUS PROJECT		FUTURE	CONDITIO	FUTURE CONDITION W/O PROJECT	JECT	FUTUR	E CONDITI	FUTURE CONDITION W/ PROJECT	JECT	FUTURE W	띸	r w/ mitig	ATION
No. of Lanes	Lane Volume	Project Traffic Vo	Total Volume V	Lane Volume	Added	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume V	_ 2	No. of Lanes	Lane
	62	0	62	62	85	151		151	0	151	- 0	151		151	c	151
	210	0	380	210	249	652	· - ·	367	0	652) - -	367		652) 	367
	40	0	40	40	40	82	- 0	82	0	82	- 0	82		82	- 0 (82
							0 0				0 0	- Contraction			0 0	10000
6	09	0	09	09	28	92	← c	92	0	92	← c	92		92	- 0	92
	223	4	321	225	219	556	o – ,	407	4	260	o – 4	409		260) - 7	409
	129	0	129	129	121	258	- 0	258	0	258	- 0	258		258	- 0	258
							00				00				00	
(E)	20	c	20	50	25	88	-	88	_	88	-	88	The state of	88	-	88
	613		783	420	367	1188	. 0 -	632) t	1198	0 -	639	·	1198	0 +	639
	2			, u	20	92	- 0	76	~	79	- 0	62		62	- 0	62
	S	,	8	3	0	2	000	2	,	2	000	2		2	000	
Đ0	43	0	43	43	-7	39	-	39	0	39	-	39		36	-	39
	377		685	378	413	1138	0 -	612	2	1140	0 -	613	,	1140	0 -	613
	02	0	02	70	12	98	- 0	98	0	98	- 0	98		98	- 0	98
							00				00				0	
North-South: East-West: SUM:	285 456 741	North-South: East-West: SUM:	orth-South: East-West: SUM:	287 463 750		North Eas	North-South: East-West: SUM:	558 700 1258		Norti Ea	North-South: East-West: SUM:	560 701 1261		North- East	North-South: East-West: SUM:	560 701 1261
	0.494			0.500				0.839				0.841				0.841
	0.394		0	0.400				0.739				0.741				0.741
	A			A				U				2				ر

			0000
Change in v/c due to project:	0.002	AV/c arrer mitigation:	0.00
Significant impacted?	ON	Fully mitigated?	N/A

East-Mest Street Olympic Boulevard Olymp	#S/I	North-South Street:	Hill Street	et			Year of	of Count:	2017	Amb	Ambient Growth: (%):	th: (%):	1	Condu	Conducted by:	Shiva D	а D	Date:	4	4/19/2018	
NB- 0 SB- 0 NB-	25	East-West Street:	Olympic	: Boulevard			Projecti	ion Year:	2023		Pea	k Hour:	PM	Revie	Reviewed by:			Project:	10	1045 Olive	
NB	Oppos	No. c ed Ø'ing: N/S-1, E/W-2 o	of Phases or Both-3?			0 0			2				2				2				0
MOVEMENT MOVEMENT	Right T	urns: FREE-1, NRTOR-2	or OLA-3?		SB- WB-	00	NB EB			NB- EB-	00	SB- WB-	00	NB- EB-	00	SB- WB-	00	NB-	00	SB- WB-	00
MOVEMENT MOVEMENT		ATSAC-1 or ATSAC+	+ATCS-2? capacity			0 0			0 0				0				2				0
Left				EXISTIF	NG CONDI	NOI	EXISTIN	IG PLUS PR	OJECT	FUTUR	CONDITIC	ON W/O PRO	JJECT	FUTUR	FUTURE CONDITION W/ PROJECT	ON W/ PRO	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIG	SATION
Left Through Right		MOVEMENT		Volume	No. of Lanes	Lane	-	Totał Volume	Lane Volume	Added Volume	Total Volume		Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
Through-Right		Left		54	← c	54	0	54	54	20	107	٠ ،	107	0	107	1	107		107	← C	107
Fight	NNO	Through		437	-	256	0	437	256	375	839	o — ·	465	0	839	o — •	465		839) - - (465
— Left-Right — Left-Right<	нтя	Through-Right Right		75	- 0	75	0	75	75	7	91	0 -	91	0	91	- 0	91		91	- 0	91
Left	ON.	← Left-Through-R ← Left-Right	Right		00			and the same of	Natural Section 1	District of the last		00	0.000	1	- Company	00	The state of the s	Control of the last	200	00	- Company
Through-Right	a	3		7.1	← (71	0	71	7.1	56	101	← c	101	0	101	- 0	101		101		101
Through-Right	NNO			571	> ←	354	10	581	359	309	915	o ~- √	618	10	925	o •	623		925) - -	623
Left-Right Left-Through-Right Left-Through-Right Left-Through-Right Left-Through-Right Left-Through-Right Left-Through-Right Right Left-Through-Right Right Left-Through-Right Right Left-Through-Right Right Left-Through-Right Right Left-Through-Right Right Left-Through-Right Right Left-Through-Right Right Left-Through-Right Right Left-Through-Right Right Left-Through-Right Right Left-Through-Right Right Left-Through-Right Right Left-Through-Right Right Left-Through-Right Right Left-Through-Right Right Left-Right Right Left-Right Right Left-Right Right Left-Right Right Left-Right Right Anorth-South: 70 0 70 70 49 123 0 123 Right Left-Right Right Left-Right Right Anorth-South: 72 692 Sum: 953 Right Right Left-Right Right Anorth-South: 72 692 Sum: 955 Sum: 955 Right Right Anorth-South: 72 690 Sum: 955 Right Anorth-South: 72 690 Sum: 955 Sum: 955 Sum: 955 Right Anorth-South: 745 Right Anorth-South: 745 Right Anorth-South: 745 Right Anorth-South: 745 Right Anorth-South: 745 Right Anorth-South: 745 Right Anorth-South: 745 Right Anorth-South: 745 Right Anorth-South: 745 Right Anorth-South: 745 Right Anorth-South: 756 Right Right Anorth-South: 756 Right Right Anorth-South: 756 Right Right Anorth-South: 756 Right Right Anorth-South: 756 Right Right Anorth-South: 756 Right Right Anorth-South: 756 Right Right Anorth-South: 756 Right Right Anorth-South: 756 Right Anorth-South: 756 Right Anorth-South: 756 Right Anorth-South: 756 Right Anorth-South: 756 Right Anorth-South: 756 Right Anorth-South: 756 Right Anorth-South: 756 Right Anorth-South: 756 Right Anorth-South: 756 Right Anorth-South: 756 Right Anorth-South: 756 Right Anorth-South: 756 Right Anorth-South: 756 Right Anorth-South: 756 Right Anorth-Right Anorth-Right Anorth-Right Anorth-Right Anorth-Right Anorth-Right Anorth-Right Anorth-Right Anorth-Right Anorth-Right Anorth-Right Anorth-Right Anorth-Right Anorth-R	3H I O		:	137	- 0 0	137	0	137	137	175	320	- 0 0	320	0	320	- 0 0	320		320	- 0 0	320
Left-Through	os		Right		00				100		Topic Control	0 0	- Constant			00				00	1
Left-Through 807 447 6 813 453 392 1249 1 693 Through-Right 87 0 87 6 93 93 44 136 0 136 Left-Right 1 48 1 48 1 48 57 108 1 108 T Left-Right 1 378 7 692 381 640 1367 1 745 T Left-Right 70 70 70 70 70 70 70 123 0 123 T Left-Through-Right 70 70 70 70 70 70 70 49 123 0 123 Eff-Right 70 70 70 70 70 70 70 70 123 0 123 F Left-Right 70 70 70 70 70 70 70 70 70				166	-	166	0	166	166	74	250	-	250	0	250	← (250		250	← 0	250
Through-Right Right Right Right Right Right Right Right Right Right Right Right Right Right Right Right Morth-South: 848 S7 108 1 1 108 1 1 108 1 1 108 1 1 108 1 1 108 1 1 1 108 1 1 1 1 1 1 1 1 1	חחת			807	0 -	447	9	813	453	392	1249	o c	693	9	1255	o	669		1255	o – •	669
C Left Left-Right 48 1 48 1 48 1 108 T Left-Right 685 1 378 7 692 381 640 1367 1 745 Through-Right 70 70 70 70 70 70 49 123 0 123 Fight Left-Through-Right 70 70 70 70 70 49 123 0 123 East-West: 5 Left-Right North-South: 408 North-South: 725 CRITICAL VOLUMES East-West: 544 East-West: 547 East-West: 995 SUM: 952 SUM: 960 SUM: 1720 AND IN TABLIO:	BISA		+ to 0	87	- 0 0	87	9	93	93	44	136	- 0 0	136	9	142	-00	142		142	- 0 0	142
f Left Left 48 1 48 0 48 48 57 108 1 108 T Left-Through 685 1 378 7 692 381 640 1367 1 745 Through Right 70 70 70 70 70 70 49 123 0 123 Left-Right North-South: 0 70 70 70 49 123 0 123 Left-Right North-South: 413 North-South: 725 824-West: 995 SUM: 550 SUM: 1720 SUM: 1720	_		1161		00	The same of the sa	-		- Company			0			2000	0	STATE STATE	100000000000000000000000000000000000000	\$100 April 100	0	-
CRITICAL VOLUMES Pastro. Pastr	1			48	- 1	48	0	48	48	57	108	- 0	108	0	108	← c	108		108	← ¢	108
Fright Fig	NOO		×	685	o – ,	378	7	692	381	640	1367	o	745	7	1374	o -	749		1374) - -	749
North-South: 408 North-South: 413 North-South: East-West: 544 East-West: 547 East-West: 540 Sum: 1	WESTE	Right Left-Through-R	Right	70	-000	70	0	70	20	49	123	- 0 0 0	123	0	123	. 0 0 0	123		123	000	123
0000	1	CRITICAL V	/OLUMES	Nort	h-South: st-West: SUM:	408 544 952	Nort	h-South: ist-West: SUM:	413 547 960		Norti Ea	h-South: st-West: SUM:	725 995 1720		Norti	North-South: East-West: SUM:	730 999 1729		North Eas	North-South: East-West: SUM:	730 999 1729
0.639		VOLUME/CAPACITY (V/C) RATIO:	C) RATIO:			0.635			0.640				1.147				1,153				1,153
V/C LESS ATSAC/ATCS ADJUSTMENT: 0.535 0.535 1.047	N∕C L	ESS ATSAC/ATCS ADJU	STMENT:			0.535			0.540				1.047				1.053				1.053
LEVEL OF SERVICE (LOS): A A A		LEVEL OF SERVIC	CE (LOS):			A			A				L				L				щ

Fully mitigated?	O _N	Significant impacted?
Δν/c after mitigation:	90000	Change in v/c due to project:

0.006 N/A

National Survey 1,000 National Survey Na	26		חוווו סוופפו	1			Year of	T Count:	2017		Allibrailt Glowtil. (70).	.(0/)	-	Conducted by:	ted by:	Shiva D	aD	Date:	4	4/19/2018	
Note		East-West Street:	11th Stre	et			Projecti	ion Year:	2023		Pea	k Hour:	AM	Revie	wed by:			Project:	1	345 Olive	
No. 1 1 1 1 1 1 1 1 1	20000	No. of	F Phases			2 0			2 0				2 0				2 0				0 0
MOVEMENT MOVEMENT	Right Tu	urns: FREE-1, NRTOR-2 o			SB-	000	NB-			NB-	00	SB-	000	NB-	00	SB-	00	NB	00	SB- WB-	00
MOVEMENT Movement		ATSAC-1 or ATSAC+/				0 0 0	1					TE	0 5 0			!	0 5				0 2
MOVEMBENT MOVE				EXISTIN	IG CONDIT	NOL	EXISTIN		DJECT	FUTUR	CONDITIC	ON W/O PRO	JECT	FUTUR	E CONDITI	ON W/ PRC	DIECT	FUTURE	W/ PROJE	ST W/ MITIG	SATION
Left Hough Right		MOVEMENT		Volume	No. of Lanes	Lane	-	Total Volume	Lane Volume	Added Volume	Total Volume		Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
Through Right Through Righ	a	↑ Left		4	← 0	4	0	4	4	9	10	← ¢	10	0	10	← ¢	10		10	← C	10
Through-Right	NNO	← Left-Through ↑ Through		521	D 0	261	0	521	261	206	759	0 7 9	380	0	759	9 0 0	380		759	2 0	380
Figure F	внтя	Through-Right Right		0	00	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
Flat Flat	ION	← Left-Through-Ri ← Left-Right	ight		00							00				00	-			0 0	-
Through Right	a	۔ ر		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0 0	0
Through-Right	INNO	Left-Through Through Through	Ā	378	0 0	189	-	379	190	268	699	0 8	335	_	029	0 0	335		029	o 0	335
+ Left-Through-Right				4	0 -	14	9	47	47	=	25	0 -	55	9	61	0 -	61		61	0 -	- 19
Left Through Right			ght		00							00				00				0 0	
Left-Through	Springs		No. of Street, or other Persons		18	N SOLEM	Section 2	100 Miles	1	Section 1			STATE OF THE PARTY				SHE KILL		,		Name of the last
Through-Right	a			0	00	0	0	0	0	0	0	0 0	0	0	0	00	0		0	0 0	0
Fight Hough-Right 0 0 0 0 0 0 0 0 0	NNO			0	000	0	0	0	0	0	0	000	0	0	0	000	0		0	00	0
‡ Left-Through-Right 0 33 1 33 0 33 1 33 0	8T8			0	00	0	0	0	0	0	0	00	0	0	0	00	0		0	000	0
f Left T Left Left Left Left Left Same of the control	E		ght		00							00				00				0 0	
T Left-Through 106 1 106 1 111 111 124 237 6 242 1 242 1 242 1 242 1 242 1 242 1 242 1 242 1 242 1 1 1 1 1 1 1 1 1 1 1 1 1 242 1 242 1 2 1 1 1 1 1 1 1 1 1 2 38 1 38 0 38 1 38 <		20		25	-	25	0	25	25	9	33	-	33	0	33	-	33	00000	33	-	33
↑ Through-Right 34 1 34 1 34	חחם			106	0 -	106	5	111	111	124	237	0 +	237	2	242	0 +-	242		242	o + (242
The Figure 1	8T8	. –		34	0 -	8	0	34	34	2	38	o –	38	0	38	o –	38		38	→	38
North-South: 261 North-South: 380 North-South: 380 North-South: East-West: 106 East-West: 111 East-West: 237 East-West: 242 East-West: SUM: 367 SUM: 617 SUM: 622 SUM: 0.245 0.248 0.411 0.415 SUM: 0.415 A A A A A A	ME		ght		00							0 0				00				00	
0.245 0.248 0.415 0.145 0.148 0.311 A A 0.415 0.311 0.315 A A		CRITICAL VC	OLUMES	Norti Ea	st-West: SUM:	261 106 367	Nort	h-South: ist-West: SUM:	261 111 372		Norti Ea	h-South: st-West: SUM:	380 237 617		Nortl Ea	h-South: st-West: SUM:	380 242 622		Nortl Ea:	-South: st-West: SUM:	380 242 622
0.145 0.148 0.311 0.315 A A A		/OLUME/CAPACITY (V/C)	RATIO:			0.245			0.248				0.411				0.415				0.415
A A A	WC LE	ESS ATSAC/ATCS ADJUS	TMENT:			0.145			0.148				0.311				0.315				0.315
		LEVEL OF SERVICE	E (LOS):			V			A				V				A				4

Change in v/c due to project:	0.004	Δv/c after mitigation:	0.004
Significant impacted?	0 N	Fully mitigated?	N/A

		North-South Street:	Hill Street	et			Year of	of Count:	2017		Ambient Growth: (%):	πn: (%):	7	Conducted by:	ted by:	Shiva D	аО	Date:	4	4/19/2018	
26		East-West Street:	11th Street	eet			Projecti		2023		Pea	Peak Hour:	PM	Revie	Reviewed by:			Project:	10	1045 Olive	
oddo	peso (No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	No. of Phases N-2 or Both-3?			0 2			2				0				2 0				0
Right	Turns	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 0 EB 0	SB- WB-	0 0	NB-	O SB-	00	NB- EB-	0 0	SB- WB-	00	NB- EB-	00	SB- WB-	00	NB-	00	SB- WB-	00
		ATSAC-1 or ATSAC+ATCS-2? Override Capacity	TCS-2?			0 0			0				0				0				0
				EXISTI	EXISTING CONDITION	NOIL	EXISTING	IG PLUS PROJECT	OJECT	FUTUR	E CONDITIC	FUTURE CONDITION W/O PROJECT	SJECT	FUTUR	FUTURE CONDITION W/ PROJECT	ON W/ PRO	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITI	SATION
		MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
an	C 7	Left Left-Through		3	10	3	0	8	3	3	9	- 0	9	0	9	- 0	ဖ		9	- 0	9
IUO8		Through		464	0 0 0	232	0	464	232	394	887	70	444	0	887	0 0	444		887	2 0	444
нтя	ידנ			0	00	0	0	0	0	0	0	00	0	0	0	000	0		0	000	0
ON	+ }	→ Left-Through-Right → Left-Right	HE.	COCHERCIC	00	CONTROL OF	1000000	WCC-COLORS	2000		MCANIE	0 0	Section 6			0 0	Don't sale		200 E 1600	0 0	1
aı		Left		0	0 0	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
NUO		Through		715	9 6 6	358	-	716	358	243	1002	0 00 0	501	~	1003	0 10 0	502		1003	0 00 0	502
анти	T			107	0 -	107	15	122	122	13	127	0 - 0	127	15	142	o ← (142		142	o ← 0	142
os	⊹ ≺	 Left-Through-Right Left-Right 	ĦĘ.		00							00				00			Ì	00	
100	To the same of the		THE STATE OF	The special section	THE PERSON				D Della				NAME OF THE OWNER, OWNER, OWNE								•
aı	74	Left → Left-Through		0	0 0	0	0	0	0	0	0	0	0	0	0	00	>		>	00	>
NUO	1 F			0	000	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
BTS≜	→		1	0	000	0	0	0	0	0	0	000	0	0	0	000	0		0	000	0
/3	—————————————————————————————————————	Left-I hrough-Right Left-Right			0 0	Taning and						00				00	-	Security of the second	CONTRACTOR OF THE PERSON OF TH	0 0	Semonto
0	ا			33	-	33	0	33	33	25	09	- (09	0	09	- 0	09		09	- 0	09
NNO	,			279	0 - 0	279	17	296	296	254	550	o – c	550	17	295	o — c	292		292	o c	292
WESTE	لعملهما	Right Left-Through-Right	±.	49	o - o c	49	0	49	49	13	65	- 00	65	0	65) - 0 C	65		65) - - 0 0	65
			LUMES	Non	North-South: East-West:	361 279 640	Nort. Ea	North-South: East-West:	361 296 657		Norti	North-South: East-West:	507 550 1057		North Eas	North-South: East-West: SUM:	508 567 1075		North	North-South: East-West: SUM:	508 567 1075
	ķ	VOLUME/CAPACITY (V/C) RATIO:	RATIO:			0.427			0.438				0.705				0.717				0.717
N/C	LESS	WC LESS ATSAC/ATCS ADJUSTMENT:	IMENT:			0.327			0.338				0.605				0.617				0.617
		LEVEL OF SERVICE (LOS):	:(so1):			A			A				В				В				В
																PROJE	PROJECT IMPACT	ACT			

0.012	N/A
∆v/c after mitigation:	Fully mitigated?
0.012	0 N
Change in v/c due to project:	Significant impacted?

East-West Street Oymonic Boulevand Control Contr	#S/I	North-South Street:	t: Broadway	ray			Year of	f Count:	2017	Ambi	Ambient Growth: (%):	th: (%):	1	Conducted by:	ted by:	Shiva D	a D	Date:	4	4/30/2018	
Note Column Col	27	East-West Street		c Boulevard	_		Projecti	on Year:	2023		Peal	k Hour:	AM	Revie	ved by:			Project:	1	1045 Olive	
Mail	oddO	sed Ø'ing: N/S-1, E/W	No. of Phases		١,	0 0		E	0 2				0 0				2 0				0
MOVEMENT MOVEMENT	Right	Turns: FREE-1, NRTO	R-2 or OLA-3?		SB- WB-	00	NB EB			NB EB	00	SB- WB-	00	NB EB	00	SB- WB-	00	NB- EB-	0 0	SB- WB-	0 0
MOVEMENT MOVEMENT		ATSAC-1 or ATS Over	AC+ATCS-2? ride Capacity			0			0 2				0 0				0				0
MOVEMBENT MOVE				EXIST	NG CONDI	TION	EXISTIN		DJECT	FUTURE	CONDITIO	N W/O PRC	JECT	FUTUR	CONDITIC	N W/ PRO	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	CT W/ MIT	GATION
Left		MOVEMENT		Volume	No. of Lanes	Lane	-	Total Volume	Lane Volume	Added Volume	Total Volume	-			Total Volume	-	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
Through Right Sign Activitionagh Right Sign	aı	Left		72	0 +	72	0	72	72	15	91	0 +	91	0	91	0	91		91	0 -	91
Finough-Right Fight Finough-Right Fight Finough-Right Fight Finough-Right Fight Finough-Right Fight Finough-Right Fight Finough-Right Fight Finough-Right Fight Finough-Right Fight Finough-Right Fight Finough-Right Fight Finough-Right Fight Finough-Right Fight Finough-Right Fight Finough-Right Fight Finough-Right Fight Finough-Right Fight Fight Fight Fight Finough-Right Figh	NNOS	Through Through	=	505		325	0	202	325	291	827	(969	0	827	· - c	969		827	· c	969
+ Left-Through-Right 0 0 0 0 0 0 0 0 0	ЭНТЯ	Through-Ri Right	ight	53	0 -	40	0	53	40	00	64	5 –	47	0	4	o –	47		64	-	47
Left Hirrough Right	ON		gh-Right		00				-			00	0.00		0.000	00			Company of the Compan	00	Chichin
Through-Right	al			0	0	0	0	0	0	0	0	0 0	0	0	0	00	0		0	00	0
Through-Right	NNO		Ę	241) - -	241	2	243	243	287	543	o – (543	2	545	o – c	545		545	o c	545
	внти		ight	95	0 -	72	0	92	69	84	185	-	130	0	185	o –	127		185	o — ·	127
Left-Through	nos		gh-Right		00							00				00				0 0	
Left-Through	100		100 X 100 X 100 X	Total Est		161 18.		SEC. 25							240	N GOVERN	440		110	-	446
Through Right	aı		ų,	4/	- 0	4	۵	50	Š	09	2	- 0	 	٥	9	- 0	<u> </u>		2	- 0	2
Flight Flight	NUO		. 4	682		366	4	989	368	320	1044		929	4	1048		578		1048		228
CLERT-Right 27 1 27 0 27 27 34 1 34 1 34 1 34 1 34 1 34 1 34 1 34 1 34 1 34 1 34 1 34 1 34 1 34 1 34 1 34 1 34 1 34 1 34 1 497 2 920 1 CLER-Through 68 0 68 0 68 68 0 68 3 75 0 75 0 CLER-Through-Right 0 68 0 68 <td< th=""><td>BT&A3</td><td></td><td>ignt gh-Right</td><td>49</td><td>-00</td><td>49</td><td>0</td><td>64</td><td>49</td><td>99</td><td>108</td><td>-000</td><td>108</td><td>0</td><td>108</td><td>-000</td><td>108</td><td></td><td>108</td><td>. 0 0 0</td><td>108</td></td<>	BT&A3		ignt gh-Right	49	-00	49	0	64	49	99	108	-000	108	0	108	-000	108		108	. 0 0 0	108
F Left Lef			New York Company of the	NAME AND DESCRIPTION OF THE PERSON NAME AND ADDRESS OF THE PER	Name of the last	De 1200	10 NOT 10 10 10 10 10 10 10 10 10 10 10 10 10	100	The same	200	DARKET OF		STATE OF THE PARTY		COLUMN TO SERVICE		1000000				1000
Through Hight	aı		Ę	27		27	0	27	27	5	%	- 0	34	0	%	- 0	34		34	- 0	34
Fight	NOO			565	·	317	2	267	318	318	918	. – -	497	2	920		498		920		498
Teff-Through-Right	BT2:		igne	89	- 0	68	0	89	89	က	75	- 0	75	0	75	0	75		75	. 0	75
North-South: 325 North-South: 634 North-South: East-West: 393 East-West: 610 East-West: SUM: 718 SUM: 720 SUM: 1244 East-West: 0.479 0.480 0.380 0.729 0.729 0.0729	3M		gh-Right		00							00				00	1			00	
SUM: 718 SUM: 720 SUM: 1244 SUM: 1245 SUM: 1245 SUM: 1246 SUM: 1246 SUM: 1247 SUM: 124		CITIED	SEMINON IN	Nor	th-South:		Nort	h-South:	325		North	n-South:	634		North	-South:	636		Nort	North-South: East-West:	636
0.479 0.480 0.829 0.379 0.380 0.729 C C				ŭ	SUM:			SUM:	720				1244			-1	1250			SUM:	1250
0.379 0.380 0.729 A A C		VOLUME/CAPACITY	(WC) RATIO:			0.479			0.480			_	829				0.833				0.833
	Z/A	ESS ATSAC/ATCS AL	DJUSTMENT:			0.379			0.380			•	.729				0.733				0.733
		LEVEL OF SEI	KVICE (LUS):			A			4				5				. 11				,

0.004	N/A
ΔV/c after mitigation:	Fully mitigated?
0.004	ON
Change in v/c due to project:	Significant impacted?

# 5/1	North-South Street:	Broadway	ay			Year	Year of Count:	2017	Ambi	Ambient Growth: (%):	th: (%):	-	Conducted by:	ted by:	Shiva D	a D	Date:	14	4/30/2018	
27	East-West Street:	Olympic	Olympic Boulevard			Projection	on Year:	2023		Pea	Peak Hour:	PM	Review	Reviewed by:			Project:	10	1045 Olive	
oaao	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	No. of Phases N-2 or Both-3?			0			0				2 0				2 0				2 0
Right	Right Turns: FREE-1, NRTOR-2 or OLA-3?	or OLA-3?	NB- 0 EB- 0	SB- WB-	00	NB EB	0 SB- 0 WB-		NB- EB-	00	SB- WB-	00	NB-	00	SB- WB-	00	NB- EB-	00	SB- WB-	0 0
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity	ATCS-2? Capacity			0			0 2				0 2				0				0
			EXISTIN	EXISTING CONDITION	NOI	EXISTIN	EXISTING PLUS PROJECT	OJECT	FUTURE	E CONDITIC	FUTURE CONDITION W/O PROJECT	JJECT	FUTUR	E CONDITIE	FUTURE CONDITION W/ PROJECT	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIC	SATION
	MOVEMENT		Volume	No. of Lanes	Lane	Project Traffic	Total Volume	Lane	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added	Total Volume	No. of Lanes	Lane Volume	Added Volume \	Total Volume	No. of Lanes	Lane Volume
а	Left		56	0	56	0	56	56	20	129	0 1	129	0	129	0 +	129		129	0	129
NNO	→ Left-Through ↑ Through		544		328	0	544	328	350	927		851	0	927		851		927		851
внтя	Through-Right		89	0 -	43	0	99	43	16	88	0 ~	57	0	88	0 -	57		88	o +	25
ION	← Left-Through-Right ← Left-Right	ight		00		OF STREET		- Constitution			0 0	and the same	0.000000		0 0		0	1000000	0 0	
aı	ا ا ا		0	00	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
NUOS	Through		472	o — c	472	9	478	478	356	857	o ← c	857	9	863	o ← c	863		863	· - c	863
энти	Through-Right		108	0 -	80	0	108	62	06	205	o ← (137	0	205	o ← c	136		205	o – c	136
os	← Leff-Through-Right ↓↓ Leff-Right	ight		00				-			00				00				00	CONTRACTOR
			56	-	26	2	58	28	77	136	← (136	2	138	- 0	138		138	- 0	138
OUNE			609	0 - 1	349	4	613	351	302	948	o – 4	546	4	952	⊃ -	548		952) - -	548
8T2A	→ Through-Right → Right ← I eff-Through-Right	<u>.</u>	88	- 0 0	88	0	88	88	51	1 4 4	- 0 0	144	0	4 4	- 0 0	144		144	-00	144
3 ·		_		0	Scoolander B.	Section 1	Section 2	Salety Spirit		100	0	CHARGO CO.		The second	0	SHORES IN	100	Signatura .	0	
C	ر Left		20	-	20	0	20	20	6	62	- 0	62	0	62	← 0	62		62	- 0	62
опи			633	0 - ,	347	7	640	351	586	1258	⊃ -	699	7	1265	o	673		1265	o -	673
MESTB	Right Left-Through-Right	ight	61	-000	61	0	61	61	15	80	-000	80	0	80	-000	80		80	-000	80
	CRITICAL VOLUMES	OLUMES	Nort	North-South: East-West: SUM:	528 403 931	North-S East-	r-South: st-West: SUM:	534 409 943		Norti	North-South: East-West: SUM:	986 805 1791		North Eas	North-South: East-West: SUM:	992 811 1803		North- Eas	North-South: East-West: SUM:	992 811 1803
	VOLUME/CAPACITY (V/C) RATIO:) RATIO:			0.621			0.629				1 194				1.202				1,202
1 //	V/C LESS ATSAC/ATCS ADJUSTMENT:	STMENT:			0.521			0.529				1.094				7.102 F				701.T
	LEVEL OF SERVIC	F (LOS).			•			C							PROJECT	TO:	IMPACT			

	0.008	N/A
	Δv/c after mitigation:	Fully mitigated?
NOOF IN TO	0.008	ON
	Change in v/c due to project:	Significant impacted?

# 5/1	North-South Street:	Broadway	ay			Year of	of Count:	2017	Ambi	Ambient Growth: (%):	th: (%):	-	Conducted by:	ted by:	Shiva D	a D	Date:	4	4/30/2018	
2 00	Fact. Woet Stroot	11th Stroot	pot			Project		2003		Pea	Peak Hour:	AM	Revie	Reviewed by:			Project.	16	1045 Olive	
07	Hast rest	No of Dhonon			0			0				·			ľ	2				2
Oppo	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	or Fnases or Both-3?			0 0							0 0				0 0				400
Right	Right Turns: FREE-1, NRTOR-2 or OLA-3?	or OLA-3?	NB 0 EB 0	SB- WB-	00	NB-	0 SB- 0 WB-	00	NB-	00	SB- WB-	00	NB- EB-	00	SB- WB-	00	NB-	00	SB- WB-	00
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity	r ATSAC+ATCS-2? Override Capacity			0			2 0				0 0				0				0 0
			EXISTII	EXISTING CONDITION	NOIT	EXISTING	G PLUS PROJECT	JECT	FUTURE	CONDITIC	FUTURE CONDITION W/O PROJECT	JECT	FUTUR	E CONDITION	FUTURE CONDITION W/ PROJECT	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIC	SATION
	MOVEMENT		Volume	No. of Lanes	Lane	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
a	Left		29	← 0	29	0	59	29	16	47	← 0	47	0	47	← 0	47		47	- 0	47
NNC	→ Left-Through → Through		601	o 0	301	0	601	301	303	941	o 0	471	0	941	o 0	471		941	2 0	471
НВ	Through-Right			0 0	(c	c	c	c	c	0 0	c	c	c	0 0	c		c	00	c
ISON		Right	>	00	>	>	>	>	0	>	00	0	0	5	000	>		>	000	>
1	→ Left-Right	001/20000000000000000000000000000000000	SCHOOL STATE	0	Section 2			100 M 100 E			0		0/100		0	lessal .	CHIRATOR	ES MICHIGAN	0	September 1
aı	: : E		0	0	0	0	0	0	0	0	0 0	0	0	0	00	0		0	00	0
NNC	Through		279	o +	149	c	979	150	337	633	o -	332	0	633	o -	333		633	o -	333
ВВС	Through-Right		2	· -)) 		3		-		•		-				-	
ΙΤΟ		;	19	0 0	19	2	21	21	=	31	0 0	31	7	33	0 0	33		33	00	33
os	← Left-Through-Right	Right		00							00				00				00	
STATE OF THE PERSON NAMED IN	THE PERSON NAMED IN		STATE OF THE PARTY		TO SOLIT		DE LOCAL DE	Wall Brown			STATE OF	Section 1	The same		S September 1	NAME OF THE PARTY	Medical Market	STATES OF		TREE LAND
а			0	00	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	00	0
NNC	Through		0	00	0	0	0	0	0	0	0	0	0	0	00	0		0	00	0
ЭВТ			c	00	c	c	c	c	c	c	0 0	c	c	c	0 0	c		c	00	c
S¥3	Left-Through-Right	Right	O	00	0	0	>	0	0	•	00	>	o	o	0	>)	0	
	ĺ	NO. OF THE PERSON		0	-			No. of Concession, Name of Street, or other Persons, Name of Street, or ot		100000000000000000000000000000000000000	0	Superfice	100000000000000000000000000000000000000		0	NAME OF TAXABLE PARTY.	7		0	SCHOOL STATE
	ال Left		49	-	49	0	49	49	29	18	-	84	0	81	-	81		81	-	81
חאר	7 Left-Through		7	0 7	7	c	Ç	2	0.0	CCC	0 7	000	c	222	0 +	223		233	0 +	223
юв	Through-Right	126	81.1	- 0	<u>•</u>	2	7	7	2	720	- 0	200	י	223	- 0	3		2	0	3
TSE	Right '		21	-	21	0	21	21	7	33	- 0	33	0	33	- 0	33		33	← c	33
M	Left-Through-Right	Right		00							00				0 0				0 0	
	SERIO NOT INVEST	OLLINGES	Nort	North-South:	301	Nor	North-South:	301		North	North-South:	471		Nort	North-South:	471		North	North-South: Fast-West:	471
		OLC III.	Ŋ	SUM:	419	3	SUM:	422			SUM:	701			SUM:	704			SUM:	704
	VOLUME/CAPACITY (V/C) RATIO:	c) RATIO:			0.279			0.281				0.467				0.469				0,469
NC I	V/C LESS ATSAC/ATCS ADJUSTMENT:	STMENT:			0.179			0.181				0.367				0.369				0.369
	LEVEL OF SERVICE (LOS):	CE (LOS):			A			A				A				A				4
															מממ	TOADMI TOSI DOG	TOVE			

Change in v/c due to project:	0.002	∆v/c after mitigation:	0.002
Significant impacted?	ON	Fully mitigated?	N/A

# 5/1	North-South Street:	Broadway	ay.			Year of	f Count:	2017	Ambi	Ambient Growth: (%):	th: (%):	_	Conducted by:	ted by:	Shiva D	J.D	Date:	4	4/16/2018	
		ddth Ct					, i	0000		Dog	Dook Hour	DRA	C			Ī		46	Ar Olive	
87	East-West Street:	Tith Street	1eet			Project	Projection rear:	2023		2	L LIOUIL.	N.	Kevie	Keviewed by:		T	roject:		1045 Olive	
Oggo	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	No. of Phases W-2 or Both-3?			0 0			0 0				N 0				0 0				0 0
Right	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 0	SB-	00	NB-	O SB-	00	NB-	00	SB-	00	NB-	00	SB-	00	NB-	00	SB-	00
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity	ATCS-2?			0 0 0	}			Ì)	000				0 0				0 0
			EXIST	EXISTING CONDITION	NOIL	EXISTING	G PLUS PROJECT	DJECT	FUTUR	E CONDITIC	FUTURE CONDITION W/O PROJECT	JECT	FUTUR	CONDITIO	FUTURE CONDITION W/ PROJECT	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIG	ATION
	MOVEMENT		Volume	No. of Lanes	Lane	Project Traffic	Total Volume	Lane	Added Volume	Total Volume	No. of Lanes	Lane	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
G	ے Left		25	-	22	0	57	25	33	94	-	94	0	94	1	94		94	1	94
INN	Left-Through		707	0 0	203	c	585	203	410	1040	0 0	520	c	1040	0 0	520		1040	٥	520
ВС	Through-Right		000	0	3	•	8		2	2	10	})	?	0				0	(
IТЯ	Right		0	0 0	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
ON	トナ Left-Through-Right トケ Left-Right	ight		0 0							0 0				00				00	1
	الله ور		0	0	0	0	0	0	0	0	0	0	0	0	0	0	DOMESTS.	0	0	0
זאנ	↓ Left-Through			0		Ď.		0)			0		į)		0			!	0	
вог	Through Through		596		318	0	596	321	404	1037		546	0	1037		549		1037		549
HTL	Right		39	- 0	39	ဖ	45	45	13	54	. 0	54	9	9	0	09		09	0	09
nos	→ Left-Through-Right 人 Left-Right	ight		00							00				00				00	
		100 September 1	100 M	配が元	Sar Care			N. 100	200	Sec. 199		0000		1 100 Table			200		Na proper	SMS5
a			0	0 0	0	0	0	0	0	0	00	0	0	0	0 0	0		0	0 0	0
NNO			0	000	0	0	0	0	0	0	000	0	0	0	000	0		0	000	0
атг	Through-Right Right		0	00	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
A 3	★ Left-Through-Right ★ Left-Right	ight		00							00				00				00	
		S SHALLING	103	-	103	-	103	103	55	164	-	164	0	164	-	164		<u>4</u>	-	164
αN	← Left-Through		3	0	3	•	3	3	3		0		,		0	1			0,	
noe	Through Through		321	- c	321	=	332	332	247	588	- 0	288	-	566	- 0	583		66C	- 0	n n n
ITS	الأراد Right		45	, -	45	0	45	45	18	99	-	99	0	99	-	99		99	- (99
3M	Left-Through-Right	ight		00							0 0				00				0 0	
	CRITICAL VOLUMES	OLUMES	Nor	North-South: East-West: SUM:	375 321 696	Nort	North-South: East-West: SUM:	378 332 710		Nort! Ea:	North-South: East-West: SUM:	640 588 1228		North Eas	North-South: East-West: SUM:	643 599 1242		North Eas	North-South: East-West: SUM:	643 599 1242
	VOLUME/CAPACITY (V/C) RATIO:) RATIO:			0.464			0.473				0.819				0.828				0,828
WC	WC LESS ATSAC/ATCS ADJUSTMENT:	STMENT:			0.364			0.373				0.719				0.728				0.728
	LEVEL OF SERVICE (LOS):	E (LOS):			A			V				v				ی				ر
															PROJE	PROJECT IMPACT	ACT			

Av/c after mitigation: 0.009	Fully mitigated? N/A
0.009 AV/C	ON
Change in v/c due to project:	Significant impacted?

8	ve	0 0	00	0	FUTURE W/ PROJECT W/ MITIGATION	_ >	148	510	96	CONTRACTOR	49	614	94		226	667	427	111	The same of the sa	39	407	43		: 762 : 642 : 1404	0.985
4/30/2018	1045 Olive		SB- WB-		ECT W/ M	No. of Lanes	- c	0 7 0	⊃ ← (0 0	← c	o — 0	7 0	00	4	~ 0		- 0 0	0	← 0	o – 1	- 0	00	North-South: East-West: SUM:	
			0 0		W/ PROJ	Total Volume	148	1020	115		49	614	211		226	667	743	111		39	770	43		Nor	
Date:	Project:		KB-		FUTURE	Added Volume				100000000000000000000000000000000000000															
а D		3	00	0	JECT	Lane Volume	148	510	96		49	614	94		325	653	427	111	SCHOOL SECTION	39	407	43		762 642 1404	0.985
Shiva D			SB- WB-		ON W/ PRC	No. of Lanes	← c	0 0 0	o – (00	← c	o ← (o –	0 0		- 0		- 0 0	0	- 0	o – .	- 0	0 0	North-South: East-West: SUM:	
ted by:	ed by:		00		FUTURE CONDITION W/ PROJECT	Total Volume	148	1020	115		49	614	211		205	653	743	111		39	770	43		North Eas	
Conducted by:	Reviewed by:	1	NB-		FUTURE	Added Volume	0	0	0		0	-	0			0	က	-		0		0			
1	AM	e 0	00	0		Lane Volume	148	510	96	and the same of th	49	613	96		300	652	425	110	and the second	39	406	43		761 641 1402	0.984
h: (%):	Peak Hour:		SB- WB-		FUTURE CONDITION W/O PROJECT	No. of Lanes	← 0	200	o +	00	← c	o ← (o –	00	STATE OF THE PARTY	- 0		- 0 0	0	-	o ← ·	- 0	00	North-South: East-West: SUM:	_
Ambient Growth: (%):	Peak		00		CONDITIO	Total Volume	148	1020	115		49	613	211		300	735	740	110		39	169	43		North Eas	
Ambie			NB- EB-		FUTURE	Added Volume	39	412	17		10	364	94		400	133	144	52		17	194	œ			
2017	2023	e 0	00	0 2	JECT	Lane Volume	103	287	82	-	37	236	62			96	310	56	-	21	288	33		339 384 723	0.507
Count:	n Year:	11	O WB-		PLUS PROJECT	Total /olume V	103	573	92		37	236	110		00	9	564	26	-	21	543	33		orth-South: East-West: SUM:	0
Year of C	Projection	ļ.	NB- EB-		EXISTING F	Project Traffic Vo	0	0	0	ORDER DE	0	—	0			0	3	_		0	-	0		North-S East-	
	В.	e 0		0 2		Lane Pro	103	287	82		37	235	62			96	308	55		21	288	33		338 384 722	-07
			SB- WB-		EXISTING CONDITION	No. of Lanes Vo			0 +	0 0	- 0	1 2	0 -	00		~ 0		- 0 0		_	1 2	- 0	00		0.507
	evard	Hij	0 0		XISTING C		103	573	92		37	235	110			96	561	55		21	542	33		North-South: East-West: SUM:	
Street	Olympic Boulevard		NB-		ш	Volume	Ť	20		_	_	23	÷				26	4,	_	_	25	.,			
Main Street	Olymp	No. of Phases V-2 or Both-3?	or OLA-3?	ATCS-2? Capacity						ight				ight				ţ					ight	OLUMES	RATIO:
North-South Street:	East-West Street:	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	Right Turns: FREE-1, NRTOR-2 or OLA-3?	ATSAC-1 or ATSAC+ATCS-2? Override Capacity		MOVEMENT	Left	Left-Through Through	Through-Right Right	Left-Through-Right Left-Right	reft	Left-Inrougn Through	Through-Right Right	Left-Through-Right Left-Right	SOUTH TRANSPORT	Left Left-Through	Through	I nrougn-kignt Right	Left-Right	Left	Left-Through Through	Through-Right Right	Left-Through-Right Left-Right	CRITICAL VOLUMES	VOLUME/CAPACITY (V/C) RATIO:
		i,Ø pasod	nt Turns:	₹			<u>ر</u> •	τ ←	مدر	+}	در	÷ → -	ユ , ノ	\ \ \ \		74	1 F	*^*	·~	<u>,</u>	<i>~</i> ↓ <i>*</i>	J +/+	<u></u> ↓.↓.		VOLUF
/S #:	29	o	Rig				a	NNO	∄НТЯ	ON	aı	NNO	внти	nos	A COL	4D	NO	BTSA	3	C	NNO	ats	ME		

0.001	N/A
Δν/c after mitigation:	Fully mitigated?
0.001	ON
Change in v/c due to project:	Significant impacted?

East-West Street Olympic Boulevard Olymp	\S #:	North-South Street:	Main Street	eet			Year of	f Count:	2017	Ambi	Ambient Growth: (%):	th: (%):	1	Conducted by:	ted by:	Shiva D	a D	Date:	4/	4/30/2018	
No. of 1	29	East-West Street:	Olympic	Boulevard			Project	on Year:	2023		Peal	k Hour:	PM	Revie	wed by:			Project:	10	45 Olive	
Mail	Oppo	No. o' sed Ø'ing: N/S-1, E/W-2 or	f Phases			0 3			e 0				e 0				3				0 3
MOVEMBENT MOVE	Right	urns: FREE-1, NRTOR-2 o	or OLA-3?		SB WB	0 0	NB- EB-			NB- EB-	00	SB- WB-	00	NB EB-	00	SB WB-	00	NB- EB-	00	SB- WB-	0 0
		ATSAC-1 or ATSAC+1	ATCS-2? Capacity			0	(2 0				0				0
NOVEMBENT NOVE				EXISTIN	IG CONDIT	NOI	EXISTIN		DJECT	FUTURE	CONDITIO	N W/O PRC	JECT	FUTUR	E CONDITION	ON W/ PRO	JECT	FUTURE	W/ PROJEC	T W/ MITIG	ATION
Left-Tringph Right		MOVEMENT		Volume	No. of Lanes	Lane	$\overline{}$	Total Volume	Lane Volume	Added Volume	Total Volume		Lane Volume	Added Volume	Total Volume	_	Lane	-	Total Volume		Lane
Through Right 118 1 1 1 1 1 1 1 1	a	Left		82	← c	82	0	82	82	29	154	- 0	154	0	154	← C	154		154	- - c	154
Through-Right 118 16 118 16 118 16 118	NNO	← Left-Ihrough ↑ Through		475	D 61	238	0	475	238	909	1013	0 00 0	507	0	1013	0 00 0	202		1013	0 70 0	205
Hert-fringh-Right	BHT <i>F</i>	Through-Right Right		118	0 -	69	0	118	69	16	141	o –	78	0	141	o —	78		141	o (78
Left Hrough Right 15 1 15 1 15 1 15 1 1	ION	1	ight		00				-	0.00	and or the same	0 0	DATE OF THE PERSONS	2000000		0 0	- Incomplete			0 0	Distance of the last
Through Right Sept 1	a	8		15	- 0	15	0	15	15	25	41	- 0	41	0	14	← c	14		14	- c	14
Through-Right S	NNO			294	o —	294	9	300	300	492	804	o – c	804	9	810	o ← c	810		810) (810
	BHTI			85	0 -	32	0	85	32	148	238	o –	116	0	238	o -	116		238	o c	116
Left Through	nos		ight		00							00				00				00	
Left-Through			100000			100		106	400	194	244	-	244	c	244	-	244		244	Į.	244
Through Right 517 1 365 3 520 307 139 688 1 420 3 691 1 422 691 1 1 1 1 1 1 1 1 1	ΙD			106	- 0	90	0	901	9	13.1	544	- 0	447	>	1,	- 0	** *7		† 	0	Ę
Fight Figh	NOO			517	- -	305	က	520	307	139	688		420	က	691		422		691		422
1 Left-Tirough 1 1 1 1 1 1 1 1 1	BT2.₽		4	93	- 0 0	93	_	94	94	53	152	. 0 0	152	∇	153	00	153		153	0 0	153
f Left Left 1 98 98 98 98 22 126 1 126 1 126 1 126 1 126 1 126 1 126 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 2 1 1 539 7 1029 1 543 1 1 1 1 1 1 4	/3				00				-			00	OCOCLUSION DE	9000000		0 0	1000 CONSTRUCTION			0	
Through	C			86	-	86	0	86	86	22	126	- 0	126	0	126	- 0	126		126	c	126
Fright	INNO			290	o 7	317	7	265	321	396	1022) - -	539	7	1029	o	543		1029) ~ ~	543
F Left-Through-Right	BT2			44	- 0	44	0	44	44	თ	99	- 0 :	56	0	99	- 0 (56		56	00	99
North-South: 376 North-South: 382 North-South: 958 North-South: 964 North-South: East-West: 427 East-West: 783 East-West: 787 East-West: SUM: 799 SUM: 1751 East-West: 809 SUM: 1751 East-West: 0.561 0.568 0.568 1.222 1.229 1.129 1.129 A A A F F F F	M	f Left-Through-Ri Y Left-Right	ight		00							00				0 0				0	
0.561 0.568 1.222 1.229 0.461 0.468 1.122 1.129 A A F F		CRITICAL V	OLUMES	Norti Ea	h-South: st-West: SUM:	376 423 799	Non	h-South: st-West: SUM:	382 427 809		North Eas	o-South: st-West: SUM:	958 783 1741		Nort! Ea	st-West: SUM:	96 4 787 1751		North Eas	-South: t-West: SUM:	964 787 1751
0.461 0.468 1.122 1.129 A F		VOLUME/CAPACITY (V/C)) RATIO:			0.561			0.568			·	1.222				1.229				1.229
A	MC I	ESS ATSAC/ATCS ADJUS	STMENT:			0.461			0.468			•	1.122				1.129				1.129
		LEVEL OF SERVIC	E (LOS):			A			A				L				_				_

0.007	N/A
Δν/c after mitigation:	Fully mitigated?
0.007	ON
Change in v/c due to project:	Significant impacted?

East-Weet Street Fast-Weet Street Street	# S/I	North-South Street:	Main Street	reet			Year of	of Count:	2017	Ambi	Ambient Growth: (%):	th: (%):	-	Conducted by:	ted by:	Shiva D	аО	Date:	41	4/30/2018	
Column C	300		14th Str	pot			Projecti	on Year	2003		Peal	k Hour:	AM	Review	ved hv			Project:	10	45 Olive	
Mathematical Control	200	במפור אבפו פונכני		122		c	200		2020				c				t				,
Mail	Орро	No. sed Ø'ing: N/S-1, E/W-2 c	of Phases or Both-3?			ч 0							۷0				0 0				0 0
MOVEMBINI MOVE	Right	Turns: FREE-1, NRTOR-2	or OLA-3?		SB- WB-	00	NB EB-			NB- EB-	00	SB- WB-	00	NB- EB-	00	SB- WB-	0 0	NB- EB-	00	SB- WB-	00
MOVEMENT MOVEMENT Movement		ATSAC-1 or ATSAC Override	+ATCS-2? e Capacity		9	0 0			0				0 0				0				0 0
MOVEMBENT MOVE				EXISTI	NG CONDI	NOIL	EXISTIN		JJECT	FUTURE	CONDITIO	N W/O PRC	JECT	FUTUR	E CONDITIE	ON W/ PRO	JECT	FUTURE	W/ PROJEC	T W/ MITIC	ATION
Through Right		MOVEMENT		Volume	No. of Lanes	Lane	-	_	Lane	_	Total Volume		_		Total Volume			_		-	Lane
Through Right Through Righ	a	Left		48	-	48	0	48	48	13	64	- 0	64	0	64	- 0	64		64	← 0	64
Finding High High High High High High High Hig	NΩ	Left-Through		022	0 °	205	c	770	286	423	1240	٥	620	c	1240) c	620		1240	٥	620
Fight	ВО	↑ Through		077	v C	606	0		3	25	2	10		o	2	10			2	0	
Heat-Right Heat	нтя	Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
Left-Through Left	ON		Right		0 0							0 0				00				0 0	
Left Hough Hight 282 1 283 283 405 704 1 705 1	10 10 10 10 10 10 10 10 10 10 10 10 10 1		Petrolina Superior	STATISTICS.	SCHOOL SECTION	100 Sept.	Property and		SS 34	STANSSON IN	100 Sept 100	STATE OF	NAME OF STREET	THE SEA	1000	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	No. of London	STATE OF THE PARTY	ALPHON S.	THE REAL PROPERTY.	見の田
Through Right 42 1 282 1 283 283 405 704 1 704 1 705 1 7	a	ret		0	0	0	0	0	0	0	0	0	0	0	0	0 0	0		0	0 0	0
Through Hight 42 1 283 493 744 1 73 2 75 1 75 75 1 75	NΠ	Left-Through		6	0 1	0	,	000	000		7	⊃ ₇	1	•	305	> +	100		205	o +	705
Fight Figh	ВО	Through Through		282	- 0	282	-	283	283	405	40/	- 0	40	_	60/	- 0	6		607	- 0	607
+ Left-Through-Right	ΗТΙ		•	42	- c	42	2	44	4	28	73	· -	73	2	75	-	75		75	-	75
Left-Hough Right	nos		Right		00							00	1			00				00	
1		13	TRANSPORTER	SOUTH SPECIAL SECTION	0	CALL CO. NO.	ACTIVITY OF	SCH LINE	ALTERNATION AND PERSONS NAMED IN COLUMN TWO IS NOT THE OWNER, THE	STATE STATE	Part March	STATE OF	Manne	District of	見り知	STREET, SALE	TENSON IN	100 300	1000000		STATE OF THE PERSON NAMED IN
— Left-Through Title Charles — Left-Through Sight —	0			0	0	0	0	0	0	0	0	0	0	0	0	0 0	0		0	0	0
Through-Right	חוב	_ `		C	00	C	c	C	0	0	0	00	0	0	0	00	0		0	00	0
Fight Figh	08		_	•	0		•		į.			0				0				0	
The Left-Through-Right 0	TS/			0	0	0	0	0	0	0	0	00	0	0	0	00	0		0	0 0	0
Through-Right	4 3		Right		00							90				00				00	
Through Hight	100						RESERVED TO	20	30		30		90		20		90		95		95
← Through Through Right 93 1 64 1 94 65 104 203 1 49 1 204 1 50 1 50 1 90 1 90 1 90 1 90 1 90 1 90 1 90 1 90 1 90 1 90 1 90 1 90 1 90 1 90 1 90 1 90 1 90 1 90 90 1 90 90 1 90 90 1 90 90 1 90 90 1 90 90 1 90 90 1 90 90 1 90 90 1 90 90 1 90 90 1 90 90 1 90 90 1 90 90 1 90 90 1 90 90 90 1 9	ИD			င်	-	ç,	>	ç,	G,	000	C .	o ←	3	>	9	· -	3		3	· —	3
Through-Right	ino			93	-	64	-	94	65	104	203	- (149	_	204	 (150		204	← (150
The continual of the	. ВТ8		_	42	0 -	42	c	42	42	45	06	o -	06	0	06	o –	06		06	o –	90
North-South: 385 North-South: 768 North-South: 769 North-South: East-West: East-West: 449 East-West: 149 East-West: 150 East-West: SUM: 449 SUM: 919 East-West: SUM: 919 East-West: 0.299 0.300 0.611 0.611 0.613 SUM: 919 SUM: A A A A A A A	ME		Right	7	- 0 0		ò	ļ	ļ	2	}	00		•		00				00	
Sum: 449 East-West: 450 East-West: 450 East-West: 450 East-West: 450 East-West: 450 Sum: 919 S				FOR	D Courth.	385	Mon	h Courth.	385		North	South.	768		North	-South:	769		North	South:	769
0.299 0.300 0.611 0.613 0.513 A A A		CRITICAL	VOLUMES	wort Ea	st-West:	8 4 5	Ea	st-West:	65		Ea	st-West:	149		Ea	st-West:	150		Eas	t-West:	150
0.299 0.300 0.611 0.613 0.199 0.200 0.200 0.511 0.513 A A					SUIN.	5		30.11	200							1					0,00
0.199 0.200 0.511 0.513 A A		VOLUME/CAPACITY (VA	C) RATIO:			0.299			0.300				0.611				0.613				0.613
4 4] 	LESS ALSAC/ALCS ADJU	JOI MEN!			0.199			0.200				115.0				210.0				2 <
		LEVEL OF SERVI	CE (LOS):			A			¥				¥				•				1

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

0.002 N/A

No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? tight Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity MOVEMENT				Projection rear.							Veviewed by				riojeti.	10	1045 Olive	
Right Turms: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity MOVEMENT	ŀ		2	2		0				2 0				0	1			0 0
MOVEMENT Left	NB 0 EB 0	SB- WB-	000	NB	O SB-		NB EB	0 0	SB WB	000	NB EB	0 0	SB- WB-	000	NB-	00	SB- WB-	0 0 7
MOVEMENT	FSIA	NOITIGINGS SMITSIXE		ONITOINE	TO SHOULD BE STORY	OFCT	ELITIB	FCONDITION	O O O O O O O O O O O O O O O O O O O	O IECT	FITTIS	FCONDIT	FITTIRE CONDITION W/ PRO-JECT	O.IFCT	FUTURE	EUTURE W/ PROJECT W/ MITIGATION	T W/ MITIG	OTA
Left	Volume	No. of Lanes	Lane	Project Traffic	Total	Lane	Added	Total	No. of Lanes	Lane	Added	Total	No. of Lanes	Lane	Added	Total Volume	No. of Lanes	Lane Volume
•	98	-	98	0	98	98	27	118	(118	0	118	← 0	118	2	118	- c	118
√ Left-Through ↑ Through	576	7 0	288	0	929	288	584	1195	o 0	598	0	1195	7 0	598		1195	D 6	598
Through-Right Right	c	00	0	0	0	0	0	0	0 0	0	0	0	00	0		0	00	0
トレリー・ ・	•	000		•			,	•	00				00				0 0	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
Left-Through	407	0 +	407	+	408	408	507	939	0 -	939	·	940	o -	940		940	o -	940
↓ Inrougn ↓ Through-Right	407	- 0	/04	-	004	001	100	600	- 0	9	-	2	0	}			0	
	26	← (26	9	103	103	09	163	← ¢	163	9	169	← c	169		169	- -	169
← Left-Through-Right ✓ Left-Right		00							00				00				0 0	
			STATE OF THE PARTY				c	c	c	•	c	c	c	•		c	0	0
∠ Left Հ Left-Through	0	0	Þ	0	0	•	0	0	00	>	>	>	00	•		o	00	>
	0	0 0	0	0	0	0	0	0	00	0	0	0	0 0	0		0	00	0
Through-Right Right	0	0	0	0	0	0	0	0	00	0	0	0	00	0		0	0	0
← Left-Through-Right ✓ Left-Right		00							00				00				00	
	84	0	84	C	28	84	47	136	0	136	0	136	0	136		136	0	136
← Left-Through	5	· —	,							9	į	Ċ		r c c		603		300
Through	278	- -	181	2	283	184	233	979	- c	332	ဂ	233	- 0	r r r		ccc	- 0	222
	65	o - -	65	0	65	65	7	9/	· —	92	0	9/	-	92		9/	- 0	92
Left-Through-Right Left-Right		00							00				0 0				0 0	
CRITICAL VOLUMES	Non	North-South: East-West:	493 181	North-		494 184		Nort Ea	North-South: East-West:	1057 332		Nort. Ea	North-South: East-West:	1058 335		North Eas		335
		SUM:	674		SUM:	678			SUM:	1389			SUM:	1393			SUM:	1393
VOLUME/CAPACITY (V/C) RATIO:			0.449			0.452				0.926				0.929				0.929
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.349			0.352				0.826				0.829				0.829
LEVEL OF SERVICE (LOS):			∢			A				٥								۵

0.003	N/A
∆v/c after mitigation:	Fully mitigated?
0.003	ON
Change in v/c due to project:	Significant impacted?

# 5/	North-South Street:	Los Ang	Los Angeles Street			Year of	of Count:	2017	Amp	Ambient Growth: (%):	th: (%):	-	Conduc	Conducted by:	Shiva D	D E	Date:	4	4/30/2018	
2	Fact-Most Stroot	Olympic	Olympic Boulevard			Project		2023		Pea	Peak Hour:	AM	Revie	Reviewed hy:			Project:	100	1045 Olive	
5	N CN	No of Phases		ľ	2			2				2								2
Oppo	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1 00				!	d	į	100		C	į	0 0	Ş	c	5	100
Right .	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 0 EB 0	SB- WB-	00	₩ ₩ ₩	O WB-		₽ ₽ ₽	- 0	SB- WB-	00	E 6	0 0	WB-	00	FB F	00	WB-	00
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity				0 0			0				0				0				0 2
			EXISTIN	EXISTING CONDITION	NOI	EXISTING	IG PLUS PROJECT	OJECT	FUTUR	E CONDITIC	FUTURE CONDITION W/O PROJECT	DJECT	FUTUR	FUTURE CONDITION W/ PROJECT	ON W/ PRO	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIG	SATION
	MOVEMENT		Volume	No. of Lanes	Lane	Project Traffic	Total Volume	Lane	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
a	Left		63	- (63	0	63	63	1	78	← 0	78	0	78	← c	78	0	78	← c	78
NNO	≺ Left-Through ↑ Through		367	o -	200	0	367	200	123	513	o — ·	274	0	513	o	274	0	513	o — 1	274
внтя	Through-Right Right		33	- 0	33	0	33	33	0	35	- 0	35	0	35	- 0	35	0	35	- 0 0	35
ON	← Left-Through-Right ← Left-Right	light	and the same of th	00				100			00		0.000		00	The Control of the Co			0 0	- Constitution
a	ا الوال الوال		39	- 0	39	0	39	39	0	4	- 0	14	0	14	- c	14	0	14	← c	41
NNO	← Left-Through		409	o –	298	0	409	298	113	547	o – ·	373	0	547	o – 1	373	0	547	o — 1	373
внтс	Through-Right		187	- 0	187	0	187	187	0	199	0 1	199	0	199	- 0 :	199	0	199	- 0 0	199
nos	★ Left-Through-Right 人 Left-Right	ight		00							00				00			-	00	
	ر Left		82	-	82	0	82	82	2	89	-	88	0	88	-	68	0	88	-	68
аип			416	0 ←	256	2	418	258	138	580	0 -	356	7	582	0 -	358	0	582	0 +	358
овтг	Through-Right		96	- 0	96	4-	97	97	30	132	T 0	132	-	133	T 0 0	133	0	133	- 0 0	133
Ε¥	← Left-Through-Right ← Left-Right ← L	ight		00							00				00				00	
(18		21	-	21	0	21	24	0	22	-	22	0	22	-	22	0	22	- 0	22
INNO			360	0 - 1	187	2	362	188	208	290	⊃ - -	303	2	592	⊃ ← +	304	0	592	o	304
MESTB	Inrougn-Right Right Left-Through-Right	ight	13	-000	13	0	13	13	←	15	-000	15	0	15	-000	15	0	15	-000	15
	CRITICAL VOLUMES	OLUMES	North	North-South: East-West: SUM:	361 277 638	Nort	North-South: East-West: SUM:	361 279 640		Norti Ea	North-South: East-West: SUM:	451 392 843		Norti Ea	North-South: East-West: SUM:	451 393 844		North Eas	North-South: East-West: SUM:	451 393 844
	VOLUME/CAPACITY (V/C) RATIO:) RATIO:			0.425			0.427				0.562				0.563				0.563
NC I	V/C LESS ATSAC/ATCS ADJUSTMENT:	STMENT:			0.325			0.327				0.462				0.463				0.463 A
	LEVEL OF SERVICE (LOS).	re (EOS).			1			(c			PROJE	PROJECT IMPACT	ACT			

0.001	N/A
∆v/c after mitigation:	Fully mitigated?
0.001	ON
Change in v/c due to project:	Significant impacted?

1045 Olive CMA AM Peak 4-30-18

3

4/12/2018	1045 Olive	2 0	SB- 0 WB- 0	FUTURE W/ PROJECT W/ MITIGATION	No. of Lane Lanes Volume	1 125	355	0 59	. 0	1 36	1 546	0 176	0	1 213	1 426	0 207 0	0	1 109	1 474	0 62		South: 671 West: 687 SUM: 1358	0,905	0.805
4/12	104		0 0 0 S	V/ PROJECT	Total No	125	651	- 69	200	36	915	176	100000000000000000000000000000000000000	213	644	207		109	885	62		North-South: East-West: SUM:		
Date:	Project:		NB EB-	FUTURE	Added Volume V	0	0	0	No.	0	0	0	1000000	0	0	0		0	0	0				
Shiva D		0	0000	DJECT	Lane	125	355	59	DOORBEST	36	546	176	1000	213	426	207	SWINSTERN.	109	474	62		671 687 1358	0.905	0.805
Shi			SB- WB-	FUTURE CONDITION W/ PROJECT	No. of Lanes	- €) - -	- 0 0	0 0	- c	o ← 4	- 0 0	0	- 0	o	- 0 0	0	← (o – 7	- 0 0	0	North-South: East-West: SUM:		
Conducted by:	Reviewed by:		0 0	RE CONDIT	Total Volume	125	651	29	SECTION SECTION	36	915	176		213	644	207	The State of	109	885	62		Non		
Cond	Revie		NB- EB-	FUTU	Added Volume	0	0	0	President	0	0	0	- A	0	_	2	100000	0	7	0				
1	PM	0	0000	ROJECT	Lane	125	355	59	Season and the season of the s	36	546	176	The State of the S	213	424	205	and seed	109	470	62		671 683 1354	0.903	0.803
wth: (%):	Peak Hour:		SB WB	FUTURE CONDITION W/O PROJECT	No. of Lanes	← c) +	- 0 0	00	← ¢	o – 1	- 0 C	00	- 0	o – .	-00	0	- 0	o ← 4	-00	00	North-South: East-West: SUM:		
Ambient Growth: (%):	Pe		00	E CONDITI	Total Volume	125	651	29		36	915	176	distribute	213	643	205	Harris	109	878	62		Nor		
Amb			NB- EB-	FUTUR	Added Volume	51	156	0		0	143	0	our four unit	4	143	32	T X ST	0	377	-				
2017	2023	0	0000	OJECT	Lane	02	261	56	2 Spellutolist	34	447	166		197	319	165	CHESTIN	103	268	22		517 465 982	0.655	0.555
of Count:			0 SB- 0 WB-	IG PLUS PROJECT	Total Volume	70	466	99	Managaran	34	727	166	NCZESION CAN	197	472	165	No. of Persons	103	479	22		North-South: East-West: SUM:		
Year of	Projecti		NB EB	EXISTING	Project Traffic	0	0	0		0	0	0	No. of Contrast	0	*	2	Section 1	0	7	0		North-S East-		
		0	0000		Lane	20	261	56	No months and the	34	447	166		197	317	163	Seption 1	103	265	57		517 462 979	0.653	0.553
			SB WB	EXISTING CONDITION	No. of Lanes	- 0	D - 1	- 0	0 0	- 0	o ← ·	- 0 0	00	-	0 -	- 0 0	0	-	0 ←	- 0 0	00	North-South: East-West: SUM:		
Los Angeles Street	Olympic Boulevard		NB- 0 EB- 0	EXISTIN	Volume	02	466	56		34	727	166	The second second	197	471	163	MINISTRA	103	472	22		Nort Ea		
Los Ang	Olympic	No. of Phases N-2 or Both-3?		apacity					Į,							<u> </u>	Control of the last			1		LUMES	RATIO:	TMENT:
North-South Street:	East-West Street:	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2?	Overnue Capacity	MOVEMENT	Left	☐ Left-Through ☐ Through	Through-Right	← Left-Through-Right ← Left-Right	۔ ۔ دولا ۔ ارک	← Left-Through ↓ Through		transported Left-Right Left-Right Left-Right Left-Right			Through-Right Right Left-Through-Right	1		← Left-Through ← Through		Lent-Infougn-Right	CRITICAL VOLUMES	VOLUME/CAPACITY (V/C) RATIO:	V/C LESS ATSAC/ATCS ADJUSTMENT:
N # S/I	31	Oppose	Right Tu			a	NUOE	нтя	-	a	NNO	внти	\dashv	-	_	BTSA	-	-		втгэ	_		>	WC LE

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

# S/I	North-South Street:	Los Ang	Los Angeles Street			Year of	f Count:	2017	Ambio	Ambient Growth: (%):	th: (%):	-	Conducted by:	ted by:	Shiva D	аD	Date:	4	4/30/2018	
32	East-West Street:	11th Street	eet			Projecti	Projection Year:	2023		Pea	Peak Hour:	AM	Reviev	Reviewed by:			Project:	10	1045 Olive	
óddo	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	No. of Phases N-2 or Both-3?			0			0				0				2 0				2 0
Right	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 0 EB 0	SB- WB-	00	NB-	O SB-	00	NB EB	00	SB- WB-	00	₽ ₽ ₽	0 0	SB- WB-	00	NB	00	SB- WB-	00
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity	r ATSAC+ATCS-2? Override Capacity			0			0 0				0 0				0				0
	1		EXISTIN	EXISTING CONDITION	TION	EXISTING	G PLUS PROJECT	JECT	FUTURE	CONDITIO	FUTURE CONDITION W/O PROJECT	JECT	FUTUR	E CONDITIC	FUTURE CONDITION W/ PROJECT	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIC	SATION
	MOVEMENT		Volume	No. of Lanes	Lane	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Totai Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
a	Left		23	0 .	23	0	23	23	4	28	0	28	0	28	0 7	28		78	0 7	28
NNC	← Left-Through Through	449		248	0	449	248	127	604		358	0	604		358		604		358	
BHI	Through-Right		c	0 0	c	c	c	c	C	c	00	c	c	c	00	c		C	00	C
иов.	Left-Through-Right	light	o	000	>	5	>	,	0	•	000	,	0	•	000)		•	000	,
Section 2	0.00	CHICAGO CONTRACTOR			S 100 C	Bearing and the second	SEASON OF	DESCRIPTION OF THE PERSON OF T	N. Santana	125. BY		RATIONAL PROPERTY.	S.H. HINGS	Same de	WALLES THE	CHESTON	STREET,	STATE BOLL	100 CO	SAN SAN SAN SAN SAN SAN SAN SAN SAN SAN
aı	: د ده د رر		0	0 0	0	0	0	0	0	0	00	0	0	0	0 0	0		0	00	0
NNO	t Leπ-Inrougn ↓ Through		441	- C	255	₹-	442	256	136	604	o	342	_	605	-	343		605	- c	343
BHI			C	← c	80	c	90	80	7	OS C	← C	08		OS C	- 0	80		80	- 0	80
Lno	↑ right ↑ Left-Through-Right	tight	80	00	6	•	ŝ	S	-	8	0	3	•	8	00	3		3	0 0	
s	人, Left-Right	SOURCE COLOR		0	NACCES III		STATE STATE OF	STREET, ST	H SOLD	100	0	No. of London	Name and Address	The state of the s	0	The second	Section .	100 S 700	0	SAME SE
(l	The second secon	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0 0	0
חחנ			0	00	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
эвт			(0	(e)		00	c	c	0 0	c	c	c	00	c		c	0 0	c
SV3	← Right ← Left-Through-Right	light	0	00	0	0	0	0	∍	5	00	0	>	5	00	5		0	00	5
	1000	STATE OF STREET	Carlo Carlo Carlo Carlo	0	Constitution of the last	COLUMN DESCRIPTION OF THE PERSON NAMED IN COLUMN DESCRIPTION OF THE PERS	and an article	100000000000000000000000000000000000000	STATE OF THE SAME	SUPPLIES CO.	0	NAME AND ADDRESS OF	100mm	The second second	0	NAME AND ADDRESS OF	No. of Lot	2000	0	CHANGE
-	f Left		40	0	40	0	40	40	0	42	0	42	0	42	0	42		42	0	42
חאנ			80		64	-	68	55	101	194		118	_	195		119		195	- -	119
овт	Through-Right		3	0	;		:	3		;	0				0 7	ç		Ş	0 +	Ç
NE2	← Right ← Left-Through-Right	tight	34	-0	¥	0	34 4	4 4	_	4	- 0 (4 5	0	4 2	- 0 (5		5	- 0 0	÷
N)	人 Left-Right				010		1	020				020		1	0	274		Month	Morth South:	371
	CRITICAL VOLUMES	OLUMES	Norti Ea:	Fast-West:	64	North-S East	Fast-West:	65		Fas	East-West:	118		Eas	East-West:	119		Eas	East-West:	119
	VOL 11ME/CAPACITY (WC) RATIO:	, RATIO.		200	0000		1	0 220				0 325				0 327				0.327
NC L	V/C LESS ATSAC/ATCS ADJUSTMENT:	STMENT:			0.128			0.129			, 0	0.225				0.227				0.227
	LEVEL OF SERVICE (LOS):	E (LOS):			4			V				A				4				A
															PROJE	PROJECT IMPACT	ACT			

after mitigation: 0.002	Fully mitigated? N/A
0.002 Av/c	ON
Change in v/c due to project:	Significant impacted?
	0.002 Δv/c after mitigation:

# S/I	North-South Street:	Los Ang	Los Angeles Street			Year of	of Count:	2017	Ambi	Ambient Growth: (%):	th: (%):	-	Conduc	Conducted by:	Shiva D	а О	Date:	4	4/30/2018	
32		11th Street	eet			Project		2023		Pea	Peak Hour:	PM	Revier	Reviewed by:			Project:	1	1045 Olive	
	No. of Phases	No. of Phases			2			2.0				2 0				2				
A to a	Opposed & IIIg. N/3-1, E/W-2 of Both 3:	or DOLIN-3?	NB 0	SB-	00	NB-	0 SB-		NB-	0	-BS	00	NB-	0	SB-	00	NB-	0	SB-	00
5	(, , , , , , , , , , , , , , , , , , ,		EB 0	WB-	0 0	EB-	0 WB-		EB-	0	WB-	0 (EB-	0	WB-	0 (EB-	0	WB-	0 (
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity	r ATSAC+ATCS-2? Override Capacity			0 0			V 0				7 0				0				7 0
			EXISTI	EXISTING CONDITION	NOIT	EXISTING	IG PLUS PROJECT	OJECT	FUTURE	CONDITIC	FUTURE CONDITION W/O PROJECT	JJECT	FUTUR	FUTURE CONDITION W/ PROJECT	ON W/ PRO	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIC	SATION
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
c	ر ا الوال		31	0	31	0	31	31	36	69	0	69	0	69	0	69		69	0	69
חמו	← Left-Through			. .			ļ		į	1		1	c	1		1		1		733
ВО	Through		497	- -	342	0	497	342	1/2	8	- 0	/66	5	90	- c	22/		90	- 0	/66
НΤЯ	Right	_	0	0 0	0	0	0	0	0	0	0 0	0	0	0	0	0		0	0	0
ION	Left-Through-Right	Right		00							0 0				0 0				00	
		Service County		E CALL	SEC. 150	2000 SECTION 1	STATISTICS.	The same of	STATE OF STATE OF	THE REAL PROPERTY.	State of the last	See Line	STREET,	A STATE OF	THE REAL PROPERTY.	THE REAL PROPERTY.	100 B	PATRICE DA	September 1	THE PERSON NAMED IN
a	Left		0	0	0	0	0	0	0	0	0 0	0	0	0	00	0		0	0 0	0
NNC	Through		825	o	506	^	827	202	134	1010	⊃ ←	624	2	1012	o –	625		1012	-	625
ЭВН	Through-Right	=	3	-	}	ı	į			!	-		ı		_				-	
чтU			186	0	186	0	186	186	41	238	0 0	238	0	238	0	238		238	0 0	238
os	← Left-Through-Right Left-Binht Lef	Right		0 0							0 0				00				0	
		SECTION OF SECTION	200 SERVICES		- of . 150	STORY SOLD	SE SOUTH	Self-line		TAX STATE	Name of the	THE REAL PROPERTY.	SALES NA	No. of the last		10 M	CONTRACT.	N. Carrier		TOOL .
C	Left		0	0 0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	0 0	0
INN	← Left-Through Through	0	00	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0	
LBC				0						i	0	8		(0	(•	0 0	d
LS∀	Right	‡4.01 14.01	0	0 0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0) C	0
Έ	Left-Right			00						-	0 0				0				0	
	ر اه#		116	c	116	c	116	116	C	123	0	123	0	123	0	123		123	0	123
ИD			-	-		ì			,		-		į		_				-	
no	Through		232	← 0	174	2	237	177	271	517	← c	320	2	522	- c	323		522	- -	323
BTS	↑ Inrougn-Kignt	-	99	o -	99	0	99	99	34	104	- c	104	0	104	- c	104		104	· -	104
ME	→ Left-Through-Right → Left-Right	Right		00							00				00				00	
			Nort	North-South:	537	North-	th-South:	538		Nort	North-South:	693		North	North-South:	694		North	North-South:	694
	CRITICAL VOLUMES	VOLUMES	Ea	East-West: SUM:	174 711	Ë	East-West: SUM:	177 715		Ea	East-West: SUM:	320 1013		Ea	East-West: SUM:	323		Eat	East-West: SUM:	323 1017
	VOLUME/CAPACITY (V/C) RATIO:	C) RATIO:			0.474			0.477				0.675			_	0.678				0.678
NC I	V/C LESS ATSAC/ATCS ADJUSTMENT:	JSTMENT:			0.374			0.377				0.575			-	0.578				0.578
	LEVEL OF SERVICE (LOS):	ICE (LOS):			V			4				A				A				4
															PROJE	PROJECT IMPACT	ACT			

Change in v/c due to project: 0.003	∆v/c after mitigatior
Significant impacted? NO	Fully mitigated

S #:	North-South Street:	eet: Olive Street	treet			Year of	of Count:	2017	Ambi	Ambient Growth: (%):	th: (%):	1	Conduc	Conducted by:	Shiva D	Q E	Date:	4	4/12/2018	
33	East-West Street:	eet: 12th Street	reet			Project	Projection Year:	2023		Pea	Peak Hour:	AM	Revie	Reviewed by:			Project:	10	1045 Olive	
Sono	No. of Phases Opposed Ø'ing: N/S-1. E/W-2 or Both-3?	No. of Phases			0			0 0				0 2				0 2				2 0
Right	Right Turns: FREE-1, NRTOR-2 or OLA-3?	TOR-2 or OLA-3?	NB 0	SB	00	NB EB-	0 SB-0		NB EB-	00	SB	00	NB EB	00	SB- WB-	00	NB- EB-	00	SB- WB-	00
	ATSAC-1 or A	ATSAC-1 or ATSAC+ATCS-2? Override Capacity			00							2 0				2 0				0 0
			EXIST	EXISTING CONDITION	TION	EXISTING	IG PLUS PROJECT	DJECT	FUTURE	CONDITIO	FUTURE CONDITION W/O PROJECT	NECT	FUTUR	E CONDITION	FUTURE CONDITION W/ PROJECT	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIG	SATION
	MOVEMENT	.	Volume	No. of Lanes	Lane	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
,	ر Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
ואר	← Left-Through	hguc		0							0 (9	į		0 0	i c		0	0 (5
08	Through	: i	1241	Ν τ	441	15	1256	446	179	1844	7 -	648 8	0	609	٧ +	200		600	v -	200
IHT	T Inrougn-Kight	-Kignt	83	- 0	83	0	83	83	1	66	- 0	66	0	66	- 0	66		66	- 0	66
HON		Left-Through-Right		0							0				0 (Ī			0 0	
1	ヤ Left-Right	nt Terresson		0	Company of	0.0000000000000000000000000000000000000	THE CALL BOX	ALD ROSE	100000000000000000000000000000000000000	New York	0	SCHOOL STATE	The Control	COMMO	0	SOUTH STATE	100000	The state of	0	The spinish
	ا د		c	c	0	C	0	c	0	0	0	0	0	0	0	0		0	0	0
anı	Left-Through	hguc	>	0	•	•		,	>	,	0	,	,	•	0			,	0	
noe	Through	: ' i	0	0 0	0	0	0	0	0	0	00	0	0	0	00	0		0	0 0	0
3HT	Through-Right	-Right	ç) C	C	C	c	0	0	0	00	0	0	0	00	0		0	00	0
no	↑ Left-Thro	Left-Through-Right	9	0	,)	o)	•	Ę	0		ı		0				0	
s	Left-Right	it.	and the same	0	Activities	2000000	SATTOMA	THE PERSON	NOT DEPTH	1000	0	The same of	000000000000000000000000000000000000000	THE COURT	0	SCHOOL SCHOOL	St. Marie	10000	0	September 1
	J Left		64	0	64	က	67	29	61	129	0	129	က	132	0	132		132	0	132
חאם	∠ Left-Through Th	hguc	113		ő	•	114	9	135	255		192	-	256	- -	194		256		194
08		-Right	2	. 0	3				3		0			;	0				0	
ITS,			0	0	0	0	0	0	0	0	0	0	0	0	0 (0		0	0 0	0
¥Ξ	Left-Throu	Left-Through-Right		0 0							00				0 0				5 0	
	1000	STOCKED STATE	STREET, STREET			ST ST ST	PROTOGRA	TOTAL STATE	A THE DAY	SOL SOL		70 10 10	STORY TES	100 M	THE REAL PROPERTY.	No.	B 1000 1	18877A	Surgues	100
а			0	0 0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	o c	0
NN	t Left-Infougn	ugno	0	0	0	0	0	0	0	0	00	0	0	0	0 0	0		0	00	0
LBC	Through-Right	-Right	1	0	9					ğ ı	0 1			ı	0 ((ď	0 0	d
LS3		i	0	00	0	0	0	0	0	0	00	0	0	0	o c	0		0)	5
M		Left-Inrougn-Right Left-Right		00							00				0				0	
			Non	North-South:	441	Non	North-South:	446		North	North-South:	648		North	North-South:	653		North	North-South:	653
	CKE	CRITICAL VOLUMES	ŭ	East-West: SUM:	530	East	st-West: SUM:	91 537		Ea	East-West: SUM:	192 840		Ea	East-West: SUM:	847		8	SUM:	847
	VOLUME/CAPACITY (V/C) RATIO:	TY (WC) RATIO:			0.353			0.358				0.560				0.565				0.565
NC L	V/C LESS ATSAC/ATCS ADJUSTMENT:	ADJUSTMENT:			0.253			0.258				0.460				0.465				0.465
	LEVEL OF §	LEVEL OF SERVICE (LOS):			4			V				A				A				A
															PROJE	PROJECT IMPACT	ACT			

0.005	N/A
Δv/c after mitigation:	Fully mitigated?
0.005	ON
Change in v/c due to project:	Significant impacted?

Creditary Cartesian Creditary Cartesian Creditary Cartesian Creditary Cartesian Creditary Cartesian Creditary Cartesian Creditary Cartesian Creditary Cartesian Creditary Cartesian Creditary Cartesian Creditary Cartesian Cart	4	North-South Street:	Olive Street	eet			Year of Projection	Year of Count:	2017	Amb	Ambient Growth: (%): Peak Hour:	rowth: (%): Peak Hour:	- M	Condu	Conducted by:	Shiva D		Date:	4 7	4/12/2018 1045 Olive	
No.		Last-rest Street.	f Dhacoc			0			2020				0	New Inchie	ed by.	ľ	t	- Indicate		2000	2
Mail		ed Ø'ing: N/S-1, E/W-2 or				0 1				!	•	;	100	1	d	;	100		c	;	0 0
Column C	_	ırıs: FREE-1, NRTOR-2 o			SB- WB-	0 0	NB- EB-			NB-	0	. SB	00	EB 6	00	NB-	00	NB-	00	WB-	00
This columner This columne		ATSAC-1 or ATSAC+/	ATCS-2? Capacity			2 0			0 0				2 0				0				2
Volume Volume				EXISTIN	IG COND	NOIL	EXISTIN		OJECT	FUTUR	E CONDITION	ON W/O PR	OJECT	FUTUR	E CONDITI	ON W/ PRO	JECT	FUTURE	W/ PROJEC	T W/ MITIG	ATION
1		MOVEMENT		Volume	No. of Lanes	Lane	-	Total Volume	Lane Volume	Added Volume	Total Volume	_	Lane Volume	Added Volume	Total Volume				Total Volume		Lane /olume
1		ال Left		0	0	0	1	0	0	0	0	0	0	0	0	0	0		0	0	0
47 1		Left-Through		6	0 (8	o o	Ş	1007	,	0 0	7	S	0.00	0 (1		0,00	0 0	100
47 6 47 6 47 47 20 70 6 70 70 70 70 70 70		† Through		930	N +	326	25	382	343	/601	2084	N -	81/	25	2136	7 -	35		7130	и г	65/
1		Right		47	- 0	47	0	47	47	20	70	0	02	0	70	0	70		70	0	20
128 1 96 0 0 0 0 0 0 0 0 0			ight		00							00				00				0 0	
128 1 96 128 100 10 10 10 10 10 10						CONTRACTOR SAN					,										
1.0 0 0 0 0 0 0 0 0 0				0	00	0	0	0	0	0	0	00	-	D)	00	>		>	00	-
128				0	0	0	0	0	0	0	0	0	0	0	0	0 (0		0	0	0
63	•	Through-Right		c	00	c	c	c	c	c	c	0 0	c	c	c	0 0	c		c	0 0	-
128			the	Ð	o o	0	5	>	0	>	>	00	5	>	>	00	>		>	0	>
128					0						-	0	The same of the same of		CONTRACTOR OF THE PERSON OF TH	0		and the same of	9000000000	0	and the second
128		100				Water Str	THE SPECIAL		100	1			THE REAL PROPERTY.				00,				00,
128				63	o -	63	œ	11	71	22	122	0 -	122	∞	130	o –	130		130	0 -	130
1				128	-	96	0	128	100	190	326	- (224	0	326	- 0	228		326	← (228
1				c	0 0	c	C	c	c	c	c	0 0	c	C	C	o c	C		C	0 0	0
1			ight	>	0	•	•	o)	•)	0	· · ·		•	0			,	0	
0 0 0 0 0 0 0 0 0 0		1		-	0	- And Committee	Section and Association	Section Section				0		School Special		0	Distriction of the last of the		SHOWER	0	STATE STATE OF
0 0 0 0 0 0 0 0 0 0	104			0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
0				•	0	3	•	C	ć	·	d	0 0	c		c	00	c		c	00	c
0 0 0 0 0 0 0 0 0 0				0	0 0	0	0	>	>	-	0	o c	>	0	>	o c	>		>	00	0
North-South: 326 North-South: 343 North-South: 718 North-South: 735 North-South: 5-0-4-4-3 Sulm: 942 Sulm: 963		_		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
North-South: 326 North-South: 735 North-South: 735 North-South: East-West: East-West: 224 East-West: 228 East-West: East-West: SUM: 422 SUM: 963 East-West: SUM: 963 East-West: SUM: 0.281 0.295 0.628 0.628 0.642 SUM: A A A A A A A			ight		00							00				00				00	
East-West: 96 Sum: East-West: 100 Total East-West: 224 Total East-West: 228 Total East-West: SUM: 963 Total East-West: SUM: 963 Total SUM: 964 Total SUM: 964 Total <td></td> <td>l</td> <td></td> <td>Nort</td> <td>h-South:</td> <td>326</td> <td>Nort</td> <td>h-South:</td> <td>343</td> <td></td> <td>Nort</td> <td>h-South:</td> <td>718</td> <td></td> <td>Nort</td> <td>-South:</td> <td>735</td> <td></td> <td>North</td> <td>South:</td> <td>735</td>		l		Nort	h-South:	326	Nort	h-South:	343		Nort	h-South:	718		Nort	-South:	735		North	South:	735
SUM: 422 SUM: 942 SUM: 963 SUM: 0.281 0.295 0.628 0.642 0.642 0.181 0.195 A A A		CRITICAL VC	CLUMES	Ea	st-West:	,	E	st-West:	100		Ea	st-West:	224		Ea	st-West:	228		Eas	t-West:	228
0.281 0.295 0.628 0.642 0.181 0.195 0.528 0.542 A A A					SUM:	422		SUM:	443			- 1	942				963			SUM:	963
0.181 0.195 0.528 0.542 A A A		OLUME/CAPACITY (V/C)	RATIO:			0.281			0.295				0.628				0.642				0.642
A		SS ATSAC/ATCS ADJUS	TMENT:			0.181			0.195				0.528				0.542				0.542
		LEVEL OF SERVICE	E (LOS):			A			A				V				A				A

0.014	N/A
∆v/c after mitigation:	Fully mitigated?
0.014	ON
Change in v/c due to project:	Significant impacted?

#S/I	11	North-South Street:	Hill Street	et			Year of	f Count:	2017	Ambi	Ambient Growth: (%):	th: (%):	1	Conduc	Conducted by:	Shiva D	а D	Date:	4	4/12/2018	
34		East-West Street:	Pico Boulevard	ulevard			Project	Projection Year:	2023		Peal	Peak Hour:	AM	Revie	Reviewed by:			Project:	10	1045 Olive	
oddo	sed Ø'ing	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	No. of Phases V-2 or Both-3?			2			0				2 0				2 0				0 0
Right.	Turns: FR	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 0 EB 0	SB- WB-	00	NB	0 SB- 0 WB-	00	NB-	00	SB- WB-	00	NB- EB-	00	SB- WB-	00	NB- EB-	00	SB- WB-	00
	ATS	ATSAC-1 or ATSAC+ATCS-2? Override Capacity	TCS-2?			0 0			0 0				0 0				2 0				0
				EXISTI	EXISTING CONDITION	NOIL	EXISTING	G PLUS PROJECT	SUECT	FUTURE	CONDITIO	FUTURE CONDITION W/O PROJECT	DJECT	FUTUR	E CONDITI	FUTURE CONDITION W/ PROJECT	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIC	SATION
		MOVEMENT		Volume	No. of Lanes	Lane	Project Traffic	Total	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
6	r	Left		41	-	41	0	41	41	9	20	-	50	0	20	-	90		20	1	50
INN	∵.	Left-Through		į	0 ,	į	c	6	21.0	7 17	0	0 +	343	c	929	0 +	373		929	o +	273
80	 4	Through Through Diaht		4/3	- ,	4/7	0	5,4	4/7	10. 10.	000	- ,	272	>	000		2		2		2
НΤЯ	L C	Right		74	- 0	74	0	74	74	Ξ	90	0	06	0	06	0	06		90	0	06
ION	+}	Left-Through-Right	ght		00							00				0 0				0 0	
2000	The Fertine	Lettrixigiii	1000000	STATE OF THE PARTY.	,	Name and Address of	(S. 10 S. 1	September 1	STATE STATE	2000 Sept. 1	Name of Street, or other Persons in column 2 is not a second	TANK ME	M25555	S. Shrings	SHOOT IN	SCHOOL STATE	Aller Marie	S. Carlotte	MAN AND	RANGE	SECAMI
0	. ز	Left		21	-	21	0	21	21	26	48	-	48	0	48	-	48		48	← (48
INC	1	Left-Through			0							0 .	į	•		0 ,	0		i L	o +	000
108	→-7	Through		270	t- t-	169	0	270	169	269	556		362	0	556		362		226		362
ΙΗΤΙ	† 7	Right		29	- 0	29	τ-	68	89	96	167	0	167	_	168	0	168		168	0	168
nos	-	Left-Through-Right	ght		00							00				0 0				00	
The same	₹	Lent-Kignt	Sec. 01002			September 1	CONTRACTOR OF THE PARTY OF THE	NAME AND POST OF	Section 1	S. Continued in	DESCRIPTION OF THE PERSON	TOTAL SE	The second	A 10	ALTERNATION OF THE PERSON		THE PERSON NAMED IN		Wales, 22		STATE STATE
0	٦,	Left		09	0 .	09	0	90	09	32	96	0 7	96	0	96	0 +	96		96	0 +	96
INNC	1 1	Left-Through Through		390	- 0	284	0	390	284	214	628	- 0	458	0	628	- 0	458		628	- 0 -	458
180	Fr	Through-Right		1	- 0			!	, 00	Č	Ĺ	- 0	Ç.	(40	← c	450		30	(- ⊂	750
.SA:	-	Right Left-Through-Right	- Pt	24	00	284	0	/9	784	8 4	င္ပ	00	458	0	C B	00	6004		C B	00	000
3	•	Left-Right			0				Name and Address of the Owner, where			0	Company of the last			0	Total Control			0	
	Ĺ	Left		15	0	15	0	15	15	0	16	0	16	0	16	0	16		16	0	16
ואם	ļ.	Left-Through		1	- 0	į		Ġ	į	Ġ.	i.	- 0	C	C	9	← 0	222		7	← c	323
108	4	Through		294	o +	1/4	0	294	1/4	243	222	o -	323	0	222	o -	253		000	o -	253
ats.	بدلد	Right		24	- 0	174	0	54	174	_	56	0	323	0	56	0	323		56	0	323
ME	ĻĻ	Left-Through-Right Left-Right	ght		00							00				00				00	
	*	,		Non	North-South:	295	North-	h-South:	295		North	North-South:	421		Nort	North-South:	421		North	North-South:	421
	E.	CRITICAL VOLUMES	LUMES	Щ	East-West: SUM:	299	East	st-West: SUM:	299		Ea	East-West: SUM:	474 895		Ea	East-West: SUM:	474 895		Eas	East-West: SUM:	474 895
	VOLUME	VOLUME/CAPACITY (V/C) RATIO:	RATIO:			0.396			0.396				0.597				0,597				0.597
1 0//C I	LESS ATS	V/C LESS ATSAC/ATCS ADJUSTMENT:	TMENT:			0.296			0.296				0.497				0.497				0.497
	ב	LEVEL OF SERVICE (LOS):	(ros):			4			A				A				A				A
																PROJE	PROJECT IMPACT	ACT			

0.000	N/A
Δν/c after mitigation:	Fully mitigated?
0.000	O _N
Change in v/c due to project:	Significant impacted?

East-West Street:												Commerce of		0 0000				2000	
No of	Pico Boulevard	evard			Projecti	Projection Year:	2023		Pea	Peak Hour:	PM	Revie	Reviewed by:			Project:	10	1045 Olive	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0							2				2 0	!	ć		0 0
Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity		NB 0 EB 0	SB WB	0070	NB-	0 SB- 0 WB-	0000	NB- EB-	0	SB- WB-	0000	NB- EB-	0 0	yra- WB-	0 7 0 0	NB- EB-	0	WB-	0000
		EXISTIN	EXISTING CONDITION	NOI	EXISTING	G PLUS PROJECT	OJECT	FUTUR	E CONDITION	FUTURE CONDITION W/O PROJECT	DJECT	FUTUR	FUTURE CONDITION W/ PROJECT	ON W/ PRC	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIC	SATION
MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane
Left Left-Through		49	- 0	49	0	49	49	14	99	- 0	99	0	99	- 0	99		99	- 0	99
Through		419		231	0	419	231	330	775		416	0	775		416		775		416
Right		42	- 0 0	42	0	45	42	12	25	00	57	0	22	00	22		22	00	22
→ Left-Through-Right → Left-Right	<u> </u>		00		0.000	STATE OF THE PARTY	and a second			00	20000000			0 0	1000		NI COLUMN	00	59668
Left - cet - cet - cet		21	← c	21	0	21	21	41	36	- 0	36	0	36	- 0	36		36	- 0	36
Through		684	o — 1	402	0	684	402	225	951	·	809	0	951	·	809		951		809
		119	- 0	119	-	120	120	138	264	- 0	264	_	265	- 0 (265		265	- 0 0	265
← Left-Through-Right Left-Right	<u> </u>		00				-			00		The same of		00	SCORE STATE			00	
24	_	61	0	61	0	61	61	43	108	0 1	108	0	108	0 4	108		108	0 7	108
		452	- 0 -	310	0	452	310	250	730	- 0 1	616	0	730	- 0 -	616		730	- 0 +	616
Through-Right Right I eff-Through-Right	Ė	45	- 0 C	310	0	45	310	22	70	- 0 0	616	0	70	-00	616		70	- 0 0	616
Left-Right			0	THOUSAND IN		and and	1	200	MAN COLUMN	0	or or other	The state of	Total Control	0	200000	7		0	ELIZATE I
ر reft		61	0	61	0	61	61	0	65	0	65	0	65	0	65		65	0	65
		488	- 0	323	0	488	323	345	863	- 0	584	0	863	0 -	584		863	- 0	584
Through-Right		36	- 0	323	0	36	323	9	44	- 0	584	0	4	0 -	584		44	0	584
Left-Through-Right - Left-Right	jį (00		1					00				00				00	
CRITICAL VOLUMES	LUMES	North Eas	North-South: East-West: SUM:	451 384 835	Nort	North-South: East-West: SUM:	451 384 835		Nort	North-South: East-West: SUM:	674 692 1366		Norti	North-South: East-West: SUM:	674 692 1366		North Eas	North-South: East-West: SUM:	674 692 1366
VOLUME/CAPACITY (V/C) RATIO:	RATIO:			0.557			0.557				0.911				0,911				0.911
V/C LESS ATSAC/ATCS ADJUSTMENT:	MENT:			0.457			0.457				0.811				0.811				.817 C
LEVEL OF SERVICE (LOS):	(LOS):			T			1				2								1

ation: 0.000	ated? N/A
∆v/c after mitigation	Fully mitigated
0.000	ON
Change in v/c due to project:	Significant impacted?

N-3 Transportation Study – 2019 Update

The **Mobility** Group

Transportation Strategies & Solutions

Memorandum

To: Wes Pringle, LADOT

From: Michael Bates

Subject: 1045 Olive Project update With Addition of Two Related Projects

Date: June 24, 2019

A traffic study for the 1045 Olive Project was prepared by The Mobility Group and submitted to LADOT on August 3rd, 2018. Subsequently the study was approved by the LADOT on August 16th, 2018.

Since then, the Department of City Planning has required that 2 additional related projects in close proximity of the proposed project be included in the analysis. In addition, one related project near the proposed project has been withdrawn and was replaced with a new project at that location. As a result, relevant sections of the traffic study were updated. It should be noted that only the sections that were affected by the addition of the related projects are presented in this memo. These sections include the following:

- 5. Future Conditions Without The Project
 - 5.2 Related Projects
 - o 5.3 Future Intersection Conditions Without the Project
- 6. Future With Project Conditions
 - 6.1 Project Impacts Intersections
 - 6.3 Driveway and Site Circulation
 - o 6.4 Freeway Analysis
 - o 6.5 Construction Traffic Impacts

18301 Von Karman Ave. Suite 490

Irvine, CA 92612 Phone: 949-474-1591 Fax: 949-474-1599

The **Mobility** Group

Transportation Strategies & Solutions

- 7. Mitigation Measures
 - o 7.1 Significant Impacts
 - o 7.7 Results of Mitigation Measures Analysis AM and PM Peak Hours
- Appendix B Related Projects Map and List
- Appendix C Driveway & Site Circulation
- Appendix D Freeway Analysis
- Appendix F Intersection LOS CMA Sheets

The intersection LOS results showed no substantive change during the AM peak hour. During the PM peak hour one additional significant impact was created at the intersection of Grand Avenue and 11th Street. This significant impact was fully mitigated utilizing the mitigation measures already proposed in the traffic study. The driveway and site circulation results, and freeway analysis results, showed no difference in the conclusions.

This memorandum, with attachments, therefore demonstrates that there are no new additional traffic impacts and that the overall conclusions in the Approved Traffic Study remain the same.

18301 Von Karman Ave. Suite 490

Irvine, CA 92612 Phone: 949-474-1591 Fax: 949-474-1599

5. REV Future Conditions Without The Project

At the request of City of Los Angeles Department of City Planning two additional related projects in the immediate vicinity of the Proposed Project were added to the related project's list. In addition, one project near the Proposed Project has been withdrawn and was replaced with a new project at that location. The added projects are DTLA South Park Project Sites 2 & 3 at 1120 S Olive and 1105 S Olive. The replaced project is 11th and Hill Project at 1111 S. Hill St. As a result, the related project's list and Future Without Project analysis were updated. The sections in Chapter 5 that have been updated are shown below.

5.2 Related Projects

Project List

A list of proposed development projects that could affect traffic conditions in the Project Area by adding traffic volumes to study area intersections was prepared based on information obtained from LADOT, Department of City Planning, other studies and reports, and field verification and field observations. A total of 195 potential development projects were identified, the locations of which are shown in Figure 5.1 REV and are listed in Appendix B REV. This list was verified and approved by the Department of City Planning and LADOT.

It should also be noted that, again for purposes of preparing a conservative analysis, no potential street improvements or transportation mitigation measures that might be associated with any of the related projects were included in the future conditions traffic analysis (with the exception of the MyFig Project discussed later).

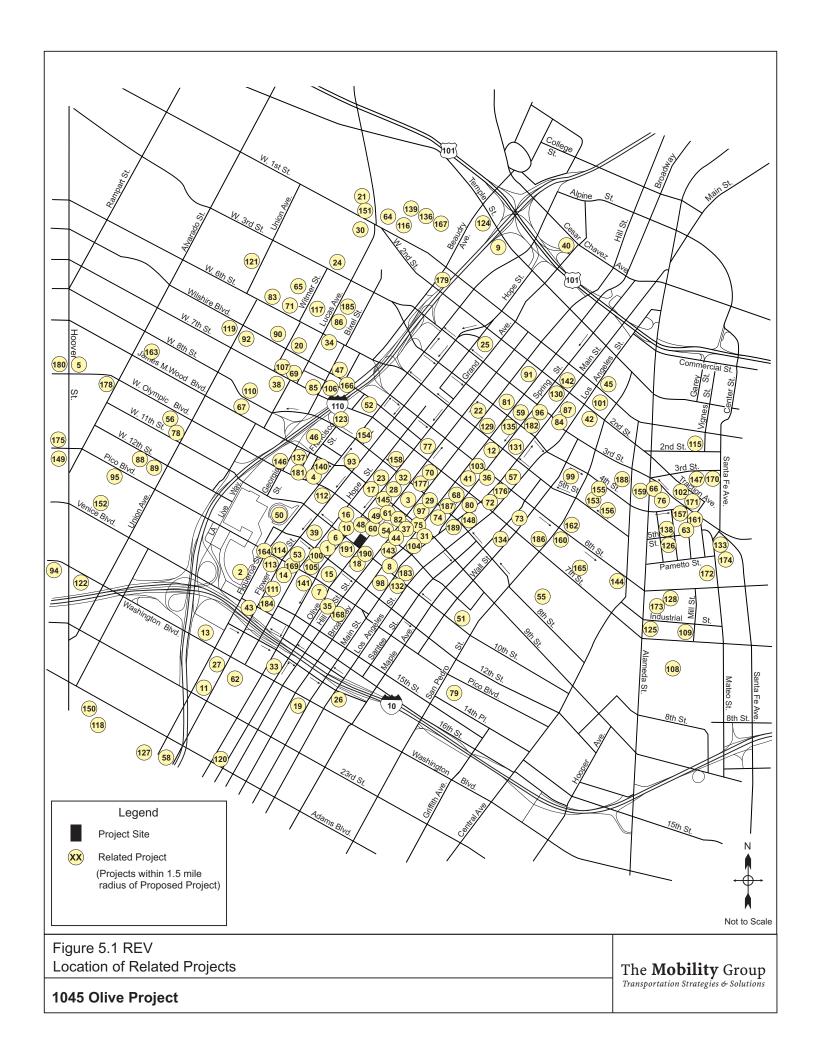
Project Trip Generation and Distribution

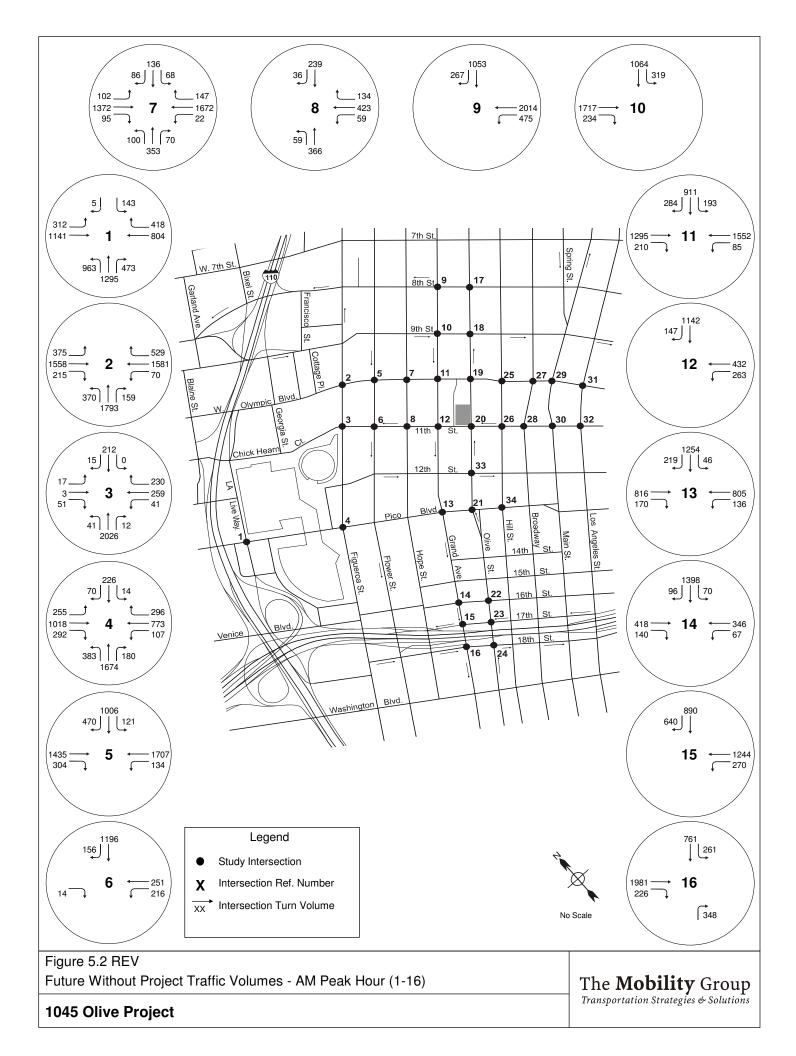
Trip generation estimates for the related projects were prepared, as shown in Appendix B REV.

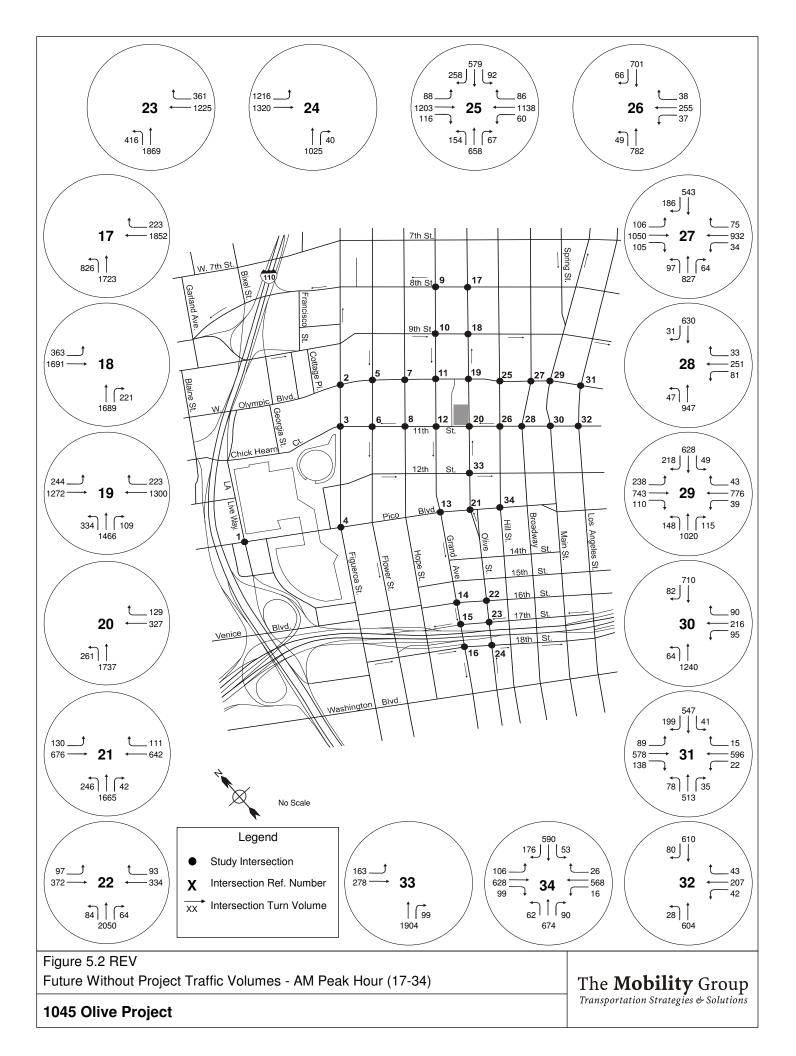
Future Traffic Forecasts for 2023 Without Project Condition

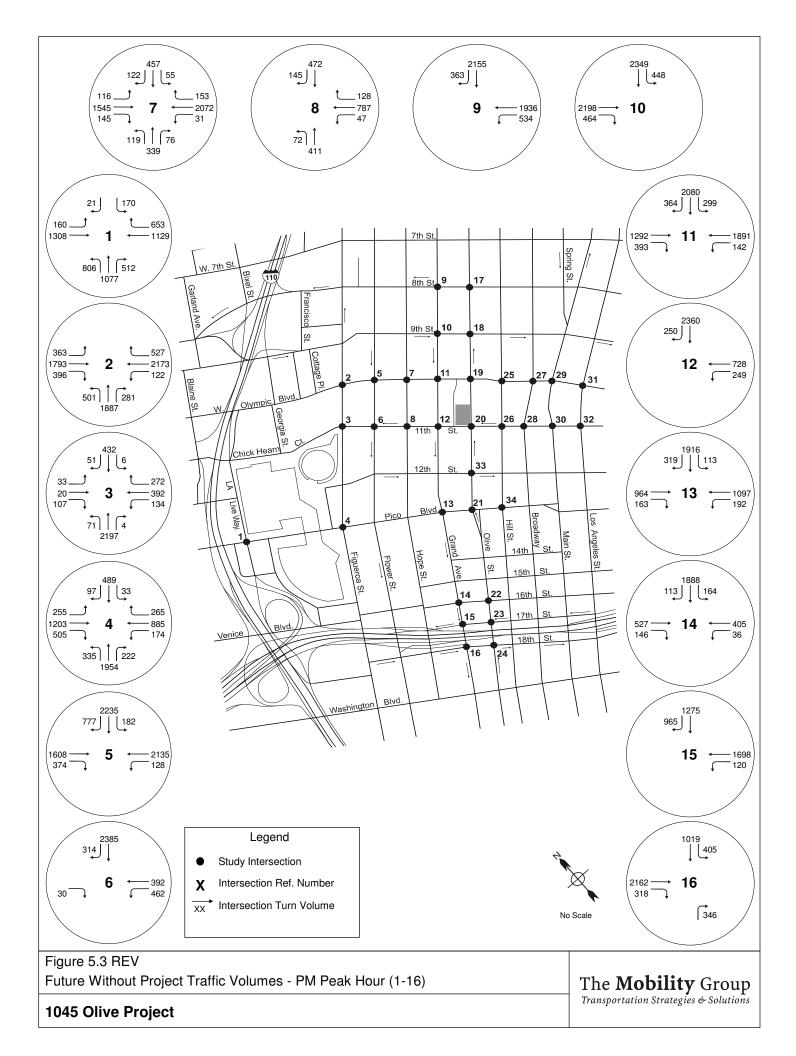
The trip estimates shown in Appendix B REV were then added to the roadway network and combined with existing volumes and ambient traffic growth (described earlier) to provide forecasts of future baseline traffic conditions in the study area in 2023, for both the AM and PM peak periods, representing the Future Without Project conditions.

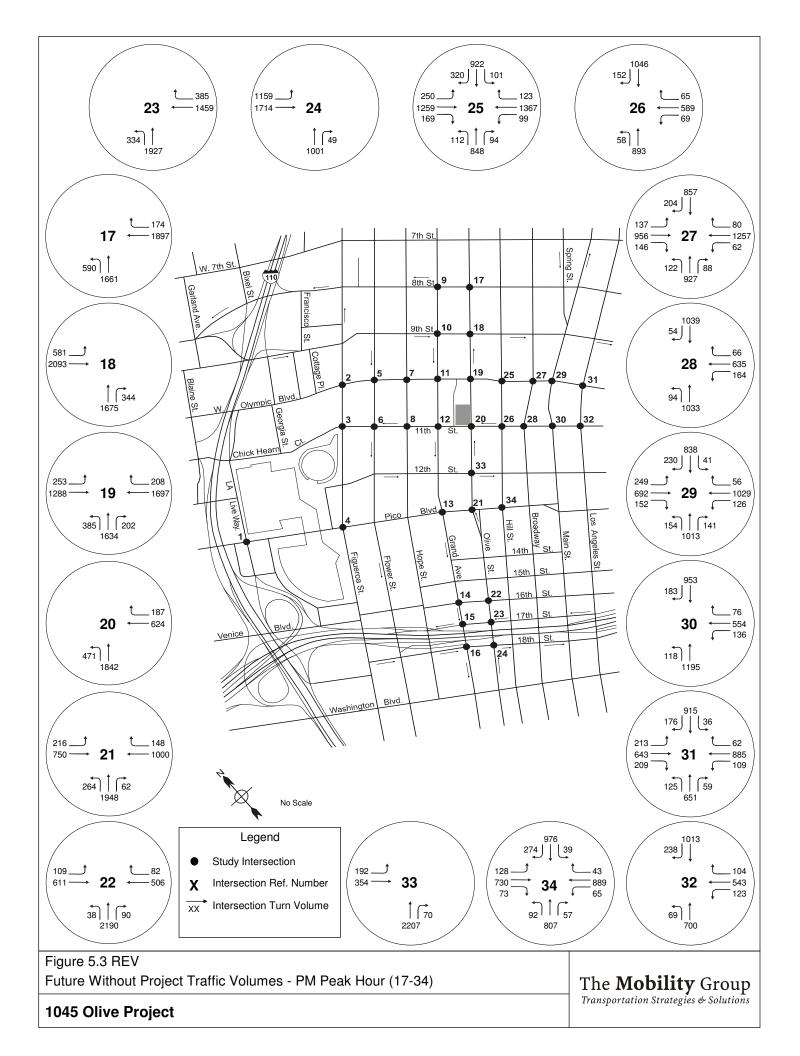
The Future Without Project peak hour traffic volumes are illustrated in Figures 5.2 REV and 5.3 REV for the AM and PM peak hours respectively.











5.3 REV Future Intersection Conditions Without the Project

As a result of updated volumes, the intersection analysis under Future Without Project condition was revised. The results of the updated analysis are presented below.

Future Without Project Intersection Level of Service

The Future Without Project traffic forecasts were evaluated to determine the V/C ratio and LOS for the analyzed intersections for both the AM peak hour and the PM peak hour. The results are shown in Table 5.1 REV and Table 5.2 REV, which summarize the intersection levels of service calculated for the Future Without Project conditions, and compares them to existing conditions levels of service.

AM Peak Hour

All studied intersections would operate at LOS D or better during the AM peak hour, except the following four intersections that would operate at LOS E or LOS F:

1.	LA Live Way & Pico Boulevard	LOS E
19.	Olive Street & Olympic Boulevard	LOS E
23.	Olive Street & 17th Street	LOS E
2.	Figueroa Street & Olympic Boulevard	LOS F

PM Peak Hour

Eighteen of the studied intersections would operate at LOS D or better during the PM peak hour. The remaining sixteen intersections that would operate at LOS E or LOS F:

10.	Grand Avenue & 9th Street	LOS E
12.	Grand Avenue & 11th Street	LOS E
2.	Figueroa Street & Olympic Boulevard	LOS F
3.	Figueroa Street & Chick Hearn Court	LOS F
4.	Figueroa Street & Pico Boulevard	LOS F
5.	Flower Street & Olympic Boulevard	LOS F
7.	Hope Street & Olympic Boulevard	LOS F
11.	Grand Avenue & Olympic Boulevard	LOS F
13.	Grand Avenue & Pico Boulevard	LOS F
15.	Grand Avenue & 17th Street	LOS F
19.	Olive Street & Olympic Boulevard	LOS F
21.	Olive Street & Pico Boulevard	LOS F
23.	Olive Street & 17th Street	LOS F
25.	Hill Street & Olympic Boulevard	LOS F
27.	Broadway & Olympic Boulevard	LOS F
29.	Main Street & Olympic Boulevard	LOS F

Table 5.1 REV Future Without Project - Intersection Level of Service AM Peak Hour

No.	Intersection	Existing (Conditions	Future Without Project Conditions	
		V/C	LOS	V/C	LOS
1	La Live Way & Pico Boulevard	0.645	В	0.911	Е
2	Figueroa Street & Olympic Bloulevard	0.572	A	1.164	F
3	Figueroa Street & Chick Hearn Court	0.294	A	0.832	D
4	Figueroa Street & Pico Boulevard	0.504	A	0.895	D
5	Flower Street & Olympic Boulevard	0.419	A	0.783	С
6	Flower Street & 11th Street	0.082	A	0.333	A
7	Hope Street & Olympic Boulevard	0.465	A	0.795	C
8	Hope Street & 11th Street	0.119	A	0.363	A
9	Grand Avenue & 8th Street	0.276	A	0.581	A
10	Grand Avenue & 9th Street	0.249	A	0.518	A
11	Grand Avenue & Olympic Boulevard	0.385	A	0.661	В
12	Grand Avenue & 11th Street	0.097	A	0.442	A
13	Grand Avenue & Pico Boulevard	0.285	A	0.783	С
14	Grand Avenue & Venice Boulevard	0.197	A	0.457	A
15	Grand Avenue & 17th Street	0.393	A	0.831	D
16	Grand Avenue & 18th Street	0.418	A	0.680	В
17	Olive Street & 8th Street	0.400	A	0.862	D
18	Olive Street & 9th Street	0.388	A	0.732	С
19	Olive Street & Olympic Boulevard	0.503	A	0.971	Е
20	Olive Street & 11th Street	0.239	A	0.562	A
21	Olive Street & Pico Boulevard	0.435	A	0.854	D
22	Olive Street & 16th Street	0.407	A	0.581	A
23	Olive Street & 17th Street	0.625	В	0.937	Е
24	Olive Street & 18th Street	0.459	A	0.691	В

Table 5.1 REV Future Without Project - Intersection Level of Service AM Peak Hour

No.	Intersection	Existing (Conditions		
				Project Conditions	
		V/C	LOS	V/C	LOS
25	Hill Street & Olympic Boulevard	0.394	A	0.762	С
26	Hill Street & 11th Street	0.145	A	0.337	A
27	Broadway & Olympic Boulevard	0.379	A	0.735	С
28	Broadway & 11th Street	0.179	A	0.383	A
29	Main Street & Olympic Boulevard	0.407	A	0.899	D
30	Main Street & 11th Street	0.199	A	0.520	A
31	Los Angeles Street & Olympic Boulevard	0.325	A	0.464	A
32	Los Angeles Street & 11th Street	0.128	A	0.232	A
33	Olive Street & 12th Street	0.253	A	0.493	A
34	Hill Street & Pico Boulevard	0.296	A	0.521	A

Table 5.2 REV Future Without Project - Intersection Level of Service PM Peak Hour

No.	Intersection	Existing (Conditions	Future Without Project Condition	
		V/C	LOS	V/C	LOS
1	La Live Way & Pico Boulevard	0.570	A	0.853	D
2	Figueroa Street & Olympic Bloulevard	0.533	A	1.325	F
3	Figueroa Street & Chick Hearn Court	0.312	A	1.002	F
4	Figueroa Street & Pico Boulevard	0.523	A	1.091	F
5	Flower Street & Olympic Boulevard	0.566	A	1.130	F
6	Flower Street & 11th Street	0.344	A	0.758	С
7	Hope Street & Olympic Boulevard	0.604	В	1.029	F
8	Hope Street & 11th Street	0.299	A	0.710	С
9	Grand Avenue & 8th Street	0.414	A	0.809	D
10	Grand Avenue & 9th Street	0.451	A	0.911	Е
11	Grand Avenue & Olympic Boulevard	0.553	A	1.019	F
12	Grand Avenue & 11th Street	0.391	A	0.910	Е
13	Grand Avenue & Pico Boulevard	0.561	A	1.308	F
14	Grand Avenue & Venice Boulevard	0.351	A	0.605	В
15	Grand Avenue & 17th Street	0.681	В	1.149	F
16	Grand Avenue & 18th Street	0.455	A	0.824	D
17	Olive Street & 8th Street	0.294	A	0.715	С
18	Olive Street & 9th Street	0.351	A	0.866	D
19	Olive Street & Olympic Boulevard	0.528	A	1.153	F
20	Olive Street & 11th Street	0.340	A	0.830	D
21	Olive Street & Pico Boulevard	0.447	A	1.076	F
22	Olive Street & 16th Street	0.353	A	0.672	В
23	Olive Street & 17th Street	0.527	A	1.017	F
24	Olive Street & 18th Street	0.387	A	0.761	C

Table 5.2 REV Future Without Project - Intersection Level of Service PM Peak Hour

No.	Intersection	Existing (Conditions		
				Project Condition	
		V/C	LOS	V/C	LOS
25	Hill Street & Olympic Boulevard	0.535	A	1.052	F
26	Hill Street & 11th Street	0.327	A	0.680	В
27	Broadway & Olympic Boulevard	0.521	A	1.090	F
28	Broadway & 11th Street	0.364	A	0.751	С
29	Main Street & Olympic Boulevard	0.461	A	1.152	F
30	Main Street & 11th Street	0.349	A	0.844	D
31	Los Angeles Street & Olympic Boulevard	0.553	A	0.805	D
32	Los Angeles Street & 11th Street	0.374	A	0.585	A
33	Olive Street & 12th Street	0.181	A	0.588	A
34	Hill Street & Pico Boulevard	0.457	A	0.861	D

6. REV Future With Project Conditions

As a result of updated Future Without Project traffic volumes, the Future With Project Traffic volumes were updated. The updated traffic volumes were in turn used to update Future With Project intersection analysis. All the updated results are presented below.

This section of the report documents the analysis of potential Project traffic impacts in the study area for the Future With Project conditions. Traffic generated by the Project was added to the Future Without Project traffic volumes and the potential for impacts evaluated. The total Future With Project conditions peak hour traffic volumes are illustrated in Figures 6.1 REV and 6.2 REV for the AM and PM peak hours, respectively. These traffic forecasts were then used to evaluate potential Project traffic impacts, as described in the following sections.

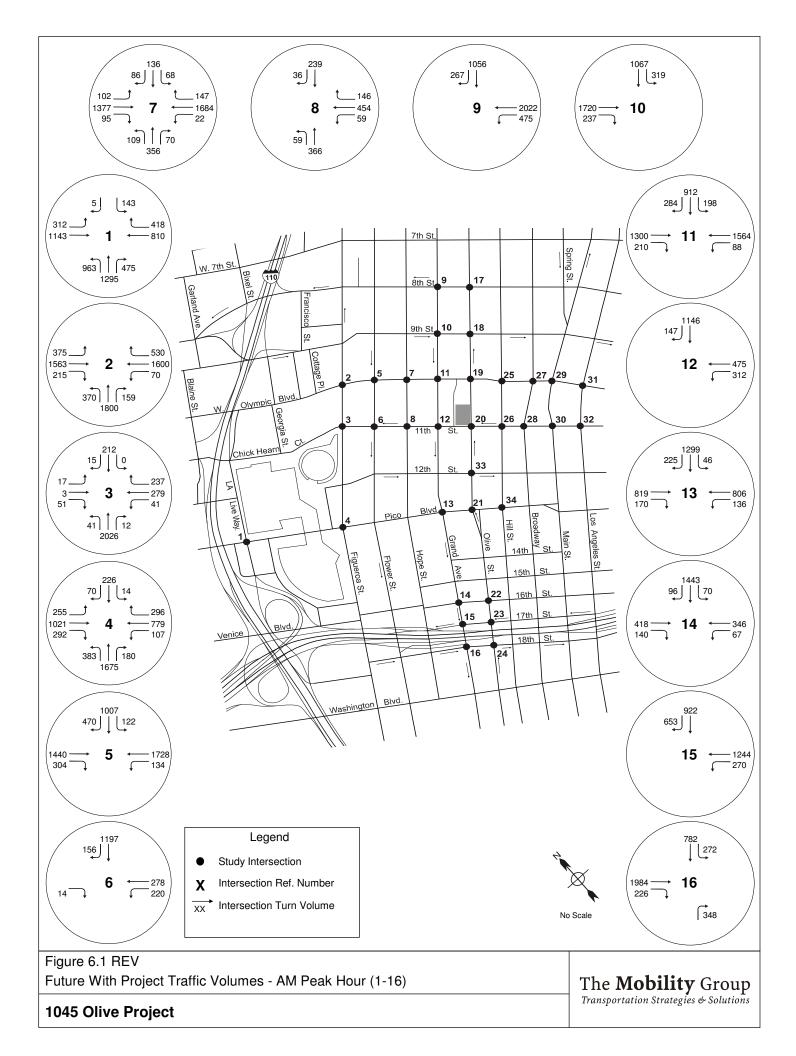
6.1 Project Impacts – Intersections

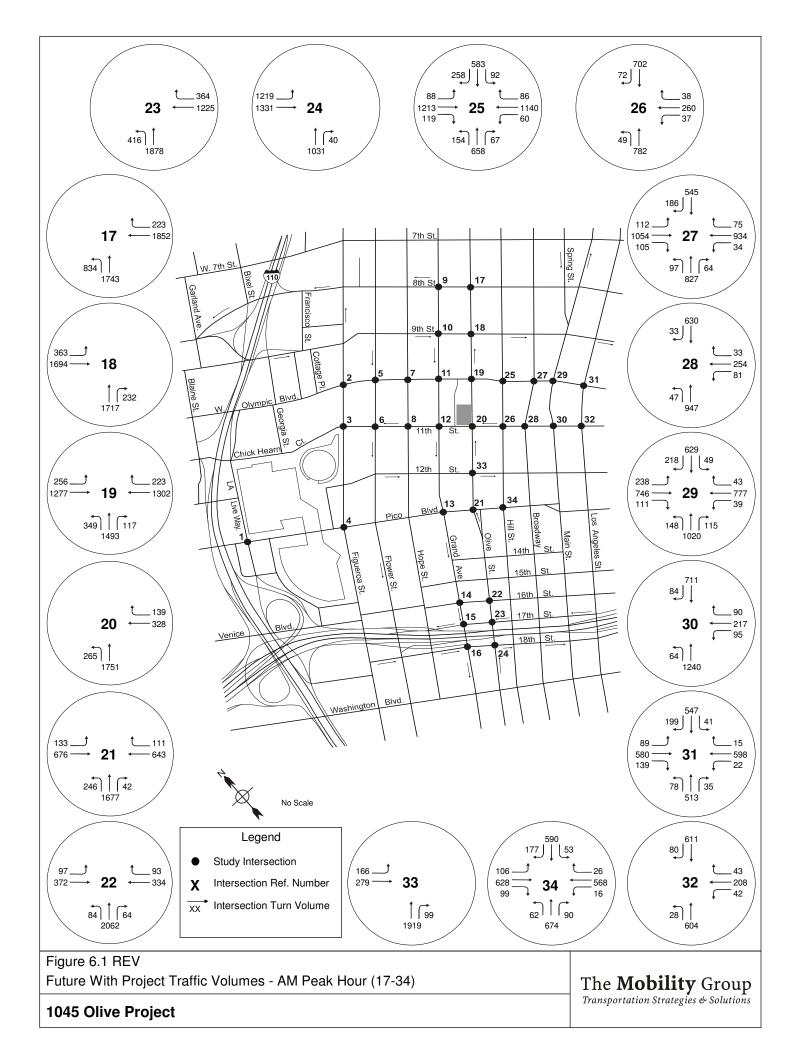
Project Impact Analysis - Future With Project Intersection Level of Service

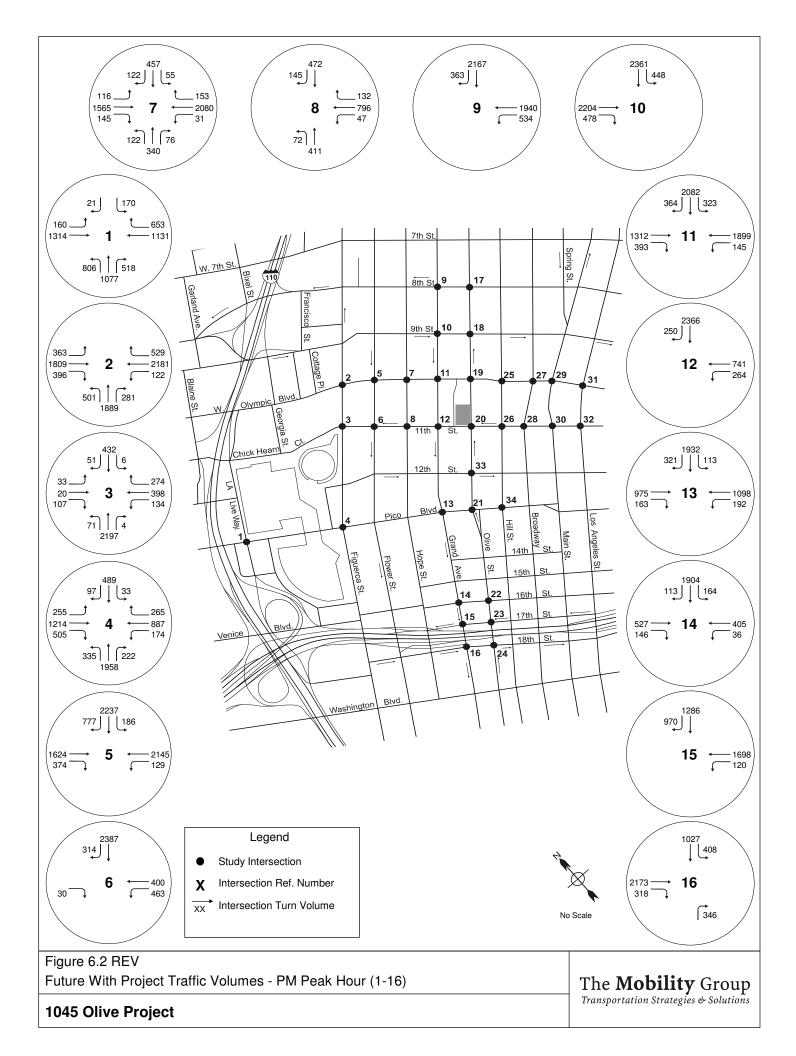
The intersection level of service analysis for the Future With Project conditions is summarized in Table 6.1 REV for the AM peak hour and in Table 6.2 REV for the PM peak hour. These tables also compare the level of service for Without Project and With Project conditions, show the increase in V/C ratios at each intersection due to the Project, and identify if the increase constitutes a significant impact.

AM Peak Hour

As shown in Table 6.1 REV and in the following table, the number of intersections operating at LOS D or better, LOS E, and LOS F would not change between the Future Without Project and Future With Project conditions. Under the Future Without Project conditions, 30 intersections would operate at LOS D or better, three intersections would operate at LOS E, and one intersection operates at LOS F. With the Project, 30 intersections would continue to operate at LOS D or better, three intersections would continue to operate at LOS E, and one intersection would continue to operate at LOS F.







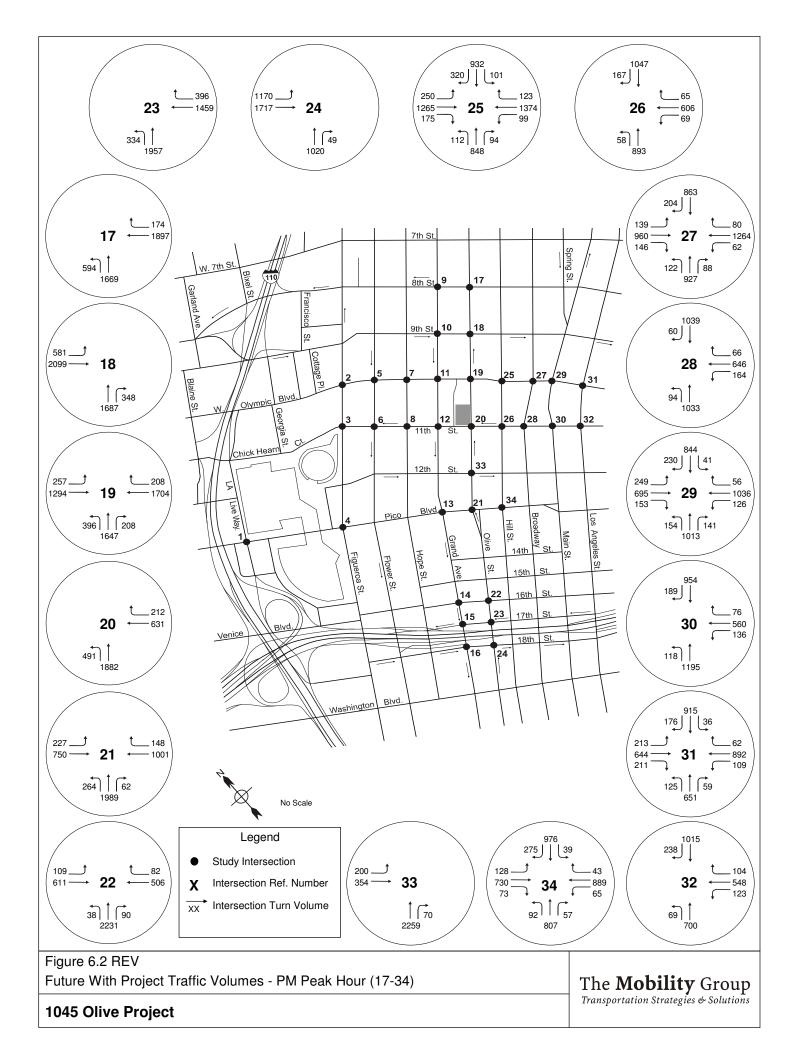


Table 6.1 REV Future With Project - Intersection Level of Service AM Peak Hour

No.	Intersection	Pro	Without ject itions	Proje		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS		
1	La Live Way & Pico Boulevard	0.911	Е	0.913	Е	0.002	No
2	Figueroa Street & Olympic Bloulevard	1.164	F	1.169	F	0.005	No
3	Figueroa Street & Chick Hearn Court	0.832	D	0.846	D	0.014	No
4	Figueroa Street & Pico Boulevard	0.895	D	0.898	D	0.003	No
5	Flower Street & Olympic Boulevard	0.783	С	0.789	С	0.006	No
6	Flower Street & 11th Street	0.333	A	0.351	A	0.018	No
7	Hope Street & Olympic Boulevard	0.795	С	0.803	D	0.008	No
8	Hope Street & 11th Street	0.363	A	0.384	A	0.021	No
9	Grand Avenue & 8th Street	0.581	A	0.584	A	0.003	No
10	Grand Avenue & 9th Street	0.518	A	0.519	A	0.001	No
11	Grand Avenue & Olympic Boulevard	0.661	В	0.665	В	0.004	No
12	Grand Avenue & 11th Street	0.442	A	0.471	A	0.029	No
13	Grand Avenue & Pico Boulevard	0.783	C	0.799	C	0.016	No
14	Grand Avenue & Venice Boulevard	0.457	A	0.467	A	0.010	No
15	Grand Avenue & 17th Street	0.831	D	0.840	D	0.009	No
16	Grand Avenue & 18th Street	0.680	В	0.689	В	0.009	No
17	Olive Street & 8th Street	0.862	D	0.867	D	0.005	No
18	Olive Street & 9th Street	0.732	C	0.739	С	0.007	No
19	Olive Street & Olympic Boulevard	0.971	Е	0.989	Е	0.018	Yes
20	Olive Street & 11th Street	0.562	A	0.567	A	0.005	No
21	Olive Street & Pico Boulevard	0.854	D	0.862	D	0.008	No
22	Olive Street & 16th Street	0.581	A	0.584	A	0.003	No
23	Olive Street & 17th Street	0.937	E	0.940	Е	0.003	No
24	Olive Street & 18th Street	0.691	В	0.696	В	0.005	No

Table 6.1 REV Future With Project - Intersection Level of Service AM Peak Hour

No.	Intersection		Without		With	Change	_
			ject	Project		in V/C	Impact
		Cond	itions	Cond	itions		
		V/C	LOS	V/C	LOS		
25	Hill Street & Olympic Boulevard	0.762	С	0.767	С	0.005	No
26	Hill Street & 11th Street	0.337	A	0.340	A	0.003	No
27	Broadway & Olympic Boulevard	0.735	C	0.739	C	0.004	No
28	Broadway & 11th Street	0.383	A	0.385	A	0.002	No
29	Main Street & Olympic Boulevard	0.899	D	0.900	D	0.001	No
30	Main Street & 11th Street	0.520	A	0.521	A	0.001	No
31	Los Angeles Street & Olympic Boulevard	0.464	A	0.465	A	0.001	No
32	Los Angeles Street & 11th Street	0.232	A	0.233	A	0.001	No
33	Olive Street & 12th Street	0.493	A	0.497	A	0.004	No
34	Hill Street & Pico Boulevard	0.521	A	0.521	A	0.000	No

Table 6.2 REV Future With Project - Intersection Level of Service PM Peak Hour

No.	Intersection	Pro	Project Proje		Future With Project in V/C Conditions		Significant Impact
		V/C	LOS	V/C	LOS		
1	La Live Way & Pico Boulevard	0.853	D	0.854	D	0.001	No
2	Figueroa Street & Olympic Bloulevard	1.325	F	1.328	F	0.003	No
3	Figueroa Street & Chick Hearn Court	1.002	F	1.006	F	0.004	No
4	Figueroa Street & Pico Boulevard	1.091	F	1.095	F	0.004	No
5	Flower Street & Olympic Boulevard	1.130	F	1.133	F	0.003	No
6	Flower Street & 11th Street	0.758	С	0.759	С	0.001	No
7	Hope Street & Olympic Boulevard	1.029	F	1.033	F	0.004	No
8	Hope Street & 11th Street	0.710	С	0.716	С	0.006	No
9	Grand Avenue & 8th Street	0.809	D	0.813	D	0.004	No
10	Grand Avenue & 9th Street	0.911	Е	0.915	Е	0.004	No
11	Grand Avenue & Olympic Boulevard	1.019	F	1.028	F	0.009	No
12	Grand Avenue & 11th Street	0.910	Е	0.920	Е	0.010	Yes
13	Grand Avenue & Pico Boulevard	1.308	F	1.314	F	0.006	No
14	Grand Avenue & Venice Boulevard	0.605	В	0.608	В	0.003	No
15	Grand Avenue & 17th Street	1.149	F	1.153	F	0.004	No
16	Grand Avenue & 18th Street	0.824	D	0.828	D	0.004	No
17	Olive Street & 8th Street	0.715	С	0.717	С	0.002	No
18	Olive Street & 9th Street	0.866	D	0.870	D	0.004	No
19	Olive Street & Olympic Boulevard	1.153	F	1.163	F	0.010	Yes
20	Olive Street & 11th Street	0.830	D	0.848	D	0.018	No
21	Olive Street & Pico Boulevard	1.076	F	1.098	F	0.022	Yes
22	Olive Street & 16th Street	0.672	В	0.681	В	0.009	No
23	Olive Street & 17th Street	1.017	F	1.028	F	0.011	Yes
24	Olive Street & 18th Street	0.761	С	0.768	С	0.007	No

Table 6.2 REV Future With Project - Intersection Level of Service PM Peak Hour

No.	Intersection		Without		With	Change	
			ject	Project		in V/C	Impact
		Cond	itions	Cond	itions		
		V/C	LOS	V/C	LOS		
25	Hill Street & Olympic Boulevard	1.052	F	1.058	F	0.006	No
26	Hill Street & 11th Street	0.680	В	0.692	В	0.012	No
27	Broadway & Olympic Boulevard	1.090	F	1.097	F	0.007	No
28	Broadway & 11th Street	0.751	С	0.760	С	0.009	No
29	Main Street & Olympic Boulevard	1.152	F	1.158	F	0.006	No
30	Main Street & 11th Street	0.844	D	0.847	D	0.003	No
31	Los Angeles Street & Olympic Boulevard	0.805	D	0.807	D	0.002	No
32	Los Angeles Street & 11th Street	0.585	A	0.588	A	0.003	No
33	Olive Street & 12th Street	0.588	A	0.602	В	0.014	No
34	Hill Street & Pico Boulevard	0.861	D	0.861	D	0.000	No

	1	r	
LOS	Future Without Project	Future With Project	No. of Impacts
≤D	30	30	0
Е	3	3	1
F	1	1	0
Total	34	34	1

The analysis summarized in Table 6.1 REV indicates that for the AM peak hour, all increases in volume/capacity (V/C) ratios would be less than the threshold for a significant impact to occur, except at one location where the increase would be sufficient to cause a significant impact, as listed below:

19. Olive Street & Olympic Boulevard

LOS E

It is therefore concluded that the Project would cause 1 significant impact in the AM peak hour.

PM Peak Hour

As shown in Table 6.2 REV and the following table, the number of intersections operating at LOS D or better, LOS E, and LOS F would not change between the Future Without Project and Future With Project conditions. Under both Future Without Project and Future With Project conditions 18 intersections would operate at LOS D or better, 2 intersections at LOS E, and 14 intersections at LOS F.

The analysis summarized in Table 6.2 REV indicates that for the PM peak hour, all increases in volume/capacity (V/C) ratios would be less than the threshold for a significant impact to occur, except at 4 locations where the increase would be sufficient to cause a significant impact, as listed below:

12.	Grand Avenue & 11th Street	LOS E
19.	Olive Street & Olympic Boulevard	LOS F
21.	Olive Street & Pico Boulevard	LOS F
23.	Olive Street & 17th Street	LOS F

	Ì	PM Peak Hou	r
LOS	Future Without Project	Future With Project	No. of Impacts
≤D	18	18	0
Е	2	2	1
F	14	14	3
Total	34	34	4

Intersection Level of Service Summary - PM Peak Hour

All of the significantly impacted intersections operating at LOS F would also operate at LOS F without the Project.

It is therefore concluded that the Project would cause 4 significant impacts in the PM peak hour.

6.3 Driveway and Site Circulation

As a results of updated Future Without Project and Future With Project traffic volumes, the analyses of the two alley intersections at 11th Street and Olympic Boulevard were updated.

Vehicle Access

Because alley intersections are unsignalized and traffic signals are not implemented at alleys, LADOT has no guidelines for analysis of, nor thresholds for significant impacts, for alleys or for alley intersections. To this end, the Project would provide a widened alley, loading within the Project building, a driveway access off Olive Street, and through access between the alley and Olive Street, which taken together would minimize impacts to the alley. For informational purposes an analysis of the alley traffic conditions was conducted. This addressed traffic volumes on the alley and the vehicle queues that currently occur (Existing Conditions) and that are forecast for the alley in the Future Without Project and Future with Project conditions. The queue analysis represents the 95th percentile queues (essentially the maximum queue length - the vehicle queue length that would be exceeded only 5% of the time). The analysis is shown in Appendix C REV, and is summarized below.

The analysis included traffic from all of the projects on the same block as the Proposed Project. It should be noted that the Ten50 Project (across the alley from the Proposed Project) has a driveway only on the alley, the 1001 Olive Project (to the north of the Proposed Project on Olive Street) has a driveway on both Olive Street and the alley, and the 1000 Grand Project (to

the north of the Project and on the west side of the alley) has a driveway on Grand Avenue and the alley). For each of these projects loading occurs from the alley.

Where the alley intersects with 11th Street, there is also an alley opposite on the south side of 11th Street. The 1120 Olive Project south of 11th Street will have a driveway to that alley and to Olive Street. The traffic from the 1120 Olive Project that would use that alley was added to the analysis of both alleys at 11th Street.

As shown in Table C-1 REV, queue lengths in the PM peak at Olympic Boulevard and at 11th Street in both the AM and PM peak hours would be minimal (one to two cars).

The updated analysis of the alley intersections (Appendix C REV) shows that the results with the 2 additional related projects in terms of level of Service, and queue lengths at the alley intersections would not change from the results in the Traffic Study.

6.4 Freeway Analysis

As a result of updated Future without Project and Future With Project volumes, Freeway Mainline, Off-ramp, and On-ramp analyses under those scenarios were updated. The revised analysis is shown in Appendix D REV. The results and conclusions are no different than to those in the traffic study.

6.5 Construction Traffic Impacts

Additional discussion has been added to account for construction activities and impacts of nearby projects that could occur concurrently with that of the proposed project. For clarity, the entire Construction Traffic Impact section from the Traffic Study is repeated below – with notification of where changes have occurred.

The L.A. CEQA Thresholds Guide identifies four types of street construction impacts, as follows:

- Temporary Traffic Impacts potential impacts on vehicular travel.
- Temporary Loss of Access potential impacts to vehicles and pedestrians.
- Temporary Loss of Bus Stops or Rerouting of Bus Lines potential impacts on bus patrons.
- Temporary Loss of On-Street Parking potential impacts on parking users.

The potential for construction traffic impacts was evaluated by considering the following aspects of Project construction.

- Construction Truck Traffic
- Construction Worker Traffic
- Sidewalk and/or Traffic Lane Closures
- Bus Stops/Routes Relocation
- Construction Worker Parking

Construction Phases and Durations

Construction of the proposed Project is expected to last approximately 42 months and is scheduled to begin in 2019 and continue through 2022. For the purposes of evaluating potential traffic impacts during construction, there would be four principal phases: (1) site demolition and preparation; (2) excavation and grading (including drainage, utilities and trenching); (3) foundations work; and (4) building construction (which would include paving and architectural coating).

Some of the construction phases are expected to overlap. The following analysis is based on total construction activity at the site. The demolition and site preparation phase would occur for approximately four weeks with up to 28 truckloads per day, and up to 25 employees on site. The excavation and grading phase would occur for approximately four months with up to 250 truckloads per day, and up to 66 employees on site. The building foundations work would comprise the mat pour which would occur over two days with a total of 608 trucks, and 175 workers per day, and would occur on a single weekend. The building construction phase would occur for approximately thirty nine months, and is expected to generate up to 87 truckloads per day to the Project Site, with up to 400 workers on site.

The construction haul route from the Project Site would travel north on Olive Street, east on Olympic Boulevard, south on Hill Street, east on 18th Street and via the Los Angeles Street on-ramp to the eastbound I-10 freeway. The route to the Project Site would exit the westbound I-10 freeway at Los Angeles Street, travel west on 17th Street and north on Olive Street to the site. This haul route may be modified in compliance with City policies, provided LADOT and/or the Department of Street Services approves any such modification.

Project Design Features

A number of Project Design Features are proposed by the Project during the construction period to minimize potential construction impacts with respect to construction trucks, worker trips, and any possible sidewalks and lane closures.

- Maintain access for land uses in the vicinity of the Project site during construction.
- Schedule construction material deliveries to off-peak periods to the extent possible.
- Minimize obstruction of traffic lanes on Olive Street and 11th Street adjacent to the Project Site.
- Organize site deliveries and the staging of all equipment and materials in the most efficient manner possible, and on-site where possible, to avoid an impact to the surrounding roadways,
- Coordinate truck activity and deliveries to ensure trucks do not wait to unload or load
 at the site and impact roadway traffic. If needed, utilize an organized off-site staging
 area.
- Control truck and vehicle access to the Project Site with flagmen.
- Sidewalk access on Olive Street and 11th Street will be maintained during construction through the use of covered protective walkways. A Worksite Traffic Control Plan will be prepared for approval by the City, to facilitate pedestrian and traffic movement, in order to minimize any potential impacts.
- Coordinate with the City and emergency service providers to ensure adequate access is maintained to the Project Site and neighboring businesses.
- Coordinate with the City, emergency service providers, neighboring property management, and surrounding construction related project representatives (i.e., construction contractors) whose projects would potentially be under construction at around the same time as the Project to ensure adequate access is maintained to the Project Site and neighboring businesses. Meetings shall be conducted bimonthly, or as otherwise determined appropriate by City Staff.
- Parking for construction workers will be provided off-site in off-street locations. Parking will not be allowed on streets in the vicinity of the Project.
- A Construction Traffic Management Plan will be prepared for approval by the City prior to the issuance of any construction permits, to incorporate the measures identified above, as well as a Worksite Traffic Control Plan specifying the details of any sidewalk

or lane closures. The Worksite Traffic Control Plan will be developed by the Applicant, and will identify all traffic control measures, signs, delineators, and work instructions to be implemented by the construction contractor through the duration of demolition and construction activity. The Worksite Traffic Control Plan would minimize the potential conflicts between construction activities, street traffic, bicyclists and pedestrians. The plan will be reviewed and approved by LADOT prior to commencement of construction.

Construction Truck Traffic

The highest volume of truck trips would occur during the four months of the Project's excavation and grading phase (with the exception of the mat pour discussed separately below). During this phase there would be a maximum of 250 daily truckloads expected for approximately 23 days of hauling (for the remaining days the total truckloads would be lower).

Assuming these trips would be spread equally over an eight-hour workday between 7:00am and 3:00pm, there would be up to 31 truckloads per hour. This represents a total of 62 daily truck trips (31 trips in to the site and 31 trips out from the site). The Transportation Research Board (HCM2010 Highway Capacity Manual) identifies a passenger car equivalent (PCE) factor of 2.0 for trucks (as trucks are larger and less maneuverable than passenger cars), so 62 hourly truck trips is the equivalent of 124 passenger car trips (62 trip inbound and 62 trips outbound).

Daily truck activity would typically be completed prior to the PM peak hour. However, truck trips could occur during the AM peak hour. The peak estimate of 124 PCE trips per hour would be less than 196 AM peak hour trips that would be generated on a regular basis by the operational Project upon completion. (It is noted that in the Existing With Project analysis for the operational Project in Chapter 4 it was concluded that the Project would not cause any significant impacts in the AM or PM peak hours). Based on the above information, construction truck trips would not cause any significant traffic impacts during the AM peak hour or the PM peak hour.

During other phases of construction, there would typically be fewer truck loads/trips. They would range from up to 28 truckloads per day during the site preparation/demolition phase (4 weeks) to up to 87 truckloads per day for the thirty-nine month building construction phase. These figures would represent 14 truck trips per hour and 44 truck trips per hour respectively – much lower than the peak activity described above. These truck trips during the remainder of the Project's construction phase would therefore not cause significant traffic impacts.

Off-site staging will be used when necessary to ensure trucks do not wait or line up on streets adjacent to or near the Project Site.

The mat pour for the foundation would occur over a two-day period at the weekend when street traffic volumes are much lower than weekday conditions. Truck activity at the Project site would be carefully managed, including the use of flagmen, and off-site staging could occur where feasible. The mat pour activity would be closely coordinated with LADOT and neighboring land uses, to minimize impacts to the extent feasible. With these measures and the implementation of the Construction Traffic Control Plan it is expected that truck impacts would be temporary and not significant.

Construction Worker Traffic & Parking

Construction is expected to occur between the hours of 7:00 AM and 3:00 PM. on Monday through Saturday. No construction would occur on Sundays or federal holidays (with the exception of the mat pour which could occur on a Sunday).

The number of construction workers working on-site at one time would vary throughout the construction process in order to maintain an effective schedule of completion. It is estimated that during the construction period the number of workers that would be on-site would typically range from approximately 19 during the site preparation phase to a maximum of 400 workers, with the peak of approximately 400 workers occurring during the 39-month building construction phase.

Not all workers would drive as some workers would be expected to take transit and to rideshare. Construction workers would generally be on-site before 7:00 AM and the vast majority would leave the Project Site around 3:00 PM, meaning that the workers would therefore travel before the morning and evening peak commute hours. Up to potentially 10% of workers could leave after 3:00 PM. Based on the 400 maximum number of workers expected on-site, and assuming 20% of workers would take transit or rideshare, approximately 32 worker trips could occur in the PM peak hour (if all the remaining workers at the site left in the same hour). This conservative estimate would be only slightly greater than the number of trips generated by the existing land uses on the Project Site (16 PM peak hour trips), and would be only 16% of the PM peak hour trips that would be generated by the Project when it would be in operation. Traffic impacts from construction worker trips on the surrounding roadways and intersections during the AM and PM peak hours would therefore be less than significant.

Parking for construction workers would be provided off-site. Off-site locations have not yet been determined but they would be within walking distance of the Project Site in existing commercial parking lots or garages (typically through arrangements with lot/garage operators). The Project is therefore not expected to cause any significant impacts from construction parking.

The combined effect of the truck and worker trips would be insignificant. In the AM peak hour, as described earlier the number of truck trips would not constitute a significant impact, and worker trips would occur before the AM peak hour. In the PM peak hour, as described earlier there would be no truck trips, and worker trips would not constitute a significant impact.

Roadway Lane and Sidewalk Closures

It is expected that construction activities will necessitate the closure of the parking lane on the west side of Olive Street adjacent to the Project Site. The sidewalk would remain open (discussed further below). The existing traffic lanes on Olive Street would remain open. Truck loading and unloading would occur from Olive Street within the work zone created. While no traffic lanes on Olive Street would be closed on a permanent basis during construction, day-to-day construction activities could sometimes result in partial lane closures on Olive Street Street adjacent to the Project Site on a temporary and/or intermittent basis for utility relocations/hook-ups, delivery of materials, and other construction activities, as may be required. Such activities would occur only during off-peak hours and only on certain days, and would not be a regular event. In these instances, flagmen would be used to control traffic movement during the ingress and egress of trucks and heavy equipment. Any such closures would need to be coordinated with and approved by LADOT prior to being implemented. Because partial lane closures would be temporary in nature, and would not require long-term complete closures of adjacent roadway lanes, these construction activities would not have long-term adverse impacts, and as such, impacts would be less than significant.

It is expected that the sidewalk would not be closed on 11th Street during construction, and that the bicycle lane being constructed as part of the MyFig Project and the traffic lane on 11th Street would remain open during construction.

The alley would remain fully open during Project construction. All construction material delivery would occur on Olive Street so none would occur on the alley. For a short period of time some construction work may be necessary in the alley as it is widened and repaved, and utility work is conducted. During those times the Project would ensure that the alley would remain open with access to the Ten50 Project maintained at all times.

As the existing traffic lanes on the adjacent through streets will remain open during construction, particularly during peak hours, the Project construction would not cause significant traffic impacts.

The pedestrian sidewalks adjacent to the Project Site would remain open during construction. Pedestrian access to the sidewalks would be maintained by providing a covered protected walkway for pedestrians on both Olive Street and 11th Street adjacent to the Project. There would therefore be no impacts through loss of pedestrian access to other adjacent land uses. The Construction Traffic Management Plan and Worksite Traffic Control Plan that will be prepared for the Project will identify the proposed covered sidewalks and signage for the safe routing for pedestrians. With this measure, there would be no loss of access to other land uses in the vicinity of the site, and no significant impacts to pedestrian circulation.

Parking, Access and Transit

There are currently eight on-street parking spaces on Olive Street adjacent to the Project Site. During construction these would be temporarily removed. As there is on-street parking on many streets as well as off-street parking facilities in the surrounding area, parking would remain available in the vicinity of the Project.

Project construction would not close, or block access to any properties in the vicinity of the Project Site. There would therefore be no significant impacts on access to adjacent projects.

There are no bus stops adjacent to the Project Site. There would therefore be no impacts on transit stops during construction.

The following paragraph has been added, to address issues of potential simultaneous construction of adjacent projects.

Adjacent Project Construction

Impacts on traffic associated with construction (e.g., an intermittent reduction in street and intersection operating capacity, potential conflicts with pedestrians/bicyclists, overlap with construction of the adjacent and nearby mixed-use projects (Related Project No. 190 caddy corner to the Project Site, Related Project No. 191 across the street from the Project Site, Related Project No. 18 ½ block to the east along 11th Street) and/or the Streetcar project are typically considered as potential short-term impacts. As noted above, the Project would result in a less than-significant traffic impact during construction activities. The implementation of the Construction Traffic Management Plan which would incorporate scheduling, notification, and safety procedures and would further reduce the less-than-significant construction impact. Each related project would be required to comply with City requirements regarding haul routes and would implement mitigation measures and/or include project characteristics, such as traffic controls and scheduling, notification, and safety procedures, to reduce potential traffic impacts during construction. This coordination would ensure construction activities of the concurrent related projects and associated hauling activities are managed in collaboration with one another and the Project. Furthermore, like for the Project, construction worker traffic typically avoids the peak hours, and it is anticipated that many of the related projects, like the Project, would restrict construction truck traffic and deliveries to off-peak hours to the extent feasible. The Construction Traffic Management Plan would outline measures to manage construction-related traffic (e.g., pedestrian and vehicular traffic controls) throughout the day to maintain traffic flows on public roadways and reduce the effects on the surrounding community. Accordingly, Project-related contributions to cumulative construction traffic impacts would be less than cumulatively considerable.

LOS E

7. REV Mitigation Measures

This section presents the updated list of intersections where significant impacts occur, and the updated results of mitigation measures analysis. The mitigation measures applied are the same as the ones described in the Traffic Study. The mitigation measures fully mitigate all the significant impacts.

This report Chapter addresses an evaluation of feasible mitigation measures to address the potential significant impacts identified for the Project.

7.1 Review of Significant Impacts

Future With Project Conditions

In the AM peak hour, the Proposed Project would cause one significant impact at the following intersection.

19. Olive Street & Olympic Boulevard

In the PM peak hour, the Proposed Project would result in significant impacts at the following four intersections.

12. Grand Avenue & 11th Street	LOS E
19. Olive Street & Olympic Boulevard	LOS F
21. Olive Street & Pico Boulevard	LOS F
23. Olive Street & 17th Street	LOS F

All three intersections that operate at LOS F would also operate at LOS without the Project.

7.7 Results of Mitigation Measures Analysis – AM and PM Peak Hours

Future With Project Conditions

AM Peak Hour

The results of the mitigation program are summarized in Table 7.2 REV for the AM peak hour. The mitigation program would fully mitigate the one significant impact and there would be no remaining significant impacts.

PM Peak Hour

The results of the mitigation program are summarized in Table 7.3 REV for the PM peak hour. The mitigation program would fully mitigate the four significant impacts, and there would be no remaining significant impacts.

Remaining Significant and Unavoidable Traffic Impacts – Future With Project Conditions

With the proposed mitigation program, there would be no remaining significant impacts.

Table 7.2 REV Future With Project With Mitigation Conditions - Intersection Level of Service - AM Peak Hour

No.	Intersection	Future V Project C		Future Project C	e With Conditions	Change in V/C	Significant Impact	Future Wi		Change in V/C	Significant Impact	Mitigates ?
		V/C	LOS	V/C	LOS			V/C	LOS			
1	La Live Way & Pico Boulevard	0.911	Е	0.913	Е	0.002	No					
2	Figueroa Street & Olympic Boulevard	1.164	F	1.169	F	0.005	No					
3	Figueroa Street & Chick Hearn Court	0.832	D	0.846	D	0.014	No					
4	Figueroa Street & Pico Boulevard	0.895	D	0.898	D	0.003	No					
5	Flower Street & Olympic Boulevard	0.783	C	0.789	С	0.006	No					
6	Flower Street & 11th Street	0.333	A	0.351	A	0.018	No					
7	Hope Street & Olympic Boulevard	0.795	C	0.803	D	0.008	No					
8	Hope Street & 11th Street	0.363	A	0.384	A	0.021	No					
9	Grand Avenue & 8th Street	0.581	A	0.584	A	0.003	No					
10	Grand Avenue & 9th Street	0.518	A	0.519	A	0.001	No					
11	Grand Avenue & Olympic Boulevard	0.661	В	0.665	В	0.004	No					
12	Grand Avenue & 11th Street	0.442	A	0.471	A	0.029	No					
13	Grand Avenue & Pico Boulevard	0.783	С	0.799	С	0.016	No					
14	Grand Avenue & Venice Boulevard	0.457	A	0.467	A	0.010	No					
15	Grand Avenue & 17th Street	0.831	D	0.840	D	0.009	No					
16	Grand Avenue & 18th Street	0.680	В	0.689	В	0.009	No					
17	Olive Street & 8th Street	0.862	D	0.867	D	0.005	No					
18	Olive Street & 9th Street	0.732	С	0.739	С	0.007	No					
19	Olive Street & Olympic Boulevard	0.971	Е	0.989	Е	0.018	Yes	0.975	Е	0.004	No	Fully Mitigates
20	Olive Street & 11th Street	0.562	A	0.567	A	0.005	No					
21	Olive Street & Pico Boulevard	0.854	D	0.862	D	0.008	No					
22	Olive Street & 16th Street	0.581	A	0.584	A	0.003	No					
23	Olive Street & 17th Street	0.937	Е	0.940	Е	0.003	No					
24	Olive Street & 18th Street	0.691	В	0.696	В	0.005	No					

Table 7.2 REV Future With Project With Mitigation Conditions - Intersection Level of Service - AM Peak Hour

No.	Intersection	Future 'Project C	Without Conditions	Future Project C	e With Conditions	Change in V/C	Significant Impact		th Project itigation	Change in V/C	Significant Impact	Mitigates ?
		V/C	LOS	V/C	LOS	iii v	impact	V/C	LOS	III	impact	
25	Hill Street & Olympic Boulevard	0.762	С	0.767	С	0.005	No					
26	Hill Street & 11th Street	0.337	A	0.340	A	0.003	No					
27	Broadway & Olympic Boulevard	0.735	С	0.739	С	0.004	No					
28	Broadway & 11th Street	0.383	A	0.385	A	0.002	No					
29	Main Street & Olympic Boulevard	0.899	D	0.900	D	0.001	No					
30	Main Street & 11th Street	0.520	A	0.521	A	0.001	No					
31	Los Angeles Street & Olympic Boulevard	0.464	A	0.465	A	0.001	No					
32	Los Angeles Street & 11th Street	0.232	A	0.233	A	0.001	No					
33	Olive Street & 12th Street	0.493	A	0.497	A	0.004	No					
34	Hill Street & Pico Boulevard	0.521	A	0.521	A	0.000	No					_

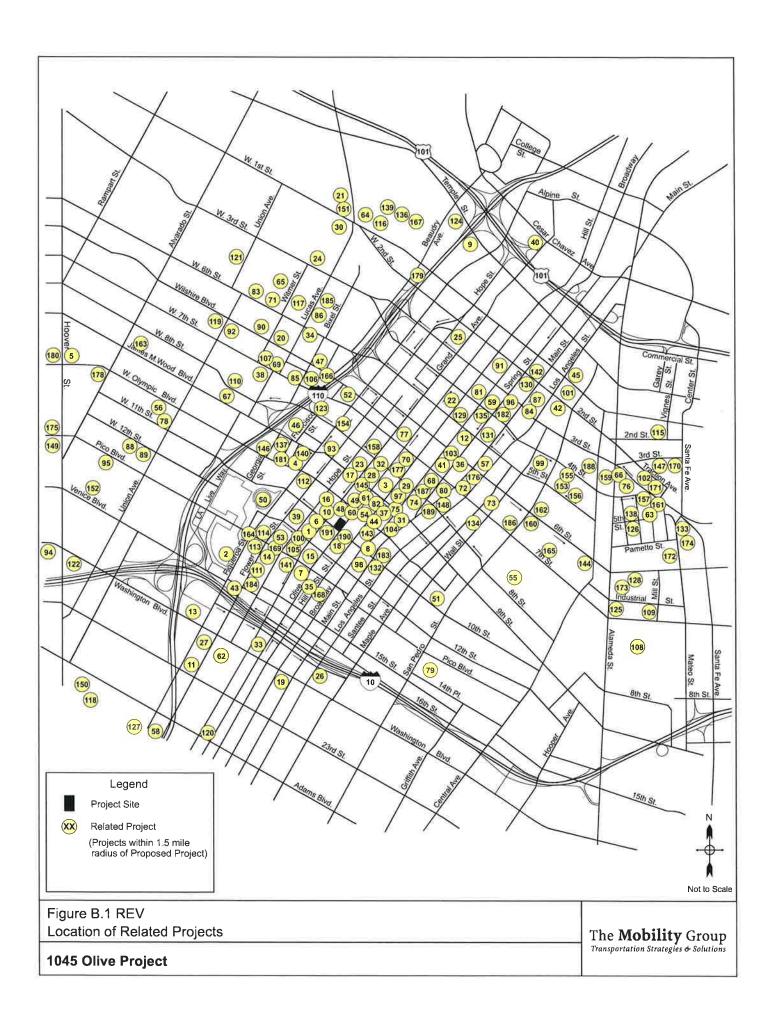
Table 7.3 REV Future With Project With Mitigation Conditions - Intersection Level of Service - PM Peak Hour

No.	Intersection	Future 'Project C		Future Project C	e With Conditions	Change in V/C	Significant Impact		ith Project itigation	Change in V/C	Significant Impact	Mitigates ?
		V/C	LOS	V/C	LOS			V/C	LOS			
1	La Live Way & Pico Boulevard	0.853	D	0.854	D	0.001	No					
2	Figueroa Street & Olympic Boulevard	1.325	F	1.328	F	0.003	No					
3	Figueroa Street & Chick Hearn Court	1.002	F	1.006	F	0.004	No					
4	Figueroa Street & Pico Boulevard	1.091	F	1.095	F	0.004	No					
5	Flower Street & Olympic Boulevard	1.130	F	1.133	F	0.003	No					
6	Flower Street & 11th Street	0.758	С	0.759	С	0.001	No					
7	Hope Street & Olympic Boulevard	1.029	F	1.033	F	0.004	No					
8	Hope Street & 11th Street	0.710	С	0.716	С	0.006	No					
9	Grand Avenue & 8th Street	0.809	D	0.813	D	0.004	No					
10	Grand Avenue & 9th Street	0.911	Е	0.915	Е	0.004	No					
11	Grand Avenue & Olympic Boulevard	1.019	F	1.028	F	0.009	No					
12	Grand Avenue & 11th Street	0.910	Е	0.920	Е	0.010	Yes	0.918	Е	0.008	No	Fully Mitigates
13	Grand Avenue & Pico Boulevard	1.308	F	1.314	F	0.006	No					
14	Grand Avenue & Venice Boulevard	0.605	В	0.608	В	0.003	No					
15	Grand Avenue & 17th Street	1.149	F	1.153	F	0.004	No					
16	Grand Avenue & 18th Street	0.824	D	0.828	D	0.004	No					
17	Olive Street & 8th Street	0.715	C	0.717	С	0.002	No					
18	Olive Street & 9th Street	0.866	D	0.870	D	0.004	No					
19	Olive Street & Olympic Boulevard	1.153	F	1.163	F	0.010	Yes	1.151	F	-0.002	No	Fully Mitigates
20	Olive Street & 11th Street	0.830	D	0.848	D	0.018	No					
21	Olive Street & Pico Boulevard	1.076	F	1.098	F	0.022	Yes	1.085	F	0.009	No	Fully Mitigates
22	Olive Street & 16th Street	0.672	В	0.681	В	0.009	No					
23	Olive Street & 17th Street	1.017	F	1.028	F	0.011	Yes	1.026	F	0.009	No	Fully Mitigates
24	Olive Street & 18th Street	0.761	C	0.768	C	0.007	No					

Table 7.3 REV Future With Project With Mitigation Conditions - Intersection Level of Service - PM Peak Hour

No.	Intersection		Without Conditions		e With Conditions	Change in V/C	Significant Impact		ith Project itigation	Change in V/C	Significant Impact	Mitigates ?
		V/C	LOS	V/C	LOS			V/C	LOS			
25	Hill Street & Olympic Boulevard	1.052	F	1.058	F	0.006	No					
26	Hill Street & 11th Street	0.680	В	0.692	В	0.012	No					
27	Broadway & Olympic Boulevard	1.090	F	1.097	F	0.007	No					
28	Broadway & 11th Street	0.751	С	0.760	С	0.009	No					
29	Main Street & Olympic Boulevard	1.152	F	1.158	F	0.006	No					
30	Main Street & 11th Street	0.844	D	0.847	D	0.003	No					
31	Los Angeles Street & Olympic Boulevard	0.805	D	0.807	D	0.002	No					
32	Los Angeles Street & 11th Street	0.585	A	0.588	A	0.003	No					
33	Olive Street & 12th Street	0.588	A	0.602	В	0.014	No					
34	Hill Street & Pico Boulevard	0.861	D	0.861	D	0.000	No					

Appendix B REV
Related Projects Map and List



Related Projects List and Trip Generation Estimation - 1045 Olive Project

Table B.1 REV

	Total	67	1.2	301	136	22	229	196	532	503	41	398	424
PM Peak Hour	Ont	25	32	106	37	19	83	89	274	217	14	125	180
	딘	42	39	195	86	38	136	127	258	286	27	273	244
	Total	51	48	265	o	47	169	157	320	361	D.	344	244
AM Peak Hour	Ont	41	88	202	4	38	127	126	176	248	ю	284	175
1	<u>=</u>	10	10	63	w	o	42	31	144	113	2	09	69
Daily Trips		763	647	3,309	2,237	594	2,730	2,114	5,198	5,457	492	4,568	3,585
Project Description		Apartments Commercial	Apartments	Apartments Retail	Office Restaurant Bar	Apartments	High-rise Apt Commerical/Retail	Apartments Commercial	Apartments Office Retail	Apartments Retail	Restaurant.	Condominium Retail	Apartments Retail Specialty Retail Restaurant
		115 DU 4,610 sf	106 DU	522 DU 4,500 sf	3,295 sf 10,056 sf 5,119 sf	108 Units	666 DU 20,690 sf	360 DU 6,400 sf	391 D.U 39,725 sf 49,000 sf	600 D U 30,000 sf	7,149 sf	1,063 du 18,000 sf	345 DU 23,000 sf 21,000 sf 11,000 sf
Location / Address		1247 S Grand Ave	1400 S Figueroa	820 S Olive St.	940 S Figueroa St	1011 S Park View St	1120 S Grand Ave	1230 S Olive St.	146 W 11th (11th St. / Broadway) 1111 S Broadway	327 N Fremont Ave (Fremont / Temple)	1036 S Grand Ave.	2222 S Figueroa St.	527 N Spring St. 555 N Broadway
Project Name - EAF # / DOT Case #		Apartments	ueroa Residential Project	Mixed-Use	Project	Apartments	DTLA South Park - Site 1	DTLA South Park - Site 4	Mixed-Use (Herald Examiner)	Mixed-Use	t		LA Plaza Cultura Village 5
Project#			2	м	4	S.	G		ω	თ	10	£	12

Related Projects List and Trip Generation Estimation - 1045 Olive Project

Table B.1 REV

	Total	25		238		315		66			189						223			1,203							352	55	437		286	2 of 17
PM Peak Hour	Out	12		102		134		35			99						88			286							246	29	158		101	
ā.	<u>_</u>	13		136		181		64			130						137			637							106	26	279		185	
	Total	19		193		240		69			100						193			942							260	180	344		230	
AM Peak Hour	Out	12		105		148		25			43						133			552							0/	99	273		183	
∢	ч	7		88		92		15			257						09			390							190	122	7.1		47	
Daily Trips		350		4,280		4,886		1,084			2,493						2,757			12,737							3,996	715	4,707		3,067	
Project Description		Apartments	Retail	Apartments	Retail	Apartments	Retail	Condominiums	Retail	Restaurant	Hotel	Restaurant	Theater	Banquet	Lounge	Bar	Condominiums	High-Turnover Restaurant	Fast-Food Restaurant	Condominiums	Apartments (Rental)	Hotel	Retail/Commercial	Office	Gallery/Museum	Gym	Imaging center, pharmacy, surgical suites, and physician offices	Charter High School	Condomíniums	Restaurant	Apartments	Retail
		105 Units	2,650 sf	419 DU	42,000 sf	640 DU	45,000 sf	151 DU	3,472 sf	2,200 sf	183 Rooms	3,084 sf	12,780 sf	4,773 sf	2,163 sf	11,840 sf	528 D U	4,568	1,523 sf	000 D.U	550 D.U	210 Rooms	143,100 sf	180,000 sf	17,600 sf	8,000 sf	56,450 sf	600 Students	0.00 D.U	13,742 sf	525 D.U	6,200 sf
Location / Address		720 W Washington Blvd.		Pico Blvd b/w Flower and	306 S Hope St	North of Pico b/w Grand and	Ulive 1200 S Grand Av	1050 S. Grand Ave (Grand	We, / 11th St.)		831 S Grand Ave						1111 S Hill St			SOLA Village	1900 S Broadway						Wilshire Blvd/Witmer St.	1552 W Rockwood St	427 W 5th	437 S Hill St	830 S Hope St	
# Project Name - EAF # / DOT Case #		Mixed-Use 7		Onyx Apartment		G12 Project	J.	Mixed-Use			Embassy Hotel						11th & Hill Project			Mixed Use							New Medical Office Building (Good V Samaritan Hospital)	Charter High School	Park/Fifth Project	4	9th & Flower Project	
Project #		13		41		15		16			17						19			19							20	21	22		23	

Related Projects List and Trip Generation Estimation - 1045 Olive Project

Table B.1 REV

_	_	_	_	_							_	_	_	_		_					_					,		
	Total	99		2,464									178			39		270			989		73	117		223		
PM Peak Hour	Ont	25		1,344									53			-28		96			539		26	43		83		
p.	E	41		1,120									125			29		174			147		47	74		140		
	Total	53		1,551									156			-16		247			707		09	83		162		
AM Peak Hour	ont	42		632									118			99		166			108		47	72		129		
∀	u.	-		919									38			-82		18			969		6.	21		33		
Daily Trips	1	711		21,631									2,113			870		3,071			5,638		780	1,275		2,557		
Project Description		Apartment	Retail	Condominiums	Apartments	Retail	Supermarket	Restaurant	Health Club	Event Facility	Hotel	Office	Residential Units	Specialty Retail/Restaurant	Renovate Residential Units	Condominium	Retail	Apartments	Retail	Restaurant	Office	Hotel	Apartments	Apartments	Retail	Apartments	Retail	Restaurant
		122 DU	3,500 sf	1,648 D.U	412 D.U	225,250 sf	53,000 sf	67,000 sf	50,000 sf	250 seats	275 Rooms	681,000 sf	230 DU	19,000 sf	32 DU	291 DU	7,134 sf	303 DU	9,680 sf	1,500 sf	400,000 sf	150 Rooms	157 DU	201 D.U	6,000 sf	363 D.U	2,500 sf	10,000 sf
Location / Address		1435 W 3rd Street		Parcel Q and Parcel W -	Avenue, Hill Street, & Upper	Parcel L/M-2 - Bounded by	GTK Way, Hope Street, & Upper 2nd Street	237 S Grand Av					Washington BI/Los Angeles	St 220 E Washington Bl		2100 S Figueroa		840/888 S. Olive St.			801 S Broadway		1430 W Beverly BI	955 S Broadway		801 S Olive St		
Project Name - EAF# / DOT Case#		Mixed Use		Grand Avenue Project				- CV					Washington BI Opportunity MU (Mercy E	(83)		Mixed Use		9th / Olive Project			Broadway Trade Center 8		Beverly + Lucas Project	Broadway Mixed		801 S Olive Street Project		
Project #		24 N		25 G									26 W			27 M		28 91			29 B		30 B	31 B		32 80		
		_	_	_	_					_	_	_	1			_		1_					1			_		

Related Projects List and Trip Generation Estimation - 1045 Olive Project Table B.1 REV

						_																								
	Total	160		387		146		239		154		61		141		153		196				140		287			381			
PM Peak Hour	Out	7.1		155		25		87		56		22		90		54		86				98		117			109			
т.	U	68		232		68		152		86		39		91		66		26				84		170			272			
	Total	18		256		133		180		120		53		94		96		116				95		247			250			
AM Peak Hour	Out	56		195		82		144		94		37		74		88		33				20		157			229			
4	u	25		61		51		36		26		16		20		7		83				22		06			21			
Daily Trips		438		4,200		1,700		2,686		1,656		662		1,543		1,511		2,045				1,527		3,492			4,715			
Project Description) Apartments	Retail	J Apartments		Candominiums	Retail	High-rise Condo	Retail	J Apartments	Retail	Condominiums	Retail	Condominiums		Apartment		om Hatel	Conf. Spc.	Restaurant	Bar	Apartments	Retail	Condominium	Apartments	ms Hotel	Apartments	Retail	Live/Work	Office
		160 DU	24,250 sf	649 DU	39,996 sf	154 DU	10,700 sf	452 DU	25,000 sf	239 D.U	5,400 sf	94 D.U	2,000 sf	208 D.U	5,029 sf	NG 008	8,000 sf	176 Room	1,200 sf	8,400	5,290 sf	240 DU	16,000 sf	202 DU	134 DU	250 rooms	662 DU	47,000 sf	11,000 sf	34,824 sf
Location / Address		233 W Washington Bl		1102 W 6th St		215 W 14th St.		601 S Main St.		920 S Hill		1329 W. 7th St.	(7th / Witmer)	1133 Hope Street		700 Cesar Chavez		633 S Spring				southwest comer of San	Pedro and Znd	1600 S Figueroa St.			928 S Broadway			
Project Name - EAF # / DOT Case #		Mixed-Use Building		Bixel & Lucas Project		Mixed-Use		SB OMEGA		Hill Mixed		Witmer Project		1133 Hope Street Project		700 Cesar Chavez Ave Project 7		Spring St. Hotel				Wakaba LA		1600 S Figueroa			Mixed-Use			
Project #		33		34		35		36		37		38		39		40		41				42		43			44			

Related Projects List and Trip Generation Estimation - 1045 Olive Project

	Total	1,377			899				136		29	377		1,686										1,589						
PM Peak Hour	Out	942			512	-			53		21	165		1,025	_									957						
ď	<u>u</u>	435			387				83		38	212		991										632						
	Total	1,048			625				113		48	210		069										1,271						
AM Peak Hour	Ont	118			318				95		39	144		287										434						
	<u> </u>	930			307				21		o,	99	OI.	403										837						
Daily Trips		13,534			8,010				1,498		632	3,882		22,171										16,433						
Project Description		Government Office	Retail	Child Care Facility	Hotel	Condominiums	Office	Retail	Condominiums	Retail	Apartments	Hi-rise Condominiums	Market	Resdiential	Educational	Retail	Restaurants	Health Club	Sport Bar	Hotel	Office	Production Studio	Convention Center Expansion	s University	Shapping Center	Cinema	Apartments	Hotel	Retail	Office
		712,500 sf	35,000 sf	2,500 sf	480 Rooms	836 D.U	988,225 sf	46,000 sf	402 D.U	7,428 sf	100 DU	420 DO	38,500 sf	1,264 DU	95,706 sf	148,583 sf	60,000 sf	12,309 sf	6,000 sf	183 Rooms	367,300 sf	298,500 sf	250,000 sf	1,400 Students	176,733 sf	744 Seats	945 DU	210 Rooms	224,862 sf	294,641 sf
Location / Address		150 N Los Angeles Street			851 S Francisco St. (8th St. /	Francisco St.) 899 S. Francisco St.			1027 W Wilshire Project	(vviisnire / or. Paul or.)	1027 S Olive Street	848 S Grand Av		Figueroa St / 11th St.										San Pedro Street b/w 9th St	שוום וצוו אני	1057 S San Pedro St.				
Project Name - EAF#/DOT Case#		Los Angeles Street Civic Center	i deci		Metropolis Mixed-Use				Mixed-Use Development		ect	Embassy Tower		LASED Entertainment District	(Excluding completed development to	(Includes Oceanwide, Circa and JW	Marriott Ext. r ojects)							City Market Project						
Project #		45			46				47		48	49		99										51						

Related Projects List and Trip Generation Estimation - 1045 Olive Project

	Total	858				350			225			37	87	145				36	305			145		71		842
PM Peak Hour	Out	764				121			82			13	42	58				13	112			51		23		268
	п	94				229			143			24	45	87				23	193			94		48		574
	Total	800				311			134			31	92	127				30	237			101		116		463
AM Peak Hour	Ont	75				233			104			25	32	75				23	187			79		91		127
	٤	725				78			30			ω	44	52				7	90			22		25		336
Daily Trips		3,624				3,956			2,496			366	1,157	2,213				380	3,292			1,581		2,266		8,420
Project Description		Hotel Rooms	Residential Units	Office	Retail/Restaurant	Apartments	Retail/Restaurant	Office	Apartments	Retail	Restaurant	Joint Living and Work Quarters	Hotel	Apartments	Retail	Restaurant	Fast-food Restaurant	Apartments	Apartments	Retail	Lounge	Apartments	Restaurant	Apartments	Restaurant	5-year Master Plan Project
		560 Rooms	100 DU	1,500,000 sf	275,000 sf	730 DU	10,500 sf	70,465 sf	300 DU	14,500 sf	8,500 sf	09 DO	160 Rooms	160 DU	18,000 sf	3,500 sf	3,500 sf	73 DU	450 DU	6,904 sf	5,000 sf	225 DU	5,000 sf	263 DU	14,500 sf	21,300 Enrollment
Location / Address		930 W Wilshire BI	900 W Wilshire Bl			1212 W Flower			Northwest corner of		301 W Olympic Bl	785 S Towne Ave.	1700 W Olympic	534 S Main St				505 W 31st St	400-416 Broadway			1001 S Olive St		Northeast corner of Olive &	Olympic 960 S Olive St.	400 Washington Blvd. (Washington Blvd. / Flower St.)
Project Name - EAF # / DOT Case #		Wilshire Grand Redevelopment				Flower (1212) Mixed -Use			Olympic / Hill Project		0)	785 S Towne	1700 W Olympic Hatel	Mixed-Use 5				USC Student Housing	400 S Broadway Mixed-Use Project 4			1001 S Olive		Olive & Olympic	2 6	L.A. Trade Tech College - 5-Year (4) Master Plan (5)
Project #		52				53			54			55	26	25				95	59			09		61		95

Related Projects List and Trip Generation Estimation - 1045 Olive Project Table B.1 REV

					-			-																				
	Total	295			99		99	156		34		283		50	259			45	366		27		59	102		37		
PM Peak Hour	Out	104			24		23	65		ςŗ		116		17	127			15	154		24		10	38		14		
d.	п	191			42		43	16		39		167		33	132			30	212		m		19	64		23		
	Total	213			50		46	112		4		213		41	75			37	312		59		24	70		36		
AM Peak Hour	Ont	154			40		37	76		26		141		33	57			30	188		ιΩ		61	95		17		
4	U)	59			10		o	36		-22		72		6 0	18			2	124		24		ĸΩ	41		19		
Daily Trips		3,293			714		658	1,662		511		3,942		283	2,792			479	4,445		201		313	1,140		809		
Project Description		310 DU Apartments	11,375 sf Commercial	11,736 sf Production Space	102 DU Apartments	3,514 sf Retail	94 DU Apartments	186 DU Apartments	22,340 sf Commercial	80 DU Apariment	4,589 sf Restaurant	320 DU Apartments	26,000 sf Pharmacy	90 DU Apartments	165 DU Apartments	11,902 sf Bar	14,032 sf Restaurant	80 Units Apartments	299 Rooms Hotel	301 DU Apartments	66 employee Medical Office	55 bed Assisted Living	47 DU Apartments	210 DU Condominiums	9,000 sf Retail	66 Rooms Hotel	2,130 sf Restaurant	840 sf Retail
Location / Address		Northeast corner of Palmetto	& Sealton		1335 W 1st St		459 S Harfford Ave	330 S Alameda		1150 W Wilshire		737 S Spring		1218 W Ingraham St	400,402 W 7th St.			740 S Hartford St	640 S Main St		649 S Wall St		740 S Broadway	215 W 9th St		400 S Alameda St		
Project # Project Name - EAF # / DOT Case #		Palmetto			Mixed Use		Residential	330 S Alameda		Mixed-Use Project		Mixed Use		Apartments	Foreman and Clark Building			Apartments	Cecil Hotel Reno.		Clinic		Garland Building	Northeast Tower		400 S Alameda Hotel		

Related Projects List and Trip Generation Estimation - 1045 Olive Project

	Total	123	99	122	268		220		168		31	259	102			53				127		30	9	61		
PM Peak Hour	Ont	09	37	63	\$		79		53		11	86	32			-51				52		25	29	23		
AI.	П	63	58	53	197		141		115		20	161	29			104				75		ഹ	31	38		
	Total	109	352	88	211		163		100		26	129	70			46				224		32	195	7		
AM Peak Hour	Out	44	158	% %	152		129		80		21	90	99			117				136		4	88	18		
AM	L.	65	194	25	65		34		20		S.	92	4			-71				88		28	106	1-1-		
Daily Trips		1,674	970	1,889	3,409		2,361		1,881	_	333	1,869	1,084			282				1,910		224	492	1,163		
Project Description		Hatel	School	Retail	Apartments	Pharmacy/Drug Store	Apartments	Retail	Apartments	Retail	Condominiums	Sports Complex	Condominiums	Apartments	Retail	Apartments	Retail	Quality Restaurant	Coffee Shap	Condominiums	Retail	Office	School	Apartments	Retail	Other
<u>a.</u>		241 Rooms	460 Students	181,620 sf	400 DU	15,000 sf	428 DU	6,700 sf	232 D.U	14,000 sf	58 DU	43,453 sf	126 DU	100 DU	7,200 sf	369 DU	18,600 sf	2,200 sf	1,200 sf	300 DU	3,400 sf	30,300 sf	450 Pupils	218 DU		
Location / Address		649 S Olive St	1633 W 11th St	810 E Pico Bivd	732 S Spring St		340 S Hill		940 S Hill		742 S Hartford Ave	237-249 S Los Angeles St	1145 W 7th St			1111 W 6th St				225 S Los Angeles St		2005 W Pico Blvd.	1700 W Pico Blvd	1501 Wilshire Blvd.	× .	
Project Name - EAF # / DOT Case #		Hotel + Retail	Charter School (K-5)	Retail	Mixed Use		Mixed Use		Hill Mixed		Condominiums	Budokan of Los Angeles	Mixed Use			Sapphire Mixed Use				Vibiana Lofts 2		Laborers Local 300 Headquarters	Pacific Charter Elementary School	Valencia Project		
Project #		12	78	92	80		91 N		82		83	84 E	85			98				87		88	88	06		

Related Projects List and Trip Generation Estimation - 1045 Olive Project Table B.1 REV

	Total	70	32	238		33	62	410			184			207		48	89	25	61			47		27		118	
PM Peak Hour	Ont	17	26	95		12	42	153			29			83		17	22	φ	26			16		12		41	
ā.	ut	53	œ.	143		21	20	257			117			124		31	44	91	35			31		15		77	
	Total	-81	33	183		-51	206	386			137			91		40	55	61	89			15		16		105	
AM Peak Hour	Ont	-41	4	146		8-	99	243			108			38		32	46	20	33			12		12		78	
¥.	<u>u</u>	-40	29	37		-33	140	143			29			53		80	თ	7	25			ю		4		27	
Daily Trips		1,638	230	2,624		414	821	4,691			1,998			2,622		519	732	26	648			480		539		1,398	
Project Description		Retail and Restaurant	Office	Condominiums	Retail	Other	School	Apartments	Restaurant	Retail	Apartments	Restaurant	Retail	Hotel	Restaurant	Live/Work	Condominiums	Apartment	Apartment	Restaurant	Creative Office	Apartments	Bar	Apartments	Retail	Condominiums	Restaurant
		27,765 sf	33,957 sf	341 DU	11,687 sf	16,572 sf	480 Pupils	471 DU	27,780 sf	5,190 sf	300 DU	3,500 sf	3,500 sf	148 Rooms	17,452 sf	78 DU	126 DU	UQ 44	52 DU	2,400 sf	6,900 sf	30 DU	2,500 sf	30 DU	7,500 sf	161 Units	2,085 sf
Location / Address		201 S Broadway	1550 W 8th St,	700 W 9th St.		1302 W Washington Blvd	1929 W Pico Bivd.	300 S Main St.			850 S Hill St.			1106 S Broadway		443 S San Pedro St.	1201 S Grand Ave,	118 S Astronaut es. Onizuka St	360 S Alameda			644 S Broadway		950 S Broadway		1229 S Grand Ave	
Project Name - EAF # / DOT Case #		Retail / Restaurant	Legal Aid Foundation of LA	Apex Phase II		Pharmacy / Drug Store	Charter High School	Medallion Phase II			Alexan South Broadway			Proper Hotel		Catalina Building	1201 S Grand	Mixed Use	Mixed Use			Brooks Building 6		950 S Broadway		Grand Residence	
Project #		91	92	93		94	95	96			1 26			86		96	100	101	102			103		104		105	
			-	-				_				_				-			_					1_	_		

Related Projects List and Trip Generation Estimation - 1045 Olive Project

	_				_	_	_		_																	
	Total	300			154		82		25		42	88		539				89		415		189		27	96	92
PM Peak Hour	Ont	116			54		37		23		14	22		227				17		212		88		10	34	49
	Ē	184			100		45		34		28	29		312				51		203		101		17	62	43
	Total	247			118		7.1		35		35	09		478				48		317		70		22	79	91
AM Peak Hour	Out	173			96		45		25		30	63		274				49		125		o		18	63	43
	E	74			23		26		10		ς.	ęņ		204				7		192		19		4	91	48
Daily Trips		3,461			1,725		816		635		449	1,038		6,583				801		5,720		2,014		286	1,033	499
Project Description		Apartments	Hotel	Retail	Condominiums	Retail	Apartments	Оттсе	Apartments	Commercial	Apartments	Apartments	Retail / Restaurant	Condo	Hotel	Restaurant	Retail	Apartments	Retail	Hotel	Retail	Retail	Other	Apartments	Apartments	Child Care Facility
		425 Units	126 Rooms	4,874 sf	303 Units	5,959 sf	122 DU	13,600 sf	57 DU	6,000 sf	45 Units	188 Units	10,096 sf	650 Units	300 Room	40,000 sf	40,000 sf	147 Units	6,921 sf	1,162 Room	13,145 sf	41,019 sf	63,893 sf	43 DU	220 DU	7,997 sf
Location / Address		675 S Bixel St			1235 W 7th St		1800 E 7th St.		1745 E 7th St		1322 W Linwood Ave	1334 S Flower St.		1020 S Figueroa St.				1400 S Flower St.		Northeast corner of	מושפוס מו א מוס מושפו	929 E 2nd St		1300 W Court St	495 S Hartford	3014 S Royal St
Project Name - EAF # / DOT Case #		Hotel & Apartments			Mixed-Use		Mixed-Use Project		1745 E 7th St		1322 Linwood Apts.	Mixed-Use 1.		LUXE Hotel	Mixed-Use			Mixed-Use		Fig + Pico Hotel		Mixed-Use Project 97	NOSIN PILVARE CIUD)	Apartments 1.	Urban View Lofts Project 46	Child Care 30
Project #		106			107 N		108 N		109		110	111		112	2			113 N		114 F		115		116	117	118
-		-			-	_	_		-			4-								4		-				

Related Projects List and Trip Generation Estimation - 1045 Olive Project Table B.1 REV

	Total	62				196		20	203	235			-189		368					119			66		1,450					
PM Peak Hour	Out	-41				73		7	146	16			-582		153					36			51		692					
	E)	103				123		13	22	144			393		215					83			48		758					
	Total	84				136		16	136	209			412		304					22			81		1,098			====		
AM Peak Hour	Out	128				120		13	29	146			439		184					77			33		624					
	ri.	4				36		6	107	63			-851		120					7			48		474					
Daily Trips		1,355				2,118		213	2,060	2,869			1,804		4,004					1,471			1,167		15,167					
Project Description		Apartments	Theater	Classroom	Hotel	Apartments	Retail	Apartments	Оттсе	Condominium	Retail		Apartments	Retail	Apartments	Office	Specialty Retail	Restaurant	Supermarket	Apartment	Retail	Arts & Prodction Space	Hotel	Bar	Apartments	Office	Community-Serving Commercial	Art Space	Hotel	School
		478 DU	850 Seats	50 Student	220 Rooms	296 DU	5,000 sf	32 DU	60,000 sf	781 DU	6,700 sf		1,500 DU	30,000 sf	475 DU	43,000 sf	9,000 sf	17,000 sf	15,000 sf	213 DU	14,495 sf	14,495 sf	275 rooms	1,178 sf	1,736	253,514 sf	127,610 sf	22,429 sf	514 Rooms	300 Student
Location / Address		1930 Wilshire Blvd				2528 S Grand Ave		425 S Union Ave	1122 W Washington Blvd	945 W 8th St.		**	1000 W Temple St.		668 Alameda Street					1100 E 5th Street			3101 S Figueroa St		1206 6th St					
Project Name - EAF # / DOT Case #		1930 Wilshire MU				Mixed-Use			fice	Mixed-Use			Ferante		Mixed-Used					1100 E 5th St (Mixed-Use)			Figueroa Hotel 3		6th & Alameda	Mixed-Use				
Project #		119				120				123			124		125 IN					126			127 F		128 6	2				

Related Projects List and Trip Generation Estimation - 1045 Olive Project Table B.1 REV

Think the control Libert L		_	_	 	 -	 	_		_	 _	_		-			414	1.11				
Think the control Libert L		Total	322		541		88		35	497			305			131	18	126	281		
Think the control Libert L	PM Peak Hour	Ont	126		423		37		14	223			141			46	Ġ.	61	102		
Project Name: EAV # 1.00 Cabe Project Name: EAV # 1.00 Cab	<u>.</u>	<u>=</u>	196		118		61		78	274			164			885	12	65	179		
Figure Part December P		Total	129		999		104		112	377			190			108	15	111	223		
Figure Part December P	AM Peak Hour	Out	99		93		72		103	220			82			98	12	46	121		
Figure 1	1	드	63		467		32		o	157			108			22	e	99	102		
Tithure Media's DTLA Tower Table	Daily Trips		3,271		4,006		1,450		385	4,995			2,499			1,410	193	1,714	4,286		
Froject Name - EAF # / DOI Case # Tribune Media's DTLA Tower Mixed-Use Mixed-Use Mixed-Use Mixed-Use Downtown LA Hotel Arts District Center (Mixed-Use)	Project Description							Restaurant													
Froject Name - EAF # / DOI Case # Tribune Media's DTLA Tower Mixed-Use Mixed-Use Mixed-Use Model Use Arts District Center (Mixed-Use)	Location / Address		333 W 5th St		232 West 2nd St		433 S Main		1100 S Main St	520 S Mateo St			755 S Wall St			354 S Spring St	1301 W Colton St	926 W James M Wood Blvd	1101 E 5th St		
	Project Name - EAF # / DOT Case #		5th & Hill Center MU						Wixed-Use												
	Project #				Г		Π										136				

Related Projects List and Trip Generation Estimation - 1045 Olive Project

	Total	69	894				199		332					285		102		119			712			146			205		
PM Peak Hour	Ont	24	191				74		88					104		32		42			509			45			100		
<u>.</u>	드	45	703				125		294					181		70		11			503			92			105		
	Total	57	569				151		435					242		96		101			929			75			167		
AM Peak Hour	Out	46	115				118		341					193		79		9/			510			8			57		-
	rl .	1	454				33		94					49		11		25			116			41			110		
Daily Trips		745	7,367				2,158		8,535					3,392		1,074		1,305			8,063			1,647			2,482		
Project Description		Apartments	Condominiums	Hotel	Retail	Restaurant	Apartments	Retail	Apartments	Office	Supermarket	Quality Restaurant	Hight Turnover Restaurant	Apartments	Retail	Apartments	Retail	Apartments	Retail	Other	Apartments	Retail	Other	Bar/Lounge	Restaurant	Retail	Retail	Office	Restaurant
		122 DU	200 DU	220 rooms	44,080 sf	50,000 sf	284 DU	6,300 sf	1,127 DU	285,088 sf	50,000 sf	22,200 sf	53,389 sf	498 DU	8,707 sf	236 DU	12,000 sf	208 DU	810 sf	1,620 sf	1,367 DU	20,000 sf	20,000 sf	3,047 sf	7,720 sf	6,171 sf	32,400	65,000	4,000
Location / Address		1316 W Court St	911 S Figueroa St.				1323 Grand Ave		100 S Broadway					1000 S Hill St		601 S Central Ave		845 S Olive			1001 W Olympic			806 E 3rd St	4		755 S Los Angeles		
Project Name - EAF # / DOT Case #		1316 Court & 1323 Colton Apts	Figueroa Centre				Mixed-Use		Times Mirror Square					Mixed-Use		Mixed-Use 6		845 S Olive & 842 Grand MU 8			Olympia Mixed-Use			Mixed-Use 80			Mixed-Use		
Project #		139	140				141		142					143		144		145			146			147			148		

Related Projects List and Trip Generation Estimation - 1045 Olive Project Table B.1 REV

	_	_	-			_	-					-10-																
	Total	19	123	34	18	94	244			14	17	422			215		719		67		75			184				
PM Peak Hour	Out	o	65	12	9	33	98			9	80	322			78		329		37		31			88				
	п	10	58	22	12	61	158			σο.	o.	100			137		390		30		44			96				
	Total	45	121	28	15	11	183			20	25	441			172		394		63		51			245				
AM Peak Hour	Ont	19	257	22	12	62	146			12	10	75			137		260		25		37			138				
	디	56	64	9	6	51	37			ω	15	366			35		\$		38		14			107				
Daily Trips		409	737	366	193	1,004	2,644			167	208	3,488			2,315		8,445		929		788			2,186				
Project Description		Hotel	Other	Apartments	Apartments	Apartments	Apartments	Retail	Restaurant	Apartments	Apartments	Отт	Retail	Other	Apartments	Retail	Apartments	Retail	Affordable Housing	Retail	Appartments	Office	Retail	Affordable Housing	Apartments	Retail	Office	Dining Room/Flex Space
		125 Rooms	9,955 sf	55 DU	29 DU	151 DU	438 DU	3,750 Retail	3,750 Restaurant	41 DU	51 DU	255,514 sf	4,970 sf	9,940 sf	409 DU		994 DU		303 DU		93 DU	6,000 sf	14,248 sf	378 DU	4 DU	1,758 sf	4,410 sf	5,932 sf
Location / Address		2250 W Pico Bivd	2716 S Severance St.	101 N Glendale Blvd.	1420 Bonnie Brae St	609 E 5th St	744 S Figueroa St.			508 E 4th St	713 E 5th St	401 Hewitt St			754 S Hope St		333 Alameda St		600 S San Pedro St		940 E 4th St			552 S San Pedro St				
Project Name - EAF # / DOT Case #			USC Children's Creative Learning Center			Mixed-Use	8th & Fig			Housing Development	Residential	Mixed-Use			8th, Grand & Hope Tower		Mixed-Use		19-story Affordable Housing 8 Skid Row		Hewitt & 4th MU			Affordable Housing Skid Row				
Project #					152	153	154			155		157 N			158 8		159 N		160		161 H			162 A)			

Related Projects List and Trip Generation Estimation - 1045 Olive Project

		_					_	-	_	_	_		_			_			_									
	Total	38	614	51	30		33	138			45	424		251			425	152			8	38	181		227		67	
PM Peak Hour	Ont	18	301	18	12		12	30			22	158		138			205	65			31	10	79		9/		48	
	드	20	313	833	18		21	108			23	266		113			220	87			20	28	105		151		49	
	Total	42	543	42	21		28	114			40	279		128			35	131			68	32	103		124	-	62	
AM Peak Hour	Ont	18	223	34	16		22	103			91	207		22			30	77			44	32	73		51		23	
Ā	u	24	320	æ	ω		9	11			24	72		106			D.	54			48	0	30		73		39	
Trips		545	8,366	1,463	327		359	1,755			613	4,618		2,512			4,300	2,331			1,052	376	2,039		2,017	-	939	
Project Description		Hotel	Hotel	Apartments	Apartments	Retail	Apartments	Apartments	Retail	Other	Hotel	Apartments	Retail	Office	Retail	Restaurant	Retail	Apartments	Office	Restaurant	Restaurant	Apartments	Apartments	Retail	Hotel	Retail	Assisted Living	Senior Housing
		100 Rooms	1,024 Rooms	82 DU	37 DU	1,890 sf	54 DU	235 DU	5,250 sf	4,000 sf	75 Roams	635 DU	30,062 sf	78,600 sf	25,000 sf	20,000 s.f	153,000 sf	344 DU	21,413 sf	6,084 sf	12,882 sf	103 DU	159 DU	23,000 sf	226 rooms	8,000 sf	338 Beds	34 DU
Location / Address		2005 W James M Wood Blvd	1300 S Figueroa St	656 S Standford Ave	1018 W Ingraham St		1246 W Court St	1340 S Hill St			1219 S Hope St	950 E 3rd St.		963 E 4th St.			555 S Mateo St	1525 Industrial St.			500 S Mateo St.	1255 E Elden Ave	550 S Main St		416 W 8th St		1030 S Lake St	
Project Name - EAF # / DOT Case #		2005 James M Wood Hotel	1300 Figueroa Hotel		Mixed-Use		Apartments	14th St/Hill St (DTLA) MU				Santa Fe Freight Yard Redvelopment 9		Mixed-Use (Coca Cola)			Retail	Camden Arts Project			Restaurant	Apartments 1	Mixed-Use 5		Freehand Hotel		Assisted Living	
#Toject #		163	164	165	166 N		167 A	168			169	170 S		171 N			172 R	173 C			174 R	175 A	176 N		177 F		178 A	

Related Projects List and Trip Generation Estimation - 1045 Olive Project Table B.1 REV

		-		-																							
	Total	105		173		374					169	37	86		32		20	335		28	46	241			177		
PM Peak Hour	Ont	59		73		185					85	88	35		12		17	124		თ	12	93			29		
	Ę	9/		100		189					84	7	63		20		33	211		19	31	149			109		
	Total	84		66		336					150	41	62		25		41	281		m	ເດ	235			165		
AM Peak Hour	Out	9/		72		170					69	-	62		19		33	199		-	2	162			116		
1	Ц	α		27		166					91	40	17		9		ω	82		2	es	73			49		
Daily Trips		1,159		1,911		4,423					2,273	364	1,062		344		539	3,749		342	929	3,009			2,232		
Project Description		Apartments	Other	Apartments	Retail	Hotel	Condominiums	Retail	Conference Center	Office	Hotel	Office	Apartments	Retail	Apartments	Retail	Apartments	Apartments	Commercial	Restaurant	Restaurant	Apartments	Shopping Center	Restaurant	Apartments	Shopping Center	Restaurant
		230 DU	9,000 sf	173 DU	36,180 sf	373 Rooms	374 DU	65,074 sf	10,801 sf	33,498 sf	315 Rooms	52,000 sf	152 DU	1,184 sf	47 DU	760 sf	81 DU	452 DU	13,655 sf	3,798 sf	6,208 sf	713 DU	7,125 sf	7,125 sf	537 DU	3,794 sf	3,794 sf
Location / Address		130 S Beaudry Ave		2501 W Olympic BI		815 W Olympic Bi					361 S Spring	11th St & Main St	1410 S Flower St		1322 W Maryland St		655 San Pedro St	222 E 7th St		605 E 4th St.	716 S Spring	1120 S Olive			1105 S Olive		
Project Name - EAF # / DOT Case #		Beaudry Ave & 2nd St MU		Olympic & Hoover Mixed-Use		Olympic Tower Project MU					Hotel	Harris Building Office Conversion	Mixed-Use		Mixed-Use		Apartments	Fashion District Tower			716 S Spring 7	DTLA South Park Project	Mack Orban Site Z		DTLA South Park Project		
Project #		179		180		181					182	183	184		185		186	187		188	189	190			191		

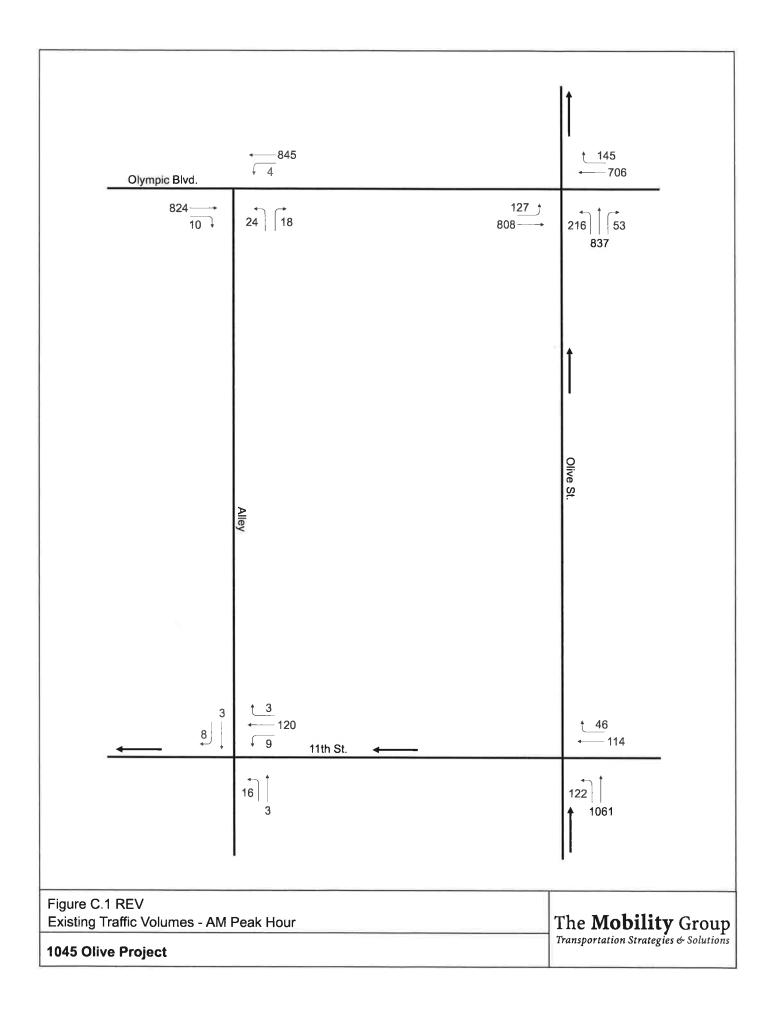
Related Projects List and Trip Generation Estimation - 1045 Olive Project Table B.1 REV

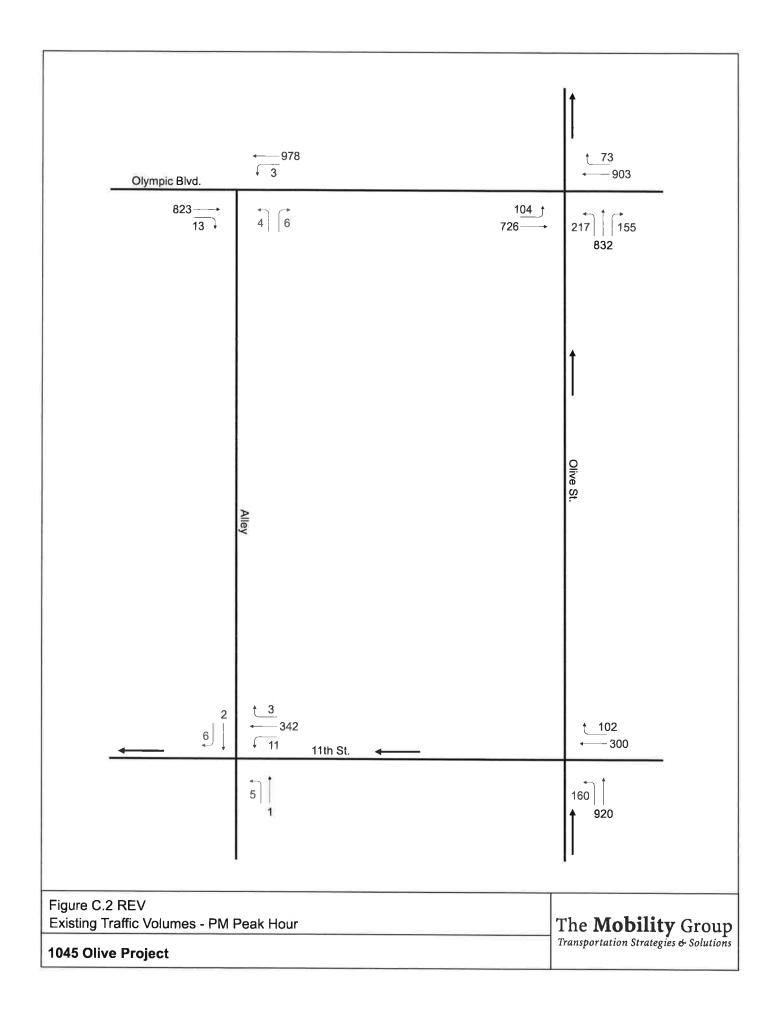
	Total		O	3. -		o					o						0		
PM Peak Hour	Ont		0			0					0						0		
	EJ.		0			0					o						o		
	Total		o			0					0						O		
AM Peak Hour	Oni		0			0					0						o		
1	ul.		O			0					0						0		
Daily Trips			0			0					0						О		
Project Description		Infrastructure Projects	Provide continuous service between Metro Blue, Expo, Red and	Purple Lines and connectors to other rail lines with three new transit	stations	Convert Figueroa St., 11th St., and Martin Luther King Jr. Blvd. to	is provide complete multimodal streets that better serve the needs of	pedestrians, bicycles and transit riders, while still accomodating	drivers		Enhance mobility and ransit circulation and support the growth and	revitalization of downtown.					Streetscape improvements including sidewalk enhancements,	better integration of transportation modes, intersection	improvements, street lighting, and wayfinding.
Location / Address		Infrastructi	Metro Little Tokyo/Arts	District Station to Metro 7th	Street/Metro Centrer Station	Figueroa St. between 7th St.	& 41st St., 11th St. between Fi	St. & Broadway, and Martin	Luther King Jr. Blvd. between	Fig St. & Vermon Ave.	Broadway between 1st St. &	11th St. between Fig St. &	Broadway, Fig St. between 7th	St./9th St. & 11th St., Hill St.	between 1st St. & 7th St./9th	St. betweem Fig St. & Hill St.	7th St. between SR 110 and	Olive St.	
Project Name - EAF # / DOT Case #			Metro Regional Connector			MyFigueroa					Los Angeles Streetcar						7th Street Improvement Project		
Project #			192			193					194						195		

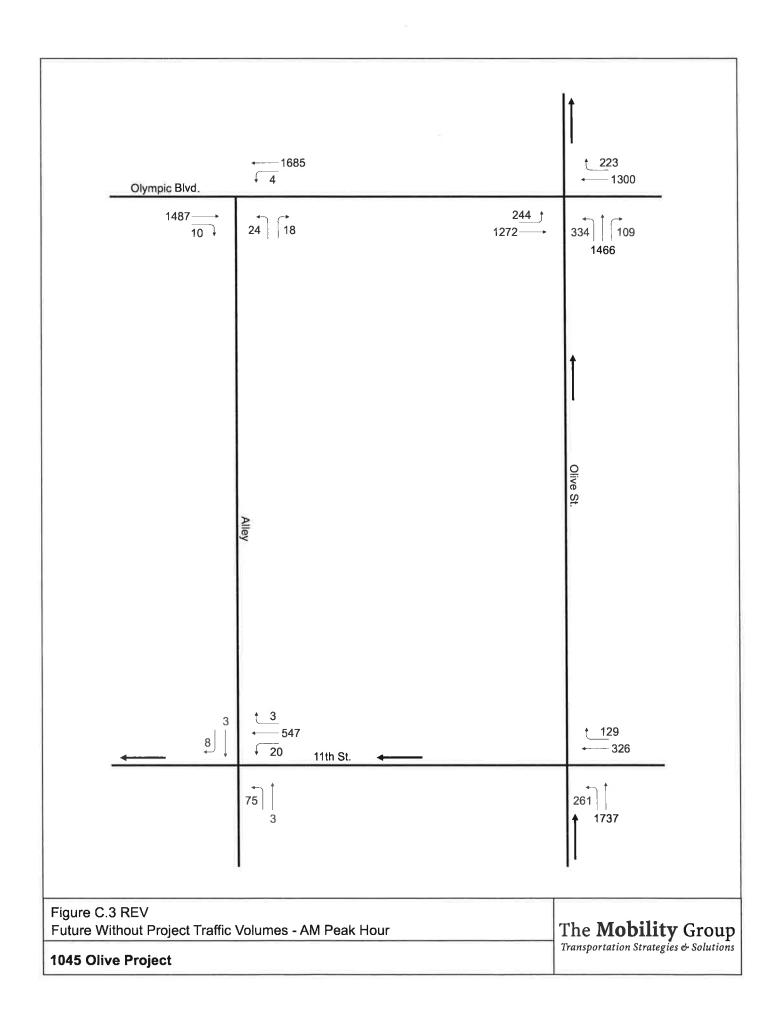
Appendix C REV
Driveway & Site Circulation

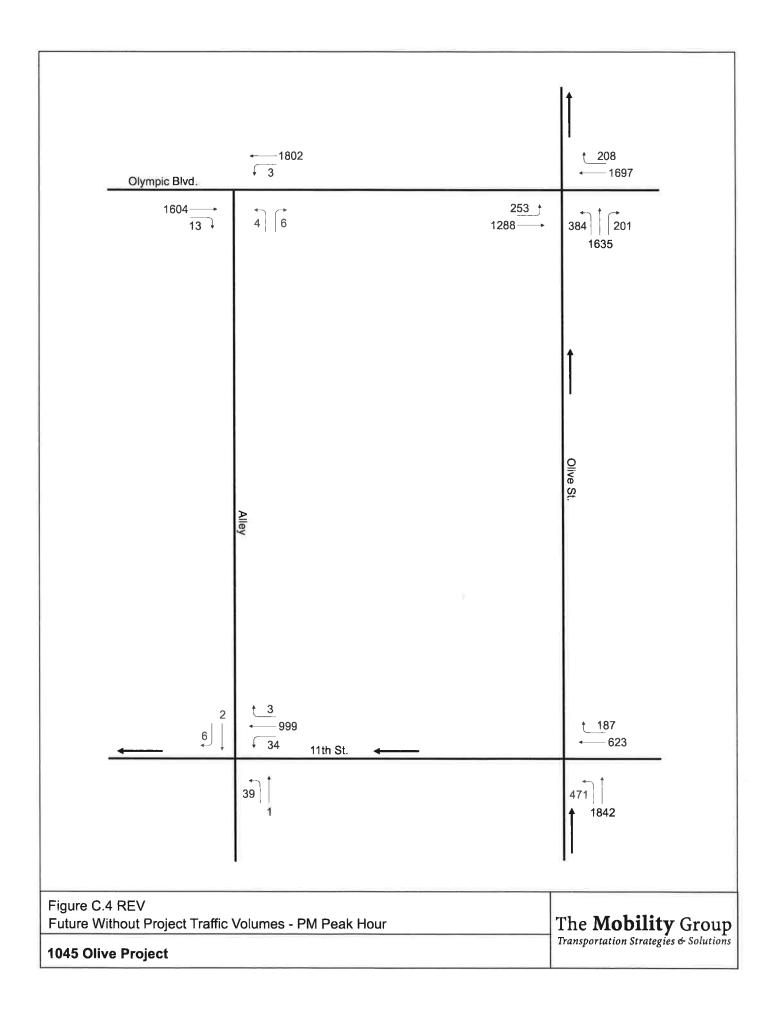
Appendix C REV Driveway and Site Circulation

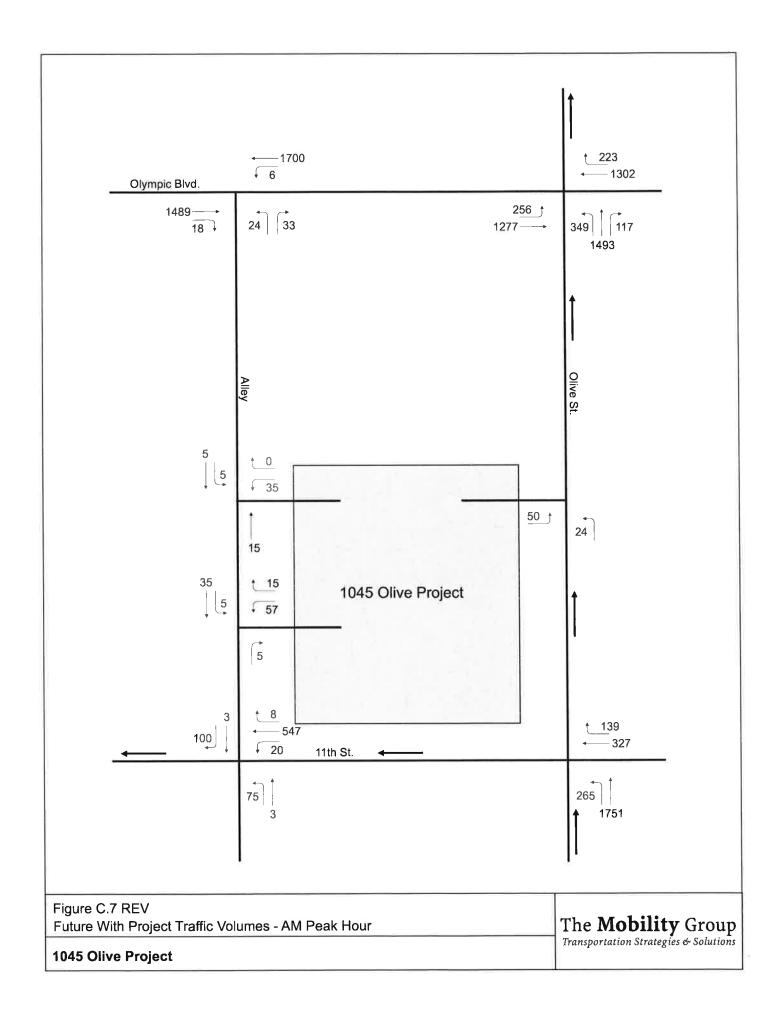
As a result of updated Future Without Project and Future With Project traffic volumes, relevant volume schematics and unsignalized intersection analysis at the two alley intersections were updated. The updated analysis are shown in Figures C.3 REV, C.4 REV, C.7 REV, C.8 REV, and Table C-1 REV. The updated analysis shows that the results with the two additional related projects in terms of Level of Service, and queue lengths at the alley intersections would not change from the results in the Traffic Study.











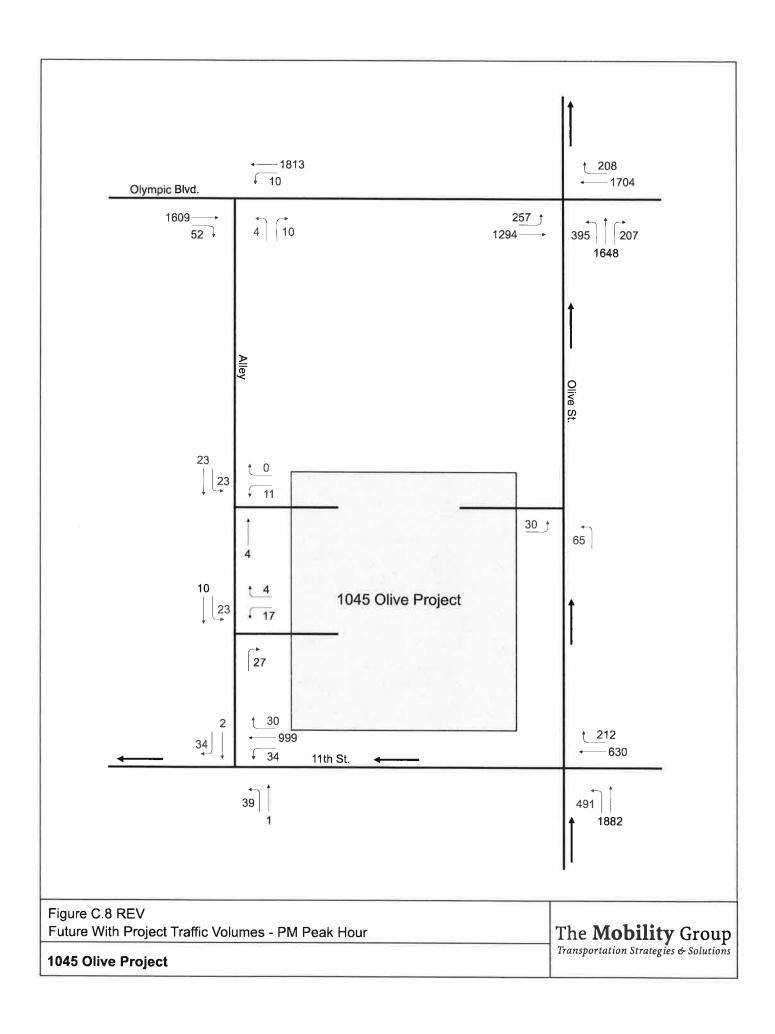


Table C-1 REV Queue Lengths for Alley Intersections (95th percentile queue) 1

	Alley and NB L	Olympic Γ / RT	-	nd 11th LT
	Level of Service	Queue Length (vehs)	Level of Service	Queue Length (vehs)
AM Peak Hour				
Existing Conditions	D	1	Α	1
Future Without Project Conditions	F	5	В	1
Future With Project Conditions	F	6	В	1
PM Peak Hour				
Existing Conditions	С	1	В	1
Future Without Project Conditions	F	1	C	1
Future With Project Conditions	F	2	С	1

¹ . Essentially the maximum queue length - The vehicle queue length that would be exceeded only 5% of the time.

Appendix D REV Freeway Analysis

Freeway Analysis

As a result of updated Future without Project and Future With Project volumes, Freeway Mainline, Off-ramp, and On-ramp analysis under these scenarios were updated. The updated analysis are shown in Tables D-4 REV, D-5 REV, D-8 REV, D-9 REV, D-12 REV, and D-13 REV. The updated results and conclusions are no different than those in the Traffic Study.

Freeway Segment Density/Level of Service Analysis - Weekday AM Peak Hour Table D-4 REV

Notes:

a. Traffic volumes for Existing Conditions calculated using 2016 Caltrans AADT data combined with peak hour and directional factors. Growth factor of 1% per annum applied for 2017 volumes. We assumed that Caltrans AADT data includes the C-D roads. b. Methodoloy from Highway Capacity Manual 2010, Transportation Research Board. c. Density measured in vehicles per mile per lane (v/m/l) for freeways with a free flow speed of 55 mph.

Freeway Segment Density/Level of Service Analysis - Weekday PM Peak Hour Table D-5 REV

% Increase	due to Project	0.1%	0.1%	%0 0	%0.0	%1"0	%0.0	%0.0	0.2%	%10	%0.0
ıse	Density	0.030	060'0	0000	0 000	0.019	600.0	0,020	0,049	0,039	0,019
ions	SOT	Ĺ	Ĺ.	П	F	Е	E	ĹĽ	D	ГT	IT.
ect Condii 2023)	Density (D)	47.72	80.54	38.77	47.40	40.73	43.40	54.03	34.22	57.86	50.94
Future With Project Conditions (Year 2023)	Hourly Volume	9,628	12,187	6,777	11,955	10,273	10,945	12,263	7,767	14,593	12,848
Futur	Project Trips	9	14	0	0	9	3	5	11	11	5
roject 2023)	SOT	H	F	Э	F	Э	П	ш	D	Щ	ſĽ
Future Without Project Conditions (Year 2023)	Density (D)	47.69	80,45	38,77	47.40	40.71	43 39	54.01	34.17	57.82	50,92
Future Conditi	Hourly Volume	9,622	12,173	9,777	11,955	10,267	10,942	12,258	7,756	14,582	12,843
ons	TOS	Э	ĬŽ,	D	E	Q	ы	ш	D	Ľ,	Щ
Existing Conditions (Year 2017)	Density (D)	35.30	62,35	29,55	39,16	31,58	35,68	45.93	26.68	47.49	42.03
Existi ()	Hourly Volume	7,121	9,434	7,453	9,876	7,965	8,999	10,425	950'9	11,978	10,601
į	Capacity	8,000	9,000	12,000	10,000	10,000	10,000	00006	00006	10,000	10,000
No of	Lanes	4G	3G	4G + 2C - D	SG	5G	5G	4G + 1A	4G + 1A	4G + 2A	4G + 2A
Inbound/ Outbound		Outbound	punoqui	Outbound	punoquI	DunoquI	Outbound	Outbound	punoquI	Inbound	Outbound
	ğ	NB	SB	NB	SB	NB	SB	EB	WB	EB	WB
	LOCALION	1110 80000	101-20 to min of other	10 C 2th of Oth Canad	ו-ווח ססמונו סו אווו סוובבו	10 Month of Demonition Design	1-110 ivolui oi Exposition Douievalu	O Enct of I as Amended Otenat	I-10 East of Los Augeles Sueet	O Wast of Wassesset Assessed	1-10 West of Veillout Avelide
2	'ou	-	-	-		-				7	

a. Traffic volumes for Existing Conditions calculated using 2016 Caltrans AADT data combined with peak hour and directional factors. Growth factor of 1% per annum applied for 2017 volumes, We assumed that Caltrans AADT data includes the C-D roads, b. Methodoloy from Highway Capacity Manual 2010, Transportation Research Board. c. Density measured in vehicles per mile per lane (v/mJ) for freeways with a free flow speed of 55 mph.

Future With Project - Freeway Off-Ramp Analysis - Weekday AM Peak Hour Table D-8 REV

Off - Ramp # and Location	Movement	# of Lanes	Storage Length (feet)		Existing Conditions (Year 2017)	onditions ¹ 2017)		Future	Future Without Project Conditions (Year 2023)	iject Conditi 023)	suo		Future With	Future With Project Conditions (Year 2023)	nditions	
				Ramp Volume ⁵	Ramp LOS	95% Queue Length (feet)	Exceed Storage Length	Ramp Volume	Ramp LOS	95% Queue Length (feet)	Exceed Storage Length	Project Added Volume	Ramp Volume	Ramp LOS	95% Queue Length (feet)	Exceed Storage Length
1 SR-110 SB Off-ramp at James M Wood Blvd	EB TH/LT	2	1,235	1,592	K	278	N _o	2,117	æ	563	°Z	4	2,121	Д	570	o N
2 SR-110 NB Off-ramp at L.A. Live Way ²	NB TH/LT	ы	686	2,078	A	120	o Z	2,592	4	183	No.	2	2,594	<	183	°Z
3 I-10 EB Off-ramp at Grand Ave ³	EB TH/RT EB RT	6 - 7	1,891	1,397	Omc	350	222	1,981 226	0 8 0	596 83 679	0 0 Z	E 0 E	1,984 226	0 8 0	611 86	2 2 2
4 1-10 WB Off-ramp at Los Angeles St	WB LT/TH/RT	t 2	1,376	1,126) д	273	N O	1,617	0	519	e o	· "	1,620	υ	521	No.

Notes [1] [2] [3] [4]

Intersection of James M Wood Blvd & Georgia St (1 lane off-ramp)
Intersection at Bond St (1 lane off-ramp)
Intersection at Grand Ave (2 lane off-ramp)
Intersection at Los Angeles St (1 lane off-ramp)
Traffic Counts from Nov 2017, except #1 from April 2016 (factored up by 1% to 2017).

Future With Project - Freeway Off-Ramp Analysis - Weekday PM Peak Hour Table D-9 REV

Future With Project Conditions (Year 2023)	Ramp 95% Exceed LOS Queue Storage Length Length (feet)	B 564 No	A 159 No	F 741 No		F 900 No	D 784 No
Future With Pr (Yea	Ramp R. Volume L	2,114	2,468	2,173	318	2,491	1,871
	Project Added Volume	14	9	11	0	11	11
litions	Exceed Storage Length	N _O	o Z	°Z	No.	°Z	N _o
hout Project Cond (Year 2023)	95% Queue Length (feet)	553	158	736	159	895	776
Future Without Project Conditions (Year 2023)	Ramp LOS	а	A	ĽL	S	Гť	٥
Futur	Ramp Volume	2,100	2,462	2,162	318	2,480	1,860
	Exceed Storage Length	o Z	Š	o _Z	%	°Z	o _N
onditions ¹ 2017)	95% Queue Length (feet)	146	68	301	47	348	295
Existing Conditions (Year 2017)	Ramp LOS	∢	∢	C	C	C	С
	Ramp Volume ⁵	1,147	1,730	1,150	157	1,307	1,000
Storage Length (feet)		1,235	686	1,891	884	2,775	1,376
# of Lanes		2	m	m	-	4	2
Movement		EB TH/LT	NB TH/LT	EB TH/RT	EB RT	RAMP TOTAL	WB LT/TH/RT
Off - Ramp # and Location		1 SR-110 SB Off-ramp at James M Wood Blvd	2 SR-110 NB Off-ramp at L.A. Live Way ²	3 J-10 EB Off-ramp at Grand Ave ³			4 1-10 WB Off-ramp at Los Angeles St ⁴

<u>= 2 E 4 2</u>

Intersection of James M Wood Blvd & Georgia St (1 lane off-ramp)
Intersection at Bond St (1 lane off-ramp)
Intersection at Grand Ave (2 lane off-ramp)
Intersection at Los Angeles St (1 lane off-ramp)
Traffic Counts from Nov 2017, except #1 from April 2016 (factored up by 1% to 2017).

Future With Project - Freeway On-Ramp Analysis - AM Peak Hour

Table D-12 REV

	On - Ramp	# of Lanes	Ramp Capacity	Meter	Existing (20)	Existing Conditions (2017)	Future With Condition	Future Without Project Conditions (2023)	Project Added Volume	% Increase due to Project	Future With Project Conditions (2023)	th Project is (2023)
				7/2	Ramp Volume	Exceed Capacity	Ramp Volume	Exceed Capacity			Ramp Volume	Exceed Capacity
-	SR-110 NB On-Ramp at 8th Street	П	006	No Meter	447	No	1,002	Yes	2	0.2%	1,004	Yes
2	SR-110 NB On-Ramp at 11th Street	-	006	Metered	1,213	Yes	1,502	Yes	14	%6:0	1,516	Yes
m	SR-110 SB On-Ramp at Blaine Street	2	1,800	Metered	953	o _N	1,504	o _N	9	0.4%	1,510	No
4	I-10 WB On-Ramp at Grand Avenue	2	1,800	Metered	1,017	o _N	1,856	Yes	13	0.7%	1,869	Yes
ν.	I-10 EB On-Ramp at Los Angeles Street	2	1,800	Metered	787	No	1,308	oN.	13	1.0%	1,321	No

Note: Count data from 2017, except #1 and #5 from Caltrans Annual Average Daily Traffic Volume Report 2014/2015, factored up by 1% to 2017.

Future With Project - Freeway On-Ramp Analysis - PM Peak Hour

Table D-13 REV

On - Ramp	# of Lanes	Ramp Capacity	Meter	Existing (Existing Conditions (2017)	Future With Condition	Future Without Project Conditions (2023)	Project Added Volume	% Increase due to Project		Future With Project Conditions (2023)
				Ramp Volume	Exceed Capacity	Ramp Volume	Exceed Capacity			Ramp Volume	Exceed Capacity
SR-110 NB On-Ramp at 8th Street		006	No Meter	391	No	1,029	Yes	2	0.2%	1,031	Yes
SR-110 NB On-Ramp at 11th Street		006	Metered	734	oN O	1,006	Yes	4	0.4%	1,010	Yes
SR-110 SB On-Ramp at Blaine Street	2	1,800	Metered	1,430	No	2,055	Yes	2	0.1%	2,057	Yes
I-10 WB On-Ramp at Grand Avenue	7	1,800	Metered	1,737	°N	2,615	Yes	5	0.2%	2,620	Yes
I-10 EB On-Ramp at Los Angeles Street	2	1,800	Metered	828	°Z	1,402	N _o	5	0.4%	1,407	No

Note: Count data from 2017, except #1 and #5 from Caltrans Annual Average Daily Traffic Volume Report 2014/2015, factored up by 1% to 2017,

Appendix F REV Intersection LOS CMA Sheets

# 5/1	North-South Street:	La Live Way	Way			Vear	Vear of Count.	2017	Ambi	Ambient Growth: (%):	th: (%):	,	Conducted by:	ted by:	Amir A	. A	Date:	2	5/31/2019	
,	Fact-West Street	Pico Boulevard	ulevard			Project	ection Year:	2023		Peal	Peak Hour:	AM	Review	Reviewed by:			Project-	40	1045 Olive	
	CZ.	No of Dhacac			c			ď				6				t				ď
ОВ	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				00							000	!		1	000	!	¢	;	000
Right	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 0	SB-	0 6	NB-	O SB-		NB-	0 0	SB	၀ ၈	KB-	0 0	WB-	၁ ო	NB-	o 0	- 88- WB-	၁ က
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity	r ATSAC+ATCS-2? Override Capacity		1	0 0 0	EG		0 0 0	l			000				00				00
			EXISTI	EXISTING CONDITION	NOL	EXISTIN	STING PLUS PROJECT	OJECT	FUTURE	CONDITIC	FUTURE CONDITION W/O PROJECT	JECT	FUTUR	FUTURE CONDITION W/ PROJECT	ON W/ PRO	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIG	SATION
	MOVEMENT	7.	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
aı	Left		889	7 0	489	0	889	489	19	963	01 0	530	0	963	0 0	530		963	2	530
NUO	Through Through		1115	o 0	558	0	1115	929	111	1295	0 01	648	0	1295	D 01	648		1295	0 0	648
ВНТ <i>5</i>	Through-Right		204	0 -	204	8	206	206	256	473	0 -	473	2	475	0 -	475		475	0 -	475
ION	← Left-Through-Right ← Left-Right	Right		00							0 0				0 0				0 0	-
a	ا دو		26	0.0	32	0	69	32	80	143	0.0	62	0	143	0.0	62		143	01 0	62
νпо	← Left-Through		0	00	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
ант	Through-Right		ĸ	0 0	c	c	ĸ	C	0	un.	0 0	0	0	Ŋ	0 0	0		ស	0 0	0
.nos	Left-Through-Right	Right	0	100	·	•	>		•):	000)	•	00				00	
130	← Leπ-κignt ← Lem-κignt ← Le	STATE STATE	HIS BREET	5	San San	Menchi	SAMOORINA	SSTREET,	SPECIAL SECTION	Children III	SESSION N	Section 1	NAME OF TAXABLE PARTY.	September 1		SSSS FILE				1975AL
a	Left		291	← c	291	0	291	291	ო	312	- c	312	0	312	← c	312		312	- c	312
NUO			804	5 M (268	7	908	569	288	1141	o ო ი	380	2	1143	o ო (381		1143		381
BT2.	↓ Through-Right → Right		0	00	0	0	0	0	0	0	00	0	0	0	000	0		0	000	0
¥∃	↓ Left-Through-Right ↓ Left-Right	Right		00							00				00				00	
	ر د الوائد		o	0	0	0	0	0	0		0	0	0		0	0		0	0	0
ann	T Left-Through		9 9	00	180	ď	365	183	423	804	0 0	402	9	810	0 0	405		810	0 0	405
овт	167		9 6	10 +	3 4) (2 6	700	2 6		0 +	1 000	, ,		0 +	330		4,18	0 -	930
MES	Kignt Left-Through-Right Y Left-Right	Right	<u> </u>	- 0 0	60	D .	<u> </u>	00	808	2	- 0 0		•	2	- 0 0			2	. 0 0	
	CRITICAL VOLUMES	/OLUMES	Non E	North-South: East-West:	590 471	Non	North-South: East-West:	590 474		Nortl Eas	North-South: East-West:	727 714		North Eas	North-South: East-West:	727 717		North Eas	North-South: East-West:	727
	CITAG (2000 VII) AGA 2/2MILION	OLT AG		SOM.	1001		SOM.	100				770			1	4 040				1 013
NC I	VC LESS ATSAC/ATCS ADJUSTMENT:	STMENT:			0.745			0.647				0.911				0.913				0.913
	LEVEL OF SERVICE (LOS):	CE (LOS):			œ			m				ш				Ш				Ш
															PRO IFCT	TO:	IMPACT			

0.002	N/A
∆v/c after mitigation:	Fully mitigated?
0.002	9
Change in v/c due to project:	Significant impacted?

1045 Olive CMA AM Peak 5-31-19

East-West Street: Olympic Bloulevard Colombic Street: Olympic Bloulevard Colombic Street: Colomb	/S#:	North-South Street:	Figueroa Street			Yearo	Year of Count:	2017	Ambio	Ambient Growth: (%):	h: (%):	-	Conducted by:	ed by:	Amir	4	Date:	19	5/31/2019	
No. of Line Column Line Lin	2		Olympic Blouley	ard		Projecti	on Year:	2023		Peak	: Hour:	AM	Review	ed by:			Project:	10	45 Olive	
Mail	Oppose	No. of Phed of Phed Offing: N/S-1, E/W-2 or Bot	ases h-3?		0 3		1	၈ဝ				၈၀				e 0				e 0
MOVEMBENT MOVEMBENT Movemben Graphen Graphen Movemben Graphen Movemben Graphen Movemben Graphen Graphen Movemben Graphen Movemben Graphen Graphen Movemben Graphen Movemben Graphen Graphen Movemben Graphen Graphen Graphen Graphen Movemben Graphen Grap	Right Tu	ırns: FREE-1, NRTOR-2 or Ol	NB- EB-		00	NB- EB-			NB- EB-	ဝက	SB- WB-	00	NB- EB-	O 10	SB- WB-	00	NB- EB-	ဝက	SB- WB-	00
Management Man		ATSAC-1 or ATSAC+ATC Override Cap	S-2? acity		0 0			0				0 2				0 0				0 0
MOVEMBENT MOVE				STING CONDI	NOIT	EXISTIN	G PLUS PRC	JECT	FUTURE	CONDITION	N W/O PRO	JECT	FUTUR	CONDITIO	IN W/ PRO	IECT	FUTURE	N/ PROJEC	T W/ MITIC	SATION
Left Right 150 1 153 1 153 0 153 150 153 1 153 1 153 1 153 1 153 1 153 1 153 1 154 159 2 150 1 154 1 154 1 154 1 154 1 154 1 154 1 154 1 155 1 154 1 155 1 154 1 154 1 154 1 155 1 154 1 155 1 154 1 154 1 154 1 155 1 154 1 155 1 154 1 155 1 154 1 154 1 154 1 155 1 154 1 155 1 154 1 154 1 154 1 154 1 154 1 155 1 154 1 1 154 1 1 1 1 1 1 1 1 1		MOVEMENT	Volume		Lane	# o	_	Lane /olume	_	-	-		-	_	-	-	-			Lane Volume
Through Right 1206 3 402 7 1212 404 514 1733 2 889 7 1800 2 900 1800 2 180	αN	ے Left الے Left-Through	153		153	0	153	153	208	370	r 0	370	0	370	- 0	370		370	1 0	370
Figure F	noa	Through	1205		402	7	1212	404	514	1793	NC	897	7	1800	N C	006		1800	00	006
The Left-Right Left-Right	нтя	Right			9/	0	104	9/	64	159	o 0	124	0	159	- c	124		159	o ← c	124
Through Right	ON	← Left-Through-Right ← Left-Right	_	00		Amminosimus			Every feet and	TO STATE OF THE PARTY OF THE PA	0 0	SPRINGER	Maccollin	0.000	0 0				0 0	-
Through Right Through Righ	aı	ا د الع	0		0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	0 0	0
Through-Right	NNO	← Left-Through	0		0	0	0	0	0	0	00	0	0	0	0 0	0		0	00	0
+ Left-Through-Right 227 12 227 12 227 134 375 14 375 15 15 15 15 15 15 15	внт	Through-Right	C		0	o	0	0	0	0	00	0	0	0	0 0	0		0	0 0	0
Left-Through Right 227 1			•			•		ŧ,)		0 0				00				00	
Left Hundy-Right 227	No. of Concession, Name of Street, or other Persons, Name of Street, or ot	18	Section Section	SHIP STORES	STATES OF	CANDING SALV	100 Sept.	SET SE		157 July 1	CHENT WITH	Street,	TO SERVICE	State State	STATE SHOW	STREET, S	200 Sept	10000	Sec. 1	Marie Lin
Through-Right 112 1 0 0 112 0 96 215 1 0 0 0 215 1 0 0 0 0 0 0 0 0 0	а		722	- 0	227	0	227	722	134	375	← C	375	0	375	- c	375		375	- 0	375
Through-Right 112 1	NNO		930		310	5	935	312	571	1558	. m c	519	ιΩ	1563	. m c	521		1563	, m c	521
1 Left-Through-Right	BT2/		112		0	0	112	0	96	215	o – 0	0	0	215	o ← 0	0		215	o ← 0	0
f Left Left Left Left Left Left Left Tool 1 70 0 70 1 70 70 1 70 70 1 70 70 1 70 70 1 70	/3			00							0 0				00				00	
F. Left-Through T97 Secondary Through			26		999	0	56	26	7	02	- 4	70	0	70	- 0	0,2		20	← 0	20
Tringle Trin	NNO		797		266	19	816	272	735	1581) m c	527	19	1600	o m c	533		1600	o n c	533
North-South: 402 North-South: 402 North-South: 900 North-South: 900 North-South: East-West: 555 East-West: 556 East-West: 904 East-West: 908 East-West: SUM: 957 SUM: 1801 East-West: 908 East-West: 0.672 0.674 1.264 1.269 1.169 A A F F F	WESTE		328		328	-	329	329	181	529	o - 0 0	529	~	530	0 - 0 0	530		530	, - 0 0	530
0.672 0.674 1.264 1.269 1.169 1.169 4 1.169 1.169 1.169 1.169		CRITICAL VOLU		forth-South: East-West: SUM:	402 555 957	Norti	n-South: st-West: SUM:	404 556 960		North Eas		897 904 1801		North Eas		900 908 1808		North- Easi	South: t-West: SUM:	900 908 1808
0.572 0.574 1.164 1.169 A F	>	OLUME/CAPACITY (V/C) RA	110:		0,672			0.674			-	264			_	269				1,269
A F F	WC LE	SS ATSAC/ATCS ADJUSTME	ENT:		0.572			0.574			-	.164				.169				1.169
		LEVEL OF SERVICE (L	:(so		V			A				L				L				щ

Change in v/c due to project:	0.005	Δν/c after mitigation:	0.005
Significant impacted?	<u>Q</u>	Fully mitigated?	N/A

1045 Olive CMA AM Peak 5-31-19

#S/I	North-South Street:	Figuero	Figueroa Street			Year	ear of Count:	2017	Ambi	Ambient Growth: (%):	th: (%):	+	Conduc	Conducted by:	Amir A	rA	Date:	19	5/31/2019	
က	East-West Street:	Chick H	Chick Hearn Court			Projecti	ection Year:	2023		Pea	Peak Hour:	AM	Review	Reviewed by:			Project:	10	1045 Olive	
Орро	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	No. of Phases N-2 or Both-3?			4 0							4 0				4 0	2 1			4 0
Right.	Right Turns: FREE-1, NRTOR-2 or OLA-3?	or OLA-3?	NB 0 EB 3	SB- WB-	O m	NB	3 WB-	ဝက၊	NB-	ဝ ၈	SB- WB-	ဝက	NB- EB-	ဝ က	SB- WB-	ဝက	KB-	၀ က	SB- WB-	၁၈ (
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity	r ATSAC+ATCS-2? Override Capacity			0 0			0 0				0 0				0 0				0 0
			EXISTIF	EXISTING CONDITION	TION	EXISTIN	EXISTING PLUS PROJECT	JJECT	FUTURE	CONDITIC	FUTURE CONDITION W/O PROJECT	JJECT	FUTUR	E CONDITI	FUTURE CONDITION W/ PROJECT	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIG	ATION
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane	Added	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
aı	Left		16	← 0	16	0	16	16	24	41	⊢ 0	41	0	41	← C	41		41	← c	41
NNO	← Left-Inrough Through		1299	၁ ၈	433	0	1299	433	647	2026	0 0	1013	0	2026	0 0	1013		2026	0 01	1013
ант	Through-Right		7	0 +	c	c	7	c	C	12	0 +	c	c	12	0 +	c		7	0 -	C
ЯОИ	Left-Through-Right	Right		- 0 0	0	o ·		,	o	1	- 0 0)		1	. 0 0			!	. 0 0	
2000	No.	CONTRACTOR OF THE CO.	10 to 10 to	Service of the last of the las	Short Hall	DESCRIPTION OF	I ROOM I	STANSES.	CHUNCHINGS IN	STATE OF THE PARTY	The state of the s	SECTION.	NAME OF TAXABLE	Section 1	HUKARENS	STATE OF THE PERSON		STATE OF STREET	STATE OF	No. of Lot
aı	. دولا د رو		0	- 0	0	0	0	0	0	0	← 0	0	0	0	← c	0		0	← 0	0
NUO	← Left-Through		100	o -	57	0	100	22	106	212	o ←	212	0	212	o ←	212		212	o ~-	212
BHI			7	- 0	7	c	7	7	c	, T	0 +	7	c	ر	0 +	<u>,</u>		τ,	0 ~	-
เกด	Left-Through-Right	Right	<u>†</u>	00	<u> </u>	0	<u> </u>	<u>†</u>	0	2	- 0		0	2	0			2	0	
s				0	-	Service days	0.0000000000000000000000000000000000000	patermoneso	SHOOT SHOUT SHOT SHOUT SHOT SHOUT SHOUT SHOUT SHOUT SHOUT SHOUT SHOUT SHOUT SHOUT SHOUT SH	A CONTRACTOR	0	- Constant		CONTRACTOR OF THE PERSONS	0	Section 2			0	percent
	رات الوالد ب		16	2	o	0	16	o	0	17	2	o	0	17	2 0	6		17	0.0	o
אחנ	← Left-Through → Through		ო	0 ←	ო	0	က	ო	0	ო	o –	ო	0	ო	> -	က		က	o —	ю
)BT8	Through-Right Right		7	0 +	0	0	7	0	39	51	0 -	10	0	5	0 -	5		51	0 -	9
8 A 3	Left-Through-Right	Right	:	00							0 0	H			00				00	
		PER PROPERTY.		100000						44	STATE OF THE PARTY	Same A		44	100000	SHEET STATES	52128	44	-	1
ND	t Left T Left-Through		66	- 0	6 6 7	0	e E	es S	o	4	- 0	4	0	4	- 0	1		-	- 0	,
noe			46	← 0	46	20	99	99	210	259	← C	259	20	279	← C	279		279	- 0	279
ETS:	Right Right		100) -	100	7	107	107	124	230) (230	7	237	ı – (237		237	~ (237
ıw.	t Left-Through-Right 个 Left-Right	Right		00							0 0				0 0				-	
	CRITICAL VOLUMES	OLUMES	Nort. Ea	North-South: East-West:	433	Nort	Vorth-South: East-West:	433		Norti Ea	North-South: East-West:	1013 268		Nort Ea	North-South: East-West:	1013 288		North- Eas	North-South: East-West:	1013 288
				SUM:	542		SUM:	549			SUM:	1281			SUM:	1301			SUM:	1301
	VOLUME/CAPACITY (V/C) RATIO:	C) RATIO:			0,394			0,399			_	0.932				0.946				0 946
] 	V/C LESS ATSAC/ATCS ADJUSTMENT:	STMENT:			0.294			0.299				0.832				0.846 C				25.00 04.00
	LEVEL OF SERVIN	CE (EOG).			4			(2			PRO.IF	PROJECT IMPACT	ACT			

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

East-West Street: Pico Boulovard Projection Year: 2023 Peak Hour: AM	#S/I	North-South Street:	Figueroa Street	a Street			Yearo	Year of Count:	2017	Ambie	Ambient Growth: (%):	th: (%):	-	Conducted by:	ted by:	Amir A	r A	Date:	2	5/31/2019	
No. of Line Control	4		Pico Bo	ulevard			Projecti	on Year:	2023		Peak	k Hour:	AM	Reviev	ved by:			Project:	10	45 Olive	
Mail	obado	No. c Sed Ø'ing: N/S-1, E/W-2 o	of Phases or Both-3?			0 2			0 0				0 0				0 0				0 2
Manuel Manuel	Right	Turns: FREE-1, NRTOR-2			SB WB	00	NB- EB-			NB EB	00	SB- WB-	00	NB- EB-	00	SB- WB-	00	RB-	00	SB- WB-	00
NOTINEEN NOTINEEN		ATSAC-1 or ATSAC+ Override	+ATCS-2?			0			0 0				0 0				0 0				0 0
MOVEMBNIT MOVE				EXISTIN	IG CONDI	NOIL	EXISTIN	G PLUS PRO	JECT	FUTURE	CONDITIO	IN W/O PRO	VECT	FUTUR	E CONDITIK	ON W/ PRC	JECT	FUTURE	W/ PROJEC	T W/ MITIG	ATION
Left-fringh 1121 2		MOVEMENT	•	Volume	No. of Lanes	Lane	_	-	Lane		Total Volume	-	_	_	Total Volume	-	Lane Volume			-	Lane /olume
First Hough Right	a	T Left		204	- 1	204	0	204	204	166	383	← (383	0	383	- 0	383		383	← 0	383
Through-Right	NNO	Through		1121	5 0	561	_	1122	561	484	1674	D (1	837	_	1675	D 0	838		1675	o 0	838
Heart-Through-Right	ВН	Through-Right		1	0 1	70,	c	4		0	0	0 7	107	c	0	0 7	107		081	0 +	127
Left-Right Lef	raon	← Right ← Left-Through-R	Right	0	- 0	5	o	2	5	0	001	- 0	/2	0	20	- 0 (77		3	- 0 (, v
Left Finesph Right 11 1 1 1 1 1 1 1 2 14 14	1	100	Charles and the Control	San San San San San San San San San San	0	CONTRACTOR OF THE PERSON	The second	The Control	SANSONS	1000	Control of the last	0	The same of			0	THE PERSON NAMED IN	Section 2	NA LINE AND ADDRESS OF	0	COMPANY
Through Right Fig. 2 Fig. 3 Fig	d	Left:		1	-	11	0	11	1	2	4	-	14	0	4	-	14		14	-	4-
Through High	חאו	た Left-Through			0 (•			ì	0	0 0	,	(0	0 (2,7		C	0 0	7
1	ЮВ	↑ Through		165	N 0	83	0	165	833	51	226	N 0	113	0	977	۷0	213		977	V 0	2
+ Left-Through-Right 158	HTL			99	—	0	0	99	0	11	70	-	0	0	70	_	0		70	-	0
Left-Through 158 1	os		Right		00				1			0 0				00				00	
1	South	IX.	STORY THE REAL PROPERTY.		Transfer of	STATE OF	THE PARTY	THE NEW	No. of Street, or other Persons	STATE OF		Sept State	12.00 ST	STATE OF	Second A	THE SECTION AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON ADDRESS OF THE PERSON ADDRESS OF THE PERSON ADDRESS OF THE PERSON ADDRESS OF THE PERSON ADDRESS OF THE PERSON ADDRESS OF THE PERSON ADDRESS OF THE PERSON ADDRESS OF THE PERSON ADDRESS OF THE PERSON ADDRESS OF THE PERSON AD	TESTON DE	1.15 W.D.	Control of	Townson or the last	Several
Through-Right 624 2 312 3 627 314 356 1018 2 509 3 1021 2 511 1021 2 5 5 5 5 5 5 5 5 5	a			158	← 0	158	0	158	158	87	255	- 0	255	0	255	← C	255		255	- 0	255
Through-Right 105 0 105 3 181 292 1 101 0 292 1 101 101 10	NNC			624	0 0	312	ო	627	314	356	1018	0 01	509	က	1021	0 00 0	511		1021	000	511
1 1 1 1 1 1 1 1 1 1	8T8			105	0 -	m	o	105	m	181	292	⊃ ←	101	0	292	o –	101		292	o -	101
f Left Left Left Left Line 107 1 107 1 107 1 107 1 107 1 107 1 107 1 107 1 107 1 107 1 107 1 107 1 107 1 2 3 2 4 5 2 3 3 3 4 3 2 4 3 4 5 7 3 4 3 4 3 4 3 4 3 4 4 4 4 4 4 4 4 4 <td>EA3</td> <td></td> <td>Right</td> <td>2</td> <td>00</td> <td></td> <td>•</td> <td></td> <td>-</td> <td></td> <td></td> <td>00</td> <td></td> <td></td> <td></td> <td>0 0</td> <td>l.</td> <td></td> <td></td> <td>00</td> <td></td>	EA3		Right	2	00		•		-			00				0 0	l.			00	
Through		8	10 S. S. S. S.						NEW SORRESPONDED IN	100	107	To long	407		407	-	107		107	-	107
Through Right 300 2 150 6 306 153 455 773 2 387 6 779 2 390 779 2 Through-Right 68 1 63 6 68 6 6 6 779 2 300 779 2 P. Left-Through-Right 0 68 1 68 1 68 1 289 <td>αn</td> <td></td> <td></td> <td>77</td> <td>- 0</td> <td>77</td> <td>0</td> <td>77</td> <td>7</td> <td>t o</td> <td>2</td> <td>- 0</td> <td>è</td> <td>0</td> <td>2</td> <td>- 0</td> <td>5</td> <td></td> <td><u> </u></td> <td>. 0</td> <td><u>.</u></td>	αn			77	- 0	77	0	77	7	t o	2	- 0	è	0	2	- 0	5		<u> </u>	. 0	<u>.</u>
Through-Right	NUO			300	0.0	150	9	306	153	455	773	0.0	387	9	622	C) C	390		6//	00	390
Thirtingh-Right Cart-Through-Right Cart-Worth-South: Cart-Right Cart-Right Cart-Right Cart-Right Cart-Right Cart-Right Cart-Right Cart-Right Cart-Right Cart-West: Cart-Right Cart-West: Cart-Right Cart-West: Cart-Right Cart-West: Cart-Right Cart-Righ	ats			89	o -	63	0	89	63	224	296	o –	289	0	296	o ←	289		296	o -	289
North-South: 572 North-South: 851 North-South: 852 North-South: East-West: 334 East-West: 336 East-West: 642 East-West: 645 East-West: SUM: 906 SUM: 1493 SUM: 1497 SUM: 0.604 0.605 0.605 0.995 0.998 0.898 A A A D D 0.895 0.898	WE		Right		00							00				00				00	
East-West: 334 East-West: 336 East-West: 642 East-West: 645 East-West: SUM: 906 SUM: 1493 SUM: 1497 SUM: 0.604 0.605 0.605 0.995 0.998 0.896 A A A D D D D				Norti	h-South:	572	Nort	h-South:	572		North	1-South:	851		North	h-South:	852		North	South:	852
0.604 0.605 0.995 0.998 0.898 0.898 0.898 0.898 0.898		CRITICAL V	OLUMES	Ea	st-West: SUM:	334 906	Ea	st-West: SUM:	336 908		Eas		642 1493		Ea	st-West: SUM:	645 1497		Eas	-	645 1497
0.504 0.505 0.895 0.898 0.898 D		VOLUME/CAPACITY (V/C	c) RATIO:			0.604			0,605			J	366				866 0				866 0
A	NC	LESS ATSAC/ATCS ADJU	STMENT:			0.504			0.505			J	.895				0.898				0.898
		LEVEL OF SERVIC	CE (LOS):			A		1	⋖				۵				0				۵

Av/c after mitigation: 0.003
Fully mitigated? N/A 1045 Olive CMA AM Peak 5-31-19 Change in v/c due to project: 0.003 ΔΝ
Significant impacted? NO

# 5/1	North-South Street:	Flower Street	Street			Year	ar of Count:	2017	Ambi	Ambient Growth: (%):	th: (%):	-	Conducted by:	ted by:	Amir A	A	Date:	5	5/31/2019	
į u	Fact.Weet Street	Olympic	Olympic Boulevard			Projecti	ection Year:	2023		Peal	Peak Hour:	AM	Review	Reviewed by:			Project:	7	1045 Olive	
,	No. ol	No. of Phases			2			2				2								2
SoddO	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0					C		0 0	ļ	C	į	0 0	Ş	c	Ş	0 0
Right T	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 0	SB-	0 0	NB 1	O SB-	0 0	NB-	0	-BS-	0 0	KB-	00	WB-	0 0	EB-	0 0	WB	00
	ATSAC-1 or ATSAC+ATCS-22	ATCS-2?			0 00 0	})		8	N C				00				0 0
	Override Capacity	Capacity	EXISTIN	NOITING CONDITION		FXISTIN	EXISTING PLUS PROJECT	OJECT	FUTURE	CONDITIO	FUTURE CONDITION W/O PROJECT	JECT	FUTUR	CONDITIC	FUTURE CONDITION W/ PROJECT	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIG	SATION
	MOVEMENT			No of	Lane	Project Traffic	Total	Lane	Added	Total	No. of	, e	Added	Total	No. of	9 P	Added	Total	No, of Lanes	Lane
1	\$ -		Volume	Lalies			allino	o C	0	٥	1	-	-1	0	1	-	0	°	0	0
αN	Left-Through		o	0	,	•	>	,	•	,	0				0				0	
no	Through		0	0	0	0	0	0	0	0	0 (0	0	0	0 0	0	0	0	0 0	0
внт	Through-Right		C	00	c	0	0	0	0	0	0 0	0	0	0	0 0	0	0	0	0 0	0
чов		ight)	0	>	•	•	ř.			0 0				0 0				00	1 52
ı	¬→ Left-Right	TO STATE OF THE PARTY OF THE PA	STREET, STREET	0	September 1	ON THE PARTY AND ADDRESS OF THE PARTY AND ADDR	THE SECTION AND	No. of London	Distriction of	10000		SHORE	Street, Sept.	STATE OF	0	SOUTH STATE		000000000000000000000000000000000000000	Ser Sept	CRECKS/
a	ادول رار		88	0	88	-	89	88	28	121	0 ,	121	-	122	0 +	122	0	122	0 7	122
INOC	Left-Through		334	~ თ	106	-	335	106	651	1006	- m	282	~	1007	- ო	282	0	1007	- ო	282
ЭВН	Through-Right		3	0						ļ	0 .	1	(į	0 7	į	c	ţ	0 1	710
ITU	Right	1	233	← 0	233	0	233	233	223	470	- c	470	0	470	- 0	470	o ,	4/0	- 0	0.74
os	◆ Left-Through-Right 人 Left-Right	ight		00							00	-			0 0		NOTION OF STREET	SALES SALES	0	- Contraction
La Best					THE PARTY	X S		NEW STREET		THE PERSON NAMED IN		BATTA BATTA					c	,	c	
a	Left		0	00	0	0	0	0	0	0	0 0	0	0	o	0 0	5	0	>	0 0	>
INNC	Through Through		928	0 0	464	2	933	467	450	1435	0 00 0	718	9	1440	00	720	0	1440	Ν C	720
ВТ	Through-Right		83	0 -	83	0	83	83	216	304	o –	304	0	304	o ←	304	0	304	o –	304
E V 3		light	3	0	}						0 0				0 0				0 0	V
Consulation of the last	✓ Left-Right	Section and the second		0	Contract of the last	200	Control Control	TOTAL STATE OF	200000000	200000000000000000000000000000000000000		SECTION.	Section 2	STORY S	0	The same	C1138211	STATE OF	THE SERVICE	THE REAL
-	ر reft		82	-	82	0	82	82	47	134	- 0	134	0	134	← c	134	0	134	c	134
אחכ	T Left-Through Through		946	0 0	473	21	296	484	703	1707	D 01	854	21	1728	0 00 0	864	0	1728	0 10 0	864
)8T			c	0 0	c	c	c	c	c	c	0 0	C	o	c	0 0	0	0	0	0	0
MES	Left-Through-Right	ight	D.	000	0	0	Þ		>	•	000		•	,	00				00	
	√ Leπ-κigπ		Nort	North-South:	233	Non	North-South:	233		Nort	North-South:	470		Nort	North-South:	470		Nort	North-South:	470
	CRITICAL VOLUMES	OLUMES	Ea	East-West: SUM:	546	Ē	East-West: SUM:	549 782		Ea	East-West: SUM:	854 1324		Ea	East-West: SUM:	1334		Ea	East-West: SUM:	1334
	VOLUME/CAPACITY (V/C) RATIO:) RATIO:			0.519			0.521				0.883				0.889				0.889
WC L	V/C LESS ATSAC/ATCS ADJUSTMENT:	STMENT:			0.419			0.421				0.783				0.789				0.789
	LEVEL OF SERVICE (LOS):)E (LOS):			4			A				ပ				ပ				U
															PROJE	PROJECT IMPACT	ACT			

0.006	N/A
∆v/c after mitigation:	Fully mitigated?
90000	ON.
Change in v/c due to project:	Significant impacted?

#S/I	North-South Street:	Flower Street	Street			Year	Year of Count:	2017	Ambi	Ambient Growth: (%):	th: (%):	-	Conducted by:	ted by:	Amir A	4	Date:	19	5/31/2019	
9	East-West Street:	11th Street	eet			Projecti	ection Year:	2023		Peal	Peak Hour:	AM	Reviev	Reviewed by:			Project:	10	1045 Olive	
	No.	No. of Phases			2			2				2				2				2
Орро	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	or Both-3?			0							0 (!	•	6	0 0		C	į	0 0
Right	Right Turns: FREE-1, NRTOR-2 or OLA-3?	2 or OLA-3?	NB FB	SB-	0 0	P 8	- RR-	0 0	KB1	0	NB-	0 0	EB I	0 0	NB-	00	- RB -	0	NB-	0 0
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity	r ATSAC+ATCS-2? Override Capacity		l !	0 0	Şi L					ě	00				0 0				0 0
			EXISTI	EXISTING CONDITION		EXISTIN	ISTING PLUS PROJECT	OJECT	FUTURE	CONDITIO	FUTURE CONDITION W/O PROJECT	VECT	FUTUR	CONDITIC	FUTURE CONDITION W/ PROJECT	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIG	ATION
	MOVEMENT		Volume	No. of Lanes	Lane	Project Traffic	Total Volume	Lane	Added	Total Volume	No. of Lanes	Lane	Added	Total Volume	No. of Lanes	Lane	Added Volume	Total Volume	No. of Lanes	Lane
a) Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NNC	Left-Through		c	0 0	C	C	C	O	o	o	0 0	0	0	0	0 0	0	0	0	0 0	0
)BI	Through-Right	¥	•	0	,)	1				0	Z			0				0	
ITA(Right	i	0	0 0	0	0	0	0	0	0	00	0	0	0	00	0	0	0	00	0
ON	← Left-Infougn-Right ← Left-Right	-Kignt		00							0 0				0 0				0 0	
	100				c	c					c	c	c	_	c	c		c	c	c
ИD	Left-Through		0	0 0	0	O	>	>	0	>	0 0	5	>	>	0 0	>	0	ò	0	,
no	Through		426	ო	142	<u></u>	427	142	744	1196	က	399	~	1197	က	399	0	1197	ი (399
8H.	Through-Right	+	ĵ	O 7	1	c	1	10	ų	7	0 +	710	c	97	0 +	7	c	7	0 +	7. 0.7.
דטכ	Kight Feff.Through-Right	-Right	/9	- 0	ò	>	۵	/0	8	00	- 0	900	0	000	- 0	000	0	2	- 0	3
os				00							0				0				0	The second second
San Paris				Sections	Strong	10000		SENSE.	10.2 Mps. 30.	South Carlot	THE STATE OF		Principal	SATISTICS OF	Mesaltes	Done of				
a	_		0	0 0	0	0	0	0	0	0	0 0	0	0	0	0 0	0	0	0	0 0	0
NNC	Through Through		0	00	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0
ЭВT		#	Ç	0 +	ç	c	6	6	c	2	0 +	2	c	5	0 +	4	c	7	0 -	41
SV:	Kignt Frough-Right	Right	<u>ي</u>	- 0	2	0	2	2	0	<u>t</u>	- 0	<u>†</u>	0	<u>+</u>	- 0	<u>t</u>	0	ţ	. 0	<u> </u>
3		,		0				-	The second second		0		Committee of the last	The second	0			0.000	0	and the same
	f Left	HISTORY IN	96	-	92	4	30	30	188	216	-	216	4	220	-	220	0	220	-	220
ND			1	0							0				0		,	į	0	
nos			104	← C	104	27	131	131	141	251	← C	251	27	278	- -	278	0	278	- 0	278
318	Fight Right	±	0	00	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0
ME	十 Left-Through-Right 十 Left-Right	-Right		00							00				00				00	
			Nort	North-South:	142	Non	North-South:	142		North	North-South:	399		North	North-South:	399		North	North-South:	399
	CRITICAL	CRITICAL VOLUMES	E	East-West: SUM:	104	Ē	East-West: SUM:	131		Ea	East-West: SUM:	251 650		Eas	East-West: SUM:	278 677		Eas	East-West: SUM:	278 677
	VOLUME/CAPACITY (V/C) RATIO:	C) RATIO:			0.164			0.182			J	0.433			U	0.451				0.451
MC I	V/C LESS ATSAC/ATCS ADJUSTMENT:	USTMENT:			0.082			0.091			J	0.333			0	0.351				0.351
	LEVEL OF SERVICE (LOS):	ICE (LOS):			A			4			-1	A				A				A
															PROJE	PROJECT IMPACT	ACT			

Av/c after mitigation: 0.018 Fully mitigated? N/A Change in v/c due to project: 0.018
Significant impacted? NO

Level of Service Worksheet

# S/I	North-South Street:	Hope Street	reet			Year	ar of Count:	2017	Ambi	Ambient Growth: (%):	th: (%):	-	Conducted by:	ted by:	Amir A	Y.	Date:	5/	5/31/2019	
7	East-West Street:	Olympic	Olympic Boulevard			Projecti	ection Year:	2023		Peal	Peak Hour:	AM	Review	Reviewed by:			Project:	10	1045 Olive	
O	No. of Phases Opposed Ø'ing: N/S-1 E/M-2 or Both-32	No. of Phases			77 0			2 0				2 0								0 0
Right	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 0	SB-	0	NB-	O SB-		NB-	0	SB-	0	NB-	0	SB-	0	NB-	0	SB-	0
	ATSAC-1 or ATSAC+ATCS-2?	ATCS-22	EB- 0	MB-	0 0	-69	O WB-	0 0	EB-	0	MB	0 0	-B	0	WB-	0 0	-B-	0	MB	0 %
	Override	Override Capacity						0				0				0				0
			EXISTI	EXISTING CONDITION	NOIT	EXISTIN	EXISTING PLUS PROJECT	OJECT	FUTURE	CONDITIO	FUTURE CONDITION W/O PROJECT	NECT	FUTUR	FUTURE CONDITION W/ PROJECT	ON W/ PRO	JECT	FUTURE \	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIG	ATION
	MOVEMENT		Volume	No. of Lanes	Lane	Project Traffic	Total Volume	Lane Volume	Added	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane	Added Volume \	_ e	No. of Lanes	Lane Volume
ar	Left		09	0 +	09	6	69	69	36	100	0 7	100	o	109	0 +	109		109	0 +	109
NNO	↑ Through		304	- 0	214	ო	307	220	30	353	- 0	262	ო	356	- 0	268		356	- 0 -	268
ЭНТ?	Through-Right Right		2	- 0	214	0	2	220	8	70	- 0	262	0	20	- 0	268		70	- 0	268
ION	← Left-Through-Right ← Left-Right	Right		00							00				00				00	
C	ال		37	0	37	0	37	37	59	89	0	89	0	68	0	89		89	0	89
חאנ				- 0	Ş	C	7	20	ď	6	← ¢	7.70	c	106	← C	170		954	 c	170
ВО	Through Through-Right		114	⊃ ←	131	o	114	<u> </u>	c C	136	-	6.	0	9	o –	D		96	o -	<u> </u>
HTU	Right		74	0	131	0	74	131	7	86	0 0	179	0	98	00	179		86	0 0	179
os	← Left-Through-Right	Right		00							00				00				00	4
	B		STATE OF THE PARTY	CO TANK	THE STATE OF		Total Par	WILLIAM STATE		Three R	A LEWIS	NAME OF THE OWNER, OWNER, OWNE	ST STATES	Software .	SWEETEN S	STREET, STREET	The state of the s	STATE STATE	STATE OF	STATE OF
a	Left		98	- c	98	0	98	98	=======================================	102	← C	102	0	102	- 0	102		102	- 0	102
NUO			847) 	463	ഗ	852	466	473	1372) ~ ~	734	ω	1377	· ~ ~	736		1377		736
8T2			62	- 0	62	0	62	62	1	95	- 0	95	0	95	- 0	95		92	- 0	95
¥Ξ	Left-Through-Right	Right		00				0			00				00				00	
		TOWN TAKE	24	-	2	c	24	21	-	22	-	22	o	33	-	22		22	-	22
ПND	T Left-Through		-	0	ī	•	-		•		0		!	;	0 .	1		,	0 1	9
108	Through Through Bight		891	, ,	510	12	903	516	726	16/2		910	12	1684		<u>ه</u>		1084		0 5
ITS:	Right		128	0	128	0	128	128	1	147	0	147	0	147	0	147		147	0 0	147
M	f Left-Through-Right	Right		00							0 0				0 0				0 0	
			Nort	North-South:	251	Nort	North-South:	257		North		330		North	North-South:	336		North-		336
	CRITICAL VOLUMES	OLUMES	Ea	East-West: SUM:	596 847	Ea	East-West: SUM:	602 859		Eas	East-West: SUM:	1012		Ęä	East-West: SUM:	1018		Eas	East-West: SUM:	1354
	VOLUME/CAPACITY (V/C) RATIO:	;) RATIO:			0.565			0.573			J	0.895				0.903				0.903
NC	V/C LESS ATSAC/ATCS ADJUSTMENT:	STMENT:			0.465			0.473			J	0.795			_	0.803				0.803
	LEVEL OF SERVICE (LOS))E (LOS):			A			4				ပ				0				
															PROJECT	ECT IMF	IMPACT			

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

8 East-West Street: 11th Street No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? EB																	
No. of Phases 3'ing: N/S-1, E/W-2 or Both-3? :: FREE-1, NRTOR-2 or OLA-3?	eet		Projecti	Projection Year:	2023		Pea	Peak Hour:	AM	Revie	Reviewed by:			Project:	10	1045 Olive	
s: FREE-1, NRTOR-2 or OLA-3?		0							0 0				0 2				0 0
ATSAC-1 or ATSAC+ATCS-2? Override Capacity	NB- 0 SB- EB- 0 WB-	0000	NB- EB-	O WB-	0000	NB EB	0 0	SB- WB	0000	NB- EB-	00	SB WB	0000	NB EB	0 0	SB- WB-	0000
	EXISTING CONDITION	NOLLIC	EXISTIN	EXISTING PLUS PROJECT	SUECT	FUTURE	E CONDITIC	FUTURE CONDITION W/O PROJECT	NECT	FUTUR	E CONDITI	FUTURE CONDITION W/ PROJECT	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIC	ATION
MOVEMENT	No. of Volume Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
Left Left-Through	25 0	25	0	25	25	32	29	0 +	29	0	59	0 -	69		59	0 +	28
Through	307 1	166	0	307	166	40	366	- 0	213	0	366	- 0	213		366	- 0	213
Right	0	0	0	0	0	0	0	000	0	0	0	000	0		0	000	0
← Lent-Inrough-Right ← Left-Right	0	100000000000000000000000000000000000000			COLUMN TO SERVICE SERV			0 0				0 0	-			0 0	- September
t Left	0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	0 0	0
Through	209 1	117	0	509	117	17	239	o - v	138	0	239	o – 4	138		239) - - (138
Through-Right	25 0	25	0	25	25	တ	36	- 0	36	0	36	- 0	36		36	- 0	36
◆ Left-Through-Right 人 Left-Right	00							00				00				0 0	
一年 の 日本 日本 日本 日本 日本 日本 日本 日本 日本 日本 日本 日本 日本					SCHOOL STATES			15 83 F						Marie Co.	Name of	AUC. N. S. S. S. S. S. S. S. S. S. S. S. S. S.	
→ Left → Left-Through	0	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
	0	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
Through-Right Right	00	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
← Left-Through-Right ← Left-Right	00	H						00				00				00	
	55 0	55	0	55	55	-	69	0	29	0	29	0	29		59	0	26
		163	94	139	194	308	423	- 0	482	31	454	- 0	513		454	← 0	513
	0 66	on on	5	17	1.	29	134	0 ←	134	12	146	0 -	146		146	0 -	146
Left-Through-Right	00		!					00				00				00	
CLERCH CO.	North-South:		Norti	North-South:	166		Nort	North-South:	213		Norti	North-South:	213		North	North-South:	213
CKI ICAL VOLUMES	East-West: SUM:	329	Ea	East-West: SUM:	360		Ë	East-West: SUM:	695		Ž,	SUM:	726			SUM:	726
VOLUME/CAPACITY (V/C) RATIO:		0.219			0,240			J	0.463				0.484				0.484
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.119			0.140			J	0.363				0.384				0.384
LEVEL OF SERVICE (LOS):		V			V				A				V				⋖

Δν/c after mitigation: 0.021
Fully mitigated? N/A Change in v/c due to project: 0.021
Significant impacted? NO

:# S/I	North-South Street:	Grand Avenue	venue			Yearo	ear of Count:	2017	Ambi	Ambient Growth: (%):	th: (%):	1	Conducted by:	ted by:	Amir A	Α.	Date:	.c.	5/31/2019	
σ	East-West Street:	8th Street				Projection Year:	on Year:	2023		Peal	Peak Hour:	AM	Reviev	Reviewed by:			Project:	+	1045 Olive	
	No of	No of Dhacae			c			2				C				t				ı
Oppos	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	3oth-3?			0 0			0 0				0				10		1		0
Right T	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 0	SB-	0 0	NB-	O SB-		NB H	0 0	SB-	0 0	NB-	0 0	SB-	0 0	78 H	0 0	SB	0 0
	ATSAC-1 or ATSAC+ATCS-2?				0 00 0	}		0 00)		0 00	i l	,	Ų.	0 00 0	1	,	1	0 0 0
	Override Capacity	apacity	NITSIAE	NOTEIGNOO ONITSIAS		EXISTIN	EXICTING BLUS DECIT) ECT	AGITIBE	OILIGNOS	ELITIBE CONDITION W/O PBO IECT	LECT.	al Ella	TIONOS	FILTIPE CONDITION W/ PROJECT	FCT	FILTIRE	ELITIBE W/ PROJECT W/ MITIGATION	T W/ MITIC	NOITA
	MOVEMENT	_!_	1	No. of	ale ale	Project	Total	lane	Added	Total	No of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume		o)	_		Volume	-	Volume			_	Volume		0	-	Volume	\neg	Volume
a	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
NΠ	Left-Through		C	0 0	(•	c	C	c	c	0 0	c	c	c	0 0	c		c	0 0	c
08	Through		0	0 0	5	0	5	0	0	o	o c	5	>	2	o c	>		>	0 0	>
HT	F Inrougn-Right		0	0	0	0	0	0	0	0	0	0	0	0	0 0	0		0	0	0
80	Left-Through-Right			0							0				0				0	l L
N	十 Left-Right			0							0				0		-	Total Control of the last	0	Action and other Persons
								THE CONTRACT OF	The state of	THE PERSON NAMED IN	1		STATE OF	SALVE BY		18	1000	N N	S STATE OF	THE REAL PROPERTY.
aı	Left		0	0 0	0	0	0	0	0	0	00	0	0	0	0 0	0		0	0 0	0
NUC	Through		267	5 %	200	ď	567	180	454	1053) (1)	351	ď	1056	o m	352		1056	o m	352
ВО	Through-Right		400	0	00	n	ò	000	t t	2	0	3	0	2	0	400		3	0	3
ΗТΙ			210	, -	210	0	210	210	44	267	-	267	0	267	_	267		267	-	267
no	+ Left-Through-Right	<u> </u>		0							0				0				0	15
s	人 Left-Right	_	Section 1	0	- Company	or other Designation of the last of the la	Sept Suppression	The Persons Named on Street	Service Control	CONTRACTOR OF THE PERSON NAMED IN	0	- Constant	NAME AND ADDRESS OF	COMPANIES PARK	0	Mentolette	STORY IN	Section Section	0	Seminary .
1	ď	-	STATE OF THE PERSON	Name and Address of the Owner, where	STREET, SOUTH			-				•		,		•	200	c	c	
a	J Left 1 of Through		0	o c	0	0	0	0	0	0	0 0	0	5	5	0 0	-		>	0 0	-
NO	Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
. BC				0							0	ā			0				0	
TSA			0	0 0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	0 0	0
/3	↓ Left-Inrougn-xignt ✓ Left-Right			00							0 0				0 0				00	
1000	3	SADER		Total Section	PASSAT.	The selection	The Str	Chillips 1		100 m	STATE OF	STATE OF THE PARTY	1	STEER OF	The same	Separate Sep	200	101 Elle	SAME S	100000
a	ر Left ۲		210	← ¢	210	0	210	210	252	475	₩ 0	475	0	475	← C	475		475		475
NU	Through		1063	o m	354	00	1071	357	886	2014	o m	671	ω	2022	, ო	674		2022	, m	674
ОВ				0)					0				0				0	
TS	Right .		0	0	0	0	0	0	0	0	0	0	o	0	0	0		0	0	0
M	Left-Through-Right	<u>=</u>		00				Ì			00				0 0				0 0	
) reliability		North	North-South	210	North	North-South:	210		North	North-South:	351		North	North-South:	352		North	North-South:	352
	CRITICAL VOLUMES	LUMES	Eas	East-West:	354	Ea	East-West:	357		Eas		671		Ea	East-West:	674		Ea	East-West: SUM:	674 1026
	VOLUME/CAPACITY (V/C) RATIO:	RATIO:			0.376			0.378			١٠	0.681			1	0.684				0.684
//C	V/C LESS ATSAC/ATCS ADJUSTMENT:	MENT			0.276			0.278				0.581				0.584				0.584
	LEVEL OF SERVICE (LOS)	-iso			2			4				٥				A				4
															PRO.IFCT	CT IME	IMPACT			

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

# S/I	North-South Street:	Grand Avenue	venue			Year	fear of Count:	2017	Ambi	Ambient Growth: (%):	th: (%):	-	Conduc	Conducted by:	Amir A	A -	Date:		5/31/2019	
10	East-West Street:	9th Street	et			Projecti	Projection Year:	2023		Pea	Peak Hour:	AM	Revie	Reviewed hy:			Project.		1045 Olive	
	No. of	No. of Phases		ľ	2			2				2			ľ	2				
o Mdo	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			Ç	0 0	9		0 0	Ş	d	ć	0 0	ģ	d	į	0 0	9	d	í	0 0
Right	Right Turns: FREE-1, NRTOR-2 or OLA-3?		KB-0	MB	0 0	FB-	WB-		FB-	0 0	WB-	0	EB-	0	-BW	0 0	EB -	0	WB-	0
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity	ATCS-2? Capacity			0 0			0.0				00				0 0				0 0
			EXISTIN	EXISTING CONDITION	NO.	EXISTIN	EXISTING PLUS PROJECT	DJECT	FUTURE	FUTURE CONDITION W/O PROJECT	N W/O PRO	DJECT	FUTUR	FUTURE CONDITION W/ PROJECT	ON W/ PRO	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	CT W/ MITI	SATION
	MOVEMENT	•	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane	Added Volume	Total Volume	No. of Lanes	Lane	Added Volume	Total Volume	No. of Lanes	Lane	Added Volume	Total Volume	No. of Lanes	Lane
αN	ال Left الم		0	00	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	0 0	0
DOE	Through	-	0	00	0	0	0	0	0	0	00	0	0	0	0 0	0		0	00	0
нтяс	Right	3	0	000	0	0	0	0	0	0	000	0	0	0	000	0		0	000	0
ON	Left-I nrougn-Kignt	gur		00	- Charles	200		- Committee			0 0	and a second			0 0	- 000	On the same		00	- Augusta
a	_رد _رد		184	-	184	0	184	184	124	319	-	319	0	319	-	319		319	-	319
NNC	C Left-Through Through		467	ဝ ၈	156	က	470	157	568	1064	0 m	355	က	1067	ဝ က	356		1067	0 m	356
ВН	→ Through-Right		į	0		•					0	Ĭ			0				0	
TUC	Right	į	0	0 0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	0 0	0
os				0 0							00	-			0 0				0 0	
							Incorporate and in contract an				No lock	NAME OF TAXABLE PARTY O	NO SECTION			N N N N N			INDIANA.	DESCRIPTION
ПD	J Left → Left-Through		0	00	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
NO:			1018	ო (339	ო	1021	340	989	1717	ო	572	က	1720	ოი	573		1720	е	573
ats,			121	⊃ -	121	က	124	124	106	234	> ~	234	က	237	o –	237		237	-	237
¥∃	↓ Left-Through-Right	ght		00							00				00				00	
		Section 1		Section 1	10000	STATE OF	STREET	MESSAGE	STREET, STREET,	SECTION.	SET 25.00		17.28 Sub	Syllow .	St. Service	S. Pared		THE REAL PROPERTY.	PERSONAL PROPERTY.	STATISTICS
an	f Left Through		0	0 0	0	0	0	0	0	0	0 0	0	0	0	00	0		0	0 0	0
NUO	Through		0	000	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
TS:	Right		0	00	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
M	← Left-Through-Right ← Left-Right	ght		00							00				00				0 0	
	SEMILION INCITION	0	North	North-South:	184	Nort	North-South:	184		Nort	North-South:	355		North	North-South:	356		North	North-South:	356
	CKIIICAL VO	LOWES .	Eas	East-West: SUM:	523	L L	SUM:	524		, Line	SUM:	927		ğ	SUM:	929			SUM:	929
	VOLUME/CAPACITY (V/C) RATIO:	RATIO:			0.349			0.349				0,618				0.619				0.619
ο Μ	V/C LESS ATSAC/ATCS ADJUSTMENT:	TMENT:			0.249			0.249				0.518				0.519				0.519
	LEVEL OF SERVICE (LOS):	(LOS):			4			4				A				A				¥
															PRO IECT		IMPACT			

	NOSECT HELE ACT		
Change in v/c due to project:	0.001	∆v/c after mitigation:	0.00
Significant impacted?	9	Fully mitigated?	Ž

# 5/		North-South Street:	Grand Avenue	lvenue			Year	Vear of Count.	2017	Ambi	Ambient Growth: (%):	th: (%):	-	Conducted by:	ted by:	Amir A	A	Date.	19	5/31/2019	
7		Fast-West Street	Olympic	Olympic Boulevard			Projecti	ertion Year	2023		Peal	Peak Hour:	ΔM	Review	Reviewed by:			Project.	5 5	1045 Olivo	
		Jo oN	No of Phases			0			2				C			ľ	t				10
Opp	sed Ø'in	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				000	!		000	!	•	ļ	000	!	•		101	!		;	000
Right	Turns: F	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 0 EB 0	SB- WB	00	NB	0 SB-0		NB-	00	SB WB	0 0	NB	0 0	SB- WB-	0 0	FB F	0 0	WB-	0 0
	AT	ATSAC-1 or ATSAC+ATCS-2? Override Capacity	ATCS-2?			0 0			0 0				00				0 0				0 0
				EXISTI	EXISTING CONDITION	NOIT	EXISTIN	STING PLUS PROJECT	OJECT	FUTURE	FUTURE CONDITION W/O PROJECT	N W/O PRC	SUECT	FUTUR	FUTURE CONDITION W/ PROJECT	ON W/ PRO	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIG	ATION
		MOVEMENT		Volume	No. of Lanes	Lane	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane
an	c +	Left - eft Through		0	0 0	0	0	0	0	0	0	00	0	0	0	0 0	0		0	0 0	0
NOO	r ←	Through		0	0 0	0	0	0	0	0	0	0 0	0	0	0	00	0		0	0	0
ВНТ <i>Я</i>	11.	Through-Right Right		0	00	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
ION	+>	Left-Through-Right Left-Right	ght		00							00				00				00	
9	و	Left		06		06	ın	95	95	97	193	_	193	r.	198	-	198		198	-	198
חחב	1, _	Left-Through			0		0					0				0				0	
ЮВ	→ J	Through Through-Right		329	ကဝ	110	_	330	110	562	911	m O	304	_	912	m 0	304		912	m 0	304
нти	-J-	Right	:	179	- (179	0	179	179	94	284	- 0	284	0	284	← 0	284		284	- 0	284
os	⊹ ≺	Left-Through-Right Left-Right	ght		00							0 0	2			0 0				0 0	
N. S. S. S. S. S.	No.	STATE OF THE PARTY OF	100000			THE STREET	100	CONTRACTOR	STREET, I	Springs.	100	100000	1 1 S S 7 Lit			SECTION S	MANAGES S		N. September	17555778	100000
aı	74	Left Left-Through		0	0 0	0	0	0	0	0	0	00	0	0	0	0 0	0		0	0 0	0
NUO	1 }	Through		844) -	472	S	849	474	399	1295	· - ·	753	2	1300	· - ·	755		1300		755
BTS	۰۰۰ →	I nrougn-kignt Right		66	- 0	66	0	66	66	105	210	- 0	210	0	210	- 0	210		210	- 0	210
A 3	∤• ~	Left-Through-Right Left-Right	ght		00							00				00				00	
SHEET.		Left		92	STANS A	92	e	62	62	4	82	-	85	m	88	-	88		88	-	88
IND	}	Left-Through			0							0				0				0 (
108	14	Through Through-Right		855	N C	428	12	867	434	644	1552	0 0	9//	12	1564	N 0	782		1564	N 0	787
TS:	إدار	Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
M	ب ہہا,	Left-Through-Right Left-Right	ght		00							00				0 0				0 0	
		NI NOLLIMES	SHME	Nort	North-South:	179	Nort	North-South:	179		North	North-South:	304		North	North-South:	304		North-	North-South:	304
				ŭ	SUM:	727	n L	SUM:	732		ğ		1142				1147				1147
	VOLUM	VOLUME/CAPACITY (V/C) RATIO:	RATIO:			0.485			0.488			J	0.761			J	0.765				0.765
NC NC	LESS AT	LESS ATSAC/ATCS ADJUSTMENT:	TMENT:	1.7		0.385			0.388				0.661			•	0.665				0.665
	1	LEVEL OF SERVICE (LOS):	(ros):			A			A				8				m				8
																PRO IECT		IMPACT			

Change in v/c due to project:	0.004	Δν/c after mitigation:	
Significant impacted?	9	Fully mitigated?	

12 East-West Street: 11th Street No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				;						, C					ā	2000	
NB- EB			Projection Year:	on Year:	2023		Pea	Peak Hour:	AM	Revie	Reviewed by:			Project:	10	1045 Olive	
NB- EB-		0			2		1		0 0				2	1 /			0 0
SAC+ATCS-2? rride Capacity	SB- WB	00	NB- EB-	0 SB- 0 WB-		NB EB	00	SB- WB-	00	NB- EB-	00	SB- WB-	00	NB EB-	00	SB- WB-	00
		0 0			0 0				0				00				0 0
	EXISTING CONDITION	NOIL	EXISTIN	EXISTING PLUS PROJECT	JECT	FUTURE	CONDITIC	FUTURE CONDITION W/O PROJECT) JECT	FUTUR	E CONDITI	FUTURE CONDITION W/ PROJECT	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIC	SATION
MOVEMENT	No. of Lanes	Lane	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added	Total Volume	No. of Lanes	Lane
0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
Left-Through	0 0	C	c	c	c	c	c	0 0	c	c	c	0 0	c		c	o c	c
I nrough	0 0	0	0	>	>	0	0	0 0	0	0	•	0	•		•	0	•
0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
Left-Through-Right	0 1							0 0				0 0				0 0	
Left-Right	0	portugues	Section and a	DO-STREET,	NO CONTRACTOR	0.000	SOUTH	0	CASE SEC.	S. Contract		0	Sharred	CASSION OF	SANTON S	0	
0	0	0	0	0	0	0	0	0	0	0	0	0 0	0		0	0 0	0
Left-Through	0 6	150	4	453	151	665	1142	ე ო	384	4	1146	၁ ო	382		1146) M	382
-Right	00	3	r	3			!	0		36	!	0			!!!	0	!
87	- 0	87	0	87	87	92	147	 c	147	0	147	~ c	147		147	- c	14/
Left-Through-Right Left-Right	00							00				00				0 0	
THE RESIDENCE OF THE PARTY OF T	DESCRIPTION OF THE PERSON NAMED IN	DO SERVICE	Sept Trans	STATE STATES	TO THE PERSON	Section 18		STATE OF	THE REAL			State of	Parameter State of the State of				
Left 0	0 0	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
Through	00	0	0	0	0	0	0	00	0	0	0	00	0		0	0 0	0
Through-Right O	0 0	0	0	0	0	0	0	00	0	0	0	00	0		0	0 0	0
igh-Right	00							00				00				0 0	
Lett-Kignt		SAL SEGA	BEETSTEEN	10000	2000	100 miles	STATE		1000				STATE OF	STATES OF THE		September 1	
. 87	← 0	87	49	136	136	171	263	- c	263	40	312	- c	312		312	- c	312
Through 142	-	142	43	185	185	281	432	-	432	43	475	· –	475		475	-	475
-Right	0 0	,	ç	c	c	c	c	00	c	c	c	0 0	c		c	0 0	c
Left-Through-Right	000	0	0			o	9	000	•	0)	000	,)	00	,
No.	North-South:	150	Norti	North-South:	151		Nort	North-South:	381		Norti	North-South:	382		North	North-South:	382
CRITICAL VOLUMES	East-West: SUM:	142	Ea	East-West: SUM:	185 336		Ea	East-West: SUM:	432 813		Ea	East-West: SUM:	475 857		Eas	East-West: SUM:	475 857
VOLUME/CAPACITY (V/C) RATIO:		0.195			0,224				0.542				0.571				0,571
V/C LESS ATSAC/ATCS ADJUSTMENT:		260.0			0.124				0.442				0.471				0.471
LEVEL OF SERVICE (LOS):		V			A				V				A				4

Δν/c after mitigation: 0.029
Fully mitigated? N/A Change in v/c due to project: 0.029
Significant impacted? NO

1045 Olive CMA AM Peak 5-31-19

12

East-West Street	# S/I	North-South Street:	Grand Avenue	Avenue			Year	ar of Count:	2017	Ambi	Ambient Growth: (%):	th: (%):	-	Conducted by:	ted by:	Amir A	r A	Date:	5/	5/31/2019	
No. or	13	East-West Street:	Pico Bo	ulevard			Projecti	on Year:	2023		Peal	k Hour:	AM	Reviev	ved by:			Project:	10	45 Olive	
Mail	Oppo	No. o sed Ø'ing: N/S-1, E/W-2 or	of Phases r Both-3?			0 2	24			8			0 0	2.5			0	9			0 0
Concine Capacity Concine Cap	Right	Turns: FREE-1, NRTOR-2 (ATSAC-1 or ATSAC+)	or OLA-3? ATCS-2?		SB- WB-	000	NB EB-			NB- EB-	0 0	SB	000	NB- EB-	0 0	SB- WB-	000	NB-	0 0	SB- WB-	007
MOVEMBENT MOVE		Override	Capacity	EXISTI	VG CONDIT		EXISTIN	3 PLUS PR	OJECT	FUTURE	CONDITIO	IN W/O PRC	VECT	FUTUR	CONDITIC	N W/ PRO.	CECT	FUTURE	W PROJEC	T W/ MITIG	ONOLLA
Through-Right		MOVEMENT		Volume	No. of Lanes	Lane	Project Traffic	Total	Lane	Added	Total	No. of Lanes	, <u>e</u>	Added	Total Volume	No. of Lanes	9 6	Added Volume	Total /olume	No. of	Lane /olume
Through Right 19 19 19 19 19 26 46 19 19 19 19 19 19 19 1	αN	Left		0	0 0	0	0	0	0	0	0	00	0	0	0	0 0	0		0	00	0
Fight	noa	Through		0	0 0	0	0	0	0	0	0	0 0	0	0	0	00	0		0	0 0	0
The Left-Right Hough Right 19	нтя			0	000	0	0	0	0	0	0	000	0	0	0	000	0		0	000	0
Left-Through Right	ON		light		00	1	No.	September 1	-	Co-colinged at		0 0	Contract	100000		0 0	· Section	0.000	1	0 0	- A
Through Right 431 1 225 45 476 246 796 1254 1 650 45 1299 1 677 1299 1 1700 1 1700 1 1700 1 1 1700 1 1 1 1 1 1 1 1 1	αN	ا د اه		19	0 7	19	0	19	19	26	46	0 +	46	0	46	0 -	46		46	0 +	46
Through-right Fig. 1	NUOE	Through		431	0	225	45	476	248	962	1254	- ← c	650	45	1299	- - - c	673		1299		673
1	энти		-	8	o ← c	81	ဖ	28	87	133	219	o c	219	φ	225	o – c	225		225	o – c	225
Left Through	os		right –		00		-					0 0				0 0	- Linear Section		THE RESERVE THE PERSONS	0 0	-
1		40			c	c		-	c	c	c	c	-	c	c	0	0	1	0	0	0
Through-Right	ИD			o	00		Þ	o		•)	00	•	o (0 1	, ,			0 1	, i
Fight Figh	NOE			467		285	ო	470	287	320	816		493	m	819		495		818		489
CENTIFICAL VOLUMES CERT-Right COLUME/CAPACITY (LOS): CEAS-MOST: CEAS-West: CASA	ITSA:		ight	103	00	103	0	103	103	61	170	00	170	0	170	00	170		170	00	170
F Left Lef	3	Ĭ	The State of		0	2 10 10	No. of Contrast of	1000	STREET,	W. Carlotte	MC STREET	0	Canada Ca	SCHOOL ST	CONTRACT	0	THURSE IN	2015	WEST CO.	0	NO. OF STREET,
Through-Right	a			29	0 7	29	0	29	67	65	136	0 +	136	0	136	0 -	136		136	0 -	136
Thingstray Thi	NUOE			406	- - - c	270	_	407	271	374	805	- - - c	675	~	908	0	675		908	0	675
North-South: 225 North-South: 650 North-South: 673 North-South: Stat-West: Fast-West: 352 East-West: 354 East-West: 675 East-West: 675 East-West: SUM: 677 SUM: 602 SUM: 1325 SUM: 1348 SUM: 0.385 0.301 0.301 0.783 0.783 0.789 C A A A C C C C	MESTE		light	0	0000	0	0	0	0	0	0	000	0	0	0	000	0		0	000	0
SUM: 577 SUM: 602 SUM: 1325 SUM: 1348 SUM: 0.385 0.401 0.883 0.899 0.899 0.899 0.899 0.783 0.799		CRITICAL V	OLUMES	Nort	h-South:	225 352	North	h-South: st-West:	248 354		North	h-South: st-West:	650 675		North Eas	-South:	673 675		North- Easi		673
0.385 0.401 0.883 0.899 0.899 0.301 0.783 0.799 C C C C C C C C C C C C C C C C C C					SUM:	577		SUM:	602			SUM:	1325				1348				1348
0.285 0.304 0.783 0.799 C C C C C DEO IECT IMPACT		VOLUME/CAPACITY (V/C,	;) RATIO:			0 385			0.401				2,883				668'0				668.0
DRO IECT IMPACT] 	ESS ATSAC/ATCS ADJUS	STMENT:			0.285			0.304				0.783 C				0.799 C				က် (၁)
			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			(•				>			200	ECT IME	TOVC			

0.016	N/A
Δν/c after mitigation:	Fully mitigated?
0.016	N O
Change in v/c due to project:	Significant impacted?

#S/I	North-South Street:	Grand Avenue	venue			Year	ar of Count:	2017	Ambi	Ambient Growth: (%):	th: (%):	1	Conducted by:	ted by:	Amir A	4	Date:	Ŋ	5/31/2019	
14	East-West Street:	Venice	Venice Boulevard			Projecti	ection Year:	2023		Peal	Peak Hour:	AM	Reviev	Reviewed by:			Project:	10	1045 Olive	
Oppo	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	No. of Phases N-2 or Both-3?			0 0							0 0				0				0 0
Right 1	Right Turns: FREE-1, NRTOR-2 or OLA-3?	or OLA-3?	NB- 0 EB- 0	SB WB	00	NB- EB-	O SB	00	NB	00	SB- WB-	00	NB- EB-	00	SB- WB-	00	KB-	00	SB- WB-	00
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity	r ATSAC+ATCS-2? Override Capacity			0			0 0				0 0				0 0				0 0
			EXISTI	EXISTING CONDITION	TION	EXISTIN	EXISTING PLUS PROJECT	OJECT	FUTURE	E CONDITIC	FUTURE CONDITION W/O PROJECT	NECT	FUTUR	FUTURE CONDITION W/ PROJECT	ON W/ PRO	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIG	SATION
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
П	Left		0	0 0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	0 0	0
inot	Through		0	0	0	0	0	0	0	0	00	0	0	0	00	0		0	0 0	0
нтя	Through-Right Right		0	00	0	0	0	0	0	0	00	0	0	0	0 0	0		0	00	0
ON	← Left-Through-Right ← Left-Right	tight		00							0 0				00	-		9000	00	- 10
an	Left Through		28	0 +	64	0	49	49	6	70	0 +	02	0	2	0 +	02		, Q2	0 -	02
INOE	Through		454	- 00 0	173	45	499	188	916	1398	- 7 0	489	45	1443	. 0 0	504		1443	. 0 0	504
IHTU			29	⊃ -	29	0	29	29	25	96	- C	96	0	96	o	96		96	o —	96
os	十 Left-Through-Right 人 Left-Right	ight		00							00				00				00	
		STATE OF STREET						NUMBER OF THE PARTY OF THE PART	STATE OF THE PARTY							Demonstra			-	c
ИD	✓ Left Left-Through		0	00	0	0	0	0	0	Э	00	0	0	5	0 0	0		5	0 0	>
INOE			340		211	0	340	211	22	418		279	0	418		279		418		279
TSA	Right	÷4	82	- 0 0	82	0	82	82	53	140	. o c	140	0	140	00	140		140	00	140
3		1161		00	-		-	- Total Control	-	STATISTICS.	00	- 10	CHARLES OF STREET	THE COURT	0 0	THE PERSON NAMED IN	Contract Contract	200000000000000000000000000000000000000	0	
-	ر Feft		62	0	62	0	62	62	-	67	0	67	0	67	0	29		29	0	29
חחנ	← Left-Through ← Through		284	· •	204	C	284	204	45	346		240	0	346		240		346		240
DBT	Through-Right			00	C	c	c	c	c	c	00	c	c	c	00	c		c	00	c
ME		light	0	000	0	o	0		0	>	000	,	•	,	000	,		,	000	
	CRITICAL VOLUMES	OLUMES	Nort	North-South: East-West: SUM:	173 273 446	Nort Ea	North-South: East-West: SUM:	188 273 461		Nortl Ea:	North-South: East-West: SUM:	489 346 835		North Eas	North-South: East-West: SUM:	346 850		North Eas	North-South: East-West: SUM:	504 346 850
	VOLUME/CAPACITY (V/C) RATIO:	;) RATIO:			0.297			0.307			3	0.557			J	0.567				0,567
N/C L	V/C LESS ATSAC/ATCS ADJUSTMENT:	STMENT:			0.197			0.207			J	0.457				0.467				0.467
	LEVEL OF SERVICE (LOS):	E (LOS):			4			A				¥			4	- 11	TOACH			4

	TOOLS IIIII YO		
Change in v/c due to project:	0.010	Δν/c after mitigation:	0
Significant impacted?	9	Fully mitigated?	

Figure F	יייין ייין יייין יייין יייין יייין יייין יייין יייין יייין יייין י		Claim Avenue			Year	ear of Count:	707		(01)			5	· An purpose	1		ני.	,		
Column C		17th Str	ļ.			Projecti	on Year:	2023		Pea	k Hour:	AM	Revie	wed by:			Project:	+	AS Olive	
NB- 1	ON	of Phases		ľ	2			2				2			ľ	2				L
Mail	osed Ø'ing: N/S-1, E/W-2			į	100				9	c	ć	100	9	c	ē	00	ş	•	ç	00
The control	Turns: FREE-1, NRTOR-			NB-	0 0	FB-			KB-	00	WB-	00	E 6	00	- 3B WB	0	EB-	00	-8N	0
This column Moth South Line Line Line Moth South Line Moth South Line Lin	ATSAC-1 or ATSAC	C+ATCS-2? de Capacity			0 0			0 0				0 0				0 0				0 2
Volume No. of Lane Notice Volume Vo			EXISTIN	IG CONDIT	NOI	EXISTIN	G PLUS PRO	DJECT	FUTUR	E CONDITIC	N W/O PR	DJECT	FUTUR	E CONDIT	ON W/ PRO	JECT	FUTURE	W/ PROJEC	T W/ MIT	GATION
1	MOVEMENT		Volume		Lane	Project Traffic	_	Lane	Added	Total Volume	No. of Lanes	Lane Volume	Added	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane
1	Left Left Left		0	0 0	0	0	0	0	0	0	0 0	0	0	0	00	0		0	0 0	0
1	Through		0	000	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
1	Through-Rigi	=	0	0 0	0	0	0	0	0	0	0	0	0	0	0 0	0		0	0 0	0
301 3 100 32 333 111 570 890 3 287 32 922 3 307 852 3 3 3 3 3 3 3 3 3	Left-Through	-Right		0 0							00				00				00	
10 10 10 10 10 10 10 10	The Lent-Right	PROTO TEACHER	SHIPS AND		Wall-ESH	11 - Sun	Sales per	STREET, STREET	SHAREST	STATE STATE	PRODUCED BY	SPECIAL SECTION AND PROPERTY.	STANTS.	The same		THE REAL PROPERTY.	Section 1	Sec. 1	FORMER	SECTION AND ADDRESS.
301 3 100 32 333 111 570 890 3 297 32 922 3 307 307	ا ا ا		0	0 0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	00	0
1	← Lent-Inrougn		301	ာ ၈ (100	32	333	111	929	890		297	32	922		307		922	. m c	307
Color Colo	ム Through-Rigi し Right	=	227	o –	227	5	240	240	388	640	o –	640	<u>ნ</u>	653	o –	653		653	-	653
Color Colo	→ Left-Through 人 Left-Right	-Right		00							00				00				00	
0 0 0 0 0 0 0 0 0 0		SCOOL STORY			The same of	c	S. S. C. S. C. S. S. S. S. S. S. S. S. S. S. S. S. S.		c		-		c	c	c			c	6	-
1	→ Left-Through		0	0 0	>	.	5	•	0	0	0	,	0	o	0	•		•	0	•
1	Through		0	00	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
Color Colo	↓ Inrougn-Rigi	=	0	0 0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	00	0
225 0 225 225 225 31 270 0 270	Left-Through	-Right		00							00				00		- 1		0 0	
Sum	ST.	A STATE OF THE PARTY OF THE PAR	205		205		205	225	7	270	c	270	c	270	0	270		270	0	270
Second S			777	· –	257	•	247	2	5)	, 	i	o	i	· -				-	
0 0 0 0 0 0 0 0 0 0		=	800	- 0	513	0	800	513	395	1244	- 0	757	0	1244	- 0	757		1244	- 0	757
North-South: 227 North-South: 240 North-South: 640 North-South: 640 North-South: 640 North-South: 640 North-South: 640 North-South: 640 North-South: 640 North-South: 640 North-South: 640 North-South: 640 North-South: 640 North-South: 640 North-South: 640 North-South: 640 North-South: 640 North-South: 640 East-West: 757 East-West: 757 East-West: 757 East-West: 757 East-West: 757 East-West: 757 Sum: 80m: 1397 Sum: 1410 Sum: 80m: 80m: 1410 Sum: 80m: 80m: 1410 Sum: 80m: 80m: 1410 Sum: 80m: 80m: 1410 Sum: 80m: 80m: 80m: 80m: 80m: 80m: 80m: 80			0	0	0	0	0	0	0	0	0 (0	0	0	0 0	0		0	0 0	0
North-South: 227 North-South: 240 North-South: 640 North-South: 653 North-South: East-West: 513 East-West: 513 East-West: 757 East-West: 757 East-West: SUM: 740 SUM: 753 SUM: 1397 SUM: 1410 SUM: 0.493 0.402 0.402 0.831 0.831 0.840 0.840 A A A D D D D		-Right		00							00				00				0 0	Į
East-West: 513			Nort	h-South:	227	Nort	h-South:	240		Norti	-South:	640		Norti	h-South:	653		North	-South:	653
0.493 0.502 0.931 0.940 0.393 0.402 0.831 0.840 A A D D	CRITICAL	VOLUMES	Ea	st-West: SUM:	513	Ea	st-West: SUM:	513 753		Ea	st-West: SUM:	757 1397		Ea	st-West: SUM:	1410		Eas	SUM:	1410
0.393 0.402 0.831 0.840 D D	VOLUME/CAPACITY (V.	C) RATIO:			0.493			0.502				0.931				0.940				0.940
A B	LESS ATSACIATCS ADJ	USTMENT:			0.393			0.402				0.831				0.840				0.840
	LEVEL OF SERV	/ICE (LOS):			V			V				_				۵				۵

Change in v/c due to project:	600.0	Δν/c after mitigation:	0.0
Significant impacted?	2	Fully mitigated?	Z

Figh Street Posk Hourist Street Posk H	\S#:	North-South Street:	Grand Avenue	venue			Yearo	Year of Count:	2017	Amb	Ambient Growth: (%):	th: (%):	+	Conduc	Conducted by:	Amir	r A	Date:	5	5/31/2019	
Noticine Lines Volume Lines Volume Lines Volume Lines Volume Lines Volume Lines Volume Lines Volume Lines Volume Lines Volume Lines Volume Lines Volume Lines Volume Lines Volume Vol	16	East-West Street:	18th Stre	set			Projecti	on Year:	2023		Pea	k Hour:	AM	Revier	wed by:			Project:	10	45 Olive	
Mail	sodo	No. of ed Ø'ing: N/S-1, E/W-2 or E				၈၀							၉၀								e 0
Column No. of Lane Lane Action Lane Lane Action Lane Action Lane Lane Action Lane Lane Action Lane Lane Action Lane L	Ħ	urns: FREE-1, NRTOR-2 or ATSAC-1 or ATSAC+A' Override Ca			SB WB	0000	NB EB			NB EB	00	SB WB	0000	NB- EB-	0 0	SB- WB-	0000	NB- EB-	0 0	SB- WB-	0000
Volume Volume				EXISTIN	IG CONDIT	ION	EXISTIN	G PLUS PRO	SUECT	FUTUR	E CONDITIC	N W/O PRC	DUECT	FUTUR	E CONDITION	ON W/ PRO	NECT	FUTURE	A/ PROJEC	T W/ MITIG	ATION
10 0 0 0 0 0 0 0 0 0		MOVEMENT		Volume	No. of Lanes	Lane	_		Lane	Added Volume	Total Volume		Lane	Added Volume	Total Volume	_	Lane Volume	_	Total Volume		Lane /olume
10 10 10 10 10 10 10 10	-	ر Left ئ Left-Through		0	00	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	0 0	0
105 1 106 11 116 116 116 120 120 120 111 120 120 111 120 120 111 120 1		↑ Through		0	00	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
105 1 106 11 116 116 116 150 261 1 261 11 272 2 2 2 2 2 2 2 2		Right		304	0 00 0	167	0	304	167	25	348	0 00 0	191	0	348	0 01 0	191		348	0 01 0	191
105 1 106 11 116 116 116 150 261 1 261 11 272 1 272 1 272 1 272 1 272 1 272 1 272 1 272 1 272 1 272 1 272 1 272 1 272 1 272 1 272 1 272 1 272 1 272 1 272 2 2 2 2 2 2 2 2	-	Left-Right	<u> </u>		00	- Value	Secondary of the least of the l	Contractor of the		000000000000000000000000000000000000000	and an other states	0 0	Salestana .		opposition and the second	0 0	-			00	-
1397 2 146 21 313 157 451 781 2 381 21 782 2 391 782 2 2 391 782 2 2 391 782 2 2 391 782 2 2 391 782 2 2 391 782 2 2 391 782 2 2 391 782 2 2 391 782 2 3 391 782 2 3 391 782 2 3 391 782 2 3 391 782 2 3 391 782 2 3 391 782 2 3 391 782 2 3 391 782 2 3 391 782 2 3 391 782 3 3 391 3 3 3 3 3 3 3 3 3	-	Left F		105	← ¢	105	17	116	116	150	261	- 0	261	1	272	- 0	272		272	- c	272
1397 2466 3 1400 467 498 1981 2 660 3 1984 2 661 1984 2 1 1984 2 1 1984 2 1 1984 2 1 1984 2 1 1984 2 1 1984 2 1 1984 2 1 1984 2 1 1984 2 1 1984 2 1 1984 2 1 1984 2 1 1984 2 1 1984 2 1 1984 2 1 1 1 1 1 1 1 1 1	-	Through		292	0 00 0	146	21	313	157	451	761	0 00 0	381	24	782	0 00 0	391		782	0 10 0	391
1367 2 466 3 1400 467 468 1981 2 660 3 1984 2 661 1984 1		_		0	00	0	0	0	0	0	0	00	0	0	0	00	0		0	0 0	0
1397 2 466 3 1400 467 498 1981 2 660 3 1984 2 661 1984 2 611 1984 2			Ħ		00							00				00				00	, j
1397 2 466	6		SAME.		100000			THE SECTION AND PERSONS NAMED IN COLUMN TWO IS NOT THE PERSONS NAMED IN COLUMN TWO IS NOT THE PERSONS NAMED IN COLUMN TWO IS NOT THE PERSONS NAMED IN COLUMN TWO IS NOT THE PERSONS NAMED IN COLUMN TWO IS NOT THE PERSONS NAMED IN COLUMN TWO IS NAMED IN C	STATE OF THE	A STATE OF	10 M	PINESS OF	No. of Party		STATE OF THE PARTY				1		
1397 2 466 3 1400 467 498 1981 2 660 3 1984 2 1 188 1981 2 1 188 1981 2 1 188 1981 2 1 188 1981 2 1 188 1981 2 1 188 1981 2 1 188 1981 2 1 188 1981 2 1 188 1981 2 1 188 1981 2 1 188 1981 2 1 188 1981 2 1 188 1981 2 1 188 1981 2 1 188 1981 2 1 188 1981 2 1 188 1981 2 1 1881 1 1 1 1 1 1 1	_	ΓΞ		0	00	0	0	o	0	0	0	00	0	0	0	00	0		0	00	0
118	_			1397	7 7	466	ო	1400	467	498	1981	0 +	099	က	1984	N +	661		1984	0 +	661
				118	1	118	0	118	118	101	226	(226	0	226	0	226		226	(226
0 0 0 0 0 0 0 0 0 0	_)t		0 0							00				00				0 0	
Color Colo	133		_	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
O				0	00	0	0	0	0	0	0	00	0	0	0	00	0		0	0 0	0
North-South: 272 North-South: 283 North-South: 452 North-South: 463 North-South: 80m: 1124 East-West: 80m:					0 0	C) c	c	C	C	00	c	c	c	00	c		c	0 0	c
North-South: 272 North-South: 283 North-South: 462 North-South: 463 North-South: East-West: 466 East-West: 467 East-West: 660 East-West: 661 East-West: SUM: 738 SUM: 112 SUM: 1124 SUM: 0.518 0.526 0.780 0.780 0.789 0.689 0.418 A A B B B			Ħ.	0	000		o	0	0	o	0	000	9	o	0	000	·		o .	000	,
East-West: 466 East-West: 660 East-West: 661 East-West: 661 East-West: SUM: 738 SUM: 112 SUM: 1124 SUM: 0.518 0.526 0.780 0.789 0.789 0.418 0.426 0.680 0.689 0.689 A A B B B	1			Norti	-South:	272	Nort	1-South:	283		North	1-South:	452		North	-South:	463		North-	South:	463
0.518 0.526 0.780 0.789 0.789 0.426 0.680 0.689 0.689 0.689		CRITICAL VOI	LUMES	Ea	st-West: SUM:	466 738	Ea	st-West: SUM:	467 750		Eax		1112		Ea	st-West: SUM:	1124		Eas		1124
0.418 0.426 0.680 0.689 A A B B B		OLUME/CAPACITY (V/C) I	RATIO:			0.518			0.526)	082.0				0.789				0.789
A A		ESS ATSAC/ATCS ADJUST	MENT:			0.418			0.426				0.680				0.689				0.689
	1	LEVEL OF SERVICE	(LOS):			A			A				m				m				В

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

#S/I	North-South Street:	Olive Street	reet			Year	ear of Count:	2017	Ambie	Ambient Growth: (%):	th: (%):	1	Conducted by:	ted by:	Amir	r A	Date:	19	5/31/2019	
,		9th Ctroot	1			Droionti	oction Voor	2000		Peak	Peak Hour	AM	- Consider	Dovious by:			Droject.	10	4045 Olivo	
	Edst-West Street.		בנו		1	riojecti	Oll Ical.	505					Nevier	acq Dà.		t	- Ioject.	2	2 CILAR	I
OddO	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0 0			0 0				N 0				N 0 1	!			N D (
Right	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB- 0 EB- 0	SB- WB-	0 0	NB- EB-	O WB-		NB-	00	SB- WB-	00	- 49 - 49	0 0	WB-	00	8 8 8	00	SB- WB	00
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity	r ATSAC+ATCS-2? Override Capacity			0 0			0 2				0 0				0 0				0 2
			EXISTI	EXISTING CONDITION	NOIT	EXISTIN	EXISTING PLUS PROJECT	DJECT	FUTURE	CONDITIO	FUTURE CONDITION W/O PROJECT	DIECT	FUTUR	E CONDITIC	FUTURE CONDITION W/ PROJECT	чест	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIG	ATION
	MOVEMENT		Volume	No. of Lanes	Lane	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
a	Left		380	- (380	ω	388	388	423	826	← 0	826	ω	834	← 0	834		834	⊢ 0	834
NNC	Through		896	ဝက	323	20	988	329	695	1723	၁ ო	574	20	1743	ວ ຕ	581		1743	o m	581
)BI-	Through-Right	#	8	0		i					0				0				0	
ITA(0	0 (0	0	0	0	0	0	00	0	0	0	00	0		0	0 0	0
ON	Left-Through-Right	-Right		0 0							0 0				00	11			0 0	
200		SECTION SECTION		TOTAL PARTY	100000	MARKET SOLIN	H. CONTRACTOR	HUNCE			S A STATE OF								c	c
ND	Left Left		0	00	0	0	0	9	>	0	0 0	5	0	>	00	5		0	0 0	
no	Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
ЯΗ.	Through-Right	#	(0 0	((C	(C	ć	00	c	c	c	00	c		c	0 0	c
τU		1	0	0 0	0	0	>	5	0	0	o c	>	>	>	o c			>	0 0)
os	上eft-I hrough-Right	Tugint -		00							0 0				0				0 0	
STATE OF	100	The Sales Sa	STATISTICS.	PATE NAME OF PERSONS	SOLUTION.	STATE AND IN	STATE OF THE PERSON NAMED IN		THE SAME	THE STATE		THE SECTION	No or	2000	STAN STAN			STANCE IN	Services.	Sales I
a			0	00	0	0	0	0	0	0	00	0	0	0	0 0	0		0	0 0	0
NO	Through		0	00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
DB.		Ħ		0							0 (•	(0 0	(c	00	c
rsa		1	0	0 0	0	0	0	0	0	0	0 0	0	0	0	o c	0		5	0 0	>
'3	Left-Inrougn-Right			0 0	'n						0 0				0				0	-
Trans.	2	S P Bulletin			C	c	c	c	0	c	0	0	0		0	0		0	0	0
αN	T Left-Through	_	>	0)	>	•		,)	0				0				0	
no	•		1109	e .	370	0	1109	370	675	1852	ကဖ	617	0	1852	ო (617		1852	m c	617
818	Through-Right	 E	174	0 -	174	C	174	174	38	223	o -	223	0	223	o -	223		223) -	223
ME	Left-Through-Right	1-Right		00	le i	1					00				00				00	
	l		Nort	North-South	380	Nort	North-South	388		North	North-South:	826		North	North-South:	834		North-	North-South:	834
	CRITICAL	CRITICAL VOLUMES	Ea	East-West: SUM:	370	Ea	East-West: SUM:	370		Eas		617		Eas		617		Easi	East-West: SUM:	617
	VOLUME/CAPACITY (V/C) RATIO:	//C) RATIO:			0.500			0.505			J	0.962				296.0				296'0
//C I	V/C LESS ATSAC/ATCS ADJUSTMENT:	JUSTMENT:			0.400			0.405			_	0.862				0.867				0.867
	LEVEL OF SERVICE (LOS):	VICE (LOS):			A			A				٥				٥				۵
															PROJE	PROJECT IMPACT	ACT			

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

East-Weet Street Street	# S/I	North-South Street:	Olive Street	reet			Year	ar of Count:	2017	Ambio	Ambient Growth: (%):	th: (%):	-	Conduc	Conducted by:	Amir A	×.	Date:	19	5/31/2019	
Column C	200		9th Stre	et			Projecti	on Year:	2023		Peal	K Hour:	AM	Reviev	ved by:			Project:	10	45 Olive	
National State 19 19 19 19 19 19 19 1		No. G	of Phases			2.0			0.0				2 0				7 0				7 0
Column C	8 0	sed Ø'ing: N/S-1, E/W-2 c	or Both-3?		ç	0 0	9			27	c	0	o c	Q/V	c	00	o c	QN	c	9	o c
MOVEMBENT MOVE	Right	Turns: FREE-1, NRTOR-2	or OLA-3?		WB.	0	79 J			E 8	0	38- WB-	0	EB 1	0	WB-	0 0	EB -	0	WB-	0
The Composition of the Composi		ATSAC-1 or ATSAC-	+ATCS-2?		!	000							0.0				0.0				2 0
NOVEMBENT NOVE		anilano	Capacity	EXISTI	NG CONDI	ı	EXISTIN	G PLUS PR	NECT	FUTURE	CONDITIO	N W/O PRO	VECT	FUTUR	E CONDITK	ON W/ PRO	JECT	FUTURE	W PROJEC	T W/ MITIG	ATION
Left Through Right		MOVEMENT	745	Enjoy	No. of	Lane	Project Traffic	Total	Lane	_	Total	_	-	Added	Total	_	+	_	Total /olume		Lane
Through Right ST ST ST ST ST ST ST S		4		Volume				Acidille	o dining	-		1	+	c	c	1	+	-	-	1	6
Through Right See 1	ΔN	Left Left		0	o c	э	0	>	0	0	>	0 0	0	0	5	0 0	>		5	0 0	0
Through Right Se	ınc	Through		226	ი	326	28	1005	335	652	1689	m	563	28	1717	n	572		1717	ო	572
Figure Figure Se 1 Se 11 ST ST ST ST ST ST ST	98	Through-Right			0							0				0				0	
Left-Right Left-Through Right Left-Through Right Left-Through-Right Left-Right Left-Right Left-Right Left-Right Left-Through-Right Left-Right Lef	ΙТЯ			99	-	56	1	29	67	162	221	-	221	7	232	- 1	232		232	← (232
F. Left-Ringh F. Left-Through F. Left-Thro	ON		Right		0 0							0 0				0 0				0 0	
Fletchmough Color	SCHOOL	8	N. SOUTH PARTY	WALL OUT THE		STREET	STATE SERVING	Mandage	NEWSTERN STREET		2000		School	Tough	Senting	CINE SERVICE	REPORT	5 6 10 6	(A) (B)		Series .
Through Right	c	دو .ر		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
Through Right	INC	↑ Left-Through			0							0				0			,	0 (Į.
Through-Hight Through	OE	Through		0	0 0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	0 0	0
+ Left-Through-Right 191 191 191 191 190 363 0 363 0 363 0 0 0 0 0 0 0 0 0	IHT		_	0	00	0	0	0	0	0	0	0 0	0	0	0	0	0		0	00	0
Left Right 191	no		Right	1	0				Ī			0				0				0	
Left Left	s				0							0	- Contraction			0	The second			0	- Anna
Left-Through 1927 2 406 3 1030 407 601 1691 2 686 3 1694 2 686 1694 2 1 17 17 17 17 17 17 17 17 17 17 17 17 1	200			5	c	104	c	101	101	180	363	c	363		363	c	363	200	363	0	363
Through Right 1027 2 406 3 1030 407 601 1691 2 685 3 1694 2 686 1694 2 150	ΔI			<u>n</u>	o ←	0	0	2	2	2	3	· –	3)	8	· ←	}		3	· 	
Through-Right	vno			1027	N	406	ဇ	1030	407	601	1691	2 0	685	ဗ	1694	0.0	989		1694	0 0	989
Teth-Right	8T			c	0 0	c	c	c	c	c	ç	0 0	c	c	c	o c	C		c	0 0	0
f Left-Right 0	SAE		Right	5	0	>	0	•	•	o	•	0))	,	0	,)	0	
F Left	3				0							0				0		1	Contract of the last	0	The same of
T Left-Through						SECONDARY OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED			Para III							c				c	•
Through Right	αı			0	o c	•	>	0	>	>	0	0 0	>	0	0	0	•		5	0	,
Through-Right	NNO			0	0	0	0	0	0	0	0	0	0	0	0	0 (0		0	0 (0
The Fight	8T.			c	0 0		c	c		c	c	5 C	c	c	c	> C	c		c	o c	c
North-South: 326 North-South: 563 North-South: 572 North-South: East-West: 406 East-West: 407 East-West: 685 East-West: 686 East-West: SUM: 732 SUM: 1248 SUM: 1258 SUM: 0.488 0.488 0.495 0.832 0.832 0.839 A A A C C	ME		Right	o	000	•	o	0	•	o	o	000	•	o)	000)	000	
East-West: 406 East-West: 407 East-West: 685 East-West: 686 East-West: 686 East-West: SUM: 732 SUM: 1248 SUM: 1258 SUM: 0.488 0.495 0.495 0.732 0.739 0.739 A A A C C C PROJECT IMPACT IMPACT PROJECT IMPACT IMPACT		, in		Nort	h-South:	326	Nort	-South:	335		North		563		North	-South:	572		North	South:	572
0.488 0.485 0.832 0.839 0.839 0.395 0.395 0.732 0.739		CRITICAL	OLUMES	Ea	st-West: SUM:	406	Ē	st-West: SUM:	407		Eas		685 1248		Eas	t-West: SUM:	686 1258		Eas	r-West: SUM:	686 1258
0.388 0.396 0.732 0.739 A A C C PROJECT IMPACT PROJECT IMPACT		VOLUME/CAPACITY (V/C	C) RATIO:			0.488			0.495			J	0.832				0.839				0.839
A C C C C C C C C C C C C C C C C C C C	1 N/C I	LESS ATSAC/ATCS ADJU	STMENT:			0.388			0.395			J	0.732			_	0.739				0.739
		LEVEL OF SERVIC	CE (LOS):			A			V				ပ				ပ				ပ
																PROJE		ACT			

nange in v/c due to project:	0.007	Δν/c after mitigation:	0.007	
Significant impacted?	9	Fully mitigated?	N/A	

# 5/	North-South Street:	reet: Olive Street	Street			Year	Year of Count:	2017	Ambi	Ambient Growth: (%):	th: (%):	-	Conducted by:	ted by:	Amir	4	Date:	5/2	5/31/2019	
19	4		Olympic Boulevard	_		Projecti	ection Year:	2023		Peal	Peak Hour:	AM	Reviev	Reviewed by:			Project:	10	1045 Olive	
		No. of Phases	L		2			2				2								2
Oppr	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	E/W-2 or Both-3?		į	0 (0 0	9	c	C	0 0		d	ć	0 0	ç	c	ç	0 0
Right	Right Turns: FREE-1, NRTOR-2 or OLA-3?	TOR-2 or OLA-3?	NB	-BS	o c	NB.	WB.		, N	o c	WB.	o c	5 g	o 0	NB.	0 0	Ş 4	o 0	WB-	o c
	ATSAC-1 or A	ATSAC-1 or ATSAC+ATCS-2?		ří.	0 01 0	9						000			ļ	000			!	000
		Override Capacity	EXIST	EXISTING CONDITION		EXISTIN	EXISTING PLUS PROJECT	OJECT	FUTURE	CONDITIO	FUTURE CONDITION W/O PROJECT	VECT	FUTUR	CONDITIC	FUTURE CONDITION W/ PROJECT	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIG	ATION
	MOVEMENT	L _N		No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	_	\vdash	Lane
			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	s	Volume
aı	Left	<u>.</u>	216	0 1	216	15	231	231	105	334	0 7	334	15	349	0 7	349	ကု	346	0 7	346
NNC	Through	ugno.	837	- c	351	27	864	365	929	1466	- 0	900	27	1493	- 8	614	-5	1488	- 0	611
ЭВЬ	Through-Right	-Right		0							0				0				0	
ΗТЯ	Right)	53	~	53	80	61	61	53	109	-	109	00	117	-	117	7	115	← (115
ON	Left-Throu	Left-Through-Right Left-Right		0 0							0 0				0 0				00	
Section 1		September 1	NOTE OF STREET	A INC.	Service and	R AND LAND	0000000	S. Salarith	STATE OF THE PARTY.	STANDARD	Granish	The same			SCHOOL STATE	Sec.	Seriem	Service Servic	STATE OF	
a	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 (0
NΠ	Left-Through	ybno.		0 0	,		((c	ď	0 0	(c	c	0 0	(c	c	0 0	
08	Through Through	r.Right	0	0 0	0	٥	0	5	0	5	0	5	0	o	00	>	>	o	0 0	0
HTI		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
nos	Left-Throu	Left-Through-Right		00							00				00				00	
0.000	0000	SIMPLE SHALL BAT	-	,	The same of	STATE OF THE PARTY	SECTION SECTION	STATUTE STATES	SPECIES	200	September 1	SECTION AND ADDRESS.		TANKS I	100 P. C. C.	100 LOSS	COLUMN TO SERVICE	188255	STORY S	Salary.
c	Left		127	- 0	127	12	139	139	109	244	← 0	244	12	256	← 0	256	-5	254	- c	254
INN	Left-Through Through	nguo. T	808	р (Q	404	Ŋ	813	407	414	1272	o 0	636	Ŋ	1277	0 01	639	T	1276	0 0	638
) 81		-Right		0 (,	(•	(0 0		(ď	0 0	(•	C	0 0	C
rsa		Right eff.Through-Right	0	0 0	0	0	0	0	0	0	00	0	0	0	0 0	0	0	5	0 0	0
3	Left-Right	H W		0				Total Contraction of the Contrac		-	0	- Company	Downstein	Company	0	Communic			0	Salvanous
	ا الله		_	0	c	o	c	C	0	0	0	0	0	0	0	0	0	0	0	0
ИD		dgno	•	0		0)		100			0	1			0				0	
noi		1	902		426	2	208	427	551	1300	· ·	762	7	1302		763	0	1302		763
BTS	F Right	-וומווו	145	- 0	145	0	145	145	69	223	- 0	223	0	223	0	223	0	223	0	223
ME	Left-Throu	Left-Through-Right		00							00				00				00	
	n		Nov	North-South:	351	Nort	North-South:	365		North	North-South:	900		North	North-South:	614		North	North-South:	611
	CRIT	CRITICAL VOLUMES	Ä	East-West: SUM:	553 904	Ea	East-West: SUM:	566 931		Eas	East-West: SUM:	1006		Eas	East-West: SUM:	1019 1633		Eas	East-West: SUM:	1017 1628
	VOLUME/CAPACITY (V/C) RATIO:	TY (WC) RATIO:			0,603			0.621				1.071				1 089				1,085
N/C	V/C LESS ATSAC/ATCS ADJUSTMENT:	S ADJUSTMENT:			0.503			0.521				0.971			_	0.989				0.985
	LEVEL OF	LEVEL OF SERVICE (LOS):			4			A				ш				ш				Ш
															PRO IECT		MDACT			

	2000		
Change in v/c due to project:	0.018	Δν/c after mitigation:	0.014
Significant impacted?	YES	Fully mitigated?	9

Part Part	1/S #:	North-South Street:	Olive Street	reet			Year	ar of Count:	2017	Ambi	Ambient Growth: (%):	th: (%):	1	Conducted by:	ted by:	Amir A	rA	Date:	5	5/31/2019	
No. of Line Color Colo	20	East-West Street:	11th Str	eet			Projecti	on Year:	2023		Peal	k Hour:	AM	Review	ved by:			Project:	10	45 Olive	
Mail	oddo	No. o sed Ø'ing: N/S-1, E/W-2 or				0							0				0				0 2
Mail	Right.	lums: FREE-1, NRTOR-2 o			SB- WB-	0 0	NB EB-			NB- EB-	0 0	SB WB	00	NB- EB-	0 0	SB- WB-	0 0	NB- EB-	00	SB- WB-	00
		ATSAC-1 or ATSAC+ Override	ATCS-2? Capacity			0 5			0 0				0 2				0 0				0 0
MOVEMENT MOVEMENT				EXISTI	IG CONDIT		EXISTIN	G PLUS PRO	SUECT	FUTURE	E CONDITIO	N W/O PRC	элест	FUTUR	E CONDITIC	ON W/ PRO	NECT	FUTURE	W/ PROJEC	T W/ MITIG	ATION
Through Right 122 122 4 126 126 131 261 0 266 14 1761 2 672 1751 2 1761 1 1 1 1 1 1 1 1 1		MOVEMENT		Volume	No. of Lanes	_		-	Lane	Added Volume	Total Volume		-	_	Total Volume	_	_	_	_	-	Lane /olume
Find the component of	ам	Left Left		122	0 +	122	4	126	126	131	261	0 +	261	4	265	0 +	265		265	0 +	265
Fuer-frequency Right	NUOE	Through		1061	- 0	394	4	1075	400	611	1737	- 0 0	999	4	1751	- 01 0	672		1751	- 01 0	672
+ Left-Right Hight 0	нтя	Through-Right Right		0	00	0	0	0	0	0	0	0 0	0	0	0	00	0		0	00	0
Left Hough Hight	ON		ight		00							00				00				0 0	. 1
Friedrich Frie		ا - ر		c	c	•	c		c	c	c	0	-	c	c	0	c		c	0	0
Through Hight Through Righ	ПND	Left-Through		0	0	,	o)	•	ò	•	0	•)	•	0	,		•	0	
Fight Figh	вог	Through		0	0 0	0	0	0	0	0	0	0 0	0	0	0	00	0		0	00	0
++ Left-Triough-Right 0 0 0 0 0 0 0 0 0	HTL	_		0	0	0	0	0	0	0	0	0 0	0	0	0	00	0		0	00	0
Left-Through Right	nos		light		00							00	VI			00				00	
Left-Through 1	No.		CHARLINESS	THE PARTY	100 m	ALC: UNKNOWN	N. Section	THE PERSON NAMED IN	STATE SELLING	TARREST .	THE REAL PROPERTY.	THE STATE	STATE OF	September 1	Service Services	100 miles	12255	N. P. Parker	SERVED	10000	STATE OF THE PERSON
Through-Right	a			0	00	0	0	0	0	0	0	0 0	0	0	0	00	0		0	00	0
Through-Right Through-Righ	NNO			0	000	0	0	0	0	0	0	000	0	0	0	000	0		0	000	0
CLERT Intrough Right 0	ats.			0	00	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
f Left Left 0 </td <td>43</td> <td></td> <td>ight</td> <td></td> <td>00</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>00</td> <td></td> <td></td> <td></td> <td>00</td> <td>H</td> <td></td> <td></td> <td>0 0</td> <td></td>	4 3		ight		00							00				00	H			0 0	
T Left-Through 114 114 11 115 115 206 327 1 328 1 328 1 Through Through Right 46 1 46 1 46 1 46 1 46 1 40 56 80 129 1 129 1 139 1 1 1 1 <th< td=""><td>Y</td><td>Š</td><td>SECONDARIA SE</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td></td><td>0</td><td>0</td><td>0</td></th<>	Y	Š	SECONDARIA SE	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
Left-Through-Right	ann			,	0 +	7	•	7	446	900	705	0 7	327	+	30K	0 +	328		328	0 -	328
Left-Through-Right	IBO	*		<u>+</u>	- 0	•	-	2	2	200	130	0	j	-	2	0	}		}	0	
1 1 2 Left-Right	LS∃A		ight	46	- 0	46	9	99	20	80	129	- 0	129	10	139	- 0	139		139	- 0	139
North-South: 394 North-South: 400 North-South: 666 North-South: 672 North-South: East-West: 114 East-West: 115 East-West: 327 East-West: 328 East-West: SUM: 50.339 0.343 0.662 0.667 SUM: A A A A A A	٦	个 Left-Right			0							0				0				0	
0.339 0.343 0.662 0.667 0.667 0.239 0.243 0.562 0.567 0.567 0.567		CRITICAL VO	OLUMES	Norti Ea	h-South: st-West: SUM:	394 114 508	Nort Ea	h-South: st-West: SUM:	400 115 515		North Eas	n-South: st-West: SUM:	993		North Eas		672 328 1000		North Eas		672 328 1000
0.239 0.243 0.562 0.567 A A A		VOLUME/CAPACITY (V/C)) RATIO:			0.339			0.343			0	2 99 0				299.0				299 0
A	1 J//	ESS ATSAC/ATCS ADJUS	STMENT:			0.239			0.243				0.562				0.567				0.567
		LEVEL OF SERVIC	E (LOS):			4			4				4				V				4

Change in v/c due to project:	0.005	Δν/c after mitigation:	0.00
Significant impacted?	2	Fully mitigated?	N

:# S/I	North-South Street:	Olive Street	treet			Year	Year of Count:	2017	Ambi	Ambient Growth: (%):	th: (%):	1	Conduc	Conducted by:	Amir A	L'A	Date:	19	5/31/2019	
21		Pico Bo	Pico Boulevard			Project	Projection Year:	2023		Pea	Peak Hour:	AM	Revie	Reviewed by:			Project:	10	1045 Olive	
0000	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	No. of Phases N-2 or Both-3?			0 0			0 0				0 0				0 2				0 5
Right	Right Turns: FREE-1, NRTOR-2 or OLA-3?	or OLA-3?	NB 0 EB 0	SB- WB	00	NB-	0 SB-	00	NB EB-	00	SB WB-	00	NB EB-	00	SB WB	00	KB-	00	SB- WB-	00
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity	ATSAC+ATCS-2? Override Capacity			0 0	(0 0				0 0				0 0
			EXISTI	EXISTING CONDITION	TION	EXISTIN	EXISTING PLUS PROJECT	OJECT	FUTURE	E CONDITIC	FUTURE CONDITION W/O PROJECT	JECT	FUTUR	E CONDITK	FUTURE CONDITION W/ PROJECT	DECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIG	ATION
	MOVEMENT		Volume	No. of Lanes	Lane	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
c	↑ Left		133	-	133	0	133	133	105	246	1	246	0	246	-	246		246	-	246
INO	Left-Through		7	0 0	7	12	1122	564	487	1665	0 0	833	5	1677	0 0	839		1677	0 0	839
ВС	Through-Right		-	4 0	3	Ī	1	3	2		10		!		0				0	
ΗТЯ	Right		2	-	2	0	7	2	40	45	← (42	0	42	← 0	42		42	- 0	42
ON	Left-Through-Right	Right		00							00				0 0				0 0	
,	THE REAL PROPERTY AND ADDRESS OF THE PARTY AND				STANKE THE		September 1	Monday.	No. of Street, or other Persons	2		Kiessi	STATE OF THE PARTY	BY SCHOOL		Distance of the last	REPORT DAY			
ΝD	Left Through		0	0 0	0	0	0	0	0	0	0 0	0	0	0	00	0		0	00	>
inc	Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
ВН	← Through-Right			0						(0 0	,	ď	ď	0 0	(c	00	c
ΤU	Right -	44.0	0	0 0	0	0	0	0	0	0	5 C	-	5	5	0 0	0		5	0 0	>
os	Left-Right	Aight		00							0 0				0 0			-	0	
			Section 2		N SHITH SHIP	100000	Series Series	The second	September 1	200	1000	HOLESH	SUS OF	No. of Lot	Service Control	SOUTH ST			National Services	Same
a			2 2	0 7	72	ო	27	22	73	130	0 +	130	ო	133	0 -	133		133	o -	133
NN	Through Through		388		248	0	388	251	264	9/9		598	0	9/9	- ~	604		929	· -	604
BC				0							0 0		•	,	0 0	,		c	0 0	(
LSV		1	0	0 0	0	0	0	0	0	0	0 0	0	5	5	0 0	5		>	0 0	>
'3	Left-Infough-Right	Algn.		00				Į.			0 0				0				0	
1000	***	No. of Lot		c	200	c	c	2500 165	c	c	C		-	c	0	o	W. 100 A	0	0	0
ΔN	T Left-Through		>	0	>)	>	•))	0		•	1	0				0	
ino			303	, ,	188	-	304	189	320	642		377	~	643		377		643		377
8T8	← Through-Right Fight		73	- 0	73	o	73	73	88	111	- 0	111	0	111	- 0	111		111	- 0	111
ME	Left-Through-Right	Right	!	00		1					00				00				00	
1	THE PERSON A		Non	North-South	555	Non	Vorth-South:	561		Nort	North-South:	833		Nort	North-South:	839		North	North-South:	839
	CRITICAL VOLUMES	/OLUMES	E	East-West: SUM:	248	Ē	East-West: SUM:	251 812		Ea.	East-West: SUM:	598 1431		Ea	East-West: SUM:	604		Eas	East-West: SUM:	604
	VOLUME/CAPACITY (V/C) RATIO:	C) RATIO:			0.535			0.541				0.954				0.962				0.962
NC I	V/C LESS ATSAC/ATCS ADJUSTMENT:	STMENT:			0.435			0.441				0.854			-	0.862				0.862
	LEVEL OF SERVICE (LOS):	CE (LOS):			4			4				۵				٥				۵
															PROJE	PROJECT IMPACT	ACT			

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

יייייייייייייייייייייייייייייייייייייי															;			
East-West Street: 16	16th Street			Project	ection Year:	2023		Pea	Peak Hour:	AM	Revie	Reviewed by:			Project:	10	1045 Olive	
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		ī	0							0 2				0 0				0 0
Right Turns: FREE-1, NRTOR-2 or OLA-37 ATSAC-1 or ATSAC+ATCS-27	NB EB	SB- 0 WB-	0000	NB- EB-	0 NB-	0000	NB EB	00	SB- WB-	0000	NB	0 0	SB- WB-	0000	NB	0 0	SB- WB-	0000
Override Capacity		EXISTING CONDITION		EXISTIN	STING PLUS PROJECT	OJECT	FUTUR	E CONDITIC	FUTURE CONDITION W/O PROJECT	SUECT	FUTUR	FUTURE CONDITION W/ PROJECT	ON W/ PRC	FCT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIC	SATION
MOVEMENT	Volume	No. of Lanes	Lane	Project Traffic	Total Volume	Lane	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane	Added Volume	Total Volume	No. of Lanes	Lane Volume
Left Left-Through	75	0 1	75	0	75	75	4	84	0 -	84	0	84	0 -	28		84	0 1	8
Through	1443		909	12	1455	910	518	2050	N C	711	12	2062	N C	715		2062	N C	715
i nrougn-kigni Right	09		99	0	09	09	0	64	> -	2	0	99) -	2		64	-	2
Left-Through-Right Left-Right		00							0 0	-			00			The state of the s	0 0	- 1
Left		0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
Left-Through				C	c	c	c) c	0 0	c	c	c	00	c		c	0 0	c
Inrough Through-Right		00	0	0	>	0	>	>	00	0	>	0	000	> (o 1	000	o (
Right Left-Through-Right	_	00	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	00	0
Left-Right		0	- 000	The Short College	-	-		2	0	- Section of the sect	0.20	Suppose S	0	SECOND SECOND	DISTRIBUTION OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN T	PERMIT	0	-
Left	9/	0	76	0	9/	76	19	26	0 ,	97	0	26	0 1	97		97	0 4	97
Left-Through Through	310		231	0	310	231	43	372		283	0	372	0	283		372	0	283
Through-Right Right		00	0	0	0	0	0	0	00	0	0	0	00	0		0	0 0	0
Left-Through-Right Left-Right		00							00				00				00	
Left		0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
Left-Through	27.0	0 7	7	C	276	170	ç	33	0 -	24.4	c	334	0 -	214		334	0 +	214
Through-Right	-		2)) (2 8	† '	5 6	0		· (5 8	· c	. 8		8	← 0	5
Right Left-Through-Right Left-Richt		000	87	0	87.	78	σ	5	000	n n	5	5	000	3		2	000	3
CRITICAL VOLUMES	_	North-South: East-West: SUM:	506 255 761	Nort	North-South: East-West: SUM:	510 255 765		Nort	North-South: East-West: SUM:	711 311 1022		Norti Ea	North-South: East-West: SUM:	715 311 1026		North Eas	North-South: East-West: SUM:	715 311 1026
VOLUME/CAPACITY (V/C) RATIO:	ö		0,507			0.510				0,681				0.684				0.684
V/C LESS ATSAC/ATCS ADJUSTMENT:	— ;; ;		0.407			0.410				0.581				0.584				0.584
LEVEL OF SERVICE (LOS):	-					•				•								•

Change in v/c due to project:	0.003	Δν/c after mitigation:	0.003
Significant impacted?	ON	Fully mitigated?	N/A

# 5/1	North-South Street:	Olive Street	treet			Vear	ear of Count.	2017	Ambi	Ambient Growth: (%):	th: (%):	+	Conducted by:	ted by:	Amir A	Α.	Date:	5	5/31/2019	
23	East-West Street:	17th Street	reet			Projection	Projection Year:	2023		Peal	Peak Hour:	AM	Review	Reviewed by:			Project:	7	1045 Olive	
Oppo	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	No. of Phases V-2 or Both-3?			0 0			0 0		1.0		0 0	1							
Right	Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2?	-2 or OLA-3? C+ATCS-2?	NB 0 EB- 0	SB- WB-	0000	NB EB-	O WB-	0000	NB- EB-	0 0	SB- WB-	0000	NB EB	0 0	SB WB	0000	NB EB	0 0	SB- WB	0000
	Overrig	Override Capacity	EXISTIN	EXISTING CONDITION		EXISTING	EXISTING PLUS PROJECT	JECT	FUTURE	CONDITIO	FUTURE CONDITION W/O PROJECT	NECT	FUTUR	FUTURE CONDITION W/ PROJECT	N W/ PRO.	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIC	SATION
	MOVEMENT		Volume	No. of Lanes	ume	Project Traffic	Total Volume	Lane	Added	Total Volume	No. of Lanes	Lane	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
αN	Left Left Left Left		351	0 -	351	0	351	351	43	416	0 -	416	0	416	0 -	416		416	0 -	416
IUO8	Through	. 1	1380	· N C	277	თ	1389	280	404	1869	. W C	762	0	1878	8 0	765		1878	0 0	765
нтя	Right Fight	 :	0	000	0	0	0	0	0	0	000	0	0	0	000	0		0	00	0
ON	Left-I nrougn-kignt	-Kignt		0 0	-		Constitution of the last	-		and the second	00	Contract of the last	0.00		0 0	Same and a			0	- Control
ar	Left F		0	0 0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	00	0
NUO	Through		0	00	0	0	0	0	0	0	000	0	0	0	000	0		0	000	0
внтс	Through-Right	Ĕ	0	00	0	0	0	0	0	0	00	0	0	0	000	0		0	000	0
nos	Left-Through-Right	-Right		00							0 0	Į.			0 0				0 0	
200	图 人名 图 多 图 1	14 76 30°3	SCHOOL STATE			The state of	THE STATE OF	2 1000	STATE OF		WATER STATES			110.000	1000			2000	SPERM	September 1
aı	Left		0	00	0	0	0	0	0	0	0 0	0	0	0	00	0		0	0 0	0
NUO			0	00	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
BTSA	Right Through Bight	10	0	000	0	0	0	0	0	0	000	0	0	0	000	0		0	000	0
э]	- }			00	DESCRIPTION OF THE PERSON OF T	ACAD DESIGNATION	NAME AND ADDRESS OF	SECRECATION OF THE PERSON OF T	0.000	SCHOOL STREET	0 0	1000	STATE OF THE PARTY OF	Sales See	0	2000		STATE STATE	0	THE PARTY
a	f Left		0	0 0	0	0	0	0	0	0	00	0	0	0	00	0		0	0 0	0
NNO			793) - -	511	0	793	513	383	1225) - -	793	0	1225) 	795		1225	·	795
MESTE	Right Left-Through-Right	nt -Right	229	-000	229	ო	232	232	118	361	-000	361	ო	364	- 0 0 0	364		364	. 0 0 0	364
	Lett-Right		Mond	Morth South:	577	Month	Morth-Courth.	580		Morth	North-South	762		North	North-South:	765		North	North-South:	765
	CRITICAL	CRITICAL VOLUMES	Ea	East-West: SUM:	511 1088	Ea	East-West: SUM:	513 1093		Eas		793		Eas		795		Eas	East-West: SUM:	795 1560
	VOLUME/CAPACITY (V/C) RATIO:	//C) RATIO:			0,725			0.729				1.037				1.040				1.040
) 	V/C LESS ATSAC/ATCS ADJUSTMENT:	USIMENI:			0.625 B			0.629 B				0.93/ П				0.340 П				о.э ₄ о
		TOT (FOO).													PRO.IFCT		IMPACT			

on: 0.003	A/N ¿P
∆v/c after mitigation:	Fully mitigated?
0.003	ON
Change in v/c due to project:	Significant impacted?

/S #:	North-South Street:	Olive Street	treet			Year	Year of Count:	2017	Ambi	Ambient Growth: (%):	th: (%):	-	Conduc	Conducted by:	Amir A	Y.	Date:	5	5/31/2019	
24	East-West Street:	18th Street	reet			Projecti	Projection Year:	2023		Pea	Peak Hour:	AM	Revie	Reviewed by:			Project:	10	1045 Olive	
oddo	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	No. of Phases V-2 or Both-3?			0 0	,		0 2				0 2				0 0				0
Right	Right Turns: FREE-1, NRTOR-2 or OLA-3?	-2 or OLA-3?	NB- 0 EB- 0	SB- WB-	00	NB EB	0 SB-0	щ.	NB- EB-	00	SB- WB-	00	NB- EB-	00	SB- WB-	00	NB- EB-	00	SB- WB-	00
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity	r ATSAC+ATCS-29 Override Capacity			0 0			0 0				0 0				0 0)	2 0
			EXISTI	EXISTING CONDITION	TION	EXISTIN	EXISTING PLUS PROJECT	DJECT	FUTURE	E CONDITIC	FUTURE CONDITION W/O PROJECT	JUECT	FUTUR	E CONDITIC	FUTURE CONDITION W/ PROJECT	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIG	ATION
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane
0	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
חמו	Left-Through		763	0 6	757	ď	760	256	, 14	1025	0 "	343	ď	1031	0 "	244		1031	O 11	344
081	Through-Right	- P	2	, 0	107	o	3	2004	2	200	0	ţ)	2	0 0	}			0	
нтя	Right		38	· ~	38	0	38	38	0	40	-	40	0	40	-	40		40	-	40
ON	Left-Through-Right	-Right		0 0							0 0				0 0				0 0	
	TIRING THE PROPERTY OF THE PRO	STATE STATE	STREET, STREET	The same	PUSTICE		121121	THE REAL PROPERTY.	COLUMN TO SERVICE	DATE SO	SCHOOL STREET		TREATURE	THE REAL PROPERTY.	NOTHING BELL	THE COLUMN	SAN SERVICE	To September 1	12/11/25	H SALL
αD	Left T		0	00	0	0	0	0	0	0	0 0	0	0	0	00	0		0	0 0	0
IUO	Through		0	0 0	0	0	0	0	0	0	0	0	0	0	00	0		0	0	0
вн.	Through-Right	Ħ	c	00	c	c	c	c	c	c	0 0	c	c	c	0 0	c		c	0 0	c
LNO	Left-Through-Right	1-Right	>	00	5	>	0		o	o	0)	o	•	0 0	>		•	0 0)
s		,		0	-	Chamber 100	200	-	A SPACES	1	0	-	100		0	TO STATE OF THE PARTY OF THE PA		CONTRACTOR OF THE PERSON NAMED IN	0	1000
	را السال		928	-	585	က	931	590	231	1216	-	845	က	1219	-	850		1219	-	850
anı				-		;					τ τ		;	7		0		200		o u
no	Through	i	828	- 0	585	-	836	290	144	1320	- 0	845	-	1331	- 0	000		1331	- 0	000
STE	Right	=	0	00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
¥Ξ	Left-Through-Right	-Right		00							00				0 0				00	
		THE PERSON			C SECTO	NAME OF TAXABLE PARTY.	S. Magazi	NAME OF TAXABLE PARTY	S. V. Physics	SEATON OF	ST. Lines	NEWSON.	SHIPS!	STATE OF THE PERSON			1000	1831	Para Sold	STATE OF
a			0	0 0	0	0	0	0	0	0	00	0	0	0	0 0	0		0	0 0	0
NO	t Lent-Infougn		0	00	0	0	0	0	0	0	00	0	0	0	00	0		0	0 0	0
овт	Through-Right	ht		0							0 0	•	•	Ċ	0 0	ď		c	00	C
S3.	Right Thomas Bight	1	0	0 0	0	0	0	0	0	0	o c	0	0	5	0 0	5		>	00	>
M	↑ Left-Right	יישוויי		00							00				0				0	
6	INCITION	CELTICAL VOLLIMES	Nort	North-South:	254	Nort	North-South:	256		Nort	North-South:	342		North	North-South:	344		North	North-South: Fast-West	344
			Ž,	SUM:	839	3	SUM:	846		3		1187			SUM:	1194				1194
	VOLUME/CAPACITY (V/C) RATIO:	//C) RATIO:			0.559			0.564				0.791				962.0				962.0
NC I	V/C LESS ATSAC/ATCS ADJUSTMENT:	JUSTMENT:			0.459			0.464				0.691			-	969.0				9690
	LEVEL OF SERVICE (LOS):	VICE (LOS):			A			V				m				m				20
															PROJE	PROJECT IMPACT	ACT			

Av/c after mitigation: 0.005 Fully mitigated? N/A 1045 Olive CMA AM Peak 5-31-19 Change in v/c due to project: 0.005
Significant impacted? NO

# 5/	North-South Street:	Hill Street	eet			Vear	Vear of Count:	2017	Ambi	Ambient Growth: (%):	rth: (%):	+	Conduc	Conducted by:	Amir A	r A	Date:	12	5/31/2019	
, K		Olympi	Olympic Boulevard			Projecti	ection Year:	2023		Pea	Peak Hour:	AM	Revie	Reviewed by:			Project:	10	1045 Olive	
	ON.	No of Phases			2			0				2				2				2
Oppo	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	or Both-3?			10			101	!	Ó		100		d	(100	į	d		00
Right	Right Turns: FREE-1, NRTOR-2 or OLA-3?	or OLA-3?	NB-0	SB-	0 0	, NB	- SB-		78-	0 0	SB	0 0	NB-	o 0	NB.	0 0	RB-	0	-BS	00
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity	r ATSAC+ATCS-2? Override Capacity			0 0 0	1						00				0 0				0 0
			EXISTI	EXISTING CONDITION	NOIT	EXISTIN	EXISTING PLUS PROJECT	OJECT	FUTURE	E CONDITIC	FUTURE CONDITION W/O PROJECT	VJECT	FUTUR	E CONDITI(FUTURE CONDITION W/ PROJECT	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIG	ATION
	MOVEMENT		Volume	No. of Lanes	Lane	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added	Total Volume	No. of Lanes	Lane Volume	Added	Total Volume	No. of Lanes	Lane Volume
aı	Left		62	- 0	62	0	62	62	88	154	- c	154	0	154	← c	154		154	- c	154
NUOE	Through		380	o - ·	210	0	380	210	255	658	o – 1	363	0	658	o v	363		658) -	363
энтя:	Through-Right Right		40	- 0 1	40	0	04	40	25	29	- 0 0	29	0	29	- 0 0	29		29	- 0 0	29
ON	← Left-Through-Right ← Left-Right	Right		0 0		in contrasting	The Party of Street, or other Party of Stree	and deposits on	100000000000000000000000000000000000000	1	00	The Control of the Control			0 0	1			0 0	Monte
aı	ا ا Fet		09	- 0	09	0	09	09	78	92	- c	82	0	92	← c	92		85	- c	92
NOOR	← Left-Inrougn ← Through		317	o – .	223	4	321	225	242	929) - -	419	4	583	o ~ ~	421		583) -	421
HTL			129	- 0	129	0	129	129	121	258	- 0	258	0	258	- 0	258		258	- 0 (258
nos	◆ Left-Through-Right 人 Left-Right	Right		00							00				00				00	
	N.		29	-	29	0	29	59	72	88	-	88	0	88	-	88		88	~	88
ОПИЕ			773	0	413	10	783	420	382	1203	0 - 1	099	0	1213	0 - 1	999		1213	⊃ <i></i>	999
BT2A:	Through-Right Right Left-Through-Right	t Right	93	-00	53	ო	56	99	09	116	- 0 0	116	က	6 10	- 0 0	119		119	- 0 0	119
3			STATE STATE	0	Siemstores	STATES OF STREET	San San San San San San San San San San	COMPENSAGE	200000	A LOSSON IN	0	Steel and a second	MARKET	No. of Concession, Name of Street, or other Persons, Name of Street, or other Persons, Name of Street, Name of	0	Manager of the last of the las	COLUMN TO	STATE OF STREET	0	STERNING
C	t reft		43	-	43	0	43	43	4	99	- 6	09	0	09	- 0	09		09	- 0	09
INNO			683	0 - ,	377	2	685	378	413	1138	o – 7	612	2	1140	o ← •	613		1140) - -	613
MESTB	Right Left-Through-Right	t Right	02	-00	70	0	20	02	12	88	-000	98	0	98	- 0 0 0	98		98	- 0 0 0	98
	イ Left-Right				200		1	700		No.	Month Courts	573		A POOR	Morth Courth.	575		North	North-South	575
	CRITICAL VOLUMES	VOLUMES	Non Ea	Norm-Soum: East-West: SUM:	741	Non Ea	East-West: SUM:	463 750		Ea	East-West: SUM:	720 1293		Ea	East-West: SUM:	726		Easi	East-West: SUM:	726
	VOLUME/CAPACITY (V/C) RATIO:	C) RATIO:			0.494			0.500				0.862				0.867				798.0
) 	V/C LESS ATSAC/ATCS ADJUSTMENT:	JSIMENI:			0.394			0.400				79.70) () ()				è c
	ברגני כו	מר וריייו.			C			C)			PROJE	PROJECT IMPACT	PACT			

	NOCE IIIII NO			
Change in v/c due to project:	0.005	Δν/c after mitigation:	0.005	
Significant impacted?	ON.	Fully mitigated?	N/A	

Doct Most Ctroot.																			
	t: 11th Street	eet			Projecti	Projection Year:	2023		Pea	Peak Hour:	AM	Reviewed by:	Reviewed by:			Project:	1	1045 Olive	
No, of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	No. of Phases N-2 or Both-3?	1		0 2							0 5				0 5				0 0
Right Turns: FREE-1, NRTOR-2 or OLA-37 ATSAC-1 or ATSAC+ATCS-27 Conside Consolity	IRTOR-2 or OLA-3? r ATSAC+ATCS-2?	NB 0 EB 0	SB- WB-	0000	NB EB	0 SB	0000	NB EB	0 0	SB- WB-	0000	NB EB	0 0	SB- WB-	0000	NB- EB-	0 0	SB- WB-	0000
	Single Cable	EXISTIN	EXISTING CONDITION		EXISTIN	EXISTING PLUS PROJECT	SUECT	FUTUR	E CONDITIC	FUTURE CONDITION W/O PROJECT	OJECT	FUTUR	E CONDITI	FUTURE CONDITION W/ PROJECT	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIC	SATION
MOVEMENT		Volume	No. of Lanes	Lane	Project Traffic	Total	Lane	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane	Added	Total Volume	No. of Lanes	Lane
۲°۲°	-E	4 2	-00	4 9	0 (4 2	4 20	45	49	- o c	49	0 0	49	- 00	49		49	- o c	64 6
Through-Right	ight	0	V O O	0	0 0	70	0	677	0 0	000	- 0	0	0 0	000	0		0 0	000	6
-++	gh-Right		00	1	- Control of the Cont		-	Section 1		00	- Common	STATE OF THE PERSON NAMED IN	CONTRACTOR OF THE PERSON OF TH	00	- 100	Emportan.		0 0	-
رر 		0	0 0	0	0	0	0	0	0	0 0	0	0	0	00	0		0	00	0
Through Through	5	378	D 01 0	189	_	379	190	300	701	O 10 C	354	-	702) N C	351		702	0 00 0	351
r, J.	ignt	4	o ← (41	ဖ	47	47	22	99	o ← 0	99	ω	72) - (72		72	o – c	72
Left-Through-Right	gh-Right		00	-			-			0 0	- Contraction			00	and the same	CALCULATION OF		00	
-	March Print	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	и́в	0	00	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
	ight	0	00	0	0	0	0	0	0	00	0	0	0	00	0	3	0	00	0
·↑··√· ——	gh-Right		00							00				00				00	
Leff	4	52	← c	52	0	25	25	10	37	← c	37	0	37	- 0	37		37	- c	37
. -	<u>.</u> 1	106	o ← c	106	ß	111	11	142	255	o ← c	255	്ഗ	260) - c	260		260	· c	260
Right Right Left-Through-Right	gnt gh-Right	34	o - o c	8	0	35	8	0	38	o - o c	38	0	38	0-00	38		38	-00	88
	CRITICAL VOLUMES	Nortl Ea:	North-South: East-West:	261 106 367	Norti	North-South: East-West:	111		Nort	North-South: East-West:	400 255 655		Norti	North-South: East-West:	260		North Eas	North-South: East-West:	400 260 660
VOLUME/CAPACITY (V/C) RATIO:	(WC) RATIO:			0.245			0,248				0.437				0.440				0.440
V/C LESS ATSAC/ATCS ADJUSTMENT:	OUSTMENT:			0.145			0.148				0.337				0.340				0.340
LEVEL OF SERVICE (LOS):	RVICE (LOS):		1/4	V			V				4				4				⋖

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

#S/I	North-South Street:	t: Broadway	/ay			Year o	Year of Count:	2017	Ambie	Ambient Growth: (%):	th: (%):	1	Conducted by:	ted by:	Amir	r A	Date:	19	5/31/2019	
27	East-West Street:		Olympic Boulevard	_		Projecti	ection Year.	2023		Peak	Peak Hour:	AM	Reviev	Reviewed by:			Project:	10	1045 Olive	
Oggo	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	No. of Phases N-2 or Both-3?			0 2			0 0				0 0				0 0				0 0
Right	Right Turns: FREE-1, NRTOR-2 or OLA-3?	R-2 or OLA-3?	NB- 0	SB-	0 0	NB-	O SB-		- 8v	0 0	SB-	00	NB-	0 0	SB-	00	NB-	0 0	SB-	00
	ATSAC-1 or ATSAC+ATCS-2?	SAC+ATCS-2?	- 44	· OA) N	ļ		0 0	1	0		0 0 0	101	>		0 00 0	9	>		0 70
	Ove	Override Capacity	FOIAL	NOITIGINGO OMETOINE		Altora	TOSI OGG SILIG CHITSIAN	0 1	10 ITHE	CEIGNOC	O O O O O O O O O O O O O O O O O O O	0	OI TI IO	TOSI ORG IM NOITIGNOOD SELECT	Odd /W NC	O LECT	FIITIBE	O O O O O O O O O O O O O O O O O O O	DITIM WY T	OLIA
	Fig. Co.		EXIS	NG CONDI	5	EAISIIN	G PLUS PR	2	AND LOT	CONDITION	N WIO TRE	ב ב	אסוסב ל	1447	N L		Addad	Total	NIO OF	
	MOVEMEN		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane	Volume	Volume	No. of		Volume	Volume	Lanes	, e	Volume	Volume	Lanes	Volume
aı	Left	1	72	0 7	72	0	72	72	21	26	0 +	26	0	26	0 +	97		26	0 -	97
vno	Through	ng.	505		325	0	505	325	291	827		809	0	827		809		827		809
84.	Through-Right	ight	í	0 ,	Ç	(Ç	Ş	c	č	0 7	1	c	7	0 7	17		7	0 +	17
гЯО	Right Left-Through-Right	ah-Riaht	52	- 0	04	0	2	5	ю	5	- 0	į	0	.	- 0	ì		5	- 0	ì
N	→ Left-Right	, n		0							0	The second			0	- Contraction		-	0	and the same
			į		Section 1				,	-	c		•	,	0	c	NOV PER	-	c	-
ИD	r ceft Trough	f9	0	00	0	0	>		-	-	00	5	0	-	00	o		-	0 0	,
nos	Through		241	- (241	7	243	243	287	543	← (543	2	545	← 0	545		545	← 0	545
ЭНТ	Through-Right	ight	ę,	0 -	22	O	55	69	85	186	o -	133	0	186	o –	130		186	o - -	130
no:		gh-Right	3	0	1	•	2	3	}		0				0				0 (
s	人, Left-Right	CONTROL OF THE PERSON NAMED IN		0	3	1	THE RESIDENCE AND ADDRESS OF	Beltacher.	STATE OF THE PARTY	Service Commission	0	The Street of the	100		0	0000000	Section 2	North Print	0	NO SCHOOL
	Left		47	-	47	9	53	53	26	106	F	106	ဖ	112	-	112		112	~ 0	112
חאם	∠ Left-Through Through	gh	682	o +	366	4	989	368	326	1050	0 +	578	4	1054	0 ~	580		1054	⊃ ←	580
ВО		ight	}	-							_				-				-	
TSÆ		. 4	49	0 0	49	0	49	49	23	105	0 0	105	0	105	0 0	105		105	00	105
/3	Left-I nrougn-kignt	gn-Kignt		00							0 0				0 0				0 0	
08.00	ر ر		77	-	27	0	27	77	က	34	1	×	0	8	-	8		8	-	×
anı		gh		0							0			į	0 ,				0 1	Č
nos		40	565	- τ	317	7	292	318	332	932		504	0	934		202		934		909
BT2.	Right Right		89	- 0	89	0	68	89	ო	75	0	75	0	75	0	75		75	0	75
3M	十 Left-Through-Right 十 Left-Right	gh-Right		00							00				00				0 0	
			Non	North-South:	325	Nort	North-South:	325		North	North-South:	640		North	North-South:	642		North	North-South:	642
	CK	CRITICAL VOLUMES	ij	East-West: SUM:	393 718	Ea a	East-West: SUM:	720		L G	SUM:	1252			SUM:	1259			SUM:	1259
	VOLUME/CAPACITY (V/C) RATIO:	(V/C) RATIO:			0.479			0.480			5	0.835				0.839				0.839
MC I	V/C LESS ATSAC/ATCS ADJUSTMENT:	DJUSTMENT:			0.379			0.380				0.735				0.739				0.739
	LEVEL OF SERVICE (LOS):	RVICE (LOS):			A			4				ပ				U				2
															PRO.JFCT	TU-	IMPACT			

	0.004	N/A
	∆v/c after mitigation:	Fully mitigated?
משון החלים	0.004	0 N
CAL	Change in v/c due to project:	Significant impacted?

Fast Work Street Title Street	# 3/1	North-South Street	Broadway	vav			Voor	f Count.	2047	Ambie	Ambient Growth: (%):	h: (%):	,	Suppos	tod hv.	Amir	V	Date.	, r	5/31/2019	
No. of Line Color Color Co	28			reet			Project	on Year:	2023		Peak	: Hour:	AM	Reviev	ved by:			Project:	5	45 Olive	
Mail	odao	N Sed Ø'ing: N/S-1, E/W-	o. of Phases 2 or Both-3?		١,	2			0				0 0				0 2				0 0
Manuele Equation Manuele Equ	Right	Turns: FREE-1, NRTOR	8-2 or OLA-3?		SB- WB-	00	NB EB-			NB EB-	00	SB- WB-	00	NB- EB-	00	SB- WB	00	NB-	0 0	SB- WB-	00
MOVEMENT MOVEMENT		ATSAC-1 or ATSA	AC+ATCS-2?			0 0							0 0				0 0				0 0
MOVEMBENT MOVE				EXIST	ING CONDI	NOIT	EXISTIN	G PLUS PR	OJECT	FUTURE	CONDITION	N W/O PRC	JECT	FUTUR	CONDITIO	ON W/ PRO	JECT	FUTURE	W/ PROJEC	T W/ MITIG	ATION
Through-Right		MOVEMENT		Volume	No. of Lanes	Lane	Project Traffic	Total Volume	Lane	_	_			Added Volume	Total Volume		Lane	$\overline{}$		\vdash	Lane /olume
First Hough Right Coll 2	a	Left		29	- 0	29	0	53	29	16	47	← c	47	0	47	← c	47		47	← C	47
Fight Hough-Right	NNO	→ Left-Throug	<u> </u>	601	ΝС	301	0	109	301	309	947	D 01	474	0	947	0 0	474		947	D 01	474
Fight Figh	BH.	Through-Rig	ght	•	0 ((C	d	C	C	c	0 0	C	c	c	00	c		c	00	c
Through Right 19 19 2 21 21 11 31 10 10 10 10 10 1	IORI		h-Right	o 	00	0	5	5	0	0	5	00	0	0	0	00	5		o	00	•
Fight Findshift Fight Find	v	- 8	WCD officer turns	The second second	0	-	NO. OF PERSONS		STREET, STREET,	No.	Control of the last	0	Name of the least	STOCKED IN	SATURATION	0	- SHERRING		THE PERSON NAMED IN	0	STATE OF THE PARTY
Through Right 149 149 129 150 151	ar	רל. ייני		0	0 0	0	0	0	0	0	0	0 0	0	0	0	00	0		0	0 0	0
Through-Right	NUOE	Through	<u> </u>	279) - -	149	0	279	150	334	630) - - 1	331	0	630) -	332		630) -	332
+ Left-Through-Right	3HTL	↑ Through-Rig Right	ght	19	- 0	6	7	77	21	#	31	- 0	31	7	33	- 0	33		33	- 0	33
Left-Through	nos		h-Right		00	Ì						00				00				00	H
Left-Through			Ser Intelligence	25 Sec. 1	元の正式	SELINBRICK.	Mr. Special		STATE OF THE PARTY	No. of Street, or other Dept.		State State	STEEDS ST			2000	September 1	1			
Through Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	а	Left	4	0	0 0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	0 0	0
Through-Right	NUO	Through		0	00	0	0	0	0	0	0	000	0	0	0	00	0		0	00	0
£ Left-Through-Right 0 49	ата		ght	0	0 0	0	0	0	0	0	0	0 0	0	0	0	00	0		0	0 0	0
f Left Left Through 49	EA3		h-Right		00							00				00				00	
f Left Left 49 69 49	100			SILVERS SIN	NOTICE SE	SURBE	24624	Supplied		Saffe -	A STATE OF		No. of Street, or other Persons	STATE IN		24,000	TO SERVICE STATE OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS	LA SESTIMA	SECTION SECTION	X D 0.55	SELECTION OF THE PERSON OF THE
Through Right	a			49	- 0	49	0	48	49	29	81	← ¢	8	0	81	c	8		81	- c	8
Left-Right	NNO		= -	118	o – o	118	ო	121	121	126	251	o ← ¢	251	က	254) - - c	254		254	· - c	254
f Left-Through-Right 0	STE:			21	7	21	0	21	21	7	33) -	33	0	33	· — (33		33	· (33
North-South: 301 North-South: 301 North-South: 474 North-South: 474 North-South: 474 North-South: A74 North-South: 474 North-South: A74 North-South: A72 East-West: 251 East-West: 254 East-West: East-West: East-West: East-West: SUM: 728 East-West: SUM: 728 East-West: SUM: SU	M	Left-Throug	h-Right		00							0 0				00	4			0 0	
East-West: 118 East-West: 121 East-West: 254 East-W]			Nor	th-South:	301	Non	h-South:	301		North	-South:	474		North	-South:	474		North	South:	474
0.279 0.281 0.483 0.485 0.179 0.181 0.383 0.385 A A A		CRITICA	L VOLUMES	Ü	ast-West: SUM:	118 419	E	st-West: SUM:	121		Eas	t-West: SUM:	251 725		Ea:	SUM:	728		Eas	SUM:	728
0.179 0.181 0.383 0.385 A A A		VOLUME/CAPACITY (V/C) RATIO:			0.279			0.281				.483			J	0.485				0.485
4	N/C	LESS ATSAC/ATCS AD	JUSTMENT:			0.179			0.181				0.383				385				0.385
		LEVEL OF SER	(VICE (LOS):			A			A				¥			١	¥				T

	COSE IIIII DO		
Change in v/c due to project:	0.002	∆v/c after mitigation:	0.002
Significant impacted?	9	Fully mitigated?	N/A

# 5/1	North-South Street:	Main Street	reet			Vaar	Vear of Count.	2017	Ambi	Ambient Growth: (%):	th: (%):	-	Conduc	Conducted by:	Amir A	Α-	Date:	12	5/31/2019	
5	Cook Mont Street	- Champi	Ohomoic Bourload			Denionti	On Voor	2000		Post	Doak Hour	A BA	Doug	po po			Droioct.	5	404E Olivo	
R	East-West Street:	dilligio	c Donleyard			Projecti	ection rear.	2023		85			VENE	Reviewed by.		1	LIOJECT.	2	PA OII AG	Į,
Орро	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	No. of Phases N-2 or Both-3?			m 0			m 0				m 0				m O				n 0
Right	Right Turns: FREE-1, NRTOR-2 or OLA-3?	or OLA-3?	NB 0	SB-	00	NB-	O SB-	00	NB-	0 0	SB-	0 0	NB-	0 0	SB-	0 0	NB-	0 0	SB-	0 0
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity	r ATSAC+ATCS-2? Override Capacity		- QAA	0 10	<u>.</u>			d	•		0 0 0	1	o		000	}	•		000
			EXISTIF	EXISTING CONDITION	NOIT	EXISTIN	EXISTING PLUS PROJECT	OJECT	FUTURE	CONDITIO	FUTURE CONDITION W/O PROJECT	NECT	FUTUR	E CONDITIC	FUTURE CONDITION W/ PROJECT	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIG	ATION
	MOVEMENT		Volume	No. of Lanes	Lane	Project Traffic	Total Volume	Lane Volume	Added	Total Volume	No. of Lanes	Lane	Added	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
a) Left		103	-	103	0	103	103	39	148	- (148	0	148	← 0	148		148	- (148
NUO	← Left-Through ↑ Through		573	0 0	287	0	573	287	412	1020	o 0	510	0	1020	o 0	510		1020	D 0	510
В НТ:	T Through-Right		92	0 -	82	0	95	82	17	115	0 -	96	0	115	0 +	96		115	0 -	96
ЯОИ	Left-Through-Right	Right		00							00				00				00	
a	rett 		37	-	37	0	37	37	10	49	-	49	0	49	← (49		49	← (49
NNC	Left-Through Through		235	0 -	235	-	236	236	379	628	0 -	628	-	629	> -	629		629	⊃ ←	629
ант	Through-Right		110	0 -	e	c	110	62	101	218	0 -	66	0	218	0 -	00		218	0 ~	66
.nos	Left-Through-Right	Right	2	- 0 0	3	o	2	,	2	2	00		•	<u>:</u>	00				00	
No.	10000	Sept. Sept.	S45 C45		SEC. SEC.	SERVERS	No. of Street, or other Persons in column 2 in column	Seat from	St. Store	SALVETTE IN	100 M	NO.		Calle	Sec. Sec.	SESSEE.	SEC. 13.55		Section 2	NA CALL
a	Left		96	- 0	96	0	96	96	136	238	- c	238	0	238	- c	238		238	- c	238
NNO			561	o – 1	308	ო	564	310	147	743) -	427	ო	746) -	429		746	·	429
8T2A		1	55	- 0 0	55	+-	26	26	52	110	- 0 0	110	-	111	- 0 0	111		111	- 0 0	111
/3	↓ Left-Through-Right	right		0 0	-			1	THE REAL PROPERTY.	and the same of	00	- I	and the same of		00	100000000000000000000000000000000000000			0 0	200
		S. S. C. C. C. C. C. C. C. C. C. C. C. C. C.	21	-	21	0	27	27	17	39	-	39	0	36	-	33		39	-	39
חחם			542	0 -	288	-	543	288	201	776	0 -	410	τ-	777	0 -	410		777	0 -	410
эвта	Through-Right		e e	- 0	33	O	33	33	00	43	- 0	54	0	43	- 0	43		43	- 0	43
ME		Right		00							00				00	,1			00	
	CRITICAL VOLUMES	OLUMES	Nort Ea	North-South: East-West: SUM:	338 384 722	Nort Ea	Vorth-South: East-West: SUM:	339 384 723		North Eas	North-South: East-West: SUM:	776 648 1424		North Eas	North-South: East-West: SUM:	777 648 1425		North Eas	North-South: East-West: SUM:	648 1425
	VOLUME/CAPACITY (V/C) RATIO:	S) RATIO:			0.507			0.507			J	666 0				1.000				1.000
1 //C	V/C LESS ATSAC/ATCS ADJUSTMENT:	STMENT:			0.407			0.407				0.899				0.900				0.900
	LEVEL OF SERVICE (LUS):	JE (LUS):			¥			*							PROJECT		IMPACT			

	TAUSECT INITAC	2	
Change in v/c due to project:	0.001	Δν/c after mitigation:	0.001
Significant impacted?	9	Fully mitigated?	N/A

NB- 0 SB- 0 NB-	Ye	Street Ye	Ye	Ye	Ye	Year of Projectic	1 4 01	ar of Count: ection Year:	2023	Amb	Ambient Growth: (%): Peak Hour:	rowth: (%): Peak Hour:	AM 2	Conducted by: Reviewed by:	onducted by:	Amir A	2	Date: Project:	10	5/31/2019 1045 Olive	2
Factor F	NB- 0 SB-	NB- 0 SB-	0 SB-		0 0 0		NB-		000	NB-	0	SB	N O O	NB-	0	SB-	N O O	NB-	0	SB-	V O O
Notice Future Condition Wio ProJect Future Condition Win ProJect Future Condition Wio ProJect Future Condition Wio ProJect Future Future Condition Volume Vo	0 WB 0	EB 0 WB 0	0 WB 0	0 7 0		EB-				EB	0	WB-	0 70	EB	0	WB-	0 7 0	EB	0	WB	0 0 0
Lane Added volume	EXISTING CONDITION	EXISTING CONDITION				EXIS	NIT	G PLUS PR	OJECT	FUTUR	E CONDITIC	ON W/O PR(SJECT	FUTUR	CONDITIC	ON W/ PRO.		FUTURE	N/ PROJEC	T W/ MITIG	ATION
48 13 64 1 64 0 64 1 64 64 64 1 64 64 1 64 64 64 1 64 64 1 64 64 1 64 64 64 64 64 64 64 1 64 1 740 1 740 1 740 1 740 1 740 1 742 742 742 742 742 742 742 742 742 742 742 742 742 742 743 744 744 744 <th< th=""><th>MOVEMENT No. of Lane Project Volume Lanes Volume Traffic</th><th>No. of Lane Lanes Volume</th><th>No. of Lane Lanes Volume</th><th>Lane</th><th>_</th><th>Proje Traff</th><th></th><th>Total Volume</th><th>Lane Volume</th><th>Added</th><th>Total Volume</th><th>_</th><th>_</th><th>_</th><th>Total Volume</th><th></th><th>_</th><th>_</th><th>_</th><th>-</th><th>Lane</th></th<>	MOVEMENT No. of Lane Project Volume Lanes Volume Traffic	No. of Lane Lanes Volume	No. of Lane Lanes Volume	Lane	_	Proje Traff		Total Volume	Lane Volume	Added	Total Volume	_	_	_	Total Volume		_	_	_	-	Lane
385 423 1240 2 620 0 1240 2 620 1240	1 Left 48 1 48 0	1 48	1 48	48		0		48	48	13	64	- 0	2	0	64	- 0	64		49	- 0	2
0	Through 770 2 385 0	2 385 0	2 385 0	385		0		022	385	423	1240	0 0	620	0	1240	0 0	620		1240	0 0	620
0 0	0	0 0 0	0	0		0		0	0	0	0	0 0	0	0	0	0 0	0		0	0 0	0
1	Left-Inrough-Kight 0		00	00	and the contract of		1		Secretaries and a second	STATE OF THE PERSON	2000	0 0	STATE OF THE PERSON	TO SHARE	100	0 0	Town Park			0	- 1000
March Marc	Left Left	0	0	0		0		0	0	0	o	00	0	0	0	00	0		0	00	0
Mathematical Part	282	1 282	1 282	282	r.I	_		283	283	411	710) - C	710	-	711	· - c	711		711	-0	711
O	42	42 1 42	1 42	42		2		4	4	37	82	o ← 0	82	2	84	- c	28		84) C	48
0 0	Left-Through-Right 0	_	00	0 0			- 1	Ì	- Constitution			0 0	110000000000000000000000000000000000000	100000000000000000000000000000000000000		0 0	1000000			0 0	December 1
0	140	0	0	•		c	31	C	c	o	0	0	0	0	0	0	0		0	0	0
0	Left-Through	000	000	0		0 0		0	0	0	. 0	00	0	0	0	00	0		0	00	0
35 58 95 0 95 0 95 0 95 95 95 95 95 95 95 95 95 95 95 95 95	Through-Right 0 0 0 0 0 0	0 0 0	0	0		0		0	0	0	0	000	0	0	0	000	0		0	000	0
35 58 95 0 95 0 95 0 95 97 <td>Left-Through-Right Left-Right</td> <td>_</td> <td>0 0</td> <td>0 0</td> <td>CONSTRUCTION OF STREET</td> <td>0.00</td> <td></td> <td>Sold Street</td> <td>- Common of the</td> <td></td> <td></td> <td>0 0</td> <td>No. of Street, or other Persons and Street, o</td> <td></td> <td>2000</td> <td>0 0</td> <td>No.</td> <td>Section 1</td> <td>No.</td> <td>0 0</td> <td>No.</td>	Left-Through-Right Left-Right	_	0 0	0 0	CONSTRUCTION OF STREET	0.00		Sold Street	- Common of the			0 0	No. of Street, or other Persons and Street, o		2000	0 0	No.	Section 1	No.	0 0	No.
65 117 216 1 156 1 217 1 156 217 1 156 217 217 1 156 217 <	f Left 35 0 35	0 35	0 35	35			0	35	35	98	92	0 -	92	o	92	0 -	95		95	0 -	92
42 45 90 1 90 0 90 1 90 90 90 90 90 90 90 90 90 90 90 90 90	Through	2	2	49				94	65	117	216	0	156	+	217	- 0	156		217	- 0	156
385 North-South: 774 North-South: 775 NV 65 East-West: 156 East-West: 156 156 NV 450 SUM: 930 SUM: 931 0,00 0,00 0,00 0,200 0,520 0,520 0,521 0,00	Right A2 0 42 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	42 1 42	0 0 0	42		0		42	42	45	06	-00	06	0	06	-00	06		06	- 0 0	06
0.620 0.520 A	AL VOLUMES East-West: 64 SUM: 449	North-South: 385 East-West: 64 SUM: 449	385 64 449	385 64 449			Vorti	North-South: East-West: SUM:	385 65 450		Norti Ea	h-South: st-West: SUM:	774 156 930		North Eas	n-South: st-West: SUM:	775 156 931		North- Easi	South: t-West: SUM:	775 156 931
0.520 A	0	0	0	0	0.299				0.300				0.620				0,621		35		0,621
A	0.1		0.199	0.199	0.199				0.200				0.520				0.521				0.521
TOACMI TOSI COO	LEVEL OF SERVICE (LOS):		4	A	A				4				1			2000	TOT IMI	TOAC			

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

NB- 0 NB-	North-South Street: Los Angeles Street 31 East-West Street: Olympic Boulevard No. of Phases	Los Angeles Street Olympic Boulevard Phases	geles Street			2	Year o Projecti	Year of Count: Projection Year:	2017 2023 2	Amb	Ambient Growth: (%): Peak Hour:	rowth: (%): Peak Hour:	1 AM	Condu	Conducted by: Reviewed by:	Amir A		Date: Project:	9 =	5/31/2019 1045 Olive	
FUTURE CONDITION WO PROJECT FUTURE CONDITION W PROJECT W MINICE FUTURE CONDITION W PROJECT W MINICE FUTURE CONDITION W PROJECT W MINICE FUTURE CONDITION W PROJECT FUTURE W PROJECT W MINICE FUTURE W PROJECT	P KB- 0 SB- 0 NB- 0 EB- 0	NB- 0 SB- 0 NB- 0 EB- 0	0 SB- 0 NB- 0 O EB- 0	0 NB 0 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	0 NB 0 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	00	Total Co.	φ φ		NB EB	0 0	SB WB	100000	NB- EB-	0 0	SB WB	100070	NB- EB-	0 0	SB IWB	100000
Volume Lanes Volume Lolume Volume Volume Volume Volume Volume Volume Lanes Volume Lanes Volume Lanes Volume Lanes Volume Lanes Volume Lanes Lanes Volume Lanes Lanes Volume Lanes Volume Lanes Lanes Lanes Volume Lanes Lan	MOVEMENT EXISTING PLUS PROJECT NOVEMENT NO. OF Lane Project Total Lane	EX Ine Proje	EX Ine Proje	EX Ine Proje	EX Ine Proje	Project Total	G PLUS F	ጅ上	DJECT	FUTUR	E CONDITIC Total	ON W/O PR(OJECT	FUTUR	Total	ON W/ PRC	Lane	FUTURE	W/ PROJE(No. of	SATION
11	Volume Lanes Volume Traffic Volume	Lanes Volume Traffic	Lanes Volume Traffic	Volume Traffic	Traffic	ᇹ	Molum	\dashv	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
123 513 1	Left 63 1 63 0 6 4 Left-Through	1 63 0	1 63 0	63 0	0	9	9	63	63	11	78	- 0	78	0	78	- 0	78	0	78	- 0	78
113 547 1 41 0 41 1 41 0 35 0 35 0 35 0 35 0 35 0 0 35 0 0 0 0 0 0 0 0 0	367	1 200 0	1 200 0	200 0	0	0 36	36	2	200	123	513		274	0	513		274	0	513		274
1113 547 1 373 0 547 1 41 0 41 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	33 0 33 0	33 0 33 0	33 0	33 0	0	0	က	33	33	0	35	· o c	35	0	35	00	35	0	35	00	35
113	Left-Right 0	_	0.0		Section of the sectio		Į.	1	- 1		500	0 0	2000			0 0	- 10000			0 0	100
113 547 1 373 0 547 1 373 0 547 1 1 1 1 1 1 1 1 1	1 39 0 39 1 39 0 39	39 0	39 0	0	0	0	ě	0	36	0	41	- 0	41	0	41	← 0	14	0	14	- 0	41
199 1 199 0 199	Through 409 1 298 0 409	1 298 0	1 298 0	0	0	0 408	408		298	113	547	o	373	0	547	o ← √	373	0	547	o – ,	373
136 578 1 358 2 580 1 360 0 580 1	Through-Right 187 0 187 0 187	187 0 187 0	0 187 0	187 0	0	0 187	187		187	0	199	- 0 0	199	0	199	- 0 0	199	0	199	- 0 0	199
136 578 1 358 2 580 1 360 0 580 1 36 138 0 138 1 139 0 139 0 139 0 214 596 1 306 2 598 1 307 0 598 1 1 15 0 15 0 15 0 15 0	000) 0	0	CHECK THE DAY OF BUILDING	CONTRACTOR OF		100	CANDELLINE	000000	Chemical	0 0	MONTHER	TO THE REAL PROPERTY.		0	- 00	100	(Tall 0.72)	0	Children of the last
136 578 1 358 2 580 1 360 0 580 1 1 1 1 1 1 1 1 1	J Left 82 0 82 1 82 0 82	1 82 0	1 82 0	82 0	0	0 82	82		82	2	68	- c	68	0	68	← C	68	0	68	← c	88
36 138 0 138	Through	1 256 2	1 256 2	256 2	0	2 416	418	~	258	136	929) -	358	7	580) -	360	0	580) 	360
0 22 1 22 0 22 1 22 0 22 1 22 1 22 1 22 1 22 1 22 1 22 1 22 1 22 1 22 1 22 1 22 1 22 1 23 2 2 2 2 2 2 2 2	Right 96 0 96 1 97	96 0 96	0 0 0	96	+	٦ 9	6	2	26	36	138	- 0 0	138	_	139	-00	139	0	139	-00	139
0 22 1 22 0 22 1 22 1 22 1 22 1 22 1 22 1 22 1 23 2 2 2 2 2 2 2 2	✓ Left-Right 0 0	STATE THE PROPERTY OF THE PROP	0	THE PROPERTY OF THE PARTY OF TH	STATE STATE OF THE PARTY OF THE		(C)		ST. Sand		THE PARTY OF	0	1208	1		0	SEC. ST		2000	0	10000
1	F Left-Through	1 21 0	1 21 0	0	0	0	.,	21	73	0	22	- 0	22	0	22	- 0	22	0	22	- 0	22
1 15 0 15 0 15 0 15 0 15 0 0	Through 360 1 187 2	1 187 2	1 187 2	7	7	2 36	36	362	188	214	969		306	2	598		307	0	598		307
North-South: 451 North-South: 451 North-South: East-West: 395 East-West: 396 East-West: Sulm: 847 Sulm: Sulm: 847 Sulm: Sulm: Restart Re	13 0 13 0 ight	13 0 13 0	0 13 0	13 0	0	0	-	13	13	_	15	00	5	0	15	00	15	0	15	00	15
North-South: 451 North-South	Left-Right 0	0	700	700					700			0	104			0	454		14.014	0	454
0.564 0.565 0.465 A A	CRITICAL VOLUMES Fast-West: 277 East-West: C777 East-West: C777 C777 C784	East-West: 277	277	277	ž	Fast-We	st-We	e st	279		North Ea	st-West:	395 846		NOTU Ea	st-West:	396		Fas	t-West:	396
0.464 0.465 A A	0.425	0.425	0.425	0.425					0.427				0,564				0.565				0.565
	V/C LESS ATSAC/ATCS ADJUSTMENT: 0.325		0.325	0.325	0.325				0.327				0.464				0.465				0.465
	LEVEL OF SERVICE (LOS):		A	A	A				4				A				V				4

Av/c after mitigation: 0.001
Fully mitigated? N/A 1045 Olive CMA AM Peak 5-31-19 Change in v/c due to project: 0.001 Δν Significant impacted? NO

East-West Street	# 5/	North-South Street:	Los Ang	Los Angeles Street			Year	Year of Count:	2017	Amb	Ambient Growth: (%):	vth: (%):	-	Condu	Conducted by:	Amir A	rA	Date:	5	5/31/2019	
Mail	2		11th Str	eet			Projecti	on Year:	2023		Pea	ık Hour:	AM	Revie	wed by:			Project:	+	1045 Olive	
NB- 0 NB-		No. o	of Phases			2			2				2				2				2
Notice Column C	Эррс	sed Ø'ing: N/S-1, E/W-2 or			;	0 (!			9	c	ç	0 0	Ç	c	ç	00	9	c	ç	0 0
MOVEMENT MOVEMENT	ght	Turns: FREE-1, NRTOR-2			SB- WB-	0 0	NB-			L L	0 0	-8- WB-	00	KB-	0	WB-	0	мр- ЕВ-	00	yB-	0
MOVEMENT Costinuo		ATSAC-1 or ATSAC+	+ATCS-2?		!	0 0							00				0 0				0 2
MOVEMENT MOVEMENT				EXISTIN	IG CONDI	TION	EXISTIN	IG PLUS PR	OJECT	FUTUR	E CONDITIC	ON W/O PR	OJECT	FUTUR	RE CONDITION	ON W/ PRC	JECT	FUTURE	W/ PROJE	CT W/ MITH	GATION
Left		MOVEMENT		Volume	No. of Lanes	Lane	Project Traffic	Total Volume	Lane	Added Volume	-	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane	Added Volume	Total Volume	No. of Lanes	Lane Volume
Through-Right		Left		23	0 .	23	0	23	23	4	28	0 7	28	0	28	0 7	28		28	0 +	28
Figure Right Figu	NOO	← Left-Through ↑ Through		449		248	0	449	248	127	604		358	0	604		358		604		358
+ Left-Through Right		Through-Right		0	00	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
Left Through Right			Right		00							00				00				00	
Through Right 441 255 1 442 256 142 610 1 345 1 611 1 346 611 1 1	1	E E _ر		0	0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	0 0	0
Through-Right		T Left-Through		***	0 +	256		077	256	143	010	0 -	245	_	119	D 7	346		611	→	346
Left-Through-Right		↓ Inrough ↓ Through-Right		1		667	-	7	200	74	2	-	}	-	-	-	}		-	— (
0			1	69	0 0	69	0	69	69	7	80	0 0	80	0	80	0 0	80		80	0 0	8
Left	1		Kignt		0 0	1.911						00			and and an artist	00		characteristic	- Annual Control	0	-
Left Hough Hight			THE PERSON NAMED IN		FO. 30 S	To the second	Second Second	ST. WAS	1000		STATE OF	F-2017/19		105 BR2	1505518	The state of	No. of Street, or other Persons and Street, o				September
Through Hight				0	00	0	0	0	0	0	0	0 0	0	0	0	00	0		0	00	0
0				0	0	0	0	0	0	0	0	0 0	0	0	0	00	0		0	00	0
40				O	0 0	0	0	0	0	0	0	0	0	0	0	00	0		0	00	0
40			Right		00							00				00				00	
Secondary Seco	100			40	0	40	0	40	40	0	42	0	42	0	42	0	42		42	0	42
State Stat					- ,		,	G	į	,	00			•	acc		425		auc		125
34 1 34 0 34 34 7 43 1 43 1 43 43 43 43		İ		80	- c	2	-	0	60	<u>+</u>	707	- 0	67	-	700	- 0	3		202	0	2
North-South: 278 North-South: 279 North-South: 373 North-South: 374 North-South: 374 North-South: 375 Sum: 342 Sum: 344 Sum: 344 Sum: 344 Sum: 344 Sum: 345 Sum: 498 Sum: 499 Sum:				34	· –	34	0	34	34	7	43	-	43	0	43	- 0	43		43	← 0	43
North-South: 278 North-South: 373 North-South: 374 North-South: East-West: 64 East-West: 65 East-West: 125 East-West:			Right		00							0 0				0 0				00	
East-West: 04 East-West: 05 Ea	1	140111111	0.00	Nort	h-South:	278	Non	h-South.	279		Non	th-South:	373		Non	h-South:	374		Nort	7-South:	374
0,228 0,229 0,332 0,128 0,129 0,232 A A A		CKIIICAL	OLUMES	Ę9	St-West: SUM:	342	ij	SUM:	344		រ័	SUM:	498		ĭ	SUM:	499			SUM:	499
0.128 0.129 0.232 A A A A		VOLUME/CAPACITY (V/C	C) RATIO:			0,228			0.229				0.332				0,333				0.333
A	Ş	LESS ATSAC/ATCS ADJU	ISTMENT:			0.128			0.129				0.232				0.233				0.233
		LEVEL OF SERVIC	CE (LOS):			V			4				V				A				4

Change in v/c due to project:	0.001	∆v/c after mitigation:	0.001
Significant impacted?	_Q	Fully mitigated?	N/A

NB- 0 NB-	Year of Count: Projection Year:	Year of Count: Projection Year:	it is	2017 2023 2		Ambient Growth: (%): Peak Hour:	rowth: (%): Peak Hour:	1 AM	Conducted by: Reviewed by:	d by:	Amir A	Pr Br	Date: oject:	5/31/2019 1045 Olive	
State Line March	00000	NE EE	NB- 0	SB- 0 WB- 0	NB EB-	00	SB WB	00000	NB EB	0 0	-B-	0.00000	0 0	SB- WB-	00000
	EXISTING CONDITION		EXISTING PLU	S PROJECT	FUTURE	CONDITION	W/O PROJ		FUTURE	CONDITION	W/ PROJE	\dashv	URE W/ PROJ	ECT W/ MITI	GATION
1256 446 587 1904 2 668 15 1919 2 673 1919 2 6 6 6 6 6 6 6 6 6	No. of Lane Proj Lanes Volume Traf	ፈ ኮ	ect fic	-	Added			_	_		_	_	_	No. of Lanes	Lane Volume
1256 446 587 1904 2 668 15 1919 2 673 1919 2 1919	0 0				0	o	0 0	0	0	0	00	0	0	00	0
83 83 11 99 0 99 0 99 0 99 0 99 0 99 0 99 0 99 0 99 0 99 0 99 0 99 0 99 0 99 0 99	144				587	1904		899		919		173	1919	7 7	673
0	0 83		98:		1	66	0 0	66	0	66	0 0	66	66	0 0	66
0 0 0 0 0 0 0 0 0 0	0 0	1	200	The state of the s	To the second		0 0		Cofficial	000000000000000000000000000000000000000	0 0	Section 1		0 0	
0	0				0	0	0 0	0	0	0	00	0	0	00	0
0	0		0		0	0	000	0	0	0	000	0	0	000	0
67 95 163 0 163 3 166 0 166 166 0 91 158 278 1 221 1 279 1 223 279 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	_	0		0	0	00	0	0	0	000	0	0	000	0
97 163 3 166 0 166 0 166 1 2 2 1 2 2 1 2 2 1 2 2 1 2 3 2 3 3	0.0			The state of the s		Total Control	00		Decorate and a	ACCOUNT OF THE PARTY OF	00	1000	NUMBER OF STREET	00	-
91 158 278 1 221 1 279 1 223 279 1 0	0 64	1	3 67		95	163		163	m	166		99	166	0 -	166
0	89		1 114		158	278		221	-	279		23	279	- 0	223
0 0	0		0		0	0	000	0	0	0	000	0	0	000	0
0 0		H	STATE OF STA	2000 2000		CONTRACTOR OF	CHRES	Service Co	Separate Separate	2000 Co.	STATE OF THE PARTY		A STATE OF THE PERSON NAMED IN	DESCRIPTION OF THE PERSON OF T	S SOLL
0.258	0		0		0	0	0 0	0	0	0	00	0	0	00	0
0 0	0		0		0	0	00	0	0	0	00	0	0	00	0
446 North-South: 668 North-South: 673 North-South: 673 Sulfi-South: 673 Su	0		0		0	0	000	0	0	0	000	0	0	000	0
91 East-West: 221 East-West: 223 East-West: 537 SUM: 889 SUM: 896 SUM: 0,356 0,593 0,597 SUM: SUM: A A A A A	North-South: 441		North-Sou			North-S		899		North-S	١	73	Nor	th-South:	673
0.593 0.597 0.493 0.497 A A	East-West: 89 SUM: 530		East-We SU	43		East		221 889		East-		23	40	ast-West: SUM:	223 896
0.493 0.497 A A	0.353			0.358			0	593			0	26			0.597
	0.253			0.258			ò	493			ò	97			0.497
	A			A			h	A				4			4

0.004	N/A
ΔV/c after mitigation:	Fully mitigated?
0.004	<u>Q</u>
Change in v/c due to project:	Significant impacted?

# 5/1	North-South Street:	Hill Street	eet			Vear	Vear of Count.	2017	Ambi	Ambient Growth: (%):	th: (%):	+	Conduc	Conducted by:	Amir A	Α.	Date:	5/2	5/31/2019	
2		Dico Bo	Dico Boulevard			Droionti	ar or count.	2002		Peak	Peak Hour:	AM	Dovious	Poviowed by:			Drojoct.	5	4045 Olivo	
5	1001010101				C	300611						c		,		t		2		C
oddo	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	No. of Phases N-2 of Both-3?			N 0			N 0				ч 0				۷0				70
Right	Right Turns: FREE-1, NRTOR-2 or OLA-3?	2 or OLA-3?	NB- 0	SB-	0 0	N E	O SB		NB-	0 0	SB	0 0	NB-	0 0	SB-	0 0	NB-	0 0	SB-	0 0
	ATSAC-1 or ATSAC+ATCS-2?	3+ATCS-2?	- H3	MB	D (V	i d			i d	0	-944	0 0	ģ	o	ig	0 0	4	o		0 0 0
	Overrid	Override Capacity						0				0		Total Control	000	0 101		O LESCITION TO LO COMPANY TO LESCITE TO LO COMPANY TO LESCITE LESCITE TO LESCITE LESC	O'ELIN THE L	o E
			EXIST	EXISTING CONDITION	NOL	EXISTIN	EXISTING PLUS PROJECT	OJECT	FUTURE	FUTURE CONDITION W/O PROJECT	N W/O PRC) FCI	FUIUR	CONDIN	ON W/ PRO	2	FUIURE	W/ PROJEC	N/ MILIC	ALIGN
	MOVEMENT		Volume	No. of Lanes	Lane	Project Traffic	Total Volume	Lane Volume	Added	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added	Total Volume	No. of Lanes	Lane
o	Left		41	-	41	0	41	41	18	62	~	62	0	62	-	62		62	1	62
INNO	Left-Through		473	0 +	27.4	0	473	27.4	172	674	0 -	382	0	674	0 -	382		674	0 -	382
BC	Through-Right	=	F		i	,)		1	i	-		•		-				_	
ΗТЯ	Right		74	0	74	0	74	74	=======================================	06	0	06	0	06	0	06		06	0 (06
ON	← Left-Through-Right ← Left-Right	-Right		0 0							0 0				0 0				00	
0000		THE PARTY OF	S SING S	SECOND BE	Service Sales	STATE STATE	Throng State	Throughten.	AND PARTY.	SPECIAL SPECIA	Pared and	TO STATE	THE PERSON	SUBSEC	STATE OF	THE STATE OF	STATE OF THE PARTY	STATE OF STREET		STATE OF
aı	Left L		21	- 0	21	0	21	77	31	53	- 0	53	0	53	- 0	53		53	← c	53
VIO	Through		270	o ←	169	C	270	169	303	590	o -	383	0	590	o -	384		290	o -	384
ВС	Through-Right	#	2/2	- ~	3	>	2	3	8		-	}	o		-				_	
ЧТU			29	0	29	_	89	89	105	176	0	176	-	177	0	177		177	0 (177
os	◆ Left-Through-Right 人 Left-Right	-Right		00							0 0				00				00	
STATE OF THE PERSON		STATE SALES	Salar Salar Salar	CATATAC	SERVING STREET	STATISTICS.	PARSAVA	Commercial	1000	TO SECTION	SAL STATE	September 1	BESTIER		1 3 3 Sept. 1	77		SID ST		STORY OF THE PERSON NAMED IN
a	Left		09	0 7	09	0	9	09	45	106	0 +	106	0	106	0 -	106		106	0 -	92
NNC			390	- 0	284	0	390	284	214	628	- 0	470	0	628	0	470		628	. 0	470
)BT		¥	3	- c	700	c	1	700	ò	00	← C	470	c	8	- 0	470		8	- 0	470
SV:	Kigni ← Left-Through-Right	Right	/c	0	107	0	ò	t07	9	Ĉ.	0	î)	3	0	e F		3	0)
3	Left-Right	,		0			The state of the s		Contract of the last	Charles of Street	0	No. of Concession,	Sales Color	NATIONAL PROPERTY AND	0	The second		The state of	0	No. of Concession,
	ر Feft		15	0	15	0	15	15	0	16	0	16	0	16	0	16		91	0	16
IND				-						;	- 0	۷.,			- 0	0		Č	← (000
108		•	294	0 +	174	0	294	174	256	268	o +	329	0	268	o -	328		200	o 	329
STE	Right Right	=	24	- 0	174	0	24	174	-	56	. 0	329	0	26	0	329		56	0	329
3W	Left-Through-Right	-Right		00							00				00				00	
	4		Nov	North-South:	295	Nort	North-South:	295		North	North-South:	445		North	North-South:	446		North	North-South:	446
	CRITICAL	CRITICAL VOLUMES	Ĭ	East-West: SUM:	299	Ea	East-West: SUM:	299		Ea	East-West: SUM:	486 931		Ea	East-West: SUM:	486 932		Eas	East-West: SUM:	486 932
	VOLUME/CAPACITY (V/C) RATIO:	C) RATIO:			0.396			0.396			9	0.621			5	0.621				0.621
NC N	V/C LESS ATSAC/ATCS ADJUSTMENT:	USTMENT:			0.296			0.296			_	0.521				0.521				0.521
	LEVEL OF SERVICE (LOS):	ICE (LOS):			4			4				A				A				4
															PROJECT	CT IME	IMPACT			

	0.000	N/A
	∆v/c after mitigation:	Fully mitigated?
NOOF IN TOTAL	0.000	9
	Change in v/c due to project:	Significant impacted?

# 5/	North-South Street:	-	La Live Way	ye ye			Year	Year of Count:	2017	Ambi	Ambient Growth: (%):	th: (%):	-	Conducted by:	ted by:	Amir A	- A	Date:	19	5/31/2019	
-			Pico Boulevard	evard			Projecti	Projection Year:	2023		Peal	Peak Hour:	PM	Review	Reviewed by:			Project:	10	1045 Olive	
0000	sed Ø'ing: N	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	nases th-3?			0 3			၈ဝ				၈၀	7.5	1		၈ ၀				m O
Right	Turns: FREE	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 0	SB- WB-	0 %	NB-	O SB-O	0 %	NB- EB-	00	SB WB	0 6	NB EB-	00	SB WB-	0 m	NB EB-	00	SB- WB-	0 m
	ATSAC	ATSAC-1 or ATSAC+ATCS-2? Override Capacity				0 0			0 0				0 2				0 0				0 0
			-	EXISTIN	EXISTING CONDITION	TION	EXISTIN	EXISTING PLUS PROJECT	OJECT	FUTURE	E CONDITIC	FUTURE CONDITION W/O PROJECT	JECT	FUTUR	E CONDITIC	FUTURE CONDITION W/ PROJECT	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIC	SATION
	MO	MOVEMENT		Volume	No. of Lanes	Lane	Project Traffic	Total Volume	Lane Volume	Added	Total Volume	No. of Lanes	o	Added	Total Volume	es of	. 0	Added	Total Volume	of as	Lane
G	Le	Left		744	2	409	0	744	409	16	908	2	443	0	806	0.0	443		908	00	£43
חאנ	ا بـُـ	Left-Through		C	0 (707	c	SUS	404	226	1077	0 0	623	c	1077	2 0	539		1077	D (1	539
08	= f	Through		202	N C	3	>	700	Ē	77	2	4 0	3)		0				0	
ΗТЯ	- iz	rirougii-kigiit Right		121) (121	9	127	127	384	512	-	512	9	518	-	518		518	← 0	518
ON	٠ - ١	Left-Through-Right			00							0 0				0 0				0 0	
A 150		Len-Right	OCCUPATION OF	STATE SERVICE	THE REAL PROPERTY.	STATE OF	THE SUPPO	WORLD WITH	Special Comments	O CONTROL	SCHOOL STATES	STATE OF THE PARTY	2000	THE STATE OF	SERVE TO SERVE	ALC: NO	12632	000 CA-16		100 M	TOTAL SE
(د ر	Left	-	87	7	84	0	87	84	78	170	2	94	0	170	2	94		170	010	94
ואר	ت 	Left-Through			0 ((c	0 0	C	c	c	0 0	c		c	0 0	c
ВОГ	-	Through Through Dight		0	0 0	0	0	0	5	5	5	0 0	>	>	0	00)		o	0)
HTU		Right		20	0 0	0	0	20	0	0	21	2	0	0	21	0.0	0		21	00	0
nos	_	Left-Through-Right			0 0	1						0 0				0 0				00	
2000	3	an Burney	TO STATE OF THE PARTY OF THE PA	2011110	Sandaras.	1077C30	STATE OF	STATE OF	SACCESSION.	SPANISHED STATES	2010/01/01	STATE AND DESCRIPTION OF THE PERSON OF THE P	2500	18.258	STATE OF THE PARTY	STATE OF THE PARTY	55355	5		STATE OF	STATE OF
(֖֖֖֖֖֖֖֖֖֖֖֖֖֖֖֖֖֖֖֖֖֖֖֖֖֖֖֖֖֖֖֖֓֞֞֜֜֞֜֝	Left		150	7-	150	0	150	150	-	160	← 0	160	0	160	← c	160		160	- c	160
חחב		Left-Through Through		787	ဝ က	262	ဖ	793	264	473	1308	ე ო	436	9	1314	o m	438		1314	. m	438
LBC	•	Through-Right		•	0 0	(c	C	c	c	0 0	c	c	c	0 0	c		c	0 0	0
rsa		Right eff-Through-Right	4	0	0 0	0	0	0	>	>	>	0	0	0	•	00	,		>	0	
3	" ጉ	Left-Right			0			- Commence			the contract of the contract o	0	Contractor	Camping Co.		0	Control of the last	STOCK STOCK	1000	0	SPECIAL SPECIA
		Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
anr		Left-Through		i	0 (0		7.7	252	070	1700	00	707	c	1131	0 0	566		1131	D 0	566
108		Through Through Dight		717	N C	320	٧	4	700	0 /0	67	10	3	1	2	0	}		!	0	
STE		Right		388	· ←	340	0	388	340	241	653	_	629	0	653	← (559		653	← 0	529
ΜE	ٿٿ لم⊹	Left-Through-Right			00							00				00				0 0	V
	j 			Nort	North-South:	449	Non	North-South:	449		Nort	North-South:	633		Nort	North-South:	633		North	North-South:	633
		CRITICAL VOLUMES	JMES	Ē	East-West: SUM:	506 955	Ē	East-West: SUM:	507 956		Ea	East-West: SUM:	725 1358		Ea	East-West: SUM:	726 1359		Eas	East-West: SUM:	726 1359
	VOLUME/C	VOLUME/CAPACITY (V/C) RATIO:	ATIO:			0.670			0,671				0.953				0.954				0.954
WC WC	LESS ATSAC	V/C LESS ATSAC/ATCS ADJUSTMENT:	TENT:			0.570			0.571				0.853				0.854				0.854
	LEVE	LEVEL OF SERVICE (LOS):	(SO):			V			V			7/	٥				٥				
																PROJE	PROJECT IMPACT	PACT			

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

East-Weet Street Country Residue Country R	# 5/1	North-South Street:	Figuero	Figueroa Street			Year	Year of Count:	2017	Ambie	Ambient Growth: (%):	h: (%):	1	Conducted by:	ted by:	Amir A	V.	Date:	5	5/31/2019	
Note 1	7	East-West Street:	Olympi	c Bloulevard			Projecti	on Year:	2023		Peak	Hour:	PM	Review	ed by:			Project:	10	1045 Olive	
NB - 0 SB - 0 NB - 0 S		ON	of Phases			m c			e c				e c				e c				e c
Fig. 10 Fig.	oddo —	sed Ø'ing: N/S-1, E/W-2	or Both-3?		5	> C	Q/V			QN	c	a	o c	NB.	c	as	0 0	NB	0	S.	0 0
MOVEMENT MOVEMENT Movement	Right	Turns: FREE-1, NRTOR-	2 or OLA-3?		NB-	00	EB-			EB F) ო	WB	0	EB-	ი	WB-	0	EB F	, e	WB-	0
MOVEMENT MOVEMENT		ATSAC-1 or ATSA	C+ATCS-2?			0 0							0 0				0 0				0 0
MOVEMBRY MOVEMBRY MOLOI Lane Project Lane P			or or broad	EXISTI	NG CONDIT		EXISTIN	IG PLUS PR	OJECT	FUTURE	CONDITION	V W/O PRO	JECT	FUTURE	CONDITIC	N W/ PRO.	JECT	FUTURE	W/ PROJEC	T W/ MITIG	ATION
Left Through Right		MOVEMENT		a Eniloy	No. of	Lane	Project Traffic	Total	Lane	_	-		-	_	-	_	Lane	-	_	No. of Lanes	Lane
Through Right 1013 338 2 1015 338 12 1667 2 944 2 1689 2 945 1889 18		Left		210	-	210	0	210	210	-	4	1	-	4	-	-	501		501	-	501
Through-Right 154 1 107 1 154 1 107 1 18 18 2 18 2 18 2 18 3 3 3 3 3 3 3 3 3	ДN	← Left-Through		2	- 0	2	·	2		i	:	0				0	1,			0	
Through-Right	nos	Through		1013	က	338	7	1015	338	812	1887	2 0	944	7	1889	0 0	945		1889	0 0	945
Figure F	ΞΗΙ	Through-Rig	Ħ	747	0 1	107	c	15.4	107	ά,	281	o -	220	c	281) t	220		281	o -	220
Fractional Continue Fractional Continue	RC		+45 <u>i</u>	<u>5</u>	- c	È	>	<u>†</u>	<u> </u>	2	107	- 0	3	>	2	- 0				0	
Left-Through Right	N		116		0 0							0				0		-		0	
Through Hight	N. STATE					The second						c			c	c			-	c	0
Through Right	ΔN			>	o c	>	>	0	-	0	o	0 0	,	0)	0	•		•	0	,
Through-Right Color Colo	Ino	Through		0	00	0	0	0	0	0	0	0	0	0	0	0	0		0	0 (0
Left-Right Hight	8H	← Through-Rigl	Ħ		0						1	0 (•	9	0 0	(ď	0 0	(
1	ΤU		i	0	0 0	0	0	0	0	0	0	0 0	0	0	0	o c	5		>	o c	>
Left-Through 167 1 67	os		-Right		0 0							00				00				0 0	
Left-finough 825 3 275 16 841 280 917 1793 3 598 16 1809 3 9 9 9 9 9 9 9 9	(Total		TOTAL STREET		Sartist of	TOP 5005	2000	STORY OF THE PERSON		H OTHER		1		San Report	000	No. 18 18 18 18 18 18 18 18 18 18 18 18 18		Second Second	200	7	200
Through-Right 825 3 275 46 12 4 396 17 1793 3 598 16 1809 3 603 1809 180	a			167	- c	167	0	16/	167	186	363	- 0	262	0	303	- 0	202		202	- 0	200
Through-Right 256 1 46 0 256 46 124 396 0 0 396 0 0 396 1 0 396 1 0 396 1 0 396 1 0 396 1 0 396 1 0 396 1 0 396 1 0 396 1 0 396 1 0 396 1 0 396 1 0 0 396 1 0 0 0 0 0 0 0 0 0	NNC			825	n	275	16	841	280	917	1793	· m	598	16	1809	ന	603		1809	ო (603
Through-Right 256 1 46 0 250 40 124 350 1 122 0 122 1 122 1 122 1 122 1 1	81		Ħ		0 1	,	(i d	4	Š	ú	0 +	c	c	906) t	c		306	o -	c
CENTRIGHT O 94 1 94 1 94 0 94 94 0 94 94 0 94 1 94 0 94 1 122 1 1 2 <td>S¥3</td> <td></td> <td>-Right</td> <td>256</td> <td>- 0</td> <td>04</td> <td>5</td> <td>967</td> <td>0</td> <td>47</td> <td>000</td> <td>- 0</td> <td>5</td> <td>o</td> <td>2</td> <td>- 0 (</td> <td>></td> <td></td> <td>8</td> <td>0 0</td> <td>,</td>	S¥3		-Right	256	- 0	04	5	967	0	47	000	- 0	5	o	2	- 0 (>		8	0 0	,
f Left Left Left Left 122 1 1		ĺ	O STANDARD OF THE OWNER OWNER OF THE OWNER O		0	The Continue of the last	TOWNS AND ADDRESS OF	Section Sectio	No. of Concession	SCHOOL SECTION	CONTRACTOR	0	or hanceston.	Wilder Company	SOCIAL PROPERTY.	0	Sept Sept Sept Sept Sept Sept Sept Sept	STANSFOR STANSFORM	STATE STATE		To the same of
T Left-Through 1191 3 397 8 1199 400 909 2173 9 2 240 240 274 527 1 527 2 529 1 529 2 529 1 529 2 529 1 529 529 1 529 529 1 529 529 1 529<		5		98	-	94	0	94	94	22	122	-	122	0	122	-	122		122	-	122
Through	ПND	_			0						į	0 0				0 0			2	0 0	101
Fight Fight	noe	← Through ↑ Through-Rig	ŧ	1191	m 0	397	00	1199	400	606	2173	n 0	424		1812	n 0	171		0 7	0 0	17.
F Left-Through-Right	ITS:	Right	!	238	-	238	2	240	240	274	527	_	527	2	529	~ (529		529	← (529
North-South: 338 North-South: 338 North-South: 945 North-South: 945 North-South: 945 North-South: 945 North-South: 945 North-South: 945 North-South: 945 North-South: 945 North-South: 945 North-South: 945 North-South: 945 North-South: 945 North-South: 945 North-South: 945 North-South: 945 North-South: 1040 East-West: 1040 East	M	人 Left-Through 人 Left-Right	-Right		00							00				00				0	
East-West: 564 East-West: 567 East-West: 1080 East-West: 1090 East-West: <				Nort	th-South:	338	Non	h-South:	338		North		944		North	South:	945		North	-South:	945
0.633 0.635 1.425 1.425 1.425 1.422 1.425 1.422		CRITICAL	VOLUMES	Ea	sst-West: SUM:	564 902	Ë	st-West: SUM:	567 905		Eas		2031		Eas		2035		East	SUM:	2035
0.533 0.535 1.325 1.328 1.328 1.328		VOLUME/CAPACITY (A	C) RATIO:			0.633			0.635				425				1,428				1.428
A A PROJECT	Z/A	ESS ATSACIATCS ADJ	USTMENT:			0.533			0.535			-	.325			•	1.328				1.328
		LEVEL OF SER	/ICE (LOS):			4		19	A				L.								_
	1															PROJE		PACT			

ion: 0.00	M/N ¿pa
∆v/c after mitigation:	Fully mitigated?
0.003	<u>Q</u>
Change in v/c due to project:	Significant impacted?

East-Visional Street Chick Hearth Count Chick	# 5/	North-South Street:	Figueroa Street	a Street			Year	Year of Count:	2017	Ambit	Ambient Growth: (%):	th: (%):	1	Conducted by:	ted by:	Amir A	A	Date:	5	5/31/2019	
Charles Char	_		Chick He	earn Court			Projection	on Year:	2023		Peak	k Hour:	PM	Reviev	ved by:			Project:	10	45 Olive	
Mail	000	No. 1	of Phases or Both-3?			4 0			4 0				4 0				4 0				4 0
	ght	Turns: FREE-1, NRTOR-2			SB- WB-	000	NB- EB-			NB- EB-	ဝ၈	SB- WB-	0 00 0	NB- EB-	O 10	SB- WB-	0 0 0	NB- EB-	0 6	SB- WB-	0 0 0
		Override	Capacity				i i	or in	0	Ē	OH OH	O CONTRACTOR	0 10	Ē	OFFIGURE OF	Coo we we	10	LITIDE	OEI OEI W	DITIM WIT	OITO
		MOVEMENT		EXISTII	No. of	ane	Project	G PLUS PRO	Lane	Added	Total	No. of		Added	Total	No. of	Lane	Added	Total	No. of	Lane
Left Findship				Volume	Lanes	_	_	$\dot{-}$	Volume	_	-	_	-	_	Volume	\dashv	Volume	_	Volume	\neg	Volume
Through High High High High High High High Hi	αN	Left A Left-Through		37	- 0	37	0	37	37	32	71	- 0	71	0	71	- 0	7		7	- 0	7
Fight	ınnı	Through		1055	· ю	352	0	1055	352	1077	2197	0.0	1099	0	2197	0 0	1099		2197	0 0	1099
Hert-friedright	нь	Through-Right		4	0 -	0	0	4	0	0	4	o –	0	0	4	o –	0		4	o ←	0
Left	ION		Right		00							00				00				00	
F. Left Through Right See 1			San San San	STATE OF	100	数となる	TANK COLO	The Parties	Service Servic		,	The real lines			0		Section		ď	-	ú
Through Right 48	αN	Left Left		ဖ	- 0	9	0	ω.	ø	0	٥	- 0	٥	0	٥	- 0	٥		o	- 0	ò
Through-Right	nos	Through		269	· - ·	159	0	569	159	146	432	- 0	432	0	432	← c	432		432	← c	432
+ Left-Through-Right 2 16 2 34 2 18 3 2 18 3 3 2 18 3 3 3 2 18 3 3 3 3 3 3 3 3 3	au i			48	- 0	48	0	48	48	0	51	o -	42	0	51	o -	42		51	o -	42
Left Left	000		Right	?	00				ij			00				00				00	
1 1 1 1 1 1 1 1 1 1	100	Section 1	CONTRACTOR SALES	and Mental	No.	Contraction of the last	EN CHICK	Ser Territoria	Samuel .	10 TO 10 TO	F-010-83	Targetta and	STATE STATE	STATE OF		SERVICE SERVICES	STATE OF	SELECTION OF STREET	Sept.		
Through-Right		-		29	0 0	16	0	29	16	2	33	20	8	0	33	0 C	<u>&</u>		33	0 0	8
Through-Right 51 14 14 15 14 15 107 1 36 1 36 1	NOO			4	o — 0	4	0	4	41	ഹ	20	· - c	20	0	70	· c	20		20	← C	20
CLERT. Through-Right 126 1 126 1 126 1 126 1 126 1 134 1 134 1 134 1 134 1 134 1 134 1 134 1 134 1 134 1 134 1 134 1 134 1 134 1 134 1 134 1 134 1 <td></td> <td></td> <td></td> <td>51</td> <td>o ←</td> <td>4</td> <td>0</td> <td>51</td> <td>4</td> <td>53</td> <td>107</td> <td>o — (</td> <td>98</td> <td>0</td> <td>107</td> <td>o — (</td> <td>36</td> <td></td> <td>107</td> <td>o — c</td> <td>36</td>				51	o ←	4	0	51	4	53	107	o — (98	0	107	o — (36		107	o — c	36
f Left 126 1 126 1 134 1 134 1 134 1 134 1 134 1 134 1 134 1 134 1 134 1 134 1 134 1 <th< td=""><td>~~</td><td></td><td>Right</td><td></td><td>00</td><td>Ĭ</td><td></td><td></td><td></td><td></td><td></td><td>00</td><td></td><td></td><td></td><td>0 0</td><td></td><td></td><td>Ì</td><td>00</td><td></td></th<>	~~		Right		00	Ĭ						00				0 0			Ì	00	
T Left-Through 192 1 192 1 192 1 192 1 192 1 192 1 192 1 192 1 192 1 192 1 192 1 192 1 192 1 192 1 192 1 268 2 274 1 268 2 274 1 268 274 1				126	-	126	0	126	126	0	134	-	134	0	134	-	134		134	-	134
Through-Right 125 1 129 2 137 131 129 272 1 266 2 274 1 268 274 2 2 2 2 2 2 2 2 2	ano			700	0 +	102	ď	198	198	g g	392	0 -	392	œ	398	0 -	398		398	0 -	398
Left-Through-Right	00			761	- 0	76	o	2	3	3	3	0)		0			į	0 1	000
P Left-Right North-South: 358 North-South: 1105 North-South: 1105 North-South: 1105 North-South: 1105 North-South: 1105 North-South: 1105 North-South: 1105 North-South: 1105 North-South: 1105 North-South: North-South: 1105 North-South: North-South: North-South: North-South: North-South: North-South: North-South: North-South:			Right	135	- 0	129	0	137	131	129	272	- 0 (266	7	274	- 0 0	268		2/4	- 0 0	768
North-South: 358					٥				0,0			-	4405				4705		Morth	South:	1105
0.312 0.416 1,102 1,106 1.006 1.006		CRITICAL	VOLUMES	Non Ea	h-South: st-West: SUM:	358 208 566	Nort Ea	st-West: SUM:	214 572		North Eas		410 1515		Eas	st-West: SUM:	416		Eas	t-West: SUM:	416
0.312 0.316 1.002 1.006 A A F		VOLUME/CAPACITY (V/C	C) RATIO:			0.412			0.416				1,102				1,106				1,106
A F F	%	LESS ATSAC/ATCS ADJU	JSTMENT:			0.312			0.316				1.002				1.006				1.006
		LEVEL OF SERVI	CE (LOS):			A			4				щ				L				L

Change in v/c due to project:	0.004	∆v/c after mitigation:	0.00
Significant impacted?	9	Fully mitigated?	NA

East-West Street: Pig	Pico Boulevard			Project	ection Year:	2023		Pea	Peak Hour:	PM	Revie	Reviewed by:			Project:	104	1045 Olive
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		١	0							2				0		lη	
Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity	4-3? NB- 0 -2? EB- 0	SB WB-	0000	NB- EB-	O WB-	7. 0020	NB EB	00	SB- WB-	0000	NB EB-	0 0	SB- WB-	0000	NB EB	0 0	WB-
		EXISTING CONDITION	NOILIO	EXISTI	EXISTING PLUS PROJECT	ROJECT	FUTUR	FUTURE CONDITION W/O PROJECT	ON W/O PR	OJECT	FUTUR	E CONDITI	FUTURE CONDITION W/ PROJECT	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	W/ MITIG
MOVEMENT	Volume	No. of Lanes	Lane	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	_ o	No. of Lane Lanes Volume
Left Left-Through	148	- 0	148	0	148	148	178	335	1	335	0	335	- 0	335		335	- 0
Through	1095	N C	548	4	1099	920	792	1954	2 0	277	4	1958	0 0	979		1958	0 0
Right	114	o (75	0	411	75	101	222	· - c	135	0	222	· ← c	135		222	· c
Left-Through-Right Left-Right	_	00				-			o o	000000000000000000000000000000000000000	1000000	SALTON DE SE	00			December	0 0
Left	20	- 0	20	0	20	20	12	33	← 0	33	0	33	← 0	33	94 16 20	33	← c
Lett-Inrougn Through	417	D 0	209	0	417	209	46	489	0 01	245	0	489	0 00	245		489	0 0 0
Through-Right Right		o -	12	0	65	12	28	26	0 ~	0	0	26	o -	0		26	o –
Left-Through-Right Left-Right		00							00				00				00
Sandaring Strangers			SHAPE SHAPE	STATE STATE	STATES STATES		5,000	Selfament Se		SCORITY S		Market B	SPERSON NO.				200
Left left-Through	107	- 0	107	0	107	107	141	255	- 0	255	0	255	- 0	255		255	- 0
Through	829	0 00 0	289	#	589	295	589	1203	000	602	-	1214	000	209		1214	20
I hrough-Right Right	283	o ← ·	209	0	283	209	205	505	o ← (338	0	505	o – (338		505	o — c
Left-Through-Right Left-Right		00							0 0				00				00
Left	78		78	0	78	78	91	174	-	174	0	174	-	174		174	-
Left-Through Through	450	0 0	225	7	452	226	407	885	0 0	443	2	887	0 0	444		887	0 0
Through-Right Right	70	0 -	09	c	20	09	191	265	o -	249	0	265	0 -	249		265	0 -
Left-Through-Right Left-Right	-	00		•					00				00				00
	L	North-South:		Nor	North-South:	929		Nort	North-South:	1010		Norti	North-South:	1012		North-South.	touth: 1012
CRITICAL VOLUMES		East-West: SUM:	: 367 : 935	Ē	East-West: SUM:	373 943		Ea	East-West: SUM:	776 1786		Ea	East-West: SUM:	1793		East	East-West: 781 SUM: 1793
VOLUME/CAPACITY (V/C) RATIO:	ö		0.623			0.629				1 191				1,195			
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.523			0.529				1.091				1.095			
TOOL IN BOLINGE ALONG			•														

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

# S/I	North-South Street:	eet: Flower Street	Street			Year	ear of Count:	2017	Ambi	Ambient Growth: (%):	th: (%):	-	Conducted by:	ted by:	Amir A	Y.	Date:	5	5/31/2019	
2	East-West Street:	H	Olympic Boulevard			Projecti	Projection Year:	2023		Peal	Peak Hour:	PM	Reviev	Reviewed by:			Project:	10	1045 Olive	
Орро	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	No. of Phases :/W-2 or Both-3?			0 2							0 0				0 0 5				0 0
Right	Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Canacity	: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity	NB- 0 EB 0	SB- WB	0000	NB EB	0 SB	0000	NB EB	0 0	SB- WB-	0000	NB EB	0 0	SB- WB-	0000	NB EB	0 0	SB- WB	0000
			EXISTIN	EXISTING CONDITION		EXISTIN	EXISTING PLUS PROJECT	JECT	FUTURE	CONDITIO	FUTURE CONDITION W/O PROJECT	JUECT	FUTUR	FUTURE CONDITION W/ PROJECT	ON W/ PRO	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	ST W/ MITIC	SATION
	MOVEMENT	-	Volume	No. of Lanes	Lane	Project Traffic	Total Volume V	Lane	Added	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No, of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane
αD	Left Left	force	0	0 0	0	0	0	0	0	0	0 0	0	0	0	0 0	0	0	0	00	0
IUOB	Through		0	000	0	0	0	0	0	0	00	0	0	0	00	0	0	0	00	0
нтяс	Right		0	000	0	0	0	0	0	0	000	0	0	0	000	0	0	0	00	0
ON	← Left-Throu	Left-Through-Right Left-Right		0 0	-		A STATE OF THE PARTY OF THE PAR	1	CHARAC		0 0	Total Control		0.0000000000000000000000000000000000000	0 0	Trible Control	Section 1		0	- State
aı	ا ا د و		138	0 .	138	4	142	142	36	182	0 +	182	4	186	0 7	186	0	186	0 +	186
NUOS	← Left-Through	ngh	1296	- m ·	359	7	1298	360	859	2235	- ო თ	604	2	2237	- ო ი	909	0	2237	- ო c	909
энтс	Through-Right	-Right	389	0 +	389	0	389	389	364	777	o – ı	777	0	777	o – 0	777	0	777	o ← 0	777
os	← Left-Throu	Left-Through-Right Left-Right		00							0 0	-			0 0	and a second			00	di
	ر Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
anno		ough	830	0 0	415	16	846	423	727	1608	0 0	804	16	1624	0 0 1	812	0	1624	0 0 0	812
BT2A	Through-Right Right	Through-Right Right Left-Through-Right	104	0 - 0	104	0	104	104	264	374	0 - 0	374	0	374	o - c	374	0	374	o c	374
3	-	H T		0	Parameter P	0.0000000000000000000000000000000000000	THE PERSON	Commence	10000	030000000000000000000000000000000000000	0	SERVICE STATES	1250		0	S. Contraction	Car. Cal	2000	0	The second
a	f Left		48	- 0	48	-	49	49	11	128	← 0	128	-	129	- 0	129	0	129	- c	129
NNO		ough	1219) N C	610	10	1229	615	841	2135	O 64 C	1068	10	2145		1073	0	2145	0 0 0	1073
BT23/	Right Fight	Inrougn-Kignt Right I eff-Through-Right	0	000	0	0	0	0	0	0	000	0	0	0	000	0	0	0	000	0
w	个 Left-Right	ht		0							0			;	0	1			0	111
	CRIT	CRITICAL VOLUMES	North Eas	North-South: East-West: SUM:	389 610 999	Nort. Ea	North-South: East-West: SUM:	389 615 1004		Nortl Ea:	North-South: East-West: SUM:	1068 1845		Norti: Eas	North-South: East-West: SUM:	1073 1850		North	Fast-West: SUM:	1073 1850
<i>- 3//</i> 1	VOLUME/CAPACITY (V/C) RATIO:	TY (WC) RATIO:			999'0			699.0				1,230				1,233				1,233
) 	ESS ALSACIALCS	EVEL OF SERVICE (LOS):			0.566 A			0.503 A				<u>.</u> Б								ш
															PROJECT		IMPACT			

Change in v/c due to project:	0.003	∆v/c after mitigation:	_	_
Significant impacted?	0N	Fully mitigated?		-

	Flower Str	댨	eet			Year	Year of Count:	2017	Amb	Ambient Growth: (%):	vth: (%):	- 1	Conducted by:	ted by:	Amir	A	Date:	ر د	5/31/2019	
East-West Street: 11th Street Projection Year:	Proj	Proj	Projection Ye	Projection Ye	Projection Ye	on X	Sar:	2023		Pes	Peak Hour:	PM	Revie	Reviewed by:			Project:	¥	1045 Olive	
0 0	0 5	0 0	0 2									0 0				0 0				0 0
Right Turns: FREE-1, NRTOR-2 or OLA-3? NB- 0 SB- 0 NB- 0 SB- 0 NB- 0 NB- 0 AB- 0 NB- 0 AB- 0 NB- 0 0 NB- 0	NB- 0 SB- 0 NB- 0 EB- 0	0 SB 0 NB 0 O SB-	0 NB- 0 2 2 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NB- EB-	0 0		SB- WB-	0000	NB EB	0 0	SB- WB	0000	NB- EB-	0 0	SB WB	0000	NB EB	0 0	SB- WB-	0000
EXISTING CONDITION	EXISTING CONDITION EXI	Ä	Ä	Ä	EXISTING PLU	G PLU	SPR	OJECT	FUTUR	E CONDITIC	FUTURE CONDITION W/O PROJECT	ОЈЕСТ	FUTUR	FUTURE CONDITION W/ PROJECT	ON W/ PRO	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	ST W/ MITIG	ATION
MOVEMENT No. of Lane Project To Volume Lanes Volume Traffic Vol.	No. of Lane Project Lanes Volume Traffic	No. of Lane Project Lanes Volume Traffic	Lane Project Volume Traffic	Project Traffic	# o	일	Total Volume	Lane	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No, of Lanes	Lane Volume
Left of Through	0	0	0		0	l	0	0	0	0	0 0	0	0	0	0 0	0	0	0	0 0	0
0	0	0	0		0		0	0	0	0	00	0	0	0	00	0	0	0	0 0	0
0	0	0	0		0		0	0	0	0	000	0	0	0	00	0	0	0	0 0	0
Left-Through-Right 0		0 0	0 0	A STATE OF THE PARTY OF THE PAR	The second second	- 2		100000000000000000000000000000000000000	Territorian .	OPERATOR STATE	0		Control of	NAME OF TAXABLE	00	- Constant	1		0 0	-
0	0	0	0		0	В	0	0	0	0	00	0	0	0	0 0	0	0	0	00	0
1313 3 438 2	1313 3 438 2	3 438 2	438 2	2	2 13	6	1315	438	991	2385	o m (795	2	2387		962	0	2387	ი ი ი	962
	227 1 227 0	1 227 0	227 0	0	0 22	23	27	227	73	314	0 -	314	0	314	> C	314	0	314	o –	314
← Left-Through-Right 0 Left-Right 0		00	00								00				0 0				0 0	
						8		THE PERSON NAMED IN						c	c	c		c		c
Left Left-Through 0	o	o	0		0		9	•	0)	o	00	0	9	o	000	5 (o	> (000	o (
Through	0 0	00		0	0		0	0	0	0	0 0	0	0	0	00	0	0	0	00	0
	24	0 F O 0		24 0	0		24	24	ις	30	-00	30	0	93	-00	8	0	30	- o c	30
Left-Kgnt C Left-K			TAN CASE OF THE PARTY OF THE PA	The Section of	H 350000	14	7. T	117	177	462	-	46.2	-	463	-	463	0	463		463
Through 0	- 0	- 0		<u>†</u>	-		2	2	5	705	0		-	2	0		•		0	
Through 228	228 1 228	1 228	228	_	ω		236	236	150	392	- 0	392	ω	400	- 0	400	0	400	- 0	400
Right 0 0 0 0	0	0	0		0		0	0	0	0	00	0	0	0	00	0	0	0	0 0	0
Left-Through-Right Left-Right		0 0	0								00				0 0				00	
438 Nc	North-South: 438 No East-West: 228	438 Nc	438 Nc	ž	North- East	r st	orth-South: East-West:	438		Nort Ea	North-South: East-West:	795		North Eas	North-South: East-West:	493		North Eas	North-South: East-West:	796 493
SUM: 666	SUM:			999			SUM:	674			SUM:	1287			SUM:	1289			SUM	1289
		0 444	0 444	0 444				0.449				0.858				0,859				0.859
VC LESS ATSAC/ATCS AUGUSTMENT:		0.344	0.344	0.344				0.349				8 C				6 C				် ပ
		•	•					1							PROJE	PROJECT IMPACT	ACT			

Change in v/c due to project:	0.001	Δν/c after mitigation:	0.00
Significant impacted?	ON.	Fully mitigated?	A/N

# <u>5/1</u>	North-South Street:	Hope Street	reet			Year	Year of Count:	2017	Amb	Ambient Growth: (%):	th: (%):	-	Conducted by:	ted by:	Amir A	Y.A.	Date:	5	5/31/2019	
7	East-West Street:	Olympic	Olympic Boulevard			Projecti	ection Year:	2023		Pea	Peak Hour:	PM	Reviev	Reviewed by:			Project:	10	1045 Olive	
	No. o	No. of Phases			2			2				2				2				2
oddo	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0 (0 0	į	C	į	0 0	9	C	ç	0 0	Ş	c	ç	0 0
Right 1	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB	N/B-	5 C	N N	- RAB		F 6	0	WB-	0 0	KB-	0	MB-	0 0	FB F	0	WB-	0
	ATSAC-1 or ATSAC+ATCS-22	ATCS-2?		ni	0 01 0				1			0.0				N				0.0
	Override Capacity	Capacity	AL CONT	MOLEIGINGS CIVILLAINS		INITAINE	TOSI OGG SILIG ONITSIVO	10210	CITIO	TO I DO DE CONDITION W/O BBO IECT	AN MIC DEC) IECT	ELITIB	TIGNOS:	ELITIBE CONDITION W/ PRO JECT	ECT	FIITIBE	EITIIRE W/PROJECT W/MITIGATION	DITIM /W T	MOITA
		•	EAISII		2	EARSHIN	G LC3 LR	10000		T COND	10000									
	MOVEMENT		Volume	No. of Lanes	Lane	Project Traffic	Total Volume	Lane Volume	Added	Total Volume	No. of Lanes	Lane Volume	Added	Total Volume	No. of Lanes	Lane Volume	Added	Total Volume	No. of Lanes	Lane
a) Left		28	0	82	ဇ	81	81	36	119	0	119	က	122	0 .	122		122	0 1	122
INN	Left-Through		200	← C	257	•	700	26.1	ä	330	- -	327	-	340	- c	330		340	- 0	330
081	Through-Right		797	→ C	707		100	3	3	2	, -	Š		2	· -	}		!	. –	
НТЯ	Right		65	0	257	0	65	261	7	92	0	327	0	92	0	330		9/	0	330
ON	Left-Through-Right	ight		00							0 0				0 0				00	
TOWN.	S	A 100 C	SOUTH OF THE		THE PASSING	STATE OF THE PARTY	STATE OF THE PARTY	STATISTICS.	SEVEN SE	STATE STATE	SALESSED IN	1500 m	The state of the s	STATE OF	Children	THE STATE OF	THE PARTY OF		SESTINGS.	Sycal
a	_ر _ر		37	0	37	0	37	37	16	22	0	55	0	55	0 1	55		55	0 7	55
NΩ	ト Left-Through		0	τ- (ď	0	000	T.	10	- c	245	c	757	- 0	245		457	- c	375
ВО	Through Through		388	o -	586	0	388	786	42	45/	> -	64. 0	0	/64	o -	645 C		,c4	o –	2
HTL			110	- 0	286	0	110	286	ഹ	122	0	345	0	122	0	345		122	0	345
nos	Left-Through-Right	ight		00							0 0				0 0				0 0	
	THE LETT-RIGHT	SANGERIAN	Smith State	0	NAME AND ADDRESS OF	SECTION ACTUAL	Post Con	STATES OF		10-51-550	0	THE STATE OF		NAME OF TAXABLE	S. S. S. S.	NESSEL	ESS CONTRACT	2000	AND SECTION	STATE OF THE PERSON
C			88	-	88	0	88	88	23	116	- c	116	0	116	- 0	116		116	← ¢	116
חחנ	← Left-Through Through		756	o –	433	20	776	443	742	1545	o –	845	20	1565	o –	855		1565	o ←	855
BC				_							-			!	- (,	← 0	ı, ,
TSA		,	110	00	110	0	110	110	28	145	0 0	145	0	145	0 0	145		145	0 0	145
Έ	Left-Right			0 0							0 0				0				0	
	f Left	Carlon La	28	-	98	c	26	26	m	31	1	31	0	34	-	31		34	-	31
ΔN	T Left-Through		1	0		,					0				0				0 .	!
no			1103		604	ω	1111	809	901	2072	, ,	1113	ω	2080		1117		2080)
BT8	↑ Inrougn-Right		104	- 0	104	O	104	104	43	153	- 0	153	0	153	- 0	153		153	0	153
ME	Left-Through-Right	ight		00	Ĭ	ı					00				00				00	
	Tell-Mall		More	Morth South	364	Mort	Vorth. South.	367		Nort	North-South:	464		North	North-South:	467		North	North-South:	467
	CRITICAL VOLUMES	OLUMES	Ea	East-West: SUM:	692	Ea	East-West: SUM:	696		Ea	East-West: SUM:	1229 1693		Ea	East-West: SUM:	1233 1700		Eas	East-West: SUM:	1233
	VOLUME/CAPACITY (V/C) RATIO:) RATIO:			0.704			0.709				1.129				1.133				1.133
WC L	V/C LESS ATSAC/ATCS ADJUSTMENT:	STMENT:			0.604			609.0				1.029				1.033				1.033
	LEVEL OF SERVICE (LOS):	E (LOS):			m			8				L				F				L
															PROJECT	CT IME	IMPACT			

	LINGSEOT IN ACT		
Change in v/c due to project:	0.004	Δν/c after mitigation:	0.004
Significant impacted?	9	Fully mitigated?	NA

# S/I	North-South Street:	Hope Street	itreet			Vear	Vear of Count.	2017	Ambi	Ambient Growth: (%):	th: (%):	-	Conducted by:	ted by:	Amir A	A.	Date:	12	5/31/2019	
00			reet			Projecti	ection Year:	2023		Pea	Peak Hour:	PM	Reviewed by:	ed by:			Project:	10	1045 Olive	
,	Ž	No. of Phases			2			0.0				2 0			1	0 0				0 0
ă 5	Opposed Ø'ing: N/S-1, E/W-2 of Both-3?	2 or Both-3?		5	5 6	9	0	o c	O.V	c	0	- c	Q/V	c	g	o c	Q/V	c	9	o c
Right	Right Turns: FREE-1, NRTOR-2 or OLA-3?	8-2 or OLA-3?		WR.	0 0	5 6	- AWB-		E E	0	WB-	0	E 6	0	WB.	0	6 6	0	WB.	0
	ATSAC-1 or ATSAC+ATCS-2?	AC+ATCS-2?		1	000	l)		000				N C				0.0				00
	ia o	Override Capacity	FXIST	EXISTING CONDITION		EXISTIN	EXISTING PLUS PROJECT	OJECT	FUTURE	FUTURE CONDITION W/O PROJECT	N W/O PRO	UECT	FUTURE	CONDITIC	FUTURE CONDITION W/ PROJECT	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIG	ATION
	MOVEMENT			A CONTRACTOR	300	Project	1502		Added	Total	No of	900	Added	Total	Jo CN	ana	Added	Total	No of	Lane
			Volume	Lanes	Volume	Traffic	Volume	Volume	-	Volume	\neg	0	_	Volume	_	0	_	╗	\neg	Volume
aı	Teff		34	0 7	34	0	34	34	96	72	0 +	72	0	72	0 +	72		72	0 +	22
NUC	Through	<u> </u>	339	- ~	204	0	339	204	51	411		350	0	411		350		411		350
ВН	Through-Right	ght		0							0				0				0	Ì
ITA	Right	i	0	0 (0	0	0	0	0	0	0 0	0	0	0	00	0		0	0 0	0
ON	Left-Through-Right	n-Right		o 0							00				0 0				0 0	
		TO THE PARTY OF TH		Same of	TO STORY	NO PER	2012	STITE ST	No.	25 8 8 B	Statute of	22		S WORL		100000		2000	THE STATE OF	NUMBER OF
aı	: د رو		0	00	0	0	0	0	0	0	00	0	0	0	0 0	0		0	0 0	0
NUC	Through	<u> </u>	α	o -	259	c	418	259	%	472	o -	309	0	472	o ←	309		472	, -	309
BC	Through-Right	, pt	<u>+</u>	- \	667	0	2	2	24	N F	-	3)		_	3		1	-	
4T.L			66	0	66	0	66	66	40	145	0	145	0	145	0	145		145	0	145
nos	Left-Through-Right	h-Right		00							0 0				0 0				0 0	
274	Telli-Night	SAN STORY	Section 573		September 1	No. of Persons	STATE OF	40.00	ST. 1888.CE	200	THE SAME	SHERE	THE OWNER OF THE OWNER	SEC. 12	100	1000	100 Carpon	S. Mich	Section 1	100
C			0	0	0	0	0	0	0	0	0 (0	0	0	0 0	0		0	0 0	0
חאנ	→ Left-Through	£		0 0	c	c	c	c	c	c	o c	-	c	c	o c	c		O	0 0	C
OE	Through-Right	ıht.	D	0	,	0	•	,	>	•	0	,	>)	0	,		•	0	
ITS		<u>.</u>	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
A ∃	Left-Through-Right	h-Right		00							00				0 0				00	
1000	_ ↓ Left-kignt	W.C. Barrier	STATE OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS N	BISSE SERVICE	STREET, STREET	100000	THE PARTY	TOWNS TO	2 8 A 20	N. 2005	188	1000000	100 mm	State and	STATE OF THE PARTY OF	Sell like	STATE OF	NAME OF STREET	NAME OF THE OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER,	CHESCH
(f Left		40	0	40	0	40	40	ß	47	0	47	0	47	0	47		47	0 1	47
חמנ	T Left-Through	£	385	- c	305	đ	27.4	24.4	508	787	- 0	834	σ	796	- 0	843		962	- 0	843
ОВ		ıht.	8	0	3)	1	;	8	<u> </u>	0	3	i -		0				0	
18:			100	_	100	4	104	104	22	128	-	128	4	132	- (132		132	← (132
M	← Left-Through-Right ├ Left-Right	h-Right		00							00				00				00	
			Non	North-South:	293	Non	Vorth-South:	293		North	North-South:	381		North	North-South:	381		North.	North-South:	381
	CRITICA	CRITICAL VOLUMES	Ē	East-West: SUM:	305 598	Ę	East-West: SUM:	314 607		Eat	East-West: SUM:	834 1215		Eas	East-West: SUM:	843 1224		Eas	East-West: SUM:	843 1224
	VOLUME/CAPACITY (V/C) RATIO:	V/C) RATIO:			0.399			0,405			3	0.810			5	0.816				0.816
NC NC	V/C LESS ATSAC/ATCS ADJUSTMENT:	JUSTMENT:			0.299			0.305			J	0.710			_	0.716				0.716
	LEVEL OF SERVICE (LOS):	VICE (LOS):			4			4				ပ				ပ				ပ
															PRO IFCT	CT IME	IMPACT			

Change in v/c due to project:	900.0	∆v/c after mitigation:	0.00
Significant impacted?	9	Fully mitigated?	N/A

I/S #: North-South Street:	Grand Avenue	enne			Year	Year of Count:	2017	Ambi	Ambient Growth: (%):	rth: (%):	-	Conduc	Conducted by:	Amir A	rA	Date:	5	5/31/2019	
East-West Street:	8th Street	,			Projecti	Projection Year:	2023		Pea	Peak Hour:	PM	Reviev	Reviewed by:			Project:	10	1045 Olive	
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	No. of Phases N-2 or Both-3?			0 2	33						0 2	2.			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-39 ATSAC-1 or ATSAC+ATCS-29 Override Capacity		NB-0 EB-0	SB- WB-	0000	NB EB	0 SB 0 WB	0000	NB EB	0 0	SB- WB-	0000	NB EB	0 0	SB WB	0000	NB- EB-	0 0	SB WB	0070
		EXISTIN	EXISTING CONDITION	rion	EXISTIN	ISTING PLUS PROJECT	OJECT	FUTURE	E CONDITIC	FUTURE CONDITION W/O PROJECT	JUECT	FUTUR	E CONDITI(FUTURE CONDITION W/ PROJECT	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIC	SATION
MOVEMENT	1	Volume	No. of Lanes	Lane	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
Left Left Through	57.	0	0 0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	00	0
Through		0	0 0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	0	0
Through-Right Right		0	00	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
Left-Through-Right	ight		00				10			00				00				00	1
٠ • ١ • • ١	_	0	0 0	0	0	0	0	0	0	0 0	0	0	0	00	0		0	00	0
Through		1391	၁ က (464	12	1403	468	829	2155	o m (718	12	2167	o m c	722		2167		722
Through-Right Right		258	0 -	258	0	258	258	88	363	⊃ -	363	0	363	> -	363		363	o c	363
中 Left-Through-Right 人 Left-Right	ight		00							00				00				00	
Left	Alteria MCNA	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
		0	00	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
		c	00	0	o	0	0	0	0	00	0	0	0	00	0		0	00	0
← Left-Through-Right ← Left-Right	ght	,	00	5	,					00				00				00	
ر. ر		202	-	202		202	202	320	534	-	534	0	534	-	534		534	-	534
T Left-Through Through		920	O 10	307	4	924	308	959	1936	ဝက	645	4	1940	O 10	647		1940	O 10	647
		0	00	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
	ght		00							00				00				00	
CRITICAL VOLUMES	OLUMES	Norti Ea	North-South: East-West: SUM:	464 307 771	Norti Ea	North-South: East-West: SUM:	468 308 776		Norti Ea	North-South: East-West: SUM:	718 645 1363		Nortl Ea:	North-South: East-West: SUM:	722 647 1369		North Eas	North-South: East-West: SUM:	722 647 1369
VOLUME/CAPACITY (V/C) RATIO:	RATIO:			0.514			0.517				606.0				0.913				0.913
V/C LESS ATSAC/ATCS ADJUSTIMENT:	MEN :			0.414			0.417 A				0.809				0.813 D				0.813 D
LEVEL OI OLIVIO	11001						(PROJE	PROJECT IMPACT	ACT			,

1045 Olive CMA PM Peak 5-31-19

6/14/2019-9:14 AM

Av/c after mitigation: 0.004
Fully mitigated? N/A

Change in v/c due to project: 0.004
Significant impacted? NO

# 5/	North-South Street:	Grand Avenue	lvenue			Year	Year of Count:	2017	Ambi	Ambient Growth: (%):	th: (%):	-	Conduc	Conducted by:	Amir A	V.	Date:	5/	5/31/2019	
10	East-West Street:	9th Street	et			Projecti	ection Year:	2023		Peal	Peak Hour:	PM	Review	Reviewed by:			Project:	5	1045 Olive	
	No. of Phases	No. of Phases			0.0			2 0				7 0				۲۷ د				7 0
2 2 2 3 3	sed to Ing. N/3-1, E/W-2 o	i Polli-3 :	NA.	SB	o c	NB.	SBL		NB.	C	.88-	0 0	NB-	0	SB-	0 0	NB-	0	SB-	0
Right	Right Turns: FREE-1, NRTOR-2 or OLA-3?	or OLA-3?	EB- 0	WB	0	9	0 WB-		EB-	0	WB-	0	EB-	0	WB-	0	ĘB,	0	WB-	0
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity	r ATSAC+ATCS-2? Override Capacity			0 0			0 0				0 0				0 0				0 0
			EXIST	EXISTING CONDITION		EXISTIN	EXISTING PLUS PROJECT	OJECT	FUTURE	FUTURE CONDITION W/O PROJECT	N W/O PRC	JECT	FUTUR	E CONDITIC	FUTURE CONDITION W/ PROJECT	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIG	SATION
	MOVEMENT		Volume	No. of Lanes	Lane	Project Traffic	Total Volume	Lane	Added Volume	Total Volume	No. of Lanes	Lane	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added	Total Volume	No. of Lanes	Lane
ď	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
זאנ	→ Left-Through			0							0				0				0	
106	Through		0	0 (0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	0 0	0
HT:	Through-Right Right		0	0 0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	0 0	0
ROV	Left-Through-Right	Right	•	0				1	i.		0				0				0 0	
1	ヤ Left-Right	200000000000000000000000000000000000000	The second second	0	CONTRACTOR	NAME OF TAXABLE PARTY.	Series Series	SOURS OF STREET	No. of Concession, Name of Street, or other Persons and Name of Street, or other Pers	S. Acceptor	0	TOWNS THE PERSON	100	000000000000000000000000000000000000000	0	STORES OF	Contract of the	Service Control	0	STREETS
d	اد در		269	-	269	0	269	269	162	448	-	448	0	448	-	448		448	-	448
INC	Crt-Through			0		-			İ	:	0 (0 0	į		700	0 0	
ВО	Through Through Bight		1495	m c	498	7	1507	205	762	2349	m c	783	12	2361	n 0	/8/		7367	n 0	18/
HTt			0	0 0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
nos	Left-Through-Right	Right		00							0 0				00				0 0	3
Service Co.	Tell-right	22 Of 200 M	100 Carlotte	Saleston	SHEET IN	STREET,	1850 ES	STATE OF THE PERSON NAMED IN	S. P. Start S.	Section 1	SHEET 18	Section 1	1000	SAN SA	Ser Ser Ser	THE STILL	EAST NEW	1000	DESCRIPTION OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED	No. State
-	ر Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0 (0
חאנ	∠ Left-Through Through		880	O 11	329	ď	904	334	1149	2198	O 10	733	Ø	2204	၁ က	735		2204	၁ က	735
ВО			3	0	})		3	2) -	0		•		0				0	
ITS/			190	_	190	4	204	204	262	464	- 0	464	41	478	- 0	478		478	~ (478
/3	Left-Through-Right	Right		00							0 0				0 0				0 0	
188		Section Section	100 M		2525	United States	120000	SETTING.	PARSON.	SALES OF		NAME OF TAXABLE PARTY.	The Report of			No.				WASH OF
aı	t Left		0	0 0	0	0	0	0	0	0	0 0	5	0	0	0 0	>		>	0 0	,
NNC			0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
BT	Through-Right		•	0 0	,	ď	((C	c	0 0		C	c	0 0	c		c	0 0	c
S∃	Kignt Laft-Through-Bight)ight	0	o c	5	0	5	>	0	>	0 0	>	0)	0 0	>		o	0	>
W		-		0							0				0				0	
	CILICO		Non	North-South:	498	Nort	North-South:	502		North	North-South:	783		North	North-South:	787		North	North-South:	787
	CRITICAL VOLUMES	OLOMES	Ţ	East-West: SUM:	329 827	ŢŢ	SUM:	833		, L	SUM:	1516		4		1522		287	SUM:	1522
	VOLUME/CAPACITY (V/C) RATIO:	C) RATIO:			0.551			0.555				1.011				1.015				1.015
NC	V/C LESS ATSAC/ATCS ADJUSTMENT:	STMENT:			0.451			0.455				0.911			_	0.915				0.915
	LEVEL OF SERVICE (LOS):	CE (LOS):			A			A			ů.	ш				ш				ш
5															PRO.IF	PROJECT IMPACT	ACT			

Δν/c after mitigation: 0.004	Fully mitigated? N/A
0.004	ON
Change in v/c due to project:	Significant impacted?

#S/I	North-South Street:	Grand Avenue	Avenue			Year of	ear of Count:	2017	Ambi	Ambient Growth: (%):	th: (%):	1	Condu	Conducted by:	Amir A	rA	Date:	5.	5/31/2019	
=	East-West Street:	Olympi	Olympic Boulevard			Projection Year:	on Year:	2023		Pea	Peak Hour:	PM	Revie	Reviewed by:			Project:	10	1045 Olive	
ado	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	No. of Phases N-2 or Both-3?	l II		00			0 0				0 0				0 0		d	Ç	000
Right	Right Turns: FREE-1, NRTOR-2 or OLA-37 ATSAC-1 or ATSAC+ATCS-2? Overside Canacity	IRTOR-2 or OLA-3? r ATSAC+ATCS-2?	NB 0 SE	SB WB	0000	NB EB	0 SB		NB EB	0 0	SB- WB-	0000	NB EB	0 0	SB- WB-	0000	NB-	0 0	NB-	0000
		Capacity	EXISTING CONDITION	ONDITIC		EXISTIN	EXISTING PLUS PROJECT	NECT	FUTUR	S CONDITIC	FUTURE CONDITION W/O PROJECT	DJECT	FUTUR	FUTURE CONDITION W/ PROJECT	ON W/ PRC	JUECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIC	SATION
	MOVEMENT		Volume Lar	No. of Lanes V	ume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane	Added	Total Volume	No. of Lanes	Lane	Added	Total Volume	No. of Lanes	Lane
ам	Left		0	0 (0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
IUOB	Through		0		0	0	0	0	0	0	000	0	0	0	00	0		0	0 0	0
нтя	Right Fight	. ;	0	000	0	0	0	0	0	0	000	0	0	0	000	0		0	000	0
ОИ	Left-Through-Right	tight		0 0	-	-		-	The second second		00	100000000	Sagage State		0	THE SECTION			0 0	- Contract
aı	. الح		115	- 0	115	24	139	139	177	299	← c	299	24	323	← c	323		323	← C	323
NOON	Through		1299	ာ က ၊	433	2	1301	434	701	2080	o m (693	2	2082	o ო (694		2082	. m c	694
ЭНТО			232	0 +	232	0	232	232	118	364	o – 0	364	0	364	o – c	364		364	o ← c	364
os	4- Left-Through-Right 人。 Left-Right	Right		0 0		and the same of th		-			00	- Constitution	0.0000000000000000000000000000000000000		00		and or other	STATE AND ADDRESS.	00	- Addition
a	2		0	0 0	0	0	0	0	0	0	0 0	0	0	0	00	0		0	00	0
INNO			725	o – •	433	70	745	443	522	1292) - -	843	20	1312	o -	853		1312) - -	853
атс∧	Through-Right Right		141	- 0 0	141	0	141	141	243	393	- 0 0	393	0	393	- 0 0	393		393	- 0 0	393
'3	Left-Right	Juliju k		0 0	THE PERSON NAMED IN	000000000000000000000000000000000000000	September 1	-	CO-SCHEDE	40.0	0 0	September 1	SOUTH COLUMN	10000000	0 0	No. Committee	1000	THE PARTY NAMED IN	0	12.020
a			114	- 0	114	n	117	117	21	142	- 0	142	ო	145	← c	145		145	- 0	145
NUO			1000	200	500	ω	1008	504	829	1891	0 N C	946	00	1899	000	950		1899	0 0	950
YESTE	Right Left-Through-Right	Right	0		0	0	0	0	0	0	000	0	0	0	00	0		0	00	0
`	个 Left-Right				000	;	;	100			0	609		Total Park	Month County.	804		Morth	Morth-Courth.	694
	CRITICAL VOLUMES	OLUMES	North-South: East-West: SUM:	outh: West: SUM:	433 547 980	Norti Ea:	North-South: East-West: SUM:	560 994		Nort	Fast-West: SUM:	985 1678		NON Ea	East-West: SUM:	998		Eas	East-West: SUM:	998
,	VOLUME/CAPACITY (V/C) RATIO	C) RATIO:		0	0.653			0.663				1119				1,128				1.128
%	LESS ALSACIATOS ADSOSTIMENTES	CF (I OS)		5	0.553			0.365 A				<u>.</u> п				- L				ш
		(100)			(PROJ	PROJECT IMPACT	PACT			

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

1045 Olive CMA PM Peak 5-31-19

6/14/2019-9:14 AM

Level of Service Worksheet

# 5/1	North-South Street:	F	Grand Avenue			Voor	Voar of Count.	2047	Ambit	Ambient Growth: (%):	h: (%):		Conducted by:	hod hov.	Amir A	Δ.	Date.	ı,	5/31/2019	
		+	, noon			Droioce	at or count.	2000		Post	Posk Hour	DM	Dougland by:				Droioct.		4045 Olino	
71	רשפו-גגבפו פוובנ	1	Heer			Lighter	Cil cal.	2023					Vener	. Kon pak		t	יומברו.		PAILO CH	
oddo	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	No. of Phases V-2 or Both-3?			N 0			N 0				70				N 0 1				0 0
Right	Right Turns: FREE-1, NRTOR-2 or OLA-3?	JR-2 or OLA-3?	NB- 0 EB- 0	SB- WB	0 0	NB- EB-	O SB-		NB	00	SB- WB-	00	-B-	00	SB WB	00	EB F	00	WB-	00
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity	r ATSAC+ATCS-2? Override Capacity			0 0			0 0				0 0				0 0				0
			EXIST	EXISTING CONDITION	NOIT	EXISTIN	EXISTING PLUS PROJECT	OJECT	FUTURE	FUTURE CONDITION W/O PROJECT	N W/O PRO	JECT	FUTURE	CONDITIC	FUTURE CONDITION W/ PROJECT	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIC	SATION
	MOVEMENT		Volume	No. of Lanes	Lane	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added	Total Volume	No. of Lanes	Lane Volume
αD	Left of Through	4	0	0 0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	0 0	0
NOO	Through	= 57	0	0 0	0	0	0	0	0	0	0 0	0	0	0	0	0		0	0 0	0
ВНТЯ	す Through-Right Right	Right	0	00	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	00	0
HON	Left-Through-Right	igh-Right		00							00				00				00	10
TASSAS.	<u>+</u> - زر	ediffering to a	-	c				_	c	c	c	c	c	c	c	-		c	0	c
IND	T Left-Through	ď	>	0	>	•	0		0)	0 0	,	•	ò	0))	0	,
DOE	Through	, <u>;</u>	1419	ოი	473	ø	1425	475	854	2360	m C	787	9	2366	m C	789	7	2365	m С	788
ΗΤί	← Right	11612	156	o –	156	0	156	156	84	250) -	250	0	250) -	250		250) -	250
nos	← Left-Through-Right 人 Left-Right	igh-Right		00							00				00				00	
St. Control			SHOW CHAIN	THE REAL PROPERTY.	でおる場	S. S. S. S.	Sald Sald	25.57 B	18699	STATE OF THE PARTY.	S 25.55	SECONO.	STATE OF	House of San	S STANS	Page 1	3 400 000		Mark Street	Service of the servic
aı	Left Left Left-Through	f	0	00	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	00	0
vno		, j	0	000	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	00	0
ats	+ Inrougn-Right	rignt	0	00	0	0	a	0	0	0	0 0	0	0	0	0 0	0		0	00	0
¥Ξ	↓ Left-Through-Right ↓ Left-Right	ıgh-Right		00							00	ì			0 0				00	
100	811		111	-	111	ť	126	126	131	249		249	.	264	A STANSON	264	ę	261	-	261
IND		gh		0		2	2		2	2	0		2		0				0	
OE	Through Through	tdp;	264	- c	264	<u>6</u>	277	277	448	728	- c	728	5	/41	- 0	741	-5	66/	- 0	85 (2)
ITS	الراد Right	, ,	0	00	0	0	0	0	0	0	0 0	0	0	0	0	0		0	0	0
M	← Left-Through-Right ← Left-Right	igh-Right		00							0 0				0 0				00	
			Non	North-South:	473	Norti	North-South:	475		North		787		North	North-South:	789		North	North-South:	788
	CRITIC	CRITICAL VOLUMES	ŭ	East-West: SUM:	264	Ea	East-West: SUM:	277		Eas	East-West: SUM:	728 1515		Eas	East-West: SUM:	1530		Fas	East-West: SUM:	1527
	VOLUME/CAPACITY (V/C) RATIO:	(V/C) RATIO:			0.491			0.501				1,010				1,020				1.018
//C	V/C LESS ATSAC/ATCS ADJUSTMENT:	DJUSTMENT:			0.391			0.401			٠	0.910			J	0.920				0.918
	LEVEL OF SE	LEVEL OF SERVICE (LOS):			A			A				Е				ш				ш
															PROJECT	CT IME	IMPACT			

	2000		
Change in v/c due to project:	0.010	Δν/c after mitigation:	0.008
Significant impacted?	YES	Fully mitigated?	YES

Fige Fige	# S/I	North-South Street:	-	Grand Avenue			Year	Year of Count:	2017	Ambi	Ambient Growth: (%):	:h: (%):	1	Conduc	Conducted by:	Amir A	A	Date:	12	5/31/2019	
Mathematical Control	3		F	oulevard			Projecti	on Year:	2023		Peak	K Hour:	PM	Revie	ved by:			Project:	1	45 Olive	
Mail	ğ	sed Ø'ing: N/S-1, E/	No. of Phases W-2 or Both-3?			0 2							0 0	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \			0				0 0
MOVEMBINITY MOVEMBINITY	ight	Turns: FREE-1, NR1	'OR-2 or OLA-3?		SB- WB-	00	NB-			NB EB-	00	SB- WB-	00	NB- EB-	00	SB- WB-	00	NB- EB-	00	SB- WB-	00
		ATSAC-1 or A	TSAC+ATCS-2? erride Capacity			0 2			0 0				00				00				0 0
MOVEMBENT MOVE				EXIST	ING CONDI	TION	EXISTIN	G PLUS PR	OJECT	FUTURE	CONDITIO	N W/O PRC	лест	FUTUR	E CONDITION	ON W/ PRO	JECT	FUTURE	W PROJEC	T W/ MITIG	ATION
Through Right		MOVEMEN	F	Volume	No. of Lanes	Lane	Project Traffic	Total Volume	Lane	_	Total Volume		-	Added Volume	Total Volume		Lane Volume	_			Lane /olume
Finding Problem Findigo Problem Findigo Problem Findigo Problem Findigo Problem Findigo Problem Findigo Pr	(an	Left	40	o	0 0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	0 0	0
Fight Hough Right	יחחו	Through	, ,	0	00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
Left-Right See	auı	Through	-Right	c	0 0	c	c	c	c	c	c	0 0	c	c	Ċ	0 0	c		c	0 0	C
Left-Though SS SS SS SS SS SS SS	NON		ough-Right	•	000	,	Þ	o	,	o	•	000	,)	•	000			,	000	,
Left Hough Right 1088 1 119	1		Carry Stavench	STATE OF THE PARTY		CHINA AND	STATISTICS SE	STREET, ST.	(Section)	Section 1	Sales of the last		がどん	SAC SECTION		2017/LISS	SE SECTION	STATE OF	DON'T PARTY	With the last	SALL SE
Through Right Through Righ	an	Let T	40	88	0 +	88	0	88	88	20	113	0 -	113	0	113	0 +	113		113	0 -	113
Through-Right 178 178 178 2 180 180 130 319 1 319 2 321 1 321 321 1 1 1 1 1 1 1 1 1	INOF	Through	- ·	1088	0	588	16	1104	969	761	1916	0	1015	16	1932	- - - c	1023		1932	· - c	1023
+ Left-Through-Right 0 0 0 0 0 0 0 0 0	חות	_	-Kignt	178	> -	178	2	180	180	130	319	o -	319	2	321	o –	321		321	o —	321
Left-Through	200		ugh-Right It		00				1			00				00				0 0	
Left-Through 456 1 267 11 467 272 480 964 11 975 1 569 975 1 1 1 1 1 1 1 1 1	S														,						
Through Right 456 1 267 11 467 272 480 964 1 564 11 975 1 569 975 1 1 1 1 1 1 1 1 1	ar	ト Left・Thro	uah	0	0 0	0	0	9	0	3	5	00	0	0	0	0 0	•		>	00	-
Fight High High High High High High High High	VOO!			456	· - ·	267	=======================================	467	272	480	964		564	7	975		569		975	· ·	569
1 Left-Hight 75 0 75 75 112 192 0 192	alen		-Kignt	22	- 0 0	77	0	12	77	84	163	- 0 0	163	0	163	- 0 0	163		163	- o c	163
F Left	-	_	ugii-Rigiii. it		0 0							0 0	- 1			00				0	- Marie
Through				75	0	75	0	75	75	112	192	0	192	0	192	0	192		192	0	192
Through-Right	NOO		ugh	655		403	~	929	403	402	1097		1097	~	1098		1098		1098		1098
The Fight	a 1 c		Right	c	0 0	C	C	c	0	C	c	0 0	C	O	0	0 0	0		0	0 0	0
North-South: 588 North-South: 596 North-South: 1015 North-South: 1023 North-South: East-West: 403 East-West: 403 East-West: 1097 East-West: 1098 East-West: SUM: 991 SUM: 2112 SUM: 2121 SUM: SUM: 0.661 0.666 1.308 1.408 1.414 1.414 SUM: A A A F F F F	STAA		ugh-Right It	o	000		o	•	,	0)	000	,)	•	00			1	00	
0.667 0.666 1.308 1.314 F F	1	CRITI	CAL VOLUMES	Nor	th-South: ast-West:	588 403 991	Nort Ea	h-South: st-West:	596 403		North Eas		1015 1097 2112		North Ea	-South: st-West: SUM:	1023 1098 2121		North Eas		1023 1098 2121
0.561 0.566 1.308 1.314 A F F		VOLUME/CAPACIT	Y (V/C) RATIO:			0,661			9990				1,408				1 414				1 414
A F F	NC NC	LESS ATSACIATCS	ADJUSTMENT:			0.561			0.566				.308				1.314				1.314
		LEVEL OF S	ERVICE (LOS):			A			A				ш				ш				ц

Fully mitigated?	9	Significant impacted?
Δν/c after mitigation:	9000	Change in v/c due to project:

:# S/I	North-South Street:	Grand Avenue	Avenue			Year o	Year of Count:	2017	Ambi	Ambient Growth: (%):	rth: (%):	-	Conduc	Conducted by:	Amir A	r A	Date:	ιά	5/31/2019	
14	East-West Street:	Venice	Venice Boulevard			Projecti	Projection Year:	2023		Pea	Peak Hour:	PM	Revie	Reviewed by:			Project:	7	1045 Olive	
ppod	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	No. of Phases V-2 or Both-3?			0			0 0				0 0 0			,	000	!	d	į	000
Ħ T	Right Turns: FREE-1, NRTOR-2 or OLA-39 ATSAC-1 or ATSAC+ATCS-27	or OLA-3? ATCS-2?	NB- 0 EB- 0	SB WB	0000	NB EB	O SB-		NB - EB -	0 0	NB-	0000	EB-	0 0	WB-	0000	EB-	0 0	WB-	0000
	Override Capacity	Capacity	EXISTII	EXISTING CONDITION		EXISTIN	EXISTING PLUS PROJECT	VECT	FUTURE	E CONDITIC	FUTURE CONDITION W/O PROJECT	OJECT	FUTUR	E CONDITI	FUTURE CONDITION W/ PROJECT	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIG	ATION
	MOVEMENT		Volume	No. of Lanes	Lane	Project Traffic	Total Volume	Lane	Added	Total Volume	No. of Lanes	Lane	Added	Total Volume	No. of Lanes	Lane	Added	Total Volume	No. of Lanes	Lane
\vdash	Left		0	0 (0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	0 0	0
NUO	→ Left-Through ↑ Through		0	00	0	0	o	0	0	0	00	0	0	0	0 0	0		0	0 0	0
	Through-Right		0	00	0	0	0	0	0	0	00	0	0	0	0 0	0		0	00	0
	← Left-Through-Right	ight	=	00							00				00				00	
10	. و	10000	153	0	153	0	153	153	7	164	0 4	164	0	164	0 7	164		164	0 +	164
	Through Through Through		1019	- 0	391	16	1035	396	806	1888	- 2 -	684	16	1904	- 00	689		1904	- 01 0	689
_	↓ Through-Right ✓ Right		68	0 -	88	0	68	68	19	113	0 ←	113	0	113	o –	113		113	D - (113
_	中 Left-Through-Right 人 Left-Right	ight		00							00				00				00	
-			0	0	0	0	0	0	0	0	0	0	0	0	0 (0		0	0 0	0
			432	0 -	256	0	432	256	89	527	0 ←	337	0	527	o − .	337		527	O F 1	337
	Through-Right		80	-0	80	0	80	80	61	146	-00	146	0	146	- 0 0	146		146	- 0 0	146
_	Left-Through-Right ✓ Left-Right	ight		00		and the same	Toni Company	activity and a	San San San San San San San San San San	000000000000000000000000000000000000000	00	10000		000000000000000000000000000000000000000	00		No. of London	100000000000000000000000000000000000000	0 0	TOTAL ST
30			30	0	30	0	30	30	4	36	0	36	0	36	0	36		36	0 1	36
	← Left-Through ← Through		315		188	0	315	188	71	405		275	0	405	- -	275		405		275
_	Through-Right		0	00	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
	ナ Left-Through-Right ト Left-Right	ight		00							00				00				0 0	
	CRITICAL VOLUMES	OLUMES	Non	North-South: East-West: SUM:	391 286 677	Nort Ea	North-South: East-West: SUM:	396 286 682		Nort	North-South: East-West: SUM:	684 373 1057		Nort. Ea	North-South: East-West: SUM:	689 373 1062		North: Eas	North-South: East-West: SUM:	373 1062
	VOLUME/CAPACITY (V/C) RATIO:	RATIO:			0.451			0.455				0.705				0.708				0.708
Ç Ç	V/C LESS ATSAC/ATCS ADJUSTMENT:	STMENT:			0.351			0.355				0.605 B				0.608 B				0.50g
	LEVEL OF SERVICE	E (ECO).			1										PROJE	PROJECT IMPACT	PACT			

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

NB	H	Grand Avenu		<u>a</u>			Year o	Year of Count:	2017	Ашрі	Ambient Growth: (%):	rth: (%):	- 2	Conducted by:	ted by:	Amir A	A	Date:	5/	5/31/2019	
National N	East-West Street: 17th Street Projection Year:	Street Proj	Proj	Projection	Projection	Projection	5	Year:	2023		Pea	Peak Hour:	PM	Review	ed by:			Project:	10	1045 Olive	
National Substitution Nati	0 0	0 0	0 0	0 0									0 0				0 0	1		,	000
Note Column Note Colum	Right Turns: FREE-1, NRTOR-2 or OLA-3? NB- 0 SB- 0 NB- 0 SB- 0	NB- 0 SB- 0 NB- 0 EB- 0	0 SB 0 NB 0 NB 0 NB 0 O NB 0	0 NB- 0 EB- 0	NB- EB-	00		9 9		NB- EB-	0 0	SB WB	0000	NB EB	0 0	SB- WB-	0000	KB-	0 0	N/B	0000
Lane Added Notume Total No. of Lane Added Notume Lane Solume Added Notume Total Lane Solume Added Notume Total Notume Lane Solume Added Notume Total Notume Lane Solume Added Notume Total Notume Lane Solume Added Notume Total Notume Lane Solume Added Notume Total Notume Lane Solume Added Notume Total Notume Added Notume Lane Solume Added Notume	EXISTING CONDITION EXISTING PLUS PROJECT	EXISTING CONDITION EXI	Ä	Ä	Ä	EXISTING PLUS	G PLUS	E	OJECT	FUTUR	E CONDITIC	ON W/O PRC	JJECT	FUTUR	CONDITIC	ON W/ PRO	JECT	FUTURE	W PROJEC	T W/ MITIC	ATION
1	MOVEMENT No. of Lane Project Total Volume Volume Lanes Volume	No. of Lane Project Lanes Volume Traffic	No. of Lane Project Lanes Volume Traffic	Lane Project Volume Traffic	Project Traffic		Tota	_ e	Lane	Added Volume	Total Volume		_	_	Total Volume		Lane				Lane Volume
Color Colo	0 0 0	0 0	0 0	0 0	0			0	0	0	0	0 0	0	0	0	0 0	0		0	00	0
256 492 1275 3 425 11 1286 3 429 1286 3 256 492 1275 3 425 11 1286 3 429 1286 3 257 379 965 1 965 5 970 1 970 970 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0	0	0	0		Ü		0	0	0	000	0	0	0	000	0		0	000	0
250 492 1275 3 425 11 1286 3 429 1286 3 3	Through-Right 0 0 0 0 0 0	0	0	0 0	0		0		0	0	0	0 0	0	0	0	00	0		0	00	0
557 379 965 1 1 1286 3 429 1286 3 620 492 1275 3 425 11 1286 3 429 1286 3 657 379 965 1 965 5 970 1 970 970 1 970	Left-Through-Right 0 Left-Right 0		00	0 0								00				00			100000000000000000000000000000000000000	0 0	
557 379 965 1 1286 3 429 1286 3 657 379 965 1 965 5 970 1 970 970 1286 3 0 <	Left 0 0 0 0 0 0 0	0 0 0	0 0 0	0 0	0		0	8	0	0	0	0	0	0	0	0	0	DANSON STATE	0	0	0
557 379 965 1 965 5 970 1 970 1 0 <	Through	0 0	0 0		7		740		C	,	1276	0 %	307	ţ	1286	0 6	420		1286	0 %	429
657 379 965 1 965 5 970 1 970 970 1 0	246 11	246 11	246 11	246	E		/ 49		000	784	6/71	00	674	= 1	007	, 0	674		202	00	27 1
620 426 1698 1 909 1263 1263 1264 1263 1264<	Right 552 552 557 Left-Through-Right 0	552 1 552 5	1 552 5	552 5	9		257		557	6/E	965	- 0	696 6	ດ	0/6	- 0	0/6		0/6	- 0	0/6
0 0	_	_	0	0	ACCIDIO CONTROL CONTRO	Manual Control of the	September 1	- 10	CHORESON IN	Post Charles		0	SAME PARTY AND ADDRESS OF THE PARTY AND ADDRES		Of Section	0	- SECON	Section 1		0	- 1
0	Left 0 0 0 0 0 0	0 0 0	0 0 0	0	0		0		0	0	0	0	0	0	0	00	0		0	0 0	0
1	0	0	0	0 0	0		0		0	0	0	000	0	0	0	000	0		0	000	0
41 76 120 0 120 0 120 0 620 426 1698 1 909 0 1698 1 909 1698 1 620 0 0 0 0 0 0 0 0 620 East-West: 909 East-West: 909 East-West: 909 East-West: 1177 SUM: 1874 SUM: 1879 East-West: SUM: B F F F F	Through-Right 0 0 0 0 0 0	0 0 0	0	0 0	0		0		0	0	0	000	0	0	0	000	0		0	000	0
620 426 1698 1 909 120 0 120 0 620 426 1698 1 909 1698 1 909 1698 1 620 0	Left-Through-Right 0 Left-Right 0		0 0	0 0				1				0 0				00	-	-	9000000	00	
620 426 1698 1 909 0 1698 1 909 1698 1 0	Left 41 0 41 0 41	0 41 0	0 41 0	41 0	0		4		41	76	120	0	120	0	120	0	120		120	0	120
O	Left-Through 1198 1 620 0 1198	1 620 0	1 620 0	620 0	0		1198		620	426	1698		606	0	1698		606		1698		606
557 North-South: 965 Fast-West: 909 0<	Right	000	000	c	c		C		O	0	0	0 0	0	0	0	00	0		0	00	0
557 North-South: 965 North-South: 970 North-South: 620 East-West: 909 East-West: 909 East-West: 1177 SUM: 1879 East-West: SUM: 0.785 1.249 1.253 SUM: SUM: B F F F F	rrough-Right 0		,		,)					00				00				00	
0.785 1.249 1.253 1.148 0.686 F F	CRITICAL VOLUMES East-West: 620 East-West: 610 East	North-South: 552 No East-West: 620	620 NC 1172	620 NC 1172	×	North-Soul East-Wee	h-Sour st-We	st:	557 620 1177		Norti Ea	h-South: st-West: SUM:	965 909 1874		North Eas	-South: st-West: SUM:	970 909 1879		North Eas	South: f-West: SUM:	970 909 1879
1.149 1.153 F	0.781	0.781	0.781	0.781					0.785				1.249				1.253				1,253
<u> </u>	V/C LESS ATSAC/ATCS ADJUSTMENT: 0.681		0.681	0.681	0.681				0.685				1.149				1.153				1.153
	LEVEL OF SERVICE (LOS):		m	m	ш				8				L				L				L

	INCOLO IIIII NO		
Change in v/c due to project:	0.004	Δν/c after mitigation:	0.004
Significant impacted?	9	Fully mitigated?	N/A

		m O 0	001	0 0	ATION	Lane Volume	0	0	190	- I	408	514	0		SASIE.	0	724	318	The same of	0	0	0		598 724 1322	0.928	8000
5/31/2019	1045 Olive		VB-		FUTURE W/ PROJECT W/ MITIGATION	No. of Lanes V	0	000) N C	0 0	← (0 0 0	00	00		0 0	0 5	- - - c	0 0	0	00	0 0	00			
5/3	104		00		ROJECT		0	0	9	-	408	2	0			0	က	∞	-	0	0	0		North-South East-West SUM		
ie:	;;				JRE W/ P	d Total ne Volume			346	- [40	1027					2173	318								
Date:	Project:	!	EB G		T.U.	Added Volume		_																		_
Amir A		m O (00	0 0	DJECT	Lane Volume	0	0	190		408	514	0		STATE OF THE PARTY	0	724	318		0	0	0		598 724 1322	0.928	
Am		:	NB-		N W/ PR	No. of Lanes	0 0	000	0 0	0 0	- 0) N	00	00	P. L.	0 0	0 7	- ← c	0 0	0	00	00	00	North-South: East-West: SUM:		
:áq þá	ed by:		0 0		FUTURE CONDITION W/ PROJECT	Total Volume	0	0	346	Consument	408	1027	0		200	0	2173	318		0	0	0		North Ea		
Conducted by:	Reviewed by:	1	NB- EB-		FUTURE	Added Volume V	0	0	0	Contraction	60	00	0		000	0	1	0		0	0	0	[•			
-	PM	0		0 5	ECT	Lane A Volume Vc	0	0	190		405	510	0		10 Sec. 10	0	721	318		0	0	0		595 721 1316	0.924	
:(%)			NB-		FUTURE CONDITION W/O PROJECT	No. of Lanes Vo	0 0	000	0 0	0 0	-		0 0	00	100	00			0 0	0	00	0 0	00		0	
Ambient Growth: (%):	Peak Hour:	1	20 20		DITION M	_	0	0					0			0					0	0		North-South: East-West: SUM:		
Dient G					JRE CON	1 Total e Volume		Ü	346	-	405	1019	Ü		September 1	Ū	2162	318			J	Ü				
Ā			R 48		FUT	Added	0	0	15		154	414	0			0	941	151		0	0	0				
2017	2023	၈ဝ		0 0	OJECT	Lane	0	0	172		239	289	0			0	387	157		0	0	0		411 387 798	0,560	
Count	ection Year:		O WB-		EXISTING PLUS PROJECT	Total Volume	0	0	312		239	578	0		PETER PROPERTY.	0	1161	157		0	0	0		North-South: East-West: SUM:		
Year of Count:	Projectio		EB-		EXISTING	Project V	0	0	0	-	e	00	0		September 1	0	=	0		0	0	0		North Eas		
		၈ဝ	0 0	0 0	N.C	Lane P	0	0	172		236	285	0		SEA SE	0	383	157	J	0	0	0		408 383 791	0.555	
			SB- WB-		EXISTING CONDITION	No. of Lanes	0	00	7 0	0 0	-	0 8	00	00	STATE OF THE PARTY OF	0 0	o 0 ·	(0 0	0	00	00	00	orth-South: East-West: SUM:		
		1	00		XISTING		0	0	312		236	929	0		TOTAL ST	0	20	25		0	0	0		North-South: East-West: SUM:		
Grand Avenue	reet		NB-		ш	Volume			31		23	57			2		1150	157								
Grand	18th Street	No. of Phases N-2 or Both-3?	r OLA-3?	ATCS-2?						ght				ght	SECTION AND INC.			;	ght				ght	LUMES	RATIO:	
North-South Street:	East-West Street:	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	Right Turns: FREE-1, NRTOR-2 or OLA-3?	ATSAC-1 or ATSAC+ATCS-2? Override Capacity		MOVEMENT	Left	Left-Through Through	Through-Right Right	Left-Through-Right Left-Right	Left	Left-Through Through	Through-Right Right	Left-Through-Right Left-Right	STATISTICS OF THE	Left 1 of Through	Through	Through-Right Right	Left-Through-Right Left-Right	Left	Left-Through Through	Through-Right Right	Left-Through-Right Left-Right	CRITICAL VOLUMES	VOLUME/CAPACITY (V/C) RATIO:	
	Ea	iosed Ø'i	t Turns:	¥			۲.	r ←	76	+}	_ <i>ر</i>	1,	1, J	+ +	報を	J 2	1 1 1	h-1	├ *Υ⁺	ر. 	 	44.	∤ ∙↓		VOLUI	
:# S/I	16	g	Righ				a	NUO	внтя	ION	a	NNO	внт	nos	1000	а	ипо	8T2	/3		חחם	BTB	ME			

Change in v/c due to project:	0.004	Δv/c after mitigation:	0.004
Significant impacted?	ON ON	Fully mitigated?	N/A

# S/	North-South Street:	Olive Street	reet			Yearo	ar of Count:	2017	Ambie	Ambient Growth: (%):	:h: (%):	-	Conducted by:	ted by:	Amir A	A.	Date:	19	5/31/2019	
1	East Wost Street	8th Stroot	ţ			Droiorti	action Vear	2003		Peak	Peak Hour:	PM	Ravian	Reviewed hy:			Project.	10	1045 Olive	
=	Last-west Sirest.	מון סווס	1		-	Table 1		2020				C				t				,
Орро	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	No. of Phases N-2 or Both-3?			N 0			V 0				V 0				V O				N 0
	CC A IO TO C GOTTON P DEGE : CONT. T. MATCH.		NB 0	-BS	0	NB-	O SB-	0	NB-	0	SB-	0	NB-	0	SB-	0	NB-	0	SB-	0
Right	Ums: rkee-1, nk lOk-2		EB- 0	WB-	0	EB-	0 WB	Ļ	EB-	0	WB	0	EB-	0	₩B÷	0	EB-	0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?	r ATSAC+ATCS-2?			O C			00				0 0				0 0				0 0
		, capacity	EXISTIR	EXISTING CONDITION		EXISTIN	EXISTING PLUS PROJECT	SUECT	FUTURE	FUTURE CONDITION W/O PROJECT	N W/O PRO	JECT	FUTURE	FUTURE CONDITION W/ PROJECT	N W/ PRO.	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIG	ATION
	MOVEMENT	*/-		Jo CN	ane	Project	Total	97.6	Added	Total	No. of	†	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume		0	Volume	-	-	_	0			\neg	•	-	ᅱ	\neg	Volume
[↑ Left		247	-	247	4	251	251	328	290	1	290	4	594	_	594		594	_	594
INI	→ Left-Through			0							0				0				0	
no	Through		877	က	292	80	882	295	730	1661	က	554	œ	1669	ന	226		1669	ო (556
ЯΗ	Through-Right			0							0				0				0	
ТЯ	ך Right		0	0	0	0	0	0	0	0	0	0	0	0	0 (0		0	0 0	0
ON	Left-Through-Right	Right		0							0 0				> (> 0	
	ヤ Left-Right		The second second	0	Consulation		Suriego Street	The State of the S	Median property	NAME AND ADDRESS OF	0	Management	Supposed to	Sometiment of the last		Chrocelle		W. C. P.	Distribution of the last of th	STATE OF
		(SAFEGEROOM)			Service Service	A TO NOT	THE STATE OF	The Parket	S SALES	10000		NAME OF TAXABLE PARTY.					DOMESTIC OF THE PERSON NAMED IN		•	
aı	Fet ⊥_		0	0 0	0	0	0	0	0	0	0 0	0	0	0	0 0	5		5	o c	5
NΠ	t Left-Through			0 0	•	c	c		c	c	0 0	•	c	c	0 0	c		c	o c	c
108	Through		0	0 0	0	0	0	0	0	0	o c	•	0	>	0 0	>)	0	•
ΙΗΙ	→ Inrougn-kignt		c	0 0	c	C	C	c	0	0	0 0	0	0	0	0	0		0	0	0
.nc	the left-Through-Right	Sight	D	0		•	,	,	•)	0				0				0	
os				0							0				0				0	
STORY.	i	THE PERSON NAMED IN	STEEL STORY	Some di	E 35.2	2000					金の	Social Park		STATE IN	State State of	200				1
	ر Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0 (0
αN	4 Left-Through			0							0				0	J			0 (
ino			0	0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	0 0	0
BT			(0 0	(c	(c	c	c	0 0	c	c	c	0 0	c		c	0 0	c
.SV		-	0	0 0	5	0	>	>	0	>	o c	>	2	0	0 0	0		•	0	,
3	Left-Right			0							00				0				0	
180 183			WINDS SENSON	TE 1485.	TOTAL PLANT	THE DIES	P. Achille	Section 1	No. of Parties	Part Succession	SCHOOL STATE	THE SECOND			STATE OF	No. of Street, or other Persons and the street, or other persons a				
C	ر الوال		0	0	0	0	0	0	0	0	0 6	0	0	0	> (5		5	o c	-
ואנ				0 (•		000		1001	0 0	660	c	1007) c	633		1807	» د	633
10			/68	n (667	>	29	223	640	700	, ,	200	2	760	0 0	700		3	0 0	1
BT8	r Inrougn-Right		90	o -	g	c	9	9	72	174	o -	174	0	174	· —	174		174	· -	174
33/		Sight	3	- 0	3	•	3	3	1		0		•		0				0	
W		-		0							0				0				0	
			Nort	North-South:	292	Nort	North-South:	295		North	North-South:	290		North	North-South:	594		North	North-South:	294
	CRITICAL VOLUMES	OLUMES	Ea	East-West:	588	Ea	East-West:	588		Eas		632		Eas		632		Eas	East-West:	632
				SUM:	591		SUM:	594			SUM:	1222			SUM:	1226			SOM	977
	VOLUME/CAPACITY (V/C) RATIO:	C) RATIO:			0.394			0.396			J	0.815				0.817				0.817
//C I	V/C LESS ATSAC/ATCS ADJUSTMENT:	STMENT:			0.294			0.296			J	0.715				0.717				0.717
	LEVEL OF SERVICE (LOS)	CE (LOS):			V			4				ပ				ပ				ပ
															PROJE	PROJECT IMPACT	ACT			

Change in v/c due to project:	0.002	Δν/c after mitigation:	0.002
Significant impacted?	9	Fully mitigated?	N/A

5/31/2019	1045 Olive		NB- 0	0	<u>₽</u>	No. of Lane Lanes Volume	0	3 562	1 348	00	c		0	0	0 0		0 581	2 893	0	0 0	0		o	0					
			0 0		RE W/ PROJEC	Total Volume	0	1687	348			•	0	0		PATRICE NO.	581	2099	0		c	, (5	0		Aland	Eas	Eas	Eas
Date:	Project:		EB E		F2-	Added Volume						_																	
Amir A		0 0	000	10	ROJECT	Lane	0	562	348				0	0		STATES	581	893	0				0	0		07			700
Ar			WB-		ION W/ PI	No. of Lanes	00	ი ო	0 -	00	c	00	0 0	00	00		0 +	- 8	00	00	c	00	00	0	00	North-South:	East-West:	ast-West: SUM:	ast-West SUM
Conducted by:	Reviewed by:		00		FUTURE CONDITION W/ PROJECT	Total Volume	0	1687	348		c	>	0	0		100000	581	2099	0		c	•	0	0		Nov	4	4	4
Condu	Revie	6	NB- EB-		FUTUI	Added Volume	0	12	4			0	0	0		NAME OF	0	9	0			>	0	0					
1	PM	0	0 0 N	0	COJECT	Lane Volume	0	558	344			•	0	0		10 TO 10	581	891	0		September 1	,	0	0		558 891	4440	1449	1449
th: (%):	Peak Hour:		SB WB		FUTURE CONDITION W/O PROJECT	No. of Lanes	0 0	o m	0 -	00	c	0 0	00	00	00		0 7	- 0	0 0	00	c	00	0 0	0	00	North-South: East-West:		SUM:	SUM:
Ambient Growth: (%):	Pea		00		CONDITION	Total Volume	0	1675	344		c	0	0	0		TOTAL ST	581	2093	C		c	0	0	0		Nort Ea			
Ambi			EB-		FUTURE	Added Volume	0	885	119			0	0	0		STATE OF	376	934	c		c	0	0	0					
2017	2023		000	0	JECT	Lane Volume	0	252	216	1 2	TOWNERS OF	•	0	0		STEPSON.	193	430	C		PASSESSES.	•	0	0		252 430	000	682	682
Count:	ection Year:		O WB-		STING PLUS PROJECT	Total Volume	0	756	216			0	0	0		STANSON STANSON	193	1098	c	1	September 1	0	0	0		North-South: East-West:		SUM:	SUM:
Year of Count:	Projectio		NB EB		EXISTING	Project Traffic v	0	12	4			5	0	0			0	9	c	.		0	0	0		North Eas			
		0	000			Lane Volume	0	248	212			•	0	0		STATE OF	193	428	c			•	0	0		248 428	1	929	676
			SB WB		EXISTING CONDITION	No. of Lanes	0 0	ე ო	0 -	00		00	0 0	00	00	1000 E	0 1	- 2	0 0	000		0 0	0 0	0 0	00	North-South: East-West:		SUM:	SUM:
eet	بيد		NB- 0 EB- 0		EXISTIN	Volume	0	744	212			5	0	0		Strict Total	193	1092	c	o .		0	0	0		North Ea:			
Olive Street	9th Street	No. of Phases V-2 or Both-3?		Sapacity						ght					ght	THE REAL PROPERTY.				ght	DESCRIPTION OF THE PERSON OF T				ght	LUMES		i i	RATIO:
North-South Street:	East-West Street:	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	Right Turns: FREE-1, NRTOR-2 or OLA-3?	Override Capacity		MOVEMENT	Left	Left-Through Through	Through-Right Right	Left-Through-Right Left-Right	STATES OF STREET	Left Left-Through	Through	I nrougn-kignt Right	Left-Through-Right Left-Right		Left	Left-Through Through	Through-Right	Left-Through-Right		Left-Through	Through	Right	Left-Through-Right Left-Right	CRITICAL VOLUMES			VOLUME/CAPACITY (V/C) RATIO:
1		losed Ø'in	t Turns: Fl	ī			۲.	7 +	<u>, t</u> t	+>	1000	11,	→ -	t, J.	+-	Same	٦.	1 1	40	4-7	ر ر	• •	14	بدلد إ	ļ. ₄.L				VOLUM
/S #:	18	g	Righ				a	NNO	антя	HON	STATE OF	ND	NOE	HTU	nos	0.5000	C	INNC	DBT	EVS	(NO.	ND	nos	3TE	3M				

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

Year of Count: 20 Projection Year: 20	Year of Count: Projection Year:	ar of Count: ection Year:		2023		Amb	Ambient Growth: (%): Peak Hour:	rowth: (%): Peak Hour:	- PM 2 0	Conducted by: Reviewed by:	ted by:	Amir A	N C	Date: Project:	5/31	5/31/2019 1045 Olive
NB- 0 SB- 0 NB- 0 SB- EB- 0 WB- 0 EB- 0 WB-	0 NB- 0 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	00	1000		00000	NB EB	00	SB WB-	00000	NB- EB-	00	SB- WB-	00000	NB- EB-	0 0	SB WB
EXISTING CONDITION EXISTING PLUS PROJECT	EX	EXISTING PLUS PR	IG PLUS PR	~	SJECT	FUTUR	E CONDITIC	FUTURE CONDITION W/O PROJECT	VECT	FUTUR	FUTURE CONDITION W/ PROJECT	N W/ PRO	ECT	FUTURE	흵ㅏ	V/ MITIGATI
Volume Lanes Volume Traffic Volume	Project Traffic	# 0	Total Volume		Lane Volume	Added	Total Volume	No. of Lanes	Lane Volume	Added	Total Volume	No. of Lanes	ō.	Added Volume	_ <u>a</u>	No. of Lane Lanes Volume
217 0 217 11 228	1		228	-	228	155	385	0 +	385	1	396	0 +	396	-5	394	394
832 2 350 13 845	13		845		358	751	1634	- 00	673	43	1647	. 40	681	-5	1645	2 680
155 1 155 6 161	φ		161		161	37	202	o — c	202	9	208	, - c	208	7	207	1 207
0 0			1					0 0	-	posperowe	1000000	0 0	- Control			
0 0 0	0		0	8	0	0	0	0 0	0	0	0	0 0	0	0	0	0 0
0 0 0	0		0		0	0	0	00	0	0	0	0	0	0	0	000
0 0 0	0		0		0	0	0	00	0	0	0	00	0	0	0	000
00								00				00		document		0 0
104 1 104 4 108	4	4 108	108		108	143	253	- 0	253	4	257	- 0	257	7	256	1 256
726 2 363 6 732	φ		732		366	517	1288	5 0 0	644	9	1294	o 00 c	647	7	1293	2 647
0 0 0	0		0		0	0	0	000	0	0	0	000	0	0	0	000
) 0	CONTRACTOR STREET, CONTRACTOR ST	Pathoder (17 Chicago Mana		8	NESSECTION.	Service Co.	South and	0	- North	200		0	100	200	HAS TOTAL	0
0 0 0	0		0	1	0	0	0	00	0	0	0	0 0	0	0	0	0 0
903 1 488 7 910	7	7 910	910		492	738	1697	o	953	7	1704	, -	926	7	1703	1 956
73 0 73 0 73	0		73		73	131	208	- 0 0	208	0	208	- o c	208	0	208	0 208
				-				0				0 0			0	0
North-South: 350 North-South: East-West: 592 East-West: SUM: 942 SUM:	350 NC 592 942	North-South: East-West: SUM:	th-South: rst-West: SUM:		358 600 958		Nort Ea	North-South: East-West: SUM:	673 1206 1879		North Eas	North-South: East-West: SUM:	1213 1894		Fast-West: SUM:	
0,628	0,628				0.639				1,253				1,263			1.261
0.528	0.528				0.539				1.153				1.163			1.1 10 10
A	А				4							000	TOPO IECT IMPACT	FOX		

0.008	YES
Δν/c after mitigation:	Fully mitigated?
0.010	YES
Change in v/c due to project:	Significant impacted?

#: /S #:	North-South Street:	Olive Street	treet			Year	ear of Count:	2017	Ambie	Ambient Growth: (%):	th: (%):	-	Conducted by:	ted by:	Amir A	A	Date:	Ñ	5/31/2019	
20		11th Street	reet			Projection Year:	on Year:	2023		Pea	Peak Hour:	PM	Reviewed by:	ed by:			Project:	1	1045 Olive	
	N	100	-		0			0				0			l	t				~
OddO	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	2 or Both-3?			10						ļ	10		•	;	100	!	ć		100
Right	Right Turns: FREE-1, NRTOR-2 or OLA-3?	-2 or OLA-3?	NB- EB-0	NB-	0 0	NB	O WB	00	H H	00	SB	0 0	# #	0 0	WB-	00	E 6	00	WB-	00
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity	r ATSAC+ATCS-2? Override Capacity			0 0			0 2				0 0				0 2				0 5
			EXISTI	EXISTING CONDITION	NOI	EXISTIN	EXISTING PLUS PROJECT	JECT	FUTURE	CONDITIO	FUTURE CONDITION W/O PROJECT	JECT	FUTUR	FUTURE CONDITION W/ PROJECT	N W/ PRO	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIG	ATION
	MOVEMENT		Volume	No. of Lanes	Lane	Project Traffic	Total Volume	Lane Volume	Added	Total Volume	No. of Lanes	Lane Volume	Added	Total Volume	No. of Lanes	Lane Volume	Added	Total Volume	No. of Lanes	Lane Volume
6	ر Left		160	0	160	50	180	180	301	471	0	471	20	491	0	491		491	0	491
חמנ	→ Left-Through	_		← (ç	i c	000	L C	2,0	← 0	i	ç	0	← 0	100		000	← (20
108	Through	1	920	N 0	360	40	006	380	865	1842	N C	5	04	1887	N C	<u>.</u>		700	v c	2
НΤЯ	Right	<u>É</u>	0	00	0	0	0	0	0	o	0 0	0	0	0	0 0	0		o	0	0
ION	Left-Through-Right	h-Right		0 0	7						0 0				00				0 0	
CONCENTRAL	一个 Left-Right	Water Branch	The second	0	consone	STREET, STREET	CONTRACTOR	STEEDS OF	SPANNONS	CIDECO		S SOUTH S	2000	SCHOOL SECTION		STATE OF THE PERSON	STATE OF THE PARTY	SIGN SHA		The Sail
	الله ور	CHOCKLY TRUE	_	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
IND	Left-Through	_	•	0		•					0				0				0	
nos	Through		0	0	0	0	0	0	0	0	0 (0	0	0	0 0	0		0	0 0	0
BHJ		Ĕ	•	0 0	c	c	c	c	c	c	0 0	c	c	c	o c	C		c	0 0	c
LNC	Figure 1 eff-Through-Right	-Right	>	0 0	0	>	>	>	0	>	0))	•	0	2)	0	,
os	Left-Right	n n		0							0				0				0	
STATE OF THE PARTY.					THE SHIP						HOLL SERVICE	10.00	1	100	の対対				KORESSIE	
q			0	0 0	0	0	0	0	0	0	00	0	0	0	0 0	0		0	0 0	0
NΠ	Through		0	00	0	0	0	0	0	0	0 0	0	0	0	00	0		0	0	0
08		ht		0							0				0				0	2
TS/			0	0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	00	0
/3	Left-Through-Right	n-Right		0 0				1			0 0				0 0				0 0	
NAME OF TAXABLE		STATE OF STREET	N. S. III		STATE OF THE PERSON NAMED IN	(Edition)	STATE OF	Mary St	8.5%	HIPPER	STATE OF			12	Service Services	STATE OF STREET	800 Co.	SPECIAL SPECIA	National Assessment	100
d	reft F		0	0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		o	0 0	0
NΠ	t Left-Through	_	300	o -	300	٨	307	307	308	624	o ~	624	7	631	o -	631		631	· -	631
80		ij	3	- 0	3		3	3	3		0	i			0				0	
TS			102	-	102	25	127	127	79	187	_	187	25	212	-	212		212	-	212
∃M	Left-Through-Right イ Left-Bight	n-Right		00						·	00				0 0	A			0 0	
	TIBILITIES 7		Nov	Morth-South	380	Nort	North-South	380		North	North-South:	771		North	North-South:	791		North	North-South:	791
	CRITICAL	CRITICAL VOLUMES	ŭ	East-West:	300	Ea	East-West: SUM:	307		Eas	East-West: SUM:	624		Eas	East-West: SUM:	631		Eas		631
	VOLUME/CAPACITY (V/C) RATIO:	V/C) RATIO:			0,440			0.458			0	0.930			J	0.948				0,948
//C	V/C LESS ATSAC/ATCS ADJUSTMENT:	JUSTMENT:			0.340			0.358			0	0.830			J	0.848				0.848
	LEVEL OF SERVICE (LOS):	VICE (LOS):			4			4				۵				۵				۵
															PROJECT	CT IME	IMPACT			

Δν/c after mitigation: 0.018 Fully mitigated? N/A 1045 Olive CMA PM Peak 5-31-19 Change in v/c due to project: 0.018
Significant impacted? NO

# S/I	North-South Street:	Olive Street	reet			Year	ar of Count:	2017	Ambi	Ambient Growth: (%):	th: (%):	-	Conducted by:	ted by:	Amir A	Y.	Date:	5/	5/31/2019	
2 5	Fact Most Street	Pico Boulevard	Illevard			Projecti	Projection Year	2003		Pea	Peak Hour:	Md	Review	Reviewed by:			Project:	10	1045 Olive	
17	No o	No of Bhacae			c			C				0				t				-
oddo	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	r Both-3?			0 0							10				0	!			0
Right.	Right Turns: FREE-1, NRTOR-2 or OLA-3?	or OLA-3?	NB 0	SB-	00	NB-	0 SB-		NB-	0 0	SB	0 0	NB-	o o	SB-	0 0	EB-	o 0	SB	0 0
	ATSAC-1 or ATSAC+ATCS-2?	r ATSAC+ATCS-2?		N	NC			0 0				00				0 0				0 0
		dionoi o	EXISTI	EXISTING CONDITION		EXISTIN	EXISTING PLUS PROJECT	SUECT	FUTURE	CONDITIO	FUTURE CONDITION W/O PROJECT	JECT	FUTUR	E CONDITION	FUTURE CONDITION W/ PROJECT	VECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIG	NOILE
	MOVEMENT		Volume	No. of Lanes	Lane	Project Traffic	Total	Lane	Added	Total Volume	No. of Lanes	Lane	Added Volume	Total Volume	No. of Lanes	Lane	Added Volume	Total Volume	No. of Lanes	Lane Volume
,	ر Left		109	-	109	0	109	109	148	264	-	264	0	264	1	264	0	264	1	264
חאנ	Left-Through		0	0 (707	7	000	453	1033	avor	0 (07.4	77	1080	0 0	900	ď	1983	0 0	265
08	Through		700	N C	1.5	<u>+</u>	200	434	200	0	٥ ١	t	r	2	10	3)	2	10	!
HTS	Right		12	· –	12	0	12	12	49	62	· F	62	0	62	-	62	0	62	_	62
NOE		tight		0 0							0 0				00				00	
12% (12.1)	The Left-Kignt	THE PROPERTY.	September 1	0	THE ROSE	P. Santan	Name and Address of the Owner, where	North Park	September 1	S. Long	No. Conclusion	Checker III	Sandre L	STATE OF THE PARTY	S S S S S S S S S S S S S S S S S S S	PERSONAL PROPERTY.	S1255		STATE OF STREET	STATE OF
,	ر ر		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ואכ	Left-Through			0							0				0	K			0 (di.
108	Through		0	0 0	0	0	0	0	0	0	0 0	0	0	0	0 0	0	0	0	0 0	0
3HT	Through-Right		C	0 0	0	0	0	0	0	0	0 0	0	0	0	00	0	0	0	00	0
no		tight	,	0		•		K):	1		0				0	ı			0 (
s	人 Left-Right		- Commission	0	The second second	and the same of th	Name of Processing	The second second	Town Street Street	Section Control	0	CONTRACT	SOUTHWOODINGS	CHI NA ZIVELIA	0	SCATTLE SPE	STATE OF THE PARTY OF	the contactor	0	Sarce
S S S S S S S S S S S S S S S S S S S				Total State of	STATE OF THE PARTY	100 PE /		22 Zama	S. CHILES	THE PROPERTY.	STONE STREET		NAME OF TAXABLE PARTY.	100		100	,	100	c	300
а	J Left		63	0 +	83	7	74	44	149	216	o -	216		777	o -	777	7-	677	o -	677
NNC			393		323	0	393	345	333	750		750	0	750	← (750	0	750	← 0	750
181			c	0 0	c	Ç	c	c	c	c	0 0	c	c	c	0	C	0	0	0 0	0
SA	Kight Left-Through-Right	tob	>	0 0	>	9	>	5	0	0	0)	>	•	0	,	,)	0	
3	Left-Right	<u> </u>		0				-			0			and the second	0				0	1
S TONE			c	To constitution of	c		c	c	c			C	0	0	0	0	0	0	0	0
ΔN	T Left-Through		o	0	,))	,	•)	0		,	ı	0				0	
ino	·		583	_	326	~	584	326	381	1000	- ,	574	_	1001		575	0	1001	· ·	575
813	Through-Right		ğ	← c	88	c	α	œ	76	148	- 0	148	c	148	- 0	148	0	148	- 0	148
NE	Left-Through-Right	tight	3	0	3	•	3	3	2	!	0		•		0 0				00	
	个 Left-Right			0				95,				27.4				900		Month	Mosth South:	000
	CRITICAL VOLUMES	OLUMES	Nort Ea	North-South: East-West:	389	Nort	North-South: East-West:	452 400 852		Norti Ea:	East-West:	790		NOTE Ea:	East-West: SUM:	802		Eas	East-West: SUM:	800 1792
	VOLUME/CAPACITY (WCI BATIO	'N RATIO			0 547			0 568				1 17E				1 198				1,195
<u></u>	WE I ESS ATSACIATES AD IISTMENT	STMENT			7400			9000				1 076				1 098				1.095
<u> </u>	TOTAL DE SERVICE LOS	100111			†			0				ш				ц				ш
		1			C										PROJE	PROJECT IMPACT	PACT			

# 5/	North-South Street:	Olive Street	eet			Year	Year of Count:	2017	Ambie	Ambient Growth: (%):	h: (%):	-	Conducted by:	ted by:	Amir A	×.	Date:	5	5/31/2019	
22		16th Street	et			Projection	ection Year:	2023		Peak	Peak Hour:	PM	Review	Reviewed by:			Project:	10	1045 Olive	
1 8	No. of Phases	No. of Phases			7 C			7 0				2 0				0 0				0 2
<u>.</u>			NB- 0	SB	0	NB-	O SB-		NB-	0	SB-	0	NB-	0	SB-	0	NB-	0	SB-	0
Ĕ	Kight Lurns: FREE-1, NR I OK-2 of OLA-3?		EB 0	WB	0	EB-	0 WB		EB-	0	WB-	0 (EB-	0	WB-	0 (EB	0	WB	0 0
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity	r ATSAC+ATCS-2? Override Capacity			00			0 0				0 5				0 0				N 0
			EXISTI	EXISTING CONDITION		EXISTIN	EXISTING PLUS PROJECT	SJECT	FUTURE	CONDITIO	FUTURE CONDITION W/O PROJECT	JECT	FUTUR	CONDITIC	FUTURE CONDITION W/ PROJECT	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIC	ATION
	MOVEMENT		Volume	No. of Lanes	Lane	Project Traffic	Total Volume	Lane	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane	Added Volume	Total Volume	No. of Lanes	Lane Volume
	Left Left		25	0 7	25	0	25	25	1	38	0 +	38	0	38	0 -	38		38	0 1	38
	Through		984	- 6	336	14	1025	350	1145	2190	- 2	743	14	2231	- 2	756		2231	. 2	756
	Through-Right		85	0 -	85	0	82	85	0	06	0 -	06	0	06	0 -	06		06	0 -	06
	Left-Through-Right	Right		00							00				00				00	
100	Control of	THE STREET	THE RESERVE	STATE OF THE PARTY.	SALES NO.	E 0.77 105	District.	STATISTICS.	THE PERSON	Contract of the last	1000	STORY OF THE PERSON	STATE OF	1000000	22.00	100000				
αn	# # # # # # # # # # # # # # # # # # #		0	0 0	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
	Through		0	00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right		c	00	c	c	c	c	c	c	0 0	C	c	c	0 0	c		o	0 0	c
		light	0	00	0	0	0		0	o	00)	>	o	000	,		•	000	,
1	人 Left-Right	C 18 10 10 10 10 10 10 10 10 10 10 10 10 10	2000	0	Supremoting.	BOARDEST TO	CATACONO.	SCHOOL SE	STORY STORY	The same of	0				0	THE PERSON	100000	Suffer Suff	0	The last
Г	1	THE PERSON NAMED IN	7.0	c	7.5	c	7.2	73	32	100	c	100	c	109	0	109		109	0	109
	∠ Left. Through		2	o –	2	0	S	2	36	<u> </u>	o –	2	ò	2) -	2		2	· ~	2
			540	- 0	343	0	240	343	38	611	← 0	415	0	611	← 0	415		611	← C	415
	Through-Right		0	0 0	0	0	0	0	0	0	0 0	0	0	0	00	0		0	0 0	0
	← Left-Through-Right	Right		00	ì						0 0	h			0 0				00	
100	6	Section Office	STATE STATE		THE PARTY OF	N. September	THE STATE OF	THE STATE OF	THE REAL PROPERTY.			Section 1								
	f Left		0) C	0	0	0	0	0	5	o c	5	0	5	0 0	>)	0 0	•
			417) -	241	0	417	241	63	909	· - ·	294	0	909	· - ·	294		909		294
	Through-Right		a r	- c	85	c	e F	55	6.	82	- 0	82	c	82	- 0	82		82	- 0	82
	Left-Through-Right	light	3	0	3	>	3		2	ľ	0		,		0				0 (
ヿ	个 Left-Right			0				01.0				140			0	756	l	dr.old	No.et Count.	756
	CRITICAL VOLUMES	OLUMES	Nor	North-South: East-West: SUM:	336 343 679	Nort. Ea	North-South: East-West: SUM:	343 693		North Eas	Norm-Soum: East-West: SUM:	743 415 1158		Eas	East-West: SUM:	415		Eas	East-West: SUM:	415
	VOLUME/CAPACITY (V/C) RATIO:	;) RATIO:			0.453			0,462			3	0.772			J	0.781				0.781
õ	V/C LESS ATSAC/ATCS ADJUSTMENT:	STMENT:			0.353			0.362			J	0.672			_	0.681				0.681
	LEVEL OF SERVICE (LOS):	CE (LOS):			A			A				8				В				œ
															PROJECT		IMPACT			

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

# 0/	North-South Street:	Olive Street	reet			Vaar	par of Count.	2017	Ambic	Ambient Growth: (%):	th: (%):		Conducted by:	ed by:	Amir A	A	Date:	20	5/31/2019	
23	East-West Street:	17th Street	eet			Projecti	Projection Year:	2023		Peal	Peak Hour:	PM	Reviewed by	ed by:			Project:	1	1045 Olive	
l oado	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	No. of Phases V-2 or Both-3?			2			0 2				0 2				0 0				0 0
Right	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 0	SB-	00	NB-	O SB-	00	NB-	00	SB-	00	NB-	00	SB-	00	NB-	00	SB- WB-	00
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity	r ATSAC+ATCS-2? Override Capacity			0 0 0	1			}	,		000	}	,		000		,		000
			EXISTI	EXISTING CONDITION	NOL	EXISTIN	EXISTING PLUS PROJECT	VECT	FUTURE	CONDITIO	FUTURE CONDITION W/O PROJECT	NECT	FUTUR	FUTURE CONDITION W/ PROJECT	IN W/ PRO.	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIC	SATION
	MOVEMENT		Volume	No. of Lanes	Lane	Project Traffic	Total Volume	Lane	Added	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
αN	Left Left		273	0 -	273	0	273	273	44	334	0 -	334	0	334	0 +	334	0	334	0 -	334
NOB	Through		866	- 0 0	424	30	1028	434	868	1927	· (V C	754	30	1957	N C	764	4	1953	N 0	762
нтя	Right	 :	0	000	0	0	0	0	0	0	000	0	0	0	000	0	0	0	000	0
ON	← Left-Through-Right ← Left-Right	Right		00		Colonia	AND DESCRIPTION OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NA				00	- 10		STATISTICS.	0 0	-			0 0	ACCOUNT OF THE PARTY OF
a	E E	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0
NN	T Left-Through		C	0 0	c	c	c	c	c	c	0 0	0	C	0	0 0	0	0	0	o o	0
ЭВН	Through-Right		D	0))	o	,	o	•	0	,))	0))	0	
łΤU	Right	:	0	0 0	0	0	0	0	0	0	00	0	0	0	00	0	0	0	0 0	0
os	← Left-Through-Right Left-Right	Right		0 0							00				00				0 0	
THE PERSON NAMED IN	STANDARD STANDARD OF				SIGNET IN		STATE OF THE PARTY		STATE OF	1000				FAILS .		Sections				
ar	Left		0	00	0	0	0	0	0	0	00	0	0	0	00	•	0	0	00	0
NNO			0	00	0	0	0	0	0	0	00	0	0	0	00	0	0	0	0 0	0
BTS	_		0	00	0	0	0	0	0	0	000	0	0	0	000	0	0	0	000	0
43	Left-Through-Right	Right		00							00				00				0 0	
10000	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
аип			073	0 +	547	c	676	523	458	1459	0 -	922	0	1459	0 -	928	0	1459	0 -	927
овт	Through-Right		}	· ← c	5 8	, ;	9 6	Ş	0 0		- c	400		906	← C	306	ç	307	← C	304
MES	Kignt Left-Through-Right Left-Right	Right	ົ້ກ	000	<u>n</u>	=	Z0L	70	007	000	000	200		9	000	8	٧	5	000	}
	CRITICAL VOLUMES	/OLUMES	Non	North-South: East-West:	424 517	Nort. Ea.	North-South: East-West:	434 523		North Eas		754 922		North Eas		764 928		North Eas	North-South: East-West:	762
				SUM:	941		SUM:	957			SUM:	1676			SUM:	1692			SUM:	1689
	VOLUME/CAPACITY (V/C) RATIO:	C) RATIO:			0.627			0.638				1,117				1,128				1,126
) 	VC LESS ATSAC/ATCS ADJUSTMENT:	JAIMEN :			0.527			0.538) L				П				Д.
	LEVEL OF SERVI	or (roa).						τ							PRO.IF	PROJECT IMPACT	TO4			

Change in v/c due to project:	0.011	∆v/c after mitigation:	0.0
Significant impacted?	YES	Fully mitigated?	Ķ

I/S #: North-South Street.	nicet			cal of count.							The second						
East-West Street: 18th Street	treet		Projecti	Projection Year:	2023		Peal	Peak Hour:	PM	Revie	Reviewed by:			Project:	10	1045 Olive	
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						!		ļ	0 0 0	!		;	0 0	!	d	5	0 0 0
Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2?	NB- 0 SB- EB- 0 WB-	000	NB- EB-	O WB-	000	NB-	00	NB-	0 0 C	NB	0 0	WB	000	KB-	0 0	 WB	000
Override Capacity	Controls		HILLIAN	To all odd oil id out to	0		OFFICINO	TOP ODD OWN MOTERINGS POLITICAL	0 5		Elglado	TOSI OBB W NOTHING SOLITION	0	CITTIBE	O O O O O O O O O O O O O O O O O O O	T val. MITIC	OULV
MOVEMENT	No. of Lanes Volume Lanes Vol	f Lane	Project Traffic	Total	Lane	Added	Total	No. of	. 0	Added	Total	No. of	Lane	Added	Total	No. of Lanes	Lane
Left	1	1	1	-	0	0	0	0 0	0	0	0	0 0	0		0	0 0	0
Through	532 3	177	19	551	184	436	1001) რ C	334	19	1020	o m ⊂	340		1020) m C	340
Right	46	46	0	46	46	0	49	o -	49	0	49	o — (49		49) - (49
← Left-Through-Right ← Left-Right	00							0 0			No.	0 0	-			00	
Left Tr	0	0	0	0	0	0	0	0 0	0	0	0	00	0		0	00	0
Through	0	0	0	0	0	0	0	000	0	0	0	000	0		0	000	0
	0	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
← Left-Through-Right ← Left-Right	00			11				00				00				0 0	
	643 1	553	=	654	558	476	1159	-	928	Ξ	1170		962		1170	. ,	962
	1017 1	553	ო	1020	558	634	1714		958	ო	1717	0	962		1717	0	962
Through-Right Right	0	0	0	0	0	0	0	00	0	ō	0	00	0		0	00	0
← Left-Through-Right ← Left-Right	00							00				00				00	
	0	0	0	0	0	0	0	0	0	0	0	0	0	S. Carlot	0	0	0
← Left-Through ← Through	00	0	0	0	0	0	0	00	0	0	0	0 0	0		0	00	0
Through-Right Right	00	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
	00							00				00				00	
CRITICAL VOLUMES	North-South: East-West:	h: 177 t: 553 f: 730	Norti Ea	North-South: East-West: SUM:	184 558 742		North Eas	North-South: East-West: SUM:	334 958 1292		North Ea	North-South: East-West: SUM:	340 962 1302		North Eas	North-South: East-West: SUM:	340 962 1302
VOLUME/CAPACITY (V/C) RATIO:		0			0.495				0.861				0.868				0.868
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.387			0.395				0.761			-	0.768				0.768
EVEL OF SERVICE LOS:					•				(((

	01001		
Change in v/c due to project: 0.007	0.007	Δν/c after mitigation:	0.007
Significant impacted?	2	Fully mitigated?	N/A

# S/I	North-South Street:	Hill Street	et			Year	Year of Count:	2017	Ambi	Ambient Growth: (%):	th: (%):	-	Conduc	Conducted by:	Amir A	A.	Date:	20	5/31/2019	
25	East-West Street:	Olympic	Olympic Boulevard			Projecti	Projection Year:	2023		Pea	Peak Hour:	PM	Revie	Reviewed by:			Project:	10	1045 Olive	
Č	No. of Phases	No. of Phases			2 0			2 0				2 0				2				0 0
Right	Right Turns: EREE-1 NRTOR-2 or Ol A-32	or OI A-32	NB 0	SB-	0	NB-	O SB-	0	NB-	0	SB	0	NB-	0	SB-	0	NB-	0	SB	0
			EB 0	WB	0	EB-			EB-	0	WB-	0 (EB-	0	WB-	0 0	EB-	0	WB-	0 0
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity	ATCS-2? Capacity			0 0			0 2				N 0				70				0 0
			EXISTIN	EXISTING CONDITION	TION	EXISTIN	EXISTING PLUS PROJECT	DJECT	FUTUR	E CONDITIC	FUTURE CONDITION W/O PROJECT	JECT	FUTUR	E CONDITI	FUTURE CONDITION W/ PROJECT	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIC	SATION
	MOVEMENT		Volume	No. of Lanes	Lane	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
a	Left		54	-	54	0	25	54	55	112	-	112	0	112	-	112		112	← (112
NU	Left-Through		437	0 +	256	c	437	256	384	848	0 +	471	c	848	0 -	471		848	o -	471
ЭВН	Through-Right		ì			o	Ď.		5	2)	2	-	i		!	-	
ιтЯ	Right ,		75	0	75	0	75	75	4	8	0 0	94	0	46	0 0	26		94	0 0	94
ON	→ Left-Through-Right → Left-Right	ight		0 0							0 0				0 0				0 0	
a	רe# ר.ל.		71	-	77	0	17	77	56	101	-	101	0	101	-	101		101	₩ (101
NC	T Left-Through			0							0				0 ,			0	o ,	000
ВО	Through		571		354	10	581	329	316	922		621	9	932		929		932		929
HTL			137	- 0	137	0	137	137	175	320	0	320	0	320	0	320		320	0	320
os	Left-Through-Right	ight		00							00				0 0				00	
	1	SCHOOL SERVING	- Charleton	Total Control		STATE STATES	STORESTON OF THE PERSON OF THE	NAME OF	1	STATE OF THE PERSON	2 1925 SA	NAME OF TAXABLE PARTY.	STATE OF THE PARTY	NA CANA	100 Sept. 100	No. of Street, or other Persons	10 mm	Targon of	100000	
a			166	- 0	166	0	166	166	74	250	← 0	250	0	250	← C	250		250	- c	250
NUO			807	o —	447	ဖ	813	453	402	1259	o — ·	714	9	1265	· - ·	720		1265) ~ 7	720
8T8	Through-Right Right		87	- 0	87	œ	60	69	22	169	- 0	169	ဖ	175	- 0	175		175	- 0	175
SA3	← Left-Through-Right	ght	5	00							00				00				00	
Mary III	1	ALC: ALC		,	The second		S COLUMN	40	9	8	NAME OF	00	2	00	-	8	2000	8	-	66
ΠD	T Left-Through		4	- 0	ţ	0	j	ř	ţ	0	- 0	3	0	3	. 0	8		}	0	
INO			685		378	7	692	381	640	1367		745	7	1374		749		1374		749
BTS	Inrough-Right		70	- 0	02	0	20	70	49	123	- 0	123	0	123	- 0	123		123	0	123
ME	十 Left-Through-Right 十 Left-Right	ight		00							00				00				0 0	
			Norti	North-South:	408	Nort	Jorth-South:	413		Nort	North-South:	733		Nort	North-South:	738		North	North-South:	738
	CRITICAL VOLUMES	OLUMES	Ea	East-West: SUM:	544 952	Ea	East-West: SUM:	547 960		Ea	East-West: SUM:	995 1728		Ea	East-West: SUM:	999		Eas	East-West: SUM:	1737
	VOLUME/CAPACITY (V/C) RATIO:	RATIO:			0.635			0.640				1,152				1.158				1,158
N/C L	V/C LESS ATSAC/ATCS ADJUSTMENT:	TMENT:			0.535			0.540				1.052				1.058				1.058
	LEVEL OF SERVICE (LOS):	E (LOS):			V		-U	A				ш				L				_
															PROJE	PROJECT IMPACT	PACT			

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

Level of Service Worksheet

# S/I	North-South Street:	Hill Street	eet			Year	ar of Count:	2017	Ambie	Ambient Growth: (%):	th: (%):	-	Conduc	Conducted by:	Amir A	Y.	Date:	5/	5/31/2019	
26	East-West Street:	11th Street	reet			Projecti	ection Year:	2023		Peal	Peak Hour:	PM	Reviev	Reviewed by:			Project:	10	1045 Olive	
	ON.	No. of Phases			2			2				2								2
oddo	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	or Both-3?		i c	0 0	9		0 0	ç	C	ç	0 0	9	c	Ş	0 0	9	c	ç	0 0
Right	Right Turns: FREE-1, NRTOR-2 or OLA-3?	.2 or OLA-3?	LB L	WB	o c	2 H	- SB-		78-	0 0	WB-	0 0	FB -	00	WB-	0 0	EB-	0	3B- WB-	0 0
	ATSAC-1 or ATSAC+ATCS-27	C+ATCS-27) :	NO	}						o o o				. KI C				0.0
	Overigo	Overnue Capacity	FXISTI	EXISTING CONDITION		FXISTIN	EXISTING PLUS PROJECT	JIECT	FUTURE	CONDITIO	EUTURE CONDITION W/O PROJECT	FECT	FUTUR	CONDITIC	FUTURE CONDITION W/ PROJECT	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIG	ATION
	MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	_	ø)	Volume	4	Volume	\neg	0		Volume		<u>.</u>	\neg	Volume	\dashv	Volume
a	Left		3	-	9	0	က	က	22	58	- 0	28	0	28	- 0	28		28	← 0	28
NN	Left-Through		767	0 0	232	c	464	232	400	803	o 6	447	c	893	ر د د	447		893) v	447
BC	Through-Right	=	<u></u>	۷ 0	202	•	-	101	9	2	10		o)	10				10	
ΗΤЯ	Right	:	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
ION	Left-Through-Right	-Right		0 0							0 0				00				00	
		THE COURT	1	THE PARTY	SALVOS.	THE STATE	THE PARTY OF	No. of Concession, Name of Street, or other Persons, Name of Street, or ot	No. of Lot, House, etc., in case, or window,	SHEE	1000	12 X 122	2000	N 785 1238	NAME OF THE OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER,	1000 ES	13	STATE STATE	1000	September 1
q	. €		0	0	0	0	0	0	0	0	0	0	0	0	0	0		o	0	0
NU	↑ Left-Through			0						:	0 (1		!	0 (-		!	0 0	Š
ВО	Through Through Dight	i	715	0 0	358	_	716	358	287	1046	N C	523	.	1047	N C	524		104/	N 0	524
НТІ	_	<u> </u>	107	- c	107	15	122	122	38	152	· ←	152	15	167	· –	167		167	· ←	167
nos		-Right		0							0 0				0 0				0 0	F
The same of	→ Left-Right	The way portion	0.0000000000000000000000000000000000000	0	Children	State of the last	The state of the s	STREAM	CONT. 100.00	NAME OF THE OWNER, OWNER, OWNE	0	100000	State of	Section Section		SSS282	MATERIAL STATES	200000000000000000000000000000000000000	0	125
	10-1			c	c	c	c	c	c	c	c	-	c	c	c	c		c	c	c
αı	✓ Left-Through		<u> </u>	0 0	-	0	0	•	0	>	0 0	,	0	•	0	•		ò	0 0	,
VNC			0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
BI		Ħ		0 0	((c		c	c	0 0	c	c	c	0 0	c		c	0 0	c
S¥	Kignt - Left-Through-Bight	+4010	o 	o c	5	5	>	>	0	0	0 0	>	0	0	0 0	>)	0 0	,
3	Left-Right			00	Ī						0 0				0	Ì			0	
		The State of	6	-	000		22	33	24	9		60		09	-	9		69	-	69
4D	T Left-Through		ç,	- 0	ક	5	S	3	ţ	5	- 0	3)	3	- 0	3		3	. 0	3
INC			279	-	279	17	296	296	293	589	_	589	17	909	-	909		909	_	909
)BT	Through-Right	‡.		0 ,	ę	(ç	ç	9	į	0 1	,	c	Ų	0 +	ŭ		ű	0 7	u d
ES		3	49	- c	94	0	49	4 6	5	20	- c	co	0	00	- c	8		2	- c	3
M	t Left-Infougn-Right 一 Left-Right	-Kignt		00							00				00	L			0 0	
			Nort	North-South:	361	Nort	North-South:	361		North	North-South:	581		North	North-South:	582		North-	North-South:	582
_	CRITICAL	CRITICAL VOLUMES	Ea	East-West: SUM:	279	Ea	East-West: SUM:	296		Eas	East-West: SUM:	589 1170		Ea	East-West: SUM:	606 1188		Easi	East-West: SUM:	606 1188
	VOLUME/CAPACITY (V/C) RATIO:	C) RATIO:			0.427			0.438			O	0.780				0,792				0.792
N/C L	V/C LESS ATSAC/ATCS ADJUSTMENT:	USTMENT:			0.327			0.338			0	0.680				0.692				0.692
	LEVEL OF SERVICE (LOS):	IICE (LOS):			4			A				B				<u>m</u>				m
															PROJECT		IMPACT			

	0.012	N/A
	Δν/c after mitigation: 0.012	Fully mitigated?
10000	0.012	9
	Change in v/c due to project:	Significant impacted?

NB- 0 SB- 0 NB- 0 SB- 0 NB- 0 SB- 0 NB- 0 SB- 0 NB-												25	5/17/16/13	
NSH- 0 S.B- 0 NSH- 0 S.B- 0 NSH- 0 S.B- 0 NSH- 0 S.B- 0 NSH- 0 S.B- 0 NSH- 0 S.B- 0 NSH- 0 S.B- 0 NSH- 0 S.B- 0 NSH- 0 S.B- 0 NSH- 0 S.B- 0 NSH- 0 S.B- 0 NSH- 0 S.B- 0 NSH- 0 S.B- 0 NSH- 0 S.B- 0 S.B- 0 NSH- 0 S.B		rojection Year:	2023		Peak F			Reviewed by:	ıy:		Project:	104	1045 Olive	
NB- SB- NB- O SB- O NB- O SB- O NB- O SB- O NB- O SB- O NB- O SB- O NB- O SB- O NB- O NB- O NB- O NB- O NB- O NB- O NB- O NB- O NB- O NB- O NB- O NB- O O O O O O O O O	0 0	3			l n		4	ļ	ļ. ₁₁	0		l i		0
NOVEMBRIT Parishing Combinion Parishing Prilars Project Total Lares Volume Lares Volume Lares La	0000	00		NB- EB-		78- 78-		NB- EB- 0	NB.	0000	NB EB	00	SB WB	0000
NoteMentary NoteMentary		XISTING PLUS PRO	NECT	FUTURE (CONDITION	W/O PROJE	т	FUTURE CONDITION W/ PROJECT	W NOITIGI	ROJECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	W/ MITIG/	ATION
Left Through Right S64 1 328 0 564 328 350 927 1	No. of Lane Lanes Volume	Total Volume	Lane	_	_	-	_	Added Total Volume Volume	al No. of ne Lanes	Lane	Added Volume	Total N Volume Li	No. of Lanes V	Lane
Through Right			56	63	122		22	0 122	0 +	122		122	0	122
Fight Figh			328	350	927		30	0 927	- c	830		927	← C	830
Left-Right			43	16	88		57	0 88		22		88) - C	27
Left	0.0	A CONTRACTOR OF THE PARTY OF TH	THEODY STREET	100000000000000000000000000000000000000	0.000.0000	0 0	2000	CONTRACTOR OF	0 0	200500000	ACCOUNT.	STATE AND ADDRESS OF	0 0	St. 200
Through-Right			0	9	co	00	0	0		0		ιn	0 0	0
Through-Right			478	356	857		57	6 863		863		863	· - c	863
Left-Right Left-Right Left-Through-Right Left-Through-Right Left-Through-Right Left-Through-Right Left-Through-Right Right Left-Through-Right Right Left-Through-Right Right Left-Through-Right Right Left-Through-Right Right Left-Through-Right Right Left-Through-Right Right Left-Through-Right Right Left-Through-Right Right Left-Through-Right Right Left-Through-Right Right Left-Through-Right Right Left-Through-Right Right Left-Through-Right Right Left-Through-Right Right Left-Right North-South: 528 North-South: 528 North-South: 528 North-South: 528 Left-Right Left-Right North-South: 528 North-South: 528 Left-Right Left-Right North-South: 528 Left-Right Left-Right Left-Right Left-Right North-South: 528 North-South: 540 Right Left-Right Left-Right Left-Right North-South: 528 North-South: 540 Right Left-Right Left-Right Left-Right Left-Right Left-Right Left-Right Left-Right Left-Right Left-Right Left-Right Left-Right Left-Right Left-Right North-South: 528 North-South: 528 Left-Right Left-			62	88	204		36	0 204	- c	135		204) - 0	135
Left-Through	20	A CONTRACTOR OF THE PARTY OF TH		Contract of the Contract of th	The same of the sa	0 0		A CONTRACTOR OF THE PERSON NAMED IN	00	The second second		and the second	00	
Left-Through			9	70	107	MULIUM MARIA	1			420		130	Shrows 4	430
Through Right			200	80	13/		3/	2 139		85 -		139	- 0	200
So	1 349		351	310	926		21	4 960		553		096	٠,	553
50 1 50 0 50 50 9 62 1 633 1 347 7 640 351 585 1257 1 61 0 61 0 61 61 15 80 0 0 North-South: 534 North-South: 534 East-West: 20M: 943 SUM: 911			88	53	146		16	0 146	00	146		146	00	146
50	0.0	Total and the same of	Constitution of	Superior September 1	and the same of	0 0		NAME OF TAXABLE PARTY.	00	Northern Box			0	
61 0 61 0 61 61 653 1257 1 61 0 81 0 61 0 61 61 15 80 0 North-South: 528 North-South: 534 Rest-West: 20M: 931 SUM: 943 SUM: 10,629	1 50		20	თ	62		32	0 62		62		62	-	62
61 0 61 0 61 61 15 80 0	1 347		351		257		60	7 1264		672		1264	0 -	672
0 0 0 0 0 0 0 0 0 0			6	15	80		ő	0 80		80		80	- 0	80
North-South: 528 North-South: 534 North-South: East-West: 403 East-West: 409 East-West: SUM: 943 SUM: 943 SUM: 0 621 0 629 1									00				00	
SUM: 931 SUM: 943 CSS-TWEST. 943 SUM: 1		North-South:	534		North-S		62		North-South:	985		North-South:	orth-South:	985
0.621		SUM:	943		Last	-	S 15		SUM:			1001		1796
	0.621		0,629			1,18	90			1,197				1.197
0.521 0.529 1.0	0.521		0.529			1.0	£ .			1.097				1.097
LEVEL OF SERVICE (LOS): A A F	4		A											_

0.007	N/A
∆v/c after mitigation:	Fully mitigated?
0.007	ON ON
Change in v/c due to project:	Significant impacted?

Part No. of Part Hours Part Hough Right Part Frough Right		5/31/2019
NB- 0 SB- 0 NB- 0 SB- 0 NB-	PM Reviewed by: Project:	1045 Olive
NB- 0 SB- 0 NB- 0 SB- 0 NB- 0	0 0	
No. of Lane Volume Traffic Volume Volume Volume Traffic Volume Vol	0 NB- 0 SB- 0 NB- 0 EB- 0 WB- 0 EB-	0 SB 0 0 WB 0
No. of Lane Project Total Lane Volume Traffic Volume Volu	FUTURE CONDITION W/ PROJECT	FUTURE W/ PROJECT W/ MITIGATION
57 1 57 0 57 57 33 94 585 2 293 0 585 293 412 1033 0 0 0 0 0 0 0 0 0 0	Added Total No. of Lane A	Total No. of Lane Volume Lanes Volume
585	94 1 94	94 1 94
0	517 0 1033 2 517	1033 2 517
0	0 0 0	0
596 1 318 0 596 321 406 1039 596 1 318 0 596 321 406 1039 99 0 39 6 45 45 13 54 0 0 0 0 0 0 0 0 0 0 0 0 0 103 1 103 11 332 332 294 635 10454 636 SUM: 696 0 45 1 45 0 45 85 Color	0 0	0 0
596 1 318 0 596 321 406 1039 39 0 39 6 45 45 13 54 0 </td <td>0 0 0</td> <td>0</td>	0 0 0	0
39	547 0 1039 1 550	1039 1 550
0	54 6 60 0 60	60 0 60
0	00	0 0
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	STREET, STREET	SESSESSES OF THE PARTY OF THE P
103	0 0 0	0 0
103	0 0 0 0	0 0
103 1 103 103 103 55 164 321 1 321 11 332 294 635 45 1 45 0 45 45 18 66 North-South: 375 North-South: 378 North-South: 378 Sum: 696 Sum: 710 0.464 0.473	0000	0 0
103 1 103 0 103 103 55 164 321 1 321 11 332 332 294 635 45 1 45 0 45 45 18 66 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		00
103 1 103 0 103 103 55 164 321 1 321 11 332 294 635 45 1 45 0 45 45 18 66 North-South: 375 North-South: 378 North-S East-West: 321 East-West: 332 East- Sum: 696 Sum: 710 0.464 0.473		
321 1 321 11 332 284 635 45 1 45 0 45 45 18 66 North-South: 375 North-South: 378 North-South-South: 378 Sum: 696 SUM: 696 SUM: 710 0.473	164 1 164	164
45	635 11 646 1 646	646 1 646
North-South: 375 North-South: 378 North-South: 378 North-South: 378 South: 321 East-West: 332 East-West: 321 East-West: 370 South:	66 0 66 1 66	66 1 66
North-South: 375 North-South: 378 North-South: East-West: 321 East-West: 332 East-East-Bast-Bast-Bast-Bast-Bast-Bast-Bast-B	0	0
East-West: 321 East-West: 332 East- SUM: 696 SUM: 710 0.464 0.473	641 North-South:	
0.464	635	East-West: 646 SUM: 1290
N 36.4	0,851	0.860
topi	0.751	0.760
LEVEL OF SERVICE (LOS):	၁	U

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

# S/I	North-South Street:	Main Street	reet			Vear	Year of Count:	2017	Ambi	Ambient Growth: (%):	h: (%):	-	Conducted by:	ted by:	Amir	Δ.	Date.	18	5/34/2019	F
29	Fast-West Street:	Olympic	Olympic Boulevard			Projecti	ection Year	2003		Peak	Peak Hour:	Na	Dovious	Roviowed by:	č		Droiport.	5 5	404E Olivo	
3	10010 10011				•	2201		2023					VCAICA	en by.		t	-Inject.	2	anno ca	
oddo	No, of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	No, of Phases V-2 or Both-3?	J		m 0							m 0				m 0				m 0
Right	Right Turns: FREE-1, NRTOR-2 or OLA-3?	or OLA-3?	NB 0	SB-	0 0	NB-	O SB-		NB-	00	SB- WB	00	- NB -	0 0	SB-	0 0	NB-	0 0	SB-	00
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity	r ATSAC+ATCS-2? Override Capacity		ii I	00			00	ē.	0	1	000	6	,	6	0 10	i i	•		0 0 0
			EXISTI	EXISTING CONDITION	NOI	EXISTIN	EXISTING PLUS PROJECT	DJECT	FUTURE	FUTURE CONDITION W/O PROJECT	N W/O PRO	JECT	FUTUR	FUTURE CONDITION W/ PROJECT	IN W/ PRO	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIG	ATION
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane	Added	Total Volume	No. of Lanes	Lane	Added	Total Volume	No. of Lanes	Lane	Added Volume	Total Volume	No. of Lanes	Lane
(ID	Left		82	← c	82	0	82	82	29	154	- c	154	0	154	- c	154		154	← c	154
inos	Through		475	9 64	238	0	475	238	509	1013	0 74	202	0	1013	0 7	202		1013	0 0	205
знтя	Through-Right Right		118	0 -	69	0	118	69	9	141	0 -	78	0	141	0 -	78		141	0 -	78
ION	← Left-Through-Right ← Left-Right	Right		00							00				00				00	
ON.	ر اولا د اولا اولا		15	- 0	15	0	15	15	25	14	← c	14	0	14	~ €	14		4	← 0	14
NOE	Through		294	o ← (294	ဖ	300	300	526	838	o ← (838	9	844	o (44		844	0 - 0	44
HTU	Right	:	85	o ← (32	0	85	32	140	230	o − 0	106	0	230	o ← 0	106		230	⊃ ← (106
os	Left-Through-Right	eight —	-	0 0							0 0				0 0				00	-
C	ر. Left		106	-	106	0	106	106	136	249	-	249	0	249	-	249		249	-	249
INNO			517	0	305	ო	520	307	143	692	o - ,	422	ю	969	o – ,	424		695	o ← ₁	424
BT2A:	Inrough-Kight Right Left-Through-Right Left	Sight	63	-00	69	-	94	94	53	152	-00	152	÷	153	- 0 0	153		153	-00	153
3	-1			0	-	0.000	200000000000000000000000000000000000000	- 00		No.	0	-	and and an an an an an an an an an an an an an		0			-	0	- Comment
aı	Left T Left		86	← c	86	0	86	86	22	126	- 0	126	0	126	← c	126		126	← C	126
NUOE			989) 	317	2	265	321	403	1029)	543	7	1036) 	546		1036) 	546
WEST	Right Left-Through-Right	tight	44	. 0 0 0	4	0	44	44	တ	26	. 0 0 0	56	0	56	000	99		26		26
	CRITICAL VOLUMES	OLUMES	Nort	North-South: East-West: SUM:	376 423 799	North Ea:	Vorth-South: East-West: SUM:	382 427 809		North- Eas	North-South: East-West: SUM:	992 792 1784		North Eas	North-South: East-West: SUM:	998 795 1793		North-South East-West SUM	orth-South: East-West: SUM:	998 795 1793
	VOLUME/CAPACITY (V/C) RATIO:	;) RATIO:			0.561			0.568			-	252			,	1.258				1.258
WC L	V/C LESS ATSAC/ATCS ADJUSTMENT:	STMENT:			0.461			0.468			-	1.152			•	1.158				1.158
	LEVEL OF SERVICE (LOS):	E (LOS):			4			V				ш				ŭ.				щ
															PROJE	PROJECT IMPACT	ACT			

0.006	N/A
Δν/c after mitigation:	Fully mitigated?
900.0	9
Change in v/c due to project:	Significant impacted?

East-West Street: 11th Street			Projecti	Year of Count: Projection Year:	2023		Peak Hour:	Peak Hour:	PM	Revie	Reviewed by:		c	Project:	10	1045 Olive	
No, of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0 0							0 0				0 0				0 0
Right Turns: FREE-1, NRTOR-2 or OLA-3? EB ATSAC-1 or ATSAC+ATCS-2? Override Canacity	3- 0 SB 3- 0 WB-	0000	NB EB-	0 SB- 0 WB-	0000	NB EB	00	SB WB	0000	NB EB	00	SB- WB	0000	NB EB	0 0	SB- WB-	0000
	EXISTING CONDITION		EXISTIN	ISTING PLUS PROJECT	DUECT	FUTUR	E CONDITIC	FUTURE CONDITION W/O PROJECT	DJECT	FUTUR	FUTURE CONDITION W/ PROJECT	ON W/ PRO	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIC	MATION
_ >	No. of Volume Lanes	Lane	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane
	86 1	98	0	86	98	27	118	← (118	0	118	- 0	118		118	← (118
	0 576 2	288	0	9/9	288	584	1195) N	598	0	1195	D 64 1	598		1195	D 70 C	298
	00	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
Left-Through-Right Left-Right	0 0							00				00				00	
_	0 0	0	0	0	0	0	0	0 0	0	0	0	0 0	0		0	00	0
	407 1	407	_	408	408	521	953	o ←	953	,-	954	-	954		954	-	954
	0 0	97	ဖ	103	103	80	183	0 -	183	ø	189	0 -	189		189	0 -	189
Left-Through-Right Left-Right			1					00				00				00	
STATE OF	SAMPOUR .	NAME OF THE PERSON	GOVERN THE	SALE OF		SINTERIN	Name of	THE CASE		S 11 1 20	THE STATE OF		September 1	Service Servic		The state	
	0	0	0	0	0	0	0	0 0	0	0	o	0 0	0		0	0 0	0
	0	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
	0	0	0	0	0	0	0	000	0	0	0	000	0		0	000	0
Left-I hrough-Right Left-Right	0 0				-		0.00	00	Charles	2000	On the Control of the	0 0	-	3	proposition	0 0	
	84	84	0	48	48	47	136	0 +	136	0	136	0 +	136		136	0 7	136
	278 1	181	ဖ	284	184	259	554	0	345	Ø	260	c	348		260		348
	65 1 0	92	0	65	65	7	9/	o ← c	92	0	92	o – c	9/		92) - C	9/
Left-Inrougn-Rignt Left-Right	00							0 0				0 0				0 0	
CRITICAL VOLUMES	North-South: East-West: SUM:	. 493 . 181 . 674	Nort. Ea	North-South: East-West: SUM:	494 184 678		Nort! Ea:	North-South: East-West: SUM:	1071 345 1416		Nort. Ea	North-South: East-West: SUM:	1072 348 1420		North Eas	North-South: East-West: SUM:	1072 348 1420
VOLUME/CAPACITY (V/C) RATIO:		0.449			0.452				0.944				0.947				0.947
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.349			0.352				0.844				0.847				0.847
LEVEL OF SERVICE (LOS):		⋖															

	2000	:	
Change in v/c due to project:	0.003	∆v/c after mitigation:	0.003
Significant impacted?	9	Fully mitigated?	N/N

I/S #: Nor	North-South Street:	Los Ang	Los Angeles Street			Year	Year of Count:	2017	Ambi	Ambient Growth: (%):	th: (%):	1	Conducted by:	ted by:	Amir A	r A	Date:	5	5/31/2019	
	East-West Street:	Olympic	Olympic Boulevard			Projecti	Projection Year:	2023		Pea	Peak Hour:	PM	Reviev	Reviewed by:			Project:	10	1045 Olive	
Descod @	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	No. of Phases N-2 or Both-3?			0 0			0 0				2 0	1							0 0
ii ight Turns	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB- 0 EB- 0	SB- WB	000	NB- EB-	O SB-	000	NB EB-	0 0	SB WB	000	NB- EB-	0 0	SB- WB-	000	NB EB	0 0	SB- WB-	000
	Override Capacity	apacity						0 0				0 0				10				10
			EXISTIN	EXISTING CONDITION	NOIL	EXISTIN	EXISTING PLUS PROJECT	OJECT	FUTUR	E CONDITIC	FUTURE CONDITION W/O PROJECT	DJECT	FUTUR	E CONDITI	FUTURE CONDITION W/ PROJECT	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	T W/ MITIG	ATION
	MOVEMENT		Volume	No. of Lanes	Lane	Project Traffic	Total Volume	Lane Volume	Added	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added	Total Volume	No. of Lanes	Lane Volume
<u>ر</u> ،	Left		0/2	- (02	0	70	0/	51	125	← 0	125	0	125	- 0	125	0	125	← 0	125
Ţ ←	Left-Through Through		466	0 -	261	0	466	261	156	651	o –	355	0	651	o -	355	0	651	- c	355
91HB	Through-Right Right		56	- 0	56	0	99	26	0	29	- 0	59	0	59	- 0	59	0	59	- 0	29
+} ION	Left-Through-Right Left-Right	ght		00							00				00				00	-]
<i>ر</i> و 	Left	200	34	← 0	¥	0	¥	34	0	38	← ¢	36	0	36	- 0	36	0	36	← c	98
VNO8	Lent-Inrough Through		727	o — ·	44	0	727	447	143	915	o — ·	546	0	915	· - ·	546	0	915) - - (546
	Through-Right Right		166	- 0	166	0	166	166	0	176	- 0	176	0	176	- 0	176	0	176	- 0	176
+ +	Left-Through-Right Left-Right	ght		00							00				00				00	- 1
_	Left		197	-	197	0	197	197	4	213	-	213	0	213	-	213	0	213	← (213
111	Left-Through Through		471	0 -	317	~	472	319	143	643	0 - 1	426	_	644	⊃ - √	428	0	644) - r	428
BT2A:	Through-Right Right Left-Through-Right	aht.	163	-00	163	N	165	165	36	209	- 0 0	209	2	211	-00	211	0	211	- 0 0	211
-	Left-Right		Opposed 9 Syran	0	SUCCESSION.	2000000	COSMICS	8	100	0209000	0	CE TO COL	A CONTRACTOR	0.44	0	UESDOR			0	100
<u>.</u>	Left		103	-	103	0	103	103	0	109	-	109	0	109	- 0	109	0	109	← 0	109
INNO	Left-Through Through		472	0 -	265	7	479	268	384	885	o +	474	7	892	o ← ·	477	0	892	o – ·	477
	Through-Right Right		25	- 0	57	0	24	22	₹	62	- 0	62	0	62	- 0	62	0	62	- 0	62
	Left-Through-Right Left-Right	ght		00							00				00				0 0	
	CRITICAL VOLUMES	LUMES	Norti Ea:	North-South: East-West: SUM:	517 462 979	Nort Ea	North-South: East-West: SUM:	517 465 982		Nort) Ea:	North-South: East-West: SUM:	671 687 1358		Nortl Ea:	North-South: East-West: SUM:	671 690 1361		North Eas	North-South: East-West: SUM:	671 690 1361
VOLL	VOLUME/CAPACITY (V/C) RATIO:	RATIO:			0.653			0.655				0 905				0.907				0.907
WC LESS.	V/C LESS ATSAC/ATCS ADJUSTMENT:	TMENT:			0.553			0.555				0.805				0.807				0.807
	LEVEL OF SERVICE	(FO3).			*			•				2			PRO.IF	PROJECT IMPACT	ACT			

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

#S/I	North-South Street:	Los Ang	Los Angeles Street			Yearo	ear of Count:	2017	Ambi	Ambient Growth: (%):	th: (%):	1	Conducted by:	ted by:	Amir A	rA	Date:	C)	5/31/2019	
32	East-West Street:	11th Street	eet			Projecti	Projection Year:	2023		Pea	Peak Hour:	PM	Reviev	Reviewed by:			Project:	7	1045 Olive	
Oppo	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0 0			0 0				0 0				0 0				0 0
Right 1	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB- 0 EB- 0	SB- WB-	00	NB	0 SB- 0 WB-		NB- EB-	00	SB WB	00	NB-	00	SB- WB-	0 0	EB-	0 0	SB WB-	00
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity	ATCS-2? Capacity			0 0			0 0				0 0				0 0				0 0
			EXISTI	EXISTING CONDITION	TION	EXISTIN	EXISTING PLUS PROJECT	SJECT	FUTURE	FUTURE CONDITION W/O PROJECT	ON W/O PRO	SUECT	FUTUR	E CONDITI(FUTURE CONDITION W/ PROJECT	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	ST W/ MITK	SATION
	MOVEMENT		Volume	No. of Lanes	Lane	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane	Added Volume	Total Volume	No. of Lanes	Lane
ам	Left Left		31	0 +	31	0	31	31	36	69	0 +	69	0	69	0 +	69		69	0 -	69
IUOE	Through		497	(342	0	497	342	172	700	· ← c	222	0	200	· c	299		700	← 0	292
нтя	Through-Right		0	0 0	0	0	0	0	0	0	00	0	0	0	000	0		0	000	0
ON	Left-Through-Right	tight		00		Control of the last	- Constant	1		New Colonials	00	- 0000			0 0	- Charles			0 0	Charles
ON.	Tet L		0	00	0	0	0	0	0	0	00	0	0	0	00	0		0	0 0	0
NUOE	Through		825) - -	909	2	827	202	137	1013) -	929	7	1015) - -	627		1015) ~~ ~	627
ЭНТU	Through-Right		186	-0	186	0	186	186	4	238	- 0 (238	0	238	- 0 0	238		238	- 0 0	238
os	← Left-Through-Right ← Left-Right	tight		00							00				00				0 0	
200		OIL SERVICE	The Same	Same of the last	10000	W. BRidge		Carried Street	-	1	TO STATES	STATE OF THE PARTY	STATE OF	San San	100 mg	2000				The same
a	Left		0	00	0	0	a	0	0	0	0 0	0	0	0	0 0	0		0	0 0	0
NNO			0	000	0	0	0	0	0	0	000	0	0	0	00	0		0	0 0	0
ats,			0	00	0	0	0	0	0	0	000	0	0	0	000	0		0	000	0
∀∃	Left-Through-Right ∠ Left-Right	light		00				1			00				00	- Contraction	Section Control	and wholey are	0 0	
-	ار Feff		116	0	116	0	116	116	0	123	0	123	0	123	0 ,	123		123	0 1	123
імпо			232		174	S	237	177	297	543	0	333	ιΩ	548	0	336		548	- ← c	336
8TS:	Through-Right Right		99	o – ı	99	0	99	99	¥	104	o – c	104	0	104	o ← c	104		104	o ← c	104
ıw	t Left-Through-Right ├ Left-Right	tight		0 0							0 0				0 0				00	
	CRITICAL VOLUMES	OLUMES	Nort Ea	North-South: East-West:	537	Norti Ea	North-South: East-West:	538		Nortl Ea:	North-South: East-West:	333		Norti Ea	North-South: East-West:	336 1032		Norti Eas	North-South: East-West:	336 1032
	CITAG (2/// VTIOAGA CLIBALI ICV	C FAG		SOM			SOM:	2 1				1020				2000				0.688
J/A	VOLUME/CAPACITI (V.C.) KATIO.	TMENT:			0.4/4			0.477				0.585				0.588				0.588
	LEVEL OF SERVICE (LOS):	E (LOS):			4			4				4				A				4
															PROJECT	ECT IM	IMPACT			

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

33 East-West Street:	1																		
	12th Street	¥			Project	ection Year:	2023		Pea	Peak Hour:	PM	Revie	Reviewed by:			Project:	10,	1045 Olive	
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	No. of Phases N-2 or Both-3?			0 2			0	(.)			0				0 2				0 0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 0 EB- 0	SB- WB-	00	NB EB	0 SB- 0 WB-		NB- EB-	00	SB- WB-	00	NB- EB-	00	SB- WB-	00	RB -	00	SB- WB-	00
ATSAC-1 or ATSAC+ATCS-2? Override Capacity	CS-2? pacity			00			0 0				0				0 2				0 0
		EXISTI	EXISTING CONDITION	NOL	EXISTIN	EXISTING PLUS PROJECT	OJECT	FUTUR	FUTURE CONDITION W/O PROJECT	N W/O PR	DJECT	FUTUR	E CONDITI	FUTURE CONDITION W/ PROJECT	JECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION	W/ MITIG	ATION
MOVEMENT	L	Volume	No. of Lanes	Lane	Project Traffic	Total Volume	Lane	Added Volume	Total Volume	No. of Lanes	Lane	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total I	No. of Lanes	Lane Volume
Left		0	0 0	0	0		0	0	0	0 0	0	0	0	00	0		0	00	0
Through		930	7 0	326	52	982	343	1220	2207	0 0	759	52	2259	0 0	9//		2259	N .	922
Through-Right Right		47	- c	47	0	47	47	20	20	- 0	22	0	20	- 0	02		70	- 0	70
Left-Through-Right	<u></u>	:	000		1					00				00	4			00	
			Service S	MASSES	NAME OF TAXABLE	der april	THE NAME OF THE OWNER,	Nerson.		STATE IN	Thinks.			Record	Series See	100000	No. of the last	STATE OF	
Left The The The The The The The The The The		0	0 0	0	0	0	0	0	o	00	0	o	0	00	•		0	0 0	0
Through		0	0	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
Through-Right		C	00	0	0	0	0	0	0	00	0	0	0	00	0		0	0 0	0
	<u></u>	1	00							00				00				00	
manual X		Section 1		BALLER	DEDOVOED	NACTOR!	THE PERSON			TO SERVICE SER	STATE OF THE PERSON	STATE OF	STAN THE	See and	1	STORES OF	Service of the least of the lea		NAME OF
Left		63	0 7	63	œ	7.1	7	125	192	0 +	192	ω	200	0 -	200		200	0 -	200
		128		96	0	128	100	218	354	0	273	0	354	· - - c	277		354	- 0	277
Through-Right Right		0	00	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
★ Left-Through-Right ★ Left-Right	<u></u>		00							00				00				0 0	
1	Service N		1000	STATE OF	No.	TO STATE OF	STEER STREET		SECTION S	SECTION	No. of Lot	STATE OF THE PERSON NAMED IN		2000	THE PERSON	SECTION AND ADDRESS.	State of the last		
f Left T left-Through		0	0 0	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
		0	000	0	0	0	0	0	0	00	0	0	0	00	0		0	00	0
A Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
Left-Through-Right	<u>+</u>		00							0 0				00				0 0	
MES INC.	U E	Nort	North-South:	326	Non	North-South:	343		Norti	North-South:	759		Nort	North-South: Fast-West:	776		North-South: East-West	orth-South: East-West:	776
CALLICAL VOL	2	ŭ	SUM:	422	•	SUM:	443		81	SUM:	1032			SUM:	1053			- 1	1053
VOLUME/CAPACITY (V/C) RATIO:	MATIO:			0.281			0.295				0.688				0.702				0.702
V/C LESS ATSAC/ATCS ADJUSTMENT:	MENT:			0.181			0.195				0.588				0.602				0.602
LEVEL OF SERVICE (LOS):	(ros):			<			4				4				n				מ

0.014	NA
Δν/c after mitigation:	Fully mitigated?
0.014	ON.
Change in v/c due to project:	Significant impacted?

# S/	North-South Street:	Hill Street	.			Year	Year of Count:	2017	Ambi	Ambient Growth: (%):	th: (%):	-	Conduc	Conducted by:	Amir A	Α-	Date:	./9	5/31/2019	
34	East-West Street:	Pico Boulevard	levard			Projecti	Projection Year:	2023		Peal	Peak Hour:	PM	Reviev	Reviewed by:			Project:	10	1045 Olive	
1	No. C	No. of Phases			2			2 0				2 0				00				7 0
oddo	Opposed Ø'ing: N/S-1, E/W-2 of Botn-3?			00	> C	QN	a		WB	c	SA	o c	NB	C	SB	o c	NB	C	88	0 0
Right.	Right Turns: FREE-1, NRTOR-2 or OLA-3?		EB- 0	WB-	0 0	8	O WB		69	0	WB-	0	9	0	WB-	0	4	0	WB-	0
	ATSAC-1 or ATSAC+ATCS-2?				0.0			0 0				N C				00				0.0
	Override	Override Capacity	FXISTIN	EXISTING CONDITION		EXISTIN	TING PLUS PROJECT	SJECT	FUTURE	FUTURE CONDITION W/O PROJECT	'N W/O PRC	VECT	FUTUR	FUTURE CONDITION W/ PROJECT	ON W/ PRO	JECT	FUTURE V	FUTURE W/ PROJECT W/ MITIGATION	r W/ MITIG	ATION
	MOVEMENT	I,_		Jo on	ane	Project	I Potor	300	Added	Total	No of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	_	α.	Volume	-	Volume	\neg	g)	\neg	Volume	\dashv		_		\neg	Volume
6	ے Left		49	-	49	0	49	49	40	92	1	92	0	82	-	92		95	- (95
ואר	← Left-Through			0							0 .	9		000	0 1	000		0	0 7	400
OE	Through		419	, ,	231	0	419	231	362	208		432	0	20,		754		201		435
HT.	Through-Right		42		42	C	42	42	12	57	- 0	57	0	27	- 0	57		24	- 0	57
ROI	Left-Through-Right	Right	1	0	!	•	ļ.		!		0				0				0	
N	→ Left-Right		San Control of the last of the	0	The state of the s	saga of ages	Charleston	on sometiment	Control of the last	Name of Contrast	0	William colors	School or other	A STANDARD	0	NAME OF TAXABLE PARTY.	200		0	
	Left		21	-	21	0	21	21	17	39	-	39	0	39	-	39		39	-	39
ואר	T Left-Through			0						1	0 ,		•	1	0 1	000		01	0 7	000
ВО	Through Through		684		402	0	684	402	250	9/6		629	0	9/6		979		0/6		979
нтс			119	0	119	-	120	120	148	274	0	274	-	275	0	275		275	0 0	275
nos	Left-Through-Right	Right		00							00				00				00	
STORMAN		Contraction of the last	13 20 TO	Transport I	723/20	THE PROPERTY.	The state of the s	NAME OF	THE REAL PROPERTY.	SEAL SU	SOLVE SOL	No. of Concession,	The same of	The state of	THE WAY	55.00	10 THE	No. of Persons	Store Sale	
a	Left		61	0 7	61	0	19	61	63	128	0 7	128	0	128	0 -	128		128	0 -	128
NNC			452	- 0	310	0	452	310	250	730	0	658	0	730	0 1	658		730	0 7	658
BT	Through-Right Right		45	- 0	310	0	45	310	25	73	- 0	658	0	73	- 0	658		73	- 0	658
E V 3	Left-Through-Right	tight		00							00				00				00	
		SELECTED SE	SAL DES		PHENSE	1000000				1000000		90	200	30	THE PARTY OF	a d	STREET,	S. S.		n n
a			61	o +	61	0	19	.0	>	20	o 7	0	0	60) -	3		3) -	3
NU	← Leπ-Inrougn ← Through		488	- 0	323	0	488	323	371	889	- 0	969	0	888	0	969		889	. 0	969
DBT	Through-Right			← (C C	C	0	C	U	ç	← 0	904	c	6	← C	904		6	← ⊂	206
S∃/	Right I eff. Through-Right	ioht	မ္တ	0 0	323	5	S S	343	ი	5	0 0	080	5	5	0	2		2	0	}
v	↓ Left-Right	b		0							0				0			;	0	G.
	SEMILION INCITION	OH THE	Nort	North-South:	451	Nort	forth-South:	384		North	North-South:	717		Nort! Fas	North-South: Fast-West:	724		North-South East-West	orth-South: East-West:	724
	CRITICAL	OLOMES OLOMES	Ľ	SUM:	835	ŭ.	SUM:	835			SUM:	1441				1442				1442
	VOLUME/CAPACITY (V/C) RATIO:	;) RATIO:			0.557			0.557				0.961				0,961				0.961
WC I	V/C LESS ATSAC/ATCS ADJUSTMENT:	STMENT:			0.457			0.457				0.861				0.861				0.861
	LEVEL OF SERVICE (LOS):	CE (LOS):			4			4				٥				a				۵
															PROJE	PROJECT IMPACT	PACT			

Change in v/c due to project:	0.000	∆v/c after mitigation:	0.00
Significant impacted?	2	Fully mitigated?	×

APPENDIX	N	Transportation	and	Traffic
AFFEINDIA	IN.	Hansbortation	anu	Hallic

N-4 VMT Analysis, 2019

The Mobility Group Transportation Strategies & Solutions

Memorandum

To: Wes Pringle, LADOT

From: Michael Bates

Amir Ainechi

Subject: 1045 Olive Project – VMT Analysis

Date: September 12, 2019

Introduction

This memorandum provides an analysis of vehicle-miles traveled (VMT) for the 1045 Olive Project using the City of Los Angeles VMT Calculator. The analysis shows that with applying the VMT impact criteria established by LADOT, the Proposed Project would not have significant VMT impacts. The project has an approved Transportation Impact Study (TIS). This information is being provided in addition to that study.

Background to VMT Analysis

State of California Senate Bill 743¹, requires the Governor's Office of Planning and Research to change the California Environmental Quality Act (CEQA) guidelines regarding transportation impact analysis. Under SB 743, the focus of transportation analysis will shift from driver delay – typically measured by traffic level of service (LOS) – to a new measurement that better address the state's goals on reduction of greenhouse gas emission (GHG), creation of multimodal transportation and promotion of mixed-use developments. Since 2014, the Governor's Office of Planning and Research has been developing guidelines and has recommended that vehicle-miles traveled (VMT) replace LOS as the primary measure of transportation impacts. Fully implemented guidelines were originally scheduled to be in place by January 1, 2016. However, an extension has allowed cities more time to establish an analysis methodology. The City of Los Angeles has updated its travel demand model, and has developed and calibrated to local conditions an impact evaluation meth- odology and transportation impact thresholds based on VMT. This is called the VMT Calculator. The City of Los Angeles has adopted the new CEQA methodology and thresholds as of July 30, 2019.

1

¹ SB 743(Steinberg, 2013).

Transportation Strategies & Solutions

VMT Analysis

VMT Screening

In accordance with LADOT, an initial assessment of the development project is conducted to determine if a VMT transportation assessment is required. A Development Project is defined as any proposed land use project that changes the use within an existing structure, creates an addition to an existing structure, or new construction, which includes any occupied floor area.

With respect to VMT, a VMT transportation assessment is required for Development Projects or Transportation Projects that meet the following criteria:

• If the Development Project is estimated to generate a net increase of 250 or more daily vehicle trips and requires discretionary action.

For the purpose of screening for daily vehicle trips, a proposed project's daily vehicle trips should be estimated using the VMT Calculator tool or the most recent edition of the ITE Trip Generation Manual. TDM strategies should not be considered for the purpose of screening. If existing land uses are present on the project site or there were previously terminated land uses that meet the criteria for trip credits, the daily vehicle trips generated by the existing or qualified terminated land uses can be estimated using the VMT Calculator tool and subtracted from the Project's daily vehicle trips to determine the increase in daily vehicle trips.

In accordance with these provisions, the project is expected to generate a net increase of 1,971 daily trips and thus a project VMT analysis is required. The summary results of the project screening are provided in Table 1 below. The VMT Calculator results for existing trips are shown on Appendix A.

VMT Thresholds

The LADOT VMT Calculator analyses in terms of Household VMT per Capita, and Work VMT per Employee. LADOT has identified thresholds for significant VMT impacts by sub-area of the city. For the Central Area the following thresholds have been identified:

Household VMT per Capita: 6.0 Work VMT per Employee: 7.6

Transportation Strategies & Solutions

Table 1. Trip Generation - Project Screening

	Land Use	Scale	Daily Vehicle Trips
Proposed	Multi-Family	794 DU	
	Sub-total		2,002
Existing	Manufacturing	14,653 sf	
	Sub-total		31
	Net Difference [Proposed – Existing]		1,971
	Analysis Required (Net Difference > 250)		Yes

VMT with Project

The VMT results are summarized in Table 2. The results show that with the Proposed Project, the Household VMT per Capita would be 4.2 compared to the threshold of 6.0, and the Work VMT per Capita would be 0.0 compared to the threshold of 7.6. Therefore, it is concluded that the Project would not cause significant VMT impacts. Appendix B provides the analysis results. It is also noted that the threshold for Household VMT per Capita at 6.0 is set at 15% below the average for the Central Area, so the average is 7.1. The Project's Household VMT per Capita of 4.2 is therefore 30% below the threshold and 41% below the average for the Central Area.

Table 2 Summary of VMT Results

Category		Household			Work	
Scenario	Household VMT Threshold	Household VMT Per Capita	Impact	Work VMT Threshold	Work VMT per Employee	Impact
VMT With Proposed Project	6.0	4.2	No	7.6	0.0	No

Transportation Strategies & Solutions

The detailed application of the VMT calculator is described below.

Application of the LADOT VMT Calculator

Input on Project Land Use Information

This part of the VMT Calculator includes entering the Project location address by its latitude and longitude (to identify the specific location of the Project for the correct application of the VMT Calculator localized data), and the type and quantity of proposed land uses. Table 3 shows the land use quantities used for the traffic impact analysis in the 1045 Olive Project Transportation Study (as shown in Table 3.1 of the Transportation Study). The Traffic Study assumed 12,504 sq. ft. of retail commercial as restaurants in order to provide a conservative analysis.

Table 3. Project Land Uses

Land Use	Quantity
Existing Land Uses	
Manufacturing	14,653 SF
Proposed Land Uses	
Apartments	794 DU
High-Turnover Restaurant	6,252 SF
Quality Restaurant	6,252 SF

The following information was entered into the VMT Calculator land use categories as shown in Table 4.

Table 4. Project Land Uses as Entered into VMT Calculator

Land Use	Quantity
Housing (multi-family)	794 DU

Transportation Strategies & Solutions

According to Section 2.2.2² (Screening Criteria) of the new LADOT Transportation Assessment Guidelines, a portion of, or entirety of a project that contains small-scale or local serving retail land uses are assumed to have less than significant VMT impacts and can be excluded from the VMT analysis if less than 50,000 sq. ft. Local serving retail land uses include restaurants. Therefore, the Project's restaurant land uses were not input in the VMT Calculator.

Input on Project Design Features and Mitigation Measures

The VMT Calculator allows input of various TDM strategies as either Project Design Features or as Mitigation Measures. The Project Design Features and Mitigation Measures for the 1045 Olive Project as identified in the approved Traffic Study were input into the VMT calculator as appropriate. The correspondence is shown in Table 5.

² Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines, July 2019.

Table 5 - 1045 Olive Project - TDM Strategies in VMT Calculator

VMT	VMT Calculator		Transportation Study		The second
TDM Strategy in VMT Calculator	TDM Sub Strategy In VMT Calculator	Project Design Feature in Traffic Study	Mitigation Measure in Traffic Study	Inputs to VMT Calculator	Notes
	Reduce Parking Supply				
	Unbundle Parking				
Parking	Parking Cash-Out				
	Price Workplace Parking				
	Residential Area Parking Permits				
	Reduce Transit Headways				
Transit	Implement Neighborhood Shuttle				
	Transit Subsidies				
Education & Encouragement	Voluntary Travel Behavior Change Program				
Transparence Transparence	Promotions & Marketing				
Commute Trip Reductions	Required Commute Trip Reduction Program		Vehicle Trip Reduction Measures – TDM Program	Required Commute Trip Reduction Program – 100 percent of employees eligible	

VMT	VMT Calculator		Transportation Study		
TDM Strategy in VMT Calculator	TDM Sub Strategy In VMT Calculator	Project Design Feature in Traffic Study	Mitigation Measure in Traffic Study	Inputs to VMT Calculator	Notes
	Employer-Sponsored Vanpool or Shuttle				
	Ride-Share Program				
	Car-Share				
Shared Mobility	Bike-Share				
	School Carpool Program				
Bicycle Infrastructure	Implement / Improve On-Street Bicycle Facility		Make a one-time financial contribution of \$75,000 to the City's Bicycle Trust Fund, the monies to be used to improve and/or maintain bicycle facilities in the area of the Proposed Project.	Implement / Improve Onstreet Bicycle Facility	
	Include Bike Parking Per LAMC	Yes		Yes	
	Include Secure Bike Parking and Showers				
	Traffic Calming Improvements				
Neighborhood Infrastructure	Pedestrian Network Improvements	Improve sidewalks adjacent to and within the Project. Add pedestrian amenities such as: landscaping and setbacks, shade, benches, pedestrian-scale lighting, etc., along the Olive Street and 11 th Street edges of the Project Site.		Pedestrian Network Improvements – within project only	

The **Mobility** Group Transportation Strategies & Solutions

Appendix A

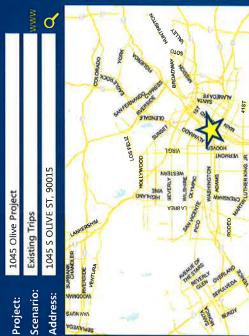
VMT Analysis

Existing Project Trips

9/12/2019

CITY OF LOS ANGELES VMT CALCULATOR Version 1.1

Project Information



- 4	*	
Unit	ksf	ksf ksf
Value	5.171	5,171 14.653
	P.	
Land Use Type	Retail General Retail	Retail General Retail Industrial Manufacturing

Click here to add a single custom land use type (will be included in the above list)

TDM Strategies

Select each section to show individual strategies Use 💌 to denote if the TDM strategy is proposed part of the project or is a mitigation strat

Parking	100 city code parking provision for the project site	actual parking provision for the project site	225 monthly parking cost (dollar) for the project site	50 percent of employees eligible	daily parking charge (dollar) percent of employees subject to priced parking	cost (dollar) of annual permit
מי לוב זו נוופ ויטיי אומיבטא אי	-	Proposed Prj Mitigation 74	Mitigation	Mitigation	rice Workplace Parking 6.00 Proposed Prj Mitigation 50	rea Parking 200 Mitigation
350	Reduce Parking Supply	Proposed Prj	Unbundle Parking Proposed Prj	Parking Cash-Out	Price Workplace Parking	Residential Area Parking Permits Proposed Prj Mitigati

Transit	Education & Encouragement	Commute Trip Reductions	Shared Mobility	Bicycle Infrastructure	Neighborhood Enhancement
sit	couragement	Reductions	obility	structure	Enhancement

Analysis Results

With Mitigation	N/A Daily Vehicle Trips	N/A Daily VMT	N/A Houseshold VMT per Capita	N/A Work VMT per Employee
Proposed Project	31 Daily Vehicle Trips	N/A Daily VMT	N/A Houseshold VMT per Capita	N/A Work VMT per Employee

_
_
_
(10
_
_
_
5
-
-
-
- (12
- 0
-
-
- =
- 0
w)

Household: N/A Threshold = 6.0 15% Below APC	Work: N/A Threshold = 7.6 15% Below APC
Household: N/A Threshold = 6.0 15% Below APC	Work: N/A Threshold = 7.6 15% Below APC



The Mobility Group Transportation Strategies & Solutions

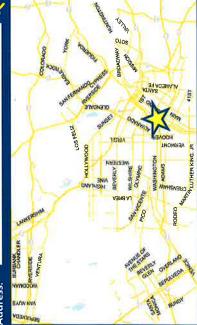
Appendix B

VMT Analysis ResultsVMT Calculator Inputs and Outputs

CITY OF LOS ANGELES VMT CALCULATOR Version 1.1

Project Information

d Traffic Study - Proposed Project 1045 S OLIVE ST, 90015 1045 Olive Project Scenario: Address:



Unit	na	na
Value	794	794
Land Use Type	Housing Multi-Family	Housing Multi-Family

Click here to add a single custom land use type (will be included in the above list)

TDM Strategies

Select each section to show individual strategies

Use 💆 to denote if the TDM strategy is proposed part of the project or is a mitigation strate	Parking	dity code parking provision for the project site	n 74 actual parking provision for the project site	n 225 monthly parking cost (dollar) for the project	50 percent of employees eligible	600 daily parking charge (dollar) 50 percent of employees subject to priced	200 cost (dollar) of annual permit
enote if the TDN		Reduce Parking Supply	Proposed Prj Mitigation	Unbundle Parking Proposed Prj Mitigation	Parking Cash-Out	Price Workplace Parking Proposed Pri Mitigation	Residential Area Parking Permits Proposed Prj Mitigation

cost (dollar) of annual pe	Transit
200	
Mitigation	
ermits Proposed Prj Mitigation	

|--|

ent	
ancemen	
d Enha	
rhood	
odhgi	
Ne	

Analysis Results

With Mitigation	1,990 Daily Vehicle Trips	9,883 Daily VMT	4.2 Houseshold VMT per Capita	0.0 Work VMT per Employee
Proposed Project	2,002 Daily Vehicle Trips	9,945 Daily VMT	4.2 Houseshold VMT per Capita	0.0 Work VMT per Employee

Significant VMT Impact?	Household: No Threshold = 6.0 15% Below APC	Work: No Threshold = 7.6 15% Below APC
Significant \	Household: No Threshold = 6.0 15% Below APC	Work: No Threshold = 7.6 15% Below APC



Report 1: Project & Analysis Overview

Date: September 12, 2019

Project Name: 1045 Olive Project

Project Scenario: Traffic Study - Proposed Project Project Address: 1045 S OLIVE ST, 90015



	Project Information	ation	
Land	Land Use Type	Value	Units
	Single Family	0	na
	Multi Family	794	na
Housing	Townhouse	0	na
	Hotel	0	Rooms
	Motel	0	Rooms
	Family	0	na
Section of the beautiful	Senior	0	na
Alfordable Housing	Special Needs	0	na
	Permanent Supportive	0	DO
	General Retail	0.000	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	0.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
Retail	High-Turnover Sit-Down	0000	kef
	Restaurant		
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement Superstore	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
000	General Office	0	ksf
antio	Medical Office	0.000	ksf
	Light Industrial	0.000	ksf
Industrial	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
Cohoo	University	0	Students
20000	High School	0	Students
Other		0	Trips

Report 1: Project & Analysis Overview

Date: September 12, 2019 Project Name: 1045 Olive Project Project Scenario: Traffic Study - Proposed Project Project Address: 1045 S OLIVE ST, 90015



	Analysis Results	sults	
	Total Employees: 0	0	
	Total Population: 1,789	1,789	
Propose	Proposed Project	With M	With Mitigation
2,002	Daily Vehicle Trips	1,990	Daily Vehicle Trips
9,945	Daily VMT	9,883	Daily VMT
4.2	Household VMT per Capita Work VMT	4.2	Household VMT per Capita Work VMT per
0	per Employee	0	Employee
	Significant VMT Impact?	Impact?	
	APC: Central	al	
	Impact Threshold: 15% Below APC Average	ow APC Average	
	Household = 6.0	0.	
	Work = 7.6		
Propose	Proposed Project	With Mi	With Mitigation
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

Report 2: TDM Inputs

Date: September 12, 2019

Project Address: 1045 S OLIVE ST, 90015

Project Scenario: Traffic Study - Proposed Project

	12	TDM Strategy Inputs	ıts	
Strai	Strategy Type	Description	Proposed Project	Mitigations
	:	City code parking provision (spaces)	0	0
	Reduce parking supply Actual parking provision (spaces)	Actual parking provision (spaces)	0	0
	Unbundle parking	Monthly cost for parking (\$)	0\$	\$0
Parking	Parking cash-out	Employees eligible (%)	%0	%0
	Price workplace	Daily parking charge (\$)	\$0.00	\$0.00
	parking	Employees subject to priced parking (%)	%0	%0
	Residential area parking permits	Cost of annual permit (\$)	0\$	0\$
	o)	(cont. on following page)	(6)	

Report 2: TDM Inputs 4 of 12

Report 2: TDM Inputs

Project Name: 1045 Olive Project	Project Scenario: Traffic Study - Proposed Project	Project Address: 1045 S OLIVE ST, 90015
Project Name:	Project Scenario:	Project Address:

	TDM	TDM Strategy Inputs, Cont.	Cont.	
Strate	Strategy Type	Description	Proposed Project	Mitigations
		Reduction in headways (increase in frequency) (%)	%0	%0
	Reduce transit headways	Existing transit mode share (as a percent of total daily trips)	<i>%</i> 0	<i>%</i> 0
		Lines within project site improved (<50%, >=50%)	0	0
Transit	Implement nainbhorhood chuttle	Degree of implementation (low, medium, high)	0	0
		Employees and residents eligible (%)	%0	%0
		Employees and residents eligible (%)	%0	%0
	Transit subsidies	Amount of transit subsidy per passenger (daily equivalent) (\$)	\$0.00	\$0.00
Education &	Voluntary travel behavior change	Employees and residents	%0	%0
Encouragement	program Promotions and marketing	Employees and residents participating (%)	%0	0%
		(cont. on following page)		
_				

Report 2: TDM Inputs 5 of 12

Report 2: TDM Inputs

Date: September 12, 2019

Project Name: 1045 Olive Project Project Scenario: Traffic Study - Proposed Project Project Address: 1045 S OLIVE ST, 90015



	TDM	TDM Strategy Inputs, Cont.	Cont.	
Strate	Strategy Type	Description	Proposed Project	Mitigations
	Required commute Employees trip reduction program participating (%)	Employees participating (%)	%0	100%
Commute Trip		Degree of implementation (low, medium, high)	0	0
Reductions	Employer sponsored vanpool or shuttle	Employees eligible (%)	%0	%0
		Employer size (small, medium, large)	0	0
	Ride-share program	Employees eligible (%)	%0	%0
	Car share	Car share project setting (Urban, Suburban, All Other)	0	0
Shared Mobility	Bike share	Within 600 feet of existing bike share station - OR-implementing new bike share station (Yes/No)	0	0
	School carpool program	Level of implementation (Low, Medium, High)	0	0
)	(cont. on following page)		

Report 2: TDM Inputs

Date: September 12, 2019

Project Scenario: Traffic Study - Proposed Project Project Address: 1045 S OLIVE ST, 90015

	TDM	TDM Strategy Inputs, Cont.	Cont.	
Strate	Strategy Type	Description	Proposed Project	Mitigations
	Implement/Improve on-street bicycle facility	Provide bicycle facility along site (Yes/No)	0	Yes
Bicycle	Meets City Bil Bike parking per LAMC Parking Code (Yes/No)	Meets City Bike Parking Code (Yes/No)	Yes	Yes
nrastructure	Include secure bike parking and showers	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	0	0
Neighborhood	Traffic calming improvements	Streets with traffic calming improvements (%) Intersections with traffic calming improvements (%)	%0 %0	%0
Enhancement	Pedestrian network improvements	Included (within project and connecting off-site/within project only)	within project only	within project only

Report 3: TDM Outputs

Date: September 12, 2019
Project Name: 1045 Olive Project
Project Scenario: Traffic Study - Proposed Project
Project Address: 1045 S OLIVE ST, 90015



				TDM /	Adjustm	Adjustments by Trip Purpose & Strategy	rip Purpo	se & Stra	tegy					
						Place type: Urban	: Urban							
		Home Ba	Home Based Work	Home Bu	Home Based Work	Home Ba	Home Based Other	Home Bo	Home Based Other	Non-Home	ome Based Other Production	Non-Home Based Other Non-Home Based Other Production	ome Based Other	Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
8	Reduce parking supply	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	
5	Unbundle parking	%0	%0	%0	%0	%0	%0	%0	%0	%6	%0	%0	%0	:
Pa	Parking cash-out	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	Appendix B, Parking sections
) 	Price workplace parking	%0	%0	%0	%0	%	%0	%0	%0	%0	%0	%0	%0	1-6
R. R.	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
R.	Reduce transit	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	960	%0	Appendix B,
<u> </u>	Implement	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	Transit sections 1 - 3
: Ē	Transit subsidies	%0	%0	%0	%0	%0	%0	900	%0	%0	%0	%0	%2	
Education &	Voluntary travel behavior change	%	%0	%	%	%0	%0	%0	%	%0	%0	%6	%0	Appendix B, Education &
Encouragement Prince	Promotions and marketing	%0	%0	%0	%0	%0	%0	%0	%5	%0	%0	%0	%0	Encouragement sections 1 - 2
Re Commute Trip tri	Required commute	%	%0	%	21%	%0	%0	%0	%0	%0	%0	%0	%	Appendix B, Commute Trip
	Employer sponsored vanoool or shuttle	%0	%0	%0	%0	%0	%0	%	%0	%0	%0	%0	%0	Reductions sections 1 - 4
Ŗ	Ride-share program	%0	%0	%0	%0	%0	%0	960	%0	%0	960	%0	%0	
Ca	Car-share	0.0%	0.0%	0.0%	0.0%	%0.0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	Appendix B,
Shared Mobility Bil	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	Shared Mobility
	School carpool	%0.0	0.0%	0.0%	0.0%	%0.0	0.0%	0.0%	0.0%	%0.0	0.0%	0.0%	%0.0	1 - 3



Report 3: TDM Outputs

Date: September 12, 2019 Project Name: 1045 Olive Project Project Scenario: Traffic Study - Proposed Project Project Address: 1045 S OLIVE ST, 90015



			Source		Appendix B,	Infrastructure	Sections 1 - 3	Appendix B, Neighborhood	Enhancement sections 1 - 2
		Based Other	Attraction	Mitigated	%9:0	%9:0	0.0%	%0.0	1.0%
		Non-Home	Attro	Proposed	%0.0	%9.0	%0.0	%0.0	1.0%
		Non-Home Based Other Non-Home Based Other	Production	Mitigated	%9:0	%9.0	0.0%	%0.0	1.0%
		Non-Home	Produ	Proposed	%0:0	%9.0	0.0%	0.0%	1.0%
, Cont.		Home Based Other	Attraction	Mitigated	%9:0	%9:0	%0"0	%0.0	1.0%
TDM Adjustments by Trip Purpose & Strategy, Cont.		ноте Ва	Attro	Proposed	0.0%	%9:0	%0.0	0.0%	1.0%
Purpose 8	Urban	Home Based Other	Production	Mitigated	%9:0	%9.0	%0.0	%0.0	1.0%
s by Trip	Place type: Urban	Home Ba	Prod	Proposed	0.0%	%9:0	0.0%	%0.0	1.0%
justment		Home Based Work	action	Mitigated	%9.0	%9:0	0.0%	0.0%	1.0%
TDM Ad		Home Bo	Attro	Proposed	%0"0	%9:0	0.0%	0.0%	1.0%
		Home Based Work	Production	Proposed Mitigated Proposed	0.6%	%9.0	0.0%	0.0%	1.0%
		Home Bo	Prod	Proposed	0.0%	%9.0	0.0%	0.0%	1.0%
					implement/improve on-street bicycle facility	Bike parking per LAMC	Include secure bike parking and showers	Traffic calming improvements	Pedestrian network improvements
					Rivola	Infrastructure		Neighborhood	Enhancement

				Final Com	hined &	Einel Combined & Maximum TDM Effect	TOM Eff	port				
			-		5			,				
	Home Ba	Home Based Work	Home Bas	Home Based Work	Home Ba:	Home Based Other	Home Based Other	ed Other	Non-Home 5	ased Other	Non-Home Based Other Non-Home Based Other	ased Other
	Produ	Production	Attraction	ction	Produ	Production	Attraction	ction	Production	ction	Attraction	tion
	Proposed	Proposed Mitigated Proposed Mitigated Proposed Mitigated Proposed Mitigated Proposed Mitigated Proposed Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED	/مر	/90	٥٠/	730/	700	700	70C	700	700	700	%C	2%
TOTAL	7.0	0.7	0/7	0/67	0/7	0/7	٧7	٧,4	6/4	77	2.7	77
MAX. TDM	760	/ور) o c	730%	76	700	700	700	70%	7%	3%	3%
EFFECT	0.7	0.7	0/7	WC7	0/7	0/7	6/2	6.78	٧,	279	7.70	2.7

= Min	= Minimum (X%, 1- (1-[a])*(1-[b]))	-[[p]))
	where: X%=	
	urban center	75%
PLACE	urban	75%
TYPE	compact infill	40%
MAX:	suburban center	20%
	suburban	15%

Report 3: TDM Outputs 9 of 12

Report 4: MXD Methodology

Date: September 12, 2019 Project Name: 1045 Olive Project Project Scenario: Traffic Study - Proposed Project Project Address: 1045 S OLIVE ST, 90015



Version 1.0

MXD VMT 3,555 4,099 1,015 1,439 0 0 **Unadjusted VMT** 11,486 6,305 2,919 1,869 00 Average Trip Length 5.9 4.0 7.2 7.9 **MXD Methodology - Existing Without TDM MXD Trips** 1,026 909 180 0 0 **MXD Adjustment** 43.6% -64.4% -65.4% -23.0% 0.0% 0.0% **Unadjusted Trips** 1,075 2,879 521 289 0 0 Non-Home Based Other Production Non-Home Based Other Attraction Home Based Work Production Home Based Other Production Home-Based Other Attraction Home-Based Work Attraction

	MXD M	Methodology with TDM Measures	th TDM Measur	sə		
	ł	Proposed Project		Project w	Project with Mitigation Measures	asures
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-1.6%	596	3,498	-2.2%	593	3,476
Home Based Other Production	-1.6%	1,010	4,032	-2.2%	1,003	4,007
Non-Home Based Other Production	-1.6%	0	0	-2.2%	0 1918	0
Home-Based Work Attraction	-1.6%	0	NAME OF TAXABLE PARTY.	-22.8%	0	0
Home-Based Other Attraction	-1.6%	177	666	-2.2%	176	993
Non-Home Based Other Attraction	-1.6%	219	1,416	-2.2%	218	1,407

	MXD VMT Methodology Per Capita & Per Employee	nployee
	Total Population: 1,789 Total Employees: 0	789
	APC: C	APC: Central
8	Proposed Project	Project with Mitigation Measures
Total Home Based Production VMT	7,530	7,483
Total Home Based Work Attraction VMT	0	0
Total Home Based VMT Per Capita	4.2	4.2
Total Work Based VMT Per Employee	0.0	0.0

N-5 EIR Alternatives – LOS Traffic Evaluation

A. Trip Generation

Table 1. Trip Generation Comparison Summary

Option	Land Uses		I	Estimated	d Trip G	eneratio	n	
		Daily	AM	Peak H	our	PM	Peak H	our
			In	Out	Total	In	Out	Total
Proposed Project	794 DUs Apartments 12,504 sq.ft. Restaurant	2,227	39	157	196	138	62	200
Alternative 1 No Project with Full Rental Program	8,913 sq.ft Restaurant 26,738 sq.ft Retail	876	16	17	33	48	30	78
Alternative 2 Reduced Density – FAR of 6:1 (No TFAR)	300 DUs Apartments 12,504 sq.ft. Restaurant	1,287	26	71	97	78	35	113
Alternative 3 Reduced Density – Increased Commercial Use with Senior Housing FAR of 6:1 (No TFAR)	315 DUs Senior Housing 18,750 sq.ft Retail 6,250 sq.ft. Restaurant	1,083	24	39	63	53	38	91

B. Traffic Impacts

<u>Alternative 1 – No Project with Full Rental Program</u>

Alternative 1 would generate approximately 83% fewer trips than the Proposed Project in the AM peak hour. It would generate 33 net AM peak hour trips compared to 196 net trips for the Proposed Project. In the PM peak hour, Alternative 1 would generate approximately 61% fewer trips than the Proposed Project. It would generate 78 PM peak hour trips compared to 200 trips for the Proposed Project. Access would be provided only from the alley.

The Proposed Project would have significant impacts at one intersection in the AM peak hour. The proposed mitigation measures would fully mitigate the significant impact and there would be no remaining unmitigated impacts in the AM peak hour. In the PM peak hour, the Proposed Project would have significant impacts at four intersections. The proposed mitigation measures would fully mitigate the significant impacts at all four impacted intersections and there would be no remaining unmitigated impacts in the AM or PM peak hours.

Alternative 1 would not require approval through CEQA. However, in the interests of a comparison with the Proposed Project, a review of potential impacts has been carried out for this alternative. Based on a review of the V/C ratios, LOS results, and V/C ratio increases in the impact analysis (Tables 6.1 REV, 6.2 REV, 7.2 REV & 7.3 REV in the Traffic Study), Alternative 1 could potentially reduce significant impacts from one to zero in the AM peak hour and the mitigation measure would likely not be required. In the PM peak hour, Alternative 1 could potentially reduce significant impacts from four to zero and the mitigation measures would likely not be required. Similar to the Project, there would be no remaining significant impacts.

Alternative 2 – Reduced Density – FAR of 6:1 (No TFAR)

Alternative 2 would generate approximately 51% fewer trips than the Proposed Project in the AM peak hour. It would generate 97 net AM peak hour trips compared to 196 net trips for the Proposed Project. In the PM peak hour, Alternative 2 would generate approximately 44% fewer trips than the Proposed Project. It would generate 113 PM peak hour trips compared to 200 trips for the Proposed Project. Access would be the same as for the Project.

Based on a review of the V/C ratios, LOS results, and V/C ratio increases in the impact analysis (Tables 6.1 REV, 6.2 REV, 7.2 REV & 7.3 REV in the Traffic Study), Alternative 2 could potentially reduce significant impacts from one to zero in the AM peak hour. The mitigation measure would therefore likely not be required. In the PM peak hour, Alternative 2 could potentially reduce significant impacts from four to one. With mitigation, impacts could be reduced from one to zero in the PM peak hour. Similar to the Project, there would be no remaining significant impacts.

<u>Alternative 3 – Reduced Density – Increased Commercial Use with Senior Housing FAR of 6:1</u> (No TFAR)

Alternative 3 would generate approximately 68% fewer trips than the Proposed Project in the AM peak hour. It would generate 63 net AM peak hour trips compared to 196 net trips for the Proposed Project. In the PM peak hour, Alternative 3 would generate approximately 55% fewer trips than the Proposed Project. It would generate 91 PM peak hour trips compared to 200 trips for the Proposed Project. Access would be provided only from the alley.

Based on a review of the V/C ratios, LOS results, and V/C ratio increases in the impact analysis (Tables 6.1 REV, 6.2 REV, 7.2 REV & 7.3 REV in the Traffic Study), Alternative 3 could potentially reduce significant impacts from one to zero in the AM peak hour. The mitigation measure would therefore likely not be required. In the PM peak hour, Alternative 3 could potentially reduce significant impacts from four to zero. The mitigation measures would therefore likely not required. Similar to the Project, there would be no remaining significant impacts.

N-6 EIR Alternatives - VMT Traffic Evaluation

The Mobility Group Transportation Strategies & Solutions

Memorandum

To:

Wes Pringle, LADOT

From:

Michael Bates

Amir Ainechi

Subject:

1045 Olive Project – Project Alternatives VMT Analysis

Date:

September 17, 2019

Introduction

This memorandum provides an analysis of vehicle-miles traveled (VMT) for the Project Alternatives of the 1045 Olive Project using the City of Los Angeles VMT Calculator. The analysis shows that with applying the VMT impact criteria established by LADOT, the Project Alternatives would not have significant VMT impacts. The Project Alternatives are not discussed in the approved Transportation Impact Study (TIS) for the Proposed Project but are included in the Draft Environmental Impact Report (DEIR). This information is being provided in addition to that study.

Background to VMT Analysis

State of California Senate Bill 743¹, requires the Governor's Office of Planning and Research to change the California Environmental Quality Act (CEQA) guidelines regarding transportation impact analysis. Under SB 743, the focus of transportation analysis will shift from driver delay – typically measured by traffic level of service (LOS) – to a new measurement that better address the state's goals on reduction of greenhouse gas emission (GHG), creation of multimodal transportation and promotion of mixed-use developments. Since 2014, the Governor's Office of Planning and Research has been developing guidelines and has recommended that vehicle-miles traveled (VMT) replace LOS as the primary measure of transportation impacts. Fully implemented guidelines were originally scheduled to be in place by January 1, 2016. However, an extension has allowed cities more time to establish an analysis methodology. The City of Los Angeles has updated its travel demand

¹ SB 743(Steinberg, 2013).

Transportation Strategies & Solutions

model, and has developed and calibrated to local conditions an impact evaluation methodology and transportation impact thresholds based on VMT. This is called the VMT Calculator. The City of Los Angeles has adopted the new CEQA methodology and

thresholds as of July 30, 2019.

Project Alternatives

The following alternatives were considered in the DEIR, and are analyzed here.

Proposed Project: The Proposed Project was analyzed in the TIS. It includes 794 dwelling

units (DU) of apartments and 12,504 sq. ft. of Restaurant.

Alternative 1: This is a No Project alternative with a full rental program including 8,913 sq.

ft. of Restaurant and 26,738 sq. ft. of Retail uses.

Alternative 2: This is a reduced density Alternative with Floor Area Ratio (FAR) of 6:1. It

includes 300 DU of apartments and 12,504 sq. ft. of Restaurant.

Alternative 3: This a reduced density Alternative with FAR of 6:1 combined with an increase in the commercial use. It includes 315 DU of Senior Housing, 18,750 sq. ft. of Retail, and

6,250 sq. ft. of Restaurant.

VMT Analysis

VMT Screening

In accordance with LADOT, an initial assessment of the development project is conducted to determine if a VMT transportation assessment is required. A Development Project is defined as any proposed land use project that changes the use within an existing structure,

creates an addition to an existing structure, or new construction, which includes any

occupied floor area.

With respect to VMT, a VMT transportation assessment is required for Development

Projects or Transportation Projects that meet the following criteria:

• If the Development Project is estimated to generate a net increase of 250 or more

2

daily vehicle trips and requires discretionary action.

Transportation Strategies & Solutions

For the purpose of screening for daily vehicle trips, a proposed project's daily vehicle trips should be estimated using the VMT Calculator tool or the most recent edition of the ITE Trip Generation Manual. TDM strategies should not be considered for the purpose of screening. If existing land uses are present on the project site or there were previously terminated land uses that meet the criteria for trip credits, the daily vehicle trips generated by the existing or qualified terminated land uses can be estimated using the VMT Calculator tool and subtracted from the Project's daily vehicle trips to determine the increase in daily vehicle trips.

In accordance with these provisions, the Proposed Project is expected to generate a net increase of 1,971 daily trips and thus a project VMT analysis is required.

Alternative 1 consists of less than 50,000 sq. ft. of retail use, and is therefore exempt from the VMT analysis.

Alternative 2 is expected to generate a net increase of 729 daily trips and thus a VMT analysis is required.

Alternative 3 is expected to generate a net increase of 296 daily trips and thus a VMT analysis is required.

The summary results of the project screening are provided in Table 1. The VMT Calculator results for existing trips are shown on Appendix A.

VMT Thresholds

The LADOT VMT Calculator analyses in terms of Household VMT per Capita, and Work VMT per Employee. LADOT has identified thresholds for significant VMT impacts by subarea of the city. For the Central Area the following thresholds have been identified:

Household VMT per Capita: 6.0 Work VMT per Employee: 7.6

VMT with Project Alternatives

The VMT results are summarized in Table 2. The results show that with the Proposed Project, the Household VMT per Capita would be 4.2 compared to the threshold of 6.0, and the Work VMT per Capita would be 0.0 compared to the threshold of 7.6. It is also noted that the threshold for Household VMT per Capita at 6.0 is set at 15% below the average for the Central Area, so the average is 7.1. The Project's Household VMT per Capita of 4.2 is

Phone: 949-474-1591 Fax: 949-474-1599

Transportation Strategies & Solutions

Table 1. Trip Generation - Project Screening

	Land Use	Scale	Daily Vehicle Trips
7-1-1-	Proposed Project		
Proposed	Multi-Family	7 94 DU	2,022
Existing	Manufacturing	14,653 sf	31
	Net Difference [Proposed – Existing]		1,971
	Analysis Required (Net Difference >250)		Yes
	Alternative 1		
Proposed	N/A	N/A	N/A
Existing	Manufacturing	14,653 sf	31
	Net Difference [Proposed – Existing]		N/A
	Analysis Required (Net Difference >250)		No
	Alternative 2		
Proposed	Multi-Family	300 DU	760
Existing	Manufacturing	14,653 sf	31
	Net Difference [Proposed – Existing]		729
	Analysis Required (Net Difference >250)		Yes
	Alternative 3		
Proposed	Senior Housing	315 DU	327
Existing	Manufacturing	14,653 sf	31
	Net Difference [Proposed – Existing]		296
	Analysis Required (Net Difference >250)		Yes

18301 Von Karman Suite 490

Irvine, CA 92612 Phone: 949-474-1591 Fax: 949-474-1599

Transportation Strategies & Solutions

Table 2 Summary of VMT Results

Category		Household		Cally Say	Work	
Scenario	Household VMT Threshold	Household VMT Per Capita	Impact	Work VMT Threshold	Work VMT per Employee	Impact
VMT With Proposed Project	6.0	4.2	No	7.6	0.0	No
VMT With Alternative 1 - No Project with Full Rental Program ¹	N/A	N/A	N/A	N/A	N/A	N/A
VMT With Alternative 2 – Reduced Density	6.0	4.2	No	7.6	0.0	No
VMT With Alternative 3 Reduced Density — Increased Commercial Use with Senior Housing	6.0	3.3	No	7.6	0.0	No

1. Exempt from VMT analysis because less than 50,000 sq. ft. of Retail.

18301 Von Karman Suite 490

Irvine, CA 92612 Phone: 949-474-1591 Fax: 949-474-1599

Transportation Strategies & Solutions

therefore 30% below the threshold and 41% below the average for the Central Area.

Alternative 1 is a No Project Alternative and since it is less than 50,000 sq. ft. of retail use, it is exempt from VMT analysis.

Alternative 2 Household VMT per Capita would be 4.2 compared to the threshold of 6.0, and the Work VMT per Capita would be 0.0 compared to the threshold of 7.6. Alternative 2 Household VMT per Capita of 4.2 is therefore 30% below the threshold and 41% below the average for the Central Area.

Alternative 3 Household VMT per Capita would be 3.3 compared to the threshold of 6.0, and the Work VMT per Capita would be 0.0 compared to the threshold of 7.6. Alternative 3 Household VMT per Capita of 3.3 is therefore 45% below the threshold and 54% below the average for the Central Area.

Therefore, it is concluded that the Proposed Project and Project Alternatives would not cause significant VMT impacts. Appendix B provides the analysis results.

The detailed application of the VMT calculator is described below.

Application of the LADOT VMT Calculator

Input on Project Land Use Information

This part of the VMT Calculator includes entering the Project location address by its latitude and longitude (to identify the specific location of the Project for the correct application of the VMT Calculator localized data), and the type and quantity of proposed land uses. Table 3 shows the land use quantities for the Proposed Project and Project Alternatives. Table 4 shows the information that was input in to the VMT Calculator land use categories.

According to Section 2.2.2² (Screening Criteria) of the new Transportation assessment guidelines a portion of, or entirety of a project that contains small-scale or local serving retail land uses are assumed to have less than significant VMT impacts and can be excluded from the VMT analysis if less than 50,000 sq. ft. Local serving retail land uses include restaurants. Therefore, restaurant and retail land uses were not input into the VMT Calculator for the Proposed Project and Project Alternatives.

² Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines, July 2019

Transportation Strategies & Solutions

Table 3. Project Land Uses

Land Use			Quantity	
	Proposed Project	Alternative 1	Alternative 2	Alternative 3
Existing Land Uses				
Manufacturing	14,653 SF	14,653 SF	14,653 SF	14,653 SF
Proposed Land Uses				
Apartments	794 DU		300 DU	
Senior Housing				315 DU
High-Turnover Restaurant	6,252 SF	8,913 SF	6,252 SF	6,250 SF
Quality Restaurant	6,252 SF		6,252 SF	
Retail		26,738 SF		18,750 SF

Table 4. Project Land Uses as Entered into VMT Calculator

Land Use	Quantity						
	Proposed Project	Alternative 11	Alternative 2	Alternative 3			
Housing (multi-family)	794 DU		300 DU				
Housing (Senior)				315 DU			

1. Exempt from VMT analysis because less than 50,000 sq. ft. of Retail.

18301 Von Karman Suite 490

Irvine, CA 92612 Phone: 949-474-1591 Fax: 949-474-1599

Transportation Strategies & Solutions

Input on Project Design Features and Mitigation Measures

The VMT Calculator allows input of various TDM strategies as either Project Design Features or as Mitigation Measures. The Project Design Features and Mitigation Measures for the 1045 Olive Project as identified in the approved Traffic Study were input into the VMT calculator as appropriate. The correspondence is shown in Table 5.

As shown in Table 5, for Alternative 2, the same Project Design Features and Mitigation Measures as the Proposed Project are input in the VMT Calculator. For Alternative 3, only the Project Design Features are included due to different land uses and much lower trip total.

Phone: 949-474-1591 Fax: 949-474-1599

Table 5 - TDM Strategies in VMT Calculator

IWA	VMT Calculator		Transportation Study		
TDM Strategy In VMT Calculator	TDM Sub Strategy In VMT Calculator	Project Design Feature in Traffic Study	Mingation Measure in Traffic Study	Inputs to VMT Calculator	Notes
	Reduce Parking Supply				
	Unbundle Parking				
Parking	Parking Cash-Out				
	Price Workplace Parking				
	Residential Area Parking Permits				
	Reduce Transit Headways				
Transit	Implement Neighborhood Shuttle				
	Transit Subsidies				
Education & Encouragement	Voluntary Travel Behavior Change Program				
0	Promotions & Marketing				
Commute Trip Reductions	Required Commute Trip Reduction Program		Vehicle Trip Reduction Measures – TDM Program	Required Commute Trip Reduction Program – 100 percent of employees eligible	Applied to Proposed Project and Alternative 2

The Mobility Group Transportation Strategies & Solutions

INT	VMT Calculator		Transportation Study		
TDM Strategy In VMT Calculator	TDM Sub Strategy In VMT Calculator	Project Design Feature in Traffic Study	Mingation Measure in Traffic Study	Imputs to VMT Calculator	Notes
	Employer-Sponsored Vanpool or Shuttle				
	Ride-Share Program				
	Car-Share				
Shared Mobility	Bike-Share				
	School Carpool Program				
Bicycle Infrastructure	Implement / Improve On-Street Bicycle Facility		Make a one-time financial contribution of \$75,000 to the City's Bicycle Trust Fund, the monies to be used to improve and/or maintain bicycle facilities in the area of the Proposed Project.	Implement / Improve On-street Bicycle Facility	Applied to Proposed Project and Alternative 2
	Include Bike Parking Per LAMC	Yes		Yes	Applied to Proposed Project, Alternative 2, and Alternative 3
	Include Secure Bike Parking and Showers				
	Traffic Calming Improvements				
Neighborhood Infrastructure	Pedestrian Network Improvements	Improve sidewalks adjacent to and within the Project. Add pedestrian amenities such as: landscaping and setbacks, shade, benches, pedestrian-scale		Pedestrian Network Improvements – within project only	Applied to Proposed Project, Alternative 2, and Alternative 3

2	VMT Calculator		Transportation Study		
TDM Strategy In VMT	TDM Sub Strategy In VMT Calculator	Project Design Feature in Traffic Study	Mingarion Measure in Traffic Study	Inputs to VMT Calculator	Notes
		lighting, etc., along the Olive Street and 11th Street edges of the Project Site.			

Transportation Strategies & Solutions

Appendix A

VMT Analysis

Existing Project Trips

18301 Von Karman Suite 490 Irvine, CA 92612 Phone: 949-474-1591 Fax: 949-474-1599

9/16/2019

Measuring the Miles

Click here to add a single custom land use type (will be included in the above list)

CITY OF LOS ANGELES VMT CALCULATOR Version 1.1



Analysis Results

TDM Strategies MANN d **Project Information** Traffic Study - Existing Trips 1045 S OLIVE ST, 90015 1045 Olive Project Scenario: Address:

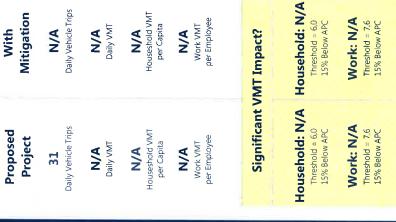
	Parking	
Reduce Parking Supply	100 city code parking provision for the project site	project site
Proposed Prj Mitigation	actual parking provision for the project site	oject site
Unbundle Parking	monthly parking cost (dollar) for the project site	he project
Parking Cash-Out	50 percent of employees eligible	
Price Workplace Parking	6.00 daily parking charge (dollar)	
Proposed Prj Mitigation	50 parking	Liced
Residential Area Parking Permits Proposed Prj	200 cost (dollar) of annual permit	
	Transit	
Educ	Education & Encouragement	
Cor	Commute Trip Reductions	
	Shared Mobility	
8	Bicycle Infrastructure	
Maio	National and Paris and	

Unit ksf

Land Use Type

Industrial | Manufacturing Industrial | Manufacturing

14 653 Value



The **Mobility** Group Transportation Strategies & Solutions

Appendix B **VMT Analysis Results**

18301 Von Karman Suite 490

Irvine, CA 92612 Phone: 949-474-1591 Fax: 949-474-1599

The **Mobility** Group Transportation Strategies & Solutions

Appendix B-1 VMT Analysis Results Proposed Project

18301 Von Karman Suite 490

Irvine, CA 92612 Phone: 949-474-1591 Fax: 949-474-1599

CITY OF LOS ANGELES VMT CALCULATOR Version 1.1



Project Information

Scenario: Traffic Study - Proposed Project Address: 1045 SOLIVE ST, 90015 Address: 1045 SOLIVE ST, 90015 Address: 1045 SOLIVE ST, 90015 Address: 1045 SOLIVE ST, 90015 Address: 1045 SOLIVE ST, 90015 Address: 1045 SOLIVE ST, 90015 Address: 1045 SOLIVE ST, 90015

Select each section to show individual strategies
Use Zito denote if the TDM strategy is proposed part of the page of

Parking	city code parking provision for the project site	actual parking provision for the project site	monthly parking cost (dollar) for the project site	50 percent of employees eligible	daily parking charge (dollar) percent of employees subject to priced parking	cost (dollar) of annual permit
	100	74	225	8	800	200
3	Reduce Parking Supply	Proposed Prj Mitigation	Unbundle Parking	Parking Cash-Out Proposed Prj Mitigation	Price Workplace Parking Proposed Pri Mitigation	Residential Area Parking Permits Proposed Prj

Transit	Education & Encouragement	Commute Trip Reductions	Shared Mobility	Bicycle Infrastructure	Neighborhood Enhancement
8	0	0	0	0	0

B R

Value 794

Land Use Type

Housing | Multi-Family

Analysis Results

With Mitigation	1,990 Daily Vehicle Trips	9,883 Daily VMT	4.2 Houseshold VMT per Capita	Work VMT per Employee
Proposed Project	2,002 Daily Vehicle Trips	9,945 Daily VMT	4.2 Houseshold VMT per Capita	Work VMT per Employee

Significant VMT Impact?

Household: No	Work: No
Threshold = 6,0	Threshold = 7.6
15% Below APC	15% Below APC
Household: No	Work: No
Threshold = 6.0	Threshold = 7.6
15% Below APC	15% Below APC

Measuring the Miles

Click here to add a single custom land use type (will be included in the above list)

Report 1: Project & Analysis Overview

Date: September 16, 2019 Project Name: 1045 Olive Project Project Scenario: Traffic Study - Proposed Project Project Address: 1045 S OLIVE ST, 90015



Students 184 Value 00000 0.000 0000 0000 00000 00000 0.000 0000'0 0.000 794 **Project Information** Marehousing/Self Storage High Turnover SH Down ermanent Supportive harmany/Drugstone ast Food Restaurant Quality Restaurant Vanuefacturing Viovie Theater Seneral Office mecial Needs General Retail Multi Family Nuto Report High School awahouse Hestourant Land Use Type WHITTO Affordable Housing Industria! Housing School Retoil Other

Report 1: Project & Analysis Overview

Date: September 16, 2019

Project Name: 1045 Olive Project

Project Scenario: Traffic Study - Proposed Project Project Address: 1045 S OLIVE ST, 90015



			With Mitigation	Daily Vehicle Trips Daily VMT	Household VMT per Capita Work VMT per Employee			ge			With Mitigation	shold Impact	> 6.0 No	7.0
sults	0	1,789	3	1,990	4.2	mpact?	al la	ow APC Avera	0.		2	VMT Threshold	Household > 6.0	14/
Analysis Results	Total Employees: 0	Total Population: 1,789	Proposed Project	Daily Vehicle Trips Daily VMT	Household VMT per Capita Work VMT per Employee	Significant VMT Impact?	APC: Central	Impact Threshold: 15% Below APC Average	Household = 6.0	Work = 7.6	Proposed Project	Impact	No	
			Propose	2,002	4.2						Propose	VMT Threshold	Household > 6.0	011

Report 2: TDM Inputs

Date: September 16, 2019
Project Name: 1045 Olive Project
Project Scenario: Traffic Study - Proposed Project
Project Address: 1045 S OLIVE ST, 90015



	-	TDM Strategy Inputs	uts	
Strat	Strategy Type	Description	Proposed Project	Mitigations
	Reduce parking	, City cade parking provision (spaces)	.0	0
	Middes	provision (spaces)	0	0
	Unbesidle purking	Manthly cost for parking (S)	as	2.0
Parking	Parking cash out	Employees eligible (%)	160	340
	Pitte workplace	Delly parking charge (S)	20,00	Saao
	parking	truplayees subject to priced parking (%)	960	940
	Residential area parking permits	Cost of unnual permit (S)	0.5	350
		(cont. on following page)	(e)	2

Report 2: TDM Inputs 4 of 12

Report 2: TDM Inputs

Pate: September 16, 2019
Project Name: 1045 Olive Project
Project Scenario: Traffic Study - Proposed Project
Project Address: 1045 S OLIVE ST, 90015

	Strategy Type	Description	Proposed Project	Mitigations
		Reductions		
		headwinys (increase in frequency) (%) Existing transic mode	9.60	900
	Reduce transit neadwritis	Share fos a petrent of total dally trais) (%)	**0	260
		Lines within project site improved (<50%, >=50%)	9	o.
Transit		Degree of implementation	0	0
	Implement	flow mechani hylli)		
		Employees and vesulents eligible (%)	%0	25
		Emplayees and residents eligible (5.)	000	11:0
	Tromsil subsidies	Amount of transit subsity per passentier (dally	80.00	00 00
75	Violantiacy trained	Employees and		
Education &	behavior charige	residents and friendlan (90)	0.60	
Encouragement	Promotons and	Employees and residents	.980	840
	White was they	participating (%)		

Date: September 16, 2019
Project Name: 1045 Olive Project
Project Scenario: Traffic Study - Proposed Project
Project Address: 1045 S OLIVE ST, 90015

E

Report 2: TDM Inputs

Strate	Strategy Type	Description	Proposed Project	Mitigations
	Required commute trip reduction program	Employees participating (%)	350	100%
Commute Trip		Degree of implementation (low, medium, high)	ø	
Reductions	Employer spansored somport or shuttle	Grapitovees eligible	940	*.0
		Employer Size (small mediain, large)	0	0
	Ride spine program	Employees eligible (%)	300	9%0
	Carshare	Ear share project setting (Urbon, Suburban, All Other)		0
Shared Mobility Bike share	Biketshare	Within 600 feet of existing the stare state in mplementing new the stare station (Yes/Wo)	ø	0
	School carpool program	Levelröf. Implementation (Lov., Mediam, High)	0	0

Report 2: TDM Inputs

Date: September 16, 2019 Project Name: 1045 Olive Project

Project Scenario: Traffic Study - Proposed Project Project Address: 1045 S OLIVE ST, 90015



	TDM	TDM Strategy Inputs, Cont.	, Cont.	
Strate	Strategy Type	Description	Proposed Project	Mitigations
	Implement/Improve	Provide bicycle		
	on-street bicycle	facility along site	0.00	Yes
	facility	(Yes/No)		
		Meets City Bike		
Bicycle	Bike parking per LAMC Parking Code	Parking Code	Yes	Yes
Infrastructure		(Yes/No)		
		100 mes mes or 556		
	million set me till e	parking/forkers,		
	PULLING UNITARIORES	showers, & report		
		1011011(YS)(NO)		
		Streets with traffic		
		cakruag.	0.80	Oyo.
	traffic calmina.	Unipression (1987)		
	тргометеля	InterSections with		
Neighborhood		troffic calming.	250	980
0		improvements (%)		
Ennancement		Included (within		
	of a distance of the control of the	project and		
	redestrial lietwork	connecting off-	within project only	within project only
	Improvements	site/within project		
		only)		

Report 3: TDM Outputs

Date: September 16, 2019
Project Name: 1045 Olive Project
Project Scenario: Traffic Study - Proposed Project
Project Address: 1045 S OLIVE ST, 90015



Transit sections 1-Parking sections Encouragement Shared Mobility Commute Trip sections 1 - 2 Appendix B, sections 1 - 4 Appendix B, Education & Appendix B, Appendix B, Reductions Appendix B, sections Source 1-3 Non-Home Based Other Non-Home Based Other Proposed Mitigated Attraction Proposed Mitigated Production Proposed Mitigated Home Based Other 900 TDM Adjustments by Trip Purpose & Strategy Attraction U.COON Proposed Mitigated Home Based Other Place type: Urban 986 Production Proposed Mitigated Home Based Work 21% Attraction 90 Proposed Mitigated 01,000% Home Based Work Production Required commute trip reduction program Shared Mobility Encouragement Commute Trip **Education &** Reductions Parking **Transit**

Report 3: TDM Outputs

Date: September 16, 2019 Project Name: 1045 Olive Project Project Scenario: Traffic Study - Proposed Project Project Address: 1045 S OLIVE ST, 90015



TDM Adjustments by Trip Purpose & Strategy, Cont.

	Source		Appendix B,	Bicycle Infrastructure	sections 1 - 3	Appendix B, Neighborhood	Enhancement sections 1 - 2
	ome Based Other Attraction	Mitigated	%9.0	%9.0	8.05	0.00	1.0%
	Non-Home Attro	Proposed	0.0%	%9.0	0.0%	6.0%	1.0%
	Non-Home Based Other Non-Home Based Other Production Attraction	Mitigated	%9.0	%9.0	800	800	1.0%
	Non-Home Prod	Proposed	800	%9:0	200	0.0%	1.0%
	Home Based Other Attraction	Mitigated	0.6%	%9.0	0.0%	20.0%	1.0%
	Home Bo Attr	Proposed	20.0	%9.0	6.0%	0.07	1.0%
: Urban	Home Based Other Production	ated	%9'0	%9'0	dices	900	1.0%
Place type: Urban	Home Bo	Proposed	9000	%9.0	60%	900	1.0%
	Home Based Work Attraction	Mitigated	%9.0	%9.0	0.0%	0,0%	1.0%
	Home Bo Attro	Proposed	0.005	%9.0	200	o mis	1.0%
	Home Based Work Production	Proposed Mitigated	0.6%	%9.0	0.0	O.E.W.	1.0%
	Home Bo	Proposed	ains	%9'0	cops	0.001	1.0%
			Implement/Improve on-street bicycle facility	Bike parking per LAMC	Benedicascure, bitor parking and shikkers	Truffic rattoring Unitringenseptic	Pedestrian network improvements
				Bicycle Infrastructure		Neighborhood	Enhancement

				Final Corr	nbined &	Maximur	Final Combined & Maximum TDM Effect	ect				
	Home Ba. Produ	Home Based Work Production	Home Ba: Attra	Home Based Work Attraction	Home Ba: Produ	Home Based Other Production	Home Based Other Attraction	ed Other :tion	Non-Home Based Production	Non-Home Based Other Non-Home Based Other Production Attraction	Non-Home l Attra	Iome Based Other Attraction
	Proposed	Proposed Mitigated Proposed Mitigated Proposed Mitigated Proposed Mitigated Proposed Mitigated Proposed Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED	797	700	700	730%	700	70%	700	700	70%	700	700	700
TOTAL	8.7	0.7	0/7	22%	0/7	6/7	0/7	6.4	0/7	2/7	6/4	8/7
MAX. TDM	èc	/00	/00	/011	/ور	96	/00	, oc	/00	700	/٥٢	90
EFFECT	%7	927	7.0	72%	7.0	7.0	7.0	7.0	8.7	027	679	678

= Min	= Minimum (X%, 1- (1-[a])*(1-[b])) where: X%=	(([q]-
	urban center	75%
PLACE	urban	75%
TYPE	compact infill	40%
MAX:	suburban center	70%
	suburban	15%

CITY OF LOS ANGELES VMT CALCULATOR Report 4: MXD Methodology

Project Name: 1045 Olive Project

Project Scenario: Traffic Study - Proposed Project Project Address: 1045 S OLIVE ST, 90015



	MXD Me	Methodology - Existing Without TDM	ting Without	TDM:		
	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unac	MXD VMT
Home Based Work Production	1,075	-43.6%	909	5.9	6,305	3,555
Home Based Other Production	2,879	-64.4%	1,026	4.0	11,486	4,099
Non-Home Based Other Production				7.2		
Home-Based Work Attraction				7.9	THE PROPERTY OF THE PARTY OF TH	
Home-Based Other Attraction	521	-65.4%	180	5.6	2,919	1,015
Non-Home Based Other Attraction	289	-23.0%	223	6.5	1,869	1,439

	MXD M	Methodology with TDM Measures	th TDM Measu	res		
		Proposed Project		Project v	Project with Mitigation Measures	asures
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-1.6%	596	3,498	-2.2%	593	3,476
Home Based Other Production	-1.6%	1,010	4,032	-2.2%	1,003	4,007
Non-Home Based Other Production	-1.6%	0	0	-2.2%	0	0
Home-Based Work Attraction	-1.6%	0	0	-22.8%	0	0
Home-Based Other Attraction	-1.6%	177	666	-2.2%	176	993
Non-Home Based Other Attraction	-1.6%	219	1,416	-2.2%	218	1,407

	MXD VMT Methodology Per Capita & Per Employee	nployee
	Total Population: 1,789	1,789
	Total Employees: 0	
	APC: C	APC: Central
	Proposed Project	Project with Mitigation Measures
Total Home Based Production VMT	7,530	7,483
Total Home Based Work Attraction VMT	0	0
Total Home Based VMT Per Capita	4.2	4.2
Total Work Based VMT Per Employee	0.0	0.0

The **Mobility** Group Transportation Strategies & Solutions

Appendix B-2

VMT Analysis Results

Alternative 2

18301 Von Karman Suite 490 Irvine, CA 92612 Phone: 949-474-159

Phone: 949-474-1591 Fax: 949-474-1599



Analysis Results

monthly parking cost (dollar) for the projectite 100 city code parking provision for the project 74 actual parking provision for the project sit. Select each section to show individual strategies Use 🗹 to denote if the TDM strategy is proposed part of the project or is a mitigation percent of employees subject to priced parking cost (dollar) of annual permit CITY OF LOS ANGELES VMT CALCULATOR Version 1.1 daily parking charge (dollar) 50 percent of employees eligible **TDM Strategies** Parking 225 6.00 200 20 Proposed Prj Mitigation Proposed Prj Mitigation Proposed Prj Mitigation Proposed Prj Mitigation Proposed Prj Mitigation Price Workplace Parking Residential Area Parking Reduce Parking Supply **Unbundle Parking** Parking Cash-Out Permits Unit 2 20 Traffic Study - Proposed Project (Alternative 2) Value 300 **Project Information** THESE 1045 S OLIVE ST, 90015 1045 Olive Project Land Use Type Housing | Multi-Family Housing | Multi-Family Scenario: Address:

With Mitigation	755 Daily Vehicle Trips	3,749 Daily VMT	4.2 Houseshold VMT per Capita	Work VMT per Employee
Proposed Project	760 Daily Vehicle Trips	3,773 Daily VMT	4.2 Houseshold VMT per Capita	Work VMT per Employee
trategy	en t			

Transit Education & Encouragement	Commute Trip Reductions	Shared Mobility	Bicycle Infrastructure	Neighborhood Enhancement
T Education &	Commute	Share	Bicycle I	Neighborho

Household: No Threshold = 6.0 15% Below APC Threshold = 7.6 15% Below APC Work: No Significant VMT Impact? sehold: No hreshold = 6.0 5% Below APC Threshold = 7.6 Vork: No

Measuring the Miles

Click here to add a single custom land use type (will be included in the above list)

Report 1: Project & Analysis Overview

Date: September 16, 2019 Project Name: 1045 Olive Project

Project Scenario: Traffic Study - Proposed Project (Alterna

Project Address: 1045 S OLIVE ST, 90015



Land	Land Use Type	Value	Units
	Single Family	0	no
	Multi Family	300	DO
Housing	Townhouse	0	770
	/Hotel	0	Rooms
	Motel	0	Rooms
	Family	0	na
W. C. D. L. P	Senior	0	na
АДогарые ноизпц	Special Needs	0	90
	Permonent Supportive	0	DO.
	General Retail	0.000	ks#
	Furniture Store	0,000	K57
	Pharmacy/Orogstone	0:00:0	Ksf
	Supermarker	6.000	ksf
	Bank	0.000	fort.
	Health Club	0000	ts4
	High-Turnaver Sit Down	0000	for the
Retail	Restaurant	n Ponto	
	Fast Faod Restaurant	0.000	KSF
	Quality Restaurant	0,000	(ks)
	Auto Repair	0.000	ksf
	Frome Improvement Superstare	0,000	ksf
	Free Standing Discount	0.000	RST
	Movie Theater	0	Seats
O.E.	General Office	0	test
O) Inc	Medical Office	0.000	(s)
	Light Industrial	0.000	ksf
Industrial	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	hed.
California	University	0	Students
SCHOOL	Frigh School	0	Students
Orher		0	Irips

Report 1: Project & Analysis Overview

Date: September 16, 2019

Project Name: 1045 Olive Project

Project Address: 1045 S OLIVE ST, 90015

Project Scenario: Traffic Study - Proposed Project (Alterna

	Analysis Results	sults	
	Total Employees: 0	0	
	Total Population: 676	929	
Propo	Proposed Project	With N	With Mitigation
760	Daily Vehicle Trips	755	Daily Vehicle Trips
3,773	Daily VMT	3,749	Daily VMT
4.2	Household VMT per Capita	4.2	Household VMT per Capita
0	Work VMT per Employee	0	Work VMT per Employee
	Significant VMT Impact?	Impact?	
	APC: Central	.al	
	Impact Threshold: 15% Below APC Average	ow APC Average	
	Household = 6.0	2.0	
	Work = 7.6		
Propo	Proposed Project	With N	With Mitigation
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

Report 2: TDM Inputs

Date: September 16, 2019 Project Name: 1045 Olive Project Project Scenario: Traffic Study - Proposed Project (Altern Project Address: 1045 S OLIVE ST, 90015

Mitigations **Proposed Project** 088 **TDM Strategy Inputs** (cont. on following page) priced parking (%) Employees eligible Description provision (space) City Lade purking Monthly cost for hetual parking Cost of annual Parking ensh out Residential area Reduce parking parking permits Strategy Type parking Parkma

Report 2: TDM Inputs

Redu		Rediction in		
Redu		headways (marense in featiency) (%)		.sa
head	Reduce transit	Existing trousit mode share (us a percent		
	headways	of total daily tops	0.76	No.
		(State Northern province		
		site improved (<50%,	0	0
		(%05=		
		Segree of		
Transit		mplementation	10	.0
	Implement	(law, medium, high)		
neigh	merghborhood shuttle			
		Employees and residents Pligible (%)	0%	960
	40	Employeesand	8	製
		residents eligible (%)		
Trans	Fromsit substitles	Amount of transit subsidy per	en an	en del
		possenger (daily eduivalent) (5)	DOWN.	design
Volu	Voluntary travel	Employees and		
	behavior change	residents	940	080
Education & progr	program	participating (%)		
Encouragement Prom	Promotions and	Employees and		
Simo	marketida	residents	200	9647
	Name of the last o	participating (%)		

Project Name: 1045 Olive Project
Project Scenario: Traffic Study - Proposed Project (Altern Project Address: 1045 S OLIVE ST, 90015

The state of the s

Report 2: TDM Inputs

	Strategy Type	Description	Proposed Project	Mitigations
	Required commute trip reduction program	Employees participating (%)	80	100%
Commute Trip		Degree of (mylementation (low medium, high)	0	
Reductions	Employer spansored vanpookar shuttle	Earplowers eligible (%)	160	***
		Employer size (small, medium, large)	0	0
	Ride share program	Employees etigible (%)	0%	00%
	Car shine	Car share project certino (Urban, Suborban, All Other)	0	o
Shared Mobility Bike Stare	Bike share	Within BOOffeet of existing bike share station OR implementing new bike share station (Yes/Mol	.0	0
	School, droud program	tevel of implementation (tow, Medium, Hidh)	0	0

Report 2: TDM Inputs

Date: September 16, 2019 Project Name: 1045 Olive Project Project Address: 1045 S OLIVE ST, 90015



trateg				
		Description	Proposed Project	Mitigations
	Implement/Improve	Provide bicycle		
	on-street bicycle	facility along site	0	Yes
		(Yes/No)		
		Meets City Bike		
Bicycle Bike park	Bike parking per LAMC Parking Code	Parking Code	Yes	Yes
Infrastructure		(Yes/No)		
		The Police Sandary Blks		
(net)lade s	me have seen in bake	JOHN WHORMS	0	· ·
perking	perference showers	Showers & repon		
		station thes Mos		
		Sirece, with caffic		
		storing.	030	268
Traffic calming	alming	morovements (16)		
mprovements	ments	intersections with		
Neighborhood		trejiic calmına	93/8	0%0
		ETTATOWED BUILDING		
Ennancement		Included (within		
in the Colonial Colonia Colonial Colonial Colonia Colonial Colonial Colonia Colonia Colonia Colonia Colonia Col	drought and	project and		
Lenesti	redestilaitiletwork	connecting off-	within project only	within project only
inplovements	Sille	site/within project		
		only)	TO COMPANY THE PARTY OF THE PAR	

Report 3: TDM Outputs

Date: September 16, 2019
Project Name: 1045 Olive Project
Project Scenario: Traffic Study - Proposed Project (Alternative 2)
Project Address: 1045 S OLIVE ST, 90015



				TDM	Adjustm	ents by T	rip Purpo	Adjustments by Trip Purpose & Strategy	tegy					
					_	Place type: Urban	: Urban							
		Home Bo	Home Based Work	Home Bo	Home Based Work	Home Bo	Home Based Other	Home Ba	Home Based Other	Non-Home	Non-Home Based Other Production		Non-Home Based Other Attraction	Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
	Session at the Sense Sense	350	100	-90	424	120	20	100	0.80	10	(A)	1046	. 40	
	Chitegoritle puriting	ON.	2.0	18.8	4	40.	0.80	0.0	100	180	0.4	100	1960	
Parking	Parture costs out	50'	**	100	- C	430	68	*00	NO.	0.0	0.80	20	0.36	Appendix B, Parking sections
	Pitte estimate	908	9(2)	100	100	de	9.0	NO.	N/O	*0	6.0	3.0	0,0	1-6
	Reservement area	0.90%	D ONE	0.00%	Crains	11000	3,000.0	- don	5,000	24600	0.00 ti	2.000.0	-800°O	A STATE OF THE PERSON NAMED IN
	Redone spitteut: headware	8	16	50	50	S(i)	6.	0.80	760	- 980	940	150	-60	Appendix B.
Transit	(trip) ements	340	100	Wich	400	0.0	K	350	80	80	0.8	NO.	8	Transit sections 1 -
	Tremet subsition	103		807	CON	Supr	-00	CON	. OW	0.00	dS	185	1.9	X E
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Columbary rayer, Ledworth Change	500	30	WER	200	038	100	250	20	050	(8)	0.	6	Appendix B,
Encouragement	Promotibits and							9		8	100		.0	Encouragement
	roor leting.	5												
	trip reduction	250	8	8	21%	80	N.	3.0	30	0.82	080	15	0.8	Appendix B,
Commute Trip										-		100		Commute Trip
Reductions	Vitragover space and	4		20	423			5						sections 1 - 4
	Side-duise pregram	100	100	100	*	160	(44)	108	500	0.86	280	10	000	
	Car share	45.0%	9,0101	9.00	1600	O D.W.	3,00	1000	mot	500	0.0%	800	0.03%	Appendix B,
Shared Mobility	Bike share	0.00%	0.00%	25000	S. OCHON	0.00%	0.00%	0.00%	0.000	0.00%	3,00,0	"AUD"	16000	Shared Mobility
	Subvol cuspool	NO.C.	1,010	100	3600	600K	NO'U	200	0.0%	80.0	0.0%	0,0%	0.0%	sections 1 - 3

Report 3: TDM Outputs



Project Scenario: Traffic Study - Proposed Project (Alternative 2) Project Address: 1045 S OLIVE ST, 90015

Date: September 16, 2019

TDM Adjustments by Trip Purpose & Strategy, Cont.

0.6% 0.6% 0.6%
%9.0 %9.0 %9.0
des des nes
alen alen alen
1.0% 1.0% 1.0%

			-	Final Con	bined &	Final Combined & Maximum TDM Effect	TDM Ef	fect				
	Home Ba. Produ	Home Based Work Production	Home Based Work Attraction	sed Work ction	Home Based Ot Production	Home Based Other Production	Home Ba: Attra	Home Based Other Attraction	Non-Home Based Production	Based Other action	Non-Home Based Other Non-Home Based Other Production Attraction	Based Other ction
	Proposed	Proposed Mitigated	Proposed Mitigated Proposed Mitigated Proposed Mitigated Proposed Mitigated Mitigated	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED	2%	2%	2%	23%	7%	7%	2%	2%	7%	7%	7%	2%
MAX. TDM	5%	2%	7%	23%	7%	7%	2%	5%	5%	2%	7%	7%

where: X%= urban center	where: X%= urban center	75%
PLACE	urban	75%
TYPE	compact infill	40%
MAX:	suburban center	20%
	suburban	15%

Report 3: TDM Outputs 9 of 12

Report 4: MXD Methodology

Project Name: 1045 Olive Project

Project Name: 1045 Olive Project Project Scenario: Traffic Study - Proposed Project (Altern: Project Address: 1045 S OLIVE ST, 90015



	MXD Me	MXD Methodology - Existing Without TDM	sting Without	: TDM		
	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	406	-43.5%	229	5.9	2,382	1,345
Home Based Other Production	1,088	-64.1%	390	4.0	4,340	1,559
Non-Home Based Other Production			THE PARTY AND IN	7.2		
Home-Based Work Attraction	STATE STATE	1000		7.9	STATE OF STATE OF	
Home-Based Other Attraction	197	-65.2%	69	5.6	1,103	386
Non-Home Based Other Attraction	109	-22.9%	84	6.5	706	544

	MXD M	Methodology with TDM Measures	th TDM Measu	res		
		Proposed Project		Project v	Project with Mitigation Measures	easures
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-1.6%	226	1,324	-2.2%	224	1,315
Home Based Other Production	-1.6%	384	1,534	-2.2%	382	1,525
Non-Home Based Other Production	-1.6%	0	0	-2.2%		(6)
Home-Based Work Attraction	-1.6%	0	0	-22.8%	0	0
Home-Based Other Attraction	-1.6%	67	380	-2.2%	. 67	377
Non-Home Based Other Attraction	-1.6%	83	535	-2.2%	82	532

	MXD VMT Methodology Per Capita & Per Employee	mployee
	Total Population: 676	929
	Total Employees: 0	
	APC:	APC: Central
	Proposed Project	Project with Mitigation Measures
Total Home Based Production VMT	2,858	2,840
Total Home Based Work Attraction VMT	0	0
Total Home Based VMT Per Capita	4.2	4.2
Total Work Based VMT Per Employee	0.0	0.0

The **Mobility** Group Transportation Strategies & Solutions

Appendix B-3

VMT Analysis Results

Alternative 3

18301 Von Karman Suite 490 Irvine, CA 92612 Phone: 949-474-1591 Fax: 949-474-1599

TDM Strategies



Analysis Results

CITY OF LOS ANGELES VMT CALCULATOR Version 1.1 Traffic Study - Proposed Project (Alternative 3) **Project Information** 1045 S OLIVE ST, 90015 1045 Olive Project Scenario: Address:

Select each section to show individual strategies Use 🗹 to denote if the TDM strategy is proposed part of the project or is a mitigation stra	Parking	city code parking provision for the project site	actual parking provision for the project site	monthly parking cost (dollar) for the project site	50 percent of employees eligible	daily parking charge (dollar) percent of employees subject to priced parking	cost (dollar) of annual permit	Transit	Education & Encouragement	Commute Trip Reductions	Shared Mobility	Bicycle Infrastructure	Neighborhood Enhancement
Select each section to show individual strategies Use 🔀 to denote if the TDM strategy is propose	3	Reduce Parking Supply	Proposed Pri Mitigation 74	Unbundle Parking 225 Proposed Pri Mitigation	Parking Cash-Out	Price Workplace Parking 6.00	Residential Area Parking Permits Proposed Pij Mitigation	9	G Education	O Commu	Sh _i	B icyc	Neighbor

With Mitigation	327 Daily Vehicle Trips	1,617 Daily vMT	3.3 Houseshold VMT per Capita	0.0 Work VMT per Employee	/MT Impact?	Household: No Threshold = 6.0 15% Below APC
Proposed Project	327 Daily Vehicle Trips	1,617 Daily VMT	3.3 Houseshold VMT per Capita	0.0 Work VMT per Employee	Significant VMT Impact?	Household: No Threshold = 6.0 15% Below APC



Unit 집

Value 315

Housing | Affordable Housing - Senior Housing | Affordable Housing - Senior

Land Use Type

Measuring the Miles

Click here to add a single custom land use type (will be included in the above list)

Report 1: Project & Analysis Overview

Date: September 16, 2019 Project Name: 1045 Olive Project Project Scenario: Traffic Study - Proposed Project (Alterna Project Address: 1045 S OLIVE ST, 90015



Rooms DO 00000 0.000.0 0.000 0,000 0.000 0.000 Value 315 **Project Information** Norehousing/Self-Storage High Lurnover Sit-Down Permanent Supportive ast Food Restaurant Pharmacy/Drugstore Quality Restaurant Broiture Store General Office Special Needs Movie Theater Supermarket Null Family Auto Report High School Land Use Type Senior Sunk **Affordable Housing** Housing Office School Retail

Report 1: Project & Analysis Overview

Date: September 16, 2019 Project Name: 1045 Olive Project Project Scenario: Traffic Study - Proposed Project (Alterna Project Address: 1045 S OLIVE ST, 90015



			With Mitigation	Daily Vehicle Trips	Household VMT per Capita	Work VMT per Employee			e.			With Mitigation	hold Impact	• 6.0 No	
sults	0	381	W	327	3.3	0	mpact?	lr.	w APC Averag	0		W	VMT Threshold	Household > 6.0	
Analysis Results	Total Employees: 0	Total Population: 381	Proposed Project	Daily Vehicle Trips	Household VMT per Capita	Work VMT per Employee	Significant VMT Impact?	APC: Central	Impact Threshold: 15% Below APC Average	Household = 6.0	Work = 7.6	Proposed Project	Impact	No	
			Propose	327	3.3	0						Propose	VMT Threshold	Household > 6.0	

Report 2: TDM Inputs

Date: September 16, 2019 Project Name: 1045 Olive Project

Project Scenario: Traffic Study - Proposed Project (Altern Project Address: 1045 S OLIVE ST, 90015



	口	TDM Strategy Inputs	uts	
Strate	Strategy Type	Description	Proposed Project	Mitigations
	Reduce parking supply	City cade parking provision (spaces) Actual parking provision (spaces)	0 0	8 0
Parking	Unbundle parking Parking cosh out	Manthly cost for parking (5) Employee's eligible (%)	% %	80
	Price workplace parking	Payly parking charge (5) Employees subject to prived parking (34)	960	\$0.00
	Residential area. Parking permits	Cost of amnuol permit (S)	08	8
	5)	(cont. on following page)		

Report 2: TDM Inputs 4 of 12

Report 2: TDM Inputs

Date: September 16, 2019 Project Name: 1045 Olive Project

Project Scenario: Traffic Study - Proposed Project (Altern Project Address: 1045 S OLIVE ST, 90015



egy Type Description Proposed Project Reduction in Reduction in Reduction in Reduction in Reduction in the advance (1984) Reduce transit share (as a percent of sale improved (50%) Seprece of insperimentation (1984) Implementation (1984) Implementation (1984) Regidents eligible (1984) Frantsis subsides Amount of regidents eligible (1984) Frantsis subsides Amount of regions and subside per esidents Premainant and residents and cash ferror participating (1984) Premainant and residents and cash ferror (1988) Premainant and residents and (1988) Premainant and residents and (1988)	Reduce transit Reduce transition (%) Redu		1			
Reduce transit share fas a percent of the advantage from the advantage from the advantage from the advantage from the advantage of the advantage of the asset of	Reduction on Reduction on Inerdwork (1984) Reduce transit shine las a percent (1984) Reduce transit shine las a percent (1984) Reduce transit shine las a percent (1984) Inerdwork (1984) Reduce transit of transit in the shine last (1984) Reduce transition last (1984) Reduce transition last (1984) Reduce transition last (1984) Reduce transition last (1984) Reduce transition last (1984) Reduce transition last (1984) Reduce transition last (1984) Reduce transition last (1984) Reduce transition last (1984) Reduce transition last (1984) Reduce transition last (1984) Reduce transition last (1984) Reduce transition last (1984) Reduce transition last (1984) Reduce transition last (1984) Reduce	Strai	egy Type	Description	Proposed Project	Mitigations
Neadwork (1984) Reduce transit share (as a percent on the total daily trips) (%) Lines withing praject site improved (= 50%, = 550%) Second of implementation of implementation of implementation of implementation (Iow mediating (%) Registeries eligible (%) Find stabilities (%) Find	Heduce transic in frequency (Moreuse OS) Reduce transic shire for a percent obviously (%) Lines within project of implementation of implementation of implementation of implementation of implementation of implementation of implementation of implementation of implementation of implementation (Iow) medium high implementation (Iow) medium high implementation (Iow) medium high implementation (Iow) medium high implementation (Iow) medium high implementation (Iow) medium high implementation esidents eligible (%) Franching conditions and cesidents per participating (%) Franching of the conditions and cesidents participating (%) Franching of the conditions and cesidents participating (%) Franching of the conditions and cesidents participating (%) Franching of the conditions of the conditions and cesidents participating (%)			Reduction in		
Reduce transit share (as a petreent made features) [78] I feature transit share (as a petreent made features) [78] I feature transit share (as a petreent made features) [78] I feature transit share (as a petreent made features) [78] I feature transit share feature feature feature features feature feature feature features features and features features feature feature features fe	Reduce transic share fas a percent of the extractions of total daily trips) (%) (%) (%) (%) (%) (%) (%) (headways (Increuse	80	100
Reduce transit shine ias a percent above theadways (%) Lines withing traps (%) Lines withing proper site improved (<50%, 0 ><50%, 0 ><50%, 0 Considered of implementation of implementation of implementation of implementation of implementation of implementation of implementation of implementation of implementation of implementation of implementation of implementation of the implement of transit subside equivalents (\$) Valuation, travel confidence and behavior change residents of transit participating (%) Promittion and residents of the implementation of the implements of the implementation of the implements of the implementation of th	Heddre transit share (as a percent one ineadways (%) (%) (%) (%) (%) (moterned) (mot			Existing transit made		
Intendways of total daily trips) (%) Lines within propert Site improved (= 50%, 0) >=50%) Considered of implementation high of implementation highly (%) Franklovees and residence eligible (%) Franklovees and residence eligible (%) Franklovees and residence eligible (%) Franklovees and subside (%) Franklovees and subsidence eligible (%) Prestrain or trange eligible (%) Prestrain or trange eligible (%) Prestrain or trange eligible (%) Prestrain or trange eligible (%) Prestrain or trange eligible (%) Prestrain or trange eligible (%) Prestrain or trange eligible (%) Prestrain or trange eligible (%) Prestrain or trange eligible (%) Prestrain or trange eligible (%) Prestrain or transfer eli	Interdways of total daily trips) (%) Lines withing praprice Site improved (= 50%, 0) >=50%) Degree of implementation (fow medium, high) regishborhood shuttle Employees and residents eligible (%) Fransa subsides eligible (%) Fransa subsides eligible (%) Fransa subsides eligible (%) Fransa subsides eligible (%) Fransa subsides eligible (%) Francovers in subside (%) Providing residents participating (%) Providing residents participating (%) Providing residents participating (%) Providing residents participating (%) Providing residents participating (%)		Reduce transit	shipe los a percent		
Lines within propert Sile improved (< 50%, 0 S=50%) Degree of mplementation of mplementation (Inw. medium high) Implement (Inw. medium high) Peritation electronic eliable (%) Francist subsides Francist subsides Francist subsides Subside peritation (Inc.) Prentation and esidents Prentation and residents Prentation and	(%) (%)		mendways	of total daily trips!		Des.
Lines within propert site improved (=50%, 0) ==50%, 0) Degree of implementation high) neighborhood shuttle Employees and residents eligible (%) Frapiovees and behavior change residents passenger (tank)	Lines within proper Site improved (< 50%, 0 > =50%, 0 > =50%, 0 Implementation hight neighborhood shuttle Employees and residents eligible (%) Fransit subsidies Amount of ransit subsidies and residents eligible (%) Fransit subsidies Amount of ransit per possenger (tank) Prendition and residents per posticipating (%) Prendition and residents participating (%) Prendition and residents participating (%) Franking participating (%) Franking participating (%) Franking participating (%)			189		
site improved (=58%, 0) >=58%) Degree of implementation hight of implementation hight of implementation hight of implementation hight of implementation hight of implementation hight of insidence eliable (%) Finding subsides Amount of ganst subside of insidence eliable (%) Finding travel subsides eliable (%) Finding travel subside in subside (%) Polandor travel travel subside (%) Polandor travel travel travel subsidence and of insidence in the subsidence of the insidence in the subsidenc	sile-improved (~50%, 0 >=50%) Degree of implementation 0 implement light (%) Insighborhood shuttle triployees and residence eligible (%) Fransit subsidies Amount of transit subsidies subsidence eligible (%) Fransit subsidies Amount of transit subsidies subsidence equivalent (\$5) Voluntary travel equivalent (\$5) Promotion and residents participating (%) Promotion and residents participating (%) Riployees and cesdents participating (%) Promotion and residents participating (%) Promotion and residents Promotion and residents Promotion (%)			Times within project		
Pegree of implementation 0 implementation 0 implementation 0 implementation 0 implementation high) 0 implementation high) 0 implements eligible (%) 0 imployees and residents eligible (%) 0 imployees and subsidies and subsidies and cesidents participating (%) 0 imployees (%) 0 imployees (%) 0 imployees (%) 0 imployees (%) 0 imployees (%) 0 imployees (%) 0 imployees (%) 0 imployees (%) 0 imployees (%) 0 imployees (%) 0 imployees (%) 0 imployees (%) 0 imployees (%) 0 imployees (%) 0 imployees (%) 0 implo	functions and controlled to the controlled to th			site improved (~50%,		9
Implement (Iow medium high) reighborhood shuttle Employees and residents eligible (%) Fransit subsidies Subsidies Amount of transit Subsidies and subsidies and subsidies and subsidies Francia change residents Derogram Program Program Program Reighborhooses and residents Darticipating (%) Franciscus and residents Darticipating (%) Program Reighborhooses and residents Darticipating (%) Franciscus and residents Darticipating (%) Franciscus	Implementation (1) Interpretatio			>=200%		
Implement ingliam hight the properties and registronees and residence eliable (%) transit subsidies. Amount of transit subsidies. Amount of transit subsidies. Amount of transit subsidies possenger (trans per southwest and equivalent) (\$) transit subsidies and equivalent) (\$) transit subsidies and equivalents (%) transitions and ensidents participating (%) transitions and ensidents participating (%) transitions and ensidents participating (%) transitions and ensidents participating (%)	Implement insplementation of insplementation high ineighbothood shuttle Employees and residence eliable (%) Francionees and residence eliable (%) Amount of transis subsides passenger (trail) equivalently (\$) equivalently (\$) equivalently (\$) equivalently (\$) equivalently (\$) equivalently (\$) equivalently (\$) equivalently (\$) equivalently (\$) equivalently (\$) equivalently (\$) equivalently (\$) participating (\$) participating (\$) participating (\$) participating (\$)			Degree of		
Implement (low) medium hight, neighborhood shuttle Employees and residents eligible (%) Fransit subsidies Amount of transit subsidies Amount of transit subsidies Amount of transit subsidies Soud persentian per	Implement (low) medium high) The ployees and residence elaphe (%) Franciscos elaphe (%)	Transit		mplementation	. 0	0
neighborhood shuttle Employees and bys residents eliable (%) Fransit subsidies Amount of transit Sound Subsidies Amount of transit Sound Subsidies Sound Subsidies Sound Subsidies Sound Sound Subsidents Sound So	Truncal shuttle Employees and Pass Employees and Pass Francial subsidies Subsidies and Passenger (daily et passenger (dail		Implement	(low reedium high)		
Employees and residents eliable (%) Frapiovees and residents eliable (%) Francis subsides Frapiovees and possenger (tank) Frapiovees and perspectively Frapiovees and perspecting (%) Frapiovees and residents Frapiovees and residents Frapiovees and residents Frapiovees and residents Frapiovees and residents Frapiovees and residents Frapiovees and residents Frapiovees and residents Frapiovees and residents Frapiovees and residents Frapiovees and residents Frapiovees and residents Frapiovees and residents Frapiovees and residents	Fundovers and residents elamble (%) Fundovers and residents elamble (%) Fundovers elamble (%) Fundovers and subside per passenger (tally equivalent) (\$) Program Employees and tesidents Program Employees and tesidents Program Employees and tesidents Program tesidents Participatina (%) Participatina (%)		neughborhood shuttle			
Fraphovees and residents eliable (%) Fraphovees and residents eliable (%) Franchistics Amount of ganst subside possenger (tank) Possenger (tank) Polandary travel equivalents (%) Polandary travel employees and participating (%) Polandary travel endowers and tesidents Polandary travel endowers and tesidents Polandary travel endowers and tesidents Polandary (%) Polandary (%) Polandary (%) Polandary (%) Polandary (%) Polandary (%) Polandary (%)	Franklers eliable (%) Franklers and residents eliable (%) Franklers subsides Franklers and subsides and su			Employees and		
Fringlovees and residents eligible (%) Fransit subsidies. Amount of transit subsidies. Amount of transit subsidies governgen (dally equivalent) (\$) Voluntary travel Employees and behavior change residents program Program Employees and Fringlovees and Fr	Frantiovees and residents eligible (%) frants subsides Amount of trans subside per possenger (tran) Polantory travel Employees and behavior change residents program Employees and residents participating (%) Prendiction and residents participating (%) Prendiction and residents participating (%)			resittents eliable (%)	0.80	0.00
Franchises and residence and residence and residence (fig.) Franchises Amount of transit solds and passenger (starly equivalent) (S) Voluntary travel Employees and equivalents and Employees and conditions and residents Promotions and residents Promotions and residents Promotions and residents Promotions and residents Promotions and residents Promotions and residents Promotions and residents Promotions and residents Promotions and residents Promotions and residents Promotions and residents	Fraphovees and residence of the residence of the subsides. Franks subsides. Amount of transit. Subside per soldent of transit. Polantary travel Employees and behavior change residents. Productions and residents. Productions and residents. Productions and residents. Productions and residents. Productions and residents. Productions and residents. Productions and residents. Productions and residents. Productions and residents. Productions and residents.					
Frantsit subsidies Amount of transit Subsidivation passengen (transit subsidivation) (\$) Voluntary travel Employees and behavior change residents program Employees and Employees an	Frantse subsidies. Amount of fransit subsidies. Amount of fransit subsidies. Amount of fransit subsidies. Amount of fransit subsidies passenger (daily equivalent) (\$) equivalent (\$) equivalent (\$) equivalent (\$) participating (\$) endotions and residents participating (\$) endotions and residents participating (\$) endotions and residents			Employees and	34/	Die
Frantsi subsidies Amount of transi speed subsidies subsidies subsidies subsidies subsidies subsidies subsidies and equivalents (\$2) Voluntary travel Employees and behavior change residents participating (\$2) Program Employees and Employees and residents participating (\$2) Productions and residents (\$2)	Fransit subsidies Amount of transit subsidy per passengen (trail) equivalenty (S) Voluntary travel behavior-change residents program participating (K) Employees and residents participating (K) Employees and residents participating (K) participating (K)			residents eligible (%)		
Subsidicity Posseger (daily equivalent) (5) Voluntary travel behavior change participating (%) Productions and Employees and Productions and Employees and Employees and Productions and Employees and Productions and Employees and Darticipating (%)	Subsidy per \$0.00 passengen (daily equivalent) (S) equivalent) (S) equivalent) (S) equivalent) (S) equivalents and residents participating (%) Proportion and residents participating (%) (B)		Trumsd subsitties	Amount of transit		
Possenger (daily Sound Voluntary travel Employees and behavior change residents Program Employees and CVS Productions and Employees and CVS Productions and residents Productions and residents Productions and residents Productions and Plantagina (Ms)	Possengen (dall) Voluntary travel Employees and behavior change residents Program Employees and femiliary and residents Program residents Program residents Participatina (%)			Subside per		
Voluntary travel equivalent (S) Voluntary travel employees and behavior change residents participating (X) Proposition and Employees and Employees and residents participating (X)	Voluntary travel Employees and behavior change residents and participating (%) Prediction and Employees and Employees and tesidents participating (%) Association and tesidents participating (%)			anterprise Origin	20:00	20:00
Voluntary travel Employees and Oris peragram (2) Program Employees and Employees and Employees and Employees and Employees and Estatents (2) Description (2) Description (2) Description (2) Description (2)	Voluntary travel Employees and designation of the participating (%) Program Employees and Employees and Employees and residents Assistant participating (%) Assistant participating (%)			proceedings [201]		
Dertamor change residents (%) Program Employees and Proceedium and residents charketing participating (%)	Deflavior change residents Program Program Program Program Riployees and Residents residents participating (%)		Voluntarational	Employees and		
Program Progra	Program Progra		hartonion element	positionix		(98)
Program Employees and Employees and Escapents and teschents and teschents participating (%)	Programme part employees and Employees and Essagents and residents participating (%)	Fducation &	in a			
Premation and texpents und texpents und texpents und participating (%)	President Employees und Estatents UBS (Starkefung participatina (NS)			Day de la la la la la la la la la la la la la		
cesidents (Ps)	residents participating (%)	Encouragement		Employees and		
				residents	282	9,77
	(Sand an investigation of the sand		Succession	participatina (%)		
(cont. of lonowing page)						

Report 2: TDM Inputs

Project Name: 1045 Olive Project

Project Scenario: Traffic Study - Proposed Project (Altern Project Address: 1045 S OLIVE ST, 90015



Strate	Strategy Type	Description	Proposed Project	Mitigations
	Required commute trip (reduction program	Employees participating (%)	*60	24.0
Commute Trip		Degree of Implementation (Iow, medium, nigh)	0	0
Reductions	Employer sponsored vanpoot or shattle	Employees eligible (%)	100	0,0
		Emplayer size (small, metham, sarge)	0	0
	Ride share-program	Employees eligible	0%	9%
	Cat share	Cur share project setting (Biban, Suburban, All Other)	0	O
		Within 600 feet of existing tike share		
Shared Mobility BIREShare	Bike share	station - OH- implementing new Dize there station (kes/No)	c	0
	School carpool proution	Level of implementation (tow, Medium, High)	0	

Report 2: TDM Inputs

Project Name: 1045 Olive Project

Project Scenario: Traffic Study - Proposed Project (Altern Project Address: 1045 S OLIVE ST, 90015



	TDM	TDM Strategy Inputs, Cont.	, Cont.	
Strate	Strategy Type	Description	Proposed Project	Mitigations
	implement/inthrove on-street bisycle facility	Provide bloudy facility along site (Yes/No)	0	0
Bicycle Infrastructure	Meets City Bil Bike parking per LAMC Parking Code (Yes/No)	Meets City Bike Parking Code (Yes/No)	Yes	Yes
		meludes manor mke		
	franciae secure tike parking and showers	norkina/Pockers showers, & renair	0	0
		Streets With traffic		
		collecting.	80	0.0
	Traffic calming improvements	improvements (%) Intersections with		
Neighborhood		traffic colming	900	0%0
Enhancement		Included (within		
	Pedestrian network improvements	project and connecting off- site/within project only)	within project only	within project only

Report 3: TDM Outputs

Date: September 16, 2019 Project Name: 1045 Olive Project

Project Scenario: Traffic Study - Proposed Project (Alternative 3) Project Address: 1045 S OLIVE ST, 90015

		Home Ba	Home Based Work	Home Ba	Home Based Work	Place type: Urban Home Based Other	Home Based Other	Home Ba	Home Based Other	Non-Home	Based Other	Non-Home Based Other Non-Home Based Other	Based Other	
		Produ	Production	Attro	Attraction	Prod	Production	Attra	Attraction	Produ	Production	Attro	Attraction	Source
	Austroper TA state	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
	Reduce pressult supply	1820	900	0.00		0.0	0.0	0.00	20	160	10	030	15	
	The godie parties	OFF	(0%)	100	0.50	. O.	(03)	0.00	30	0.0	140	5	5	
Parking	Darking cash max	080	930	150	3.0	or.	80	3/0	300	956	8	0))	- 100	Appendix B, Parking sections
	Pripe workshipe	(Alle)	e e	Con-	4	5.0	0.5	920	0.8	10	020	**	da	1-6
	Residential trees	510010	0.00%	2000	2002	Sales .	8/3070	56000	0.00%	0.000	(0,00%)	1000	9000	
	Together tighter	8	160	18	W.	10	0.5	***	5.5	50	#0	90	360	Appendix B.
Transit	mplement	6	160	0	0.8	8.0	0.96	300	0.5	18	00	3	8	Transit sections 1 -
	Transfiable dies	(H)	50	168	350	100		360	anc	ale .	250	0.0	792	
Education &	Voterim v tressil Balsolin Umruji	20	100	10	To a	307	340	300	50.	18	(AA)	36	Dis.	Appendix B, Education &
Encouragement	Program Regulations and	900	8	5.0	- Que	85.	看	6	9.0	O.A.	0.00	100	900	Encouragement sections 1 - 2
	Requiréds centration (trip reduction program	80	Ě		整	280	6	3.6	×	98	90	0	0.8	Appendix B,
Reductions	Umployet/spicosmiq	10	50	8	8	*	8	N.	E	1	38	240	70	Reductions sections 1 - 4
	Bideshareprogram	(0%)	E.	.05	90	100	1.50	90	40%	04	Chin	atte	-60	
	Carlshare	10.055	0.69%	10.00	10.00	800	2011/18	9,6%	0.05	0.0%	808	800	800	Appendix B,
Shared Mobility	Sike Share	W0000	0.00%	0.000%	10000	0.003	0.009	0.000	Koud	GOOD	0.00%	0.000	aroun .	Shared Mobility
	S. Veral Cappool	10.0	1000	160'0	0.00	8.00	NO.6	80.0	1000	100	000	500	0.0%	1 - 3

Report 3: TDM Outputs

Date: September 16, 2019
Project Name: 1045 Olive Project
Project Scenario: Traffic Study - Proposed Project (Alternative 3)
Project Address: 1045 S OLIVE ST, 90015

Cont.
Strategy,
Š
Purpose
Trip
þ
'DM Adjustments
Ī

						Place type: Urban	: Urban							
		Home Bo	Home Based Work Production	Home Bc Attro	Home Based Work Attraction	Home Bc Prod	Home Based Other Production	Home Bc Attro	Home Based Other Attraction	Non-Home Prod	Non-Home Based Other Non-Home Based Other Production Attraction	Non-Home Attr	ome Based Other Attraction	Source
		Proposed	Proposed Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
	Implement/Improve on strent braysle foulth.	and a	e ne	- agus	9.0	N. 928	0.0%	200	0.0	0.0%	X0.0	0.0%	0,0%	Appendix B,
Bicycle Infrastructure	Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	%9:0	%9.0	%9:0	0.6%	0.6%	0.6%	%9.0	%9.0	Bicycle Infrastructure
	Include securebilia pathid and Trowers	o or	0.0	0.00	0.04	*60	900	\$6FQ	0.0%	800	0.2%	302	0.0%	sections 1 - 3
Neighborhood	Trestimestoring	Supro	dow	WO.0.	0.0%	0.0%	0.00	0.0%	0.08	350	20.0	20'0	2002	Appendix B,
Enhancement	Pedestrian network improvements	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	Enhancement sections 1 - 2

				Final Con	Final Combined & Maximum TDM Effect	Maximun	TDM Eff	ect				
	Home Ba: Produ	tome Based Work Production	Home Based Work Attraction	ed Work tion	Home Bas Produ	Home Based Other Production	Home Based Other Attraction	ne Based Other Attraction	Non-Home Based C Production	Based Other ıction	Non-Home Based Other Non-Home Based Other Production Attraction	ome Based Other Attraction
	Proposed	Proposed Mitigated	Proposed Mitigated Proposed Mitigated Proposed Mitigated Proposed Mitigated Mitigated	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED	2%	7%	2%	2%	2%	7%	2%	2%	2%	2%	2%	7%
TOTAL												
EFFECT	7%	7%	5%	7%	7%	7%	7%	7%	7%	7%	7%	7%

	where: X%=	
	urban center	75%
PLACE	urban	75%
TYPE	compact infill	40%
MAX:	suburban center	20%
	suburbon	15%

Report 3: TDM Outputs

Report 4: MXD Methodology

Project Name: 1045 Olive Project



Project Scenario: Traffic Study - Proposed Project (Alterni Project Address: 1045 S OLIVE ST, 90015

	MXD M	lethodology - Existing Without TDM	sting Without	: TDM		
	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	155	-35.1%	101	5.9	911	591
Home Based Other Production	416	-59.3%	169	4.0	1,659	929
Non-Home Based Other Production				7.2		STATE NAME OF
Home-Based Work Attraction		The state of the s		7.9		A RESIDENCE OF
Home-Based Other Attraction	75	-60.7%	30	5.6	422	167
Non-Home Based Other Attraction	42	-21.7%	33	6.5	270	211

	MXD M	Methodology with TDM Measures	th TDM Measu	ıres		
	1	Proposed Project		Project v	Project with Mitigation Measures	easures
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-1.6%	- 66	581	-1.6%	66	581
Home Based Other Production	-1.6%	166	999	-1.6%	166	999
Non-Home Based Other Production	-1.6%	0	0	-1.6%	g	0
Home-Based Work Attraction	-1.6%	c	0	-1.6%	l le le	0
Home-Based Other Attraction	-1.6%	29	164	-1.6%	29	164
Non-Home Based Other Attraction	-1.6%	32	208	-1.6%	32	208

	MXD VMT Methodology Per Capita & Per Employee	nployee
	Total Population: 381	381
	Total Employees: 0	
	APC: C	APC: Central
	Proposed Project	Project with Mitigation Measures
Total Home Based Production VMT	1,246	1,246
Total Home Based Work Attraction VMT	0	0
Total Home Based VMT Per Capita	3.3	3.3
Total Work Based VMT Per Employee	0.0	0.0

Sarah Molina Pearson May 8, 2018 ENV-2016-4630-EIR Page 5

The Los Angeles Fire Department continually evaluates fire station placement and overall Department services for the entire City, as well as specific areas. The development of this proposed project, along with other approved and planned projects in the immediate area, may result in the need for the following:

- 1. Increased staffing for existing facilities. (I.E., Paramedic Rescue Ambulance and EMT Rescue Ambulance resources.)
- 2. Additional fire protection facilities.
- 3. Relocation of present fire protection facilities.

For additional information, please contact the Fire Development Services Section, Hydrants & Access Unit at **(213)** 482-6543.

RALPH M. TERRAZAS, Fire Chief

Kristin Crowley, Fire Marshal Bureau of Fire Prevention and Public Safety

KC:RED:yw

M-2 Police Protection

LOS ANGELES POLICE DEPARTMENT

CHARLIE BECK Chief of Police



P. O. Box 30158 Los Angeles, Calif. 90030 Telephone: (213) 486-6000 TDD: (877) 275-5273 Ref #:14.7

January 17, 2018

Ms. Jessie Barkley ESA 233 Wilshire Boulevard, Suite 150 Santa Monica, California 90401

Dear Ms. Barkley:

The proposed 1045 Olive Project falls within the geographical boundaries of the Los Angeles Police Department's Central Area. A project of this size could have a minor impact on police services in the Central Area. The Department is available to advise you on crime prevention features appropriate for the design of the property in this project. The Department strongly recommends that the developers contact Community Relationship Division, Crime Prevention Through Environmental Design, Officer Christopher Gibson, at (213) 486-6000.

Upon completion of the project, you are encouraged to provide the Central Area Commanding Officer with a diagram of each portion of the property. The diagram should include access routes and any additional information that might facilitate police response.

Should you have any questions regarding this response, please contact Sergeant David Tango, Community Relationship Division, at (213) 486-6000.

Very truly yours,

CHARLIE BECK
Chief of Police

Commanding Officer

Community Relationship Division

Enclosure

The proposed 1045 Olive Project will be under the jurisdiction of Central Community Police Station, located at 251 East 6th Street, Los Angeles, CA 90014. Telephone Number (213) 833-3707.

The project site is approximately 1.2 miles and 5 minutes without traffic from the Police Station in Reporting District (RD) 0182.

Central Geographic Area is approximately 4.5 square miles and consists of 52 Reporting Districts. The service boundaries for Central Area are as follows: Stadium Way, Pasadena Freeway to the North, Washington Boulevard, 7th Street to the South, Los Angeles River to the East, and the Harbor Freeway to the West.

It has approximately 370 sworn personnel and 30 civilian support staff assigned. It is a culturally diverse community with a population of approximately 40,000 people. The officer to resident ratio is; 1 officer to 108 residents in Central Area. Additionally, there are special service teams available within the LAPD to service Central Area.

Central Station's emergency response system is directly linked to the Los Angeles Police Department Communications Division's Dispatch Centers. Communications Division has the responsibility to staff and answer, on a 24-hour basis, the telephones upon which calls for service are received. This includes 911 emergency calls (police, fire, and paramedic). Communication Division handles only police related calls for the City.

The average response time to emergency calls for service in Central Area during 2016 was 2.7 minutes. The average response time for non-emergency calls for service in Central Area during 2016 was 13.7 minutes.

Crime Statistics for all Central Area through January 17, 2018:

CRIMES	YTD 2017	YTD 2016	YDT 2015
HOMICIDE	21	11	11
RAPE	104	90	96
ROBBERY	718	682	688
AGGRAVATED ASSAULT	1180	909	952
BURGLARY	375	324	350
MOTOR VEHICLE TEFT	391	399	430
BURGLARTY FROM MOTOR VEHICLE	1360	1100	913
PERSONAL/OTHER THEFT	2680	2629	2569

Prepared by:

Officer Christopher Gibson Community Relationship Division 213 486-6000



233 Wilshire Boulevard Suite 150 Santa Monica, CA 90401 310.451.4488 phone 310.451.5279 fax

telephone notes

project 1045 Olive project no. DPCRH05.EP

date November 1, 2018 time 10:21

present Marissa Mathias

route to

contact Officer Christopher Gibson

title

agency Los Angeles Police Department, Community Relationship Division

phone 213-486-6000

subject Police Station Development and Capital Improvements

action required

Received call back from Officer Christopher Gibson 11/1/2018. Asked Officer Gibson if there were any plans for police development in the Central City Community or if there were any LAPD capital improvement plans. Officer Gibson answered no to both questions.

Appendix M-2

Table 1 - Estimate of New Population and Households from Related Projects in the Central Community Police Station Service Area Average

	Vollow Powe are outside	e of the Central Community Police Se	prvice area			Average Household Size	2.43
lo. [a]	Project	Address	Use	Size	Household Size	Population	Household Count
1	Apartmente	1247 S Grand Ave.	Apartments	115 du	2.43	279	115.00
1	Apartments	1247 S Grand Ave.	Commercial	4,610 sf			
2	1400 S Figueroa Residential Project	1400 S Figueroa	Apartments	106 du	2.43	258	106
3	Mixed-Use	820 S Olive St.	Apartments	522 du	2.43	1268	522
	Wilder Coo	020 0 01170 01.	Retail	4,500 sf			
			Office	3,295 sf			
4	Variety Arts Project	940 S Figueroa St.	Restaurant	10,056 sf			
_	Ato	4044 O Berley 6 04	Bar	5,119 sf			
5	Apartments	1011 S Park View St	Apartments	108 Units			
6	DTLA South Park - Site 1	1120 S Grand Ave	High-rise Apt Commercial/Retail	666 du 20,690 sf	2.43	1618	666
			Apartments	360 du	2.43	875	360
7	DTLA South Park - Site 4	1230 S Olive St.	Commercial	6,400 sf	2.43	673	300
				· ·			
•	Mixed-Use (Herald	146 W 11th (11th St. / Broadway)	Apartments	391 du	2.43	950	391
8	Examiner)		Office	39,725 sf			
		1111 S Broadway	Retail	49,000 sf			
9	Mixed-Use	327 N Fremont Ave (Fremont / Temple)	Apartments	600 du	2.43	1458	600
			Retail	30,000 sf			
10	Restaurant Project	1036 S Grand Ave.	Restaurant	7,149 sf			
11	2222 S Figueroa	2222 S Figueroa St.	Condominium	1,063 du			
			Retail	18,000 sf			
12	LA Plaza Cultural Village	527 N Spring St.	Apartments	345 du	2.43	838	345
		555 N Broadway	Retail	23,000 sf			
			Specialty Retail	21,000 sf			
			Restaurant	11,000 sf			
13	Mixed-Use	720 W Washington Blvd.	Apartments	105 du	2.43	255	105
			Retail	2,650 sf			
14	Onyx Apartment	Pico Blvd. b/w Flower and Grand	Apartments	419 du	2.43	1018	419
		1306 S Hope St	Retail	42,000 sf			
15	G12 Project	North of Pico b/w Grand and Olive	Apartments	640 du	2.43	1555	640
		1200 S Grand Av. (Crand Av.)	Retail	45,000 sf			
16	Mixed-Use	1050 S. Grand Ave (Grand Ave. / 11th St.)	Condominiums	151 du	2.43	367	151
			Retail	3,472 sf			
47	Freb a servicio de la companya de la	024 C Crand Ave	Restaurant	2,200 sf			
17	Embassy Hotel	831 S Grand Ave.	Hotel Restaurant	183 Rooms 3,084 sf	-		
			Theater	12,780 sf			
			Banquet	4,773 sf	+		
			Lounge	2,163 sf			
			Bar	11,840 sf			
18	11th & Hill Project	1115 S Hill St.	Condominiums	528 du	2.43	1283	528
10	Tran a riiii r roject	1110 0 11111 01.	Retail	6,091 sf	2.40	1200	520
19	Mixed Use	SOLA Village	Condominiums	900 du			
19	Wilked 666	1900 S Broadway	Apartments (Rental)	550 du			
		,	Hotel	210 Rooms			
			Retail/Commercial	143,100 sf			
			Office	180,000 sf			
			Gallery/Museum	17,600 sf			
			Gym	8,000 sf			
20	New Medical Office Building	Wilshire Blvd/Witmer St.	Imaging center, pharmacy, surgical	56,450 sf			
	(Good Samaritan Hospital)		suites, and physician offices				
21	Charter High School	1552 W Rockwood St	Charter High School	600 Students			
22	Park/Fifth Project	427 W 5th	Condominiums	660 du	2.43	1604	660
		437 S Hill St	Restaurant	13,742 sf			
23	9th & Flower Project	830 S Hope St	Apartments	525 du	2.43	1276	525
			Retail	6,200 sf			
24	Mixed Use	1435 W 3rd Street	Apartment	122 du			
		B 10 15 5	Retail	3,500 sf			
25	Grand Avenue Project	Parcel Q and Parcel W - Bounded by 1st Street, Grand Avenue, Hill Street, & Upper 2nd Street.		1,648 du	2.43	4005	1648
			Apartments	412 du	2.43	1001	412
					· -···		· · · · -

shington BI Opportunity (Mercy Hsg) ed Use / Olive Project adway Trade Center /erly + Lucas Project adway Mixed S Olive Street Project	237 S Grand Av E Washington Bl/Los Angeles St 220 E Washington Bl 2100 S Figueroa 840/888 S. Olive St. 801 S Broadway 1430 W Beverly Bl 955 S Broadway 801 S Olive St.	Supermarket Restaurant Health Club Event Facility Hotel Office Residential Units Specialty Retail/Restaurant Renovate Residential Units Condominium Retail Apartments Retail Restaurant Office Hotel Apartments Retail Apartments Retail Apartments Apartments Retail Apartments Retail Apartments Apartments Retail Apartments Retail Apartments Retail Apartments	53,000 sf 67,000 sf 50,000 sf 250 seats 275 Rooms 681,000 sf 230 du 19,000 sf 32 du 291 du 7,134 sf 303 du 9,680 sf 1,500 sf 400,000 sf 150 Rooms 157 du 201 du 6,000 sf	2.43 2.43 2.43	78 736	230 32 303 303
ed Use / Olive Project adway Trade Center rerly + Lucas Project adway Mixed S Olive Street Project	E Washington BI/Los Angeles St 220 E Washington BI 2100 S Figueroa 840/888 S. Olive St. 801 S Broadway 1430 W Beverly BI 955 S Broadway 801 S Olive St.	Restaurant Health Club Event Facility Hotel Office Residential Units Specialty Retail/Restaurant Renovate Residential Units Condominium Retail Apartments Retail Restaurant Office Hotel Apartments Apartments Retail Representation	67,000 sf 50,000 sf 250 seats 275 Rooms 681,000 sf 230 du 19,000 sf 32 du 291 du 7,134 sf 303 du 9,680 sf 1,500 sf 400,000 sf 150 Rooms 157 du 201 du	2.43	78	32
ed Use / Olive Project adway Trade Center rerly + Lucas Project adway Mixed S Olive Street Project	E Washington BI/Los Angeles St 220 E Washington BI 2100 S Figueroa 840/888 S. Olive St. 801 S Broadway 1430 W Beverly BI 955 S Broadway 801 S Olive St.	Health Club Event Facility Hotel Office Residential Units Specialty Retail/Restaurant Renovate Residential Units Condominium Retail Apartments Retail Restaurant Office Hotel Apartments Apartments Retail Apartments Retail Restaurant Office Hotel Apartments Retail Apartments Retail	50,000 sf 250 seats 275 Rooms 681,000 sf 230 du 19,000 sf 32 du 291 du 7,134 sf 303 du 9,680 sf 1,500 sf 400,000 sf 150 Rooms 157 du 201 du	2.43	78	32
ed Use / Olive Project adway Trade Center rerly + Lucas Project adway Mixed S Olive Street Project	220 E Washington BI 2100 S Figueroa 840/888 S. Olive St. 801 S Broadway 1430 W Beverly BI 955 S Broadway 801 S Olive St.	Event Facility Hotel Office Residential Units Specialty Retail/Restaurant Renovate Residential Units Condominium Retail Apartments Retail Restaurant Office Hotel Apartments Apartments Retail Apartments Retail Restaurant Office Hotel Apartments Retail Repartments Retail Restaurant Apartments Retail	275 Rooms 681,000 sf 230 du 19,000 sf 32 du 291 du 7,134 sf 303 du 9,680 sf 1,500 sf 400,000 sf 150 Rooms 157 du 201 du	2.43	78	32
ed Use / Olive Project adway Trade Center rerly + Lucas Project adway Mixed S Olive Street Project	220 E Washington BI 2100 S Figueroa 840/888 S. Olive St. 801 S Broadway 1430 W Beverly BI 955 S Broadway 801 S Olive St.	Hotel Office Residential Units Specialty Retail/Restaurant Renovate Residential Units Condominium Retail Apartments Retail Restaurant Office Hotel Apartments Apartments Retail Repartments Restaurant Restaurant Restaurant Restaurant Apartments Apartments Retail	275 Rooms 681,000 sf 230 du 19,000 sf 32 du 291 du 7,134 sf 303 du 9,680 sf 1,500 sf 400,000 sf 150 Rooms 157 du 201 du	2.43	78	32
ed Use / Olive Project adway Trade Center rerly + Lucas Project adway Mixed S Olive Street Project	220 E Washington BI 2100 S Figueroa 840/888 S. Olive St. 801 S Broadway 1430 W Beverly BI 955 S Broadway 801 S Olive St.	Office Residential Units Specialty Retail/Restaurant Renovate Residential Units Condominium Retail Apartments Retail Restaurant Office Hotel Apartments Apartments Retail Restaurant Restaurant Restaurant Restaurant Restaurant Apartments Apartments Retail	681,000 sf 230 du 19,000 sf 32 du 291 du 7,134 sf 303 du 9,680 sf 1,500 sf 400,000 sf 150 Rooms 157 du 201 du	2.43	78	32
ed Use / Olive Project adway Trade Center rerly + Lucas Project adway Mixed S Olive Street Project	220 E Washington BI 2100 S Figueroa 840/888 S. Olive St. 801 S Broadway 1430 W Beverly BI 955 S Broadway 801 S Olive St.	Residential Units Specialty Retail/Restaurant Renovate Residential Units Condominium Retail Apartments Retail Restaurant Office Hotel Apartments Apartments Retail Restaurant Apartments Retail Restaurant Restaurant Apartments Apartments Retail	230 du 19,000 sf 32 du 291 du 7,134 sf 303 du 9,680 sf 1,500 sf 400,000 sf 150 Rooms 157 du 201 du	2.43	78	32
/ Olive Project adway Trade Center // Verly + Lucas Project adway Mixed S Olive Street Project // Ved-Use Building	2100 S Figueroa 840/888 S. Olive St. 801 S Broadway 1430 W Beverly BI 955 S Broadway 801 S Olive St.	Retail/Restaurant Renovate Residential Units Condominium Retail Apartments Retail Restaurant Office Hotel Apartments Apartments Retail	32 du 291 du 7,134 sf 303 du 9,680 sf 1,500 sf 400,000 sf 150 Rooms 157 du 201 du	2.43	736	303
/ Olive Project adway Trade Center // Verly + Lucas Project adway Mixed S Olive Street Project // Ved-Use Building	840/888 S. Olive St. 801 S Broadway 1430 W Beverly BI 955 S Broadway 801 S Olive St.	Units Condominium Retail Apartments Retail Restaurant Office Hotel Apartments Apartments Retail	291 du 7,134 sf 303 du 9,680 sf 1,500 sf 400,000 sf 150 Rooms 157 du 201 du	2.43	736	303
/ Olive Project adway Trade Center // Verly + Lucas Project adway Mixed S Olive Street Project // Ved-Use Building	840/888 S. Olive St. 801 S Broadway 1430 W Beverly BI 955 S Broadway 801 S Olive St.	Retail Apartments Retail Restaurant Office Hotel Apartments Apartments Retail	7,134 sf 303 du 9,680 sf 1,500 sf 400,000 sf 150 Rooms 157 du 201 du			
adway Trade Center verly + Lucas Project adway Mixed S Olive Street Project ved-Use Building	801 S Broadway 1430 W Beverly BI 955 S Broadway 801 S Olive St.	Apartments Retail Restaurant Office Hotel Apartments Apartments Retail	303 du 9,680 sf 1,500 sf 400,000 sf 150 Rooms 157 du 201 du			
adway Trade Center verly + Lucas Project adway Mixed S Olive Street Project ved-Use Building	801 S Broadway 1430 W Beverly BI 955 S Broadway 801 S Olive St.	Retail Restaurant Office Hotel Apartments Apartments Retail	9,680 sf 1,500 sf 400,000 sf 150 Rooms 157 du 201 du			
verly + Lucas Project adway Mixed S Olive Street Project ed-Use Building	1430 W Beverly BI 955 S Broadway 801 S Olive St.	Restaurant Office Hotel Apartments Apartments Retail	1,500 sf 400,000 sf 150 Rooms 157 du 201 du	2.43	488	201
verly + Lucas Project adway Mixed S Olive Street Project ed-Use Building	1430 W Beverly BI 955 S Broadway 801 S Olive St.	Office Hotel Apartments Apartments Retail	400,000 sf 150 Rooms 157 du 201 du	2.43	488	201
verly + Lucas Project adway Mixed S Olive Street Project ed-Use Building	1430 W Beverly BI 955 S Broadway 801 S Olive St.	Hotel Apartments Apartments Retail	150 Rooms 157 du 201 du	2.43	488	201
adway Mixed S Olive Street Project ed-Use Building	955 S Broadway 801 S Olive St.	Apartments Apartments Retail	157 du 201 du	2.43	488	201
adway Mixed S Olive Street Project ed-Use Building	955 S Broadway 801 S Olive St.	Apartments Retail	201 du	2.43	488	201
S Olive Street Project	801 S Olive St.	Retail		2.43	488	201
ed-Use Building			6 000 sf	1		<u></u> -
ed-Use Building		Apartments	3,000 01			
			363 du	2.43	882	363
		Retail	2,500 sf			
		Restaurant	10,000 sf			
	233 W Washington BI	Apartments	160 du	2.43	389	160
	3	Retail	24,250 sf			
el & Lucas Project	1102 W 6th St	Apartments	649 du			
or a Educati Foject	1102 17 041 00	Retail	39,996 sf			
ed-Llse	215 W 14th St			2.43	374	154
leu-Ose	213 W 1401 St.			2.43	374	104
OMECA	601 C Main Ct			2.42	1000	452
OWEGA	00 i 3 Maiii St.			2.43	1090	452
Missaul	020 6 11311			0.40	F04	220
Mixed	920 S HIII			2.43	581	239
mer Project						
			<u> </u>			
33 Hope Street Project	1133 Hope Street			2.43	505	208
		Restaurant	5,029 sf			
) Cesar Chavez Ave ject	700 Cesar Chavez	Apartment	300 du	2.43	729	300
			,			
ing St. Hotel	633 S Spring	Hotel		2.43	428	176
						ļ
		Restaurant	8,400 sf			
		Bar	5,290 sf			
kaba LA	southwest corner of San Pedro and 2nd	Apartments	240 du	2.43	583	240
		Retail				<u> </u>
00 S Figueroa	1600 S Figueroa St.	Condominium	202 du	2.43	491	202
		Apartments	134 du	2.43	326	134
		Hotel	250 rooms			
ed-Use	928 S Broadway	Apartments	662 du	2.43	1609	662
		Retail	47,000 sf			
		Live/Work	11,000 sf			
		Office	34,824 sf			
Angeles Street Civic nter Project	150 N Los Angeles Street	Government Office	712,500 sf			
		Retail	35,000 sf			
		Child Care Facility	2,500 sf			
tropolis Mixed-Use	851 S. Francisco St. (8th St. / Francisco St.)	Hotel	480 Rooms			
	899 S. Francisco St.	Condominiums	836 du	2.43	2031	836
		Office	988,225 sf			
		Retail	46,000 sf			
ad Haa Dood on the	1027 W. Wilshire Project (Wilshire /					
ea-Use Development	St. Paul St.)	Condominiums				
		Retail	7,428 sf			
sidential Project	1027 S Olive Street	Apartments	100 du	2.43	243	100
hasay Tayyar	949 S Crond Av	Hi rico Condomini	400 de	2.42	1001	420
() I in in in in in in in in in in in in in	ect ng St. Hotel kaba LA 0 S Figueroa ed-Use Angeles Street Civic ter Project ropolis Mixed-Use	OMEGA 601 S Main St. Mixed 920 S Hill mer Project 1329 W. 7th St. (7th / Witmer) 3 Hope Street Project 1133 Hope Street Cesar Chavez Ave ect 700 Cesar Chavez mg St. Hotel 633 S Spring southwest corner of San Pedro and 2nd O S Figueroa 1600 S Figueroa St. ed-Use 928 S Broadway Angeles Street Civic ter Project 150 N Los Angeles Street ropolis Mixed-Use 851 S. Francisco St. (8th St. / Francisco St.) 899 S. Francisco St. 1027 W. Wilshire Project (Wilshire / St. Paul St.)	215 W 14th St. Condominiums Retail	Act Section Condominiums Con	Activation	24 24 24 3 374

			Market	38,500 sf			İ
50	LASED Entertainment	Figueroa St. / 11th St.	Residential	1,264 du	2.43	3072	1264
	District (Excluding	3	Educational	95,706 sf	-		
	completed development to		Retail	148,583 sf			
	date) (Includes Oceanwide,		Restaurants	60,000 sf			
	Circa and JW Marriott Ext.		Health Club	12,309 sf			
	Projects)		Sport Bar	6,000 sf			
			Hotel	183 Rooms			
			Office	367,300 sf			+
							-
			Production Studio	298,500 sf			+
			Convention Center	250,000 sf			
		San Pedro Street b/w 9th St and 12th	Expansion				
51	City Market Project	St.	University	1,400 Students			
			Shopping Center	176,733 sf			
		1057 S San Pedro St.	Cinema	744 Seats			
			Apartments	945 du	2.43	2296	945
			Hotel	210 Rooms	-		
			Retail	224,862 sf			
			Office	294,641 sf			
50	Wilshire Grand	OOO W WILLIAM DI		· · · · · · · · · · · · · · · · · · ·			
52	Redevelopment Project	930 W Wilshire Bl	Hotel Rooms	560 Rooms			
		900 W Wilshire BI	Residential Units	100 du	2.43	243	100
			Office	1,500,000 sf			
			Retail/Restaurant	275,000 sf			<u> </u>
53	Flower (1212) Mixed -Use	1212 W Flower	Apartments	730 du	2.43	1774	730
	()						
			Retail/Restaurant	10,500 sf			
			Office	70,465 sf			
54	Olympic / Hill Project	Northwest corner of Olympic / Hill	Apartments	300 du	2.43	729	300
			Retail	14,500 sf			
		301 W Olympic BI	Restaurant	8,500 sf			
55	785 S Towne	785 S Towne Ave.	Joint Living and Work	60 du			
33	703 3 Towne	703 3 Towne Ave.	Quarters	00 dd			
56	1700 W Olympic Hotel	1700 W Olympic	Hotel	160 Rooms			
57	Mixed-Use	534 S Main St	Apartments	160 du	2.43	389	160
			Retail	18,000 sf			
			Restaurant	3,500 sf			
			Fast-food Restaurant	3,500 sf			
58	USC Student Housing	505 W 31st St.	Apartments	73 du			
30	400 S Broadway Mixed-Use		Apartments	70 dd			
59	Project	400-416 Broadway	Apartments	450 du	2.43	1094	450
	,		Retail	6,904 sf			
			Lounge	5,000 sf			
60	1001 S Olive	1001 S Olive St	Apartments	225 du	2.43	547	225
00	1001 0 01140	1001 0 011/0 01	Restaurant	5,000 sf	2.40	<u> </u>	220
			Restaurant	5,000 \$1			
61	Olive & Olympic	Northeast corner of Olive & Olympic	Apartments	263 du	2.43	639	263
		960 S Olive St.	Restaurant	14,500 sf			1
62	L.A Trade Tech College - 5-		5-year Master Plan	21,300 Enrollment			
02	Year Master Plan	Blvd. / Flower St.)	Project	21,300 Enrollment			
63	Palmetto	Northeast corner of Palmetto &	Apartments	310 du	2.43	753	310
		Sealton		11 275 of			+
			Commercial	11,375 sf			1
			Production Space	11,736 sf			
64	Mixed Use	1335 W 1st St	Apartments	102 du			
			Retail	3,514 sf			
65	Residential	459 S Hartford Ave	Apartments	94 du			
66	330 S Alameda	330 S Alameda	Apartments	186 du	2.43	452	186
			Commercial	22,340 sf			
67	Mixed-Use Project	1150 W Wilshire	Apartment	80 du			
			Restaurant	4,589 sf			
68	Mixed Use	737 S Spring	Apartments	320 du	2.43	778	320
			Pharmacy	25,000 sf			
69	Apartments	1218 W Ingraham St	Apartments	90 du			
		400,402 W 7th St. , 701, 715	·				
70	Foreman and Clark Building	S. Hill St	Apartments	165 du	2.43	401	165
			Bar	11,902 sf			1
			Restaurant	14,032 sf			1
	Apartments	740 S Hartford St	Apartments	80 du			
71	Apartments	640 S Main St.					
71	O		Hotel	299 Rooms			
71 72	Cecil Hotel Reno	040 3 Maili St.					
72			Apartments	301 du	2.43	731	301
	Cecil Hotel Reno Clinic	649 S Wall St.			2.43	731	301

74	Garland Building	740 S Broadway	Apartments	47 du	2.43	114	47
75	Northeast Tower	215 W 9th St	Condominiums	210 du	2.43	510	210
			Retail	9,000 sf			
76	400 S Alameda Hotel	400 S Alameda St	Hotel	66 Rooms			
			Restaurant	2,130 sf			
			Retail	840 sf			
77	Hotel + Retail	649 S Olive St	Hotel	241 Rooms			
78	Charter School (K-5)	1633 W 11th St	School	460 Students			
79	Residential	810 E Pico Blvd	Retail	181,620 sf			
80	Mixed Use	732 S Spring St	Apartments	400 du	2.43	972	400
			Pharmacy/Drug Store	15,000 sf			
81	Mixed Use	340 S Hill	Apartments	428 du	2.43	1040	428
			Retail	6,700 sf			
82	Hill Mixed	940 S Hill	Apartments	232 du	2.43	564	232
			Retail	14,000 sf			
83	Condominiums	742 S Hartford Ave	Condominiums	58 du			
84	Budokan of Los Angeles	237-249 S Los Angeles St.	Sports Complex	43,453 sf			
85	Mixed Use	1145 W 7th St	Condominiums	126 du			
			Apartments	100 du			
			Retail	7,200 sf			
86	Sapphire Mixed Use	1111 W 6th St	Apartments	369 du			
			Retail	18,600 sf			
			Quality Restaurant	2,200 sf			
			Coffee Shop	1,200 sf			
87	Vibiana Lofts	225 S Los Angeles St.	Condominiums	300 du	2.43	729	300
			Retail	3,400 sf			
88	Laborers Local 300 Headquarters	2005 W Pico Blvd.	Office	30,300 sf			
89	Pacific Charter Elementary School	1700 W Pico Blvd.	School	450 Pupils			
90	Valencia Project	1501 Wilshire Blvd.	Apartments	218 du			
			Retail	6,100 sf			
			Other	1,500 sf			
91	Retail / Restaurant	201 S Broadway	Retail and Restaurant	27,765 sf			
92	Legal Aid Foundation of LA	1550 W 8th St.	Office	33,957 sf			
93	Apex Phase II	700 W 9th St.	Condominiums	341 du	2.43	829	341
	•		Retail	11,687 sf			
94	Pharmacy / Drug Store	1302 W Washington Blvd.	Other	16,572 sf			
95	Charter High School	1929 W Pico Blvd.	School	480 Pupils			
96	Medallion Phase II	300 S Main St.	Apartments	471 du	2.43	1145	471
		555 5 Main 5 ii	Restaurant	27,780 sf	2.10		· · · · ·
			Retail	5,190 sf			
97	Alexan South Broadway	850 S Hill St.	Apartments	300 du	2.43	729	300
٠.	, noman ocum Broadmay	300 3 3	Restaurant	3.500 sf	20	. 20	
			Retail	3,500 sf			
98	Proper Hotel	1106 S Broadway	Hotel	148 Rooms			
00			Restaurant				
				17.452 sf	l l		
99	Catalina Building	443 S San Pedro St		17,452 sf 78 du	2 43	190	78
	Catalina Building	443 S San Pedro St.	Live/Work	78 du	2.43	190 306	78 126
100	1201 S Grand	1201 S Grand Ave.	Live/Work Condominiums	78 du 126 du	2.43	306	126
101	1201 S Grand Mixed Use	1201 S Grand Ave. 118 S Astronaut Onizuka St	Live/Work Condominiums Apartment	78 du 126 du 77 du	2.43 2.43	306 187	126 77
100 101	1201 S Grand	1201 S Grand Ave.	Live/Work Condominiums Apartment Apartment	78 du 126 du 77 du 52 du	2.43	306	126
100 101	1201 S Grand Mixed Use	1201 S Grand Ave. 118 S Astronaut Onizuka St	Live/Work Condominiums Apartment Apartment Restaurant	78 du 126 du 77 du 52 du 2,400 sf	2.43 2.43	306 187	126 77
100 101 102	1201 S Grand Mixed Use Mixed Use	1201 S Grand Ave. 118 S Astronaut Onizuka St 360 S Alameda	Live/Work Condominiums Apartment Apartment Restaurant Creative Office	78 du 126 du 77 du 52 du 2,400 sf 6,900 sf	2.43 2.43 2.43	306 187 126	126 77 52
100 101 102	1201 S Grand Mixed Use	1201 S Grand Ave. 118 S Astronaut Onizuka St	Live/Work Condominiums Apartment Apartment Restaurant Creative Office Apartments	78 du 126 du 77 du 52 du 2,400 sf 6,900 sf 30 du	2.43 2.43	306 187	126 77
100 101 102 103	1201 S Grand Mixed Use Mixed Use Brooks Building	1201 S Grand Ave. 118 S Astronaut Onizuka St 360 S Alameda 644 S Broadway	Live/Work Condominiums Apartment Apartment Restaurant Creative Office Apartments Bar	78 du 126 du 77 du 52 du 2,400 sf 6,900 sf 30 du 2,500 sf	2.43 2.43 2.43 2.43	306 187 126	126 77 52 30
100 101 102 103	1201 S Grand Mixed Use Mixed Use	1201 S Grand Ave. 118 S Astronaut Onizuka St 360 S Alameda	Live/Work Condominiums Apartment Apartment Restaurant Creative Office Apartments Bar Apartments	78 du 126 du 77 du 52 du 2,400 sf 6,900 sf 30 du 2,500 sf 30 du	2.43 2.43 2.43	306 187 126	126 77 52
100 101 102 103	1201 S Grand Mixed Use Mixed Use Brooks Building 950 S Broadway	1201 S Grand Ave. 118 S Astronaut Onizuka St 360 S Alameda 644 S Broadway 950 S Broadway	Live/Work Condominiums Apartment Apartment Restaurant Creative Office Apartments Bar Apartments Retail	78 du 126 du 77 du 52 du 2,400 sf 6,900 sf 30 du 2,500 sf 30 du 7,500 sf	2.43 2.43 2.43 2.43 2.43	306 187 126 73	126 77 52 30
100 101 102 103	1201 S Grand Mixed Use Mixed Use Brooks Building	1201 S Grand Ave. 118 S Astronaut Onizuka St 360 S Alameda 644 S Broadway	Live/Work Condominiums Apartment Apartment Restaurant Creative Office Apartments Bar Apartments Retail Condominiums	78 du 126 du 77 du 52 du 2,400 sf 6,900 sf 30 du 2,500 sf 30 du 7,500 sf	2.43 2.43 2.43 2.43	306 187 126	126 77 52 30
100 101 102 103 104 105	1201 S Grand Mixed Use Mixed Use Brooks Building 950 S Broadway Grand Residence	1201 S Grand Ave. 118 S Astronaut Onizuka St 360 S Alameda 644 S Broadway 950 S Broadway 1229 S Grand Ave	Live/Work Condominiums Apartment Apartment Restaurant Creative Office Apartments Bar Apartments Retail Condominiums Restaurant	78 du 126 du 77 du 52 du 2,400 sf 6,900 sf 30 du 2,500 sf 30 du 7,500 sf 161 Units 2,085 sf	2.43 2.43 2.43 2.43 2.43	306 187 126 73	126 77 52 30
100 101 102 103 104 105	1201 S Grand Mixed Use Mixed Use Brooks Building 950 S Broadway	1201 S Grand Ave. 118 S Astronaut Onizuka St 360 S Alameda 644 S Broadway 950 S Broadway	Live/Work Condominiums Apartment Apartment Restaurant Creative Office Apartments Bar Apartments Retail Condominiums Restaurant Apartments	78 du 126 du 77 du 52 du 2,400 sf 6,900 sf 30 du 2,500 sf 30 du 7,500 sf 161 Units 2,085 sf 425 Units	2.43 2.43 2.43 2.43 2.43	306 187 126 73	126 77 52 30
100 101 102 103 104 105	1201 S Grand Mixed Use Mixed Use Brooks Building 950 S Broadway Grand Residence	1201 S Grand Ave. 118 S Astronaut Onizuka St 360 S Alameda 644 S Broadway 950 S Broadway 1229 S Grand Ave	Live/Work Condominiums Apartment Apartment Restaurant Creative Office Apartments Bar Apartments Retail Condominiums Restaurant Apartments Hotel	78 du 126 du 77 du 52 du 2,400 sf 6,900 sf 30 du 2,500 sf 30 du 7,500 sf 161 Units 2,085 sf 425 Units 126 Rooms	2.43 2.43 2.43 2.43 2.43	306 187 126 73	126 77 52 30
100 101 102 103 104 105	1201 S Grand Mixed Use Mixed Use Brooks Building 950 S Broadway Grand Residence Hotel & Apartments	1201 S Grand Ave. 118 S Astronaut Onizuka St 360 S Alameda 644 S Broadway 950 S Broadway 1229 S Grand Ave 675 S Bixel St	Live/Work Condominiums Apartment Apartment Restaurant Creative Office Apartments Bar Apartments Retail Condominiums Restaurant Apartments Hotel Retail	78 du 126 du 77 du 52 du 2,400 sf 6,900 sf 30 du 2,500 sf 30 du 7,500 sf 161 Units 2,085 sf 425 Units 126 Rooms 4,874 sf	2.43 2.43 2.43 2.43 2.43	306 187 126 73	126 77 52 30
100 101 102 103 104 105	1201 S Grand Mixed Use Mixed Use Brooks Building 950 S Broadway Grand Residence	1201 S Grand Ave. 118 S Astronaut Onizuka St 360 S Alameda 644 S Broadway 950 S Broadway 1229 S Grand Ave	Live/Work Condominiums Apartment Apartment Restaurant Creative Office Apartments Bar Apartments Retail Condominiums Restaurant Apartments Hotel Retail Condominiums	78 du 126 du 77 du 52 du 2,400 sf 6,900 sf 30 du 2,500 sf 30 du 7,500 sf 161 Units 2,085 sf 425 Units 126 Rooms 4,874 sf 303 Units	2.43 2.43 2.43 2.43 2.43	306 187 126 73	126 77 52 30
100 101 102 103 104 105 106	1201 S Grand Mixed Use Mixed Use Mixed Use Brooks Building 950 S Broadway Grand Residence Hotel & Apartments Mixed-Use	1201 S Grand Ave. 118 S Astronaut Onizuka St 360 S Alameda 644 S Broadway 950 S Broadway 1229 S Grand Ave 675 S Bixel St	Live/Work Condominiums Apartment Apartment Restaurant Creative Office Apartments Bar Apartments Retail Condominiums Restaurant Apartments Hotel Retail Condominiums Restaurant Apartments Hotel Retail Condominiums Restaurant Restaurant Apartments Hotel Retail	78 du 126 du 77 du 52 du 2,400 sf 6,900 sf 30 du 2,500 sf 30 du 7,500 sf 161 Units 2,085 sf 425 Units 126 Rooms 4,874 sf 303 Units 5,959 sf	2.43 2.43 2.43 2.43 2.43	306 187 126 73	126 77 52 30
100 101 102 103 104 105 106	1201 S Grand Mixed Use Mixed Use Brooks Building 950 S Broadway Grand Residence Hotel & Apartments	1201 S Grand Ave. 118 S Astronaut Onizuka St 360 S Alameda 644 S Broadway 950 S Broadway 1229 S Grand Ave 675 S Bixel St	Live/Work Condominiums Apartment Apartment Restaurant Creative Office Apartments Bar Apartments Retail Condominiums Restaurant Apartments Hotel Retail Condominiums Retail Condominiums Retail Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments	78 du 126 du 77 du 52 du 2,400 sf 6,900 sf 30 du 2,500 sf 30 du 7,500 sf 161 Units 2,085 sf 425 Units 126 Rooms 4,874 sf 303 Units 5,959 sf	2.43 2.43 2.43 2.43 2.43	306 187 126 73	126 77 52 30
100 101 102 103 104 105 106	1201 S Grand Mixed Use Mixed Use Mixed Use Brooks Building 950 S Broadway Grand Residence Hotel & Apartments Mixed-Use Mixed-Use Project	1201 S Grand Ave. 118 S Astronaut Onizuka St 360 S Alameda 644 S Broadway 950 S Broadway 1229 S Grand Ave 675 S Bixel St 1235 W 7th St 1800 E 7th St.	Live/Work Condominiums Apartment Apartment Restaurant Creative Office Apartments Bar Apartments Retail Condominiums Restaurant Apartments Hotel Retail Condominiums Retail Condominiums Restaurant Apartments Hotel Retail Condominiums Retail Condominiums Retail Apartments Office	78 du 126 du 77 du 52 du 2,400 sf 6,900 sf 30 du 2,500 sf 30 du 7,500 sf 161 Units 2,085 sf 425 Units 126 Rooms 4,874 sf 303 Units 5,959 sf 122 du 13,600 sf	2.43 2.43 2.43 2.43 2.43 2.43	306 187 126 73 73 391	126 77 52 30 30 161
100 101 102 103 104 105 106	1201 S Grand Mixed Use Mixed Use Mixed Use Brooks Building 950 S Broadway Grand Residence Hotel & Apartments Mixed-Use	1201 S Grand Ave. 118 S Astronaut Onizuka St 360 S Alameda 644 S Broadway 950 S Broadway 1229 S Grand Ave 675 S Bixel St	Live/Work Condominiums Apartment Apartment Restaurant Creative Office Apartments Bar Apartments Retail Condominiums Restaurant Apartments Hotel Retail Condominiums Restaurant Apartments Hotel Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Apartments Office Apartments	78 du 126 du 77 du 52 du 2,400 sf 6,900 sf 30 du 2,500 sf 30 du 7,500 sf 161 Units 2,085 sf 425 Units 126 Rooms 4,874 sf 303 Units 5,959 sf 122 du 13,600 sf 57 du	2.43 2.43 2.43 2.43 2.43	306 187 126 73	126 77 52 30
100 101 102 103 104 105 106 107 108	1201 S Grand Mixed Use Mixed Use Mixed Use Brooks Building 950 S Broadway Grand Residence Hotel & Apartments Mixed-Use Mixed-Use Project 1745 E 7th St	1201 S Grand Ave. 118 S Astronaut Onizuka St 360 S Alameda 644 S Broadway 950 S Broadway 1229 S Grand Ave 675 S Bixel St 1235 W 7th St 1800 E 7th St.	Live/Work Condominiums Apartment Apartment Restaurant Creative Office Apartments Bar Apartments Retail Condominiums Restaurant Apartments Hotel Retail Condominiums Restaurant Apartments Hotel Retail Condominiums Condominiums Apartments Hotel Retail Condominiums Condominiums Restaurant Apartments Hotel Retail Condominiums Retail Apartments Office Apartments Commercial	78 du 126 du 77 du 52 du 2,400 sf 6,900 sf 30 du 2,500 sf 30 du 7,500 sf 161 Units 2,085 sf 425 Units 126 Rooms 4,874 sf 303 Units 5,959 sf 122 du 13,600 sf 57 du 6,000 sf	2.43 2.43 2.43 2.43 2.43 2.43	306 187 126 73 73 391	126 77 52 30 30 161
100 101 102 103 104 105 106 107 108 109	1201 S Grand Mixed Use Mixed Use Mixed Use Brooks Building 950 S Broadway Grand Residence Hotel & Apartments Mixed-Use Mixed-Use Project 1745 E 7th St 1322 Linwood Apts.	1201 S Grand Ave. 118 S Astronaut Onizuka St 360 S Alameda 644 S Broadway 950 S Broadway 1229 S Grand Ave 675 S Bixel St 1235 W 7th St 1800 E 7th St. 1745 E 7th St 1322 W Linwood Ave.	Live/Work Condominiums Apartment Apartment Restaurant Creative Office Apartments Bar Apartments Retail Condominiums Restaurant Apartments Hotel Retail Condominiums Restaurant Apartments Hotel Retail Condominiums Restaurant Apartments Hotel Retail Condominiums Retail Apartments Commercial Apartments	78 du 126 du 77 du 52 du 2,400 sf 6,900 sf 30 du 2,500 sf 30 du 7,500 sf 161 Units 2,085 sf 425 Units 126 Rooms 4,874 sf 303 Units 5,959 sf 122 du 13,600 sf 57 du 6,000 sf	2.43 2.43 2.43 2.43 2.43 2.43 2.43	306 187 126 73 73 391	126 77 52 30 30 161
100 101 102 103 104 105 106 107 108	1201 S Grand Mixed Use Mixed Use Mixed Use Brooks Building 950 S Broadway Grand Residence Hotel & Apartments Mixed-Use Mixed-Use Project 1745 E 7th St	1201 S Grand Ave. 118 S Astronaut Onizuka St 360 S Alameda 644 S Broadway 950 S Broadway 1229 S Grand Ave 675 S Bixel St 1235 W 7th St 1800 E 7th St.	Live/Work Condominiums Apartment Apartment Restaurant Creative Office Apartments Bar Apartments Retail Condominiums Restaurant Apartments Hotel Retail Condominiums Restaurant Apartments Hotel Retail Condominiums Condominiums Apartments Hotel Retail Condominiums Condominiums Restaurant Apartments Hotel Retail Condominiums Retail Apartments Office Apartments Commercial	78 du 126 du 77 du 52 du 2,400 sf 6,900 sf 30 du 2,500 sf 30 du 7,500 sf 161 Units 2,085 sf 425 Units 126 Rooms 4,874 sf 303 Units 5,959 sf 122 du 13,600 sf 57 du 6,000 sf	2.43 2.43 2.43 2.43 2.43 2.43	306 187 126 73 73 391	126 77 52 30 30 161

	Mixed-Use		Hotel	300 Room	1		
	Wilked-03C		Restaurant	40,000 sf			
			Retail	40,000 sf			
113	Mixed-Use	1400 S Flower St.	Apartments	147 Units	2.43	357	147
			Retail	6,921 sf			
114	Fig + Pico Hotel	Northeast corner of Figueroa St. & Pico Blvd.	Hotel	1,162 Room			
		i ico biva.	Retail	13,145 sf			
115	Mixed-Use Project	929 E 2nd St	Retail	41,019 sf			
	(Mostly private club)		Other	63,893 sf			
116	Apartments	1300 W Court St	Apartments	43 du			
117	Urban View Lofts Project	495 S Hartford	Apartments	220 du			
118	Child Care	3014 S Royal St	Child Care Facility	7,997 sf			
19	1930 Wilshire MU	1930 Wilshire Blvd	Apartments	478 du			
	1000 17.1101.1110 1110	1999 11 11911119 2114	Theater	850 Seats			
			Classroom	50 Student			
			Hotel	220 Rooms			
20	Mixed-Use	2528 S Grand Ave	Apartments	296 du			
			Retail	5,000 sf			
21		425 S Union Ave	Apartments	32 du			
22	Medical Office	1122 W Washington Blvd	Office	60,000 sf			
23	Mixed-Use	945 W 8th St.	Condominium	781 du	2.43	1898	781
			Retail	6,700 sf			1
24	Ferante	1000 W Temple St.	Apartments	1,500 du			
			Retail	30,000 sf			
25	Mixed-Used	668 Alameda Street	Apartments	475 du	2.43	1154	475
			Office	43,000 sf	2.10	1107	+ -,
			Specialty Retail	9,000 sf			
			Restaurant	17,000 sf			1
			Supermarket	15,000 sf			1
26	1100 E 5th St (Mixed-Use)	1100 E 5th Street	Apartment	213 du	2.43	518	213
			Retail	14,495 sf			
			Arts & Production Space	14,495 sf			
27	Figueroa Hotel	3101 S Figueroa St	Hotel	275 rooms			
			Bar	1,178 sf			
28	6th & Alameda	1206 6th St	Apartments	1,736 du	2.43	4218	1736
	Mixed-Use		Office	253,514 sf			
			Community-Serving	127,610 sf			
			Commercial Art Space	22,429 sf			
			Hotel	514 Rooms			1
			School	300 Student			
29	5th & Hill Center MU	333 W 5th St	Condominiums	80 du	2.43	194	80
_0	our a ruii comor we	000 11 011 01	Hotel	200 Rooms	2.40	104	- 00
			Restaurant	5,000 sf			1
			Bar	22,500 sf			
30	Tribune Media's DTLA	232 West 2nd St	Condominiums	107 du	2.43	260	107
	Tower		Office	524 044 of			
			Office Retail	534,044 sf 7,200 sf	+		1
31	433 S Main St	433 S Main	Condominiums	7,200 si 196 du	2.43	476	196
J 1	-100 O Main Ot	-100 O IVIAIII	Retail	5,300 sf	2.40	710	130
			Restaurant	900 sf			1
32	Mixed-Use	1100 S Main St	Apartments	379 du	2.43	921	379
J_			Other	25,810 sf	2.70	V21	5/3
33	Mixed Use	520 S Mateo St	Apartments	600 du	2.43	1458	600
50		SES S MILLOS ST	Restaurant	15,000 sf	2.70	1-100	000
			Retail	15,000 sf			1
			Office	30,000 sf			1
34	Southern California Flower Market Project	755 S Wall St	Apartment	323 du	2.43	785	323
	Market i Toject		Office	53,200 sf			
			Retail	4,400 sf			
			Other	4,420 sf			
			Other	125 Persons			
35	Hellman / Banco Building	354 S Spring St.	Apartments	212 du	2.43	515	212
36	J	1301 W Colton St	Apartments	29 du			
	Downtown LA Hotel	926 W James M Wood Blvd	Hotel	247 Rooms			
37					2.43	554	228
37	Arts District Center (Mixed- Use)	1101 E 5th St	Apartments	228 du	2.43	334	220
		1101 E 5th St	Apartments Retail	228 du 23,000 sf	2.43		220
		1101 E 5th St	· <u>· · · · · · · · · · · · · · · · · · </u>		2.43	334	

					_		
			Other	56,100 sf			
139	1316 Court & 1323 Colton	1316 W Court St	Apartments	122 du			
140	Apts Figueroa Centre	911 S Figueroa St.	Condominiums	200 du	2.43	486	200
140	rigueroa Centre	911 S rigueroa St.	Hotel	220 du 220 rooms	2.43	400	200
			Retail	44,080 sf			-
							-
111	Missalllas	1222 Crand Ave	Restaurant	50,000 sf	0.40	000	204
141	Mixed-Use	1323 Grand Ave	Apartments	284 du	2.43	690	284
440		100.0.0	Retail	6,300 sf	0.40	2722	4407
142	Times Mirror Square	100 S Broadway	Apartments	1,127 du	2.43	2739	1127
			Office	285,088 sf			
			Supermarket	50,000 sf			_
			Quality Restaurant	22,200 sf		ļ	
			High Turnover	53,389 sf		I	
			Restaurant	•			
143	Mixed-Use	1000 S Hill St	Apartments	498 du	2.43	1210	498
			Retail	8,707 sf		<u> </u>	
144	Mixed-Use	601 S Central Ave	Apartments	236 du	2.43	573	236
			Retail	12,000 sf			
145	845 S Olive & 842 Grand	845 S Olive	Apartments	208 du	2.43	505	208
110	MU	0.10.0.0.1110			2.40		200
			Retail	810 sf			
			Other	1,620 sf			
146	Olympia Mixed-Use	1001 W Olympic	Apartments	1,367 du	2.43	3322	1367
			Retail	20,000 sf			
			Other	20,000 sf		<u> </u>	
147	Mixed-Use	806 E 3rd St	Bar/Lounge	3,047 sf			T
			Restaurant	7,720 sf	1		1
			Retail	6,171 sf	†		+
1/10	Mixed Llee	755 C Los Angoles		32,400 sf	+		+
148	Mixed-Use	755 S Los Angeles	Retail	,			+
			Office	65,000 sf	1	<u> </u>	+
			Restaurant	4,000 sf			<u> </u>
149	2250-2270 W Pico Blvd Hotel	2250 W Pico Blvd	Hotel	125 Rooms			
150	USC Children's Creative Learning Center	2716 S Severance St.	Other	9,955 sf			
151	Apartments	101 N Glendale Blvd.	Apartments	55 du			
152	'	1420 Bonnie Brae St	Apartments	29 du			
153	Mixed-Use	609 E 5th St	Apartments	151 du	2.43	367	151
154	8th & Fig	744 S Figueroa St.	Apartments	438 du	2.43	1064	438
154	out & Fig	744 3 Figueroa St.	Retail	3,750 sf	2.43	1004	430
			Restaurant	3,750 sf			
155	Affordable Housing	508 E 4th St	Apartments	41 du	2.43	100	41
	Development				2.12	101	
156	Residential	713 E 5th St	Apartments	51 du	2.43	124	51
157	Mixed-Use	401 Hewitt St	Office	255,514 sf		<u> </u>	
			Retail	4,970 sf			
			Other	9,940 sf		<u> </u>	
158	8th, Grand & Hope Tower	754 S Hope St	Apartments	409 du	2.43	994	409
			Retail	7,329 sf			
159	Mixed-Use	333 Alameda St	Apartments	994 du	2.43	2415	994
			Retail	99,300 sf			1
				,====:			1
160	19-story Affordable Housing	600 S San Pedro St	Affordable Housing	303 du	2.43	Ì	
	Skid Row		·-··· 9			736	303
			Retail	19,907 sf	 		1
161	Hewitt & 4th MU	940 E 4th St	Appartments	93 du	2.43	226	93
101	i iGwitt & 4th MO	570 E 401 Ot	Office	6,000 sf	2.40	220	93
					+		+
	Affordable Herreit		Retail	14,248 sf			+
162	Affordable Housing Skid Row	552 S San Pedro St	Affordable Housing	378 du	2.43	919	378
	ORIU INOW		Apartments	4 als:	0.40	10	+ 4
			Apartments	4 du	2.43	10	4
			Retail	1,758 sf	1	 	
			Office	4,410 sf	 	 	
			Dining Roon/Flex Space	5,932 sf			
		2005 W James M Wood Blvd	Hotel	100 Rooms			
163	2005 James M Wood Hotel		Hotel	1,024 Rooms			
163 164	2005 James M Wood Hotel 1300 Figueroa Hotel	1300 S Figueroa St			2.43	199	82
		1300 S Figueroa St 656 S Stanford Ave	Apartments	82 du	2.43	100	
164		· ·		82 du 37 du	2.43	133	
164 165	1300 Figueroa Hotel	656 S Stanford Ave	Apartments	37 du	2.43	100	
164 165 166	1300 Figueroa Hotel Mixed-Use	656 S Stanford Ave 1018 W Ingraham St	Apartments Retail	37 du 1,890 sf	2.43	100	
164 165 166	1300 Figueroa Hotel Mixed-Use Apartments	656 S Stanford Ave 1018 W Ingraham St 1246 W Court St	Apartments Retail Apartments	37 du 1,890 sf 54 du			005
164 165 166	1300 Figueroa Hotel Mixed-Use	656 S Stanford Ave 1018 W Ingraham St	Apartments Retail	37 du 1,890 sf	2.43	571	235

			Other	4,000 sf			
169	Santa Fe Freight Yard	1219 S Hope St	Hotel	75 Rooms			
170	Redvelopment	950 E 3rd St.	Apartments	635 du	2.43	1543	635
			Retail	30,062 sf			
171	Mixed-Use (Coca Cola)	963 E 4th St.	Office	78,600 sf			
			Retail	25,000 sf			1
470	5 / 1	555.0.11 / 0/	Restaurant	20,000 s.f			
172	Retail	555 S Mateo St	Retail	153,000 sf	0.40	200	244
173	Camden Arts Project	1525 Industrial St.	Apartments Office	344 du	2.43	836	344
				21,413 sf 6,084 sf			
474	Dantaumant	500 S Mateo St.	Restaurant				
174 175	Restaurant		Restaurant	12,882 sf 103 du			
175	Apartments Mixed-Use	1255 E Elden Ave 550 S Main St	Apartments	159 du	2.43	386	159
176	Mixed-Use	550 S Main St	Apartments		2.43	380	159
177	Freehand Hotel	416 W 8th St	Retail	23,000 sf			
177	Freeliand Hotel	410 W 6111 St	Hotel Retail	226 rooms			
178	Assisted Living	1030 S Lake St		8,000 sf 338 Beds			
170	Assisted Living	1030 S Lake St	Assisted Living	34 du			
179	Beaudry Ave & 2nd St MU	120 C Beauday Ave	Senior Housing	230 du			
179	Beaudiy Ave & Zild St MO	130 S Beaudiy Ave	Apartments Other	9,000 sf			
180	Olympic & Hoover Mixed-	2501 W Olympic BI	Apartments	173 du			
	Use						
			Retail	36,180 sf			
			Hotel	373 Rooms			
404		045144.01	Condominiums	374 du	2.43	909	374
181	Olympic Tower Project MU	815 W Olympic BI	Retail	65,074 sf			
			Conference Center	10,801 sf			
			Office	33,498 sf			
182	Hotel	361 S Spring	Hotel	315 Rooms			
183	Harris Building Office Conversion	11th St & Main St	Office	52,000 sf			
184	Mixed-Use	1410 S Flower St.	Apartments	152 du	2.43	369	152
			Retail	1,184 sf			
185	Mixed-Use	1322 W Maryland St.	Apartments	47 du			
			Retail	760 sf			
186	Apartments	655 San Pedro St.	Apartments	81 du	2.43	197	81
187	Fashion District Tower	222 E 7th St	Apartments	452 du	2.43	1098	452
100		205 5 411 01	Commercial	13,655 sf			
188		605 E 4th St.	Restaurant	3,798 sf			
189	716 S Spring	716 S Spring	Restaurant	6,208 sf	2.12	1700	710
400	DTLA South Park/Mack Urban	1120 S Olive	Apartments	713 DU	2.43	1733	713
190	Site 2	1120 S Olive	Retail	7,125 sf			+
			Restaurant	7,125 sf	2.42	1205	F27
191	DTLA South Park/Mack Urban	1105 C. Olivo	Appartments Retail	537 DU 3.794 sf	2.43	1305	537
191	Site 3	1105 S. Olive					
Infrastructu	re Projects		Restaurant	3,794 sf			+
192	Metro Regional Connector	Metro Little Tokyo/Arts District Station to N	Metro 7th Street/Metro Center St	ation		service between Met	
		,			with three new trans	it stations	
193	MyFigueroa	Figueroa St. between 7th St. & 41st St., 1 Blvd. between Figueroa St. & Vernon Ave		Broadway, and Martin Luther King Jr.	Blvd. to provide com	t., 11th St., and Marti aplete multimodal stre bedestrians, bicycles lating drivers	ets that better
194	Los Angeles Streetcar	Broadway between 1st St. & 11th St., 11 th & 7 th St., 7 th St. between Figueroa St. & H Broadway			Enhance mobility an growth and revitaliza	d transit circulation a	nd support the
195	7th street Improvement Project	7th St. between SR 110 and Olive Street			enhancements, bette	ements including side er integration of trans ments, street lighting	sportation modes,

Notes:

du = dwelling units

sf = square feet

emp = employees

Total	Total
Population	Households
96,046	39,525

[a] Related Projects List was prepared as a component of the Traffic Study, Appendix N of this Draft EIR. Calculations do not include the Infrastructure Projects as they do not involve discreet developments quare footage.

Compiled by ESA, 2019.

Appendix M-2

Table 2 - Estimate of Cumulative Development from Related Projects in the Central Community Police District

xxxx	Tagged projects are located outside of	the Carries Area boundaries		Reta	il		Office		Hotel	School	Other
****	ragged projects are located outside of	the Service Area boundaries		Rete		T-4-I D-4-il	Office			School	Other
No [a]	Land Use	Size	Retail (ksf)	Restaurant (ksf)	Misc Retail (ksf)	Total Retail (ksf)	Office (ksf)	Hotel Rooms	Hotel (Converted to ksf) [c]	Students	Other (ksf)
	Apartments	115 DU									
	Commercial	4,610 sf	4.61			4.61					
	Apartments	106 DU									
	Apartments	522 DU									
	Retail	4,500 sf	4.50			4.50					
	Office	3,295 sf					3.30				
	Restaurant	10,056 sf		10.06		10.06					
	Bar	5,119 sf		5.12		5.12					ļ
	Apartments	108 Units									ļ
n-	High-rise Apt	666 DU	22.22			22.22					
	Commercial/Retail	20,690 sf	20.69			20.69					
	Apartments	360 DU	0.40			0.40					ļ
	Commercial	6,400 sf	6.40			6.40					
	Apartments Office	391 DU 39,725 sf					20.70		1		
	Retail	39,725 st 49,000 sf	49.00			49.00	39.73				ļ
		49,000 st 600 D.U	49.00			49.00					
	Apartments Retail	30,000 sf	30.00			30.00					
	Restaurant	7,149 sf	30.00	7.15		7.15					
	Condominium	1,063 DU		7.10		7.15					†
	Retail	18,000 sf									
	Apartments	345 DU	22.22			22.22					
	Retail	23,000 sf	23.00			23.00					
	Specialty Retail	21,000 sf	21.00			21.00					
	Restaurant	11,000 sf		11.00		11.00					
	Apartments	105 Units									
	Retail	2,650 sf	2.65			2.65					
	Apartments	419 DU									
	Retail	42,000 sf	42.00			42.00					
	Apartments	640 DU									
	Retail	45,000 sf	45.00			45.00					
	Condominiums	151 DU									
	Retail	3,472 sf	3.47			3.47					
	Restaurant	2,200 sf		2.20		2.20					
	Hotel	183 Rooms						183	91.50		
	Restaurant	3,084 sf		3.08		3.08					ļ
	Theater [f]	12,780 sf			115.02	115.02					
	Banquet	4,773 sf		4.77		4.77			-		
	Lounge	2,163 sf			2.16	2.16					1
	Bar	11,840 sf		11.84		11.84					ļ
	Condominiums Retail	528 DU		0.00		0.00			1		
	Condominiums	6,091 sf 900 DU		6.09		6.09					
											
	Apartments (Rental)	550 DU									1
	Hotel	210 Rooms									
	Retail/Commercial	143,100 sf									
	Office	180,000 sf							1		
	Gallery/Museum	17,600 sf						-			
	Gym	8,000 sf									

lmaging center, pharmacy, surgical suites, and physician offices	56,450 sf								
Charter High School	600 Students								
22 Condominiums	660 DU								
Restaurant	13,742 sf		13.74		13.74				
Apartments	525 DU								
Retail	6,200 sf	6.20			6.20				
Apartment Apartment	122 DU								
Retail	3,500 sf								
Condominiums	1,648 DU								
Apartments	412 DU								
Retail	225,250 sf	225.25			225.25				
Supermarket	53,000 sf	53.00			53.00				
Restaurant	67,000 sf		67.00		67.00				
Health Club	50,000 sf		000	50.00	50.00				
		<u> </u>		50.00	50.00				
Event Facility [e][f]	250 seats								
Hotel	275 Rooms						275.00	137.50	
Office	681,000 sf					681.00			
Residential Units	230 DU								
Specialty Retail/Restaurant	19,000 sf	19.00			19.00				
Renovate Residential Units	32 DU								
7 Condominium	291 DU								
Retail	7,134 sf								
28 Apartments	303 DU								
Retail	9,680 sf	9.68			9.68				
Restaurant	1,500 sf	0.00	1.50		1.50				
9 Office	400,000 sf		1:50		1.50	400.00			
Hotel	150 Rooms	 				400.00	150.00	75.00	
O Apartments	157 DU						100.00	70.00	
1 Apartments	201 DU								
Retail	6,000 sf	6.00			6.00			-	
2 Apartments	363 DU	0.00			0.00				
Retail	2,500 sf	2.50			2.50				
		2.50	10.00						
Restaurant	10,000 sf		10.00		10.00				
Apartments	160 DU	04.05			04.05				
Retail	24,250 sf	24.25			24.25				
Apartments	649 DU	 							
Retail	39,996 sf			1					
5 Condominiums	154 DU	10.70			10.70				
Retail	10,700 sf	10.70		-	10.70				
66 High-rise Condo	452 DU	05.00			25.00				
Retail	25,000 sf	25.00		1	25.00				
Apartments	239 DU	F 40		-	F 40				
Retail	5,400 sf	5.40			5.40				
Condominiums	94 DU			-	-				
Retail	2,000 sf								
9 Condominiums	208 DU								
Restaurant	5,029 sf		5.03		5.03				
0 Apartment	300 DU								
Retail	8,000 sf	8.00			8.00				
1 Hotel	176 Room						176.00	88.00	
Conference Space [e][f]	1,200 sf								
Restaurant	8,400		8.40		8.40				
restaurant									

Retail	16,000 sf	16.00			16.00					
3 Condominium	202 DU									
Apartments	134 DU									
Hotel	250 rooms						250.00	125.00		
4 Apartments	662 DU									
Retail	47,000 sf	47.00			47.00					
Live/Work	11,000 sf	11.00			11.00					
Office	34,824 sf					34.82				
5 Government Office	712,500 sf					712.50				
Retail	35,000 sf	3.50			3.50					
Child Care Facility [g]	2,500 sf								50.00	
6 Hotel	480 Rooms						480.00	240.00		
Condominiums	836 D.U									
Office	988,225 sf					988.23				
Retail	46,000 sf	46.00			46.00					
7 Condominiums	402 D.U									
Retail	7,428 sf									
8 Apartments	100 DU									
9 Hi-rise Condominiums	420 DU									
Market	38,500 sf	38.50			38.50					
Residential	1,264 DU									
Educational [g]	95,706 sf								1914.12	
Retail	148,583 sf	148.58			148.58					
Restaurants	60,000 sf		60.00		60.00					
Health Club	12,309 sf			12.31	12.31					
Sport Bar	6,000 sf		6.00		6.00					
Hotel	183 Rooms						183.00	91.50		
Office	367,300 sf					367.30				
Production Studio [e]	298,500 sf					337.33				298.
Convention Center Expansion [e][f]	250,000 sf									250.0
i1 University	1,400 Students								1,400.00	
Shopping Center	176,733 sf	176.73			176.73				1,100.00	
Cinema [f]	744 Seats	170.70		6.70	6.70					
Apartments	945 DU			0.70	0.70					
							040.00	105.00		
Hotel	210 Rooms						210.00	105.00		
Retail	224,862 sf	224.86			224.86					
Office	294,641 sf					294.64				
2 Hotel Rooms	560 Rooms						560.00	280.00		
Residential Units	100 DU									
Office	1,500,000 sf					1,500.00				
Retail/Restaurant	275,000 sf	275.00			275.00					
3 Apartments	730 DU									
Retail/Restaurant	10,500 sf	105.00			105.00					
Office	70,465 sf					70.47				
4 Apartments	300 DU	145.00			115.05					
Retail	14,500 sf	145.00	0.50		145.00					
Restaurant	8,500 sf		8.50		8.50					
5 Joint Living and Work Quarters 6 Hotel	60 DU 160 Rooms	 								
7 Apartments	160 Rooms 160 DU				+					
Retail	18,000 sf	18.00			18.00			1		
rount	10,000 51	10.00			10.00					

Fast-food Restaurant	3,500 sf		3.50		3.50			T
58 USC Student Housing	73 DU		0.00		0.00			†
59 Apartments	450 DU							+
Retail	6,904 sf	6.90			6.90			1
Lounge	5,000 sf	0.50		5.00	5.00			+
60 Apartments	225 DU			5.00	5.00			+
Restaurant	5,000 sf		5.00		5.00			+
61 Apartments	263 DU		5.00		5.00			+
Restaurant	14,500 sf		14.50		14.50			+
			14.50		14.50			
62 5-year Master Plan Project [d]	21,300 Enrollment							
63 Apartments	310 DU							4
Commercial	11,375 sf	11.38			11.38			
Production Space	11,736 sf							
64 Apartments	102 DU							
Retail	3,514 sf							
65 Apartments	94 DU							
66 Apartments	186 DU							
Commercial	22,340 sf	22.34			22.34			
67 Apartment	80 DU							
Restaurant	4,589 sf							
68 Apartments	320 DU							
Pharmacy	25,000 sf	25.00			25.00			Ī
69 Apartments	90 DU							†
70 Apartments	165 DU							†
Bar	11,902 sf		11.90		11.90			1
Restaurant	14,032 sf		14.03		14.03			+
71 Apartments	80 Units		14.03		14.03			+
72 Hotel	299 Rooms					299.00	149.50	+
Apartments	301 DU					299.00	149.50	+
73 Medical Office [h]	66 employee							+
Assisted Living	55 bed							+
74 Apartments	47 DU							+
75 Condominiums	210 DU							+
Retail	9,000 sf	9.00			9.00			+
76 Hotel	66 Rooms	9.00			9.00	66.00	33.00	+
			0.40		0.40	00.00	33.00	+
Restaurant	2,130 sf		2.13		2.13			ļ
Retail	840 sf	0.84			0.84			
77 Hotel	241 Rooms					241.00	120.50	<u> </u>
78 School	460 Students							4
79 Retail	181,620 sf							
80 Apartments	400 DU				,			↓
Pharmacy/Drug Store	15,000 sf	15.00			15.00			4—
81 Apartments	428 DU							
Retail	6,700 sf	6.70			6.70			
82 Apartments	232 D.U							
Retail	14,000 sf	14.00			14.00			
83 Condominiums	58 DU							——
84 Budokan of Los Angeles	43,453 sf							
85 Condominiums	126 DU							<u> </u>
Apartments	100 DU					 		 <u> </u>
Retail	7,200 sf							
86 Apartments	369 DU							T
Retail	18,600 sf	i						T
Quality Restaurant	2,200 sf							1
Coffee Shop	1,200 sf					1		+
87 Condominiums	300 DU					!		+

Retail	3,400 sf	3.40		3.40		1		
88 Office	30,300 sf							
89 School	450 Pupils							
90 Apartments	218 DU							
Retail	6,100 sf							
Other [e]	1,500 sf							
91 Retail and Restaurant	27,765 sf	27.77		27.77				
92 Office	33,957 sf	2						
93 Condominiums	341 DU							
Retail	11,687 sf	11.69		11.69				
94 Other [e]	16,572 sf	11.00						
95 School	480 Pupils							
96 Apartments	471 DU							
Restaurant	27,780 sf		27.78	27.78				
Retail	5,190 sf	5.19	27.70	5.19				
97 Apartments	300 DU	5.19		5.19				
Restaurant	3,500 sf	-	3.50	3.50				
	ı	2.50	3.30					
Retail	3,500 sf	3.50		3.50		110.00	74.00	
98 Hotel	148 Rooms					148.00	74.00	
Restaurant	17,452 sf		17.45	17.45				
99 Live/Work	78 DU							
100 Condominiums	126 DU							
101 Apartment	77 DU							
102 Apartment	52 DU							
Restaurant	2,400 sf		2.40	2.40				
Creative Office	6,900 sf				6.90			
103 Apartments	30 DU							
Bar	2,500 sf		2.50	2.50				
104 Apartments	30 DU							
Retail	7,500 sf	7.50		7.50				
105 Condominiums	161 Units							
Restaurant	2,085 sf		2.09	2.09				
106 Apartments	425 Units							
Hotel	126 Rooms							
Retail	4,874 sf							
107 Condominiums	303 Units							
Retail	5,959 sf							
108 Apartments	122 DU							
Office	13,600 sf							
109 Apartments	57 DU							
Commercial	6,000 sf	6.00		6.00				
110 Apartments	45 Units							
111 Apartments	188 Units							
Retail / Restaurant	10,096 sf	10.10		10.10				
112 Condo	650 Units					_		
Hotel	300 Room					300.00	150.00	
Restaurant	40,000 sf		40.00	40.00				
Retail	40,000 sf	40.00		40.00				
113 Apartments	147 Units							
Retail	6,921 sf	6.92		6.92				
114 Hotel	1,162 Room					1,162.00	581.00	
Retail	13,145 sf	13.15		13.15				
115 Retail	41,019 sf	41.02		41.02				
Other [e]	63,893 sf							63.89
116 Apartments	43 DU							
117 Apartments	220 DU							

118 Child Care Facility [g]	7,997 sf								
119 Apartments	478 DU								
Theater [f]	850 Seats								
Classroom	50 Student								
Hotel	220 Rooms								
120 Apartments	296 DU							+	
Retail	5,000 sf								
121 Apartments	32 DU								
122 Office	60,000 sf								
123 Condominium	781 DU								
Retail	6,700 sf	6.70		6.70					
124 Apartments	1,500 DU	3.7.3							
Retail	30,000 sf								
125 Apartments	475 DU							ĺ	
Office	43,000 sf				43.00				
Specialty Retail	9,000 sf	9.00		9.00					
Restaurant	17,000 sf	0.00	17.00	17.00					
Supermarket	15,000 sf	15.00	17.00	15.00				+	
126 Apartment	213 DU	13.00		15.00				i	
Retail	14,495 sf	14.50		14.50				+	
Arts & Production Space [e]	14,495 sf	14.50		14.50				1	1.
127 Hotel	275 rooms								14
Bar	1,178 sf								
128 Apartments	1,736 DU								
Office	253,514 sf				253.51				
Community-Serving Commercial	127,610 sf	127.61		127.61					
		127.01		127.0					-
Art Space [e]	22,429 sf					514.00	257.00		22
Hotel School	514 Rooms 300 Student					514.00	257.00	300.00	
129 Condominiums	80 DU							300.00	
Hotel	200 Rooms					200.00	100.00		
			5.00	5.00		200.00	100.00		
Restaurant	5,000 sf		5.00	5.00					
Bar	22,500 sf		22.50	22.50					
130 Condominiums	107 DU								
Office	534,044 sf				534.04				
Retail	7,200 sf	7.20		7.20					
131 Condominiums	196 DU								
Retail	5,300 sf	5.30		5.30					
Restaurant	900 sf		0.90	0.90					
132 Apartments	379 DU								
Other [e]	25,810 sf								2
133 Apartments	600 DU		15.00		+				
Restaurant	15,000 sf	,	15.00	15.00					
Retail	15,000 s.f	15.00		15.00					
Office	30,000 s.f				30.00				
134 Apartment	323 DU								
Office	53,200 sf				53.20				
Retail	4,400 sf	4.40		4.40					
Other [e]	4,420 sf								
Other [e]	125 Persons								
135 Apartments	212 D.U							i İ	
136 Apartments	29 DU								
137 Hotel	247 Rooms					247.00	123.50		
138 Apartments	228 DU					* *			

Office	27,860 sf				27.86			
Hotel	149 Rooms				27.00	149.00	74.50	
Other [e]	56,100 sf					149.00	74.30	56.1
139 Apartments	122 DU							30.1
140 Condominiums	200 DU							
Hotel	220 rooms					220.00	110.00	
	44,080 sf	44.00		44.00		220.00	110.00	
Retail		44.08		44.08				
Restaurant 141 Apartments	50,000 sf 284 DU		50.00	50.00				
Retail	6,300 sf	6.30		6.30				
142 Apartments	1,127 DU	6.30		6.30				
Office	285,088 sf				285.09			
		50.00		50.00	200.09			
Supermarket	50,000 sf	50.00		50.00				
Quality Restaurant	22,200 sf		22.20	22.20				
Hight Turnover Restaurant	53,389 sf		53.39	53.39				
143 Apartments	498 DU							
Retail	8,707 sf	8.71		8.71				
144 Apartments	236 DU	10.05		,				
Retail	12,000 sf	12.00		12.00				
145 Apartments	208 DU	2.24		2.24				
Retail	810 sf	0.81		0.81				
Other [e]	1,620 sf							1.6
146 Apartments	1,367 DU							
Retail	20,000 sf	20.00		20.00				
Other	20,000 sf							20.0
147 Bar/Lounge	3,047 sf		3.05	3.05				
Restaurant	7,720 sf		7.72	7.72				
Retail	6,171 sf	6.17		6.17				
148 Retail	32,400	32.40		32.40				
Office	65,000				65.00			
Restaurant	4,000		4.00	4.00				
149 Hotel	125 Rooms							
150 Other [e]	9,955 sf							
151 Apartments	55 DU							
152 Apartments	29 DU							
153 Apartments	151 DU							
154 Apartments	438 DU							
Retail	3,750 sf	3.75		3.75				
Restaurant	3,750 sf		3.75	3.75				
155 Apartments	41 DU							
156 Apartments	51 DU							
157 Office	255,514 sf				255.51			
Retail	4,970 sf	4.97		4.97				
Other [e]	9,940 sf							9.9
158 Apartments	409 DU							
Retail	7,329 sf	7.33		7.33				
159 Apartments	994 DU	20.00						
Retail	99,300 sf	99.30		99.30				
Affordable Housing Retail	303 DU 19,907 sf	19.907		19.91				
		19.907		19.91				
161 Appartments	93 DU				0.00	-		
Office	6,000 sf	44.040			6.00			
Retail	14,248 sf	14.248		14.25				
162 Affordable Housing	378 DU							
Apartments	4 DU							

Retail	1,758 sf	1.758		1.7	6			
Office	4,410 sf				4.41			
Dining Roon/Flex Space	5,932 sf		5.93	5.9	3			
163 Hotel	100 Rooms							
164 Hotel	1,024 Rooms					1,024	512	
165 Apartments	82 DU							
166 Apartments	37 DU							
Retail	1,890 sf							
167 Apartments	54 DU							
168 Apartments	235 DU							
Retail	5,250 sf	5.25		5.2	5			
		5.25		5.2	,			4.00
Other [e]	4,000 sf							4.00
169 Hotel	75 Rooms					75	37.5	
170 Apartments	635 DU							
Retail	30,062 sf	30.06		30.0				
171 Office	78,600 sf				78.60			
Retail	25,000 sf	25.00		25.0				
Restaurant	20,000 s.f		20.00	20.0)			
172 Retail	153,000 sf	153.00	1	153.0				
173 Apartments	344 DU		1					
Office	21,413 sf				21.41			
Restaurant	6,084 sf		6.08	6.0				
174 Restaurant	12,882 sf		12.88	12.8		+		
174 Restaurant 175 Apartments	12,882 st 103 DU		12.00	12.8	5			
176 Apartments	159 DU	23.00		22.0	2			
Retail	23,000 sf	23.00		23.0	J	226.00	113.00	
177 Hotel	226 rooms	0.00		0.0	_	220.00	113.00	
Retail	8,000 sf 338 Beds	8.00		8.0	J			
178 Assisted Living								
Senior Housing	34 DU							
179 Apartments	230 DU							
Other [e]	9,000 sf							
180 Apartments	173 DU							
Retail	36,180 sf					272.00	400.50	
Hotel	373 Rooms					373.00	186.50	
Condominiums	374 DU	05.07			_			
181 Retail	65,074 sf	65.07		65.0	7			40.00
Conference Center [e][f]	10,801 sf				00.50			10.80
Office	33,498 sf				33.50	045.00	457.50	
182 Hotel	315 Rooms				50.00	315.00	157.50	
183 Office	52,000 sf				52.00			
184 Apartments	152 DU	4.40						
Retail	1,184 sf	1.18		1.1	3			
Apartments	47 DU							
Retail	760 sf							
186 Apartments	81 DU							
187 Apartments	452 DU				_			
Commercial	13,655 sf	13.66		13.6				
188 Restaurant	3,798 sf		3.80	3.8				
189 Restaurant	6,208 sf		6.21	6.2	1			
Appartments	713 DU							
190 Retail	7,125 sf	7.13		7.1				
Restaurant	7,125 sf		7.13	7.1	3			
Appartments	537 DU							
191 Retail	3,794 sf	3.79						
Restaurant	3,794 sf		3.79	3.7	9			

	TOTAL	S	3,085 668 192						4,013	3,665	841		
Infrastr	astructure Projects												
	Metro Regional Connector Metro Little Tokyo/Arts District Station to Metro 7th Street/Metro Centrer Station						Provide continuous ser lines with three new tra		Blue, Expo, Red and Purple L	nes and connectors	s to other rail		
	193 MyFigueroa				uther King Jr. Blvd. to provide des and transit riders, while st								
			adway between 1st St. & 11th St., 11 th St. between Figueroa St. & Broadway, Figueroa St. between 11th St. & 7 th St., 7 th S ween Figueroa St. & Hill St., Hill St. between 7th St. & 1 st St., and 1 st St. between Hill St. & Broadway						Enhance mobility and transit circulation and support the growth and revitalization of downtown.				
	15 7th street Improvement Project 7th St. between SR 110 and Olive Street						Streetscape improvement intersection improvement		alk enhancements, better inteç nd wayfinding.	gration of transporta	ation modes,		

Notes:

du = dwelling units

sf = square feet

emp = employees

- [a] Related Projects List was prepared as a component of the Traffic Study, Appendix X of this Draft EIR. Calculations do not include the Infrastructure Projects as they do not involve discreet developments square footage.
- [b] Employee Generation Rates for these uses are based on data provided in the Los Angeles Unified School District, 2016 Developer Fee Justification Study.
- [c] It is assumed that each hotel room is approximately 500 square feet.
 [d] The employee generation factor for schools is based on dividing the total school district employees by the total student enrollment, which results in 0.084 employees per student. Data is provided in the LAUSD 2017-2018 Fingertip $Facts, https://achieve.lausd.net/cms/lib/CA01000043/Centricity/Domain/32/NewlyUpdatedFingertip\%20Facts2017-18_English.pdf.$
- [e] The projects that fall under Other include a variety of uses, including bus facility, event facilities, gallery/museum, conference centers, and other uses that do not have a specific generation rate. In those cases, the closest possible generation factor is used.
- [f] It is assumed that cinema, theater, sports complex, event facility, auditorium, convention center, conference, meeting space, and assembly hall will require approximately 9 square feet per seat.
- [g] It is assumed that each child would require approximately 50 sf in the child care facility.
- [h] Related Project Number 73 uses the number of provided employees rather than a generation factor.

Compiled by ESA, 2019.

M-3 Schools



Facilities Services Division

DATE: January 11, 2018

TO: Jessie Barkley

Senior Managing Associate

ESA

233 Wilshire Boulevard, Suite 150

Santa Monica, CA 90401

FROM: Rena Perez, Director

Master Planning & Demographics

SUBJECT: Environmental Impact Report Information Requested for: 1045 OLIVE PROJECT, 1033-1057

South Olive Street, Los Angeles, CA 90015 within the Central City Community Plan Area. The construction of a mixed-use high-rise building will contain a maximum of 794 residential units and

12,504 square feet of commercial uses.

Included please find a *LAUSD Schools Enrollments and Capacities Report* for the schools that may be impacted by the development project(s) in question. This report contains data on each school's current and projected capacities, enrollments, and school calendars, and is designed to address any questions pertaining to overcrowding and factors related to school capacity.

Please note that no new school construction is planned and the data in this report <u>already take into account</u> portable classrooms on site, additions being built onto existing schools, student permits and transfers, specific educational programs running at the schools, and any other operational activities or educational programming that affects the capacities and enrollments of LAUSD's schools.

Additional information on LAUSD's Capital Improvement programs can be found on LAUSD's Facilities Services Division main webpage at www.laschools.org.

MASTER PLANNING AND DEMOGRAPHICS RESPONSE TO SPECIFIC QUESTIONS

Questions:

1, 3-6

(The project is located in a HIGH SCHOOL attendance choice/option area.) Please see LAUSD

Schools Enrollments and Capacities Report details;

Question: 2

Please contact the LAUSD Developer Fee Program Office (DFPO) at (213) 241-0715 for more

information regarding fees and student generation rates.

ATTACHMENTS

1. LAUSD SCHOOLS ENROLLMENTS AND CAPACITIES REPORT

 BOUNDARY DESCRIPTIONS FOR SCHOOLS SERVING PROPOSED PROJECT Boundary descriptions for existing schools identified as serving the proposed project

Rena Perez, Director

Sincerely

LAUSD SCHOOLS ENROLLMENTS AND CAPACITIES

PROJECT SERVED: 1045 OLIVE PROJECT, 1033-1057 South Olive Street, Los Angeles, CA 90015 within the Central City Community Plan Area. The construction of a mixed-use high-rise building will contain a maximum of 794 residential units and 12,504 square feet of commercial uses.

SCHOOL YEAR: 2016-2017

(Current and projected enrollments/capacities reflect data from School Year (SY) 2016-17.)

1	2	3	4	5	6	7	8	9	10	11	12
Cost Center Code	School Name	Current Calendar	Current Capacity	Resident Enrollment	Actual Enrollment	Current seating overage/(shortage)	Overcrowded Now?	Projected Capacity	Projected Enrollment	Projected seating overage/(shortage)	Overcrowding Projected in Future ?
1550501	9th St El	1 TRK	360	287	342	73	No	324	381	(57)	Yes
1805801	Liechty MS	1 TRK	1104	1600	989	(496)	Yes	1027	1755	(728)	Yes
а	SCHOOL CHOICE AREA TOTALS (schools listed below) BELMONT HS ZONE OF CHOICE	-	7041	6932	5331	109	No	6618	6880	(262)	Yes
1820701	Contreras LC ALC	1 TRK	453	-	431	-	-	426	-	-	-
1851601	Cortines Sch of VAPA	1 TRK	1796	-	1470	-	-	1688	-	-	-
1851701	Contreras LC Bus Tr	1 TRK	511	-	446	-	-	480	-	-	-
1852701	Contreras LC Soc Jus	1 TRK	521	-	477	-	-	490	-	-	-
1854301	Belmont SH	1 TRK	1861	-	975	-	-	1749	-	-	-
1854401	Roybal LC	1 TRK	1507	-	1188	-	-	1417	-	-	-
1877401	Contreras LC Glbl St	1 TRK	392	_	344	-	-	368	-	-	-

^a Schools & programs that are part of a "school choice area" pull enrollments from the school(s) that have resident areas, as defined by attendance boundaries.

The individual school and calculated total capacities and enrollments for school choice areas are reported to show current and projected seating overage/shortage and overcrowding (shaded green color). If any of the school choice area schools is multi-track, then the service area is considered overcrowded.

Schools Planned to Relieve	Known Overcrowding
	NONE

see next page

NOTES:

- School's ID code.
- ² School's name
- ³ The reported school year school calendar. Schools operate on a 'multi-track' calendar (listed as 4 TRK), because of overcrowded conditions.
- ⁴ School's operating capacity for the reported school year. The maximum number of students the school can serve during the reported school year, with the school's classroom utilization, and while operating on its reported calendar. Excludes capacity allocated to charter co-locations. Includes capacity for magnet programs.
- ⁵ The total number of students living in the school's attendance area and who are eligible to attend the school at the start of the reported school year, plus students enrolled at any on-site magnet centers.
 - -Multi-track calendars are utilized as one method of providing relief to overcrowded schools by increasing enrollment capacities.
 - -A key goal of the Superintendent and Board of Education is to return all schools to a traditional 2-semester calendar (1 TRK) (SY 17-18).
- ⁶ The number of students actually attending the school at the start of the reported school year, including magnet students.
- ⁷ Reported school year seating overage or (shortage): equal to (capacity) (resident enrollment).
- ⁸ Reported school year overcrowding status of school. The school is overcrowded if any of these conditions exist:
 - -School is on a multi-track calendar.
 - -There is a seating shortage.
 - -There is a seating overage of LESS THAN or EQUAL TO a 'safety margin' of 20 seats.
- 9 School planning capacity. Formulated from a baseline calculation of the number of eligible classrooms and classroom utilization after implementing LAUSD operational goals, which include operating on a 2-semester (1 TRK) calendar and assumed budget resources which allow for reductions in class size. Includes capacity allocated to charter co-locations. Includes capacity for magnet programs.
- Projected 5-year total number of students living in the school's attendance area and who are eligible to attend the school as of the start of the school year. Includes magnet students.
- ¹¹ Projected seating overage or (shortage): equal to (projected capacity) (projected enrollment).
- 12 Projected overcrowding status of school. The school will be considered overcrowded in the future if any of these conditions exist:
 - -School remains on a multi-track calendar.
 - -There is a seating shortage in the future.
 - -There is a seating overage of LESS THAN or EQUAL TO a 'safety margin' of 20 seats in the future.
- ‡ Magnet Schools with Resident Kindergarten Enrollment: Resident enrollment is reported for Kindergarten only. Actual enrollment is reported for all grades in school. Projected capacities and enrollments not reported.

Facilities Services Division

LOC. CODE: 5505 **COST CENTER**: 1550501

SUBJECT: NEW SERVICE BOUNDARY DESCRIPTION FOR NINTH STREET SCHOOL EFFECTIVE JULY 1, 2013.

The area described below has been approved as the attendance area served by the above-mentioned school. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This boundary supersedes boundary effective July 1, 1984 (updated 7-1-1994, 7-1-2009).

This is an official copy for your file.

(GRADES K-5)

FIRST STREET * ALAMEDA STREET * FOURTH STREET * LOS ANGELES RIVER * 15TH STREET AND EXTENSION * CENTRAL AVENUE * 14TH PLACE * SAN PEDRO STREET * 14TH STREET AND EXTENSION * MAIN STREET * 14TH STREET * HILL STREET * VENICE BOULEVARD * HOPE STREET AND EXTENSION * FOURTH STREET * OLIVE STREET.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 241-8044.

APPROVED: MARK HOVATTER, Chief Facilities Executive, Facilities Services Division

DISTRIBUTION: School Office of Environmental Health and Safety

Transportation Branch Department of Transportation, City of L. A.

Master Planning and Demographics

Facilities Services Division

LOC. CODE: 8058 **COST CENTER**: 1805801

SUBJECT: <u>UPDATE BOUNDARY DESCRIPTION FOR JOHN LIECHTY MIDDLE SCHOOL EFFECTIVE JULY 1, 2009 (UPDATED 7-1-2010).</u>

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on <u>July 1, 2009</u>. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES 6 - 8)

THIRD STREET TO UNION PLACE * THIRD STREET (BOTH SIDES EXCLUDED) * LOMA DRIVE (BOTH SIDES EXCLUDED) * SIXTH STREET * WITMER STREET (BOTH SIDES EXCLUDED) * WILSHIRE BOULEVARD * HARBOR FREEWAY * THIRD STREET * MAIN STREET * PICO BOULEVARD * HILL STREET * VENICE BOULEVARD * HARBOR FREEWAY * 14TH STREET AND EXTENSION (BOTH SIDES EXCLUDED) * VALENCIA STREET (BOTH SIDES EXCLUDED) * PICO BOULEVARD (BOTH SIDES) TO UNION AVENUE * PICO BOULEVARD * BONNIE BRAE STREET (BOTH SIDES EXCLUDED) * TWELFTH STREET * ALVARADO STREET * SIXTH STREET * CORONADO STREET (BOTH SIDES).

(GRADES 7 - 8)

AREA I

THIRD STREET * HARBOR FREEWAY * WILSHIRE BOULEVARD * WITMER STREET (BOTH SIDES) * SIXTH STREET * LOMA DRIVE (BOTH SIDES) * THIRD STREET TO UNION PLACE (SOUTH SIDE INCLUDED).

AREA II

PICO BOULEVARD (BOTH SIDES EXCLUDED) * VALENCIA STREET (BOTH SIDES) * 14TH STREET AND EXTENSION (BOTH SIDES) * HARBOR FREEWAY * VENICE BOULEVARD * UNION AVENUE.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 241-8044.

APPROVED: JAMES SOHN, Chief Facilities Executive, Facilities Services Division

DISTRIBUTION: School

Transportation Branch

Master Planning and Demographics

Office of Environmental Health and Safety Department of Transportation, City of L. A.

Facilities Services Division

LOC. CODE: 8543 **COST CENTER:** 1854301

SUBJECT: CLARIFICATION OF THE BOUNDARY DESCRIPTION FOR BELMONT HIGH SCHOOL EFFECTIVE JULY 1, 2013 (CLARIFIED 7-1-2014; 7-1-2015; 7-1-2016).

This clarification of the existing boundary description does not change the intent of the boundary as it was approved on <u>July 1, 2013 (clarified 7-1-2014, 7-1-2015)</u>. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

BELMONT ACADEMIC ZONE

(GRADES 9 - 12)

MELROSE AVENUE * NORMANDIE AVENUE * HOLLYWOOD FREEWAY * VERMONT AVENUE * BEVERLY BOULEVARD * TEMPLE STREET * SILVER LAKE BOULEVARD * BELLEVUE AVENUE * MICHELTORENA STREET * MARATHON STREET * RAMPART BOULEVARD * SUNSET BOULEVARD * ALVARADO STREET * EFFIE STREET AND EXTENSION INCLUDING 1872 EFFIE STREET, 1698 AND 1699 LEMOYNE STREET, AND 1698 AND 1699 LUCRETIA AVENUE * LUCRETIA AVENUE * ECHO PARK AVENUE (BOTH SIDES EXCLUDED) * MORTON AVENUE (BOTH SIDES EXCLUDED) * MORTON PLACE, INCLUDING MORTON WALK (BOTH SIDES EXCLUDED) * SARGENT PLACE AND EXTENSION (BOTH SIDES. INCLUDING 1698 AND 1699 SARGENT PLACE. EXCLUDED) * ACADEMY ROAD AND EXTENSION EASTERLY AND SOUTHERLY TO THE INTERSECTION OF STADIUM WAY AND PASADENA FREEWAY * STADIUM WAY AND EXTENSION * NORTH SPRING STREET * ALAMEDA STREET * SIXTH STREET * MAIN STREET * PICO BOULEVARD * HARBOR FREEWAY * VENICE BOULEVARD * UNION AVENUE * PICO BOULEVARD * BONNIE BRAE STREET (BOTH SIDES EXCLUDED) * TWELFTH STREET * ALVARADO STREET * PICO BOULEVARD * VERMONT AVENUE * OLYMPIC BOULEVARD * WESTMORELAND AVENUE (BOTH SIDES EXCLUDED) * SAN MARINO STREET (BOTH SIDES EXCLUDED) TO ELDEN AVENUE * SAN MARINO STREET * HOOVER STREET * SEVENTH STREET (BOTH SIDES EXCLUDED) * WILSHIRE PLACE (BOTH SIDES EXCLUDED) * WILSHIRE BOULEVARD * WESTMORELAND AVENUE (BOTH SIDES EXCLUDED) * FOURTH STREET (BOTH SIDES) TO CATALINA STREET * FOURTH STREET * ALEXANDRIA AVENUE (BOTH SIDES) * THIRD STREET * KINGSLEY DRIVE * BEVERLY BOULEVARD * KINGSLEY DRIVE.

OPTIONAL: BELMONT ACADEMIC ZONE AND NORTHEAST ACADEMIC ZONE

NORTH SPRING STREET * BAKER STREET AND EXTENSION * LOS ANGELES RIVER * CESAR E. CHAVEZ AVENUE * ALAMEDA STREET.

OPTIONAL: BELMONT ACADEMIC ZONE AND SOTOMAYOR LEARNING ACADEMIES

WHITMORE AVENUE AND EXTENSION * LANDA STREET (BOTH SIDES, INCLUDING ALL OF TWIN OAK STREET) * LANDA STREET EXTENDED FROM THE INTERSECTION OF LANDA STREET AND STADIUM WAY * GOLDEN STATE FREEWAY * WEST BOUNDARY OF ELYSIAN PARK * ACADEMY ROAD * SARGENT PLACE AND EXTENSION (BOTH SIDES) EXCLUDING 1698 AND 1699 SARGENT PLACE * MORTON PLACE, INCLUDING MORTON WALK (BOTH SIDES) * MORTON AVENUE (BOTH SIDES) * ECHO PARK AVENUE (BOTH SIDES) * LUCRETIA AVENUE AND EXTENSION WESTERLY EXCLUDING 1698 AND 1699 LUCRETIA AVENUE, 1698 AND 1699 LEMOYNE STREET AND 1872 EFFIE STREET * EFFIE STREET AND EXTENSIONS * ALVARADO STREET AND EXTENSION.

<u>Belmont Academic Zone:</u> seven schools or educational programs that students will be able to make application to when resident to Belmont High School. For the current school year students have seven enrollment choices: Belmont High School, Academic Leadership Community at Miguel Contreras Learning Complex, Los Angeles School of Global Studies at Miguel Contreras Learning Complex, School of Business and Tourism at Miguel Contreras Learning Complex, School of Social Justice at Miguel Contreras Learning Complex, Ramon C. Cortines School of Visual and Performing Arts, and Edward Roybal Learning Center. All of these choices will serve grades 9-12.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 241-8044.

APPROVED: MARK HOVATTER, Chief Facilities Executive, Facilities Services Division

DISTRIBUTION: School Office of Environmental Health and Safety

Transportation Branch Department of Transportation, City of L. A.

Master Planning and Demographics

			Appendix M-3: Calcu	lation of Students	from Related	l Projects	I			
Related Project #	Project	Uses	Address	Dwelling Units	Office (1,000 sf)	Retail (1,000 sf)	Hotel - Rooms	Elementary School Students	Middle School Students	High School Students
1	Apartments	Apartments	1247 S Grand Ave.	115				19	5	11
		Commercial				4.61		0	0	0
2	1400 S Figueroa Residential Project	Apartments	1400 S Figueroa	106					5	
3	Mixed-Use	Apartments	820 S Olive St.	522	115.80	56.35		90	26	52
		Retail				4.50		0	0	0
		Office			3.30				0	0
4	Variety Arts Project	Restaurant	940 S Figueroa St.			10.06			0	0
		Bar				5.12			0	0
5	Apartments	Apartments	1011 S Park View St	108						10
6	DTLA South Park - Site 1	High-rise Apt	1120 S Grand Ave	666				110	30	63
		Commercial/Retail				20.69		0	0	0
7	DTLA South Park - Site 4	Apartments	1230 S Olive St.	360				59	16	
	Commercial Apartments 446 W 1445 Ct /			6.40		0	0			
_		<u> </u>	146 W 11th (11th St. /	391				64	18	37
8	Mixed-Use (Herald Examiner)	Office	Broadway) 1111 S Broadway		39.73	40.00		1	1	1
		Retail	o Biodanay			49.00		1	0	1
9	Mixed-Use	Apartments	327 N Fremont Ave (Fremont /	600						57
-		Retail	Temple)			30.00				0
10	Restaurant Project	Restaurant	1036 S Grand Ave.			7.15		0	0	0
11	2222 S Figueroa	Condominium	2222 S Figueroa St.	1,063						
		Retail				18.00				
	LA Plaza Cultura Village	Apartments		345				57	16	33
12		Retail	527 N Spring St. 555 N Broadway			23.00		0	0	0
		Specialty Retail	555 N Broadway			21.00		0	0	0
		Restaurant				11.00		0	0	0
13	Mixed-Use	Apartments	720 W Washington Blvd.	105						
		Retail	- · · · · · · · · · · · · · · · · · · ·			2.65				
14	Onyx Apartment	Apartments	Pico Blvd. b/w Flower and Grand	419					19	
		Retail	1306 S Hope St			42.00			0	
15	G12 Project	Apartments	North of Pico b/w Grand and Olive	640				106	29	60
	_	Retail	1200 S Grand Av			45.00		1	0	0
16	Mixed-Use	Condominiums		151				25	7	14

Related Project #	Project	Uses	Address	Dwelling Units	Office (1,000 sf)	Retail (1,000 sf)	Hotel - Rooms	Elementary School Students	Middle School Students	High School Students
	ENV2008-4679EA; 2008-CEN-	Retail	1050 S. Grand Ave (Grand Ave. / 11th St.)			3.47		0	0	0
	4802	Restaurant	7 1101 31.)			2.20		0	0	0
47	F., L.,	Hotel				2.20	400	-	0	0
17	Embassy Hotel	+				2.00	183	0	0	0
	ZA-2012-912	Restaurant				3.08			·	
		Theater	831 S Grand Ave.			12.78		0	0	0
		Banquet				4.77		0	0	0
		Lounge				2.16		0	0	0
	440.0100.00	Bar		500		11.84		0	0	0
18	11th & Hill Project	Condominiums	1111 S Hill St.	528		0.00		87	24	50 0
		Retail				6.09		0	0	0
19	Mixed Use	Condominiums		900						
		Apartments (Rental)		550						
		Hotel	SOLA Village				210			
		Retail/Commercial	1900 S Broadway			143.10				
		Office	,		180.00					
		Gallery/Museum				17.60				
		Gym				8.00				
20	New Medical Office Building (Good Samaritan Hospital) ENV2009-0884EA	Imaging center, pharmacy, surgical suites, and physician offices	Wilshire Blvd/Witmer St.		56.45				1	1
21	Charter High School	Charter High School	1552 W Rockwood St							0
22	Park/Fifth Project	Condominiums	427 W 5th	660				109	30	62
22		Restaurant	437 S Hill St			13.74		0	0	0
23	9th & Flower Project	Apartments	830 S Hope St	525				87	24	50
20		Retail	ood o Hope of			6.20		0	0	0
24	Mixed Use	Apartment	1435 W 3rd Street	122						12
	2012-CEN-40016	Retail	1100 11 014 04001			3.50				0
	Grand Avenue Project	Condominiums		1,648						155
	2006-CEN-3022	Apartments	Parcel Q and Parcel W -	412						39
		Retail	Bounded by 1st Street,			225.25				3
		Supermarket	Grand Avenue, Hill Street, & Upper 2nd Street.			53.00				1
25		Restaurant	Parcel L/M-2 - Bounded by GTK			67.00				1
		Health Club	Way, Hope Street, & Upper 2nd			50.00				1
		Event Facility	Street 237 S Grand Av			0.25				0
		Hotel	207 O Gianu Av				275			0
		Office			681.00					12
26	Washington BI Opportunity MU (Mercy Hsg)	Residential Units	E Washington Bl/Los Angeles St 220 E Washington Bl	230						
	2009-CEN-5050	Specialty Retail/Restaurant				19.00				
	CPC-2010-1296	Renovate Residential Units		32						
27	Mixed Use	Condominium	2100 S Figueros	291						
·	2010-CEN-5294	Retail	2100 S Figueroa			7.13				
	9th / Olive Project	Apartments		303				50	14	29

Related Project #	Project	Uses	Address	Dwelling Units	Office (1,000 sf)	Retail (1,000 sf)	Hotel - Rooms	Elementary School Students	Middle School Students	High School Students
28		Retail	840/888 S. Olive St.			9.68		0	0	0
		Restaurant				1.50		0	0	0
29	Broadway Trade Center	Office	004 C D duu		400.00			11	6	7
		Hotel	801 S Broadway				150	0	0	0
30	Beverly + Lucas Project 2008-CEN-4799	Apartments	1430 W Beverly Bl	157						15
31	Broadway Mixed	Apartments	955 S Broadway	201				33	9	19
	CPC-2014-2947	Retail	933 3 Bioadway			6.00		0	0	0
32	801 S Olive Street Project	Apartments		363				60	16	34
		Retail	801 S Olive St.			2.50		0	0	0
		Restaurant				10.00		0	0	0
33	Mixed-Use Building	Apartments		160						
	ENV2008-0386EA; 2008-CEN- 4672	Retail	233 W Washington Bl			24.25				
34	Bixel & Lucas Project	Apartments	1102 W 6th St	649					29	61
		Retail	1102 W dui di			40.00			0	0
35	Mixed-Use	Condominiums	215 W 14th St.	154				25	7	
	ZA-2016-15	Retail	213 W 1441 Oc.			10.70		0	0	
36	SB OMEGA	High-rise Condo	601 S Main St.	452				75	20	43
		Retail	001 3 Main St.			25.00		0	0	0
37	Hill Mixed	Apartments	920 S Hill	239				39	11	23
		Retail	320 O T IIII			5.40		0	0	0
38	Witmer Project	Condominiums	1329 W. 7th St.	94					4	9
		Retail	(7th / Witmer)			2.00			0	0
39	1133 Hope Street Project	Condominiums	1133 Hope Street	208					9	20
		Restaurant	Troo Hope Gudet			5.03			0	0
40	700 Cesar Chavez Ave Project	Apartment	700 Cesar Chavez	300						28
		Retail				8.00				0
41	Spring St. Hotel	Hotel		176				29	8	17
		Conf . Spc.	633 S Spring			1.20		0	0	0
		Restaurant				8.40		0	0	0
		Bar				5.29		0	0	0
42	Wakaba LA	Apartments	southwest corner of San Pedro	240				40		23
		Retail	and 2nd			16.00		0		0
43	1600 S Figueroa	Condominium		202						
		Apartments	1600 S Figueroa St.	134						
		Hotel					250	45-	-	-
44	Mixed-Use	Apartments		662				109	30	62
		Retail	928 S Broadway			47.00		1	0	1
		Live/Work			11.00			0	0	0
		Office			34.82			1	0	1
45	Los Angeles Street Civic Center Project	Government Office	150 N Los Angeles Street		712.50					12
		Retail	150 N Los Angeles Street			35.00				0
		Child Care Facility								0
46	Metropolis Mixed-Use	Hotel		<u> </u>			480		0	0

Related Project #					Office	Retail	Hotel -	Elementary School	Middle School	High School
riojeci #	Project	Uses	Address 851 S. Francisco St. (8th St. /	Dwelling Units	(1,000 sf)	(1,000 sf)	Rooms	Students	Students	Students
		Condominiums	Francisco St.)	836	222.22				38	79
		Office	899 S. Francisco St.		988.23	10.00			14	17
		Retail				46.00			0	1
47	Mixed-Use Development	Condominiums	1027 W. Wilshire Project (Wilshire / St. Paul St.)	402		7.40			18	38
48	2006-CEN-2870	Retail	, ,	400		7.43		40	0	0
48	Residential Project	Apartments Hi-rise Condominiums	1027 S Olive Street	100 420				16 69	5 19	9 40
49	Embassy Tower 2008-CEN-4779	Market	848 S Grand Av	420		38.50		1	0	0
	LASED Entertainment District	Market				38.50		1	U	U
50	LASED Entertainment District (Excluding completed development to date) (Includes Oceanwide, Circa and JW Marriott Ext. Projects)	Residential		1,264					57	119
		Educational							0	0
		Retail				148.58			1	2
		Restaurants	Figueroa St. / 11th St.			60.00			1	1
		Health Club				12.31			0	0
		Sport Bar				6.00			0	0
		Hotel					183		0	0
		Office			367.30				5	6
		Production Studio			298.50				4	5
		Convention Center Expansion				250.00			2	3
51	City Market Project	University						0		
	, ,	Shopping Center				176.73		3		
		Cinema	San Pedro Street b/w 9th St and					0		
		Apartments	12th St.	945				156		
		Hotel	1057 S San Pedro St.				210	0		
		Retail				224.86		4		
		Office			294.64			8		
52	Wilshire Grand Redevelopment Project	Hotel Rooms					560		0	0
	ENV2009-1577EA; 2009-CEN- 5080	Residential Units	930 W Wilshire BI 900 W Wilshire BI	100					5	9
		Office			1500.00				21	26
		Retail/Restaurant			275.00				4	5
53	Flower (1212) Mixed -Use	Apartments		730					33	69
		Retail/Restaurant	1212 W Flower			10.50			0	0
		Office			70.47				1	1
54	Olympic / Hill Project	Apartments	Northwest corner of Olympic /	300				49	14	28
		Retail	Hill			14.50		0	0	0
		Restaurant	301 W Olympic BI			8.50		0	0	0
55	785 S Towne ZA-2017-3205-ZAD	Joint Living and Work Quarters	785 S Towne Ave.	60				10		
56	1700 W Olympic Hotel	Hotel	1700 W Olympic				160		0	0
57	Mixed-Use	Apartments		160				26		15
		Retail		i		18.00		0		0

Related Project #	Project	Uses	Address	Dwelling Units	Office (1,000 sf)	Retail (1,000 sf)	Hotel - Rooms	Elementary School Students	Middle School Students	High School Students
		Restaurant	JOH O IVIAIII OL			3.50		0		0
		Fast-food Restaurant				3.50		0		0
58	USC Student Housing	Student Housing	505 W. 31W. St	73				12		
59	400 S Broadway Mixed-Use Project	Apartments		450				74	20	42
		Retail	400-416 Broadway			6.90		0	0	0
		Lounge				5.00		0	0	0
60	1001 S Olive	Apartments	1001 S Olive St	225				37	10	21
		Restaurant	1001 S Olive St			5.00		0	0	0
61	Olive & Olympic	Apartments	Northeast corner of Olive &	263				43	12	25
		Restaurant	Olympic 960 S Olive St.			14.50		0	0	0
62	L.A Trade Tech College - 5-Year Master Plan	5-year Master Plan Project	400 Washington Blvd. (Washington Blvd. / Flower St.)							
63	Palmetto	Apartments		310				51		29
	CPC-2016-3399	Commercial	Northeast corner of Palmetto & Sealton			11.38		0		0
		Production Space	Gealton		11.74			0		0
64	Mixed Use	Apartments	4225 14 4 4 24	102						10
	APCC-2015-1040	Retail	1335 W 1st St			3.51				0
65	Residential	Apartments	459 S Hartford Ave	94					4	9
66	330 S Alameda	Apartments	330 S Alameda	186						18
	CPC-2016-3334	Commercial	330 S Alameda			22.34				0
67	Mixed-Use Project	Apartment	1150 W Wilshire	80					4	8
		Restaurant	1150 W Wilshire			4.59			0	0
68	Mixed Use	Apartments	727 C Continu	320				53	14	30
		Pharmacy	737 S Spring			25.00		0	0	0
69	Apartments	Apartments	1218 W Ingraham St	90					4	8
70	Foreman and Clark Building	Apartments	400,402 W 7th St. , 701,	165				27	7	16
		Bar	715 S. Hill St			11.90		0	0	0
		Restaurant				14.03		0	0	0
71	Apartments	Apartments	740 S Hartford St	80					4	8
72	Cecil Hotel Reno	Hotel	640 S Main St.				299	0		
	16016-10000-30966	Apartments	o to o main on	301				50		
73	Clinic	Medical Office	649 S Wall St.					0		
		Assisted Living	0.000.000					0		
74	Garland Building DIR-2016-3136-CDO	Apartments	740 S Broadway	47				8	2	4
75	Northeast Tower	Condominiums	215 W 9th St	210				35	9	20
		Retail				9.00		0	0	0
76	400 S Alameda Hotel	Hotel					66			0
		Restaurant	400 S Alameda St			2.13				0
		Retail				0.84				0
77	Hotel + Retail	Hotel	649 S Olive St				241	0	0	0
78	Charter School (K-5)	School	1633 W 11th St	ļ		404.00		1	0	0
79	Residential	Retail	810 E Pico Blvd			181.62		3	40	00
80	Mixed Use	Apartments	722 C Carina Ct	400		1		66	18	38

Related Project #	Project	Uses	Address	Dwelling Units	Office (1,000 sf)	Retail (1,000 sf)	Hotel - Rooms	Elementary School Students	Middle School Students	High School Students
		Pharmacy/Drug Store	732 3 Spring St			15.00		0	0	0
81	Mixed Use	Apartments	040 0 1111	428				71	19	40
		Retail	340 S Hill			6.70		0	0	0
82	Hill Mixed	Apartments	940 S Hill	232				38	10	22
		Retail	940 S HIII			14.00		0	0	0
83	Condominiums	Condominiums	742 S Hartford Ave	58					3	5
84	Bukokan of Los Angeles	Sports Complex	237-249 S. Los Angeles Street						0	0
		Bar	237-249 O. Los Angeles Officet						0	0
85	Mixed Use	Condominiums		126					6	12
		Apartments	1145 W 7th St	100					5	9
		Retail				7.20			0	0
86	Sapphire Mixed Use	Apartments		369					17	35
		Retail	1111 W 6th St			18.60			0	0
		Quality Restaurant	TITT W but St			2.20			0	0
		Coffee Shop				1.20			0	0
87	Vibiana Lofts	Condominiums	225 C. L Annulus Ct	300				49		28
		Retail	225 S Los Angeles St.			3.40		0		0
88	Laborers Local 300 Headquarter	s Office	2005 W Pico Blvd.		30.30					1
89	Pacific Charter Elementary School	School	1700 W Pico Blvd.						0	0
90	Valencia Project	Apartments		218					10	21
		Retail	1501 Wilshire Blvd.			6.10			0	0
		Other							0	0
91	Retail / Restaurant	Retail and Restaurant	201 S Broadway			27.77		0		0
92	Legal Aid Foundation of LA	Office	1550 W 8th St.		33.96				0	1
93	Apex Phase II	Condominiums	700 W 9th St.	341					15	32
		Retail	700 W 9th St.			11.69			0	0
94	Pharmacy / Drug Store	Other	1302 W Washington Blvd.							
95	Charter High School	School	1929 W Pico Blvd.							
96	Medallion Phase II	Apartments		471				78	21	44
		Restaurant	300 S Main St.			27.78		0	0	0
		Retail				5.19		0	0	0
97	Alexan South Broadway	Apartments		300				49	14	28
		Restaurant	850 S Hill St.			3.50		0	0	0
		Retail				3.50		0	0	0
98	Proper Hotel	Hotel	1106 S Broadway				148	0	0	0
	ZA-2014-1439	Restaurant				17.45		0	0	0
99	Catalina Building	Live/Work	443 S San Pedro St.	78				13		7
100	1201 S Grand	Condominiums	1201 S Grand Ave.	126				21	6	12
101	Mixed Use	Apartment	118 S Astronaut es. Onizuka St	77				13		7
102	Mixed Use	Apartment		52					-	5
		Restaurant	360 S Alameda			2.40				0
		Creative Office			6.90					0
103	Brooks Building	Apartments	CAA C Broadway	30	· · · · · · · · · · · · · · · · · · ·			5	1	3

Related					Office	Retail	Hotel -	Elementary School	Middle School	High School
Project #	Project	Uses	Address	Dwelling Units	(1,000 sf)	(1,000 sf)	Rooms	Students	Students	Students
		Bar	,			2.50		0	0	0
104	950 S Broadway	Apartments 950) S Broadway	30				5	1	3
	DIR-2015-844-CDO	Retail	,			7.50		0	0	0
105	Grand Residence	Condominiums 122	29 S Grand Ave	161				27	7	15
		Restaurant				2.09		0	0	0
106	Hotel & Apartments	Apartments		425					19	40
			5 S Bixel St				126		0	0
		Retail				4.87			0	0
107	Mixed-Use	Condominiums 123	35 W 7th St	303					14	29
		Retail				5.96			0	0
108	Mixed-Use Project	Apartments 180	00 E 7th St.	122				20		
		Office			13.60			0		
109	1745 E 7th St	Apartments 174	1745 E 7th St	57				9		
		Commercial				6.00		0		
110	1322 Linwood Apts.		22 W Linwood Ave.	45					2	4
111	Mixed-Use	Apartments 133	34 S Flower St.	188					8	
		Retail / Restaurant				10.10			0	
112	LUXE Hotel	Condo		650					29	61
	Mixed-Use	Hotel 102	20 S Figueroa St.				300		0	0
		Restaurant				40.00			0	0
		Retail				40.00			0	0
113	Mixed-Use	Apartments 140	1400 S Flower St.	147					7	
		Retail	50 O Flower Ot.			6.92			0	
114	Fig + Pico Hotel	Hotel Nor	rtheast corner of Figueroa St.				1162		0	0
		Retail & P	Pico Blvd.			13.15			0	0
115	Mixed-Use Project	Retail	9 E 2nd St			41.02				0
	(Mostly private club)	Other	5 L Zilu St							0
116	Apartments	Apartments 130	00 W Court St	43						4
117	Urban View Lofts Project	Apartments 495	5 S Hartford	220					10	21
118	Child Care		14 S Royal St							
119	1930 Wilshire MU	Apartments		478					22	45
		Theater 193	30 Wilshire Blvd						0	0
		Classroom							0	0
		Hotel					220		0	0
120	Mixed-Use	Apartments 252	28 S Grand Ave	296						
		Retail				5.00				
121			5 S Union Ave	32					1	3
122	Medical Office		22 W Washington Blvd		60.00				-	
123	Mixed-Use	Condominium 945	5 W 8th St.	781					35	74
		Retail				6.70			0	0
124	Ferante	Apartments 100	00 W Temple St.	1,500						141
	DIR-2015-2158	Retail				30.00				0
125	Mixed-Used	Apartments		475				78		
		Office			43.00			1		
		Specialty Retail 668	B Alameda Street			9.00		0		

Dalatad								Elementary		
Related Project #	Project	Uses	Address	Dwelling Units	Office (1,000 sf)	Retail (1,000 sf)	Hotel - Rooms	School Students	Middle School Students	High School Students
,	i Toject	Restaurant	Address	Dweining Office	(1,000 31)	17.00	ROOMS	0	Ottudents	Otadents
		Supermarket				15.00		0		
126	1100 E 5th St (Mixed-Use)	Apartment		213		10.00		35		20
.20	Tibe E car et (mixea cee)	Retail	1100 E 5th Street	2.0		14.50		0		0
		Arts & Prodction Space			14.50			0		0
127	Figueroa Hotel	Hotel					275	, ,		
	3	Bar	3101 S Figueroa St			1.18				
128	6th & Alameda	Apartments		1,736		-		286		
	Mixed-Use	Office			253.51			7		
		Community-Serving Commercial				127.61		2		
		Art Space	1206 6th St			22.43		0		
		Hotel	-				514	0		
		School	-					0		
129	5th & Hill Center MU	Condominiums		80				13	4	8
-		Hotel					200	0	0	0
		Restaurant	333 W 5th St			5.00		0		0
		Bar				22.50		0	0 0	0
130	Tribune Media's DTLA Tower	Condominiums		107		22.00		18	Ů	10
		Office	232 West 2nd St		534.04			15		9
		Retail				7.20		0		0
131	433 S Main St	Condominiums		196		-		32	9	18
		Retail	433 S Main			5.30		0	0	0
		Restaurant				0.90		0	0	0
132	Mixed-Use	Apartments		379				62	-	-
		Other	-1100 S Main St					0		
133	Mixed Use	Apartments		600				99		57
	CPC-2016-3853	Restaurant				15.00		0		0
		Retail	520 S Mateo St			15.00		0		0
		Office			30.00			1		1
	Southern California Flower Market Project	Apartment		323				53		
		Office			53.20			1		
		Retail	755 S Wall St			4.40		0		
		Other						0		
		Other						0		
135	Hellman / Banco Building	Apartments	354 S Spring St.	212				35	10	20
136		Apartments	1301 W Colton St	29						3
	Downtown LA Hotel ZA-2016-4203	Hotel	926 W James M Wood Blvd				247		0	0
138	Arts District Center (Mixed-Use)	Apartments		228				38		22
		Retail				23.00		0		0
-		Office	1101 E 5th St		27.86			1		0
		Hotel					149	0		0
		Other						0		0

						1				
								Elementary		
Related					Office	Retail	Hotel -	School	Middle School	High School
Project #	Project	Uses	Address	Dwelling Units	(1,000 sf)	(1,000 sf)	Rooms	Students	Students	Students
	1316 Court & 1323 Colton Apts	Apartments	1316 W Court St	122						12
140	Figueroa Centre	Condominiums		200					9	19
		Hotel	911 S Figueroa St.				220		0	0
		Retail	orrorigacioa os.			44.08			0	0
		Restaurant				50.00			0	1
141	Mixed-Use	Apartments	1323 Grand Ave	284				47	13	
		Retail	1020 Grand Ave			6.30		0	0	
142	Times Mirror Square	Apartments		1,127				186		106
		Office			285.09			8		5
		Supermarket	100 S Broadway			50.00		1		1
		Quality Restaurant				22.20		0		0
		Hight Turnover Restaurant				53.39		1		1
143	Mixed-Use	Apartments	1000 S Hill St	498				82	22	47
	CPC-2016-4710	Retail	1000 S Hill St			8.71		0	0	0
144	Mixed-Use	Apartments	CO4 C C+	236				39		
		Retail	601 S Central Ave			12.00		0		
145	845 S Olive & 842 Grand MU	Apartments		208				34	9	20
		Retail	845 S Olive			0.81		0	0	0
		Other						0	0	0
146	Olympia Mixed-Use	Apartments	1001 W Olympic	1,367					62	129
	CPC-2016-4888	Retail				20.00			0	0
		Other							0	0
147		Bar/Lounge				3.05				0
		Restaurant	806 E 3rd St			7.72				0
		Retail				6.17				0
148	Mixed-Use	Retail				32.40		1		Ů
		Office	755 S Los Angeles		65.00	020		2		
		Restaurant	7 00 0 200 7 tilgoloo		00.00	4.00		0		
149	2250-2270 W Pico Blvd Hotel	Hotel	2250 W Pico Blvd			4.00	125	, ,		
150	USC Children's Creative Learning	l ou					120			
150	Center	Other	2716 S Severance St.							
151	Apartments	Apartments	101 N Glendale Blvd.	55						5
152		Apartments	1420 Bonnie Brae St	29						
	Mixed-Use	Apartments	609 E 5th St	151				25	00	14
154	8th & Fig	Apartments		438		0.75			20	41
		Retail	744 S Figueroa St.			3.75			0	0
		Restaurant				3.75			0	0
155	Affordable Housing Development	Apartments	508 E 4th St	41				7		4
	Residential	Apartments	713 E 5th St	51				8		5
157	Mixed-Use	Office			255.51			7		4
		Retail	401 Hewitt St			4.97		0		0
		Other						0		0
	8th, Grand & Hope Tower	Apartments	754 S Hope St	409				67	18	39
	CPC-2017-552	Retail				7.33		0	0	0

								Elementary		
Related Project #	Project	Uses	Address	Dwelling Units	Office (1,000 sf)	Retail (1,000 sf)	Hotel - Rooms	School Students	Middle School Students	High School Students
159	Mixed-Use	Apartments		994	, ,			164		94
		Retail	333 Alameda St			99.30		2		1
160	19-story Affordable Housing Skid Row	Affordable Housing	600 S San Pedro St	303				50		
	CPC-2017-589	Retail				19.91		0		
161	Hewitt & 4th MU	Appartments		93				15		9
		Office	940 E 4th St		6.00			0		0
		Retail				14.25		0		0
	Affordable Housing Skid Row	Affordable Housing		378				62		36
	CPC-2017-614	Apartments		4				1		0
		Retail	552 S San Pedro St			1.76		0		0
		Office			4.41			0		0
		Dining Roon/Flex Space				5.93		0		0
163	2005 James M Wood Hotel	Hotel	2005 W James M Wood Blvd				100		0	0
164	1300 Figueroa Hotel	Hotel	1300 S Figueroa St				1024		0	0
165		Apartments	656 S Standford Ave	82				14		
166	Mixed-Use	Apartments	1018 W Ingraham St	37					2	3
		Retail	1010 W Ingranam ot			1.89			0	0
167	Apartments	Apartments	1246 W Court St	54						5
168	14th St/Hill St (DTLA) MU	Apartments	1340 S Hill St	235				39		
		Retail				5.25		0		
		Other						0		
169		Hotel	1219 S Hope St				75		0	0
170	Santa Fe Freight Yard Redvelopment	Apartments	950 E 3rd St.	635						60
	VTT-72352	Retail				30.06				0
171	Mixed-Use (Coca Cola)	Office	963 E 4th St.		78.60					1
		Retail				25.00				0
		Restaurant				20.00				0
172	Retail	Retail	555 S Mateo St			153.00		3		2
173	Camden Arts Project	Apartments	1525 Industrial St.	344						
		Office			21.41					
		Restaurant				6.08				
	Restaurant	Restaurant	500 S Mateo St.			12.88		0		0
	Apartments	Apartments	1255 E Elden Ave	103						10
176	Mixed-Use	Apartments	550 S Main St	159				26		
		Retail				23.00		0		
177	Freehand Hotel	Hotel	416 W 8th St				226	0	0	0
		Retail				8.00		0	0	0
178	Assisted Living	Assisted Living	1030 S Lake St							0
		Senior Housing								0
179	Beaudry Ave & 2nd St MU	Apartments	130 S Beaudry Ave	230						22
		Other						ļ		0
180	Olympic & Hoover Mixed-Use	Apartments	2501 W Olympic BI	173						16
		Retail				36.18				0

Related Project #	Project	Uses	Address	Dwelling Units	Office (1,000 sf)	Retail (1,000 sf)	Hotel - Rooms	Elementary School Students	Middle School Students	High School Students
		Hotel					373		0	0
	Olympic Tower Project MU	Condominiums		374					17	35
181	CPC-2015-4557	Retail	815 W Olympic Bl			65.07			1	1
		Conference Center				10.80			0	0
		Office			33.50				0	1
182	Hotel	Hotel	361 S Spring				315	0	0	0
183	Harris Building Office Conversion	Office	11th St & Main St		52.00			1		
184	Mixed-Use	Apartments	1410 S Flower St.	152					7	
		Retail				1.18			0	
405		Apartments		47					2	4
185	Mixed-Use	Retail	1322 W Maryland St.			0.76			0	0
186	Apartments	Apartments	655 San Pedro St.	81				13		
187	Fashion District Tower	Apartments	000 5 711 01	452				75	20	43
		Commercial	222 E 7th St			13.66		0	0	0
188		Restaurant	605 E 4th St.			3.80		0		0
189	716 S Spring	Restaurant	716 S Spring			6.21		0		
		Apartments		713				118	32	67
190	DTLA South Park/Mack Urban Site 2	Commercial	1120 S Olive			14		0	0	0
		Appartments		537				89	24	51
191	DTLA South Park/Mack Urban Site 3	Commercial	1105 S Olive			8		0	0	0
			TOTALS	49,654	7,943	4,253	9,066	4,452	1,327	3,723
		Student Gener	ation Rates Used in the Calo	culation						
		Residential	Retail/Restaurant	Hotel	Office	Industrial				
	Elementary School	0.1649	0.0178	0.009	0.0278	0.0214				 I
	Middle School	0.1045	0.0089	0.003	0.0139	0.0108				 I
	High School	0.043	0.0089	0.0057	0.0139	0.0108				 I

Source: Student Generation Rates for Residential Uses are taken from the Draft School Facilities Needs Analysis 2012, LAUSD, September 2012. Student Generation rates for othre uses are taken from the 2010 Commercial/Industrial Development School Fee Justification Study, LAUSD, September 27, 2010. Calculations by ESA, 2018

M-4 Libraries

Jessie Barkley

From: Jung, Thomas <tjung@lapl.org>
Sent: Monday, February 26, 2018 2:49 PM

To: Jessie Barkley

Subject: 1045 Olive Project - LAPL Response

Attachments: 1045 Olive_LAPL.pdf; 1045 Olive Project_LAPL Response.pdf

Hi Jessie,

Attached you will find the LAPL's response to your inquiry for the 1045 Olive Project.

Thank you.

Tom Jung

Senior Management Analyst I Business Office Los Angeles Public Library Phone: (213) 228-7474

Phone: (213) 228-/4/4 E-mail: tjung@lapl.org

Re: 1045 Olive Project

The following is our response to your questions:

I. Which libraries would serve the proposed project?

- Central Library
- Chinatown Branch Library
- Echo Park Branch Library
- Felipe de Neve Branch Library
- Little Tokyo Branch Library
- Pico Union Branch Library

Central Library

1. Location and hours of operation:

630 W. 5th Street Los Angeles, CA 90071

Mon: 10-8, Tue: 10-8, Wed: 10-8, Thu: 10-8, Fri: 9:30-5:30, Sat: 9:30-5:30, Sun: 1-5

2. Size (Square Feet):

538,000 square feet

3. Staffing Levels:

390 Full Time employees 250 Volunteers

4. Collection size and amenities:

2.6 million volumes /circulation – 1.2 million

Free Public Wi-Fi
Wireless Printing
Reserve a Computer
Meeting Room Rental
Zoom Text Computer for the Visually Impaired

The branch is a Virtual Library with multiple computer workstations providing public access to LAPL's on-line library catalog, extensive information databases, and the Internet. This branch also provides WIFI connectivity for mobile electronic devices.

STAR – Story Telling and Reading. Star volunteers read aloud with kids of all ages at the library. Reading aloud is fun – and can improve reading skills and encourage a lifelong love of books.

5. Programmed or Target Service Population:

The Los Angeles Public Library (LAPL) does not make targeted projections.

6. Actual population served including the assigned census tracts upon which service population is determined:

3,792,662 per Census 2010 est. City of Los Angeles 9,818,605 per Census 2010 est. County of Los Angeles

• Planned, funded, and/or scheduled improvements or expansions to the City library facilities that would serve this Project.

There are no planned improvements to add capacity through expansion. There are no plans for the development of any other new libraries to serve this community.

• City library service standards and/or goals that would assist in analyzing the Project's potential impacts from development on local library services.

On February 8, 2007, The Board of Library Commissioners approved a new Branch Facilities Plan. This Plan includes Criteria for new Libraries, which recommends new size standards for the provision of LAPL facilities – 12,500 s.f. for community with less than 45,000 population and 14,500 s.f. for community with more than 45,000 population and up to 20,000 s.f. for a Regional branch. It also recommends that when a community reaches a population of 90,000, an additional branch library should be considered for the area.

The Central Library attracts over 2 million visitors every year who check out over 1.2 million of its books and other items. In addition, Library staff answer over 2 million reference questions and present 2,100 programs that attract nearly 46,000 people each year. Furthermore, nearly 600,000 hours of computer access are provided to Central Library users annually. Therefore, any increase in the residential/business/commercial population that is in close proximity to the Central Library has a direct impact on library services with increased demands for library staffing, materials, computers and information services. These numbers place a stress on library services with increased demands for library staffing, materials, computers and information services.

The Los Angeles Public Library recommends a mitigation fee of \$200 per capita based upon the projected population of the development. The funds will be used for staff, books, computers and other library materials. It is recommended that mitigation fees be paid for by the developer.

Chinatown Branch Library

1. Location and hours of operation:

639 N. Hill Street Los Angeles, CA 90012

Mon: 10-8, Tue: 12-8, Wed: 10-8, Thu: 12-8, Fri: 9:30-5:30, Sat: 9:30-5:30, Sun: Closed

2. Size (Square Feet):

14,500 square feet

3. Staffing Levels:

13.5 Full Time employees74 Volunteers

4. Collection size and amenities:

74,709 volumes /annual circulation – 193,627

Free Public Wi-Fi
Wireless Printing
Reserve a Computer
Meeting Room Rental
Zoom Text Computer for the Visually Impaired

The branch is a Virtual Library with multiple computer workstations providing public access to LAPL's on-line library catalog, extensive information databases, and the Internet. This branch also provides WIFI connectivity for mobile electronic devices.

STAR – Story Telling and Reading. Star volunteers read aloud with kids of all ages at the library. Reading aloud is fun – and can improve reading skills and encourage a lifelong love of books.

5. Programmed or Target Service Population:

The Los Angeles Public Library (LAPL) does not make targeted projections.

6. Actual population served including the assigned census tracts upon which service population is determined:

11,225 estimated from LA Times Mapping L.A. database and branch library community boundaries.

7. Census tracts that comprise each of the library's service areas (if known):

The LAPL no longer uses census tracts.

• Planned, funded, and/or scheduled improvements or expansions to the City library facilities that would serve this Project.

There are no planned improvements to add capacity through expansion. There are no plans for the development of any other new libraries to serve this community.

• City library service standards and/or goals that would assist in analyzing the Project's potential impacts from development on local library services.

On February 8, 2007, The Board of Library Commissioners approved a new Branch Facilities Plan. This Plan includes Criteria for new Libraries, which recommends new size standards for the provision of LAPL facilities – 12,500 s.f. for community with less than 45,000 population and 14,500 s.f. for community with more than 45,000 population and up to 20,000 s.f. for a Regional branch. It also recommends that when a community

reaches a population of 90,000, an additional branch library should be considered for the area.

As it currently stands, the Chinatown branch meets the standard of 12,500 square feet for a service population of less than 45,000. However, any increase in the residential/project population that is in close proximity to this branch has a direct impact on library services with increased demands for library staffing, materials, computers and information services. Therefore, mitigation measures may be necessary in order to lessen the impact to these services to a level that is appropriate for a given service population in accordance to the February 8, 2007 Board of Library Commissioners approved Branch Facilities Plan.

The Los Angeles Public Library recommends a mitigation fee of \$200 per capita based upon the projected population of the development. The funds will be used for staff, books, computers and other library materials. It is recommended that mitigation fees be paid for by the developer.

Echo Park Branch Library

1. Location and hours of operation:

1410 W. Temple Street Los Angeles, CA 90026

Mon: 10-8, Tue: 12-8, Wed: 10-8, Thu: 12-8, Fri: 9:30-5:30, Sat: 9:30-5:30, Sun: Closed

2. Size (Square Feet):

17,543 square feet

3. Staffing Levels:

9.5 Full Time employees 88 Volunteers

4. Collection size and amenities:

43,689 volumes /annual circulation – 93,418

Free Public Wi-Fi Wireless Printing Reserve a Computer Meeting Room Rental Zoom Text Computer for the Visually Impaired

The branch is a Virtual Library with multiple computer workstations providing public access to LAPL's on-line library catalog, extensive information databases, and the Internet. This branch also provides WIFI connectivity for mobile electronic devices.

STAR – Story Telling and Reading. Star volunteers read aloud with kids of all ages at the library. Reading aloud is fun – and can improve reading skills and encourage a lifelong love of books.

5. Programmed or Target Service Population:

The Los Angeles Public Library (LAPL) does not make targeted projections.

6. Actual population served including the assigned census tracts upon which service population is determined:

52,842 estimated from LA Times Mapping L.A. database and branch library community boundaries.

7. Census tracts that comprise each of the library's service areas (if known):

The LAPL no longer uses census tracts.

• Planned, funded, and/or scheduled improvements or expansions to the City library facilities that would serve this Project.

There are no planned improvements to add capacity through expansion. There are no plans for the development of any other new libraries to serve this community.

• City library service standards and/or goals that would assist in analyzing the Project's potential impacts from development on local library services.

On February 8, 2007, The Board of Library Commissioners approved a new Branch Facilities Plan. This Plan includes Criteria for new Libraries, which recommends new size standards for the provision of LAPL facilities – 12,500 s.f. for community with less than 45,000 population and 14,500 s.f. for community with more than 45,000 population and up to 20,000 s.f. for a Regional branch. It also recommends that when a community reaches a population of 90,000, an additional branch library should be considered for the area.

As it currently stands, the Echo Park Branch meets the standard of 14,500 square feet for a service population of more than 45,000. However, any increase in the residential/project population that is in close proximity to this branch has a direct impact on library services with increased demands for library staffing, materials, computers and information services. Therefore, mitigation measures may be necessary in order to lessen the impact to these services to a level that is appropriate for a given service population in accordance to the February 8, 2007 Board of Library Commissioners approved Branch Facilities Plan.

The Los Angeles Public Library recommends a mitigation fee of \$200 per capita based upon the projected population of the development. The funds will be used for staff, books, computers and other library materials. It is recommended that mitigation fees be paid for by the developer.

Felipe de Neve Branch Library

1. Location and hours of operation:

2820 W. 6th Street Los Angeles, CA 90057

Mon: 10-8, Tue: 12-8, Wed: 10-8, Thu: 12-8, Fri: 9:30-5:30, Sat: 9:30-5:30, Sun: Closed

2. Size (Square Feet):

9,273 square feet 22 Volunteers

3. Staffing Levels:

9 Full Time employees

4. Collection size and amenities:

35,424 volumes /annual circulation – 104,076

Free Public Wi-Fi
Wireless Printing
Reserve a Computer
Meeting Room Rental
Zoom Text Computer for the Visually Impaired

The branch is a Virtual Library with multiple computer workstations providing public access to LAPL's on-line library catalog, extensive information databases, and the Internet. This branch also provides WIFI connectivity for mobile electronic devices.

STAR – Story Telling and Reading. Star volunteers read aloud with kids of all ages at the library. Reading aloud is fun – and can improve reading skills and encourage a lifelong love of books.

5. Programmed or Target Service Population:

The Los Angeles Public Library (LAPL) does not make targeted projections.

6. Actual population served including the assigned census tracts upon which service population is determined:

110,861 estimated from LA Times Mapping L.A. database and branch library community boundaries.

7. Census tracts that comprise each of the library's service areas (if known):

The LAPL no longer uses census tracts.

• Planned, funded, and/or scheduled improvements or expansions to the City library facilities that would serve this Project.

There are no planned improvements to add capacity through expansion. There are no plans for the development of any other new libraries to serve this community.

• City library service standards and/or goals that would assist in analyzing the Project's potential impacts from development on local library services.

On February 8, 2007, The Board of Library Commissioners approved a new Branch Facilities Plan. This Plan includes Criteria for new Libraries, which recommends new

size standards for the provision of LAPL facilities -12,500 s.f. for community with less than 45,000 population and 14,500 s.f. for community with more than 45,000 population and up to 20,000 s.f. for a Regional branch. It also recommends that when a community reaches a population of 90,000, an additional branch library should be considered for the area.

As it currently stands, the Felipe de Neve Branch does not meet the standard of the need for an additional branch when the service population reaches 90,000. Any increase in the residential/project population that is in close proximity to this branch has a direct impact on library services with increased demands for library staffing, materials, computers and information services. Therefore, mitigation measures may be necessary in order to lessen the impact to these services to a level that is appropriate for a given service population in accordance to the February 8, 2007 Board of Library Commissioners approved Branch Facilities Plan.

The Los Angeles Public Library recommends a mitigation fee of \$200 per capita based upon the projected population of the development. The funds will be used for staff, books, computers and other library materials. It is recommended that mitigation fees be paid for by the developer.

Little Tokyo Branch Library

Location and hours of operation:
 203 S. Los Angeles Street
 Los Angeles, CA 90012

Mon: 10-8, Tue: 12-8, Wed: 10-8, Thu: 12-8, Fri: 9:30-5:30, Sat: 9:30-5:30, Sun: Closed

2. Size (Square Feet):

12,500 square feet

3. Staffing Levels:

10 Full Time employees 44 Volunteers

4. Collection size and amenities:

66,634 volumes /annual circulation – 142,247

Free Public Wi-Fi
Wireless Printing
Reserve a Computer
Meeting Room Rental
Zoom Text Computer for the Visually Impaired

The branch is a Virtual Library with multiple computer workstations providing public access to LAPL's on-line library catalog, extensive information databases, and the Internet. This branch also provides WIFI connectivity for mobile electronic devices.

STAR – Story Telling and Reading. Star volunteers read aloud with kids of all ages at the library. Reading aloud is fun – and can improve reading skills and encourage a lifelong love of books.

5. Programmed or Target Service Population:

The Los Angeles Public Library (LAPL) does not make targeted projections.

6. Actual population served including the assigned census tracts upon which service population is determined:

45,796 estimated from LA Times Mapping L.A. database and branch library community boundaries.

- 7. Census tracts that comprise each of the library's service areas (if known): The LAPL no longer uses census tracts.
- Planned, funded, and/or scheduled improvements or expansions to the City library facilities that would serve this Project.

There are no planned improvements to add capacity through expansion. There are no plans for the development of any other new libraries to serve this community.

• City library service standards and/or goals that would assist in analyzing the Project's potential impacts from development on local library services.

On February 8, 2007, The Board of Library Commissioners approved a new Branch Facilities Plan. This Plan includes Criteria for new Libraries, which recommends new size standards for the provision of LAPL facilities – 12,500 s.f. for community with less than 45,000 population and 14,500 s.f. for community with more than 45,000 population and up to 20,000 s.f. for a Regional branch. It also recommends that when a community reaches a population of 90,000, an additional branch library should be considered for the area.

As it currently stands, the Little Tokyo Branch does not meet the standard of 14,500 square feet for a service population of over 45,000. Any increase in the residential/project population that is in close proximity to this branch has a direct impact on library services with increased demands for library staffing, materials, computers and information services. Therefore, mitigation measures may be necessary in order to lessen the impact to these services to a level that is appropriate for a given service population in accordance to the February 8, 2007 Board of Library Commissioners approved Branch Facilities Plan.

The Los Angeles Public Library recommends a mitigation fee of \$200 per capita based upon the projected population of the development. The funds will be used for staff, books, computers and other library materials. It is recommended that mitigation fees be paid for by the developer.

Pico Union Branch Library

1. Location and hours of operation:

1030 S. Alvarado Street Los Angeles, CA 90006

Mon: 10-8, Tue: 12-8, Wed: 10-8, Thu: 12-8, Fri: 9:30-5:30, Sat: 9:30-5:30, Sun: Closed

2. Size (Square Feet):

12,500 square feet

3. Staffing Levels:

10.5 Full Time employees 51 Volunteers

4. Collection size and amenities:

46,562 volumes /annual circulation -129,660

Free Public Wi-Fi
Wireless Printing
Reserve a Computer
Meeting Room Rental
Zoom Text Computer for the Visually Impaired

The branch is a Virtual Library with multiple computer workstations providing public access to LAPL's on-line library catalog, extensive information databases, and the Internet. This branch also provides WIFI connectivity for mobile electronic devices.

STAR - Story Telling and Reading. Star volunteers read aloud with kids of all ages at the library. Reading aloud is fun – and can improve reading skills and encourage a lifelong love of books.

5. Programmed or Target Service Population:

The Los Angeles Public Library (LAPL) does not make targeted projections.

6. Actual population served including the assigned census tracts upon which service population is determined:

41,457 estimated from LA Times Mapping L.A. database and branch library community boundaries.

7. Census tracts that comprise each of the library's service areas (if known):

The LAPL no longer uses census tracts.

• Planned, funded, and/or scheduled improvements or expansions to the City library facilities that would serve this Project.

There are no planned improvements to add capacity through expansion. There are no plans for the development of any other new libraries to serve this community.

• City library service standards and/or goals that would assist in analyzing the Project's potential impacts from development on local library services.

On February 8, 2007, The Board of Library Commissioners approved a new Branch Facilities Plan. This Plan includes Criteria for new Libraries, which recommends new size standards for the provision of LAPL facilities – 12,500 s.f. for community with less than 45,000 population and 14,500 s.f. for community with more than 45,000 population and up to 20,000 s.f. for a Regional branch. It also recommends that when a community reaches a population of 90,000, an additional branch library should be considered for the area.

As it currently stands, the Pico Union Branch meets the standard of 12,500 square feet for a service population of less than 45,000. However, any increase in the residential/project population that is in close proximity to this branch has a direct impact on library services with increased demands for library staffing, materials, computers and information services. Therefore, mitigation measures may be necessary in order to lessen the impact to these services to a level that is appropriate for a given service population in accordance to the February 8, 2007 Board of Library Commissioners approved Branch Facilities Plan.

The Los Angeles Public Library recommends a mitigation fee of \$200 per capita based upon the projected population of the development. The funds will be used for staff, books, computers and other library materials. It is recommended that mitigation fees be paid for by the developer.

M-5 Parks and Recreation

DEPARTMENT OF RECREATION AND PARKS

BOARD OF COMMISSIONERS

SYLVIA PATSAOURAS PRESIDENT

LYNN ALVAREZ
VICE PRESIDENT
MELBA CULPEPPER

PILAR DIAZ

IRIS L. DAVIS BOARD SECRETARY (213) 202-2640 CITY OF LOS ANGELES

CALIFORNIA



ERIC GARCETTI MAYOR MICHAEL A. SHULL GENERAL MANAGER

ANTHONY-PAUL (AP) DIAZ, ESQ. EXECUTIVE OFFICER & CHIEF OF STAFF

RAMON BARAJAS
ASSISTANT GENERAL MANAGER

VICKI ISRAEL ASSISTANT GENERAL MANAGER

SOPHIA PIÑA-CORTEZ ASSISTANT GENERAL MANAGER

(213) 202-2633, FAX (213) 202-2614

December 27, 2017

ESA Jessie Barkley, Senior Managing Associate 233 Wilshire Boulevard, Suite 150 Santa Monica, CA 90401

REQUEST FOR INFORMATION REGARDING RECREATIONAL AND PARK SERVICES FOR THE 1045 OLIVE PROJECT IN THE CITY OF LOS ANGELES

Dear Ms. Barkley:

The following has been prepared in response to your request for Recreation and Parks information relative to the proposed 1045 Olive Project. This project proposes the development of 751,777 square feet of floor area to include 794 residential units and various retail spaces on a project site located at 1033-1057 S. Olive Street in the Central City Community Plan Area of the City of Los Angeles.

1. The name, location, size, park classification (regional, community, neighborhood, or special use), and available facilities within the parks that would serve the Project site

The following Department of Recreation and Parks facilities are classified as neighborhood parks and are located within a two mile radius of the project site:

- 6th and Gladys Street Park, located at 824 E. 6th Street.
- Alvarado Terrace Park, located at 1342 S. Alvarado Terrace.
- Arts District Park, located at 501 S Hewitt Street.
- Grand Hope Park, located at 900 S. Hope Street.
- Hope and Peace Park, located at 843 Bonnie Brae Street.
- Orthopedic Hospital Universal Access Playground, located at 2400 S. Flower Street.
- Patton Street Pocket Park, located at 317-327 Patton Street.
- Pico Union Park, located at 1827 S. Hoover Street.
- Rockwood Community Park, located at 1571 Rockwood Street.
- Saint James Park, located at 20 S. St. James Park.
- San Julian Park, located at 312 E. 5th Street.
- Spring Street Park, located at 428 S. Spring Street.
- Unidad Park, located at 1644-48 Beverly Boulevard.

The following Department of Recreation and Parks facilities are classified as community parks and are located within a five mile radius of the project site:

- Aliso-Pico Recreation Center, located at 370 S. Clarence Street.
- Alpine Recreation Center, located at 817 Yale Street.



- Augustus F. Hawkins Natural Park, located at 5790 Compton Avenue.
- Bellevue Recreation Center, located at 826 Lucille Avenue.
- Boyle Heights Sports Center, located at 933 S. Mott Street.
- Carlin G. Smith Recreation Center, located at 511 W. Avenue 46.
- Central Recreation Center, located at 1357 E. 22nd Street.
- Cypress Recreation Center, located at 2630 Pepper Avenue.
- Denker Recreation Center, located at 1550 W. 35th Place.
- Downey Pool, located at 1775 N. Spring Street.
- Downey Recreation Center, located at 1772 N. Spring Street.
- Echo Park, located at 751 Echo Park Boulevard.
- Echo Park Deep Pool, located at 1419 Colton Street.
- El Sereno North Park, located at 4410 Garden Homes Avenue.
- El Sereno Recreation Center, located at 4721 Klamath Street.
- El Sereno Senior Citizens Center, located at 4818 Klamath Place.
- Elysian Valley Recreation Center, located at 1811 Ripple Street.
- Evergreen Recreation Center, located at 2839 E. 4th Street.
- EXPO Center, located at 3980 S. Menlo Avenue.
- Fred Roberts Recreation Center, located at 4700 Honduras Street.
- Freemont High School Pool, located at 7630 Towne Avenue.
- Gilbert W. Lindsay Community Center, located at 429 E. 42nd Place
- Hazard Park, located at 2230 Norfolk Street.
- Hollenbeck Park, located at 415 S. St. Louis Street.
- Hoover Recreation Center, located at 1010 W. 25th Street.
- Hostetter Park, located at 3141 E. Olympic Boulevard.
- James Slauson Recreation Center, located at 5306 S. Compton Avenue.
- Lafayette Park, located at 2830 W. 6th Street.
- Lake Street Park, located at 227 N. Lake Street.
- Lemon Grove Recreation Center, located at 4959 Lemon Grove Avenue.
- Lincoln Heights Recreation Center, located at 2303 Workman Avenue.
- Lincoln Heights Youth Center, located at 2500 Griffin Avenue.
- Lincoln Park, located at 3501 Valley Boulevard.
- Loren Miller Recreation Center, located at 2717 Halldale Avenue.
- MacArthur Park, located at 2230 W. 6th Street.
- Martin Luther King Jr. Park, located at 3934 S. Western Avenue.
- Miguel Contreras Learning Center Pool, located at 322 S. Lucas Avenue.
- Montecito Heights Recreation Center, located at 4545 Homer Street.
- Mount Carmel Recreation Center, located at 830 W. 70th Street.
- Msgr. Ramon D. Garcia Recreation Center, located at 1016 S. Fresno Avenue.
- Normandie Recreation Center, located at 1550 S. Normandie Avenue.
- Old Echo Park Boys and Girls, located at 303 Patton Street.
- Parkview Photo Center, located at 2332 W. 4th Street.
- Pecan Recreation Center, located at 127 S. Pecan Street.
- Pershing Square, located at 525 S. Olive Street.

- Queen Anne Recreation Center, located at 1240 West Boulevard.
- Ramona Gardens Park, located at 2830 Lancaster Avenue.
- Ramona Gardens Recreation Center, located at 2830 Lancaster Avenue.
- Ramona Hall Community Center, located at 4580 N. Figueroa Street.
- Rio de Los Angeles State Park, located at 1900 N. San Fernando Road.
- Roosevelt High School Pool, located at 456 S. Mathews Street.
- Rose Hill Park, located at 3606 Boundary Avenue.
- Rose Hill Recreation Center, located at 4530 Mercury Avenue.
- Ross Snyder Recreation Center, located at 1501 W. 41st Street.
- Seoul International Park, located at 3250 San Marino Street.
- Shatto Recreation Center, located at 3191 W. 4th Street.
- Silverlake Recreation Center and Dog Park, located at 1850 W. Silverlake Boulevard.
- South Los Angeles Sports Activity Center, located at 7020 S. Figueroa Street.
- South Park Recreation Center, located at 345 E. 51st Street.
- South Seas House Park, located at 2301 W. 24th Street.
- State Street Recreation Center, located at 716 N. State Street.
- Sycamore Grove Park, located at 4702 N. Figueroa Street.
- Toberman Recreation Center, located at 1725 Toberman Street.
- Tommy Lasorda's Field of Dreams, located at 1901 Waterloo Street.
- Trinity Recreation Center, located at 2415 Trinity Street.
- Van Ness Recreation Center, located at 5720 2nd Avenue.
- Vineyard Recreation Center, located at 2942 Vineyard Avenue.
- Vista Hermosa Soccer Field, located at 1301 W. 1st Street.
- Wabash Recreation Center, located at 2765 Wabash Avenue.

The following Department of Recreation and Parks facilities are classified as regional parks and are located within a ten mile radius of the project site:

- Armand Hammer Golf Course, located at 601 Club View Drive (at Holmby Park).
- Arroyo Seco Park, located at 5568 Via Marisol.
- Ascot Hills Park, located at 4371 Multnomah Street.
- Barnsdall Park, located at 4800 Hollywood Boulevard.
- Cahuenga Peak Phase I, located at 3698 W. Wonderview Road (in Griffith Park).
- Cahuenga Peak Phase II, located at 3698 W. Wonderview Road (in Griffith Park).
- Campo de Cahuenga, located at 3919 Lankershim Boulevard.
- Charles F. Lummis Home, located at 200 E. Avenue 43.
- Cheviot Hills Park, located at 2551 Motor Avenue.
- Coldwater Canyon Park, located at 12601 Mulholland Drive.
- Elysian Park, located at 929 Academy Road.
- Ernest E. Debs Regional Park, located at 4235 Monterey Road.
- Exposition Park Rose Garden, located at 701 State Drive.
- Griffith Park, located at 4730 Crystal Springs Drive.
- Griffith Park Boys Camp, located at 4730 Crystal Springs Drive (in Griffith Park).
- Harding Golf Course, located at 4730 Crystal Springs Drive (in Griffith Park).
- Heritage Square, located at 3800 Homer Street.
- Hollywoodland Girl's Camp, located at 3200 Canyon Drive (in Griffith Park).

- Holmby Park, located at 601 Club View Drive.
- L.A. Equestrian Center, located at 500 Riverside Drive (in Griffith Park).
- L.A. Live Steamers, located at 5202 Zoo Drive (in Griffith Park).
- Los Feliz Golf Course, located at 3207 Los Feliz Boulevard.
- Rancho Park Golf Course, located at 10460 Pico Boulevard.
- Roosevelt Golf Course, located at 2650 N. Vermont Avenue (in Griffith Park).
- Runyon Canyon Park, located at 2000 N. Fuller Avenue.
- South L.A. Wetlands Park, located at 5413 S. Avalon Boulevard.
- Travel Town Museum, located Griffith Park Drive near Zoo Drive (in Griffith Park).
- Wattles Garden Park, located at 1824 N. Curson Avenue.
- Wilson Golf Course, located at 4730 Crystal Springs Drive (in Griffith Park).

For additional information regarding facilities and features available in these parks visit our website: www.laparks.org.

2. Existing ratios of developed parkland per resident on a Citywide basis, and within the Central City North Community Plan Area

The City of Los Angeles overall has a ratio of 0.76 acres of neighborhood and community parkland per 1,000 residents. The Central City Community Plan Area, within which the project is located, has a parkland acres-to-population ratio of neighborhood and community parks of 0.10 acres per 1,000 residents.

3. Current capacity and level of use of parks and recreational facilities near the Project site

While data regarding the level of use for the recreational facilities that serve the project site is not available, parks within the surrounding community are heavily utilized and often overburdened.

4. Any planned improvements to the parks and recreational facilities in the service area of the Project site (i.e., construction or expansion, new facilities, etc.)? If so, please describe.

The City is currently in the process of developing a park at 1st and Broadway and at the 6th Street Viaduct Project.

5. Would Project implementation require the physical expansion of an existing park(s) or a new parks serving the Project site? If so, please describe.

Yes. The City's standard ratio of neighborhood and community parks to population is four (4) acres per 1,000 people, per the Public Recreation Plan. The project proposes the development of 308 residential units which the existing facilities would not have the capacity to serve.

6. City-adopted parks and recreation standards and acreage goals to be used in analyzing the Project.

The Public Recreation Plan, a portion of the Service Element of the City's General Plan, sets a goal of a parkland acres-to-population ratio of neighborhood and community parks of 4.0 acres per 1,000 residents and of regional parks of 6.0 acres per 1,000 residents.

ESA December 27, 2017 Page 5

7. Any other design features or special parks and recreation requirements due to the specific attributes of the Project?

If the proposed project requires the approval of a subdivision map, the project may be required by the Advisory Agency to dedicate land within the subdivision for park or recreational purposes, or pay a fee in-lieu, in accordance with the requirements of Los Angeles Municipal Code Section 17.12.

Thank you for the opportunity to provide information relative to the proposed project's impact on recreation and park services. If you have any questions or comments regarding this information please contact Melinda Gejer, of my staff, at (213) 202-2657 or melinda.gejer@lacity.org.

Sincerely,

MICHAEL A. SHULL General Manager

DARRYL FORD

Senior Management Analyst I

Planning, Maintenance, and Construction Branch

DF/MG:ar

cc: Reading File

BOARD OF RECREATION AND PARK COMMISSIONERS

SYLVIA PATSAOURAS PRESIDENT

> LYNN ALVAREZ VICE PRESIDENT

MELBA CULPEPPER PILAR DIAZ MISTY M. SANFORD

ARMANDO X. BENCOMO COMMISSION EXECUTIVE ASSISTANT II

CITY OF LOS ANGELES

CALIFORNIA



DEPARTMENT OF RECREATION AND PARKS

EXECUTIVE OFFICE P O BOX 86328 LOS ANGELES, CA 90086-0328

> MICHAEL A. SHULL GENERAL MANAGER

Letter sent via email to: planning.majorprojects@lacity.org

March 16, 2017

Darlene Navarrete, Senior Administrative Clerk **Major Projects** 200 N. Spring Street, 7th Floor Los Angeles, CA 90012

DEPARTMENT OF RECREATION AND PARKS REPORT AND RECOMMENDATIONS **RELATIVE TO VTT-74531**

Dear Ms. Navarrete:

The City of Los Angeles Department of Recreation and Parks (RAP) has prepared the following report and recommendations in response to your request for comments relative to VTT-74531, a proposed mixed-use development containing 800 residential dwelling units and 15,000 square feet of non-residential floor area located at 1033-1057 S. Olive Street.

RAP's report and recommendation(s) regarding VTT-74531 are as follows:

General Comments:

The applicant is requesting approval of VTT-74531, a described as a mixed-use development containing 800 residential dwelling units which is replacing retail buildings. Los Angeles Municipal Code (LAMC) 12.33 requires most residential projects that create new dwelling units or joint living and work quarters to dedicate land or pay a fee for the purpose of developing park and recreational facilities.

Effective January 11, 2017, RAP is responsible for calculating the required park fees owed by each residential development project, including subdivision projects, pursuant to LAMC 12.33, and issuing the fee calculation letters to applicants. RAP will also be responsible for calculating the required fees for vested projects that are not subject to a park fee pursuant to LAMC 12.33 but were subject to the Recreation and Park Fee provisions that were effective prior to January 11, 2017 (Quimby Fee). The Quimby Fee is calculated on a per dwelling unit basis with the per unit fee determined by the zone in which the dwelling unit is located.

RAP Recommendation:

The applicant is requesting a subdivision in connection with a proposed mixed-use project that will contain residential dwelling units. The application for this vested tentative tract map was deemed complete on January 4, 2017. Pursuant to Los Angeles Municipal Code Section 17.15 C.1, "approval or conditional approval of a vesting tentative map shall confer a vested right to proceed with development in substantial compliance with the ordinances, policies and standards in effect on the date the application is deemed complete, and with the conditions of approval imposed and specifically enumerated by the Advisory Agency, including the submittal of a detailed grading plan under an approved grading permit prior to recordation of the final map." Therefore, pursuant to Los Angeles Municipal Code Sections 17.15 C.1 and 12.33 RAP recommends the following be added as a condition of the approval of VTT-74531:

That the Quimby Fee be based on the R5 Zone.

Thank you for the opportunity to provide information relative to recreation and park issues related to this proposed project. Please provide the RAP contact listed below with any and all agendas, notices, and staff reports for the Advisory Agency actions and/or hearings related to this application.

If you have any questions or comments regarding this information please feel free to contact Melinda Gejer, of my staff, at (213) 202-2657, at your convenience. Sincerely,

RAMON BARAJAS

Assistant General Manager

CATHIE SANTO DOMINGO

Superintendent

MAS/RB:In

cc: Reading File

APPENDIX O Tribal Cultural Resources

1045 OLIVE PROJECT, CITY OF LOS ANGELES, CALIFORNIA

Assembly Bill 52 Consultation Summary Report

Prepared for

1045 Olive, LLC 2200 Biscayne Boulevard Miami, Florida 33137

June 2019



1045 OLIVE PROJECT, CITY OF LOS ANGELES, CALIFORNIA

Assembly Bill 52 Consultation Summary Report

Prepared for:

June 2019

1045 Olive, LLC 2200 Biscayne Boulevard Miami, Florida 33137

Project Director:

Monica Strauss, M.A., R.P.A.

Project Manager:

Sara Dietler, B.A.

Report Author:

Sara Dietler, B.A.

Project Location:

Hollywood (CA) USGS 7.5-minute Topographic Quad Township 1 South, Range 13 West, unsectioned

Acreage: Approx. 0.96 acres

626 Wilshire Boulevard Suite 1100 Los Angeles, CA 90017 213.599.4300 esassoc.com

Bend Oakland
Camarillo Orlando
Delray Beach Pasadena
Destin Petaluma
Irvine Portland
Los Angeles Sacramento

D170105.00



OUR COMMITMENT TO SUSTAINABILITY | ESA helps a variety of public and private sector clients plan and prepare for climate change and emerging regulations that limit GHG emissions. ESA is a registered assessor with the California Climate Action Registry, a Climate Leader, and founding reporter for the Climate Registry. ESA is also a corporate member of the U.S. Green Building Council and the Business Council on Climate Change (BC3). Internally, ESA has adopted a Sustainability Vision and Policy Statement and a plan to reduce waste and energy within our operations. This document was produced using recycled paper.

STATEMENT OF CONFIDENTIALITY

Cultural resources are nonrenewable, and their scientific, cultural, and aesthetic values can be significantly impaired by disturbance. To deter vandalism, artifact hunting, and other activities that can damage cultural resources, the locations of cultural resources are confidential. The legal authority to restrict cultural resources information is in subdivision (r) of Section 6254 and Section 6254.10 of the California Government Code, subdivision (d) of Section 15120 of Title 14 of the California Code of Regulations, Section 304 of the National Historic Preservation Act of 1966, as amended, and Section 9 of the Archaeological Resources Protection Act.

TABLE OF CONTENTS

1045 Olive Project

	Page
Introduction	1
Project Location	2
Project Description	2
Regulatory Framework	7
California Government Code Sections 6254(r) and 6254.10	
Setting Ethnographic Setting Database Searches Geotechnical Context	11
Consultation Methods and Results	11
Kirkman-Harriman Pictorial and Historical Map of Los Angeles County	13
Summary and Conclusion	15
References	16
Appendices A. Personnel B. Assembly Bill 52 Consultation Correspondence	
List of Figures	
Figure 1 Regional LocationFigure 2 Aerial Photograph of Project Site and Vicinity	
Figure 3 Project Location	5
List of Tables	
Table 1 Summary of AB 52 Consultation	12

1045 OLIVE PROJECT

Assembly Bill 52 Consultation Summary Report

Introduction

Environmental Science Associates (ESA) has prepared this Assembly Bill (AB) 52 Consultation Summary Report for the 1045 Olive Project (Project) in support of an Environmental Impact Report (EIR). The Project proposes to construct a mixed-use Project on an approximately 0.96-acres (Project Site) in the City of Los Angeles (City), California. The City is the lead agency pursuant to the California Environmental Quality Act (CEQA).

Public Resources Code (PRC) subdivision 21080.3.1 indicates that California Native American tribes may have expertise concerning tribal cultural resources and lead agencies are required to initiate consultation with tribes that have requested notification in writing of proposed projects within the geographic area that is traditionally and culturally affiliated with the tribe. CEQA indicates that "public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource." (PRC 21084.3(a)).

"Tribal cultural resources" are defined as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" that are either included or determined to be eligible for inclusion in the California Register of Historical Resources (California Register) or included in a local register of historical resources, or a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant (PRC 21074(a)). A cultural landscape that meets these criteria is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape. A historical resource, unique archaeological resource, or non-unique archaeological resource may also be a tribal cultural resource if it meets these criteria.

This report summarizes the methods and results of the City's AB 52 consultation efforts to identify tribal cultural resources that could potentially be impacted by the Project. Consultation was carried out consistent with provisions of PRC 21080.3.1. This report contains a project description including location, details of the Project, and current Project Site conditions; an ethnographic setting or overview of tribal affiliation with the Project area; a brief summary of database searches conducted as part of the Cultural Resources Assessment (appended as Appendix C to the 1045 Olive Project DEIR); a regulatory framework which presents a brief overview of AB 52 and its implementing regulations; the methods and results of the City's AB 52 consultation; and a conclusion summarizing the results of the consultation process.

Project Location

The 0.96-acre (41,603 sf) Project Site is located at the northwest corner of Olive Street and W. 11th Street in the Downtown area and South Park community of the City of Los Angeles (City). (**Figure 1**). The Project contains assessor parcel numbers (APNs): 5139-010-008 (1033 South Olive St.); 5139-010-002 (1041 South Olive St.); 5139-010-010 (1045 South. Olive St.); 5139-010-011 (1053 South Olive St.); 5139-010-001 (1057 South Olive St.). The block is split by a south to north alley at midblock between Olive Street and Grand Avenue. The alley serves as the western boundary of the Project Site. Uses within the block that lie adjacent to the Project include a seven-story mixed-use development to the north, seven-story mixed-use development to the northwest, and a two-story commercial building and 25-story mixed-use high-rise building to the west (**Figure 2**).

Specifically, the Project Site is situated in an unsectioned portion of Township 1 South, Range 13 West on the Hollywood, CA USGS 7.5-minute topographic quadrangle (**Figure 3**). The Project Site is currently improved with five vernacular commercial buildings constructed between 1911 and 1947. For the purposes of this analysis the five existing buildings are identified as Buildings A through E as shown on **Figure 3**.

Project Description

The Project would include a maximum of 794 residential units and 12,504 square feet of neighborhood serving commercial (restaurant/retail) uses. A 61-story tower would sit atop a nine level podium structure (Podium) for a total of 70 floors above grade, up to 810 feet in height. The Project would also have six subterranean levels. Approximately 103,380 square feet of open space would be provided, including a ground level public Plaza with landscaping and public art (Plaza). Open space and recreation facilities for residents would be located on the 8th Floor cutout Terrace and larger 10th Floor Terrace, within mid-building cut-out areas on the upper floor levels and on a Tower Rooftop Terrace and within private balconies.

Vehicle access (ingress/egress) would be provided from one entrance along Olive Street, near the northern property line, and from two entrances from the alley between 11th Street and Olympic Boulevard. An on-site loading and move-in/out service area would also be accessed from the alley. Vehicle parking would be provided within six (6) subterranean parking levels and in eight (8) levels of above-grade parking within the Podium. The Project would require approximately 80,520 cubic yards (cy) of soil removal from the Project Site with maximum excavation depths of approximately 64 feet.

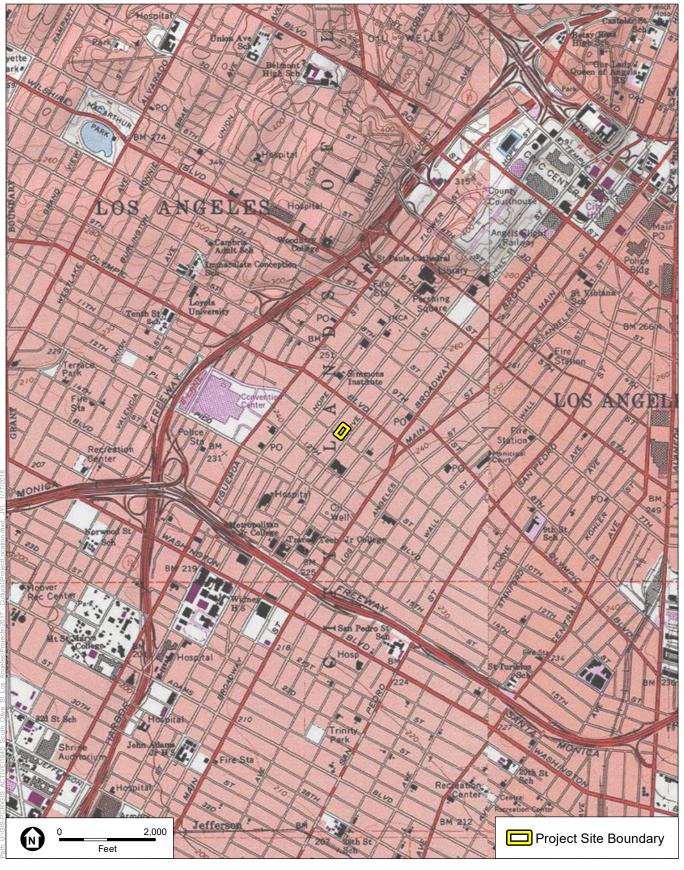


SOURCE: ESRI

1045 Olive Project Cultural Resources Assesment

Figure 1
Regional Location Map



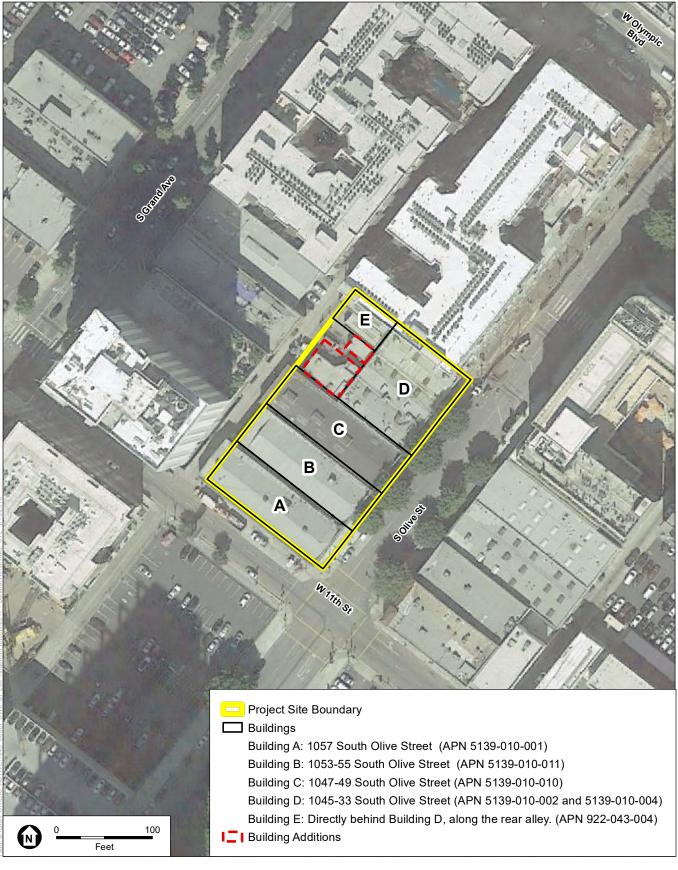


SOURCE: USGS 7.5' Topo Quad Hollywood 1978, 1982

1045 Olive Project Cultural Resources Assessment

Figure 2
Project Location Map





SOURCE: Google

1045 Olive Project Cultural Resources Assesment

Figure 3

Aerial Photograph Showing Project Site Boundary



Regulatory Framework

Assembly Bill 52 and Related Public Resources Code Sections

Assembly Bill (AB) 52 was approved by California State Governor Edmund Gerry "Jerry" Brown, Jr. on September 25, 2014. The act amended California PRC Section 5097.94, and added PRC Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3. AB 52 applies specifically to projects for which a Notice of Preparation (NOP) or a Notice of Intent to Adopt a Negative Declaration or Mitigated Negative Declaration (MND) will be filed on or after July 1, 2015. The primary intent of AB 52 was to include California Native American Tribes early in the environmental review process and to establish a new category of resources related to Native Americans that require consideration under CEQA, known as tribal cultural resources. PRC Section 21074(a)(1) and (2) defines tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe" that are either included or determined to be eligible for inclusion in the California Register or included in a local register of historical resources, or a resource that is determined to be a tribal cultural resource by a lead agency, in its discretion and supported by substantial evidence.

PRC Section 21080.3.1 requires that within 14 days of a lead agency determining that an application for a project is complete, or a decision by a public agency to undertake a project, the lead agency provide formal notification to the designated contact, or a tribal representative, of California Native American Tribes that are traditionally and culturally affiliated with the geographic area of the project (as defined in PRC Section 21073) and who have requested in writing to be informed by the lead agency (PRC Section 21080.3.1(b)). Tribes interested in consultation must respond in writing within 30 days from receipt of the lead agency's formal notification and the lead agency must begin consultation within 30 days of receiving the tribe's request for consultation (PRC Sections 21080.3.1(d) and 21080.3.1(e)).

PRC Section 21080.3.2(a) identifies the following as potential consultation discussion topics: the type of environmental review necessary; the significance of tribal cultural resources; the significance of the project's impacts on the tribal cultural resources; project alternatives or appropriate measures for preservation; and mitigation measures. Consultation is considered concluded when either: (1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or (2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached (PRC Section 21080.3.2(b)).

If a California Native American tribe has requested consultation pursuant to Section 21080.3.1 and has failed to provide comments to the lead agency, or otherwise failed to engage in the consultation process, or if the lead agency has complied with Section 21080.3.1(d) and the California Native American tribe has failed to request consultation within 30 days, the lead agency may certify an EIR or adopt an MND (PRC Section 21082.3(d)(2) and (3)).

PRC Section 21082.3(c)(1) states that any information, including, but not limited to, the location, description, and use of the tribal cultural resources, that is submitted by a California Native

American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public without the prior consent of the tribe that provided the information. If the lead agency publishes any information submitted by a California Native American tribe during the consultation or environmental review process, that information shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public.

Thresholds of Significance for Tribal Cultural Resources

On July 30, 2016, the California Natural Resources Agency adopted the final text for tribal cultural resources in an update to Appendix G of the CEQA Guidelines, which was approved by the Office of Administrative Law on September 27, 2016. Appendix G states that a project would result in significant adverse impacts related to tribal cultural resources if it would:

- a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
 - Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
 - ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

According to the PRC Section 21084.2, a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. While what constitutes a "substantial adverse change" to a tribal cultural resource is not defined in the section, guidance on what constitutes a substantial adverse change under CEQA can be drawn from *CEQA Guidelines* Section 15064.5(b). Although applicable specifically to historical resources (as defined in 15064.5(a)), an analogy can be drawn when assessing if there has been a substantial adverse change to a tribal cultural resource. *CEQA Guidelines* Section 15064.5(b)(1) defines a substantial adverse change as the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings, resulting in material impairment of the historical resource. According to *CEQA Guidelines* Section 15064.5(b)(2), the significance of a historical resource is materially impaired when a project:

- Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register; or
- Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the PRC or its identification in an historical resources survey meeting the

- requirements of Section 5024.1(g) of the PRC, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
- Demolishes or materially alters in an adverse manner those physical characteristics of a
 historical resource that convey its historical significance and that justify its eligibility for
 inclusion in the California Register of Historical Resources as determined by a lead agency
 for purposes of CEQA.

In drawing an analogy, a substantial adverse change to a tribal cultural resource could be considered to be the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings, resulting in material impairment of the tribal cultural resource. Similarly, material impairment could include:

- Demolition or material alteration in an adverse manner those characteristics of a tribal cultural resource that justify its eligibility for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC section 5020.1(k); or
- Demolition of material alteration in an adverse manner those characteristics of a tribal cultural resource that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

Mitigating Impacts to Tribal Cultural Resources

PRC Section 21084.3 provides guidance on addressing impacts to tribal cultural resources and states that:

- (a) Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.
- (b) If the lead agency determines that a project may cause a substantial adverse change to a tribal cultural resource, and measures are not otherwise identified in the consultation process provided in Section 21080.3.2, the following are examples of mitigation measures that, if feasible, may be considered to avoid or minimize the significant adverse impacts:
 - (1) Avoidance and preservation of the resources in place, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
 - (2) Treating the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - (A) Protecting the cultural character and integrity of the resource.
 - (B) Protecting the traditional use of the resource.
 - (C) Protecting the confidentiality of the resource.
 - (3) Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - (4) Protecting the resource.

CEQA Guidelines Section 15370 provides additional guidance on the types of mitigation that may be considered, and includes: avoiding impacts altogether; minimizing impacts; rectifying impacts through repair, rehabilitation, or restoration; reducing impacts through preservation; and compensating for impacts by providing substitute resources.

PRC Section 21082.3(b) indicates that if a project may have a significant impact on a tribal cultural resource, the agency's environmental document shall discuss whether the proposed project has a significant impact on an identified tribal cultural resource and whether feasible alternatives or mitigation measures avoid or substantially less the impact on the identified tribal cultural resource.

PRC Section 21080.3.2 indicates that as part of the consultation pursuant to Section 21080.3.1, California Native American Tribes may propose mitigation measures, including, but not limited to, those recommended in Section 21084.3, capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to a tribal cultural resource. Also, the lead agency may incorporate changes or additions to a project even if not legally required to do so.

California Government Code Sections 6254(r) and 6254.10

Section 6254(r) explicitly authorizes public agencies to withhold information from the public relating to "Native American graves, cemeteries, and sacred places maintained by the Native American Heritage Commission." Section 6254.10 specifically exempts from disclosure requests for "records that relate to archaeological site information and reports, maintained by, or in the possession of the Department of Parks and Recreation, the State Historical Resources Commission, the State Lands Commission, the Native American Heritage Commission, another state agency, or a local agency, including the records that the agency obtains through a consultation process between a Native American tribe and a state or local agency."

Setting

Ethnographic Setting

The Project Site is located in a region traditionally occupied by the Takic-speaking Gabrielino Indians. The term "Gabrielino" is a general term that refers to those Native Americans who were administered by the Spanish at the Mission San Gabriel Arcángel. Prior to European colonization, the Gabrielino occupied a diverse area that included: the watersheds of the Los Angeles, San Gabriel, and Santa Ana rivers; the Los Angeles basin; and the islands of San Clemente, San Nicolas, and Santa Catalina (Kroeber, 1925). Their neighbors included the Chumash to the north, the Juañeno to the south, and the Serrano and Cahuilla to the east. The Gabrielino are reported to have been second only to the Chumash in terms of population size and regional influence (Bean and Smith, 1978). The Gabrielino language is part of the Takic branch of the Uto-Aztecan language family.

The Gabrielino Indians were hunter-gatherers and lived in permanent communities located near the presence of a stable food supply. Subsistence consisted of hunting, fishing, and gathering.

Small terrestrial game were hunted with deadfalls, rabbit drives, and by burning undergrowth, while larger game such as deer were hunted using bows and arrows. Fish were taken by hook and line, nets, traps, spears, and poison (Bean and Smith, 1978). The primary plant resources were the acorn, gathered in the fall and processed in mortars and pestles, and various seeds that were harvested in late spring and summer and ground with manos and metates. The seeds included chia and other sages, various grasses, and islay or holly-leafed cherry.

Community populations generally ranged from 50 to 100 inhabitants, although larger settlements may have existed. The Gabrielino are estimated to have had a population numbering around 5,000 in the pre-contact period (Kroeber, 1925). Villages are reported to have been the most abundant in the San Fernando Valley, the Glendale Narrows area north of downtown, and around the Los Angeles River's coastal outlets (Gumprecht, 2001). Gabrielino villages are reported by early explorers to have been most abundant near the Los Angeles River, in the area north of downtown, known as the Glendale Narrows, and those areas along the river's various outlets into the sea. Among those villages north of downtown are *Maawnga* in the Glendale Narrows; *Totongna* and *Kawengna*, in the San Fernando Valley; *Hahamongna*, northeast of Glendale; and the village of *Yaangna*, in the vicinity of present-day downtown Los Angeles.

The exact location of *Yaangna* within downtown Los Angeles continues to be debated, although some believe it to have been located at the present-day location of the Civic Center (McCawley 1996). Other proposed locations are near the present day Union Station (Chartkoff and Chartkoff 1972:64), to the south of the old Spanish Plaza, and near the original site of the Bella Union Hotel located on the 300 Block of North Main Street (Robinson 1963:83, as cited in Dillon 1994:30). Dillon (1994:30) hypothesizes that the Union Station location is an unlikely spot for a large village or habitation, as it lies within the annual Los Angeles River flood zone. Local sources such as the Echo Park Historical Society report that when Gaspar de Portola and Father Juan Crespi camped on the river bank opposite the North Broadway Bridge entrance to Elysian Park, they were served refreshments by *Yaangna* Indian villagers from the current location of the Los Angeles Police Academy (Echo Park Historical Society 2008).

Based on baptismal records, *Yaanga* appears to have been occupied until at least 1813. But by the early 1820s, *Yaanga* 's Gabrielino residents were displaced to an area south of the village site in what is presently the block north of Los Angeles Street and 1st Street, approximately 1.3 miles northwest of the Project Site (Morris et al., 2016). By 1836, the displaced Gabrielino community was known as *Rancho de los Pablinos*, and Los Angeles residents began complaining about the Gabrielino bathing in the *Zanjas* (Morris et al., 2016). As a result of the complaints, the Gabrielino were once again displaced farther to the east near the present-day intersection of Alameda Street and Commercial Street, approximately 1.22 miles northeast of the Project Site. Between 1845 and 1847, they were moved to the east side of the river to a settlement that was known as *Pueblito*, and by 1847, the Gabrielino from *Yaanga* were displaced once again and left without a place in which to form a new community. As a result, the Gabrielino dispersed throughout Los Angeles. A second community or village, named *Geveronga*, may have been located in the vicinity of the current downtown Los Angeles' city center, reported in the San Gabriel baptismal records as located "in the racheria adjoining the Pueblo of Los Angeles" (McCawley 1996:57).

Database Searches

To supplement the ethnographic context above, a summary of database searches conducted for the Cultural Resources Assessment, (included as Appendix C of the 1045 Olive Project DEIR) are summarized here to provide additional context regarding the nature of archaeological resources and sacred lands that have been previously recorded within the Project Site and vicinity.

The Native American Heritage Commission (NAHC) was contacted on November 16, 2017 to request a search of the Sacred Lands File (SLF) which contains an inventory of sites of traditional, cultural, or religious value to the Native American community. The NAHC was provided information such as Project Site location and a brief description of the proposed Project, and a request for a search of the SLF for the Project Site. The NAHC responded to the SLF request in a letter stating that the SLF search was negative for the presence of Native American cultural resources within the Project Site.

A records search for the Project was conducted on December 7, 2017 at the California Historical Resources Information System South Central Costal Information Center (SCCIC) located at California State University, Fullerton. The records search included a review of previous cultural resources studies and previously-recorded cultural resources including archaeological resources within the Project Site and a 0.5-mile radius, and historic architectural resources within the Project Site and a 0.25-mile radius. Although the information center does not provide or keep data regarding tribal cultural resources specifically, this more generalized search of archeological resources disclosed no cultural resources on the Project Site or within a 0.5-mile radius.

Geotechnical Context

According to the Geotechnical Analysis of the Project Site, Appendix E of this Draft EIR, the Project Site lies above artificial fill with depths of 7 to 9.5 feet below ground surface (bgs). In 0 to 7-foot range these fill soils contain wood, cement and brick fragments. The fill can likely be attributed to agricultural use, the turn of the century development and demolition of previous residential structures for the development of the current structures. Below the artificial fill is Holocene-aged younger Quaternary alluvium and Pleistocene-aged older Quaternary Alluvium and the Pliocene-aged Fernando Formation.

Consultation Methods and Results

Pursuant to the requirements of AB 52, on December 21, 2017 the City sent consultation notification letters via certified mail to nine California Native American Tribes on the City's AB 52 Notification List (City of Los Angeles, 2017) that are traditionally and culturally affiliated with the geographic area of the Project. (**Table 1**). The notification letters included a description of the Project, the Project location, and the City's contact information. The notification letters requested that tribes interested in consulting on this Project respond to the City in writing within 30 calendar days of their receipt of the letter. One of the nine Native American groups contacted by the City responded, submitted formal consultation responses to date (Gabrieleño Band of

Mission Indians-Kizh Nation [Kizh Nation]. More information regarding consultation is summarized below. All consultation materials are attached in **Appendix B**.

TABLE 1
SUMMARY OF AB 52 CONSULTATION

Contact	Tribe/Organization	Date AB 52 Notice Sent	Response Received	Date AB 52 Initiation Sent	Consultation Results
Kimia Fatehi, Director, Public Relations	Fernandeño Tataviam Band of Mission Indians	12/21/2017	No Response	-	
Andrew Salas, Chairperson	Gabrieleño Band of Mission Indians – Kizh Nation	12/21/2017	02/08/2018	03/05/2018	Call on 02/08/2018, map submitted
Robert F. Dorame, Tribal Chair/Cultural Resources	Gabrielino Tongva Indians of California Tribal Council	12/21/2017	No response	-	-
Sam Dunlap, Cultural Resources Director	Gabrielino/Tongva Nation	12/21/2017	No Response	-	
Sandonne Goad, Chairperson	Gabrielino/Tongva Nation	12/21/2017	No response	-	-
Anthony Morales, Chairperson	Gabrielino/Tongva San Gabriel Band of Mission Indians	12/21/2017	No response	-	-
Joseph Ontiveros, Cultural Resource Director	Soboba Band of Luiseño Indians	12/21/2017	No response	-	-
John Valenzuela, Chairperson	San Fernando Band of Mission Indians	12/21/2017	No Response	-	-
Michael Mirelez, Cultural Resource Coordinator	Torres Martinez Desert Cahuilla Indians	12/21/2017	No response	-	-

On December 21, 2017, the City submitted formal notification letters to nine Native American individuals and organizations on the City's AB 52 Notification List. In response to the formal notification letter, on February 8, 2018, the City received a letter via email from Brandy Salas, Administrative Specialist of the Gabrieleño Band of Mission Indians (Tribe) requesting formal consultation. In this letter, Ms. Salas also provided: 1) a Google Earth map with the Project site and an overlay of the 1938 Kirkman-Harriman Pictorial and Historical Map of Los Angeles County, and 2) the Definition of a Tribal Cultural Resource according to CEQA. The email of February 8, 2018 indicated that the project is within a traditional trading route and has a high potential to impact tribal cultural resources. It further stated that "mitigation shall be implemented for the protection of these resources". On February 8, 2018, the City replied to the Tribe via phone meeting which was detailed in an email dating to March 5, 2018. The email describes the conversation between The City of Los Angeles and Mr. Andrew Salas, Tribal Chairman and Mr. Matthew Teutimez, a tribal member. During the conversation on February 8, 2018, as detailed in the March 5 2018 email:

- The Tribe asked how deep the parking levels would be for the project and the city indicated that there would be six levels of parking.
- The Tribe indicated that they had searched their database and a trident was discovered with a trail/trail system.
- The tribe described the high sensitivity of trading routes as they are part of society and spanned from the ocean to the inland areas and human activity occurred along these routes. Due to the human activities along the routes, tribal cultural resources have been found and continue to be found along trading routes. They provided examples of burials in the Arts District (Downtown Los Angeles) found under old railways which followed the route of the trading routes and artifacts found in Koreatown.
- Olympic Boulevard was trading route.
- Obsidian flakes and manufacturing sites have been found next to roads.
- Provided additional details of the Kirkman-Harriman Pictorial and Historical Map of Los Angeles, specifically explain that the solid red line represented the El Camino Real and the dashed red line on the map represented the Portola Expedition line.

The City requested a larger version of the GIS map but the tribe explained that each GIS map is project site specific. To date, the City has not received any further response letters from the Native American community as part of the AB 52 Tribal consultation effort. Consultation was closed on September 4, 2019.

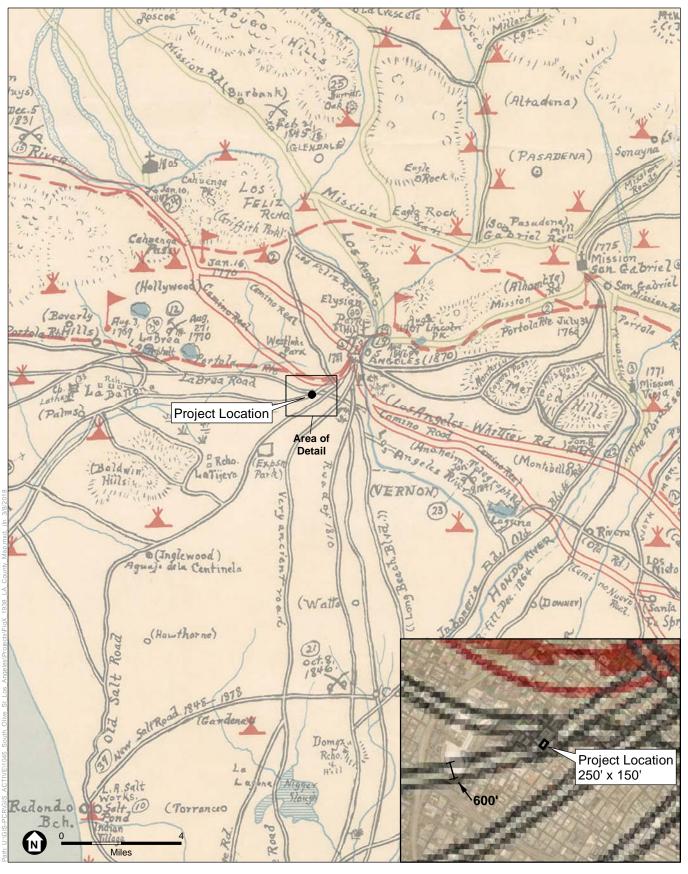
Kirkman-Harriman Pictorial and Historical Map of Los Angeles County

The *Kirkman-Harriman Pictorial and Historical Map of Los Angeles County* (1938), as shown on **Figure 4**, was reviewed as part of the context research for this study. The map depicts that the Project Site appears to be located near the crossroads of an unmarked road that heads south west from Downtown Los Angeles toward Playa Del Rey, curving to the north to intersect with Colorado Street in Santa Monica and a second road which is labeled as the "La Brea Road." La Brea Road is depicted as heading to the west from Downtown Los Angeles, and passing the La Brea Tar Pits before heading west and eventually turning north in Santa Monica toward Topanga and Malibu.¹

At this referenced scale, the map shows the Project Site at the intersection of an unnamed road heading west and then south to the coast and the map's depiction of the "La Brea Road." However, according to the scale, the 1938 map's unnamed road would have had a width of approximately 600 feet. The scale of the road does not appear to represent the road's width accurately as it was likely much narrower.

1045 Olive Project 13 ESA / DPCR05.EP
AB 52 Consultation Summary June 2019

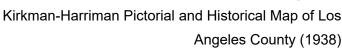
The Pictorial and Historical Map of Los Angeles County is based off of three control points located at southwest corner near Malibu, California, northwest corner near Gorman, California, and northeast corner near Kramer Junction, California. In reviewing the map, it was taken into account that the Los Angeles County boundary has changed somewhat from the 1938 boundary.



SOURCE: Kirkman-Harriman Pictorial and Historical Map of Los Angeles County (1938)

1045 Olive Project

Figure 4





La Brea Road appears to be in the location of present-day Wilshire Boulevard which leads from downtown Los Angeles and passes adjacent the La Brea Tar Pits. Wilshire Boulevard is on average approximately 100-feet wide in both downtown Los Angeles and at the La Brea Tar Pits. The estimated accuracy of the map placement is ±500-2500 feet. Due to the scale and accuracy of the map, it is unknown if the Project Site falls within either road. Although the map shows old roads and trails it does not depict or record any resources or sites in this location. Regardless of where it falls, although the map suggests the potential for resource sensitivity due to the age and uses of the roads and trails, it does not, nor has the investigation provided any documentation of known resources. Therefore, the map does not provide substantial evidence that any known sacred lands or tribal cultural resources, as defined in PRC Sections 5020.1(k), 5024.1, or 21074, which overlap with or occur within the Project Site, or that any known sacred lands or Tribal cultural resources would be affected by the Project.

Summary and Conclusion

Pursuant to the requirements of AB 52, the City, as lead CEQA agency, notified nine California Native American Tribes on the City's AB 52 Notification List to invite the Tribes to consult and to share information that would assist the City in determining whether the Project could potentially impact tribal cultural resources as defined in PRC 21074. One of the nine Tribes contacted responded to the City's notification letter and (Kizh Nation and Tongva Nation) requested and engaged in consultation meetings with the City.

No Tribal cultural resources as defined in PRC Section 21074(a)(1) that are listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k), or that are determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to PRC Section 5024.1, have been identified within the Project Site.

During AB52 consultation, the Tribe stressed the potential tribal cultural resources sensitivity of the Project Site and indicated that the Project Site vicinity maintains a high sensitivity for having the potential to encounter resources of prehistoric and historic resources that may be identified as tribal cultural resources. The documentation provided by the tribe as a result of AB 52 consultation described that trading routes were not just roads, as human activity occurred along these routes, and therefore, tribal cultural resources have been found along trading routes.

During the consultation, and as evidence of the existence of these routes, the Kirkman-Harriman Pictorial and Historical Map (1938) was provided by the Tribe to the City. Review of the map indicated that the Project Site is located near an intersection of two roads depicted on the map. Due to the scale and accuracy of the map, it was not possible to know if the Project Site falls within either road. However, regardless of where it falls, the map does not provide substantial evidence that any known sacred lands or tribal cultural resources, as defined in PRC Sections 5020.1(k), 5024.1, or 21074, overlap with or occur within the Project Site, or that any known sacred lands or Tribal cultural resources would be affected by the Project.

Review of the documentation did, however, support the conclusion reached in the Cultural Resources Assessment (appended as Appendix C to the 1045 Olive Project DEIR), that the Project Site has potentially high sensitivity for buried archaeological resources that, once encountered, could potentially be considered a tribal cultural resource. Recommendations made in the Cultural Resources Assessment, provides for unanticipated discovery of such archaeological resources. In addition to the cultural mitigation measure, as an added protection for inadvertent discoveries, the Project would be required to comply with the City's standard conditions of approval for the treatment of inadvertent tribal cultural resource discoveries. The Applicant would be required to comply with these conditions, which provide treatment requiring the immediate halt of construction activities in the vicinity of the discovery, the coordination with Native American tribes and the City, and for the development and implementation of appropriate measures for treating the discovery.

References

- Bean, Lowell J., and Charles R. Smith. 1978. Gabrielino, in *California*, edited by R.F. Heizer, pp. 538-549 Handbook of North American Indians, Vol. 8, W. C. Sturtevant, general editor, Smithsonian Institution, Washington, D.C.
- Chartkoff, J. L. and K. K. Chartkoff. 1984. *The Archaeology of California*. Menlo Park: Stanford University Press.
- City of Los Angeles. 2017. AB 52 Native American Heritage Commission Tribal Consultation List as of July 11, 2017. Letter to Planning Staff from Major Projects.
- Dillon, B.D. 1994. Alameda District Plan, Los Angeles, California, Prehistoric and Early Historic Archaeological Research. On file, South Central Coastal Information Center, California Historic Resources Inventory System, University of California, Los Angeles.
- Echo Park Historical Society. 2015. *Elysian Park, Los Angeles' First Park*. Accessed at http://historicechopark.org/history-landmarks/places-landmarks/elysian-park/ on July 9, 2018.
- Gumprecht, Blake. 2001. Los Angeles River: Its Life, and Possible Rebirth, The Johns Hopkins University Press, Baltimore, Reprinted 2001.
- Kirkman, George W. Kirkman-Harriman Pictorial and Historical Map of Los Angeles County: 1860 A.D. 1937 A.D. Map on File: Los Angeles Public Library. 1938
- Kroeber, A. L. 1925. *Handbook of the Indians of California*. Bureau of American Ethnology, Bulletin 78. Smithsonian Institution, Washington, D.C.
- McCawley, William.1996. *The First Angelinos: The Gabrielino Indians of Los Angeles*, Malki Museum Press, Banning, California
- Morris, Susan L., John R. Johnson, Steven J. Schwartz, Rene L. Vellanoweth, Glenn J. Farris, and Sara L. Schwebel. 2016. The Nicoleno in Los Angeles: Documenting the Fate of the Lone Woman's Community. In *Journal of California and Great Basin Archaeology* 36(1): 91-118.

Robinson, W. W. 1963. Myth-Making in the Los Angeles Area. *Southern California Quarterly* 15(1):83–94.

Appendix A Personnel





EDUCATION

B.A., Anthropology, San Diego State University

19 YEARS EXPERIENCE

CERTIFICATIONS/ REGISTRATION

California BLM Permit, Principal Investigator, Statewide

Nevada BLM Permit, Paleontology, Field Agent, Statewide

PROFESSIONAL AFFILIATIONS

Society for American Archaeology (SAA)

Society for California Archaeology (SCA)

Sara Dietler

Archaeologist

Sara is a senior archaeology and paleontology lead with 20 years of experience in cultural resources management in Southern California. As a senior project manager, she manages technical studies including archaeological and paleontological assessments and surveys, as well as monitoring and fossil salvage for many clients, including public agencies and private developers. She is a crosstrained paleontological monitor and supervisor, familiar with regulations and guidelines implementing the National Historic Preservation Act (NHPA), National Environmental Policy Act (NEPA), California Environmental Quality Act (CEQA), and the Society of Vertebrate Paleontology guidelines. She has extensive experience providing oversight for long-term monitoring projects throughout the Los Angeles Basin for archaeological, Native American, and paleontological monitoring compliance projects and provides streamlined management for these disciplines.

Relevant Experience

Los Angeles Unified School District (LAUSD) Central Los Angeles High School #9; Los Angeles, CA. Senior Project Archaeologist & Project Manager. Sara conducted on-site monitoring and investigation of archaeological sites exposed as a result of construction activities. During the data recovery phase in connection with a 19th century cemetery located on-site, she participated in locating of features, feature excavation, mapping, and client coordination. She organized background research on the cemetery, including genealogical, local libraries, city and county archives, other local cemetery records, internet, and local fraternal organizations. Sara advised on the lab methodology and setup and served as project manager. Sara was a contributing author and editor for the published monograph, which was published as part of a technical series, "Not Dead but Gone Before: The Archaeology of Los Angeles City Cemetery."

Downtown Cesar Chavez Median Project, City of Los Angeles, CA. *Project Manager*. Sara assisted the City of Los Angeles Department of Public Works Bureau of Engineering with a Local Assistance Project requiring consultations with Caltrans cultural resources. Responsible for Caltrans coordination, serving as contributing author and report manager for required ASR, HPSR, and HRER prepared for the project.

Elysian/USC Water Recycling Project Initial Study/Environmental Assessment, Los Angeles, CA. *Project Manager.* Sara worked on the Initial Study/Mitigated Negative Declaration and an Environmental Assessment/Finding of No Significant Impact to construct recycled water pipelines for irrigation and other industrial uses serving Los Angeles Department of Water and Power customers in downtown Los Angeles, including Elysian Park. The U.S. Environmental Protection Agency is the federal lead agency.





EDUCATION

M.A., Archaeology, California State University, Northridge

B.A., Anthropology, California State University, Northridge

AA, Humanities, Los Angeles Pierce College

20 YEARS EXPERIENCE

SPECIALIZED EXPERIENCE

Treatment of Historic and Prehistoric Human Remains

Archaeological Monitoring

Complex Shell Midden Sites

Groundstone Analysis

PROFESSIONAL AFFILIATIONS

Register of Professional Archaeologists (RPA), #12805

Society for California Archaeology (SCA)

Society for American Archaeology (SAA)

QUALIFICATIONS

Exceeds Secretary of Interior Standards

CA State BLM Permitted

Monica Strauss, RPA

Director, Southern California Cultural Resources Group

Monica has successfully completed dozens of cultural resources projects throughout California and the greater southwest, where she assists clients in navigating cultural resources compliance issues in the context of CEQA, NEPA, and Section 106. Monica has extensive experience with archaeological resources, historic buildings and infrastructure, landscapes, and Tribal resources, including Traditional Cultural Properties. Monica manages a staff of cultural resources specialists throughout the region who conduct Phase 1 archaeological/paleontological and historic architectural surveys, construction monitoring, Native American consultation, archaeological testing and treatment, historic resource significance evaluations, and large-scale data recovery programs. She maintains excellent relationships with agency staff and Tribal representatives. Additionally, Monica manages a general compliance monitoring team who support clients and agencies in ensuring the daily in-field compliance of overall project mitigation measures.

Relevant Experience

Orange County, Saddle Crest Homes Project EIR, Orange County, CA. Cultural Resources *Project Director*. The Saddle Crest project includes the development of 65 residential homes on an approximately 113.7-acre site. Monica managed the preparation of a Cultural Resources EIR section as well as a Phase 1 archaeological resources assessment. As part of the Phase 1 archaeological resources assessment, a literature review, a pedestrian survey, and Native American outreach were undertaken to meet CEQA compliance requirements.

Irvine Ranch Water District, Baker Treatment Plant, Orange County, CA. *Cultural Resources Principal Investigator*. ESA was retained by the Irvine Ranch Water District to provide environmental compliance services. In support of an EIR for the upgrade of the IRWD's Baker Treatment Plant near Lake Forest, ESA cultural resources staff conducted a Phase I Cultural Resources Assessment. Monica directed the archival research, a series of pedestrian surveys, and oversaw the preparation of Phase I Cultural resources Technical reports and the cultural resources section of the EIR.

Topock Compressor Station Remediation CEQA Services. Mohave County, AZ and San Bernardino County, CA. Cultural Resources Project Director. Monica is overseeing the preparation of cultural resources EIR sections and is providing project support to the California Department of Toxic Substances Control (DTSC), including facilitating Native American involvement. DTSC provides oversight of the site investigation and cleanup activities for the Pacific Gas and Electric Company (PG&E) Topock Gas Compressor Station, located in San Bernardino County, 15 miles southeast of Needles, California. Groundwater samples taken under and near the Station were found to be contaminated with hexavalent chromium and other chemicals as result of past disposal activities. Soils contamination is also present at the site, requiring investigation and cleanup. These activities are highly scrutinized by the regional Native American Tribes because the area has important cultural and religious significance. ESA is currently preparing an EIR for soil investigations and will be conducting CEQA

evaluations that tier off of the Program EIR for the Groundwater Remedy. Additional project-specific EIRs may be required for the final remedy, which is currently undergoing engineering design. ESA will provide these services as well as lead the Native American and public participation efforts.

Los Angeles Department of Water and Power, Path 46 Clearance Surveys, San Bernardino, CA. Project Director. ESA has been tasked by Los Angeles Department of Water and Power (LADWP) to conduct required surveys for the Path 46 Transmission Line Clearances Project. The project's objective is to restore required code clearances to the transmission conductors, which will be accomplished by grading the ground surface underneath the transmission lines to achieve required height consistency. The work is being conducted in compliance with BLM guidelines and federal laws and statutes. Biological, archaeological, and paleontological resource surveys are currently being conducted for the 77 proposed grading areas, staging areas, and roads, Reports will be written documenting the results of the surveys and providing recommendations on the areas for access, staging areas, and soil distribution that would have the least amount of impacts on natural resources. Monica is providing support to LADWP in their coordination with the BLM, including providing oversight of map preparation, field surveys, and preparation of prefield research designs and post-field technical reports.

Ballona Wetlands Restoration EIR, Los Angeles County, CA. Cultural Resources Project Director. As part of the development of the restoration plan for the Ballona Wetlands, the ESA project team characterized existing conditions that included water and sediment sampling and analysis. The water and sediment quality sampling was performed to develop and evaluate potential restoration alternatives, and to develop a conceptual plan. The ESA project team compiled existing data on and conducted additional sampling for water and sediment to assess potential effects on the proposed wetland restoration habitat from the use of urban runoff and tidal in-flow from Ballona Creek. These data were used to complete a baseline report and restoration alternatives assessment. Monica is assisting the CSCC in fulfilling Army Corps of Engineers requirements under Section 106 of the National Historic Preservation Act. In addition, she is coordinating with Tribal members and is overseeing a team of resource specialists who are compiling cultural resources technical in preparation of the EIR's Cultural Resources section.

Los Angeles Department of Water and Power La Kretz Innovation Campus, Los Angeles County, CA. *Project Director*. The project involved the rehabilitation of the 61,000-square-foot building located at 518-524 Colyton Street, demolition of the building located at 537-551 Hewitt Street, and construction of an open space public plaza and surface parking lot, and involved compliance with Section 106 of the National Historic Preservation Act and consultation with the California State Historic Preservation Officer. ESA is providing archaeological monitoring and data recovery services and is assisting LADWP with meeting their requirements for Section 106 of the National Historic Preservation Act. Monica is providing oversight to archaeological monitors and crew conducting resource data recovery and laboratory analysis, and is providing guidance to LADWP on meeting Section 106 requirements.

Los Angeles Department of Water and Power Lone Pine Landfill Paleontological Resources Recovery, Inyo County, CA. *Cultural Resources Project Director*. At the request of LADWP, ESA responded to a discovery of large mammal bone at the Lone Pine Landfill in an area where borrow materials were being excavated.



ESA conducted geologic map research and recovered what was identified as a mammoth tusk. The tusk was stabilized, prepared for curation, and transported to a storage facility. Monica provided senior oversight of the paleontological resources recovery team and conducted paleontological resources sensitivity training and guidance to landfill staff in the event additional material are encountered.

City of Los Angeles Recreation and Parks, Hansen Dam Skate Park Project, Los Angeles County, CA. *Cultural Resources Principal Investigator*. ESA prepared a joint EA and IS/MND for the Los Angeles Department of Recreation and Parks in coordination with the U.S. Army Corps of Engineers (Corps) for a proposed skate park facility within the Hansen Dam Recreation Area. Monica managed a Phase I Cultural resources Study, coordinated with the Army Corps of Engineers and provided senior review for the EA/IS/MND cultural resources section.

Los Angeles Unified School District, Central Los Angeles High School #9. Los Angeles, CA. *Project Director*: ESA contributed to Data Recovery Report sections for Los Angeles Unified School District's Central High School #9, constructed in downtown Los Angeles. Between 2004 and 2009, Monica led a team of archaeological staff of ten who conducted archaeological monitoring and data recovery of archaeological materials in connection with the 19th century Los Angeles City Cemetery. She coordinated with the Los Angeles County Coroner and office of Vital Statistics to obtain disinterment permits and developed a mitigation plan incorporating components related to the future disposition of remains, artifact curation, and commemoration. She directed an extensive historical research effort to identify the human remains, and at the request of the client, participated in public outreach and coordination with media.

Bureau of Land Management, On-Call Cultural Resources Services, Riverside County, CA. *Project Manager*. ESA has been retained by the Bureau of Land Management under an on-call contract to provide cultural resource services including compliance monitoring for projects under Bureau of Land Management (BLM) jurisdiction. Monica managed a number of projects for the BLM (Palm Springs South Coast Field Office) providing a wide range of cultural resources services for solar projects and other projects taking place on BLM lands in compliance with Section 106 and specified BLM protocols. Services that she and her staff provide under this contract include compliance monitoring and peer review, Phase I archaeological resources surveys, resource evaluations, the preparation of reports, and Native American consultation. Projects completed under this contract include Dos Palmas Phase I Survey and Archaeological Monitoring, National Monument Phase I Survey, Windy Pointe Archaeological Monitoring, and Fast and the Furious Phase I Survey.

Appendix B Assembly Bill 52 Consultation Correspondence

DEPARTMENT OF CITY PLANNING

CITY PLANNING COMMISSION

DAVID H. J. AMBROZ PRESIDENT

RENEE DAKE WILSON VICE-PRESIDENT

CAROLINE CHOE
VAHID KHORSAND
JOHN W. MACK
SAMANTHA MILLMAN
MARC MITCHELL
VERONICA PADILLA-CAMPOS
DANA M. PERLMAN

ROCKY WILES COMMISSION OFFICE MANAGER (213) 978-1300

CITY OF LOS ANGELES

CALIFORNIA



EXECUTIVE OFFICES
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801

VINCENT P. BERTONI, AICP DIRECTOR (213) 978-1271

KEVIN J. KELLER, AICP EXECUTIVE OFFICER (213) 978-1272

LISA M. WEBBER, AICP DEPUTY DIRECTOR (213) 978-1274

http://planning.lacity.org

December 21, 2017

CASE No.: ENV-2016-4630-EIR Project Address: 1033 - 1057 S. Olive Street, Los Angeles, CA, 90015 Community Plan: Central City

Gabrieleño Band of Mission Indians – Kizh Nation Andrew Salas, Chairperson P.O. Box 393 Covina, CA 91723

Dear Mr. Salas:

This letter is to inform you that the Los Angeles Department of City Planning is reviewing the following proposed project:

The 1045 Olive Project includes the removal of four existing commercial buildings and the construction of a mixed-use high-rise building not to exceed 751,777 square feet containing a maximum of 794 residential units and 12,504 square feet of commercial uses located at the ground and mezzanine levels. At 70 stories, with a 61-story tower above a nine-story podium structure, the Project would reach up to 810 feet in height. Neighborhood serving commercial uses and a residential lobby would front along 11th Street and Olive Street. A public plaza space would be located at the corner of 11th Street and Olive Street. In addition, the Project would provide up to 100,652 square feet of amenity/open space area for its residents located above the podium structure, at mid-tower, on a roof terrace and within private balconies. Vehicle and bicycle parking would be provided per requirements of the LAMC within up to six (6) subterranean levels and eight (8) partial levels above grade (the fifth through ninth levels will contain residential units and other active uses along the perimeter of the Podium along the 11th Street and Olive Street frontages). The maximum floor-area ratio (FAR) for the Transit Area Mixed-Use Project would be 13:1.

Los Angeles Department of City Planning Attn: Sarah Molina Pearson, City Planner 200 N. Spring Street, Room 750 Los Angeles, CA 90012

Email: sarah.molina-pearson@lacity.org

Phone No.: (213)473-9983

Sincerely,

Vincent P. Bertoni, AICP Director of Planning

Sarah Molina Pearson

City Planner

Major Projects, Department of City Planning

Sarah Mohan Pearson

DEPARTMENT OF CITY PLANNING

CITY PLANNING COMMISSION

DAVID H. J. AMBROZ PRESIDENT

RENEE DAKE WILSON VICE-PRESIDENT

CAROLINE CHOE
VAHID KHORSAND
JOHN W. MACK
SAMANTHA MILLMAN
MARC MITCHELL
VERONICA PADILLA-CAMPOS
DANA M. PERLMAN

ROCKY WILES COMMISSION OFFICE MANAGER (213) 978-1300

CITY OF LOS ANGELES

CALIFORNIA



EXECUTIVE OFFICES

200 N. SPRING STREET, ROOM 525 LOS ANGELES, CA 90012-4801

VINCENT P. BERTONI, AICP DIRECTOR (213) 978-1271

> KEVIN J. KELLER, AICP EXECUTIVE OFFICER (213) 978-1272

LISA M. WEBBER, AICP DEPUTY DIRECTOR (213) 978-1274

http://planning.lacity.org

December 21, 2017

CASE No.: ENV-2016-4630-EIR Project Address: 1033 - 1057 S. Olive Street, Los Angeles, CA, 90015 Community Plan: Central City

Gabrielino/Tongva San Gabriel Band of Mission Indians Anthony Morales, Chairperson P.O. Box 693 San Gabriel, CA 91778

Dear Mr. Morales:

This letter is to inform you that the Los Angeles Department of City Planning is reviewing the following proposed project:

The 1045 Olive Project includes the removal of four existing commercial buildings and the construction of a mixed-use high-rise building not to exceed 751,777 square feet containing a maximum of 794 residential units and 12,504 square feet of commercial uses located at the ground and mezzanine levels. At 70 stories, with a 61-story tower above a nine-story podium structure, the Project would reach up to 810 feet in height. Neighborhood serving commercial uses and a residential lobby would front along 11th Street and Olive Street. A public plaza space would be located at the corner of 11th Street and Olive Street. In addition, the Project would provide up to 100,652 square feet of amenity/open space area for its residents located above the podium structure, at mid-tower, on a roof terrace and within private balconies. Vehicle and bicycle parking would be provided per requirements of the LAMC within up to six (6) subterranean levels and eight (8) partial levels above grade (the fifth through ninth levels will contain residential units and other active uses along the perimeter of the Podium along the 11th Street and Olive Street frontages). The maximum floor-area ratio (FAR) for the Transit Area Mixed-Use Project would be 13:1.

Los Angeles Department of City Planning Attn: Sarah Molina Pearson, City Planner 200 N. Spring Street, Room 750 Los Angeles, CA 90012

Email: sarah.molina-pearson@lacity.org

Phone No.: (213)473-9983

Sincerely,

Vincent P. Bertoni, AICP Director of Planning

Sarah Molina Pearson

City Planner

Major Projects, Department of City Planning

Sarah Molina Pearson

DEPARTMENT OF CITY PLANNING

CITY PLANNING COMMISSION

DAVID H. J. AMBROZ

RENEE DAKE WILSON VICE-PRESIDENT

CAROLINE CHOE
VAHID KHORSAND
JOHN W. MACK
SAMANTHA MILLMAN
MARC MITCHELL
VERONICA PADILLA-CAMPOS
DANA M. PERLMAN

ROCKY WILES COMMISSION OFFICE MANAGER (213) 978-1300

CITY OF LOS ANGELES

CALIFORNIA



EXECUTIVE OFFICES 200 N. SPRING STREET, ROOM 525 LOS ANGELES, CA 90012-4801

VINCENT P. BERTONI, AICP DIRECTOR (213) 978-1271

KEVIN J. KELLER, AICP EXECUTIVE OFFICER (213) 978-1272

LISA M. WEBBER, AICP DEPUTY DIRECTOR (213) 978-1274

http://planning.lacity.org

December 21, 2017

CASE No.: ENV-2016-4630-EIR Project Address: 1033 - 1057 S. Olive Street, Los Angeles, CA, 90015 Community Plan: Central City

San Fernando Band of Mission Indians John Valenzuela, Chairperson P.O. Box 221838 Newhall, CA 91322

Dear Mr. Valenzuela:

This letter is to inform you that the Los Angeles Department of City Planning is reviewing the following proposed project:

The 1045 Olive Project includes the removal of four existing commercial buildings and the construction of a mixed-use high-rise building not to exceed 751,777 square feet containing a maximum of 794 residential units and 12,504 square feet of commercial uses located at the ground and mezzanine levels. At 70 stories, with a 61-story tower above a nine-story podium structure, the Project would reach up to 810 feet in height. Neighborhood serving commercial uses and a residential lobby would front along 11th Street and Olive Street. A public plaza space would be located at the corner of 11th Street and Olive Street. In addition, the Project would provide up to 100,652 square feet of amenity/open space area for its residents located above the podium structure, at mid-tower, on a roof terrace and within private balconies. Vehicle and bicycle parking would be provided per requirements of the LAMC within up to six (6) subterranean levels and eight (8) partial levels above grade (the fifth through ninth levels will contain residential units and other active uses along the perimeter of the Podium along the 11th Street and Olive Street frontages). The maximum floor-area ratio (FAR) for the Transit Area Mixed-Use Project would be 13:1.

Los Angeles Department of City Planning Attn: Sarah Molina Pearson, City Planner 200 N. Spring Street, Room 750 Los Angeles, CA 90012

Email: sarah.molina-pearson@lacity.org

Phone No.: (213)473-9983

Sincerely,

Vincent P. Bertoni, AICP Director of Planning

Sarah Molina Pearson

City Planner

Major Projects, Department of City Planning

Sarah Molina Pearson

DEPARTMENT OF CITY PLANNING

CITY PLANNING COMMISSION

DAVID H. J. AMBROZ PRESIDENT

RENEE DAKE WILSON VICE-PRESIDENT

CAROLINE CHOE
VAHID KHORSAND
JOHN W. MACK
SAMANTHA MILLMAN
MARC MITCHELL
VERONICA PADILLA-CAMPOS
DANA M. PERLMAN

ROCKY WILES COMMISSION OFFICE MANAGER (213) 978-1300

CITY OF LOS ANGELES

CALIFORNIA



EXECUTIVE OFFICES

200 N. SPRING STREET, ROOM 525 LOS ANGELES, CA 90012-4801

VINCENT P. BERTONI, AICP DIRECTOR (213) 978-1271

KEVIN J. KELLER, AICP EXECUTIVE OFFICER (213) 978-1272

LISA M. WEBBER, AICP DEPUTY DIRECTOR (213) 978-1274

http://planning.lacity.org

December 21, 2017

CASE No.: ENV-2016-4630-EIR Project Address: 1033 - 1057 S. Olive Street, Los Angeles, CA, 90015 Community Plan: Central City

Soboba Band of Luiseño Indians Joseph Ontiveros, Cultural Resource Director P.O. Box 487 San Jacinto, CA 92581

Dear Mr. Ontiveros:

This letter is to inform you that the Los Angeles Department of City Planning is reviewing the following proposed project:

The 1045 Olive Project includes the removal of four existing commercial buildings and the construction of a mixed-use high-rise building not to exceed 751,777 square feet containing a maximum of 794 residential units and 12,504 square feet of commercial uses located at the ground and mezzanine levels. At 70 stories, with a 61-story tower above a nine-story podium structure, the Project would reach up to 810 feet in height. Neighborhood serving commercial uses and a residential lobby would front along 11th Street and Olive Street. A public plaza space would be located at the corner of 11th Street and Olive Street. In addition, the Project would provide up to 100,652 square feet of amenity/open space area for its residents located above the podium structure, at mid-tower, on a roof terrace and within private balconies. Vehicle and bicycle parking would be provided per requirements of the LAMC within up to six (6) subterranean levels and eight (8) partial levels above grade (the fifth through ninth levels will contain residential units and other active uses along the perimeter of the Podium along the 11th Street and Olive Street frontages). The maximum floor-area ratio (FAR) for the Transit Area Mixed-Use Project would be 13:1.

Los Angeles Department of City Planning Attn: Sarah Molina Pearson, City Planner 200 N. Spring Street, Room 750 Los Angeles, CA 90012

Email: sarah.molina-pearson@lacity.org

Phone No.: (213)473-9983

Sincerely,

Vincent P. Bertoni, AICP Director of Planning

Sarah Molina Pearson

City Planner

Major Projects, Department of City Planning

Sarah Motina Pearson

DEPARTMENT OF CITY PLANNING

CITY PLANNING COMMISSION

DAVID H. J. AMBROZ

RENEE DAKE WILSON VICE-PRESIDENT

CAROLINE CHOE
VAHID KHORSAND
JOHN W. MACK
SAMANTHA MILLMAN
MARC MITCHELL
VERONICA PADILLA-CAMPOS
DANA M. PERLMAN

ROCKY WILES COMMISSION OFFICE MANAGER (213) 978-1300

CITY OF LOS ANGELES

1055A

ERIC GARCETTI

EXECUTIVE OFFICES

200 N. SPRING STREET, ROOM 525 LOS ANGELES. CA 90012-4801

VINCENT P. BERTONI, AICP DIRECTOR (213) 978-1271

KEVIN J. KELLER, AICP EXECUTIVE OFFICER (213) 978-1272

LISA M. WEBBER, AICP DEPUTY DIRECTOR (213) 978-1274

http://planning.lacity.org

December 21, 2017

CASE No.: ENV-2016-4630-EIR Project Address: 1033 - 1057 S. Olive Street, Los Angeles, CA, 90015 Community Plan: Central City

Fernandeño Tataviam Band of Mission Indians Kimia Fatehi, Director, Public Relations 1019 2nd Street, Ste. 1 San Fernando, CA 91340

Dear Ms. Fatehi:

This letter is to inform you that the Los Angeles Department of City Planning is reviewing the following proposed project:

The 1045 Olive Project includes the removal of four existing commercial buildings and the construction of a mixed-use high-rise building not to exceed 751,777 square feet containing a maximum of 794 residential units and 12,504 square feet of commercial uses located at the ground and mezzanine levels. At 70 stories, with a 61-story tower above a nine-story podium structure, the Project would reach up to 810 feet in height. Neighborhood serving commercial uses and a residential lobby would front along 11th Street and Olive Street. A public plaza space would be located at the corner of 11th Street and Olive Street. In addition, the Project would provide up to 100,652 square feet of amenity/open space area for its residents located above the podium structure, at mid-tower, on a roof terrace and within private balconies. Vehicle and bicycle parking would be provided per requirements of the LAMC within up to six (6) subterranean levels and eight (8) partial levels above grade (the fifth through ninth levels will contain residential units and other active uses along the perimeter of the Podium along the 11th Street and Olive Street frontages). The maximum floor-area ratio (FAR) for the Transit Area Mixed-Use Project would be 13:1.

Los Angeles Department of City Planning Attn: Sarah Molina Pearson, City Planner 200 N. Spring Street, Room 750 Los Angeles, CA 90012

Email: sarah.molina-pearson@lacity.org

Phone No.: (213)473-9983

Sincerely,

Vincent P. Bertoni, AICP Director of Planning

Sarah Molina Pearson

City Planner

Major Projects, Department of City Planning

Sarah Molina Pearson

DEPARTMENT OF CITY PLANNING

CITY PLANNING COMMISSION

DAVID H. J. AMBROZ PRESIDENT

RENEE DAKE WILSON VICE-PRESIDENT

CAROLINE CHOE
VAHID KHORSAND
JOHN W. MACK
SAMANTHA MILLMAN
MARC MITCHELL
VERONICA PADILLA-CAMPOS
DANA M. PERLMAN

ROCKY WILES COMMISSION OFFICE MANAGER (213) 978-1300

CITY OF LOS ANGELES

CALIFORNIA



EXECUTIVE OFFICES

200 N. SPRING STREET, ROOM 525 LOS ANGELES, CA 90012-4801

VINCENT P. BERTONI, AICP DIRECTOR (213) 978-1271

KEVIN J. KELLER, AICP EXECUTIVE OFFICER (213) 978-1272

LISA M. WEBBER, AICP DEPUTY DIRECTOR (213) 978-1274

http://planning.lacity.org

December 21, 2017

CASE No.: ENV-2016-4630-EIR Project Address: 1033 - 1057 S. Olive Street, Los Angeles, CA, 90015 Community Plan: Central City

Torres Martinez Desert Cahuilla Indians Michael Mirelez, Cultural Resource Coordinator PO Box 1160 Thermal, CA 92274

Dear Mr. Mirelez:

This letter is to inform you that the Los Angeles Department of City Planning is reviewing the following proposed project:

The 1045 Olive Project includes the removal of four existing commercial buildings and the construction of a mixed-use high-rise building not to exceed 751,777 square feet containing a maximum of 794 residential units and 12,504 square feet of commercial uses located at the ground and mezzanine levels. At 70 stories, with a 61-story tower above a nine-story podium structure, the Project would reach up to 810 feet in height. Neighborhood serving commercial uses and a residential lobby would front along 11th Street and Olive Street. A public plaza space would be located at the corner of 11th Street and Olive Street. In addition, the Project would provide up to 100,652 square feet of amenity/open space area for its residents located above the podium structure, at mid-tower, on a roof terrace and within private balconies. Vehicle and bicycle parking would be provided per requirements of the LAMC within up to six (6) subterranean levels and eight (8) partial levels above grade (the fifth through ninth levels will contain residential units and other active uses along the perimeter of the Podium along the 11th Street and Olive Street frontages). The maximum floor-area ratio (FAR) for the Transit Area Mixed-Use Project would be 13:1.

Los Angeles Department of City Planning Attn: Sarah Molina Pearson, City Planner 200 N. Spring Street, Room 750 Los Angeles, CA 90012

Email: sarah.molina-pearson@lacity.org

Phone No.: (213)473-9983

Sincerely,

Vincent P. Bertoni, AICP Director of Planning

Sarah Molina Pearson

City Planner

Major Projects, Department of City Planning

Sarah Molina Pearson

DEPARTMENT OF CITY PLANNING

CITY PLANNING COMMISSION

DAVID H. J. AMBROZ

RENEE DAKE WILSON VICE-PRESIDENT

CAROLINE CHOE
VAHID KHORSAND
JOHN W. MACK
SAMANTHA MILLMAN
MARC MITCHELL
VERONICA PADILLA-CAMPOS
DANA M. PERLMAN

ROCKY WILES COMMISSION OFFICE MANAGER (213) 978-1300

CITY OF LOS ANGELES



EXECUTIVE OFFICES
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801

VINCENT P. BERTONI, AICP DIRECTOR (213) 978-1271

KEVIN J. KELLER, AICP EXECUTIVE OFFICER (213) 978-1272

LISA M. WEBBER, AICP DEPUTY DIRECTOR (213) 978-1274

http://planning.lacity.org

December 21, 2017

CASE No.: ENV-2016-4630-EIR Project Address: 1033 - 1057 S. Olive Street, Los Angeles, CA, 90015 Community Plan: Central City

Gabrielino Tongva Indians of California Tribal Council Robert F. Dorame, Tribal Chair/Cultural Resources P.O. Box 490 Bellflower, CA 90707

Dear Mr. Dorame:

This letter is to inform you that the Los Angeles Department of City Planning is reviewing the following proposed project:

The 1045 Olive Project includes the removal of four existing commercial buildings and the construction of a mixed-use high-rise building not to exceed 751,777 square feet containing a maximum of 794 residential units and 12,504 square feet of commercial uses located at the ground and mezzanine levels. At 70 stories, with a 61-story tower above a nine-story podium structure, the Project would reach up to 810 feet in height. Neighborhood serving commercial uses and a residential lobby would front along 11th Street and Olive Street. A public plaza space would be located at the corner of 11th Street and Olive Street. In addition, the Project would provide up to 100,652 square feet of amenity/open space area for its residents located above the podium structure, at mid-tower, on a roof terrace and within private balconies. Vehicle and bicycle parking would be provided per requirements of the LAMC within up to six (6) subterranean levels and eight (8) partial levels above grade (the fifth through ninth levels will contain residential units and other active uses along the perimeter of the Podium along the 11th Street and Olive Street frontages). The maximum floor-area ratio (FAR) for the Transit Area Mixed-Use Project would be 13:1.

Los Angeles Department of City Planning Attn: Sarah Molina Pearson, City Planner 200 N. Spring Street, Room 750 Los Angeles, CA 90012

Email: sarah.molina-pearson@lacity.org

Phone No.: (213)473-9983

Sincerely,

Vincent P. Bertoni, AICP Director of Planning

Sarah Molina Pearson

City Planner

Major Projects, Department of City Planning

Sarah Malina Pearson

DEPARTMENT OF CITY PLANNING

CITY PLANNING COMMISSION

DAVĪD H. J. AMBROZ PRESIDENT

RENEE DAKE WILSON

CAROLINE CHOE
VAHID KHORSAND
JOHN W. MACK
SAMANTHA MILLMAN
MARC MITCHELL
VERONICA PADILLA-CAMPOS
DANA M. PERLMAN

ROCKY WILES COMMISSION OFFICE MANAGER (213) 978-1300

CITY OF LOS ANGELES

CALIFORNIA



EXECUTIVE OFFICES

200 N. SPRING STREET, ROOM 525 LOS ANGELES, CA 90012-4801

VINCENT P. BERTONI, AICP DIRECTOR (213) 978-1271

KEVIN J. KELLER, AICP EXECUTIVE OFFICER (213) 978-1272

LISA M. WEBBER, AICP DEPUTY DIRECTOR (213) 978-1274

http://planning.lacity.org

December 21, 2017

CASE No.: ENV-2016-4630-EIR Project Address: 1033 - 1057 S. Olive Street, Los Angeles, CA, 90015 Community Plan: Central City

Gabrielino/Tongva Nation Sam Dunlap, Cultural Resources Director P.O. Box 86908 Los Angeles, CA 90086

Dear Mr. Dunlap:

This letter is to inform you that the Los Angeles Department of City Planning is reviewing the following proposed project:

The 1045 Olive Project includes the removal of four existing commercial buildings and the construction of a mixed-use high-rise building not to exceed 751,777 square feet containing a maximum of 794 residential units and 12,504 square feet of commercial uses located at the ground and mezzanine levels. At 70 stories, with a 61-story tower above a nine-story podium structure, the Project would reach up to 810 feet in height. Neighborhood serving commercial uses and a residential lobby would front along 11th Street and Olive Street. A public plaza space would be located at the corner of 11th Street and Olive Street. In addition, the Project would provide up to 100,652 square feet of amenity/open space area for its residents located above the podium structure, at mid-tower, on a roof terrace and within private balconies. Vehicle and bicycle parking would be provided per requirements of the LAMC within up to six (6) subterranean levels and eight (8) partial levels above grade (the fifth through ninth levels will contain residential units and other active uses along the perimeter of the Podium along the 11th Street and Olive Street frontages). The maximum floor-area ratio (FAR) for the Transit Area Mixed-Use Project would be 13:1.

Los Angeles Department of City Planning Attn: Sarah Molina Pearson, City Planner 200 N. Spring Street, Room 750 Los Angeles, CA 90012

Email: sarah.molina-pearson@lacity.org

Phone No.: (213)473-9983

Sincerely,

Vincent P. Bertoni, AICP Director of Planning

Sarah Molina Pearson

City Planner

Major Projects, Department of City Planning

Smah Molina Peasson

DEPARTMENT OF CITY PLANNING

CITY PLANNING COMMISSION

DAVID H. J. AMBROZ

RENEE DAKE WILSON

CAROLINE CHOE
VAHID KHORSAND
JOHN W. MACK
SAMANTHA MILLMAN
MARC MITCHELL
VERONICA PADILLA-CAMPOS
DANA M. PERLMAN

ROCKY WILES COMMISSION OFFICE MANAGER (213) 978-1300

CITY OF LOS ANGELES CALIFORNIA



EXECUTIVE OFFICES

200 N. SPRING STREET, ROOM 525 LOS ANGELES, CA 90012-4801

VINCENT P. BERTONI, AICP DIRECTOR (213) 978-1271

KEVIN J. KELLER, AICP EXECUTIVE OFFICER (213) 978-1272

LISA M. WEBBER, AICP DEPUTY DIRECTOR (213) 978-1274

http://planning.lacity.org

December 21, 2017

CASE No.: ENV-2016-4630-EIR Project Address: 1033 - 1057 S. Olive Street, Los Angeles, CA, 90015 Community Plan: Central City

Gabrielino/Tongva Nation Sandonne Goad, Chairperson 106 1/2 Judge John Aiso St., #231 Los Angeles, CA 90012

Dear Ms. Goad:

This letter is to inform you that the Los Angeles Department of City Planning is reviewing the following proposed project:

The 1045 Olive Project includes the removal of four existing commercial buildings and the construction of a mixed-use high-rise building not to exceed 751,777 square feet containing a maximum of 794 residential units and 12,504 square feet of commercial uses located at the ground and mezzanine levels. At 70 stories, with a 61-story tower above a nine-story podium structure, the Project would reach up to 810 feet in height. Neighborhood serving commercial uses and a residential lobby would front along 11th Street and Olive Street. A public plaza space would be located at the corner of 11th Street and Olive Street. In addition, the Project would provide up to 100,652 square feet of amenity/open space area for its residents located above the podium structure, at mid-tower, on a roof terrace and within private balconies. Vehicle and bicycle parking would be provided per requirements of the LAMC within up to six (6) subterranean levels and eight (8) partial levels above grade (the fifth through ninth levels will contain residential units and other active uses along the perimeter of the Podium along the 11th Street and Olive Street frontages). The maximum floor-area ratio (FAR) for the Transit Area Mixed-Use Project would be 13:1.

Los Angeles Department of City Planning Attn: Sarah Molina Pearson, City Planner 200 N. Spring Street, Room 750 Los Angeles, CA 90012

Email: sarah.molina-pearson@lacity.org

Phone No.: (213)473-9983

Sarah Molina Pearson

Sincerely,

Vincent P. Bertoni, AICP Director of Planning

Sarah Molina Pearson

City Planner

Major Projects, Department of City Planning



Sarah Molina-Pearson <sarah.molina-pearson@lacity.org>

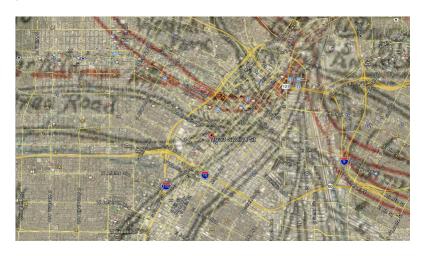
1033 - 1057 S. Olive St. Los Angeles

1 message

Administration Gabrieleno Indians <admin@gabrielenoindians.org> To: Sarah Molina-Pearson <sarah.molina-pearson@lacity.org>

Thu, Feb 8, 2018 at 11:19 AM

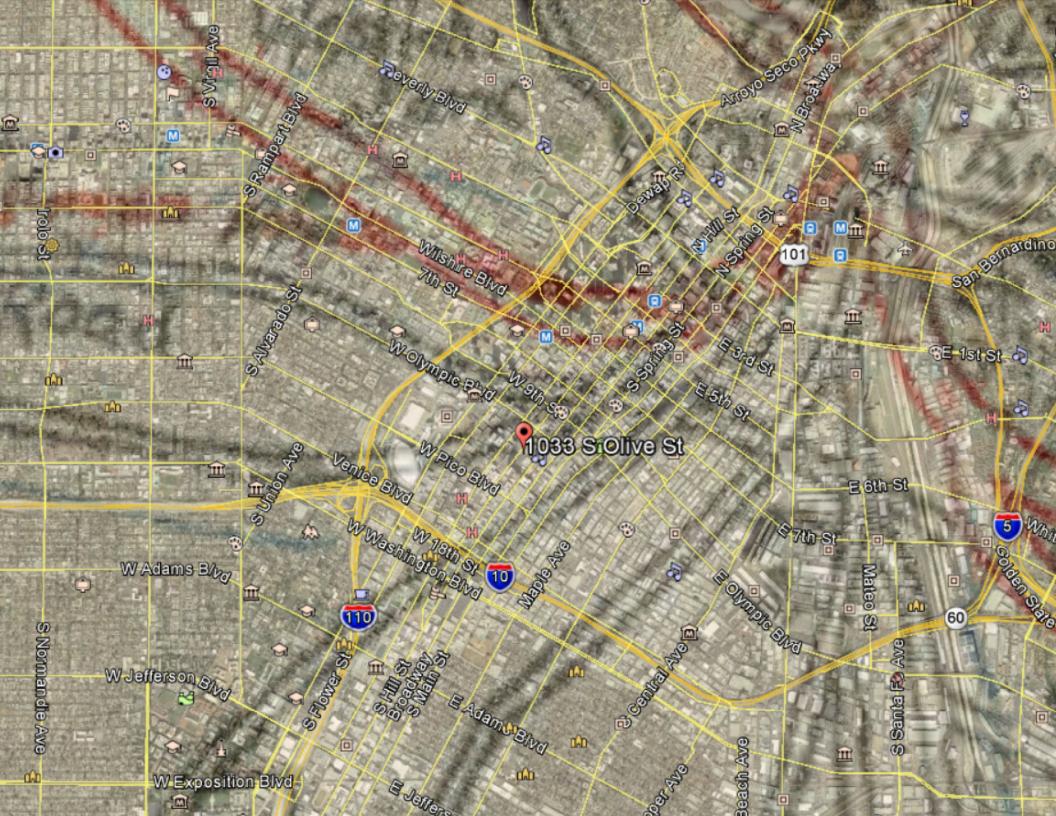
Attached is a screenshot of the project site at 1033 - 1057 S. Olive St. Los Angeles. The project is *within* a traditional trading route and has a high potential to impact tribal cultural resources. Mitigation shall be implemented for the protection of these resources.



Sincerely,
Admin Specialist
Gabrieleno Band of Mission Indians - Kizh Nation
PO Box 393
Covina, CA 91723

Office: 844-390-0787

website: www.gabrielenoindians.org



DEPARTMENT OF CITY PLANNING

COMMISSION OFFICE (213) 978-1300

CITY PLANNING COMMISSION

SAMANTHA MILLMAN PRESIDENT

VAHID KHORSAND VICE-PRESIDENT

DAVID H. J. AMBROZ
CAROLINE CHOE
HELEN LEUNG
KAREN MACK
MARC MITCHELL
VERONICA PADILLA-CAMPOS
DANA M. PERLMAN

CITY OF LOS ANGELES

CALIFORNIA



MAYOR

EXECUTIVE OFFICES

200 N. Spring Street, Room 525 Los Angeles, CA 90012-4801 (213) 978-1271

VINCENT P. BERTONI, AICP

KEVIN J. KELLER, AICP EXECUTIVE OFFICER

SHANA M.M. BONSTIN

TRICIA KEANE DEPUTY DIRECTOR

ARTHI L. VARMA, AICP

LISA M. WEBBER, AICP DEPUTY DIRECTOR

September 4, 2019

Gabrieleño Band of Mission Indians - Kizh Nation Andrew Salas, Chairman PO Box 393 Covina. CA 91723

RE:

1045 Olive Street

(Case No. ENV-2016-4630-EIR)("Project")

Dear Chairman Salas,

Thank you for your letter, dated December 28, 2018, relative to the 1045 Olive St. Project, located at 1033-1057 Olive Street (Case No. ENV-2016-4630-EIR). Your letter states that it has been submitted as a written request for AB 52 consultation pursuant to Public Resources Code §21080.3.1. The City sent notifications pursuant to AB 52, including to the Gabrieleño Band of Mission Indians-Kizh Nation, on December 21, 2017. The City received your initial written request for AB 52 consultation on December 28, 2018. Our records indicate that the City and the Gabrieleño Band of Mission Indians-Kizh Nation conducted an AB 52 consultation meeting by phone on February 8, 2018 and a follow-up email communication on March 5, 2018. During this meeting, the Gabrieleño Band of Mission Indians-Kizh Nation did not provide sufficient evidence that tribal resources are located on the project site. Furthermore, the 30-day period for requesting consultation has since closed.

The City, after acting in good faith and after reasonable effort, has concluded that mutual agreement cannot be reached for purposes of AB 52. Based upon the record, the City has determined that no substantial evidence exists to support a conclusion that this Project may cause a significant impact on tribal cultural resources. Therefore, the City has no basis under CEQA to impose any related mitigation measures. However, as an additional protection, the City will add the attached condition of approval under its police powers to protect the inadvertent discovery of tribal cultural resources.

The Draft Environmental Impact Report (Draft EIR) for the Project is expected to be released in the Fall of 2019. Notwithstanding the previous closure of the 30-day period

for requesting consultation under AB 52, your tribe and you may submit comments on the Draft Environmental Impact Report, including those related to the EIR's analysis of reasonably foreseeable impacts to tribal cultural resources. Notice of Completion and Availability of the Draft EIR will be sent to you when it becomes available.

Regards,

Jivar Afshar

Planning Assistant

Major Projects

Department of City Planning

Attachment:

Condition of Approval

Attachment

Condition of Approval - Tribal Cultural Resource Inadvertent Discovery

In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities¹, all such activities shall temporarily cease on the project site until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

- Upon a discovery of a potential tribal cultural resource, the project Permittee shall immediately stop
 all ground disturbance activities and contact the following: (1) all California Native American tribes
 that have informed the City they are traditionally and culturally affiliated with the geographic area
 of the proposed project; (2) and the Department of City Planning at (213) 978-1454.
- If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the City shall provide any effected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Project permittee and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
- The project Permittee shall implement the tribe's recommendations if a qualified archaeologist, retained by the City and paid for by the project Permittee, reasonably concludes that the tribe's recommendations are reasonable and feasible.
- The project Permittee shall submit a tribal cultural resource monitoring plan to the City that includes
 all recommendations from the City and any effected tribes that have been reviewed and determined
 by the qualified archaeologist to be reasonable and feasible. The project Permittee shall not be
 allowed to recommence ground disturbance activities until this plan is approved by the City.
- If the project Permittee does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist, the project Permittee may request mediation by a mediator agreed to by the Permittee and the City who has the requisite professional qualifications and experience to mediate such a dispute. The project Permittee shall pay any costs associated with the mediation.
- The project Permittee may recommence ground disturbance activities outside of a specified radius
 of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and
 determined to be reasonable and appropriate.
- Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton.
- Notwithstanding the above, any information determined to be confidential in nature, by the City Attorney's office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code, and shall comply with the City's AB 52 Confidentiality Protocols.

¹ Ground disturbance activities shall include the following: excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, pounding posts, augering, backfilling, blasting, stripping topsoil or a similar activity