Appendix L

1. Traffic Study

LINSCOTT
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engineers

TRANSPORTATION ASSESSMENT REPORT

676 MATEO STREET PROJECT

City of Los Angeles, California
July 7, 2020

Prepared for:

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TRANSPORTATION ASSESSMENT REPORT

676 MATEO STREET PROJECT

City of Los Angeles, California
July 7, 2020

1.0 INTRODUCTION

1.1 Transportation Assessment Overview

This transportation assessment report has been conducted to identify and evaluate the potential transportation impacts of the proposed 676 Mateo Street project (the "Project") on the surrounding street system. The Project Site is located at 676 Mateo Street in the Arts District area of the City of Los Angeles, California. The Project Site is generally bounded by a grocery store and parking lot to the north, industrial and commercial development to the south, Imperial Street to the east, and Mateo Street to the west. The Project Site location and general vicinity are shown in ***Figure 1–1***.

The traffic analysis follows City of Los Angeles (the "City") transportation assessment guidelines[1] (TAG). The City's TAG are focused on transportation metrics that promote: the reduction of greenhouse gas emissions, the development of multimodal networks and access to diverse land uses, as well as safety, sustainability and smart growth. In compliance with the California Environmental Quality Act (CEQA), the City's TAG identify vehicle miles traveled (VMT) as the primary metric for evaluating a project's transportation impacts along with whether the proposed project conflicts or is inconsistent with local plans and policies. In addition, the City's TAG require evaluation of non-CEQA mobility elements such as pedestrian, bicycle and transit access, project access and circulation, project construction, and the potential for residential street intrusion.

This transportation assessment presents (i) a CEQA assessment of Project-related VMT, (ii) a CEQA assessment of whether the Project conflicts or is inconsistent with local plans and policies, (iii) a non-CEQA assessment of pedestrian, bicycle and transit access, (iv) a non-CEQA evaluation of Project access, safety and circulation, (v) a non-CEQA review of Project construction activities, and (vi) recommendations for mitigation and improvement measures, where necessary.

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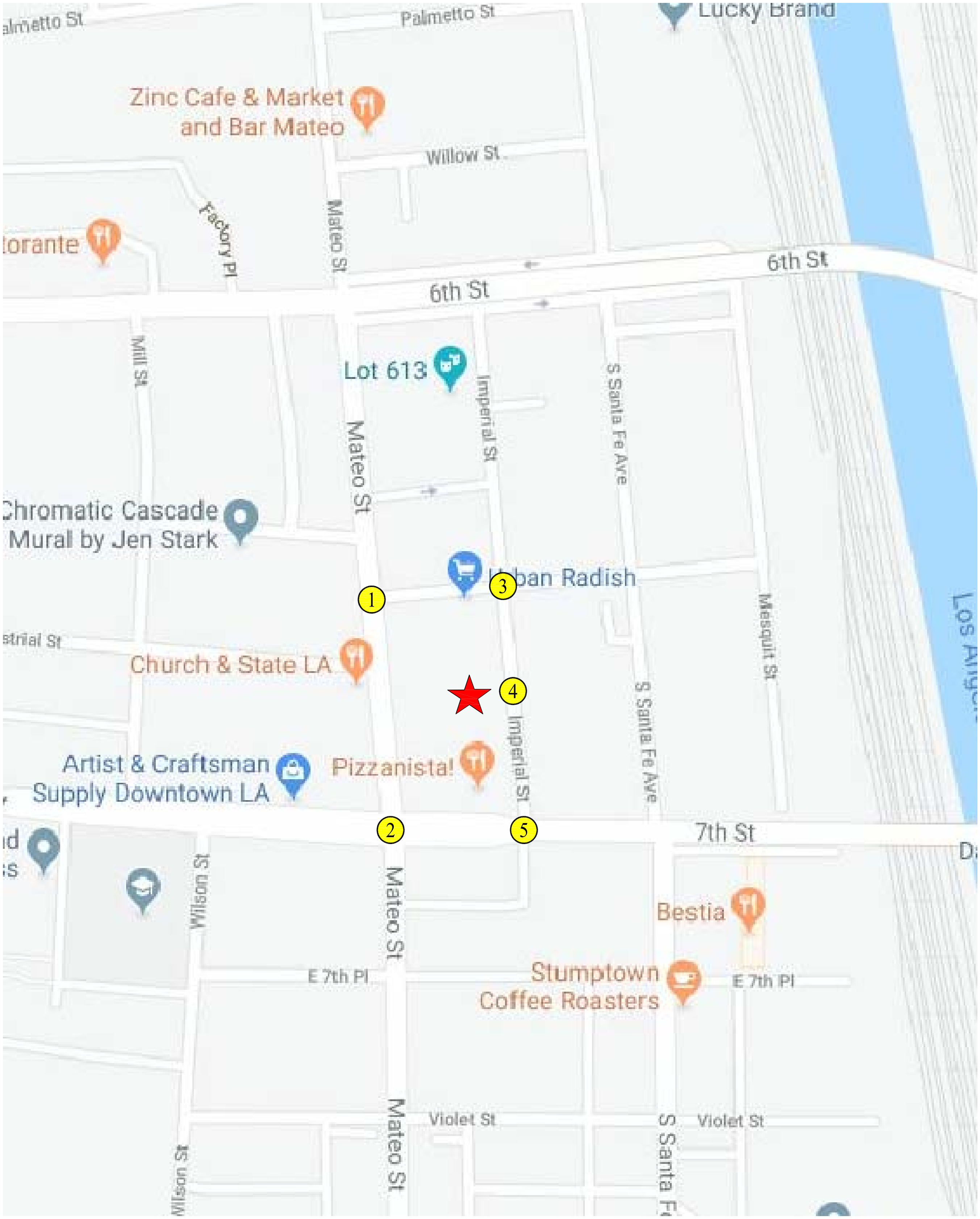
[1] *Transportation Assessment Guidelines,* City of Los Angeles Department of Transportation, July 2019.



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MAP SOURCE: GOOGLE MAPS
★ PROJECT SITE
XX STUDY INTERSECTION

FIGURE 1-1
VICINITY MAP

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676 MATEO STREET PROJECT

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1.2 Study Methodology

The CEQA and non-CEQA analysis criteria for this transportation assessment were identified in consultation with City of Los Angeles Department of Transportation (LADOT) staff. The analysis criteria were determined based on the City's TAG, the Project description and location, and the characteristics of the surrounding transportation system. As defined by the City as Lead Agency under CEQA, LADOT confirmed the appropriateness of the analysis criteria when it entered into a transportation assessment Memorandum of Understanding (MOU) for the Project on December 23, 2019. The approved MOU is contained in ***Appendix A***.

2.0 PROJECT DESCRIPTION

2.1 Project Site Location

The Project Site is located at 676 Mateo Street in the Central City North Community Plan Area of the City. The Project Site is generally bounded by a grocery store and parking lot to the north, industrial and commercial development to the south, Imperial Street to the east, and Mateo Street to the west. The Project Site location and general vicinity are shown in *Figure 1–1*.

The Project Site is currently served by many local lines and regional lines via stops located within convenient walking distance along 7th Street. The bus lines include: Metro Local Lines 18, 53, 60, 62, 66 and Metro Rapid 720 and 760. The Project Site is located approximately one mile south of the Metro Gold Line Little Tokyo/Arts District Station.

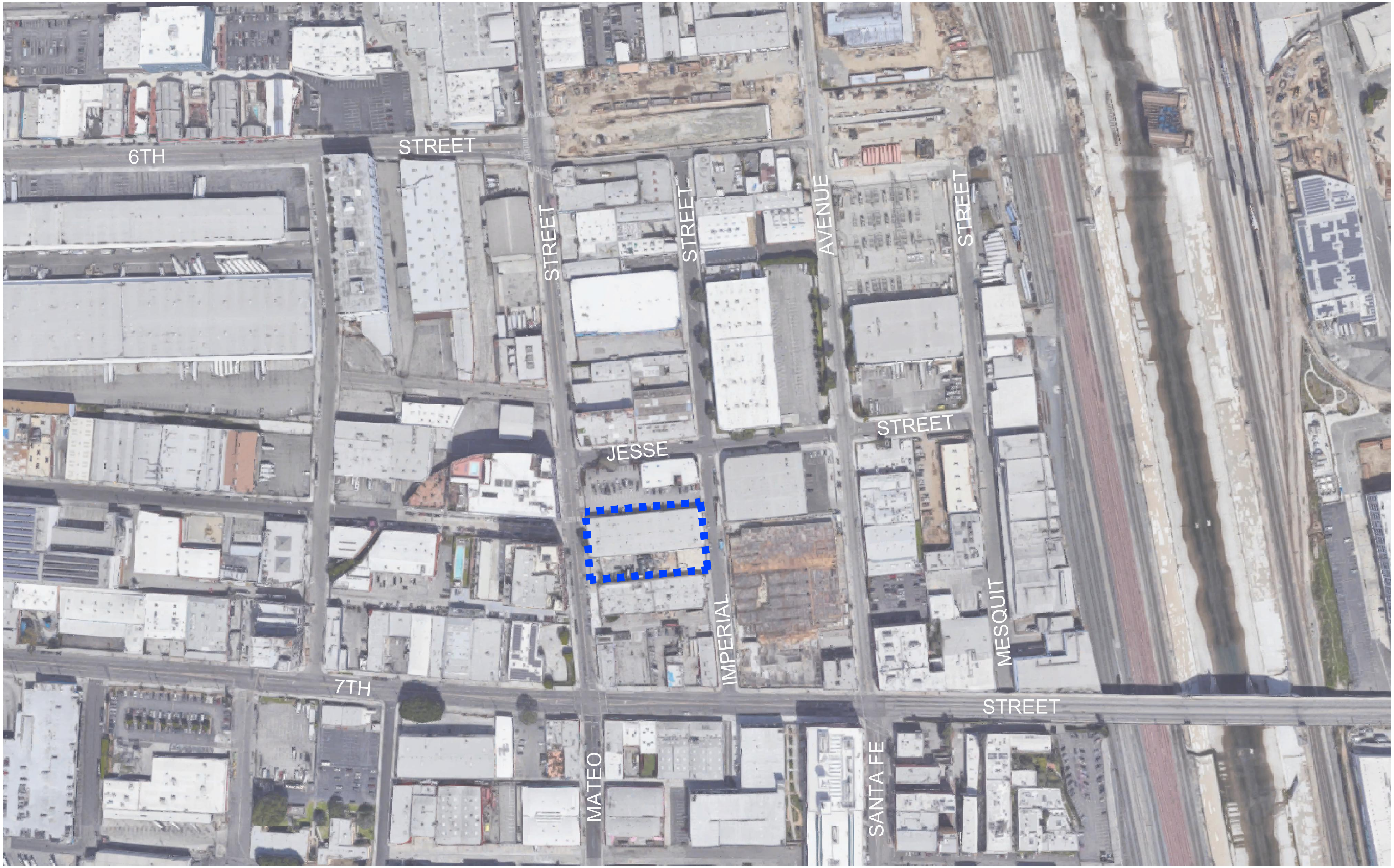
2.2 Existing Project Site

The Project Site comprises of approximately 1.1 acres and is currently occupied by a single-story light industrial building with an approximate floor area of 26,740 square feet. Vehicular access to the Project Site is currently provided via two gated driveways located along the east side and west side of Mateo Street and Imperial Street, respectively. The Project Site is highlighted in an aerial photograph presented in ***Figure 2-1***.

2.3 Project Description

The Project Applicant proposes to construct a mixed-use development including 185 live-work apartment units, 3,900 square feet of associated live-work office space within 26 live-work apartment units, 15,005 square feet of restaurant floor area, and 8,375 square feet of retail floor area. Parking for the Project will be provided on-site within a subterranean parking garage. Construction and occupancy of the Project is planned to be completed by the year 2023. The site plan for the Project is illustrated in ***Figure 2–2***.

In addition to the Project listed above, the Project Applicant proposes an optional project description to include additional office space. The Additional Office Option proposes the replacement of 26 live-work apartment units with an additional 22,493 square feet of office floor area. Specifically, the Additional Office Option proposes to construct 159 live-work apartment units, 3,600 square feet of associated live-work office space within 24 live-work apartment units, 22,493 square feet of general office floor area, 15,005 square feet of restaurant floor area, and 8,375 square feet of retail floor area. ***Table 2-1*** below shows a comparison of the development descriptions for the Project and the Additional Office Option. In general, the site plan and operations of the Project and Project's Additional Office Option will be the same. Aside from a portion of the live-work units being utilized as office space; the design, construction, and operation of the building between the Project and its Option would not be substantially different.



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MAP SOURCE: GOOGLE MAPS

[ ] PROJECT SITE

FIGURE 2-1
PROJECT SITE AERIAL

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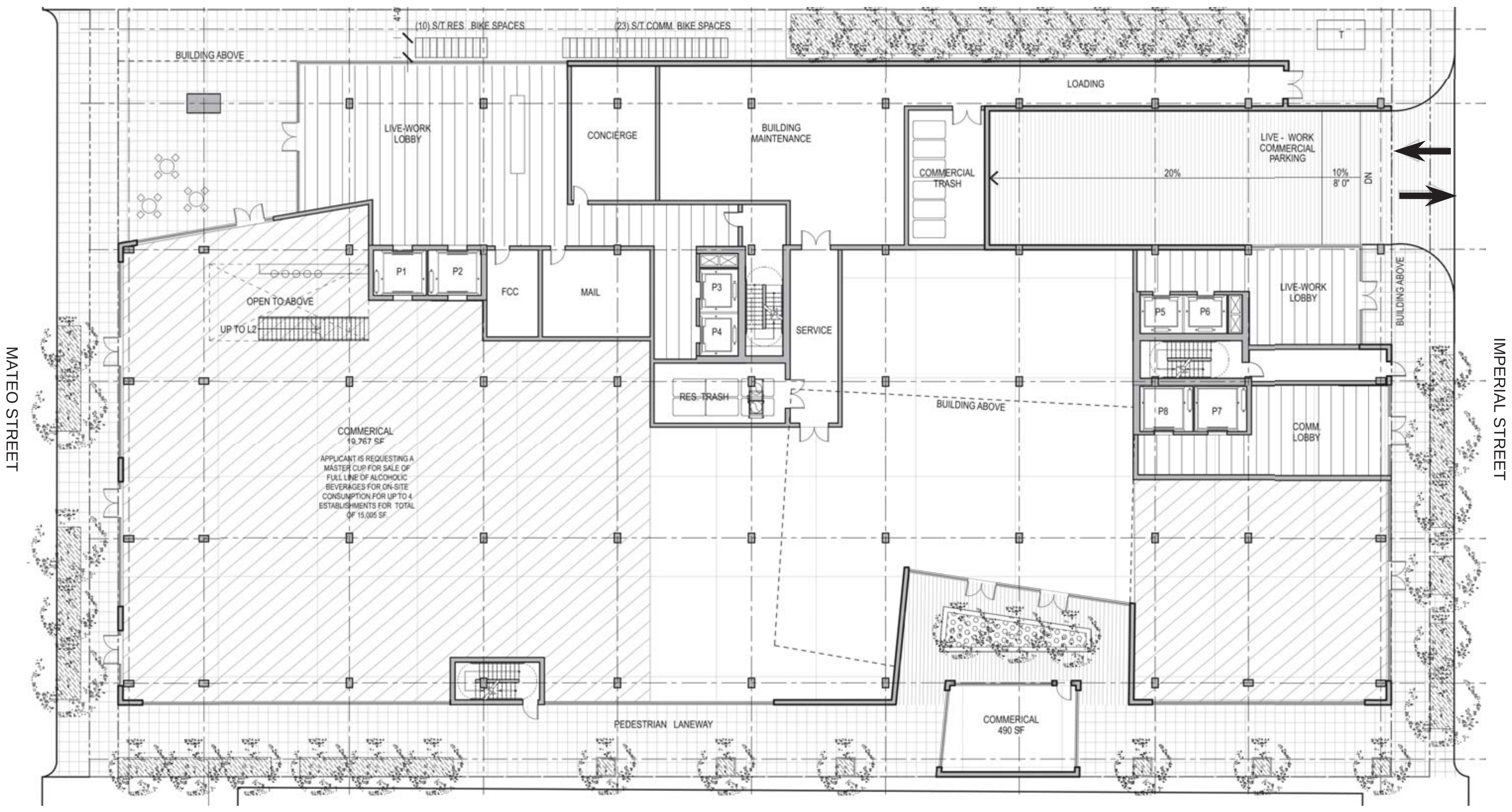

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SOURCE: HANSONLA ARCHITECTURE

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FIGURE 2-2
PROJECT SITE PLAN
GROUND FLOOR

676 MATEO STREET PROJECT

Table 2-1

PROJECT AND ADDITIONAL OFFICE OPTION COMPARISON

Land Use	Project	Additional Office Option
Live-Work Apartments	185 units	159 units
Office Space (within live-work units)	3,900 sf (within 26 live-work units)	3,600 sf (within 24 live-work units)
General Office	----	22,493 sf
Restaurant	15,005 sf	15,005 sf
Retail	8,375 sf	8,375 sf
Total	**185 live-work units** **27,280 sf, commercial space**	**159 live-work units** **49,473 sf, commercial space**

2.4 Vehicular Project Site Access

Proposed vehicular access to the Project Site will be provided via one driveway located along the west side of Imperial Street, at the northeast portion of the Project Site (i.e., along the Project Site's easterly frontage). The Project driveway will provide access to the subterranean parking levels of the on-site parking garage. The Project driveway is proposed to accommodate full vehicular access (i.e., left-turn and right-turn ingress and egress turning movements). Vehicular access to the Additional Office Option will also be on Imperial Street.

2.5 Bicycle/Pedestrian Project Site Access

Proposed pedestrian access to the Project and Additional Office Option will be provided via Mateo Street and Imperial Street. The Project will provide access locations to ensure pedestrian safety in compliance with City standards (e.g., provide sidewalks and crosswalks, and other pedestrian traffic controls). Separate pedestrian entrances would provide access from the nearby public transit stops, as well as other amenities along the major corridors.

Proposed bicycle access to the Project and Additional Office Option will be provided via Mateo Street and Imperial Street. The Project will provide bicycle parking on-site for residents, visitors, and commercial employees of the Project. Bicycle parking spaces would be installed in compliance with the Los Angeles Municipal Code.

2.6 Project Parking

The proposed on-site subterranean parking garage will provide a total of 287 parking spaces for the Project. Parking for the Additional Office Option will also be provided on-site within the subterranean parking garage, and will provide 287 parking spaces.

2.7 Project Loading

Loading activities associated with service and delivery operations, trash collection and waste management for the Project and Additional Office Option will utilize the proposed driveway located along the west side of Imperial Street, at the northeast portion of the Project Site (i.e., along the Project Site's easterly frontage). The proposed driveway will lead into the Project's parking garage and loading areas. Therefore, all loading activities will occur off-street and internally to the Project Site.

2.8 Project Traffic Generation and Distribution

2.8.1 *Project Traffic Generation*

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Traffic volumes expected to be generated by the Project during the weekday AM and PM peak hours, as well as on a daily basis, were estimated using rates provided in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*[2]. The following trip generation rates were used to forecast the traffic volumes expected to be generated by the Project and Additional Office Option land use components:

- Live-Work: ITE Land Use Code 220 (Multifamily Housing [Low-Rise]) trip generation average rates were used to forecast the traffic volumes expected to be generated by each live-work residential unit within the Project.

- Office: ITE Land Use Code 710 (General Office Building) trip generation average rates were used to forecast the traffic volumes expected to be generated by the associated live-work office component of the Project. In addition to the ITE apartment trip rates applied to each live-work residential unit as described above, ITE office trip rates were applied to units that can provide sufficient office space (greater than 1,000 square feet, excluding outside balcony space). The Project would have a total of 26 live-work units that will be greater than 1,000 square feet and will be more likely to provide an active live-work component as compared to smaller units. The Additional Office Option would have a total of 24 live-work units with more than 1,000 square feet. The minimum size of 150 square feet for the office portion of the live-work units was applied to the trip generation forecast to account for external trips related to the live-work office space.

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[2] Institute of Transportation Engineers, *Trip Generation Manual*, 10th Edition, Washington, D.C., 2017.

- Restaurant: ITE Land Use Code 932 (High-Turnover [Sit-Down] Restaurant) trip generation average rates were used to forecast the traffic volumes expected to be generated by the restaurant component of the Project.

- Retail: ITE Land Use Code 820 (Shopping Center) trip generation average rates were used to forecast the traffic volumes expected to be generated by the retail component of the Project.

In addition to the trip generation forecasts for the Project and Additional Office Option land use components (which are essentially an estimate of the number of vehicles that could be expected to enter and exit the Project Site access points), an internal capture adjustment has been applied for the Project and Additional Office Option to account for the synergistic effects of the planned land use mix. Internal capture trips are those trips made internal to the site between land uses in a mixed or multi-use development. When combined within a mixed or multi-use development, land uses tend to interact, and thus attract a portion of each other's trip generation. To account for the interaction between the retail, restaurant, office, and residential land uses, an internal capture adjustment of 20 percent has been utilized. The internal capture adjustment was determined in consultation with LADOT staff.

A forecast was also made of transit trips that will be generated by the Project and Additional Office Option in lieu of trips by the private automobile. The transit reduction is based on the Project Site's proximity to the various bus and rail lines, as well as the land use characteristics of the Project and Additional Office Option. The bus lines include: Metro Local Lines 18, 53, 60, 62, 66 and Metro Rapid 720 and 760. Further discussion of the transit framework is provided in Section 3.2 herein. A transit adjustment of 10 percent has been utilized.

Furthermore, an adjustment was made to the trip generation forecast based on the Project Site's existing land use. The existing land use to be removed is the light industrial building providing 26,740 square feet of floor area. ITE Land Use Code 110 (General Light Industrial) trip generation average rates were used to estimate the trip reduction related to the removal of the existing use from the Project Site.

Lastly, a forecast was made of likely pass-by trips. Pass-by trips are made as intermediate stops on the way from an origin to a primary destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site. In this instance, the adjacent roadway to the Project Site includes Imperial Street. Based on the criteria set forth in the TAG under Attachment H, a 20 percent pass-by reduction adjustment was applied to the restaurant land use component of the Project and Additional Office Option and a 50 percent pass-by reduction adjustment was applied to the retail land use component of the Project and Additional Office Option.

The trip generation forecast for the Project and Additional Office Option was submitted for review and approval by LADOT staff. As presented in ***Table 2–2***, the Project is expected to generate 135 net new vehicle trips (51 inbound trips and 84 outbound trips) during the AM peak

Table 2-2
PROJECT TRIP GENERATION [1]

07-Jul-20

		AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
LAND USE	**SIZE**	**IN**	**OUT**	**TOTAL**	**IN**	**OUT**	**TOTAL**
Proposed Project							
Live-Work Apartments [3]	185 DU	20	65	85	66	38	104
Live-Work Office [4]	3,900 GSF	4	1	5	1	3	4
Restaurant [5]	15,005 GSF	82	67	149	91	56	147
Retail [6]	8,375 GSF	5	3	8	15	17	32
Subtotal		111	136	247	173	114	287
Transit Trips [7]							
Live-Work Apartments (10%)		(2)	(7)	(9)	(7)	(4)	(11)
Live-Work Office (10%)		0	0	0	0	0	0
Restaurant (10%)		(8)	(7)	(15)	(9)	(6)	(15)
Retail (10%)		(1)	0	(1)	(2)	(2)	(4)
Subtotal		(11)	(14)	(25)	(18)	(12)	(30)
Internal Capture [8]							
Live-Work Apartments (20%)		(4)	(12)	(16)	(12)	(7)	(19)
Live-Work Office (20%)		-	-	-	-	-	-
Restaurant (20%)		(15)	(12)	(27)	(16)	(10)	(26)
Retail (20%)		(1)	(1)	(2)	(3)	(3)	(6)
Subtotal		(20)	(25)	(45)	(31)	(20)	(51)
Subtotal Project Driveway Trips		**80**	**97**	**177**	**124**	**82**	**206**
Existing Site							
Light Industrial [9]	(26,740) GSF	(17)	(2)	(19)	(2)	(15)	(17)
Existing Transit Trips [7]							
Light Industrial (10%)		2	0	2	0	2	2
Subtotal Existing Driveway Trips		**(15)**	**(2)**	**(17)**	**(2)**	**(13)**	**(15)**
NET INCREASE DRIVEWAY TRIPS		**65**	**95**	**160**	**122**	**69**	**191**
Proposed Pass-By Trips [10]							
Restaurant (20%)		(12)	(10)	(22)	(13)	(8)	(21)
Retail (50%)		(2)	(1)	(3)	(5)	(6)	(11)
NET INCREASE "OFF-SITE" TRIPS		**51**	**84**	**135**	**104**	**55**	**159**

[1] Source: ITE "Trip Generation", 10th Edition, 2017.
[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 220 (Multifamily Housing - Low-Rise) trip generation average rates.
- AM Peak Hour Trip Rate: 0.46 trips/dwelling unit; 23% inbound/77% outbound
- PM Peak Hour Trip Rate: 0.56 trips/dwelling unit; 63% inbound/37% outbound

[4] ITE Land Use Code 710 (General Office Building) trip generation average rates.
- AM Peak Hour Trip Rate: 1.16 trips/1,000 SF of floor area; 86% inbound/14% outbound
- PM Peak Hour Trip Rate: 1.15 trips/1,000 SF of floor area; 16% inbound/84% outbound

[5] ITE Land Use Code 932 (High-Turnover [Sit-Down] Restaurant) trip generation average rates.
- AM Peak Hour Trip Rate: 9.94 trips/1,000 SF of floor area; 55% inbound/45% outbound
- PM Peak Hour Trip Rate: 9.77 trips/1,000 SF of floor area; 62% inbound/38% outbound

[6] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- AM Peak Hour Trip Rate: 0.94 trips/1,000 SF of floor area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.81 trips/1,000 SF of floor area; 48% inbound/52% outbound

[7] The transit reduction is based on the site's proximity to the Metro Gold Line and various bus lines as well as the land use characteristics of the project.

[8] The internal capture reduction for the project is based on the synergy between all the land uses provided within the project site.

[9] ITE Land Use Code 110 (General Light Industrial) trip generation average rates.
- AM Peak Hour Trip Rate: 0.70 trips/1,000 GSF; 88% inbound/12% outbound
- PM Peak Hour Trip Rate: 0.63 trips/1,000 GSF; 13% inbound/87% outbound

[10] Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site. The trip reduction for pass-by trips has been applied to the commercial component of the project based on the "LADOT Transportation Assessment Guidelines", July 2019 for High Turnover Restaurant and Shopping Center less than 50,000 sf.

hour. During the PM peak hour, the Project is expected to generate 159 net new vehicle trips (104 inbound trips and 55 outbound trips).

As presented in ***Table 2-3***, the Additional Office Option is expected to generate 145 net new vehicle trips (64 inbound trips and 81 outbound trips) during the AM peak hour. During the PM peak hour, the Additional Office Option is expected to generate 168 net new vehicle trips (100 inbound trips and 68 outbound trips).

Note that the daily trip generation forecast for both the Project and Additional Office Option is provided in ***Appendix D*** and ***Appendix E***, respectively.

2.8.2 *Project Traffic Distribution and Assignment*

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

- The Project Site's proximity to major traffic corridors (i.e. Alameda Street, Central Avenue, Olympic Boulevard, I-10 Freeway, US-101 Freeway, I-5 Freeway etc.);
- Expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic signals;
- Existing intersection traffic volumes;
- Ingress/egress availability at the Project Site assuming the site access and circulation scheme described in Section 2.4;
- The location of existing and proposed parking areas;
- Nearby population and employment centers as well as adjacent residential neighborhoods; and
- Input from LADOT staff.

The general, directional traffic distribution patterns for the Project are presented in ***Figure 2–3***. *Figure 2-3* is equally applicable to the Additional Office Option, as the design, configuration, and operation would be comparable to the Project. The forecast net new weekday AM and PM peak hour Project traffic volumes at the study intersections associated with the Project are presented in ***Figures 2–4*** and ***2–5***, respectively. The traffic volume assignments presented in *Figures 2–4* and *2–5* reflect the traffic distribution characteristics shown in *Figure 2–3* and the Project traffic generation forecast presented in *Table 2–2*.

The forecast net new weekday AM and PM peak hour traffic volumes at the study intersections associated with the Additional Office Option are presented in ***Figures 2–6*** and ***2–7***, respectively. The traffic volume assignments presented in *Figures 2–6* and *2–7* reflect the traffic distribution

Table 2-3
ADDITIONAL OFFICE OPTION TRIP GENERATION [1]

07-Jul-20

		AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
LAND USE	**SIZE**	**IN**	**OUT**	**TOTAL**	**IN**	**OUT**	**TOTAL**
Proposed Project							
Live-Work Apartments [3]	159 DU	17	56	73	56	33	89
Live-Work Office [4]	3,600 GSF	3	1	4	1	3	4
General Office [4]	22,493 GSF	22	4	26	4	22	26
Restaurant [5]	15,005 GSF	82	67	149	91	56	147
Retail [6]	8,375 GSF	5	3	8	15	17	32
Subtotal		129	131	260	167	131	298
Transit Trips [7]							
Live-Work Apartments (10%)		(2)	(6)	(8)	(6)	(3)	(9)
Live-Work Office (10%)		0	0	0	0	0	0
General Office (10%)		(2)	0	(2)	0	(2)	(2)
Restaurant (10%)		(8)	(7)	(15)	(9)	(6)	(15)
Retail (10%)		(1)	0	(1)	(2)	(2)	(4)
Subtotal		(13)	(13)	(26)	(17)	(13)	(30)
Internal Capture [8]							
Live-Work Apartments (20%)		(3)	(10)	(13)	(10)	(6)	(16)
Live-Work Office (20%)		-	-	-	-	-	-
General Office (20%)		(4)	(1)	(5)	(1)	(4)	(5)
Restaurant (20%)		(15)	(12)	(27)	(16)	(10)	(26)
Retail (20%)		(1)	(1)	(2)	(3)	(3)	(6)
Subtotal		(23)	(24)	(47)	(30)	(23)	(53)
Subtotal Project Driveway Trips		**93**	**94**	**187**	**120**	**95**	**215**
Existing Site							
Light Industrial [5]	(26,740) GSF	(17)	(2)	(19)	(2)	(15)	(17)
Existing Transit Trips [7]							
Light Industrial (10%)		2	0	2	0	2	2
Subtotal Existing Driveway Trips		**(15)**	**(2)**	**(17)**	**(2)**	**(13)**	**(15)**
NET INCREASE DRIVEWAY TRIPS		**78**	**92**	**170**	**118**	**82**	**200**
Proposed Pass-By Trips [10]							
Restaurant (20%)		(12)	(10)	(22)	(13)	(8)	(21)
Retail (50%)		(2)	(1)	(3)	(5)	(6)	(11)
NET INCREASE "OFF-SITE" TRIPS		**64**	**81**	**145**	**100**	**68**	**168**

[1] Source: ITE "Trip Generation", 10th Edition, 2017.
[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 220 (Multifamily Housing - Low-Rise) trip generation average rates.
- AM Peak Hour Trip Rate: 0.46 trips/dwelling unit; 23% inbound/77% outbound
- PM Peak Hour Trip Rate: 0.56 trips/dwelling unit; 63% inbound/37% outbound

[4] ITE Land Use Code 710 (General Office Building) trip generation average rates.
- AM Peak Hour Trip Rate: 1.16 trips/1,000 SF of floor area; 86% inbound/14% outbound
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[5] ITE Land Use Code 932 (High-Turnover [Sit-Down] Restaurant) trip generation average rates.
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[9] ITE Land Use Code 110 (General Light Industrial) trip generation average rates.
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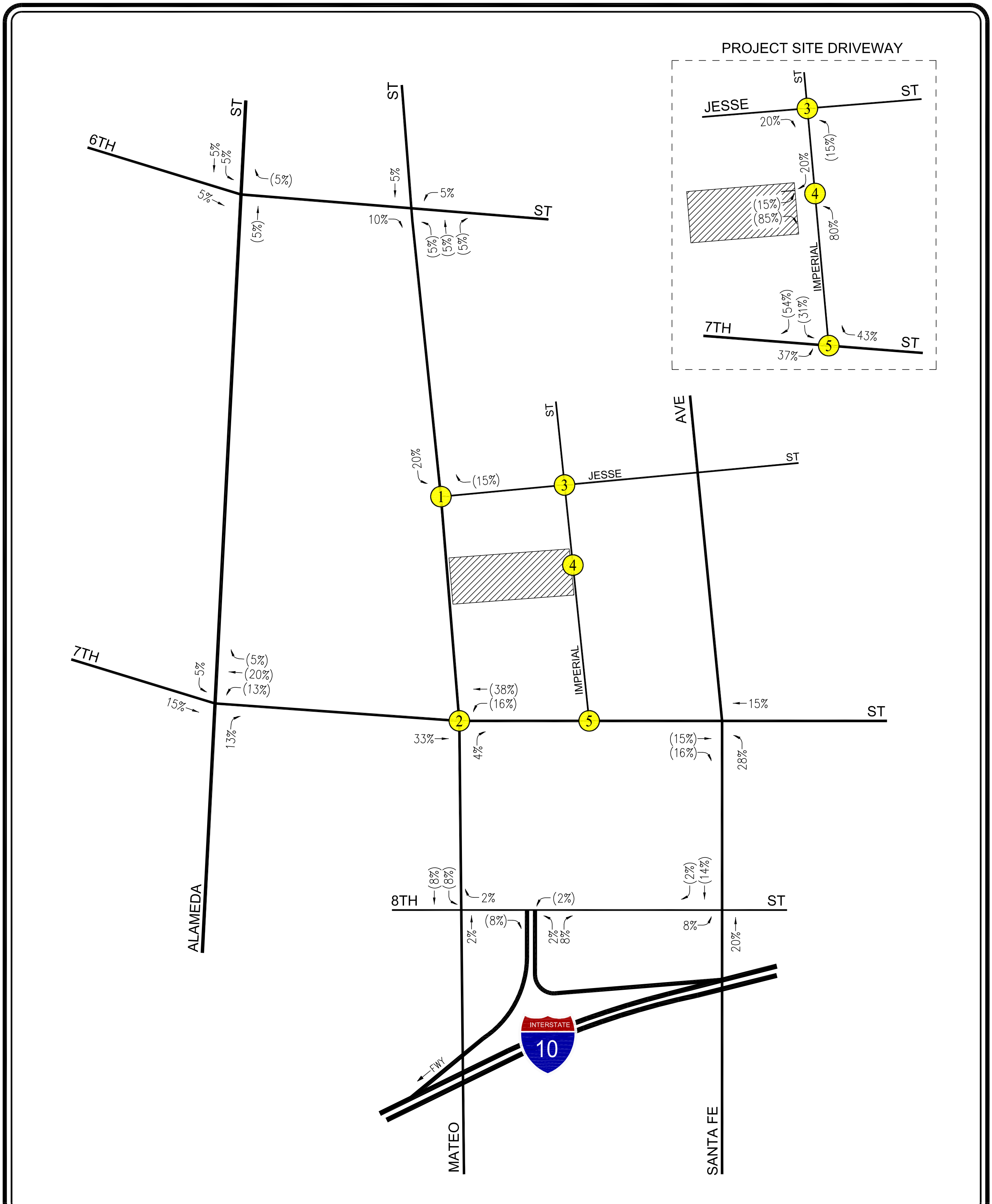
- PM Peak Hour Trip Rate: 0.63 trips/1,000 GSF; 13% inbound/87% outbound

[10] Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site. The trip reduction for pass-by trips has been applied to the commercial component of the project based on the "LADOT Transportation Assessment Guidelines", July 2019 for High Turnover Restaurant and Shopping Center less than 50,000 sf.



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= INBOUND PERCENTAGES

(##) = OUTBOUND PERCENTAGES

FIGURE 2-3
PROJECT TRIP DISTRIBUTION

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676 MATEO STREET PROJECT

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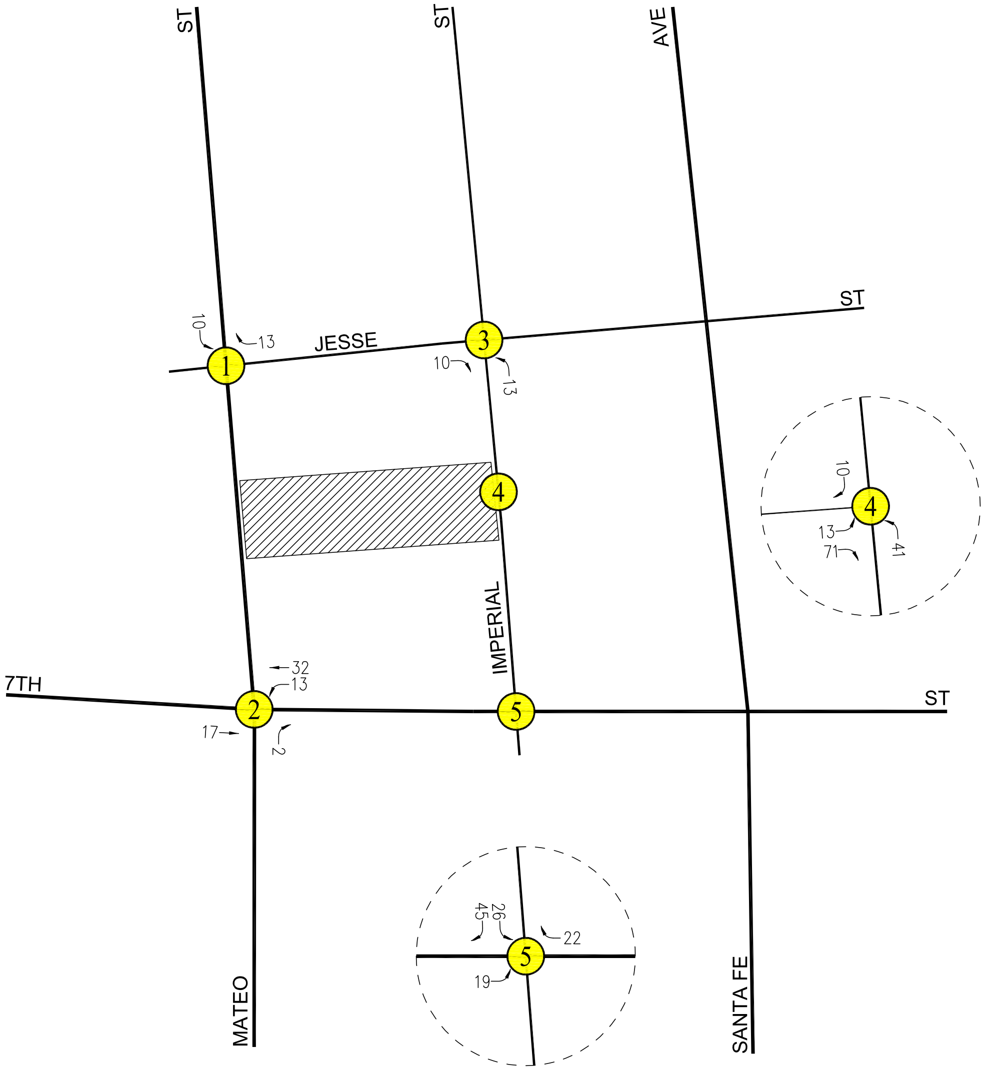

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FIGURE 2-4

NET NEW PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

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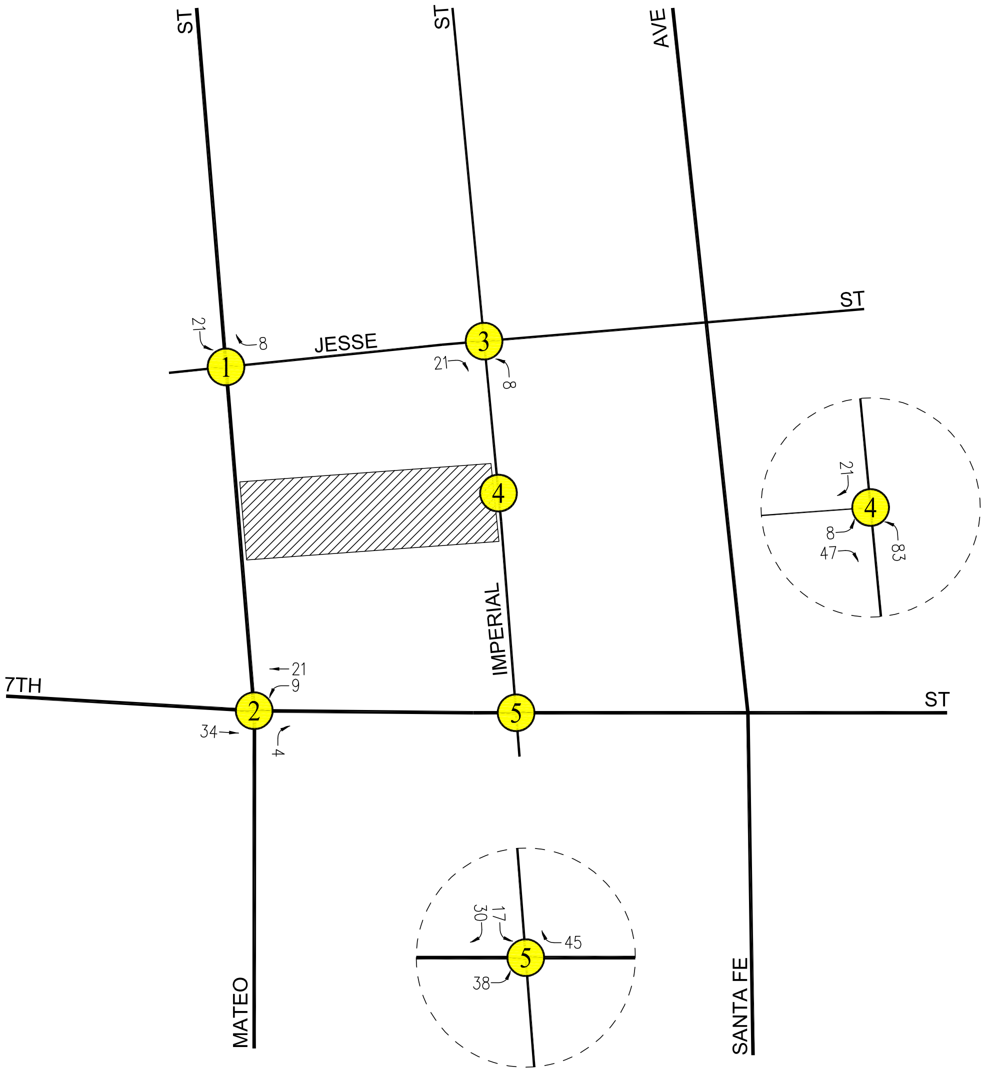

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FIGURE 2-5

NET NEW PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

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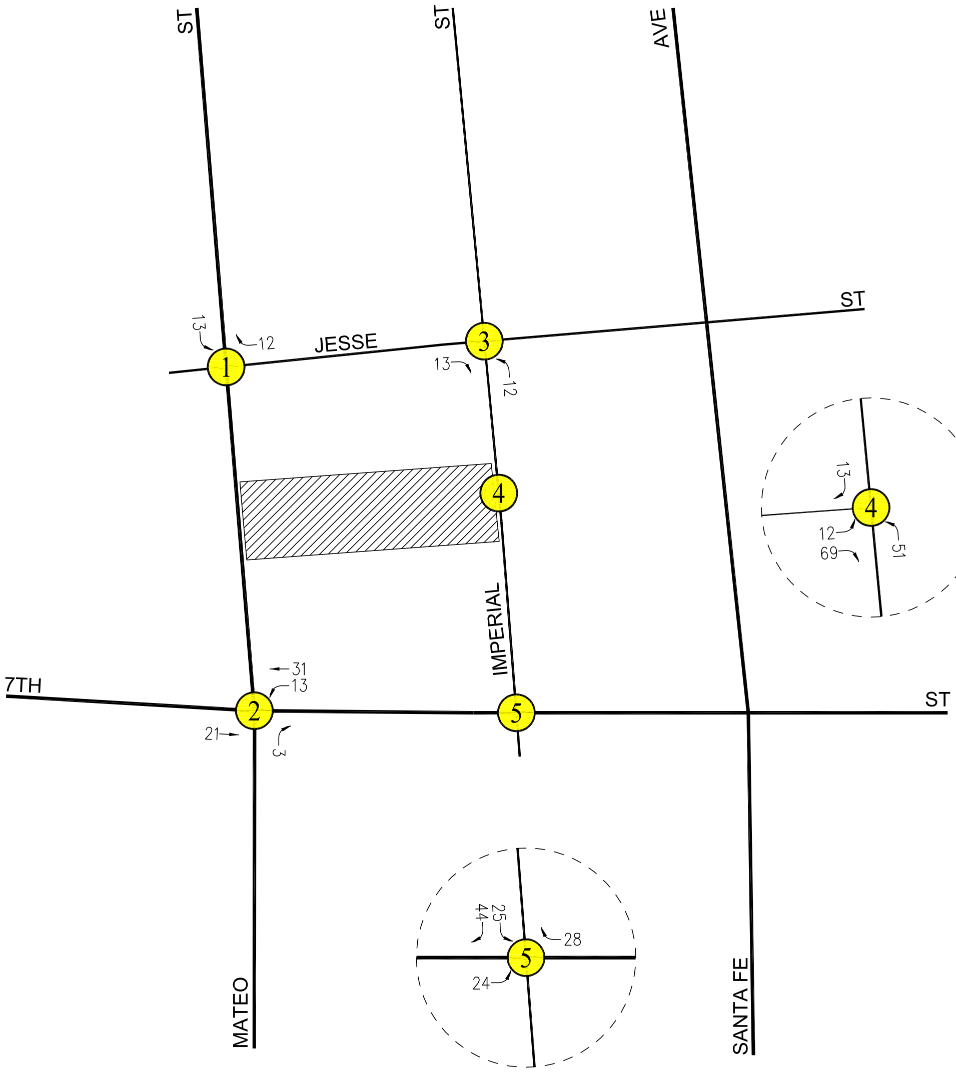

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FIGURE 2-6

NET NEW ADDITIONAL OFFICE OPTION TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

676 MATEO STREET PROJECT

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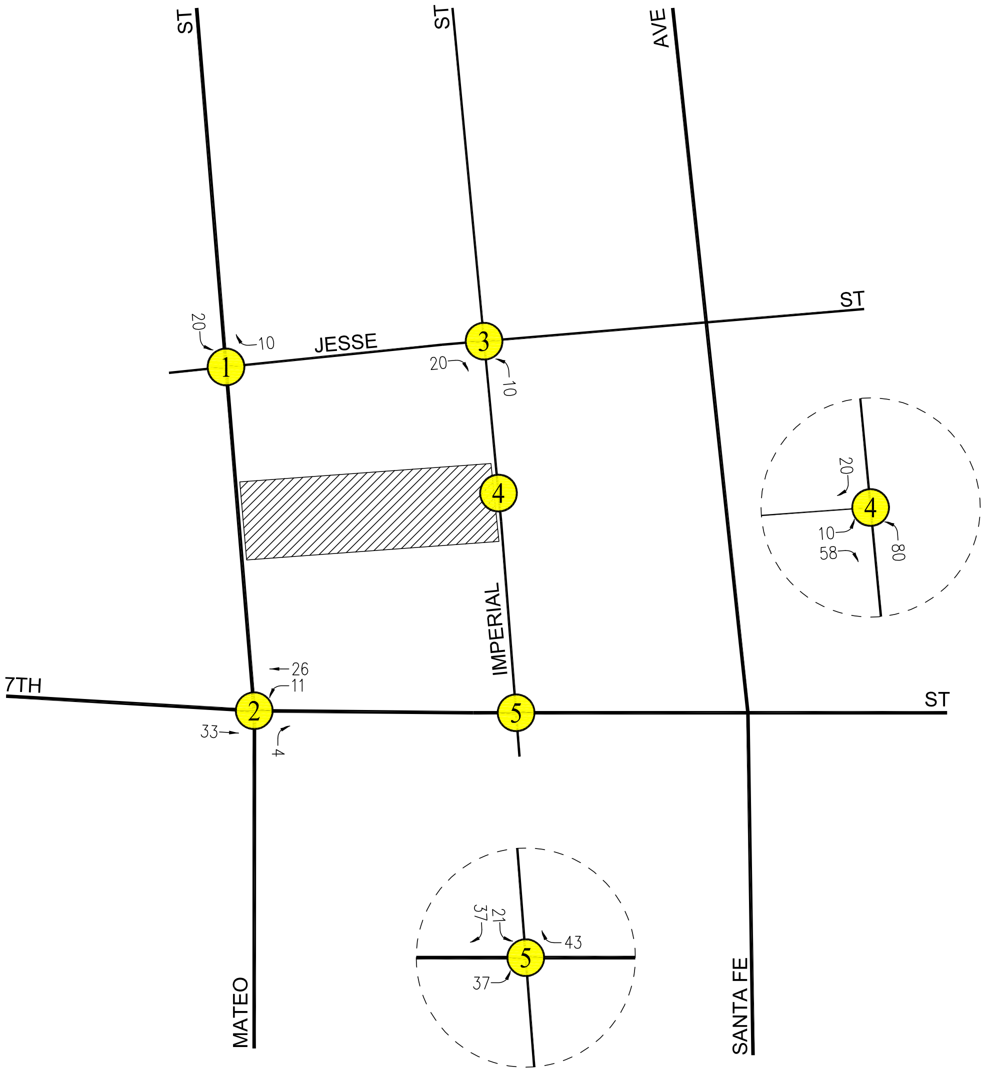

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NOT TO SCALE

▨ PROJECT SITE

● STUDY INTERSECTION

FIGURE 2-7

NET NEW ADDITIONAL OFFICE OPTION TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

676 MATEO STREET PROJECT

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characteristics shown in *Figure 2–3* and the Additional Office Option traffic generation forecast presented in *Table 2–3*.

2.9 Project Transportation Demand Management Features

The Project and Additional Office Option will incorporate two transportation demand management (TDM) strategies as project features. The TDM strategies are listed in Table 2.2-2 of the TAG. Further discussion of these TDM Strategies are provided in the sections below.

2.9.1 *Reduce Parking Supply*

Section 12.21A4 of the Los Angeles Municipal Code (LAMC) provides the following off-street parking rates applicable to the Project:

- One Bedroom Units: 159 units x 1.5 spaces per unit;
- Two Bedroom Units: 26 units x 2 spaces per unit;
- Retail Area: 8,375 s.f. x 1 space per 250 s.f.; and
- Restaurant Area: 15,005 s.f. x 1 space per 100 s.f.

Based on the above, the unadjusted parking requirement for the Project per the LAMC would be 474 spaces. As a project feature, the Project proposes to provide 287 parking spaces, which is less than the unadjusted LAMC requirement.

The following off-street parking rates from Section 12.21A4 of the LAMC are applicable to the Additional Office Option:

- One Bedroom Units: 135 units x 1.5 spaces per unit;
- Two Bedroom Units: 24 units x 2 spaces per unit;
- Retail Area: 8,375 s.f. x 1 space per 250 s.f.;
- Restaurant Area: 15,005 s.f. x 1 space per 100 s.f.; and
- Office Area: 22,493 s.f. x 1 space per 500 s.f.

Based on the above, the unadjusted parking requirement for the Additional Office Option per the LAMC would be 479 spaces. As a project feature, the Additional Office Option proposes to provide 287 parking spaces, which is less than the unadjusted LAMC requirement.

2.9.2 *Include Bike Parking per Los Angeles Municipal Code*

Table 12.21 A.16 (a)(1)(i) of the LAMC provides the required short-term and long-term bicycle parking spaces for the residential component of the Project (185 units). The short-term bicycle parking ratios are as follows:

- Dwelling Units 1-25: 1 space per 10 units (3 spaces);
- Dwelling Units 26-100: 1 space per 15 units (5 spaces); and
- Dwelling Units 101-200: 1 space per 20 units (4 spaces).

The long-term bicycle parking ratios are as follows:

- Dwelling Units 1-25: 1 space per unit (25 spaces);
- Dwelling Units 26-100: 1 space per 1.5 units (50 spaces); and
- Dwelling Units 101-200: 1 space per 2 units (43 spaces).

Table 12.21 A.16 (a)(2) of the LAMC provides the required short-term and long-term bicycle parking spaces for the commercial components of the Project. The short-term bicycle parking ratios are as follows:

- Retail (8,375 s.f.): 1 space per 2,000 s.f. (4 spaces); and
- Restaurant (15,005 s.f.): 1 space per 2,000 s.f. (8 spaces).

The long-term bicycle parking ratios are as follows:

- Retail (8,375 s.f.): 1 space per 2,000 s.f. (4 spaces); and
- Restaurant (15,005 s.f.): 1 space per 2,000 s.f. (8 spaces).

Based on the above, the Project is required to provide 12 short-term and 118 long-term bicycle parking spaces for the residential component. For the commercial component, the Project is required to provide 12 short-term spaces and 12 long-term spaces. As a project feature, the Project will provide the required number of short-term and long-term bicycle parking spaces for the residential and commercial components.

The short-term bicycle parking ratios from Table 12.21 A.16 (a)(1)(i) of the LAMC for the residential component of the Additional Office Option (159 units) are as follows:

- Dwelling Units 1-25: 1 space per 10 units (3 spaces);
- Dwelling Units 26-100: 1 space per 15 units (5 spaces); and
- Dwelling Units 101-200: 1 space per 20 units (3 spaces).

The long-term bicycle parking ratios are as follows:

- Dwelling Units 1-25: 1 space per unit (25 spaces);
- Dwelling Units 26-100: 1 space per 1.5 units (50 spaces); and
- Dwelling Units 101-200: 1 space per 2 units (30 spaces).

The short-term bicycle parking ratios from Table 12.21 A.16 (a)(2) of the LAMC for the commercial components of the Additional Office Option are as follows:

- Retail (8,375 s.f.): 1 space per 2,000 s.f. (4 spaces);
- Restaurant (15,005 s.f.): 1 space per 2,000 s.f. (8 spaces); and
- Office (22,493 s.f.): 1 space per 10,000 s.f. (2 spaces).

The long-term bicycle parking ratios are as follows:

- Retail (8,375 s.f.): 1 space per 2,000 s.f. (4 spaces);
- Restaurant (15,005 s.f.): 1 space per 2,000 s.f. (8 spaces); and
- Office (22,493 s.f.): 1 space per 5,000 s.f. (5 spaces).

Based on the above, the Additional Office Option is required to provide 11 short-term and 105 long-term bicycle parking spaces for the residential component. For the commercial component, the Project is required to provide 14 short-term spaces and 17 long-term spaces. As a project feature, the Additional Office Option will provide the required number of short-term and long-term bicycle parking spaces for the residential and commercial components.

3.0 PROJECT CONTEXT

3.1 Non-Vehicle Transport System

3.1.1 *Pedestrian Framework*

Public sidewalks and pedestrian facilities are provided on all streets within the Project vicinity. Public sidewalks ranging in width from 8 feet to 12 feet are provided along the Mateo Street and Imperial Street property frontages. Potential pedestrian destinations located within an approximately one-quarter mile radius (i.e., 1,320 feet) from the Project Site are noted in ***Figure 3-1***. Roadways designated by the City as Pedestrian Enhanced Districts in close proximity to the Project Site and in the surrounding area are shown in ***Figure 3-2***[3]. ***Figure 3-3*** shows the existing pedestrian and transit facilities in the direct vicinity of the Project Site. As presented in *Figure 3-3*, the following pedestrian facilities currently are provided in the direct vicinity of the Project Site:

- American With Disabilities Act (ADA) handicap ramps, including some with the yellow truncated domes, are provided at the following intersections located near the Project Site:
    - Mateo Street / Industrial Street
    - Mateo Street / 7th Street
    - Imperial Street / Jesse Street
    - Santa Fe Avenue / Jesse Street
    - Santa Fe Avenue / 7th Street
- Traditional parallel bar or continental style pedestrian crosswalks with varying widths of between approximately 13 feet to 20 feet are provided at the following intersections located near the Project Site:
    - Mateo Street / 6th Street
    - Mateo Street / Industrial Street
    - Santa Fe Avenue / 7th Street
- Pedestrian crossing signals and push buttons are presently included as part of the traffic signal controls at the nearby signalized intersections.

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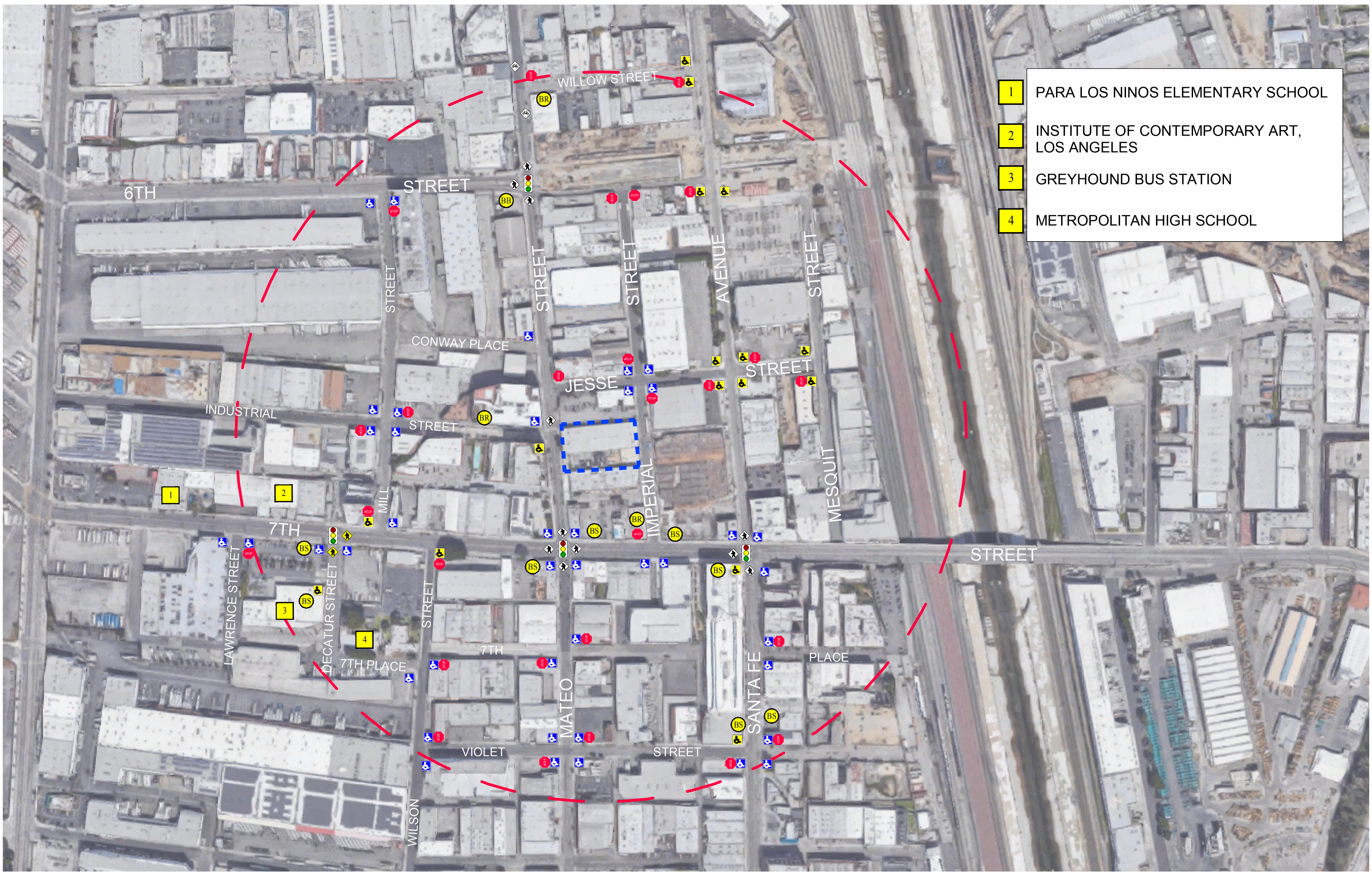
[3] It should be noted that the Sixth Street Viaduct Project is currently under construction, and is expected to be completed by the end of 2020.



NOT TO SCALE

MAP SOURCE: GOOGLE MAPS

⬚ PROJECT SITE

- - - QUARTER-MILE RADIUS

🚦 SIGNAL

STOP STOP SIGN

♿ ADA CURB RAMP

♿ ADA YELLOW TRUNCATED DOME

◆ CROSSWALK

◆ YELLOW CROSSWALK

◆ BIKE ROUTE

BR BIKE RACK / BIKE STATION

BS BUS STOP / BUS STATION

BB BUS STOP WITH BUS BENCH

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FIGURE 3-1

POTENTIAL PEDESTRIAN DESTINATIONS NEAR PROJECT SITE

676 MATEO STREET PROJECT

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MAP SOURCE: GOOGLE MAPS

[ ] PROJECT SITE

- - PEDESTRIAN ENHANCED DISTRICT

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FIGURE 3-2

CITY OF LOS ANGELES PEDESTRIAN ENHANCED DISTRICTS

676 MATEO STREET PROJECT

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NOT TO SCALE

MAP SOURCE: GOOGLE MAPS

[ ] PROJECT SITE

SIGNAL

STOP SIGN

ADA CURB RAMP

ADA YELLOW TRUNCATED DOME

CROSSWALK

YELLOW CROSSWALK

BIKE ROUTE

BR BIKE RACK / BIKE STATION

BS BUS STOP/ BUS STATION

BB BUS STOP WITH BUS BENCH

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 3-3

EXISTING NEARBY PEDESTRIAN AND TRANSIT FACILITIES

676 MATEO STREET PROJECT

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The Project has been designed to encourage pedestrian activity and walking as a transportation mode[4]. Walkways are planned within the Project which will connect to adjacent sidewalks in a manner that promotes walkability. Walkability is a term for the extent to which walking is readily available as a safe, connected, accessible and pleasant mode of transport. There are several criteria that are widely accepted as key aspects of the walkability of urban areas that should be satisfied. The underlying principle is that pedestrians should not be delayed, diverted, or placed in danger. The widely accepted characteristics of walkability are as follows:

- Connectivity: People can walk from one place to another without encountering major obstacles, obstructions, or loss of connectivity.
- Convivial: Pedestrian routes are friendly and attractive and are perceived as such by pedestrians.
- Conspicuous: Suitable levels of lighting, visibility and surveillance over its entire length, with high quality delineation and signage.
- Comfortable: High quality and well-maintained footpaths of suitable widths, attractive landscaping and architecture, shelter and rest spaces, and a suitable allocation of roadspace to pedestrians.
- Convenient: Walking is a realistic travel choice, partly because of the impact of the other criteria set forth above, but also because walking routes are of a suitable length as a result of land use planning with minimal delays.

3.1.2 *Bicycle Network*

Bicycle access to the Project Site is facilitated by the City's bicycle roadway network. Walk Score calculates a bike score based on the topography, number and proximity of bike lanes, etc., and generates a bike score for the Project Site of approximately 69 (Bikeable) out of 100[5]. Existing bicycle facilities (e.g., Class I Bicycle Path, Class II Bicycle Lanes, Class III Bicycle Routes, Proposed Bicycle Routes, Bicycle Friendly Streets, etc.) identified in the City's 2010 Bicycle Plan are located within an approximate one-mile radius from the Project Site[6]. It is important to note that the 2010 Bicycle Plan goals and policies have been folded into the Mobility Plan 2035 to reflect a commitment to a balanced, multi-modal viewpoint. Roadways within the City's Bicycle Enhanced Network (low stress network) in close proximity to the

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[4] For example, refer to http://www.walkscore.com/, which generates a walkability score of approximately 71 (Very Walkable) out of 100 for the Project Site. Walk Score calculates the walkability of an address by locating nearby stores, restaurants, schools, parks, etc. Walk Score measures how easy it is to live a car-light lifestyle—not how aesthetically pleasing the area is for walking.

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

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

Project Site and in the surrounding area are shown in ***Figure 3-4***. In addition, the location of public bicycle racks and bicycle stations in the Project study area is noted in *Figure 3-3*.

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

3.2 Transit Framework

The Project Site is currently served by many local lines and regional lines via stops within convenient walking distance along 7th Street. Public transit service in the immediate Project study area is currently provided by the Los Angeles County Metropolitan Transit Authority (Metro). The bus lines include: Metro Local Lines 18, 53, 60, 62, 66 and Metro Rapid 720 and 760. Additionally, the Project Site is located approximately one mile south of the Metro Gold Line Little Tokyo/Arts District Station. Walk Score calculates a transit score based on the number and proximity of bus and rail routes, which generates a transit score of approximately 64 (Good Transit) out of 100[7] for the Project Site. A summary of the existing transit service, including the transit route, destinations and peak hour headways is presented in ***Table 3–1***. The existing public transit routes in the Project Site vicinity are illustrated in ***Figure 3–5***. Roadways within the City's Transit Enhanced Network in close proximity to the Project Site and in the surrounding area are shown in ***Figure 3–6***. In addition, the location of bus stops and amenities (e.g., bus benches, shelters, etc.) in the Project study area is displayed in *Figure 3–3*.

Public bus/rail transit service within the Project study area will also be improved with the Metro Regional Connector project, which will be a 1.9-mile underground light-rail system that will extend from the Metro Gold Line Little Tokyo/Arts District Station to the 7th Street/Metro Center Station. The Regional Connector will improve access to both local and regional destinations by providing continuous thru service between the Gold, Blue, Expo, Red, and Purple Lines and providing connectors to other rail lines via the 7th St/Metro Center Station. Three new transit stations will be developed in conjunction with the Metro Regional Connector. Completion and opening of the Metro Regional Connector is planned for the year 2022.

The West Santa Ana Branch Transit Corridor project will also improve transit operations within the Project study area. The West Santa Ana Branch Transit Corridor will be a new 19-mile light rail transit line that would connect downtown Los Angeles to southeast Los Angeles County. The transit line is expected to provide a direct connection to the Green Line, Blue Line and the Los Angeles County regional transit network. The West Santa Ana Branch Transit Corridor project is on schedule for environmental clearance by the end of 2020.

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

N

NOT TO SCALE

MAP SOURCE: GOOGLE MAPS

[ ] PROJECT SITE

- - BICYCLE ENHANCED NETWORK

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FIGURE 3-4

CITY OF LOS ANGELES
BICYCLE ENHANCED NETWORK

676 MATEO STREET PROJECT

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Table 3-1
EXISTING PUBLIC TRANSIT ROUTES [1]

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ROUTE	DESTINATIONS	ROADWAY(S) NEAR SITE	NO. OF BUSES DURING PEAK HOUR		
			DIR	AM	PM
Metro 18	Montebello to Wilshire/Western Station (via 6th Street & Whittier Boulevard)	7th Street	EB WB	6 6	7 9
Metro 53	Downtown Los Angeles to Carson (via Central Avenue)	Central Avenue	NB SB	9 5	5 7
Metro 60	Downtown Los Angeles to Long Beach (via 8th Street, Pacific Boulevard, and Long Beach Boulevard)	7th Street	NB SB	10 7	9 9
Metro 62	Downtown Los Angeles to Hawaiian Gardens (via Telegraph Road)	7th Street	EB WB	2 3	2 4
Metro 66	Montebello to Wilshire Center (via 8th Street & Olympic Boulevard)	Olympic Boulevard	EB WB	7 3	4 6
Metro Rapid 720	Commerce to Santa Monica (via Wilshire Boulevard & Whittier Boulevard)	7th Street	EB WB	2 6	7 4
Metro Rapid 760	Downtown Los Angeles to Long Beach Boulevard Station (via Long Beach Boulevard & Pacific Boulevard)	7th Street	NB SB	4 3	4 4
			Total	**73**	**81**

[1] Sources: Los Angeles County Metropolitan Transportation Authority (Metro) website, 2019.

N

NOT TO SCALE

SOURCE: METROPOLITAN TRANSPORTATION AUTHORITY

★ PROJECT SITE

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FIGURE 3-5
EXISTING PUBLIC
TRANSIT ROUTES

676 MATEO STREET PROJECT

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NOT TO SCALE

MAP SOURCE: GOOGLE MAPS
[ ] PROJECT SITE
- - TRANSIT ENHANCED NETWORK

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FIGURE 3-6

CITY OF LOS ANGELES TRANSIT ENHANCED NETWORK

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FASTLinkDTLA is the recently established Transportation Management Organization (TMO) in Downtown Los Angeles that will improve public transit service in the area. TMOs provide employees, businesses, and visitors of an area with resources to increase the amount of trips taken by transit, walking, bicycling, carpooling, and other alternative modes. Similarly, FASTLinkDTLA will educate travelers destined to the area about travel options other than personal vehicles, which include transit, microtransit, vanpools, carsharing, walking and biking to optimize mobility. FASTLinkDTLA will also provide group rate and low-income discount travel passes. In addition, FASTLinkDTLA is developing an update to the rideshare program called FlexLA to provide an affordable microtransit option for travelers when public transit service is less frequent in the evening hours.

3.3 Vehicle Network

3.3.1 *Regional Highway Access*

Regional vehicular access to the Project Site is provided by the I-10 (Santa Monica) Freeway located approximately half a mile south of the Project Site, the US-101 (Hollywood) Freeway located approximately 1.2 miles north of the Project Site, and the I-5 (Santa Ana) Freeway located approximately half a mile east of the Project Site. Brief descriptions of the I-10, US-101, and I-5 Freeways are provided in the following paragraphs.

I-10 (Santa Monica) Freeway is generally an east-west oriented freeway connecting the City of Santa Monica with the City of Los Angeles and the municipalities of the San Gabriel Valley and San Bernardino County. In the Project vicinity, four to five mixed-flow freeway lanes are generally provided in each direction on the I-10 Freeway with auxiliary merge/weave lanes provided between some interchanges. Eastbound and westbound ramps are provided at Santa Fe Avenue on the I-10 Freeway in the Project vicinity, which are located approximately 0.6 miles south of the Project Site.

U.S. 101 (Hollywood) Freeway is generally a north-south oriented freeway connecting Downtown Los Angeles to the San Fernando Valley within the City of Los Angeles region. In the Project vicinity, three mixed-flow freeway lanes are generally provided in each direction on the U.S. 101 Freeway with auxiliary merge/weave lanes provided between some interchanges. Northbound and southbound ramps are provided at 4th Street on the U.S. 101 Freeway in the Project vicinity, which are located approximately 0.75 miles northeast of the Project Site, and at 7th Street, which is located approximately 0.6 miles southeast of the Project Site.

I-5 (Santa Ana) Freeway is a north-south freeway that extends across northern and southern California. In the Project vicinity, five mixed-flow freeway lanes are generally provided in each direction on the I-5 Freeway with auxiliary merge/weave lanes provided between some interchanges. Northbound and southbound ramps are provided at 4th Street on the I-5 Freeway in the Project vicinity, which are located approximately 1.0 mile northeast of the Project Site, and at 7th Street, which are located approximately 0.8 miles southeast of the Project Site.

3.3.2 *Local Roadway System*

The following intersections were selected in consultation with LADOT staff for analysis of potential traffic impacts due to the proposed Project:

1. Mateo Street / Jesse Street (unsignalized)
2. Mateo Street / 7th Street (signalized)
3. Imperial Street / Jesse Street (unsignalized)
4. Imperial Street / Project Site Driveway (unsignalized)
5. Imperial Street / 7th Street (unsignalized)

One of the five intersections is presently controlled by traffic signals. The Project Site driveway will be a two-way stop-controlled intersection (i.e., a stop sign will face the outbound driveway approach). The remaining three intersections are presently two-way stop-controlled intersections. The existing and Project lane configurations at the study intersections are displayed in ***Figure 3–7***.

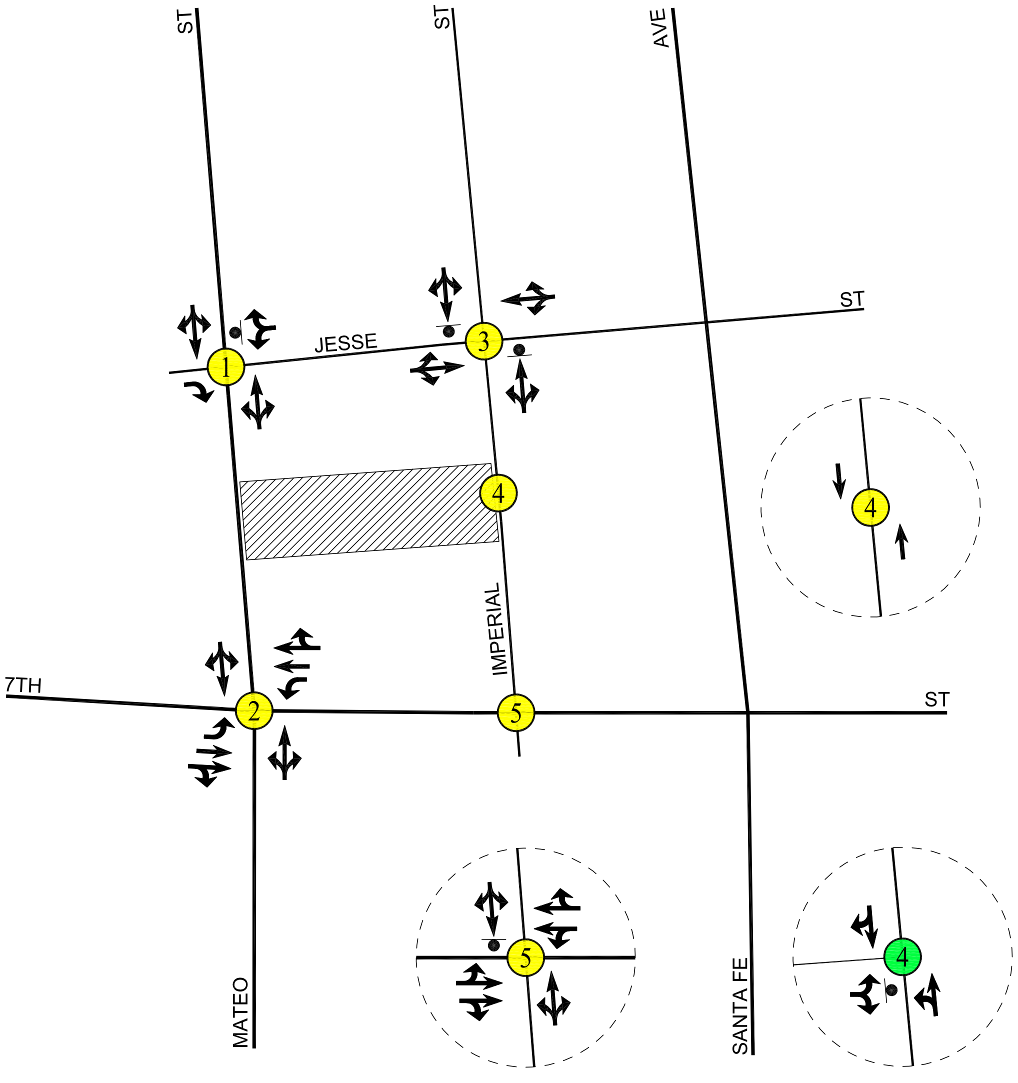
3.3.3 *Roadway Descriptions*

Immediate access to the Project Site is provided via Imperial Street. A brief description of the roadways in the Project vicinity is provided in the following paragraphs.

Mateo Street is a north-south oriented roadway that borders the Project Site to the west. Within the Project study area, Mateo Street is designated as an Avenue III by the City. One through travel lane is generally provided in each direction on Mateo Street within the Project study area. There is no speed limit posted on Mateo Street in the Project Study Area, thus a prima facie speed limit of 25 miles per hour is assumed, consistent with the State of California Vehicle Code.

Imperial Street is a north-south oriented roadway that borders the Project Site to the east. Within the Project study area, Imperial Street is designated as a Collector Street by the City. One through travel lane is generally provided in each direction on Imperial Street within the Project study area. There is no speed limit posted on Imperial Street in the Project Study Area, thus a prima facie speed limit of 25 miles per hour is assumed, consistent with the State of California Vehicle Code.

Jesse Street is an east-west oriented roadway located north of the Project Site. Within the Project study area, Jesse Street is designate as a Collector Street by the City. One through travel lane is generally provided in each direction on Jesse Street within the Project study area. There is no speed limit posted on Jesse Street in the Project Study Area, thus a prima facie speed limit of 25 miles per hour is assumed, consistent with the State of California Vehicle Code.



NOT TO SCALE

▨ PROJECT SITE
XX STUDY INTERSECTION
XX PROJECT CONDITIONS
● STOP SIGN

FIGURE 3-7
EXISTING AND PROJECT LANE CONFIGURATIONS

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676 MATEO STREET PROJECT

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7th Street is an east-west oriented roadway located south of the Project Site. Within the Project study area, 7th Street is designated as an Avenue II by the City. Two through travel lanes are generally provided in each direction on 7th Street within the Project study area. Separate exclusive left-turn lanes are provided on 7th Street at the Mateo Street intersection. 7th Street is posted for a 25 miles per hour speed limit west of Alameda Street and a 35 miles per hour speed limit east of Alameda Street in the Project study area.

3.3.4 *City of Los Angeles High Injury Network*

Vision Zero[8] is a citywide initiative which prioritizes the safety of pedestrians and bicyclists on public streets, with the understanding that roads which are safe for vulnerable users will be safer for all users, in an effort to eliminate traffic fatalities. Key elements of the policy, such as reducing traffic speeds, are founded on the principles of engineering, education, enforcement, evaluation, and equity. Originating in Sweden, the policy has been adopted in numerous other North American cities, including California cities such as San Francisco and San Diego.

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

As shown in ***Figure 3–8***, roadways in the immediate vicinity of the Project which have been identified on the HIN are noted below:

- 6th Street west of Mateo Street
- 7th Street west of Mateo Street

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

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

NOT TO SCALE

MAP SOURCE: GOOGLE MAPS
[ ] PROJECT SITE
- - HIGH INJURY NETWORK

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 3-8

CITY OF LOS ANGELES HIGH INJURY NETWORK

676 MATEO STREET PROJECT

3.4 Traffic Counts

Manual traffic counts of vehicular turning movements were conducted on Thursday, December 5, 2019, at the signalized study intersection and the three two-way stop-controlled intersections during the weekday morning and afternoon commute periods to determine the peak hour traffic volumes. The manual traffic counts at the study intersections were conducted from 7:00 AM to 10:00 AM and 3:00 PM to 6:00 PM to determine the respective peak commute hours.

Additionally, automatic 24-hour machine traffic counts were conducted on Thursday, December 5, 2019, on Imperial Street between Jesse Street and 7th Street to determine the average daily traffic (ADT) on Imperial Street. The ADT counts provide the existing traffic volumes along Imperial Street at the Project Site Driveway during the AM and PM peak commute periods, and thus determine the peak hour traffic volumes.

The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are shown in ***Figures 3–9*** and ***3–10***, respectively. Summary data worksheets of the manual traffic counts at the study intersections and driveway are contained in ***Appendix B***.

3.5 Cumulative Development Projects

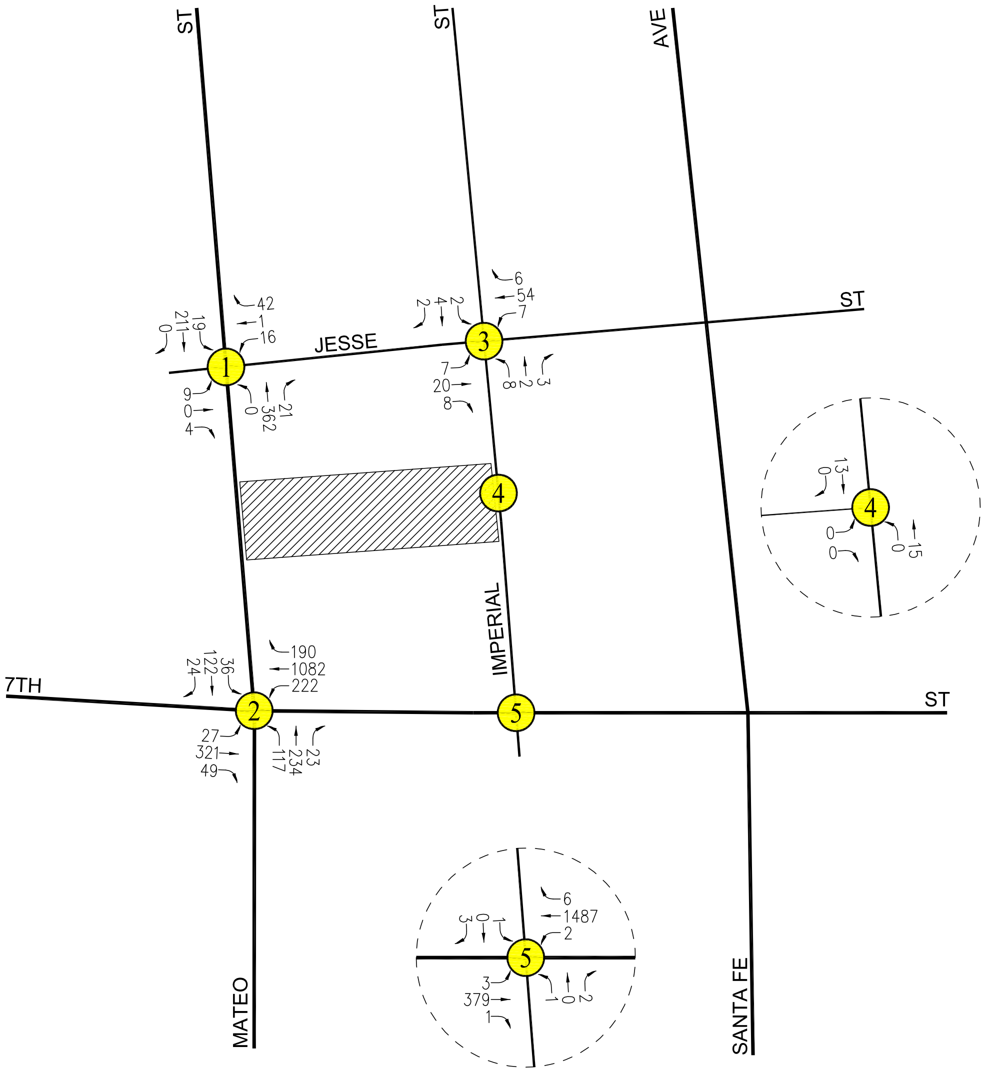
3.5.1 *Related Projects*

A forecast of on-street traffic conditions prior to occupancy of the Project was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area. With this information, the potential impact of the Project can be evaluated within the context of the cumulative impact of all ongoing development. The related projects research was based on information on file at LADOT within a 0.5-mile radius of the Project Site. The list of related projects in the Project Site area is presented in ***Table 3–2***. The location of the related projects is shown in ***Figure 3–11***.

Traffic volumes expected to be generated by the related projects were calculated using rates provided in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*. The related projects' respective traffic generation for the weekday AM and PM peak hours, as well as on a daily basis for a typical weekday, is summarized in *Table 3–2*. The distribution of the related projects traffic volumes to the study intersections during the weekday AM and PM peak hours are displayed in ***Figures 3–12*** and ***3–13***, respectively.

3.5.2 *Ambient Traffic Growth*

In order to account for unknown related projects not included in this analysis, the existing traffic volumes were increased at an annual rate of 1.0 percent (1.0%) per year to and including the year 2023 (i.e., the anticipated year of Project build-out). The ambient growth factor was based on general traffic growth factors provided in the *2010 Congestion Management Program for Los Angeles County* ("CMP manual") and determined in consultation with LADOT staff. It is noted that based on review of the general traffic growth factors provided in the CMP manual for the Downtown Los Angeles area (i.e., Regional Statistical Area [RSA] 23), it is anticipated that the existing traffic volumes are expected to increase at an annual rate of approximately 0.21% per



▨ PROJECT SITE
XX STUDY INTERSECTION

N

NOT TO SCALE

FIGURE 3-9
EXISTING TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR
676 MATEO STREET PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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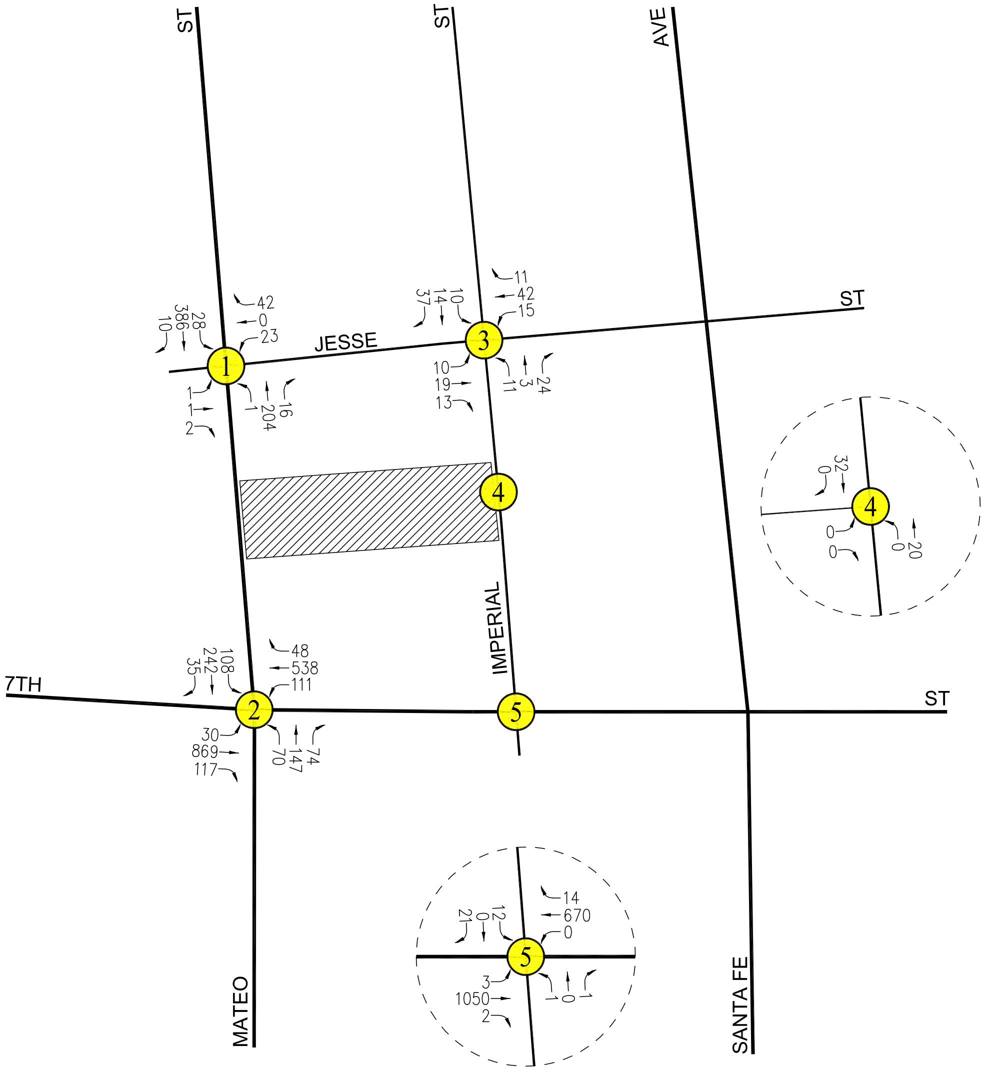

▨ PROJECT SITE

XX STUDY INTERSECTION

NOT TO SCALE

FIGURE 3-10
EXISTING TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR
676 MATEO STREET PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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Table 3-2
RELATED PROJECTS LIST AND TRIP GENERATION [1]

15-Jan-20

MAP NO.	PROJECT NAME/ PROJECT NUMBER	PROJECT STATUS	ADDRESS/ LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
				LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
1	2051 E. 7th Street Mixed-Use Project	Under Construction	2051 E. 7th Street 695 S. Santa Fe Avenue	Apartments Retail Restaurant	320 DU 15,000 GSF 5,000 GSF		2,310	17	127	144	145	64	209
2	826 S. Mateo Street Mixed-Use Project	Proposed	826 S. Mateo Street	Condominiums Retail Restaurant	90 DU 11,000 GSF 5,600 GSF		1,267	11	34	45	62	39	101
3	527 S. Colyton Street Mixed-Use Project	Proposed	527 S. Colyton Street 1147 E. Palmetto Street	Apartments Retail Production Space	275 DU 11,375 GSF 11,375 GSF		2,095	36	116	152	121	74	195
4	540 S. Santa Fe Avenue Office Project	Proposed	540 S. Santa Fe Avenue	Office	89,825 GSF		726	90	12	102	17	81	98
5	Camden Arts Mixed-Use Project	Approved	1525 E. Industrial Street	Apartments Creative Office Retail Restaurant	328 DU 27,300 GSF 6,400 GSF 5,700 GSF	[3]	2,288	58	73	131	86	69	155
6	2130 E. Violet Street Mixed-Use Project	Proposed	2130 E. Violet Street	Office Retail Restaurant	94,000 GSF 3,500 GSF 4,000 GSF		1,351	137	30	167	39	122	161
7	1800 E. 7th Street Mixed-Use Project	Approved	1800 E. 7th Street	Apartments Retail Restaurant Office	122 DU 3,245 GSF 4,605 GSF 2,700 GSF		992	25	52	77	54	34	88
8	520 Mateo Street Mixed-Use Project	Under Construction	520 S. Mateo Street	Apartments Retail Office Restaurant Museum	600 DU 15,000 GSF 110,000 GSF 15,000 GSF 10,000 GSF		4,995	157	220	377	274	223	497
9	668 S. Alameda Street Mixed-Use Project	Approved	668 S. Alameda Street 1562 Industrial Street	Live-Work Apartments Live-Work Office Specialty Retail Office Restaurant Supermarket	475 DU 25,200 GSF 17,500 GSF 7,900 GSF 16,300 GSF 15,300 GSF	[4]	4,002	107	182	289	216	145	361
10	Produce LA	Under Construction	640 S. Santa Fe Avenue	Office Retail Restaurant	91,185 GSF 9,430 GSF 6,550 GSF		1,330	90	8	98	43	114	157
11	6th and Alameda Mixed-Use Project	Proposed	1206-1278 E. 6th Street 640 S. Alameda Street	Apartments Condominiums Hotel Quality Restaurant High-Turnover Restaurant Retail Office Art Museum Warehouse School	1,305 DU 431 DU 514 Rooms 22,639 GSF 22,639 GSF 82,332 GSF 253,514 GSF 22,429 GSF 316,632 GSF 300 Students		14,258	437	585	1,022	710	642	1,352

Table 3-2 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT NAME/ PROJECT NUMBER	PROJECT STATUS	ADDRESS/ LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
				LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
12	SPR-Industrial Park	Proposed	1005 S. Mateo Street	Industrial Park	94,849 GSF		426	40	9	49	10	39	49
13	2110 Bay Street	Approved	2110 Bay Street	Apartments	110 DU		2,394	180	63	243	89	192	281
	Mixed-Use Project			Retail	43,657 GSF								
				Creative Office	113,350 GSF								
14	Arts District Center	Proposed	1101-1129 E. 5th Street	Apartments	129 DU		4,713	133	140	273	157	72	229
			445 S. Colyton Street	Retail	26,979 GSF								
				Hotel	113 Rooms								
				Quality Restaurant	15,197 GSF								
				High-Turnover Restaurant	13,634 GSF								
				Fast-Food Restaurant	2,888 GSF								
				Art Gallery	10,341 GSF								
				Design Incubator	3,430 GSF								
15	641 S. Imperial Street	Proposed	641 S. Imperial Street	Apartments	140 DU		1,245	44	61	105	66	60	126
	Mixed-Use Project			Retail	7,375 GSF								
				Office	7,375 GSF								
16	2117-2143 E. Violet Street	Proposed	2117-2143 E. Violet Street	Apartments	347 DU		4,714	206	129	335	182	208	390
	Mixed-Use Project			Retail	21,858 GSF								
				Office	187,374 GSF								
17	670 S. Mesquit Street	Proposed	670 S. Mesquit Street	Apartments	308 DU		22,845	1,258	321	1,579	640	1,195	1,835
	Mixed-Use Proejct			Retail	79,240 GSF								
				Hotel	236 Rooms								
				Restaurant	89,576 GSF								
				Event Space	93,617 GSF								
				Gym	62,148 GSF								
				Grocery	56,912 GSF								
				Creative Office	944,055 GSF								
18	1024 Mateo Street	Proposed	1024 Mateo Street	Live-Work Apartments	106 DU	[5]	1,862	102	64	166	73	101	174
	Mixed-Use Project			Live-Work Office	2,250 GSF								
				Retail	13,979 GSF								
				Office	92,740 GSF								
				Restaurant	13,126 GSF								
19	2159 E. Bay Street	Proposed	2159 E. Bay Street	Office	202,954 GSF		4,417	193	27	220	115	245	360
	Mixed-Use Project			Meeting Space	3,235 GSF								
				Quality Restaurant	10,860 GSF								
				High-Turnover Restaurant	10,860 GSF								
20	1100 E. 5th Street Project	Proposed	1100 E. 5th Street	Live-Work Apartments	220 DU	[6]	2,556	78	107	185	130	80	210
				Live-Work Office	4,350 GSF								
				Office	17,810 GSF								
				Retail	19,609 GSF								
				Restaurant	9,129 GSF								
TOTAL							80,786	3,399	2,360	5,759	3,229	3,799	7,028

[1] Source: City of Los Angeles Department of Transportation Related Projects List and City of Los Angeles Department of City Planning Related Projects List.

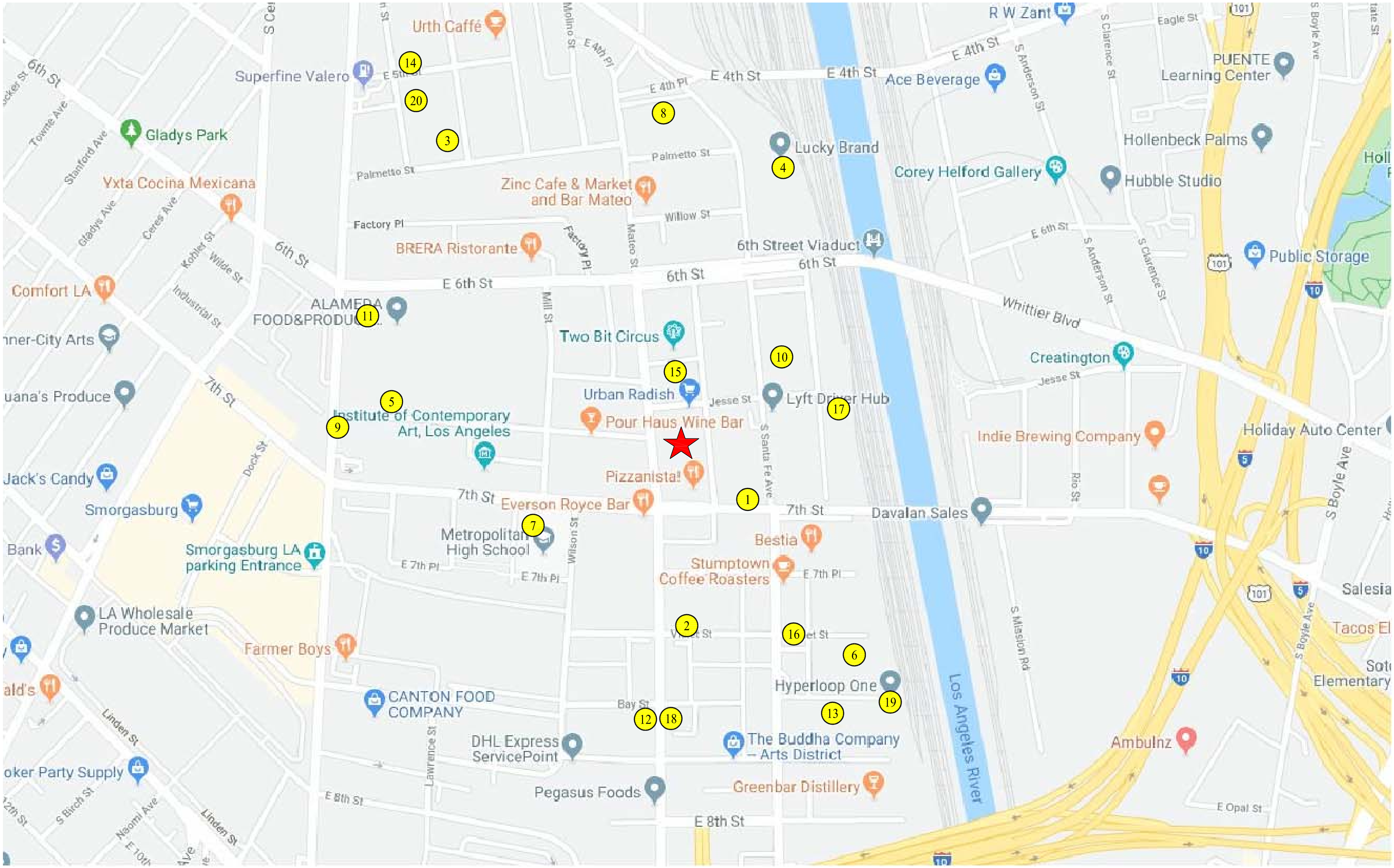
[2] Trips are one-way traffic movements, entering or leaving.

[3] Source: Traffic Study for the Camden Arts Mixed-Use Project, prepared by The Mobility Group, August 2014.

[4] Source: Transportation Impact Study for the 668 South Alameda Street Mixed-Use Project, prepared by Gibson Transportation Consulting, Inc., June 2017.

[5] Source: Traffic Impact Study for the 1024 Mateo Street Mixed-Use Project, prepared by LLG Engineers, March 2019.

[6] Source: Traffic Study Memorandum of Understanding for the 1100 E. 5th Street Project, prepared by LLG Engineers, December 2019.



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MAP SOURCE: GOOGLE MAPS
★ PROJECT SITE
ⓧⓧ RELATED PROJECT

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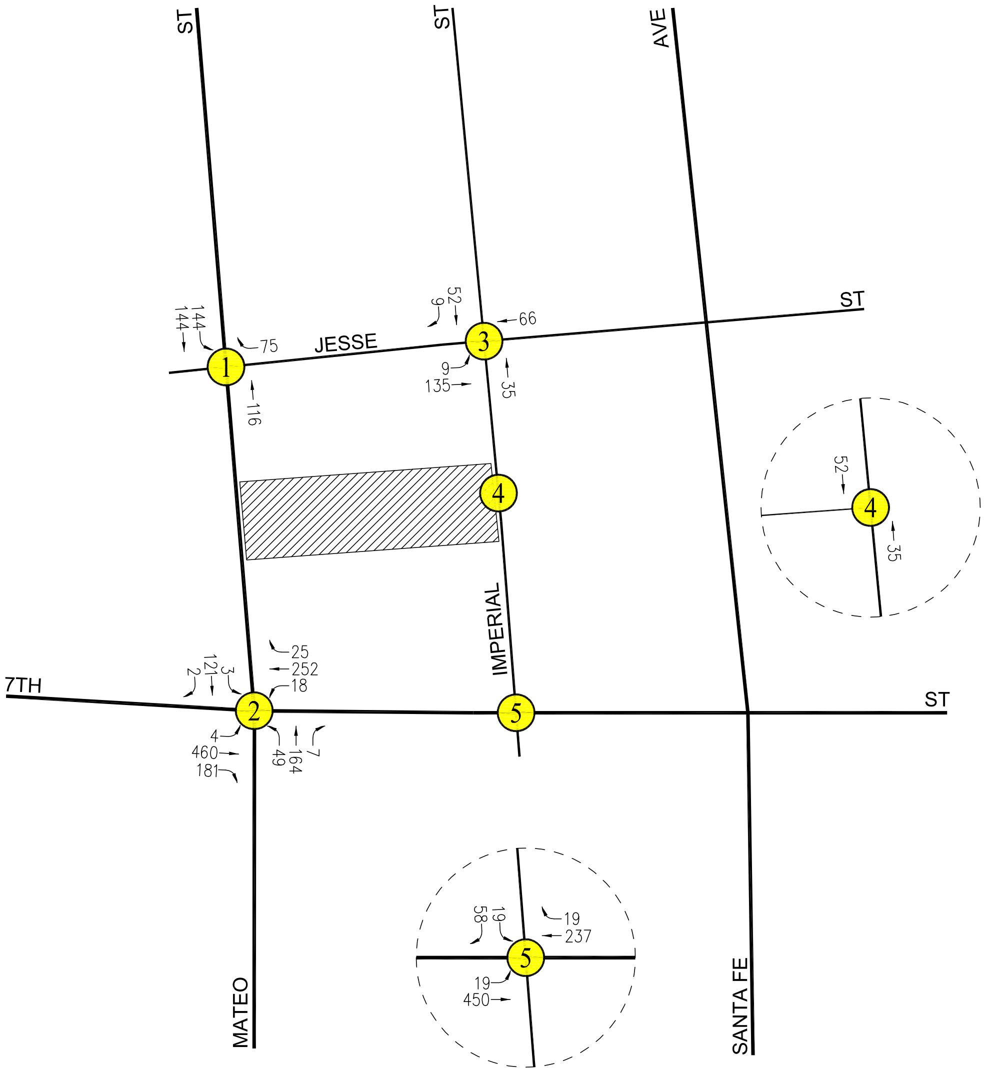
FIGURE 3-11
LOCATION OF RELATED PROJECTS

676 MATEO STREET PROJECT



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▨ PROJECT SITE

XX STUDY INTERSECTION

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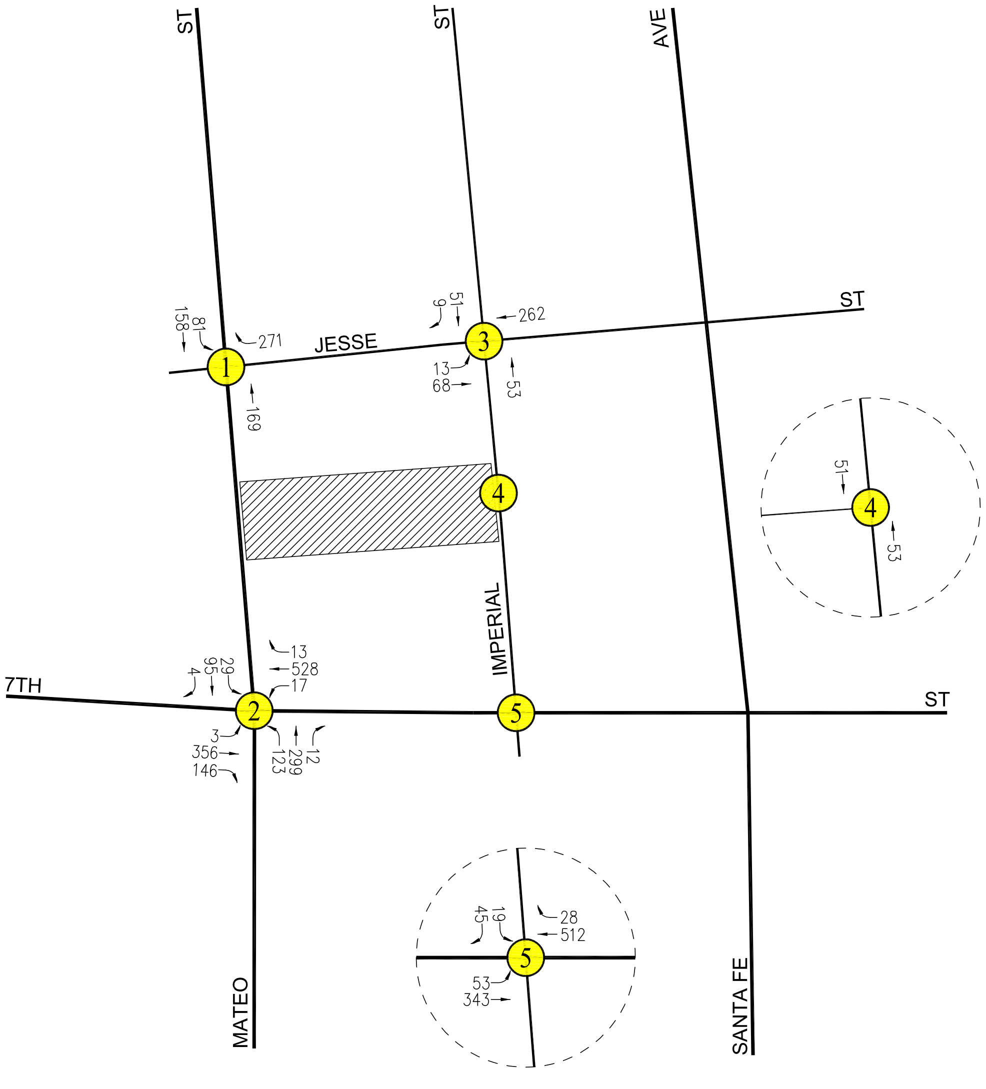
FIGURE 3-12
RELATED PROJECTS TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

676 MATEO STREET PROJECT



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NOT TO SCALE

▨ PROJECT SITE

● STUDY INTERSECTION

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 3-13
RELATED PROJECTS TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

676 MATEO STREET PROJECT

year between the years 2015 and 2025. Thus, application of an annual growth factor of 1.0% annual growth provides a conservative, worst case forecast of future traffic volumes in the area as it substantially exceeds the annual traffic growth rate published in the CMP manual. Further, it is noted that the CMP manual's traffic growth rate is intended to anticipate future traffic generated by development projects in the Project vicinity. Thus, the inclusion in this traffic analysis of both a forecast of traffic generated by known related projects plus the use of an ambient growth traffic factor based on CMP traffic model data results in a conservative estimate of future traffic volumes at the study intersections.

4.0 CEQA ANALYSIS OF TRANSPORTATION IMPACTS

4.1 Consistency with Adopted Plans and Policies (Threshold T-1)

The City of Los Angeles aims to achieve an accessible and sustainable transportation system that meets the needs of all users. The City's adopted transportation-related plans and policies affirm that streets should be safe and convenient for all users of the transportation system, including pedestrians, bicyclists, motorists, public transit riders, disabled persons, senior citizens, children, and movers of commercial goods. Therefore, the transportation requirements and mitigations for proposed developments should be consistent with the City's transportation goals and policies.

Proposed projects shall be analyzed to identify potential conflicts with adopted City plans and policies and, if there is a conflict, improvements that prioritize access for and improve the comfort of people walking, bicycling, and riding transit in order to provide safe and convenient streets for all users should be identified. Projects designed to encourage sustainable travel help to reduce vehicle miles traveled. This section provides a review of the screening criteria and a summary of the consistency of the Project with the City's adopted plans and policies.

4.1.1 *Screening Criteria*

If the project requires a discretionary action, and the answer is yes to any of the following questions, further analysis is required to assess whether the proposed project would conflict with adopted City plans, programs, ordinances, or policies that establish the transportation planning framework for all travel modes. The screening criteria questions and responses are:

- Would the project generate a net increase of 250 or more daily vehicle trips?

    - Yes, the Project and Additional Office Option will each generate a net increase of 250 or more daily vehicle trips (not considering any TDM measures). The net daily vehicle trips were forecast using the Screening Tab contained within Version 1.3 of the City's VMT Calculator tool. Copies of the detailed City of Los Angeles VMT Calculator worksheets for the Project and Additional Office Option are contained in *Appendix D* and *Appendix E*, respectively. As indicated on the Screening Tab of the VMT Calculator (Page 1), the Project would generate 2,609 net new daily vehicle trips and the Additional Office Option would generate 2,680 net new daily vehicle trips.

- Is the project proposing to, or required to make any voluntary or required, modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.)?

    - A six foot street dedication is required for Mateo Street along the Project Site and an eight foot street dedication is required for Imperial Street along the Project Site for the Project or Additional Office Option. However, the City's Bureau of Engineering (BOE) will make a final determination if any roadway dedications and/or widenings are required.

- Is the project on a lot that is 0.5-acre or more in total gross area, or is the project's frontage along a street classified as an Avenue or Boulevard (as designated in the City General Plan), 250 linear feet or more, or is the project's building frontage encompassing an entire block along a street classified as an Avenue or Boulevard by the City's General Plan?
    - Yes, the Project Site comprises of approximately 1.1 acres. The Project Site has frontage directly on Mateo Street and Imperial Street, which are designated as an Avenue III and a Collector Street, respectively. The Project Site's frontage along Mateo Street is approximately 160 linear feet. Neither of the Project Site's frontages encompass an entire block.

As the answer is "yes" to two out of the three screening criteria questions, further analysis is required to assess whether the Project and Additional Office Option would conflict with adopted City plans, programs, ordinances, or policies.

4.1.2 *Impact Criteria and Methodology*

The impact criteria set forth in the City's TAG for conflicts with plans, programs, ordinances, or policies (referred to Threshold T-1) is defined as follows:

- Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

The threshold test is to assess whether a project would conflict with an adopted program, policy, plan, or ordinance that is adopted to protect the environment. In general, transportation policies or standards adopted to protect the environment are those that support multimodal transportation options and a reduction in VMT. Conversely, a project would not be shown to result in an impact merely based on whether a project would not implement a particular program, plan, policy, or ordinance. Many of these programs must be implemented by the City itself over time, and over a broad area, and it is the intention of this threshold test to ensure that proposed development projects and plans do not preclude the City from implementing adopted programs, plans and policies. This determination may require consultation with the City's Department of City Planning (LADCP) and LADOT.

The methodology for determining project impacts associated with conflicts with plans, programs, ordinances, or policies is defined per the City's TAG as follows:

- A project that generally conforms with and does not obstruct the City's development policies and standards will generally be considered to be consistent. The Project Applicant should review the documents and ordinances identified in the TAG (refer to Table 2.1-1 on pages 10 and 11) for City plans, policies, programs, ordinances and standards relevant to determining project consistency. A specific list of questions (refer to Table 2.1-2 on pages 12 through 14 of the TAG) shall be answered in order to help guide whether the project conflicts with City circulation system policies. A "yes" or "no" answer to these questions does not determine a conflict. Rather, as indicated in the list of questions (i.e., Table 2.1-2 of the TAG), the Project Applicant shall review relevant policies and programs corresponding to the questions to assess whether the proposed project precludes the City's implementation of any adopted policy and/or program.

- If vacation of a public right-of-way, or relief from a required street dedication is sought as part of a proposed project, an assessment should be made as to whether the right-of-way in question is necessary to serve a long-term mobility need, as defined in the Mobility Plan 2035, transportation specific plan, or other planned improvement in the future.

The analysis of cumulative impacts may be quantitative or qualitative. Each of the plans, ordinances and policies reviewed to assess potential conflicts with proposed projects should be reviewed to assess cumulative impacts that may result from the proposed project in combination with other development projects in the study area. In addition, the cumulative analysis should also consider planned transportation system improvements within the study area as identified in consultation with LADOT.

Related projects considered in the cumulative analysis are known development projects located within a one-half mile radius of the Project Site. The list of related projects and location of related projects in relation to the Project Site are identified in *Table 3–2* and *Figure 3–11*.

4.1.3 *Review of Project Consistency*

This section provides a summary of the consistency review comparing the characteristics of the Project and site design features (i.e., including the site access and circulation scheme) with the City's adopted plans and policies. The land use consistency tables prepared by EcoTierra for the Project (which also apply to the Additional Office Option) is provided in ***Appendix C. Table 4–1*** summarizes the City's guiding questions contained in the TAG (TAG Table 2.1-1), the responses applicable to the Project, the relevant and supporting City plans, policies and programs, as well as the determination of whether or not the Project is consistent with the corresponding City plans, programs, ordinances or policies. As shown in *Table 4–1*, the Project has been found to be consistent with the relevant City plans, policies and programs, and does not include any features that would preclude the City from completing and complying with these guiding documents and policy objectives. Further, the Project Applicant will comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance, referred to in the City of Los Angeles Municipal Code (LAMC) Section 12.26.J) and the other requirements pursuant to the City's Municipal Code. The analysis is equally applicable to the Additional Office Option.

4.1.4 *Review of Cumulative Consistency*

This section requires consultation and confirmation with City of Los Angeles Departments of City Planning and Transportation (i.e., with LADCP and LADOT). Based on the above Project consistency conclusion and review of the guiding language contained in the City's TAG, there is sufficient documentation to demonstrate that there is also no cumulative inconsistency with the

TABLE 4-1
PROJECT CONSISTENCY WITH PLANS, PROGRAMS, ORDINANCES, OR POLICIES

13-Feb-20

NO.	GUIDING QUESTIONS	RESPONSE TO GUIDING QUESTIONS	DESCRIPTION	RELEVANT PLAN, POLICIES, AND PROGRAMS	SUPPORTING/COMPLEMENTARY CITY PLANS, POLICIES, AND PROGRAMS TO CONSULT	PROJECT CONSISTENCY?
EXISTING PLAN APPLICABILITY						
1	Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone? (screening question)	**NO**	The Project Site has frontage directly on Mateo Street and Imperial Street, which are designated as an Avenue III and a Collector Street, respectively under the Mobility Plan 2035 Street Standards Plan. The Project Site is zoned within a Heavy Industrial Zone (M3) per the City of Los Angeles Municipal Code.	LAMC Section 12.37 (Waivers of Dedications and Improvement).		**YES**
2	Is project site along any network identified in the City's Mobility Plan?	**YES**	Mateo Street is designated as a Neighborhood Enhanced Network (NEN). Mateo Street is designated as a Tier 2 Bicycle Lane within the Bicycle Lane Network.	Refer to **Table 2 Project Consistency with the Applicable Policies of the Mobility Plan 2035** in Appendix C for consistency analysis of policies 2.3 through 2.7.		**YES**
3	Are dedications or improvements needed to serve long-term mobility needs identified in the Mobility Plan 2035?	**NO**	Off-site improvements would be generally contained in the adjacent rights-of-way to the Project Site (6' Mateo Street and 8' Imperial Street). These off-site improvements would consist of sidewalk dedications, widenings, and improvements; planting street trees; roadway circulation improvements; installing street lights (if required); and underground existing overhead powerlines.	Refer to **Table 2 Project Consistency with the Applicable Policies of the Mobility Plan 2035** in Appendix C for consistency analysis of policies 2.4 and 2.17 Street Widening.	Refer to **Table 2 Project Consistency with the Applicable Policies of the Mobility Plan 2035** in Appendix C for consistency analysis of policy 2.17 Street Widening.	**YES**
4	Does the project require placement of transit furniture in accordance with City's Coordinated Street Furniture and Bus Bench Program?	**The Project will improve transit furniture as required.**	The Project will improve transit furniture as required in accordance with the City's Coordinated Street Furniture and Bus Bench Program.			**YES**
5	Is project site in an identified Transit Oriented Community (TOC)?	**YES**	Transit Oriented Communities (TOCs) are applicable to housing developments that include on-site restricted affordable units. The Project is in TOC Affordable Housing Incentive Area Tier 3; however, the Project is not pursuing TOC program incentives. The Project will set aside 11 percent of its units, or 20 units, for deed-restricted for Very Low Income Households pursuant to the State Density Bonus law and LAMC Density Bonus Ordinance.	While the Project is not pursuing the TOC program, please refer to **Table 10** in Appendix C for a consistency analysis with the density bonus affordable housing program.		**N/A**
6	Is project site on a roadway identified in City's High Injury Network?	**NO**	The Project Site is bordered by Mateo Street and Imperial Street, which are not identified in the City's High Injury Network.	Refer to **Table 10** in Appendix C for a consistency anlaysis with the Vision Zero Plan.	Refer to **Table 2 Project Consistency with the Applicable Policies of the Mobility Plan 2035** in Appendix C for a consistency analysis with the Mobility Plan 2035.	**YES**
7	Does project propose repurposing existing curb space? (Bike corral, car-sharing, parklet, electric vehicle charging, loading zone, curb extension, etc.)	**NO**		Refer to **Table 2 Project Consistency with the Applicable Policies of the Mobility Plan 2035,** in Appendix C for consistency analysis of policies 2.1 Adaptive Reuse of Streets, 2.10 Loading Areas, 3.5 Multi-Modal Features, 3.8 Bicycle Parking; 4.13 Parking and Land Use Management, and 5.4 Clean Fuels and Vehicles.	Refer to **Table 2 Project Consistency with the Applicable Policies of the Mobility Plan 2035** in Appendix C for consistency analysis of policies 2.3 Pedestrian Infrastructure, 2.4 Neighborhood Enhanced Network, 3.2 People with Disabilities, 4.1 New Technologies, MP 5.1 Sustainable Transportation and 5.5 Green Streets.	**YES**
8	Does project propose narrowing or shifting existing sidewalk placement?	**NO**		Refer to **Table 2 Project Consistency with the Applicable Policies of the Mobility Plan 2035** in Appendix C for consistency analysis of policies 2.3 Pedestrian Infrastructure, 3.1 - Access for All, MP 2.17 Street Widenings, and 3.5. Refer to subheading **3.1.1 Pedestrian Framework,** in the Transportation Assessment Report, for a discussion of Pedestrian Enhanced Districts.	Refer to **Table 10** in Appendix C for a consistency analysis with the Vision Zero and the Sustainability pLAn. Refer to **Table 7, Project Consistency with Applicable Policies of the Healthy LA Plan** in Appendix C for a consistency analysis with the Healthy LA Plan.	**YES**
9	Does project propose paving, narrowing, shifting or removing an existing parkway?	**NO**		Refer to **Table 2 Project Consistency with the Applicable Policies of the Mobility Plan 2035** in Appendix C for consistency analysis of policy 5.5 Green Streets; Refer to **Table 10** in Appendix C for a consistency analyis of Sustainability pLAn.		**YES**

TABLE 4-1 (Continued)
PROJECT CONSISTENCY WITH PLANS, PROGRAMS, ORDINANCES, OR POLICIES

NO.	GUIDING QUESTIONS	RESPONSE TO GUIDING QUESTIONS	DESCRIPTION	RELEVANT PLAN, POLICIES, AND PROGRAMS	SUPPORTING/COMPLEMENTARY CITY PLANS, POLICIES, AND PROGRAMS TO CONSULT	PROJECT CONSISTENCY?
10	Does project propose modifying, removing or otherwise affect existing bicycle infrastructure? (ex: driveway proposed along street with bicycle facility)	**NO**		Refer to subheading **3.1.2 Bicycle Network,** in the Transportation Assessment Report, for a discussion of the Bicycle Enhanced Network. Refer to **Table 2 Project Consistency with the Applicable Policies of the Mobility Plan 2035** in Appendix C for consistency analysis of policy 4.15 Public Hearing Process.	Refer to **Table 10** in Appendix C for a consistency analysis with the Vision Zero.	**YES**
11	Is project site adjacent to an alley? If yes, will project make use of, modify, or restrict alley access?	**NO**		Refer to **Table 2 Project Consistency with the Applicable Policies of the Mobility Plan 2035** in Appendix C for consistency analysis of policies 3.9 Increased Network Access (PS.3), 3.10 Cul-de-Sacs (PS.3), 5.5 Green Streets (ENG. 9); 3.9 Increased Network Access (PL.1), and 2.1 Adaptive Reuse of Streets (PL.13).		**YES**
12	Does project create a cul-de-sac or is project site located adjacent to existing cul-de-sac? If yes, is cul-de-sac consistent with design goal in Mobility Plan 2035 (maintain through bicycle and pedestrian access)?	**NO**		Refer to **Table 2 Project Consistency with the Applicable Policies of the Mobility Plan 2035** in Appendix C for consistency analysis of policy 3.10 Cul-de-Sacs.		**YES**
ACCESS: DRIVEWAYS AND LOADING						
13	Does project site introduce a new driveway or loading access along an arterial (Avenue or Boulevard)?	**NO**	The Project does not propose any new driveways or loading access along an arterial. Vehicular access to the Project Site is proposed via one new driveway located off the west side of Imperial Street (a Collector Street).	Refer to **Table 2 Project Consistency with the Applicable Policies of the Mobility Plan 2035** in Appendix C for consistency analysis of policies 3.9 Increased Network Access (PL.1); 2.3 Pedestrian Infrastructure, and 3.1 Access for All (PK.10), CDG 4.1.02.	Refer to **Table 10** in Appendix C for a consistency analysis with the Vision Zero.	**YES**
14	If yes to 13, Is a non-arterial frontage or alley access available to serve the driveway or loading access needs?	**N/A**		Refer to **Table 2 Project Consistency with the Applicable Policies of the Mobility Plan 2035** in Appendix C for consistency analysis of policy 3.9 Increased Network Access (PL.1); MPP 321.	Refer to **Table 10** in Appendix C for a consistency analysis with the Vision Zero.	**YES**
15	Does project site include a corner lot? (avoid driveways too close to intersections)	**NO**		CDG 4.1.01		**YES**
16	Does project propose driveway width in excess of City standard?	**NO**	Per LADOT's Manual of Policies and Procedures, Section 321, it is recommended that two-way driveways serving commercial and multi-family residential uses (more than 25 spaces) are 30 feet in width. The Project's driveway will be approximately 30 feet in width.	MPP Sec. 321	Refer to **Table 10** in Appendix C for a consistency analysis with the Vision Zero and the Sustainability pLAn. Refer to subheadings **3.1.1 Pedestrian Framework** and **3.1.2 Bicycle Network**, in the Transportation Assessment Report, for a discussion of Pedestrian Enhanced Districts and the Bicycle Enhanced Network. CDG 4.1.04.	**YES**
17	Does project propose more driveways than required by City maximum standard?	**NO**	Per LADOT's Manual of Policies and Procedures (MPP) Section 321, a maximum of one driveway is allowed along an arterial frontage between 0 and 200 feet. The Project proposes one driveway along Imperial Street, a Collector Street, and the Project's frontage is less than 200 feet, which is compliant with LADOT's MPP, Section 321.	MPP - Sec No. 321 Driveway Design	Refer to **Table 2 Project Consistency with Applicable Policies of the Mobility Plan 2035** in Appendix C for consistency analysis with the Mobility Plan 2035. Refer to **Table 7, Project Consistency with Applicable Policies of the Healthy LA Plan** in Appendix C for a consistency analysis with the Healthy LA Plan. Refer to **Table 10** in Appendix C for a consistency analysis with the Vision Zero.	**YES**
18	Are loading zones proposed as a part of the project?	**YES**	A loading zone is proposed as part of the project. The Project proposes all loading to occur off-street and internally to the Project Site.	Refer to **Table 2 Project Consistency with the Applicable Policies of the Mobility Plan 2035** in Appendix C for consistency analysis of policies 2.10 Loading Areas, 4.13 Parking and Land Management (PK.1); 2.10 Loading Areas (PK.7 and PK.8); MPP 321.		**YES**
19	Does project include "drop-off" zones or areas? If yes, are such areas located to the side or rear of the building?	**NO**		Refer to **Table 2 Project Consistency with the Applicable Policies of the Mobility Plan 2035** in Appendix C for consistency analysis of policy 2.10 Loading Areas.		**YES**
20	Does project propose modifying, limiting/restricting, or removing public access to a public right-of-way (e.g., vacating public right-of-way?)	**NO**		Refer to **Table 2 Project Consistency with the Applicable Policies of the Mobility Plan 2035** in Appendix C for consistency analysis of policies 2.3 Pedestrian Infrastructure and 3.9 Increased Network Access.		**YES**

City's plans, policies, ordinances and programs. In addition, since the Project does not include any features that would preclude the City from completing and complying with these guiding documents and policy objectives, there is no cumulative inconsistency that can be determined. This review is equally applicable to the Additional Office Option, as the design, configuration, and operation would be comparable to the Project.

4.2 VMT Analysis (Threshold T-2.1)

The State of California Governor's Office of Planning and Research (OPR) issued proposed updates to the CEQA guidelines in November 2017 and an accompanying technical advisory guidance in April 2018 (*OPR Technical Advisory*) that amends the Appendix G question for transportation impacts to delete reference to vehicle delay and level of service and instead refer to Section 15064.3, subdivision (b)(1) of the CEQA Guidelines asking if the project will result in a substantial increase in vehicle miles traveled (VMT). The California Natural Resources Agency certified and adopted the CEQA Guidelines in December 2018 and are now in effect. Accordingly, the City of Los Angeles has adopted significance criteria for transportation impacts based on VMT for land use projects and plans in accordance with the amended Appendix G question:

- Threshold T-2.1: For a land use project, would the project conflict or be inconsistent with CEQA guidelines Section 15064.3, subdivision (b)(1)?

For land use projects, the intent of this threshold is to assess whether a land use project or plan causes substantial vehicle miles traveled. The City has developed the following screening and impact criteria to address this question. The criteria below are based on the OPR technical advisory but reflects local considerations.

If the project requires discretionary action, and the answer is no to either T-2.1-1 or T-2.1-2, further analysis will not be required for CEQA Threshold T-2.1, and a "no impact" determination can be made for that threshold:

- T-2.1-1: Would the land use project generate a net increase of 250 or more daily vehicle trips?

For purposes of screening the daily vehicle trips, a proposed project's daily vehicle trips should be estimated using the City's VMT Calculator tool or the most recent edition of the ITE *Trip Generation Manual*. TDM strategies should not be considered for the purposes 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 described in the trip generation methodology discussion (refer to Subsection 3.3.4.1 of the TAG), 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 proposed project's daily vehicle trips to determine the net increase in daily vehicle trips.

- T-2.1-2: Would the project generate a net increase in daily VMT?

For the purpose of screening the VMT, a project's daily VMT should be estimated using the City's VMT Calculator tool or the City's Travel Demand Forecasting (TDF) model. 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 description in the trip generation methodology discussion (refer to Subsection 3.3.4.1 of the TAG), the daily VMT generated by the existing or qualified terminated land uses can be estimated using the City VMT Calculator tool and subtracted from the project's daily VMT to determine the net increase in daily VMT.

In addition to the above screening criteria, the portion of, or the entirety of a project that contains small-scale or local serving retail uses[9] are assumed to have less than significant VMT impacts. If the answer to the following question is no, then that portion of the project meets the screening criteria and a "no impact" determination can be made for the portion of the project that contains retail uses. However, if the retail project is part of a larger mixed-use project, then the remaining portion of the project may be subject to further analysis in accordance with the above screening criteria. Projects that include retail uses in excess of the screening criteria would need to evaluate the entirety of the project's VMT, as specified in Subsection 2.2.4 of the TAG.

- If the project includes retail uses, does the portion of the project that contain retail uses exceed a net 50,000 square feet?

Independent of the above screening criteria, and the project requires a discretionary action, further analysis will be required if the following statement is true:

- Would the project or plan located within a one-half mile of a fixed-rail or fixed-guideway transit station replace an existing number of residential units with a smaller number of residential units?

For the purposes of screening for a proposed change in housing units located near fixed-rail or fixed-guideway transit for development projects, the total number of housing units that exist on the project site should be counted and compared to the total number of housing units as proposed by the project to determine if the project would result in a net decrease in housing units. For the purposes of screening for a proposed change in housing units that are in proximity to transit for land use plans, the total number of existing housing units within a one-half mile of a fixed-rail transit station that fall within the land use plan area should be counted and compared to the total housing capacity within the same area that could be built as a result of the land use plan to determine if the plan could result in a net decrease in housing.

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[9] As noted in the TAG, the definition of retail for this purpose includes restaurant.

4.2.1 *Impact Criteria and Methodology*

For development projects, the proposed project will have a potential VMT impact if the project meets the following:

- For residential projects, the project would generate household VMT per capita exceeding 15% below the existing average household VMT per capita for the Area Planning Commission (APC) area in which the project is located.
- For office projects, the project would generate work VMT per employee exceeding 15% below the existing average work VMT per employee for the APC area in which the project is located.
- For regional serving retail projects, the project would result in a net increase in VMT.
- For other land use types, measure VMT impacts for the work trip element using the criteria for office projects above.

Different VMT significance thresholds have been established for each APC boundary area as the characteristics of each are distinct in terms of land use, density, transit availability, employment, etc. The City's significance thresholds (i.e., provided on a daily household VMT per capita basis and a daily work VMT per employee basis) for each of the seven (7) APC boundary areas are presented in ***Table 4–2***. As the Project Site is located in the Central APC, the VMT impact criteria (i.e., 15% below the APC average) applicable to the Project is 6.0 daily household VMT per capita for the residential component and 7.6 daily work VMT per employee for the commercial component.

The impact methodology set forth in the TAG for a mixed-use project such as the proposed Project and Additional Office Option is as follows:

- Mixed-Use Projects: The project VMT impact should be considered significant if any one (or all) of the project land uses exceed the impact criteria for that particular land use, taking credit for internal capture. In such cases, mitigation options that reduce the VMT generated by any or all of the land uses could be considered.

It is important to note that since the Project and Additional Office Option's retail and restaurant components are local-serving and are below 50,000 square feet (i.e., the proposed retail and restaurant space total 23,380 square feet), the retail component is assumed to have a less than significant VMT impact based on the screening criteria contained in the City's TAG.

4.2.2 *Summary of Project VMT Analysis*

The daily vehicle trips and VMT expected to be generated by the Project (i.e., without consideration of the local-serving retail space which as stated above is concluded to have a less than significant VMT impact) were forecast using Version 1.2 of the City's VMT Calculator tool. Copies of the detailed City of Los Angeles VMT Calculator worksheets for the proposed Project and Additional Office Option are contained in *Appendix D* and *Appendix E*, respectively.

Table 4-2
CITY OF LOS ANGELES VMT IMPACT CRITERIA [1]

AREA PLANNING COMMISSION	15 PERCENT (15%) BELOW APC CRITERIA [2]	
	DAILY HOUSEHOLD VMT PER CAPITA	DAILY WORK VMT PER EMPLOYEE
Central	6.0	7.6
East Los Angeles	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South Los Angeles	6.0	11.6
South Valley	9.4	11.6
West Los Angeles	7.4	11.1

[1] Source: City of Los Angeles Draft Transportation Assessment Guidelines, July 2019.

[2] The development project will have a potential impact if the project meets the following:

- For residential projects, the project would generate household VMT per capita exceeding 15% below the existing average household VMT per capita for the APC area in which the project is located (refer to above [source: Table 2.2-1 of the guidelines]).
- For office projects, the project would generate work VMT per employee exceeding 15% below the existing average work VMT per employee for the APC in which the project is located (refer to above [source: Table 2.2-1 of the guidelines]).
- For retail projects, the project would result in a net increase in VMT.
- For other land use types, measure VMT impacts for the work trip element using the criteria for office project above [source: Table 2.2-1 of the guidelines].

As indicated in the summary VMT Calculator worksheet, the Project is forecast to generate the following:

- The Project is estimated to generate a total of 2,404 daily vehicle trips.
- The estimated daily household VMT per capita for the Project's residential land use component is 5.0 daily household VMT per capita, which is less than the Central APC significance threshold of 6.0 VMT per capita.
- The estimated daily work VMT per employee for the Project's commercial land use component is 7.4 daily work VMT per employee, which is less than the Central APC significance threshold of 7.6 VMT per employee.

It is noted that the Project will incorporate TDM measures as project features, as described in Section 2.9 herein. The implementation of the TDM measures results in daily household and daily work VMT impacts that are less than significant. Thus, based on the above analyses, the Project is not expected to result in a significant VMT impact. Therefore, no mitigation is necessary as it relates to VMT.

4.2.3 *Summary of Additional Office Option VMT Analysis*

As indicated in the summary VMT Calculator worksheet, the Additional Office Option is forecast to generate the following:

- The Additional Office Option is estimated to generate a total of 2,467 daily vehicle trips.
- The estimated daily household VMT per capita for the Additional Office Option's residential land use component is 5.0 daily household VMT per capita, which is less than the Central APC significance threshold of 6.0 VMT per capita.
- The estimated daily work VMT per employee for the Additional Office Option's commercial land use component is 7.6 daily work VMT per employee, which is equal to the Central APC significance threshold of 7.6 VMT per employee.

It is noted that the Additional Office Option will incorporate TDM measures as project features, as described in Section 2.9 herein. The implementation of the TDM measures results in daily household and daily work VMT impacts that are less than significant. Thus, based on the above analyses, the Additional Office Option is not expected to result in a significant VMT impact. Therefore, no mitigation is necessary as it relates to VMT.

4.2.4 *Summary of Cumulative VMT Analysis*

As stated in the City's TAG document (refer to page 20 of the TAG), analyses should consider both short-term and long-term project effects on VMT. Short-term effects are evaluated in the detailed project-level VMT analysis summarized above. Long-term, or cumulative, effects are determined through a consistency check with the Southern California Association of Government's (SCAG's) Regional Transportation Plan/Sustainable Communities Strategy

(RTP/SCS). The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas (GHG) reduction targets. As such, projects that are consistent with this plan in terms of development, location, density, and intensity, are part of the regional solution for meeting air pollution and GHG goals. Projects that are deemed to be consistent would have a less than significant cumulative impact on VMT. Development in a location where the RTP/SCS does not specify any development may indicate a significant impact on transportation. However, as noted in the City's TAG document, for projects that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e., VMT per capita or VMT per employee) in the analysis, a less than significant project impact conclusion is sufficient in demonstrating there is no cumulative VMT impact. Projects that fall under the City's efficiency-based impact thresholds are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS.

Based on the above project-related VMT analysis and the conclusions reported in Subsection 4.2.2 and Subsection 4.2.3 (i.e., which conclude that the Project and Additional Office Option fall under the City's efficiency-based impact thresholds and thus are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS), no cumulative VMT impacts are anticipated. Therefore, the Project's cumulative VMT impact can be deemed as less than significant.

4.3 Geometric Design Threshold (T-3)

As stated in the City's TAG document (refer to page 27 of the TAG), impacts regarding the potential increase of hazards due to a geometric design feature generally relate to the design of access points to and from the project site, and may include safety, operational, or capacity impacts. Impacts can be related to vehicle/vehicle, vehicle/bicycle, or vehicle/pedestrian conflicts as well as to operational delays caused by vehicles slowing and/or queuing to access a project site. These conflicts may be created by the driveway configuration or through the placement of project driveway(s) in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to busy or congested intersections. Evaluation of access impacts require details relative to project land use, size, design, location of access points, etc. These impacts are typically evaluated for permanent conditions after project completion but can also be evaluated for temporary conditions during project construction. Project access can be analyzed in qualitative and/or quantitative terms, and in conjunction with the review of internal site circulation and access to parking areas. All proposed site access points should be evaluated.

4.3.1 *Screening Criteria*

If the project requires a discretionary action, and the answer is "yes" to either of the following questions, further analysis will be required to assess whether the project would result in impacts due to geometric design hazards or incompatible uses:

- Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?

  - Yes, the Project and Additional Office Option propose a new driveway located along the west side of Imperial Street. The proposed driveway will provide access to the subterranean parking levels of the on-site parking garage.

- Is the project proposing to, or required to make any voluntary or required, modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.)?

  As stated in the City's TAG document (refer to page 28 of the TAG), for the purpose of the screening for projects that are making physical changes to the public right-of-way, determine the street designation and improvement standard for any project frontage along streets classified as an Avenue or Boulevard (as designated in the City's General Plan) using the Mobility Plan 2035, or NavigateLA. If any street fronting the project site is an Avenue or Boulevard and it is determined that additional dedication, or physical modifications to the public right-of-way are proposed or required, the answer to this question is yes. For projects not subject to dedication and improvement requirements under the Los Angeles Municipal Code, though the project does propose dedications or physical modifications to the public right-of-way, the answer to this question is yes. Based on a review of the proposed project, the following answer is provided:

  - A six foot street dedication is required for Mateo Street along the Project Site and an eight foot street dedication is required for Imperial Street along the Project Site for the Project or Additional Office Option. However, the City's Bureau of Engineering (BOE) will make a final determination if any roadway dedications and/or widenings are required.

4.3.2 *Impact Criteria and Methodology*

The impact criteria set forth in the City's TAG for substantially increasing hazards due to a geometric design feature or incompatible use (referred to a Threshold T-3) is defined as follows:

- Threshold T-3: Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

  - No, the Project and Additional Office Option would not substantially increase hazards due to a geometric design feature.

Preliminary project access plans are to be reviewed in light of commonly accepted traffic engineering design standards to ascertain whether any deficiencies are apparent in the site access plans which would be considered significant. The determination of significance shall be on a case-by-case basis, considering the following factors:

- The relative amount of pedestrian activity at project access points.
- Design features/physical configurations that affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists.
- The type of bicycle facilities the project driveway(s) crosses and the relative level of utilization.
- The physical conditions of the site and surrounding area, such as curves, slopes, walks, landscaping or other barriers, that could result in vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle impacts.
- The project location, or project-related changes to the public right-of-way, relative to proximity to the High Injury Network or a Safe Routes to School program area.
- Any other conditions, including the approximate location of incompatible uses that would substantially increase a transportation hazard.

For vehicle, bicycle and pedestrian safety impacts, the City's TAG (refer to page 28) indicate that a review of all project access points, internal circulation, and parking access from an operational and safety perspective (for example, turning radii, driveway queuing, and line of sight for turns into and out of project driveway[s]) should be conducted. Where project driveways would cross pedestrian facilities or bicycle facilities (bike lanes or bike paths), operational and safety issues related to the potential for vehicle/pedestrian and vehicle/bicycle conflicts and the severity of consequences that could result should be considered. In areas with moderate to high levels of pedestrian or bicycle activity, the collection of pedestrian or bicycle count data may be required.

4.3.3 *Qualitative Review of Site Access Points*

LADOT's Manual of Policies and Procedures (MPP) Section 321 recommends that two-way driveways serving commercial and multi-family residential uses be 30 feet in width. Accordingly, since the Project Applicant will comply with MPP Section 321 to meet the standard driveway width criteria and based on a review of the forecast net new weekday AM and PM peak hour project traffic volumes (i.e., those traffic volumes summarized in Section 2.8 herein), no safety concerns related to geometric design are noted.

The Project and Additional Office Option would provide features to reduce conflicts among vehicles, bicyclists and pedestrians. These features include:

- A single point of vehicular access to the Project Site (via Imperial Street) which reduces potential conflicts with pedestrians and bicyclists;
- Street dedication along the Mateo Street and Imperial Street which will result in wider sidewalks for pedestrians;

- Dedicated on-site bike parking; and
- A pedestrian paseo through the Project Site connecting Mateo Street and Imperial Street.

4.4 CEQA Transportation Measures

4.4.1 *Transportation Demand Management*

The Project and Additional Office Option each include two TDM strategies as project features, and are described in detail in Section 2.9 above. The TDM strategies include:

- Reduce Parking Supply; and
- Provide Bike Parking per LAMC.

4.4.2 *CEQA Transportation Summary*

Based on the analysis and findings above, the Project and Additional Office Option would not conflict with City plans, policies, ordinances and programs, would not result in a significant VMT impact, and would not substantially increase hazards due to a geometric design feature. Therefore, the transportation impacts of the Project and Additional Office Option would be less than significant.

5.0 NON-CEQA ANALYSIS

The authority for requiring non-CEQA transportation analysis and potentially requiring improvements to address identified deficiencies lies in the City of Los Angeles' Site Plan Review authority as established in LAMC Section 16.05. As provided in Section 16.05:

> "The purposes of site plan review are to promote orderly development, evaluate and mitigate significant environmental impacts, and promote public safety and the general welfare by ensuring that development projects are properly related to their sites, surrounding properties, traffic circulation, sewers, other infrastructure and environmental setting; and to control or mitigate the development of projects which are likely to have a significant adverse effect on the environment as identified in the City's environmental review process, or on surrounding properties by reason of inadequate site planning or improvements."

Additional authority is found in other City ordinances, such as certain transportation specific plans. The impacts, also referred to as deficiencies, discussed in the City's TAG are not intended to be interpreted as thresholds of significance, or significance criteria for purposes of CEQA review unless otherwise specifically identified (refer to Section 4.0).

5.1 Pedestrian, Bicycle, and Transit Access

The assessment of pedestrian, bicycle, and transit facilities is intended to determine a project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the Project. The deficiencies could be physical (through removal, modification, or degradation of facilities) or demand-based (by adding pedestrian or bicycle demand to inadequate facilities).

5.1.1 *Screening Criteria*

- Would the project generate a net increase of 250 or more daily vehicle trips?
    - Yes, the Project will generate a net increase of 250 or more daily vehicle trips. As indicated on the Screening Tab of the City's VMT Calculator (Page 1 of *Appendix D*), the Project will generate 2,609 net new daily vehicle trips.
    - Yes, the Additional Office Option will generate a net increase of 250 or more daily vehicle trips. As indicated on the Screening Tab of the City's VMT Calculator (Page 1 of *Appendix E*), the Additional Office Option will generate 2,680 net new daily vehicle trips.
- Does the land use project include the construction, or addition of 50 dwelling units or guest rooms or combination thereof, or 50,000 square feet of non-residential space?
    - Yes, the Project proposes the construction of 185 live-work apartment units.
    - Yes, the Additional Office Option proposes the construction of 159 live-work apartment units.

- Is the project on a lot that is 0.5-acre or more in total gross area, or is the project's frontage along a street classified as an Avenue or Boulevard (as designated in the City General Plan), 250 linear feet or more, or is the project's building frontage encompassing an entire block along a street classified as an Avenue or Boulevard by the City's General Plan?
  - Yes, the Project Site comprises of approximately 1.1 acres. The Project Site has frontage directly on Mateo Street and Imperial Street, which are designated as an Avenue III and a Collector Street, respectively. The Project Site's frontage along Mateo Street is approximately 160 linear feet. Neither of the Project Site's frontages encompass an entire block.

As the answer is "yes" to all of the screening criteria, further analysis is required to assess whether the Project would negatively affect existing pedestrian, bicycle, or transit facilities.

5.1.2 *Evaluation Criteria*

Factors to consider when assessing a project's potential effect on pedestrian, bicycle and transit facilities, include, but are not limited to, the following:

- Would a project directly or indirectly result in a permanent removal or modification that would lead to the degradation of pedestrian, bicycle, or transit facilities, such as:
  - Removal or degradation of existing sidewalks, crosswalks, pedestrian refuge islands, and/or curb extensions/bulbouts
  - Removal or degradation of existing bikeways and/or supporting facilities (e.g., bikeshare stations, on-street bike racks/parking, bike corrals, etc.)
  - Removal or degradation of existing transit and/or local circulator facilities including stop, bench, shelter, concrete pad, bus lane, or other amenities
  - Removal of other existing transportation system elements supporting sustainable mobility
  - Increase street crossing distance for pedestrians; increase in number of travel/turning lanes; increase in turning radius or turning speeds
  - Removal, degradation, or narrowing of an existing sidewalk, path, crossing, or pedestrian access way
  - Removal or narrowing of existing sidewalk-street buffering elements (e.g., curb extension, parkway, planting strip, street trees, etc.)

- Would a project intensify use of existing pedestrian, bicycle, or transit facilities, such as:
  - Increase in pedestrian or vehicle volume, and thereby increase the need or attraction to cross a street at unmarked pedestrian crossings or unsignalized or uncontrolled intersections where a crossing is not available without significant rerouting. Refer to the Guidelines for Marked Crosswalks Across Uncontrolled Locations, in LADOT's Manual of Policies and Procedures (MPP) Section 344, or Guidelines for Traffic Signals in MPP Section 353 to determine approval and warrant criteria for an additional crossing.
  - Result in new pedestrian demand between project site entries/exits and major destinations or transit stops expected to serve the development where there are missing pedestrian facilities (e.g., gaps in the sidewalk network) or substandard pedestrian facilities (e.g., narrow or uneven sidewalks, no crosswalks at intersections or mid-block, no marked crossing, or push button crossing rather than actuated, etc.).
  - Increase transit demand at bus stops that lack marked crossings, with insufficient sidewalks, or are in isolated, or unlit areas.

The locations and descriptions of pedestrian, bicycle and transit facilities in the Project Site vicinity that could be affected by Project-related (and Additional Office Option-related) traffic or by users traveling between the Project and nearby destinations is presented in Section 3.0 herein. Potential pedestrian destinations located within an approximately one-quarter mile (i.e., 1,320 feet) radius from the Project Site are noted in *Figure 3–1*. Pedestrian facilities currently located near the Project Site also are provided in *Figure 3–3*. In addition, the location of public bicycle racks and bicycle stations in the Project study area is noted in *Figure 3–3*. The location of the City's Bicycle Enhanced Network within the immediate Project Site vicinity and in the surrounding area is shown in *Figure 3–4*.

5.1.3 *Results of Qualitative Access Review*

Table 5–1 summarizes the City's criteria associated with the two guiding questions regarding the pedestrian, bicycle, and transit access assessment and the determination of potential Project-related effect on the subject facilities in the vicinity of the Project. The determination is based on whether the Project would create deficiencies that could be physical (through removal, modification, or degradation of facilities) or demand-based (by adding pedestrian or bicycle demand to inadequate facilities). As indicated in *Table 5–1*, it is determined the Project does not include any features that would permanently remove, adversely modify, or degrade pedestrian, bicycle, and transit facilities in the Project vicinity. As also noted in *Table 5–1*, it is determined that it is possible that the Project may intensify use of pedestrian, bicycle, and transit facilities in the Project vicinity, however, such use is not expected to result in a deficient condition caused by the Project. The Project has the potential to increase pedestrian activity to an existing unmarked crossing (e.g., at the Imperial Street / Jesse Street or Imperial Street / 7th Street intersections). Additionally, a qualitative assessment of the existing pedestrian, bicycle, and transit facilities in the Project vicinity is included in *Table 5–1* (i.e., as part of the responses to the criteria

Table 5-1
PROJECT EVALUATION OF PEDESTRIAN, BICYCLE, AND TRANSIT ACCESS

21-Jan-20

CRITERIA	**PROJECT RESPONSE**	**FURTHER QUANTITATIVE ASSESSMENT?**
PERMANENT REMOVAL OR MODIFICATION OF FACILITIES		
Removal or degradation of existing sidewalks, crosswalks, pedestrian refuge islands, and/or curb extensions/bulbouts.	**No**	**No**
Removal or degradation of existing bikeways and/or supporting facilities (e.g., bikeshare stations, on-street bike racks/parking, bike corrals, etc.).	**No**	**No**
Removal or degradation of existing transit and/or local circulator facilities including stop, bench, shelter, concrete pad, bus lane, or other amenities.	**No**	**No**
Removal of other existing transportation system elements supporting sustainable mobility.	**No**	**No**
Increase street crossing distance for pedestrians; increase in number of travel/turning lanes; increase in turning radius or turning speeds.	**No**	**No**
Removal, degradation, or narrowing of an existing sidewalk, path, crossing, or pedestrian access way.	**No**	**No**
Removal or narrowing of existing sidewalk-street buffering elements (e.g., curb extension, parkway, planting strip, street trees, etc.).	**The Project proposes to remove street trees and replace the removed trees with new street trees per LAMC and Urban Forestry Division requirements.**	**No**
INTENSIFY USE OF FACILITIES		
Increase in pedestrian or vehicle volume, and thereby increase the need or attraction to cross a street at unmarked pedestrian crossings or unsignalized or uncontrolled intersections where a crossing is not available without significant rerouting. Refer to the Guidelines for Marked Crosswalks Across Uncontrolled Locations, in LADOT's Manual of Policies and Procedures (MPP) Section 344, or Guidelines for Traffic Signals in MPP Section 353 to determine approval and warrant criteria for an additional crossing.	**The Project may increase pedestrians attempting to cross Jesse Street at Imperial Street and 7th Street at Imperial Street. Marked pedestrian crossings and signalized crossings are available within 300 feet of each intersection at Mateo Street.**	**No**
Result in new pedestrian demand between project site entries/exits and major destinations or transit stops expected to serve the development where there are missing pedestrian facilities (e.g., gaps in the sidewalk network) or substandard pedestrian facilities (e.g., narrow or uneven sidewalks, no crosswalks at intersections or mid-block, no marked crossing, or push button crossing rather than actuated, etc.).	**The Project may increase pedestrians walking to local destinations and/or transit stops. There are no observed missing pedestrian facilities in the Project vicinity.**	**No**
Increase transit demand at bus stops that lack marked crossings, with insufficient sidewalks, or are in isolated, unshaded, or unlit areas.	**The Project may increase pedestrians walking to local transit stops. Eastbound/westbound transit stops along 7th Street are provided at the Mateo Stret intersection, which is signalized and provides crosswalks with pedestrian phasing.**	**No**

questions). Based on this analysis, no Project-specific actions or improvements are recommended as it relates to pedestrian, bicycle, and transit access. The above analysis is equally applicable to the Additional Office Option, as the design, configuration, and operation would be comparable to the Project.

It is noted that the Project Site is located in close proximity to roadways (e.g., portions of 6th Street, portions of 7th Street, etc.) included on the HIN. As such, it is understood that LADOT staff may coordinate internal review with the Vision Zero Programs Bureau to determine if safety-related measures are needed to support safe access to and/or from the development site for vulnerable road users (i.e., pedestrians and bicyclists).

5.2 Project Access and Circulation Review

Project access and circulation constraints relate to the provision of access to and from the project site, and may include safety, operational, or capacity constraints. Constraints can be related to vehicular/vehicular, vehicular/bicycle, or vehicular/pedestrian constraints as well as to operational delays. These conflicts may be created by the driveway configuration or through the placement of project driveway(s) in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to an intersection or crosswalk. The Project access and circulation has been evaluated for permanent conditions after Project completion. ***Table 5-2*** and ***Table 5-3*** summarize the vehicle queuing analysis prepared for each of the study locations for the representative intersection traffic movements for the weekday AM and PM peak hours, for the Project and Additional Office Option, respectively. ***Appendix F*** and ***Appendix G*** contain the analysis data worksheets for the study intersections for the Project and Additional Office Option, respectively.

5.2.1 *Screening Criteria*

For land use projects, if the answer is yes to all of the following questions, further analysis will be required to assess whether the project would negatively affect project access and circulation:

- Does the land use project involve a discretionary action that would be under review by the Department of City Planning?
    - Yes, the Project and Additional Office Option will require a discretionary action.
- Would the land use project generate a net increase of 250 or more daily vehicle trips?
    - Yes, the Project will generate a net increase of 250 or more daily vehicle trips. As indicated on the Screening Tab of the City's VMT Calculator (Page 1 of *Appendix D*), the Project will generate 2,609 net new daily vehicle trips.
    - Yes, the Additional Office Option will generate a net increase of 250 or more daily vehicle trips. As indicated on the Screening Tab of the City's VMT Calculator (Page 1 of *Appendix E*), the Additional Office Option will generate 2,680 net new daily vehicle trips.

Table 5-2
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS

21-Jan-20

				YEAR 2019 EXISTING			YEAR 2019 EXISTING W/ PROJECT				YEAR 2023 FUTURE W/O PROJECT			YEAR 2023 FUTURE W/ PROJECT			
NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]
1	Mateo Street / Jesse Street (Unsignalized)	NB Left/Through/Right	AM	7.8	A	0.0	7.8	A	0.0	0.0	8.2	A	0.0	8.2	A	0.0	0.0
			PM	8.2	A	0.0	8.2	A	0.0	0.0	8.8	A	0.0	8.8	A	0.0	0.0
		SB Left/Throught/Right	AM	8.4	A	2.5	8.4	A	2.5	0.0	9.8	A	20.0	9.9	A	22.5	2.5
			PM	7.8	A	2.5	7.9	A	2.5	0.0	8.7	A	10.0	8.8	A	12.5	2.5
		EB Right	AM	15.8	C	2.5	16.8	C	5.0	2.5	67.0	F	17.5	76.4	F	20.0	2.5
			PM	12.6	B	0.0	13.0	B	0.0	0.0	37.5	E	2.5	42.0	E	2.5	0.0
		WB Left/Right	AM	13.9	B	12.5	14.0	B	15.0	2.5	31.3	D	80.0	33.8	D	92.5	12.5
			PM	13.1	B	12.5	13.4	B	15.0	2.5	40.2	E	200.0	46.6	E	225.0	25.0
2	Mateo Street / 7th Street (Signalized)	NB Left/Through/Right	AM	25.4	C	252.5	25.5	C	254.0	1.5	143.6	F	953.4	145.1	F	962.3	8.9
			PM	33.3	C	263.3	33.8	C	267.8	4.5	496.5	F	2307.5	499.9	F	2325.8	18.3
		SB Left/Through/Right	AM	19.3	B	106.1	19.3	B	105.9	-0.2	22.1	C	201.8	22.1	C	201.8	0.0
			PM	50.4	D	406.0	51.5	D	410.0	4.0	226.2	F	1152.4	227.1	F	1154.9	2.5
		EB Left	AM	18.2	B	16.7	18.9	B	17.1	0.4	27.8	C	26.6	29.0	C	27.4	0.8
			PM	10.0	A	13.6	10.1	B	13.7	0.1	16.2	B	21.9	16.5	B	22.3	0.4
		EB Through	AM	7.7	A	57.6	7.8	A	60.5	2.9	11.1	B	207.5	11.2	B	211.4	3.9
			PM	10.3	B	218.9	10.5	B	227.1	8.2	14.8	B	385.6	15.2	B	398.0	12.4
		EB Right	AM	7.8	A	56.1	7.8	A	59.0	2.9	11.3	B	196.2	11.4	B	200.2	4.0
			PM	10.4	B	212.2	10.6	B	220.4	8.2	15.5	B	383.3	16.0	B	397.8	14.5
		WB Left	AM	12.4	B	98.4	13.0	B	107.8	9.4	47.0	D	256.8	56.1	E	285.6	28.8
			PM	18.5	B	77.7	20.0	C	88.7	11.0	58.4	E	191.5	71.0	E	215.3	23.8
		WB Through	AM	13.1	B	266.7	13.4	B	275.5	8.8	17.7	B	375.3	18.3	B	388.3	13.0
			PM	8.4	A	115.0	8.5	A	120.1	5.1	11.3	B	258.5	11.4	B	264.3	5.8
		WB Right	AM	13.3	B	259.2	13.7	B	268.4	9.2	18.9	B	380.2	19.7	B	396.0	15.8
			PM	8.4	A	112.4	8.5	A	117.3	4.9	11.3	B	255.0	11.5	B	260.8	5.8
3	Imperial Street / Jesse Street (Unsignalized)	NB Left/Through/Right	AM	9.4	A	2.5	9.6	A	2.5	0.0	13.0	B	10.0	13.8	B	15.0	5.0
			PM	9.3	A	5.0	9.7	A	5.0	0.0	17.2	C	30.0	19.1	C	37.5	7.5
		SB Left/Through/Right	AM	9.5	A	0.0	9.6	A	0.0	0.0	12.9	B	15.0	13.0	B	15.0	0.0
			PM	9.6	A	7.5	9.6	A	7.5	0.0	18.4	C	42.5	18.9	C	45.0	2.5
		EB Left/Through/Right	AM	7.4	A	0.0	7.4	A	0.0	0.0	7.6	A	0.0	7.6	A	0.0	0.0
			PM	7.4	A	0.0	7.4	A	0.0	0.0	8.2	A	2.5	8.2	A	2.5	0.0
		WB Left/Through/Right	AM	7.3	A	0.0	7.3	A	0.0	0.0	7.7	A	0.0	7.7	A	0.0	0.0
			PM	7.3	A	0.0	7.4	A	0.0	0.0	7.5	A	0.0	7.6	A	0.0	0.0
4	Imperial Street / Project Site Driveway (Unsignalized)	NB Left	AM	--	--	--	7.4	A	2.5	2.5	--	--	--	7.6	A	2.5	2.5
			PM	--	--	--	7.6	A	7.5	7.5	--	--	--	7.8	A	7.5	7.5
		EB Left/Right	AM	--	--	--	9.2	A	12.5	12.5	--	--	--	9.8	A	12.5	12.5
			PM	--	--	--	9.4	A	7.5	7.5	--	--	--	10.1	B	10.0	10.0

Table 5-2 (Continued)
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS

				YEAR 2019 EXISTING			YEAR 2019 EXISTING W/ PROJECT				YEAR 2023 FUTURE W/O PROJECT			YEAR 2023 FUTURE W/ PROJECT			
NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]
5	Imperial Street / 7th Street (Unsignalized)	NB Left/Through/Right	AM	16.3	C	0.0	18.9	C	0.0	0.0	46.3	E	2.5	69.4	F	5.0	2.5
			PM	30.1	D	0.0	37.6	E	2.5	2.5	280.6	F	10.0	OVERFLOW	F	OVERFLOW	OVERFLOW
		SB Left/Through/Right	AM	30.1	D	2.5	100.7	F	97.5	95.0	352.6	F	180.0	1384.8	F	440.0	260.0
			PM	21.5	C	12.5	34.6	D	47.5	35.0	1217.3	F	300.0	OVERFLOW	F	OVERFLOW	OVERFLOW
		EB Left	AM	13.5	B	0.0	14.1	B	5.0	5.0	17.1	C	5.0	18.3	C	12.5	7.5
			PM	9.1	A	0.0	9.5	A	5.0	5.0	12.8	B	10.0	14.0	B	17.5	7.5
		WB Left	AM	8.1	A	0.0	8.1	A	0.0	0.0	9.7	A	0.0	9.7	A	0.0	0.0
			PM	10.7	B	0.0	10.7	B	0.0	0.0	13.2	B	0.0	13.2	B	0.0	0.0

[1] Pursuant to LADOT's *Transportation Assessment Guidelines* , July 2019, the Highway Capacity Manual (HCM) methodology for signalized and unsignalized intersections was utilized to calculate vehicle queuing.

[2] Control delay reported in seconds per vehicle.

[3] Unsignalized Intersection Levels of Service were based on the following criteria:

Control Delay (s/veh)	LOS
<= 10	A
> 10-15	B
> 15-25	C
> 25-35	D
> 35-50	E
> 50	F

Signalized Intersection Levels of Service were based on the following criteria:

Control Delay (s/veh)	LOS
<= 10	A
> 10-20	B
> 20-35	C
> 35-55	D
> 55-80	E
> 80	F

[4] The 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes. The HCM 6th Edition methodology worksheets report queues in number of vehicles, however an average vehicle length of 25 feet was assumed for analysis purposes. The reported queues therefore represent the calculated maximum back of queue in feet.

[5] Represents the change in calculated maximum back of queue (in feet) due to the addition of project-related traffic.

Table 5-3
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS
ADDITIONAL OFFICE OPTION

21-Jan-20

				YEAR 2019 EXISTING			YEAR 2019 EXISTING W/ PROJECT				YEAR 2023 FUTURE W/O PROJECT			YEAR 2023 FUTURE W/ PROJECT			
NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]
1	Mateo Street / Jesse Street (Unsignalized)	NB Left/Through/Right	AM	7.8	A	0.0	7.8	A	0.0	0.0	8.2	A	0.0	8.2	A	0.0	0.0
			PM	8.2	A	0.0	8.2	A	0.0	0.0	8.8	A	0.0	8.8	A	0.0	0.0
		SB Left/Throught/Right	AM	8.4	A	2.5	8.4	A	2.5	0.0	9.8	A	20.0	9.9	A	22.5	2.5
			PM	7.8	A	2.5	7.9	A	2.5	0.0	8.7	A	10.0	8.7	A	12.5	2.5
		EB Right	AM	15.8	C	2.5	16.9	C	5.0	2.5	67.0	F	17.5	77.5	F	22.5	5.0
			PM	12.6	B	0.0	13.0	B	0.0	0.0	37.5	E	2.5	42.2	E	2.5	0.0
		WB Left/Right	AM	13.9	B	12.5	14.1	B	15.0	2.5	31.3	D	80.0	34.2	D	92.5	12.5
			PM	13.1	B	12.5	13.3	B	15.0	2.5	40.2	E	200.0	46.9	E	227.5	27.5
2	Mateo Street / 7th Street (Signalized)	NB Left/Through/Right	AM	25.4	C	252.5	25.6	C	255.2	2.7	143.6	F	953.4	145.8	F	967.2	13.8
			PM	33.3	C	263.3	33.8	C	267.8	4.5	496.5	F	2307.5	499.9	F	2325.8	18.3
		SB Left/Through/Right	AM	19.3	B	106.1	19.3	B	105.9	-0.2	22.1	C	201.8	22.1	C	201.8	0.0
			PM	50.4	D	406.0	51.5	D	410.0	4.0	226.2	F	1152.4	227.1	F	1154.9	2.5
		EB Left	AM	18.2	B	16.7	18.8	B	17.1	0.4	27.8	C	26.6	29.0	C	27.4	0.8
			PM	10.0	A	13.6	10.2	B	13.8	0.2	16.2	B	21.9	16.6	B	22.4	0.5
		EB Through	AM	7.7	A	57.6	7.8	A	61.2	3.6	11.1	B	207.5	11.3	B	212.6	5.1
			PM	10.3	B	218.9	10.5	B	226.9	8.0	14.8	B	385.6	15.2	B	397.8	12.2
		EB Right	AM	7.8	A	56.1	7.8	A	59.6	3.5	11.3	B	196.2	11.4	B	201.4	5.2
			PM	10.4	B	212.2	10.6	B	220.3	8.1	15.5	B	383.3	16.0	B	397.5	14.2
		WB Left	AM	12.4	B	98.4	13.0	B	108.2	9.8	47.0	D	256.8	56.9	E	287.1	30.3
			PM	18.5	B	77.7	20.2	C	90.6	12.9	58.4	E	191.5	72.6	E	219.5	28.0
		WB Through	AM	13.1	B	266.7	13.4	B	274.7	8.0	17.7	B	375.3	18.3	B	388.0	12.7
			PM	8.4	A	115.0	8.5	A	121.1	6.1	11.3	B	258.5	11.4	B	265.2	6.7
		WB Right	AM	13.3	B	259.2	13.7	B	268.2	9.0	18.9	B	380.2	19.7	B	395.7	15.5
			PM	8.4	A	112.4	8.5	A	118.3	5.9	11.3	B	255.0	11.5	B	262.4	7.4
3	Imperial Street / Jesse Street (Unsignalized)	NB Left/Through/Right	AM	9.4	A	2.5	9.6	A	2.5	0.0	13.0	B	10.0	13.7	B	12.5	2.5
			PM	9.3	A	5.0	9.7	A	5.0	0.0	17.2	C	30.0	19.5	C	40.0	10.0
		SB Left/Through/Right	AM	9.5	A	0.0	9.6	A	0.0	0.0	12.9	B	15.0	13.0	B	15.0	0.0
			PM	9.6	A	7.5	9.6	A	7.5	0.0	18.4	C	42.5	18.9	C	45.0	2.5
		EB Left/Through/Right	AM	7.4	A	0.0	7.4	A	0.0	0.0	7.6	A	0.0	7.6	A	0.0	0.0
			PM	7.4	A	0.0	7.4	A	0.0	0.0	8.2	A	2.5	8.2	A	2.5	0.0
		WB Left/Through/Right	AM	7.3	A	0.0	7.3	A	0.0	0.0	7.7	A	0.0	7.7	A	0.0	0.0
			PM	7.3	A	0.0	7.4	A	0.0	0.0	7.5	A	0.0	7.6	A	0.0	0.0
4	Imperial Street / Project Site Driveway (Unsignalized)	NB Left	AM	--	--	--	7.4	A	5.0	5.0	--	--	--	7.6	A	5.0	5.0
			PM	--	--	--	7.6	A	7.5	7.5	--	--	--	7.8	A	7.5	7.5
		EB Left/Right	AM	--	--	--	9.2	A	12.5	12.5	--	--	--	9.9	A	12.5	12.5
			PM	--	--	--	9.5	A	10.0	10.0	--	--	--	10.2	B	10.0	10.0

Table 5-3 (Continued)
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS
ADDITIONAL OFFICE OPTION

				YEAR 2019 EXISTING			YEAR 2019 EXISTING W/ PROJECT				YEAR 2023 FUTURE W/O PROJECT			YEAR 2023 FUTURE W/ PROJECT			
NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]
5	Imperial Street / 7th Street (Unsignalized)	NB Left/Through/Right	AM	16.3	C	0.0	19.2	C	0.0	0.0	46.3	E	2.5	72.7	F	5.0	2.5
			PM	30.1	D	0.0	37.7	E	2.5	2.5	280.6	F	10.0	OVERFLOW	F	OVERFLOW	OVERFLOW
		SB Left/Through/Right	AM	30.1	D	2.5	102.3	F	95.0	92.5	352.6	F	180.0	1450.0	F	437.5	257.5
			PM	21.5	C	12.5	37.1	E	57.5	45.0	1217.3	F	300.0	OVERFLOW	F	OVERFLOW	OVERFLOW
		EB Left	AM	13.5	B	0.0	14.3	B	5.0	5.0	17.1	C	5.0	18.6	C	12.5	7.5
			PM	9.1	A	0.0	9.5	A	5.0	5.0	12.8	B	10.0	13.9	B	17.5	7.5
		WB Left	AM	8.1	A	0.0	8.1	A	0.0	0.0	9.7	A	0.0	9.7	A	0.0	0.0
			PM	10.7	B	0.0	10.7	B	0.0	0.0	13.2	B	0.0	13.2	B	0.0	0.0

[1] Pursuant to LADOT's *Transportation Assessment Guidelines* , July 2019, the Highway Capacity Manual (HCM) methodology for signalized and unsignalized intersections was utilized to calculate vehicle queuing.

[2] Control delay reported in seconds per vehicle.

[3] Unsignalized Intersection Levels of Service were based on the following criteria: Signalized Intersection Levels of Service were based on the following criteria:

Control Delay (s/veh)	LOS	Control Delay (s/veh)	LOS
<= 10	A	<= 10	A
> 10-15	B	> 10-20	B
> 15-25	C	> 20-35	C
> 25-35	D	> 35-55	D
> 35-50	E	> 55-80	E
> 50	F	> 80	F

[4] The 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes. The HCM 6th Edition methodology worksheets report queues in number of vehicles, however an average vehicle length of 25 feet was assumed for analysis purposes. The reported queues therefore represent the calculated maximum back of queue in feet.

[5] Represents the change in calculated maximum back of queue (in feet) due to the addition of project-related traffic.

As the answer is "yes" to both of the screening criteria questions (i.e., the Project will require a discretionary action and the Project will generate more than 250 daily trips), further analysis is required to evaluate Project access, safety and circulation.

5.2.2 *Evaluation Criteria*

For operational evaluation of land use projects, the City's TAG requires a quantitative evaluation of the Project's expected access and circulation operations. Project access is considered constrained if the Project's traffic would contribute to unacceptable queuing on an Avenue or Boulevard (as designated in the Mobility Plan 2035) at Project driveway(s) or would cause or substantially extend queuing at nearby signalized intersections. Unacceptable or extended queuing may be defined as follows:

- Spill over from turn pockets into through lanes.
- Block cross streets or alleys.
- Contribute to gridlock congestion. For the purposes of this section, "gridlock" is defined as the condition where traffic queues between closely-spaced intersections and impedes the flow of traffic through upstream intersections.

The City's TAG acknowledges that demand for curbside space has substantially increased due to the continued expansion of driver-for-hire transportation network companies (TNCs) and shared mobility services. As such, the TAG states that a transportation assessment should characterize the on-site loading demand of the project frontage and answer the following questions:

- Would the project result in passenger loading demand that could not be accommodated within any proposed on-site passenger loading facility?
    - Not Anticipated. It is envisioned that passenger loading at the Project Site will occur in the proposed on-site parking garage.
- Would accommodating the passenger loading demand create pedestrian or bicycle conflicts? Which curbside management options should be explored to better address passenger loading needs in the public right-of-way?
    - No pedestrian or bicycle conflicts due to potential loading/unloading activities are anticipated to occur. For any curbside loading/unloading zones that may be proposed by the Project Applicant, appropriate signage and pavement/curb markings will be required by the City and installed by the Applicant. Any installations that fall within the City's (public) right-of-way will require prior review and approval by LADOT.

5.2.3 *Project Operational and Passenger Loading Evaluation Methodology*

Based on coordination with LADOT staff and as presented in the transportation assessment MOU, the following five study intersections were identified for operational evaluation of whether the Project's traffic would contribute to unacceptable queuing on an Avenue or Boulevard:

1. Mateo Street / Jesse Street (unsignalized)
2. Mateo Street / 7th Street (signalized)
3. Imperial Street / Jesse Street (unsignalized)
4. Imperial Street / Project Site Driveway (unsignalized)
5. Imperial Street / 7th Street (unsignalized)

The study locations were based on proximity to the Project Site and the importance of the intersections in terms of the Project's Site access and circulation scheme.

The analysis was prepared based on the *Highway Capacity Manual*[10] (HCM) operational analysis methodology pursuant to the City's TAG. Intersection analyses were prepared utilizing the *HCS7* software package, which implements the Highway Capacity Manual operational methods. In addition, specifics such as traffic volume data, lane configurations, crosswalk locations, posted speed limits, traffic signal timing and phasing for signalized locations, etc., were coded in the *HCS7* software. The operational analysis was prepared utilizing the following data previously presented herein:

- Project Peak Hour Traffic Generation: Refer to Subsection 2.8.1
- Project Trip Distribution and Assignment: Refer to Subsection 2.8.2
- Existing Roadway Network: Refer to Section 3.3
- Existing Weekday AM and PM Hour Traffic Count Data: Refer to Section 3.4
- Related Projects (i.e., within a one-half mile radius) and Ambient Traffic Growth: Refer to Section 3.5

LADOT confirmed the appropriateness of the above data when it entered into a transportation assessment MOU for the Project. The transportation assessment MOU prepared for the screening criteria set forth in the TAG is in *Appendix A*.

The operational analysis of vehicle queuing at the study intersections was prepared for the following conditions:

(a) Existing (2019) conditions.

(b) Condition (a) with completion and occupancy of the Project.

(c) Condition (a) plus one percent (1.0%) annual ambient traffic growth through year 2023 and with completion and occupancy of the related projects (i.e., future cumulative baseline).

(d) Condition (c) with completion and occupancy of the Project.

Pursuant to the City's TAG, the HCM methodology for signalized and unsignalized intersections was utilized to calculate vehicle queuing. The operation analysis reports the control delay (in seconds), LOS, and 95th percentile queues (in feet) for all approaches for the signalized intersections and unsignalized intersections. The 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes. The HCM 6th Edition methodology worksheets report queues in number of vehicles. As such, an average vehicle length of 25 feet, which includes the length of the vehicle and spacing between vehicles, was assumed for analysis purposes. The reported queues therefore represent the calculated maximum back of queue in feet. The summary of the operational analysis of the study intersections is provided in *Table 5–2*. The HCM methodology worksheets for the analyzed intersections are contained in *Appendix F.*

The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in *Figures 3–9* and *3–10*, respectively. The "Existing with Project" traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 5–1*** and ***5–2***, respectively. The "Existing with Additional Office Option" traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 5–3*** and ***5–4***, respectively. The "Future Cumulative Baseline" (existing, ambient growth and related projects) traffic volumes at the study intersections during the weekday AM and PM peak hours are presented in ***Figures 5–5*** and ***5–6***, respectively. The "Future Cumulative with Project" (existing, ambient growth, related projects, and Project) traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 5–7*** and ***5–8***, respectively. The "Future Cumulative with Additional Office Option" (existing, ambient growth, related projects, and Additional Office Option) traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 5–9*** and ***5–10***, respectively.

As presented in *Table 5–2*, it is concluded the Project will not cause or substantially extend vehicle queuing at the signalized study intersection (i.e., Mateo Street / 7th Street) under the "Existing with Project" scenario. The change in queue length associated with the Project at the signalized intersection ranges from a reduced queue length to a maximum of 11.0 feet under the "Existing with Project" scenario. It is noted that there is substantial queuing forecast at the signalized intersection under the "Future Cumulative without Project" scenario. However, the Project will not cause or substantially extend vehicle queuing at the Mateo Street / 7th Street

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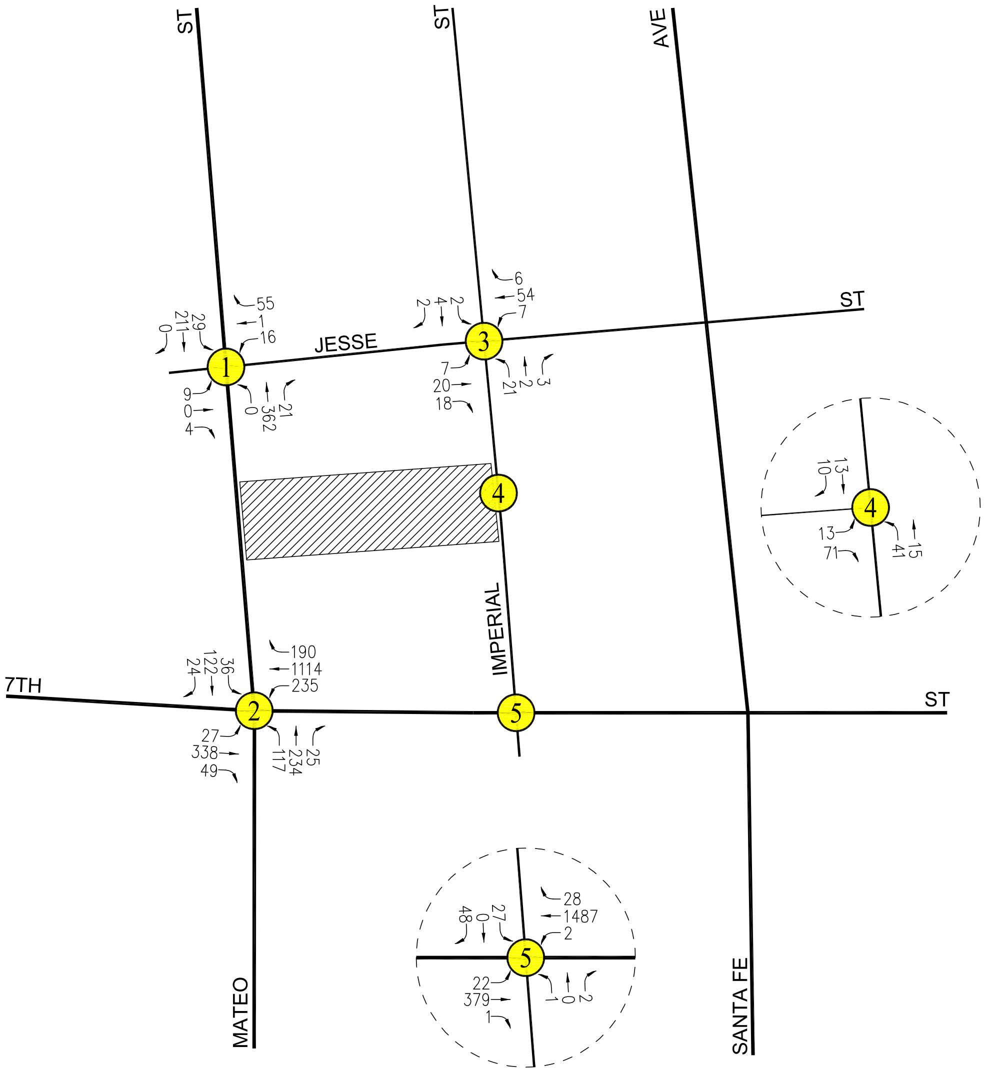
[10] *Highway Capacity Manual 6th Edition,* Transportation Research Board of the National Academies of Sciences-Engineering-Medicine, 2016.



▨ PROJECT SITE

XX STUDY INTERSECTION

N

NOT TO SCALE

FIGURE 5-1

EXISTING WITH PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

676 MATEO STREET PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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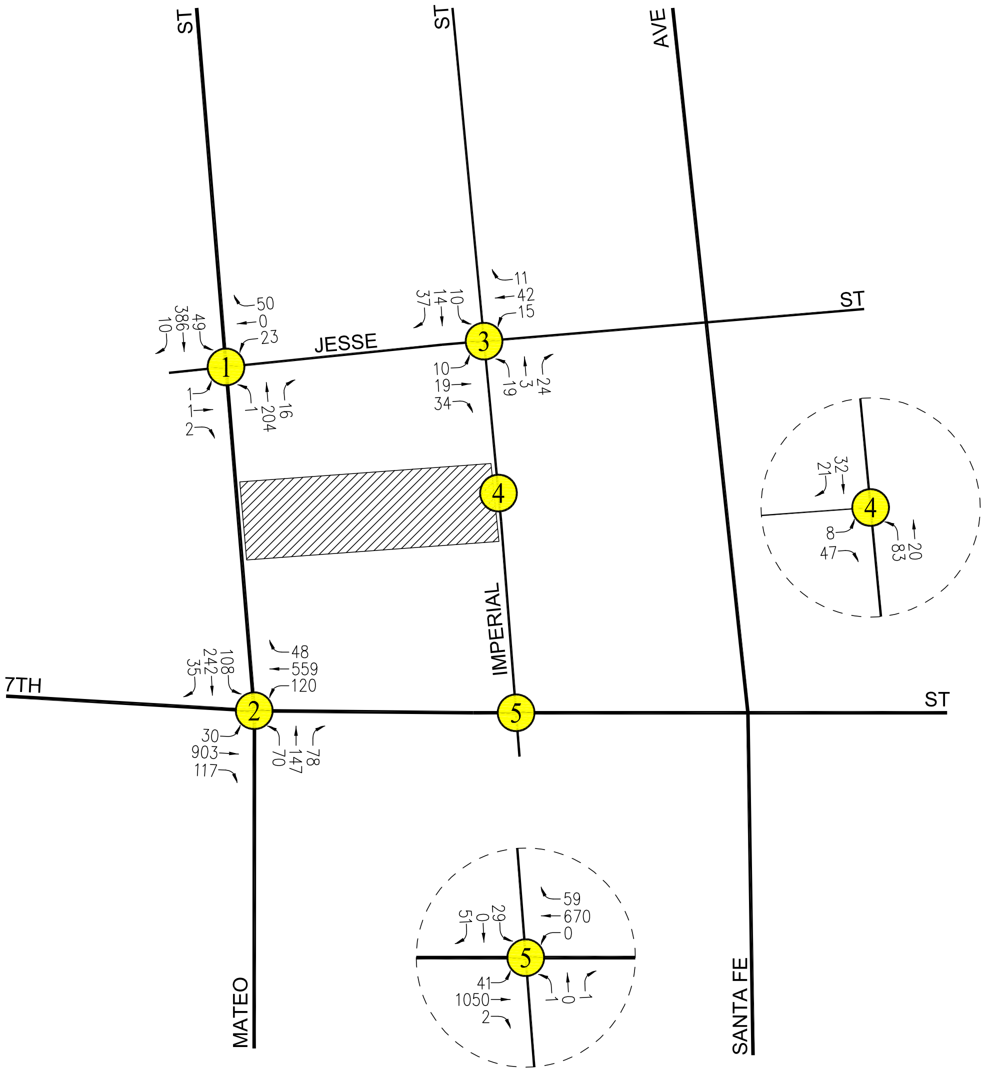

▨ PROJECT SITE

● STUDY INTERSECTION

FIGURE 5-2

EXISTING WITH PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

676 MATEO STREET PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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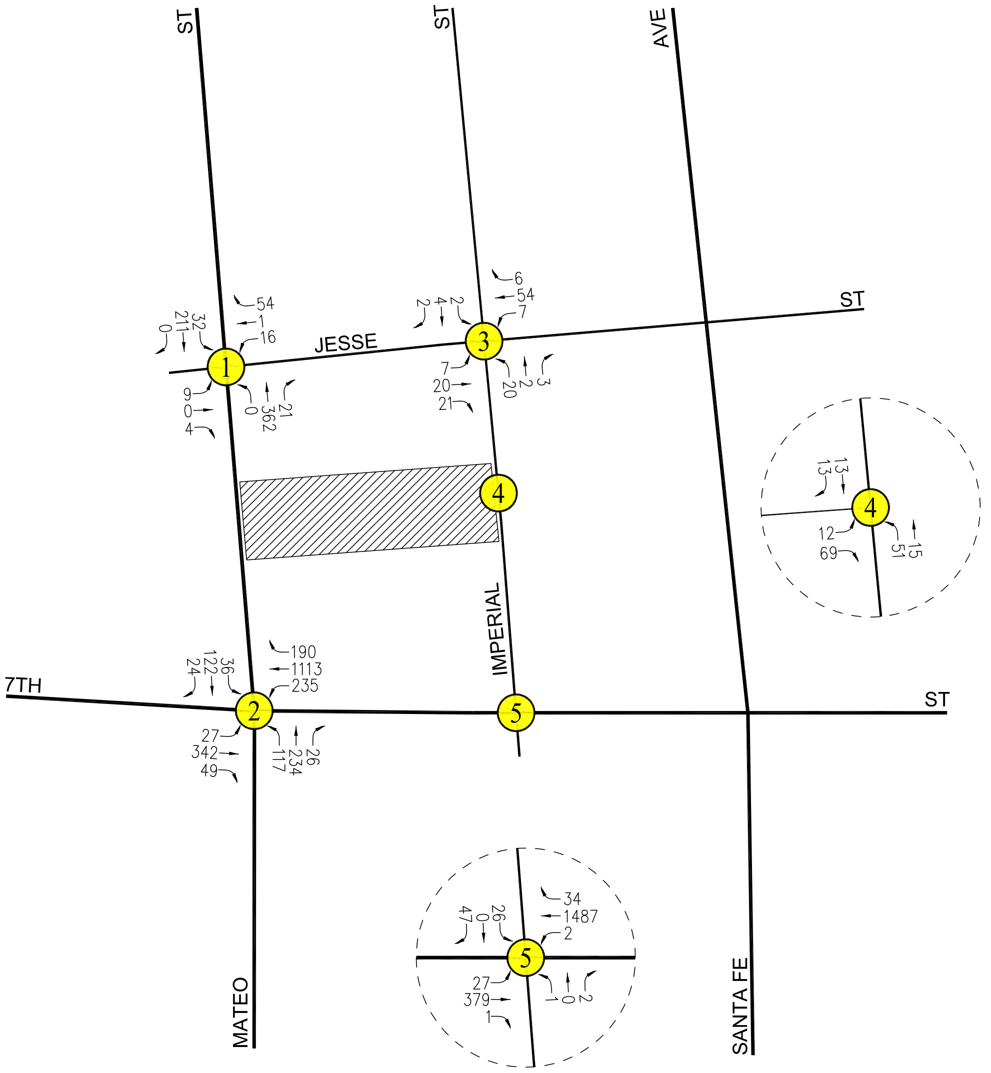

▨ PROJECT SITE

XX STUDY INTERSECTION

N
NOT TO SCALE

FIGURE 5-3

EXISTING WITH ADDITIONAL OFFICE OPTION TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

676 MATEO STREET PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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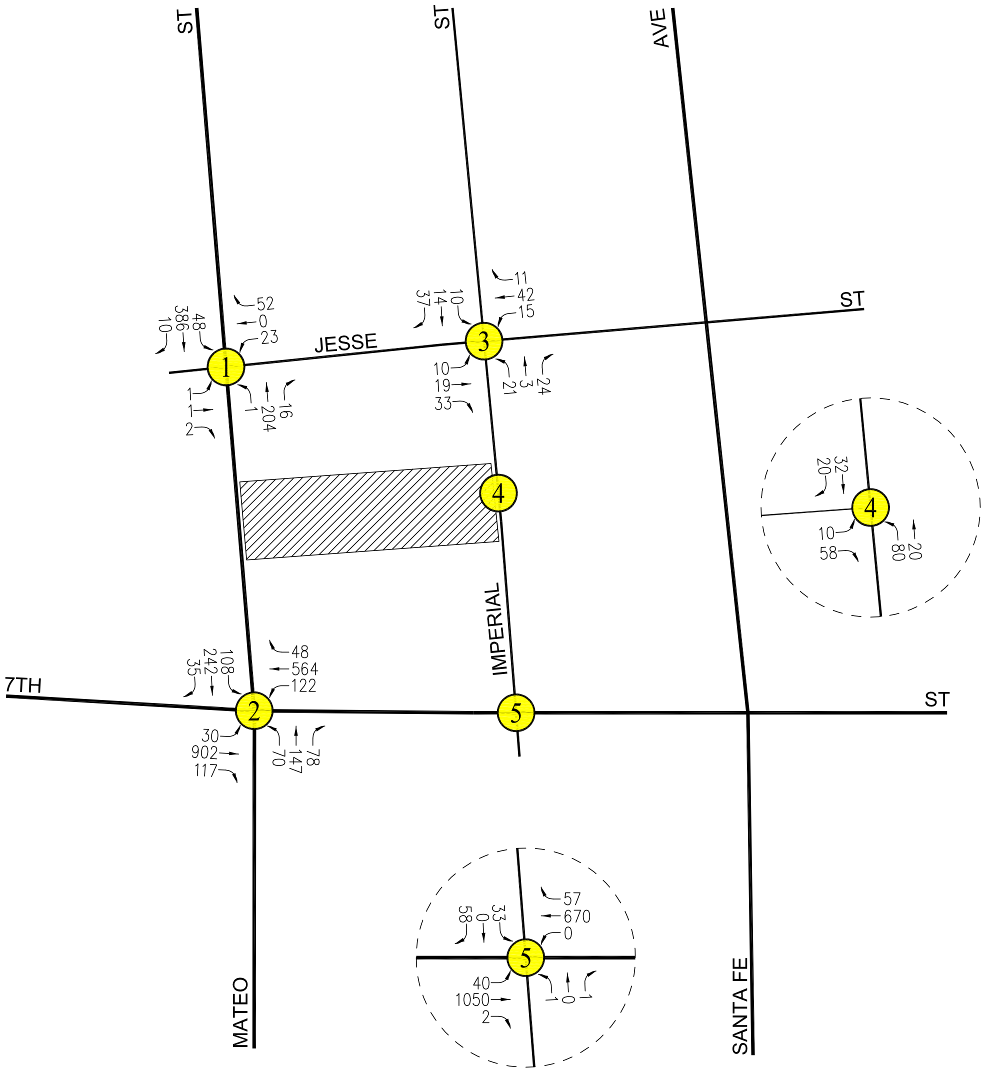

NOT TO SCALE

▨ PROJECT SITE

● STUDY INTERSECTION

FIGURE 5-4

EXISTING WITH ADDITIONAL OFFICE OPTION TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

676 MATEO STREET PROJECT

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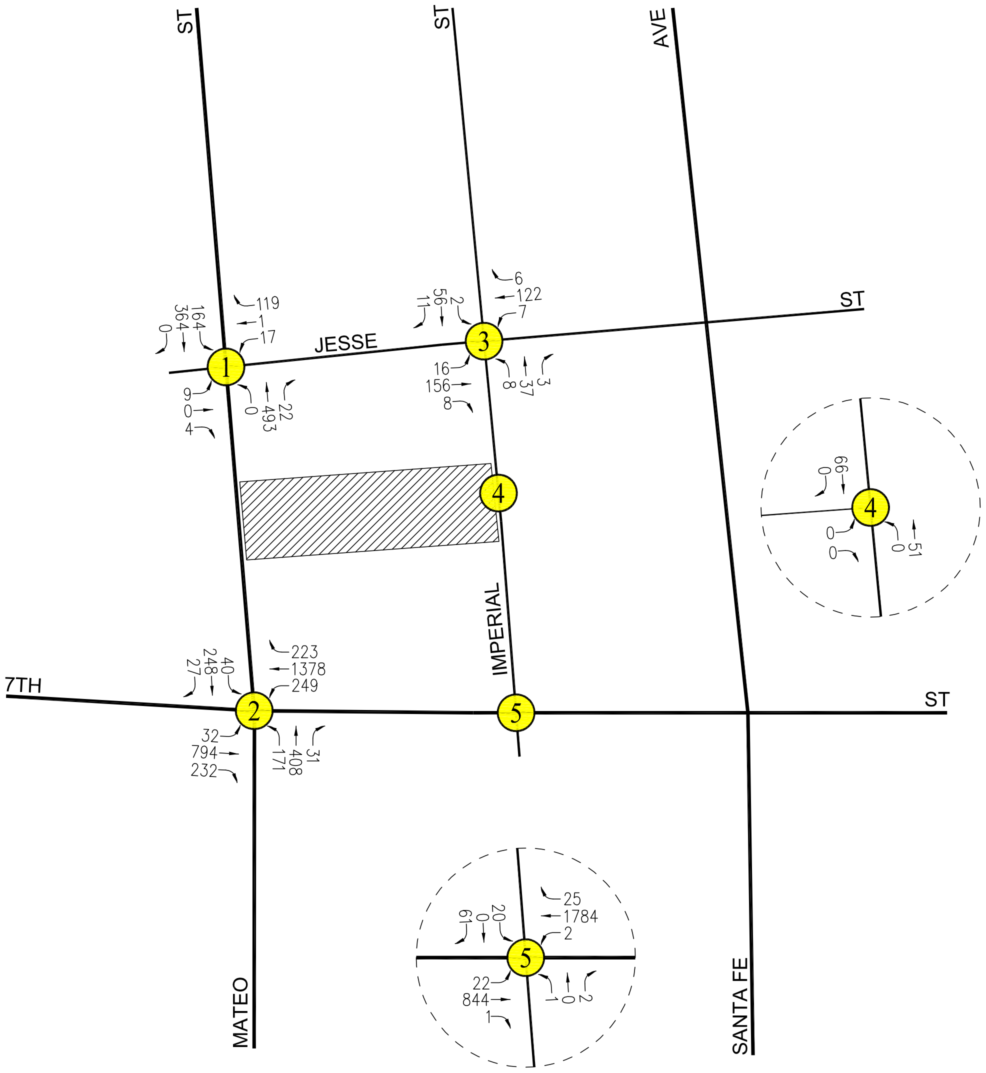

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▨ PROJECT SITE
● STUDY INTERSECTION

FIGURE 5-5
FUTURE CUMULATIVE BASELINE TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
676 MATEO STREET PROJECT

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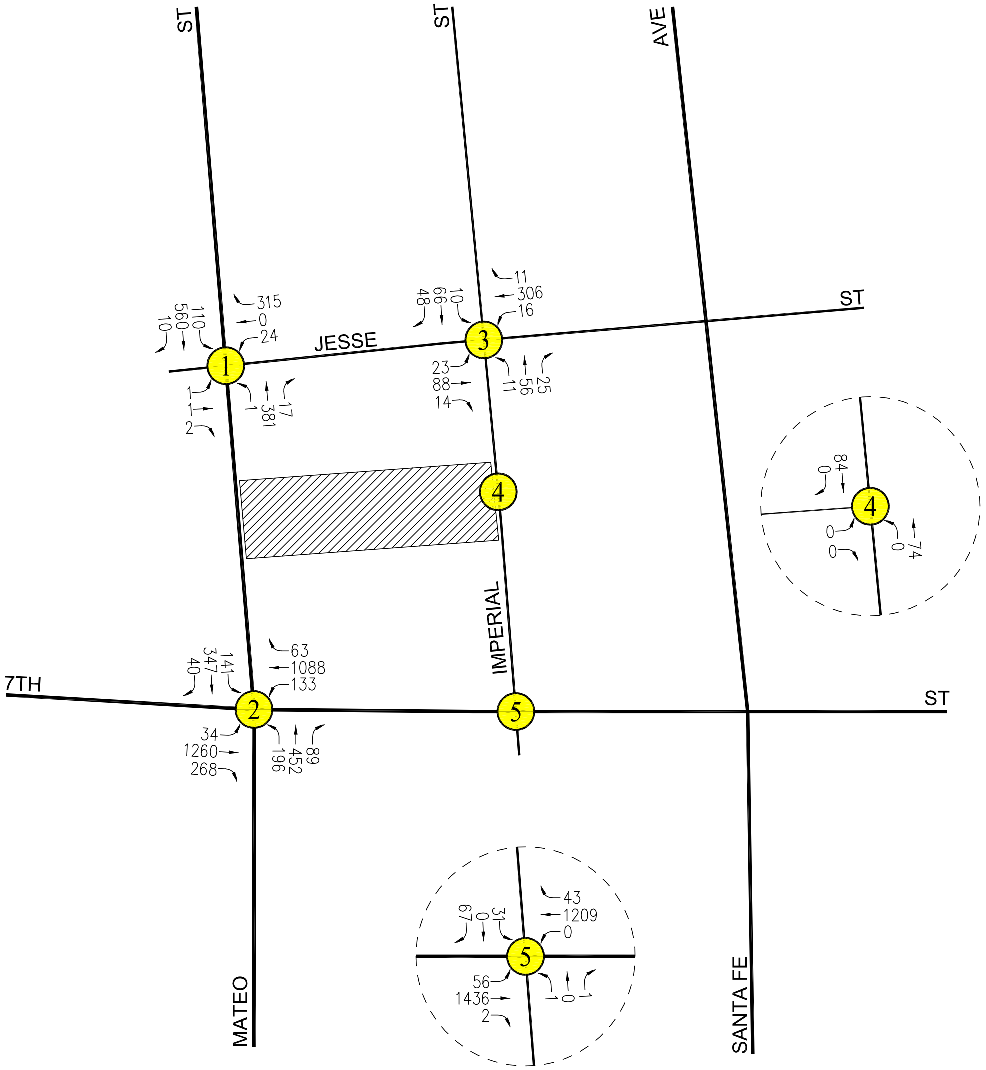

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▨ PROJECT SITE

● STUDY INTERSECTION

FIGURE 5-6
FUTURE CUMULATIVE BASELINE TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

676 MATEO STREET PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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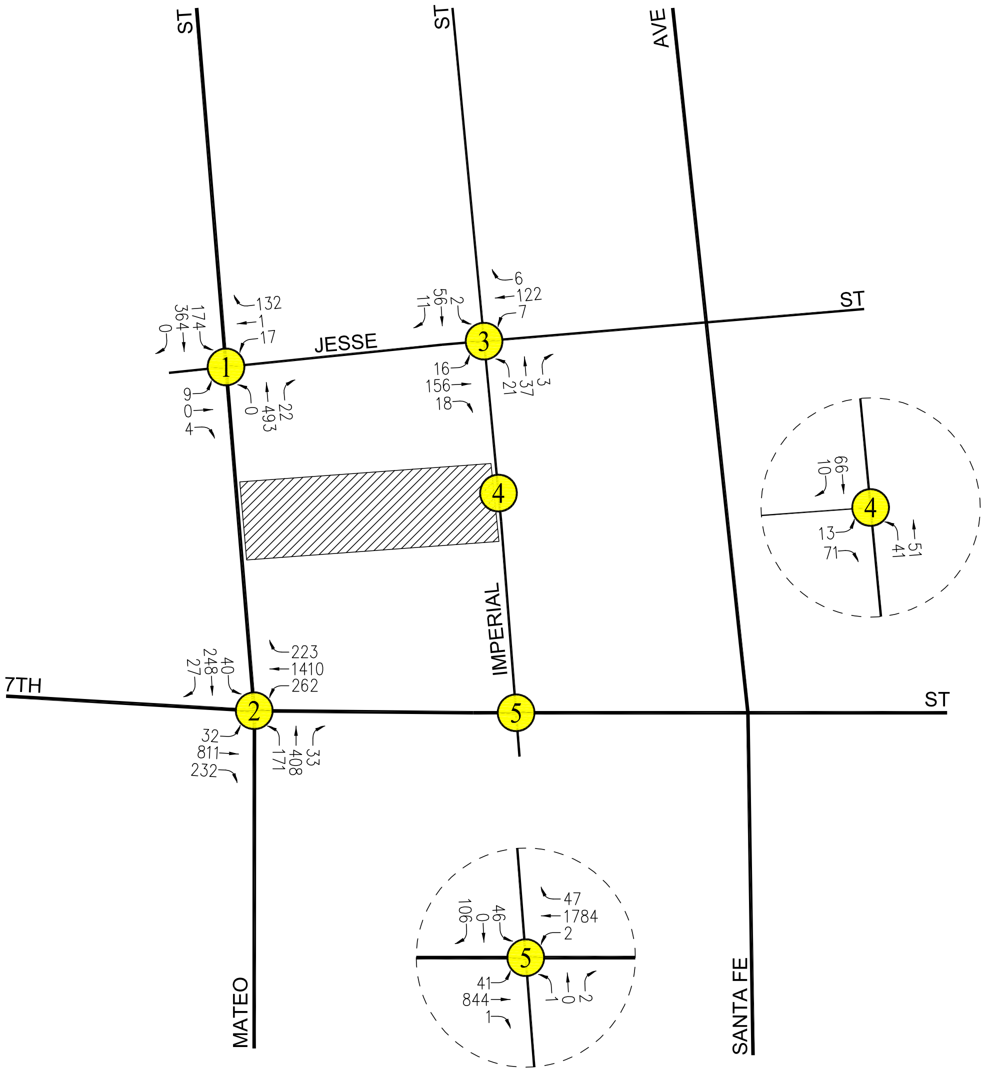

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▨ PROJECT SITE

XX STUDY INTERSECTION

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 5-7

FUTURE CUMULATIVE WITH PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

676 MATEO STREET PROJECT

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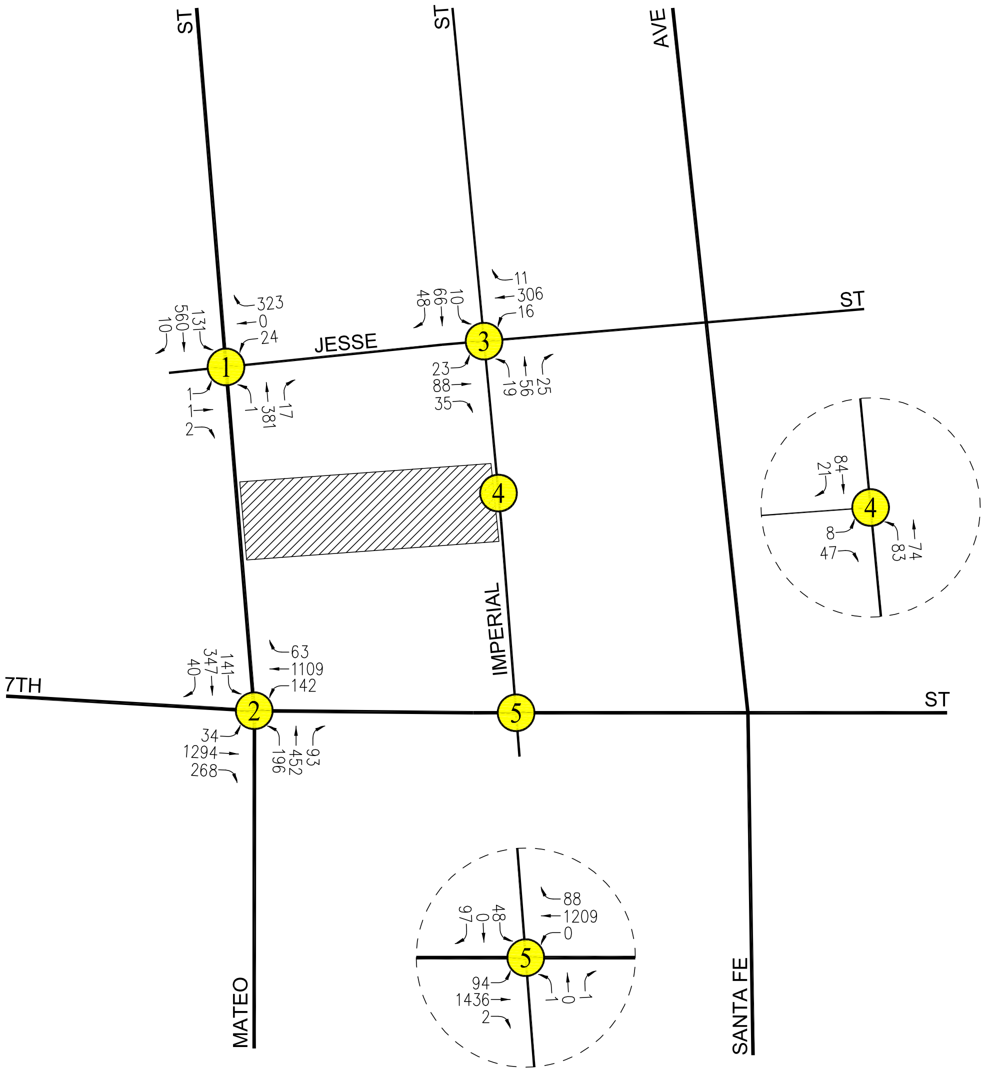

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▨ PROJECT SITE

● STUDY INTERSECTION

FIGURE 5-8

FUTURE CUMULATIVE WITH PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

676 MATEO STREET PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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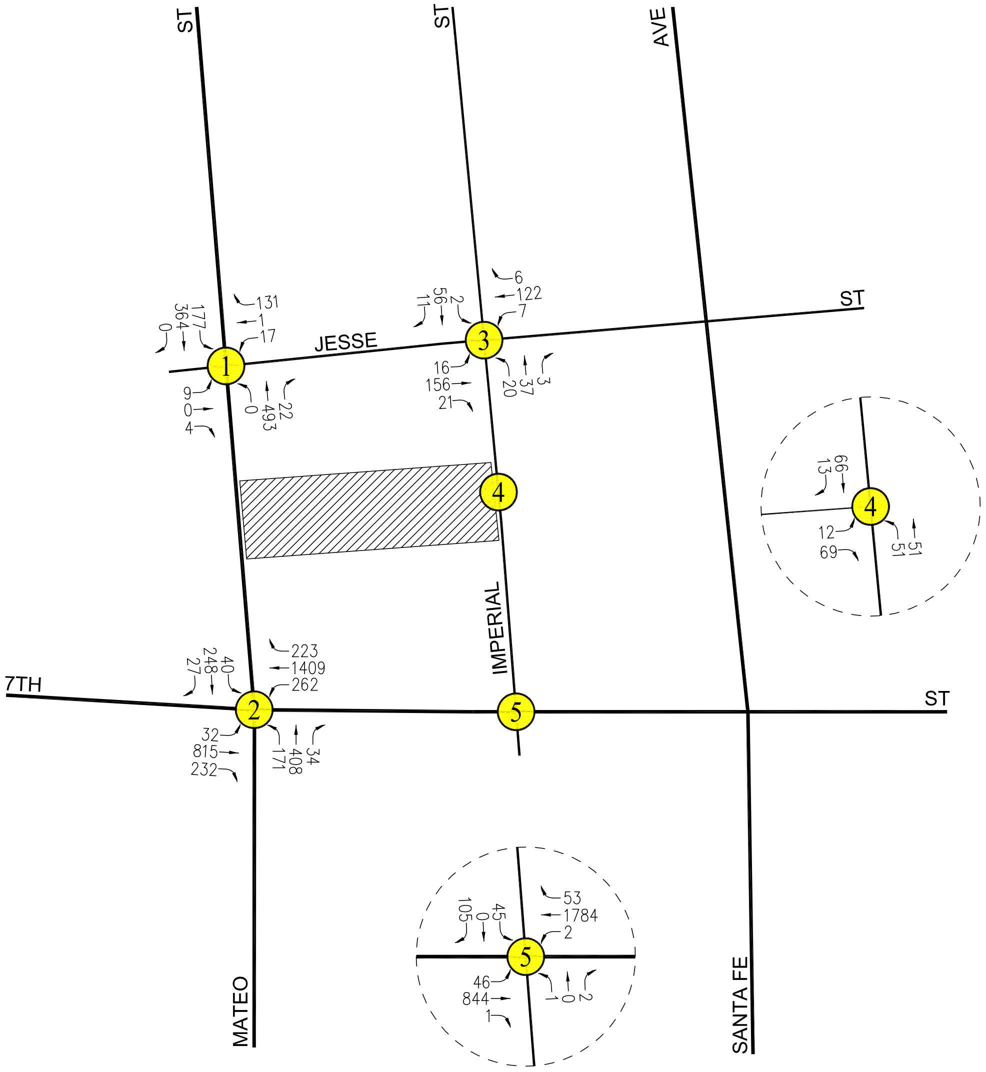

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▨ PROJECT SITE

● STUDY INTERSECTION

FIGURE 5-9

FUTURE CUMULATIVE WITH ADDITIONAL OFFICE OPTION TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

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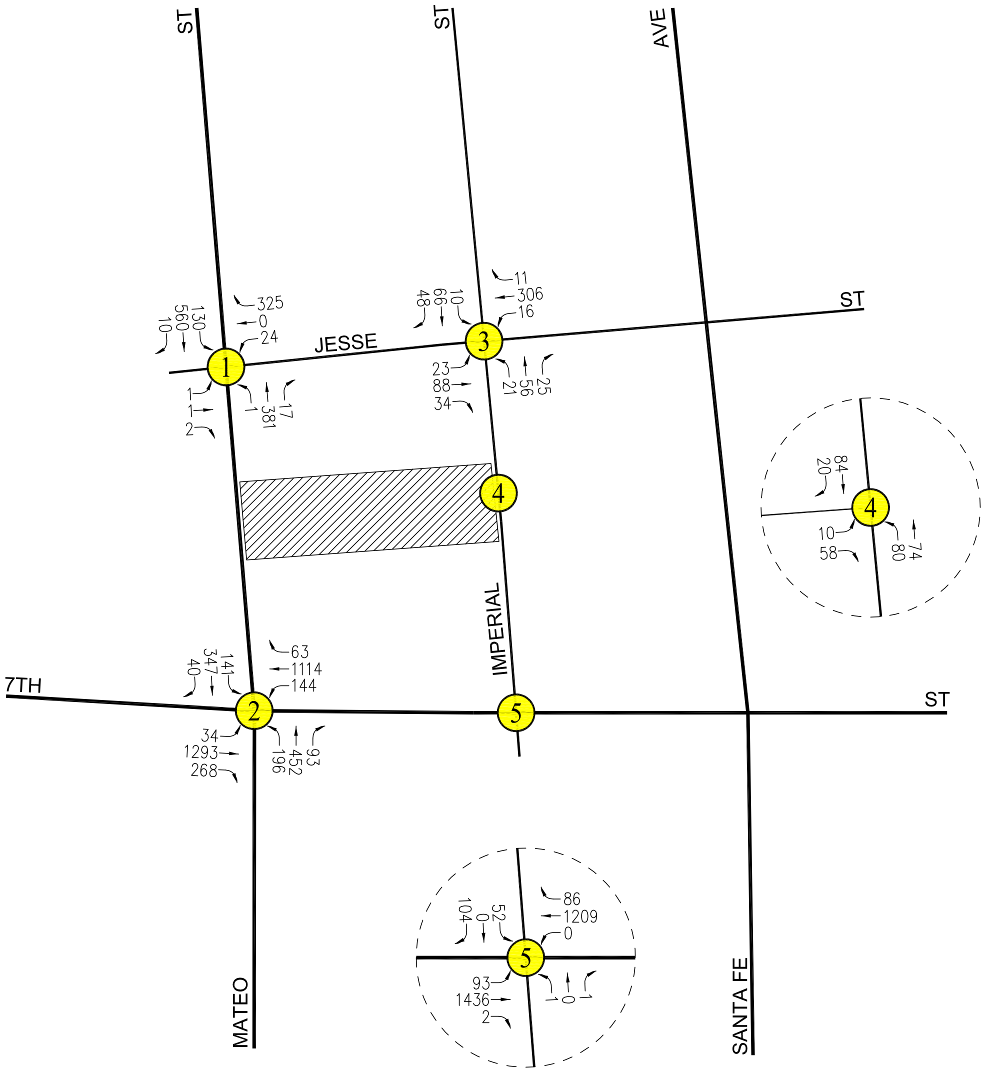

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▨ PROJECT SITE

XX STUDY INTERSECTION

FIGURE 5-10

FUTURE CUMULATIVE WITH ADDITIONAL OFFICE OPTION TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

676 MATEO STREET PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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intersection under the "Future Cumulative with Project" scenario. The change in queue length associated with the Project at the signalized intersection ranges from 0.4 feet to a maximum of 28.8 feet (i.e., just over one vehicle).

Additionally, it is concluded that the Project's weekday AM and PM peak hour traffic volumes will have a nominal effect on vehicle queuing at the four unsignalized study intersections (i.e., Mateo Street / Jesse Street, Imperial Street / Jesse Street, Imperial Street / Project Site Driveway, and Imperial Street / 7th Street) under the "Existing with Project" scenario. The change in queue length associated with the Project at the unsignalized intersections ranges from no change to a maximum queue length of 95.0 feet (i.e., approximately four vehicles) under the "Existing + Project" scenario. There is substantial queuing forecast at the Imperial Street / 7th Street unsignalized intersection under the "Future Cumulative without Project" scenario. However, the change in queue length associated with the Project under the "Future Cumulative with Project" scenario for three of the unsignalized intersections[11] ranges from no change to a maximum of 25.0 feet (i.e., one vehicle).

It is envisioned that passenger loading/unloading will occur within the Project's parking areas. No pedestrian or bicycle conflicts due to potential loading/unloading activities are anticipated to occur. For any curbside loading/unloading zones that may be proposed by the Project Applicant, appropriate signage and pavement/curb markings will be required by the City and installed by the Applicant. Any installations that fall within the City's (public) right-of-way will require prior review and approval by LADOT. Thus, it is envisioned that should any curbside loading/unloading zones be proposed by the Project Applicant, on-street parking along the direct Project frontages will not be allowed and some or most of the curbside space would be repurposed for loading/unloading operations. This analysis is equally applicable to the Additional Office Option, as the design, configuration, and operation would be comparable to the Project.

5.2.4 *Additional Office Option Operational Methodology*

Based on coordination with LADOT staff and as presented in the transportation assessment MOU, the five study intersections identified in Subsection 5.2.3 herein were identified for operational evaluation of whether the Additional Office Option's traffic would contribute to unacceptable queuing on an Avenue or Boulevard.

The analysis was prepared based on the HCM operational analysis methodology pursuant to the City's TAG, and intersection analyses were prepared utilizing the *HCS7* software package. LADOT confirmed the appropriateness of the data coded in the *HCS7* software when it entered into a transportation assessment MOU for the Additional Office Option. The transportation assessment MOU prepared for the screening criteria set forth in the TAG is in *Appendix A*. The operational analysis of vehicle queuing at the study intersections was prepared for the conditions identified in Subsection 5.2.3 herein.

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[11] Change in vehicle queuing at the Imperial Street / 7th Street could not be determined as motorist delay values fall outside range of calculation.

Pursuant to the City's TAG, the HCM methodology for signalized and unsignalized intersections was utilized to calculate vehicle queuing. The summary of the operational analysis of the study intersections for the Additional Office Option is provided in *Table 5–3*. The HCM methodology worksheets for the analyzed intersections are contained in *Appendix G.*

As presented in *Table 5–3*, it is concluded the Additional Office Option will not cause or substantially extend vehicle queuing at the signalized study intersection (i.e., Mateo Street / 7th Street) under the "Existing with Project" scenario. The change in queue length associated with the Additional Office Option at the signalized intersection ranges from a reduced queue length to a maximum of 12.9 feet under the "Existing with Project" scenario. It is noted that there is substantial queuing forecast at the signalized intersection under the "Future Cumulative without Project" scenario. However, the Project under the Additional Office Option will not cause or substantially extend vehicle queuing at the Mateo Street / 7th Street intersection under the "Future Cumulative with Project" scenario. The change in queue length associated with the Project under the Additional Office Option at the signalized intersection ranges from no change to a maximum of 30.3 feet (i.e., just over one vehicle).

Additionally, it is concluded that the Additional Office Option's weekday AM and PM peak hour traffic volumes will have a nominal effect on vehicle queuing at the four unsignalized study intersections (i.e., Mateo Street / Jesse Street, Imperial Street / Jesse Street, Imperial Street / Project Site Driveway, and Imperial Street / 7th Street) under the "Existing with Project" scenario. The change in queue length associated with the Additional Office Option at the unsignalized intersections ranges from no change to a maximum queue length of 92.5 feet (i.e., approximately four vehicles) under the "Existing + Project" scenario. There is substantial queuing forecast at the Imperial Street / 7th Street unsignalized intersection under the "Future Cumulative without Project" scenario. However, the change in queue length associated with the Project under the "Future Cumulative with Project" scenario for the Additional Office Option for three of the unsignalized intersections[12] ranges from no change to a maximum of 27.5 feet (i.e., one vehicle).

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[12] Change in vehicle queuing at the Imperial Street / 7th Street could not be determined as motorist delay values fall outside range of calculation.

5.3 Project Construction Effect on Nearby Mobility

The project construction evaluation addresses activity associated with project construction and major in-street construction of infrastructure projects.

5.3.1 *Screening Criteria*

For land use projects, if the answer is yes to any of the following questions, further analysis will be required to assess whether project construction would negatively affect pedestrian, bicycle, transit, or vehicle circulation:

- Would a project that requires construction activities to take place within the right-of-way of a Boulevard or Avenue (as designated in the Mobility Plan 2035) which would necessitate temporary lane, alley, or street closures for more than one day (including day and evening hours, and overnight closures if on a residential street)?

    - No. Construction activities are not planned to require the closure of any vehicle travel lanes. This is due primarily to the availability of parking "lanes" adjacent to the Project Site on Mateo Street which precludes the need to use the adjacent travel lanes. The street parking spaces adjacent to the Project Site on Mateo Street are likely associated with the existing uses on the Project Site (which will be removed as part of the Project), and would likely be reserved for use by construction vehicles for the duration of construction.

- Would a project require construction activities to take place within the right-of-way of a Collector or Local Street (as designated in the Mobility Plan 2035) which would necessitate temporary lane, alley, or street closures for more than seven days (including day and evening hours, and including overnight closures if on a residential street)?

    - No. Construction activities are not planned to require the closure of any vehicle travel lanes. This is due primarily to the availability of parking "lanes" adjacent to the Project Site on Imperial Street which precludes the need to use the adjacent travel lanes. The street parking spaces adjacent to the Project Site on Imperial Street are likely associated with the existing uses on the Project Site (which will be removed as part of the Project), and would likely be reserved for use by construction vehicles for the duration of construction.

- Would in-street construction activities result in the loss of regular vehicle, bicycle, or pedestrian access, including loss of existing bicycle parking to an existing land use for more than one day, including day and evening hours and overnight closures if access is lost to residential units?

    - Yes. Temporary closures of the sidewalks adjacent to the Project Site on Mateo Street and Imperial Street may be required during portions of the construction period. However, signs would be posted advising pedestrians of temporary sidewalk closures and providing alternative routes. No bicycle routes/lanes in the Project study area would require temporary closure. Additionally, the Project Applicant will prepare and implement a Construction Management Plan that will reduce construction-related impacts on the surrounding community, and will minimize potential conflicts between construction activities, street traffic, bicyclists, and pedestrians.

- Would in-street construction activities result in the loss of regular ADA pedestrian access to an existing transit station, stop, or facility (e.g., layover zone) during revenue hours?
    - No.
- Would in-street construction activities result in the temporary loss for more than one day of an existing bus stop or rerouting of a bus route that serves the project site?
    - No.

As the answer is "yes" to one of the screening criteria questions (i.e., the Project may require construction activities that may result in temporary loss of pedestrian access), further analysis is required to evaluate whether Project construction would negatively affect pedestrian, bicycle, transit, or vehicle circulation.

5.3.2 *Evaluation Criteria and Methodology*

The evaluation criteria for project construction is focused on whether the proposed project would adversely affect mobility in the project vicinity during the construction process. Specifically, the City's TAG asks the following question: "Would construction of a project substantially interfere with pedestrian, bicycle, transit, or vehicle circulation and accessibility to adjoining areas?" Factors to be considered are the location of the project site, the functional classification of the adjacent street(s), the availability of alternate routes or additional capacity, temporary loss of bicycle parking, temporary loss of bus stops or rerouting of transit lines, the duration of temporary loss of access, the affected land uses, and the magnitude of the temporary construction activities.

Factors to consider when assessing a project construction's potential effect on mobility in the project area include the following:

- Temporary transportation constraints:
    - The length of time of temporary street closures or closures of two or more travel lanes;
    - The classification of the street (major arterial, state highway) affected;
    - The existing congestion levels on the affected street segments and intersections;
    - Whether the affected street directly leads to a freeway on- or off-ramp or other state highway;

    - Potential safety issues involved with street or lane closures; and
    - The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.

- Temporary loss of access:
    - The length of time of any loss of pedestrian or bicycle circulation past a construction area;
    - The length of time of any loss of vehicular, bicycle, or pedestrian access to a parcel fronting the construction area;
    - The length of time of any loss of ADA pedestrian access to a transit station, stop, or facility;
    - The availability of nearby vehicular or pedestrian access within ¼ mile of the lost access; and
    - The type of land uses affected, and related safety, convenience, and/or economic issues.

- Temporary Loss of Bus Stops or Rerouting of Bus Lines:
    - The length of time that an existing bus stop would be unavailable or that existing service would be interrupted;
    - The availability of a nearby location (within ¼ mile) to which the bus stop or route can be temporarily relocated;
    - The existence of other bus stops or routes with similar routes/destinations within a ¼-mile radius of the affected stops or routes; and
    - Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).

Descriptions of the Project Site location and physical setting are provided in Section 2.1 and Section 3.0 herein for reference purposes in the Project construction evaluation. The evaluation of the Project construction includes a review of whether construction activity within the street right-of-way would require any of the following:

- Street, sidewalk, or lane closures.
- Block existing vehicle, bicycle, or pedestrian access along a street or to parcels fronting the street.

- Modification of access to transit stations, stops, or facilities during revenue hours.
- Closure or movement of an existing bus stop or rerouting of an existing bus line.
- Creation of transportation hazards.

The City's TAG notes that a comparison of the results to the evaluation criteria are to be provided in order to determine the level of impact. The summary of the Project construction evaluation criteria review in order to determine level of impact is provided in ***Table 5-4***. *Table 5-4* is equally applicable to the Additional Office Option, as the design, configuration, and operation would be comparable to the Project.

As presented in *Table 5-4*, it is concluded that Project construction would not result in the closure of two or more travel lanes, would not relocate existing bus transit stops or routes, and would not impede emergency access. It is noted that signs would be posted advising pedestrians of temporary sidewalk closures and providing alternative routes. Additionally, the temporary unavailability of street parking spaces associated with the existing uses on the Project Site is not expected to cause an adverse effect to adjacent land uses.

5.3.3 *Recommended Project-Specific Action Items*

Due to the short-term nature of construction activities and the variable characteristics and needs of a specific project's construction phase(s), it is recommended that a construction work site traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of construction activity. The construction work site traffic control plan is required to identify the location of all temporary roadway lane and/or sidewalk closures needed during project construction. Additionally, if pedestrian detours and/or temporary travel lane closures are proposed, LADOT requires submission and approval of a traffic control/management plan prior to the issuance of building permits.

Consistent with LADOT's recommendation and requirements, the Project Applicant would prepare a detailed Construction Staging and Traffic Management Plan (CSTMP), which would include any applicable street/lane/sidewalk closure information, a detour plan, haul route(s), and a staging plan. The plan would be based on the nature and timing of the Project's specific construction activities and would consider other projects under construction in the immediate vicinity of the Project Site. The CSTMP also would include features such as notification to adjacent project owners and occupants of upcoming construction activities, advance notification regarding any temporary transit stop relocations, and limitation of any potential roadway lane closure(s) to off-peak travel periods, to the extent feasible.

TABLE 5-4
QUALITATIVE REVIEW OF PROJECT CONSTRUCTION ACTIVITIES

27-Jan-20

CRITERIA	PROJECT RESPONSE	DESCRIPTION
TEMPORARY TRANSPORTATION CONSTRAINTS		
The length of time of temporary street closures or closures of two or more travel lanes.	**N/A**	**Project construction will not require street closures or closures of two or more travel lanes.**
The classification of the street (major arterial, state highway) affected.	**Avenue III (Mateo Street) and Collector Street (Imperial Street)**	**Temporary closures of the sidewalks adjacent to the Project Site on Mateo Stree and Imperial Street may be required.**
The existing congestion levels on the affected street segments and intersections.	**Acceptable LOS**	
Whether the affected street directly leads to a freeway on- or off-ramp or other state highway	**N/A**	**N/A**
Potential safety issues involved with street or lane closures.	**N/A**	**While safety issues are not anticipated, the Project Applicant will prepare a Construction Staging and Traffic Mangement Plan (CSTMP) which would detail any potential safety issues.**
The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.	**None**	**N/A**
TEMPORARY LOSS OF ACCESS		
The length of time of any loss of pedestrian or bicycle circulation past a construction area.	**Unknown**	**The Project Applicant will prepare a CSTMP which would detail any loss of pedestrian or bicycle circulation past the construction of the Project.**
The length of time of any loss of vehicular, bicycle, or pedestrian access to a parcel fronting the construction area.	**Unknown**	**The Project Applicant will prepare a CSTMP which would detail any loss of vehicular, bicycle, or pedestrian access to a parcel fronting the construction area.**
The length of time of any loss of ADA pedestrian access to a transit station, stop, or facility.	**None**	**N/A**
The availability of nearby vehicular or pedestrian access within ¼ mile of the lost access.	**Signs indicating alternative routes will be provided.**	**The Project Applicant will prepare a CSTMP which would detail alternate routing.**
The type of land uses affected, and related safety, convenience, and/or economic issues.	**None**	**Access will be maintained for adjacent parcels in the Project vicinity.**
TEMPORARY LOSS OF BUS STOPS OR REROUTING OF BUS LINES		
The length of time that an existing bus stop would be unavailable or that existing service would be interrupted.	**N/A**	**No relocations proposed.**
The availability of a nearby location (within ¼ mile) to which the bus stop or route can be temporarily relocated.	**N/A**	**N/A**
The existence of other bus stops or routes with similar routes/destinations within a ¼-mile radius of the affected stops or routes.	**N/A**	**N/A**
Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).	**N/A**	**N/A**

Specifically, the CSTMP will include, but not be limited to, the following measures:

- Advance notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation.
- Temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g., flag men).
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets.
- Potential sequencing of construction activity for the Project to reduce the amount of construction-related traffic on arterial streets.
- Containment of construction activity within the Project Site boundaries, per the Worksite Traffic Control Plan.
- Prohibition on construction-related vehicles/equipment parking on surrounding public streets.
- Coordination with Metro to address any potential conflicts with existing transit service.
- Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers shall be implemented as appropriate.
- Schedule delivery of construction materials and hauling/transport of oversize loads to non-peak travel periods, to the extent possible. No hauling or transport shall be allowed during nighttime hours, Sundays, or federal holidays unless required by Caltrans or LADOT.
- Installation of appropriate traffic signs around the Project Site to ensure pedestrian, bicycle, and vehicle safety, as may be necessary.
- Installation of truck crossing signs within 300 feet of the exit of the Project Site in each direction.
- Securing of loads by trimming and watering or covering to prevent the spilling or blowing of the earth material.
- Cleaning of trucks and loads at the export site to prevent blowing dirt and spilling of loose earth.
- Identification of a construction manager and provision of a telephone number for any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading, and construction.

- Obtain a Caltrans transportation permit for use of oversized transport vehicles on Caltrans facilities, if needed.

Any lane closures are expected to occur outside of the weekday AM and PM commute peak hours, however, so as to maintain roadway capacity when the street system is typically most heavily constrained.

In addition to the CSTMP, approvals required by the City of Los Angeles for implementation of the Project include a Truck Haul Route program. The proposed haul routes would require review and approval by the City of Los Angeles.

This analysis is equally applicable to the Project with the Additional Office Option.

6.0 SUMMARY AND CONCLUSIONS

- ***Project Description*** – The Project consists of constructing a mixed-use development including 185 live-work apartment units, 3,900 square feet of associated live-work office space within 26 live-work apartment units, 15,005 square feet of restaurant floor area, and 8,375 square feet of retail floor area. In addition, parking for the Project will be provided on-site within a subterranean parking garage providing a total of 287 spaces.

  An Additional Office Option proposes the replacement of 26 live-work apartment units with an additional 22,493 square feet of office floor area. Specifically, the Additional Office Option consists of constructing 159 live-work apartment units, 3,600 square feet of associated live-work office space within 24 live-work apartment units, 22,493 square feet of general office floor area, 15,005 square feet of restaurant floor area, and 8,375 square feet of retail floor area. Parking for the Additional Office Option will also be provided on-site within a subterranean parking garage providing a total of 287 spaces.

- ***Study Scope*** – This transportation assessment (i) presents a CEQA assessment of Project-related VMT, (ii) provides a CEQA assessment of whether the Project conflicts or is inconsistent with local plans and policies, (iii) presents a non-CEQA assessment of pedestrian, bicycle and transit access, (iv) provides a non-CEQA evaluation of Project access, safety and circulation, (v) provides a non-CEQA review of Project construction activities, and (vi) recommends mitigation and improvement measures, where necessary. As defined by the City as Lead Agency under CEQA, LADOT confirmed the appropriateness of the analysis criteria when it entered into a transportation assessment MOU for the Project.

- ***Project Trip Generation*** – The Project is expected to generate 135 vehicle trips (51 inbound trips and 84 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the Project is expected to generate 159 vehicle trips (104 inbound trips and 55 outbound trips).

  The Additional Office Option is expected to generate 145 vehicle trips (64 inbound trips and 81 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the Additional Office Option is expected to generate 168 vehicle trips (100 inbound trips and 68 outbound trips).

- ***CEQA Analysis***

  - *Project Consistency with Local Plans and Policies:* The Project has been found to be consistent with the relevant City plans, policies and programs and does not include any features that would preclude the City from completing and complying with these guiding documents and policy objectives. Further, the Applicant will comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance) and the other requirements pursuant to the LAMC. This is equally applicable to the Additional Office Option, as the design, configuration, and operation would be comparable to the Project.

  - *VMT Analysis:* The Project and Additional Office Option are not expected to result in significant VMT impacts. Further, based on the Project's Transportation Demand Management Features outlined in Section 2.9 and the Project-related VMT analysis and the conclusions reported in Subsection 4.2.4 (i.e., which conclude that the Project falls under the City's efficiency-based impact thresholds and thus are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS), no cumulative VMT impacts are anticipated.

  - *Geometric Design Review:* As the proposed driveway will comply with MPP Section 321 to meet the standard driveway width criteria and based on a review of the forecast net new weekday AM and PM peak hour Project traffic volumes (i.e., those traffic volumes summarized in Section 2.8 herein), no safety concerns have been noted related to geometric design.

- ***Non-CEQA Analysis***

  - *Pedestrian, Bicycle, and Transit Access:* It is determined the Project does not include any features that would permanently remove, adversely modify, or degrade pedestrian, bicycle, and transit facilities in the Project vicinity. As noted herein, it is determined that it is possible that the Project may intensify use of pedestrian, bicycle, and transit facilities in the Project vicinity, however, such use is not expected to result in a deficient condition caused by the Project. This is equally applicable to the Additional Office Option, as the design, configuration, and operation would be comparable to the Project.

  - *Project Access and Circulation Review:* It is concluded the Project and Additional Office Option weekday AM and PM peak hour traffic volumes will not cause or substantially extend vehicle queuing at the five study intersections analyzed (i.e., as summarized in Section 5.2.3 and Section 5.2.4 herein).

  - *Project Construction Effect on Nearby Mobility:* While it is concluded the Project and Additional Office Option would not result in the closure of two or more travel lanes, would not relocate existing bus transit stops or routes, and would not impede emergency access, it is recommended that a construction work site traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of construction activity should any lane closure(s) be proposed. Consistent with LADOT's recommendation and requirements, the Project Applicant would also prepare a detailed CSTMP, which includes any applicable street/lane/sidewalk closure information, a detour plan, haul route(s), and a staging plan.

APPENDIX A

TRANSPORTATION ASSESSMENT MEMORANDUM OF UNDERSTANDING

LADOT

Transportation Assessment Memorandum of Understanding (MOU)

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

I. PROJECT INFORMATION

Project Name: 676 Mateo Street

Project Address: 668-678 S. Mateo Street/669-679 S. Imperial Street

Project Description: Construction of a mixed-use development including 185 live-work apartment units, 3,900 square feet of associated live-work office space, 15,005 square feet of restaurant, and 8,375 square feet of retail.

Optional project description to construct 159 live-work apartment units, 3,600 square feet of associated live-work office space, 22,493 square feet of general office, 15,005 square feet of restaurant, and 8,375 square feet of retail.

LADOT Project Case Number: MTR 19-108753
CEN19-48932

Project Site Plan attached? *(Required)* ☒ Yes ☐ No

II. TRIP GENERATION

Geographic Distribution: N 25 % S 25 % E 25 % W 25 %

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

Trip Generation Rate(s): ITE 10th Edition / Other ITE 10th Edition

Trip Generation Adjustment *(Exact amount of credit subject to approval by LADOT)*	**Yes**	**No**
Transit Usage	☒	☐
Transportation Demand Management	☐	☒
Existing Active Land Use	☒	☐
Previous Land Use	☐	☒
Internal Trip	☒	☐
Pass-By Trip	☒	☐

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

Project	IN	OUT	TOTAL
AM Trips	51	84	135
PM Trips	104	55	159

Daily Trips 2,611
(From VMT Calculator version 1.2)

Option	IN	OUT	TOTAL
AM Trips	64	81	145
PM Trips	100	68	168

Daily Trips 2,684
(From VMT Calculator version 1.2)

III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2023 Ambient Growth Rate: 1.0 % Per Yr.

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

Map of Study Intersections/Segments attached? ☒ Yes ☐ No

STUDY INTERSECTIONS *(May be subject to LADOT revision after access, safety and circulation analysis)*

1 Mateo Street / Jesse Street
2 Mateo Street / 7th Street
3 Imperial Street / Jesse Street
4 Imperial Street / Project Site Driveway
5 Imperial Street / 7th Street

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

IV. ACCESS ASSESSMENT

Is the project on a lot that is 0.5-acre or more in total gross area? ☒ Yes ☐ No

Is the project's frontage 250 linear feet or more along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☒ No

Is the project's building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☒ No

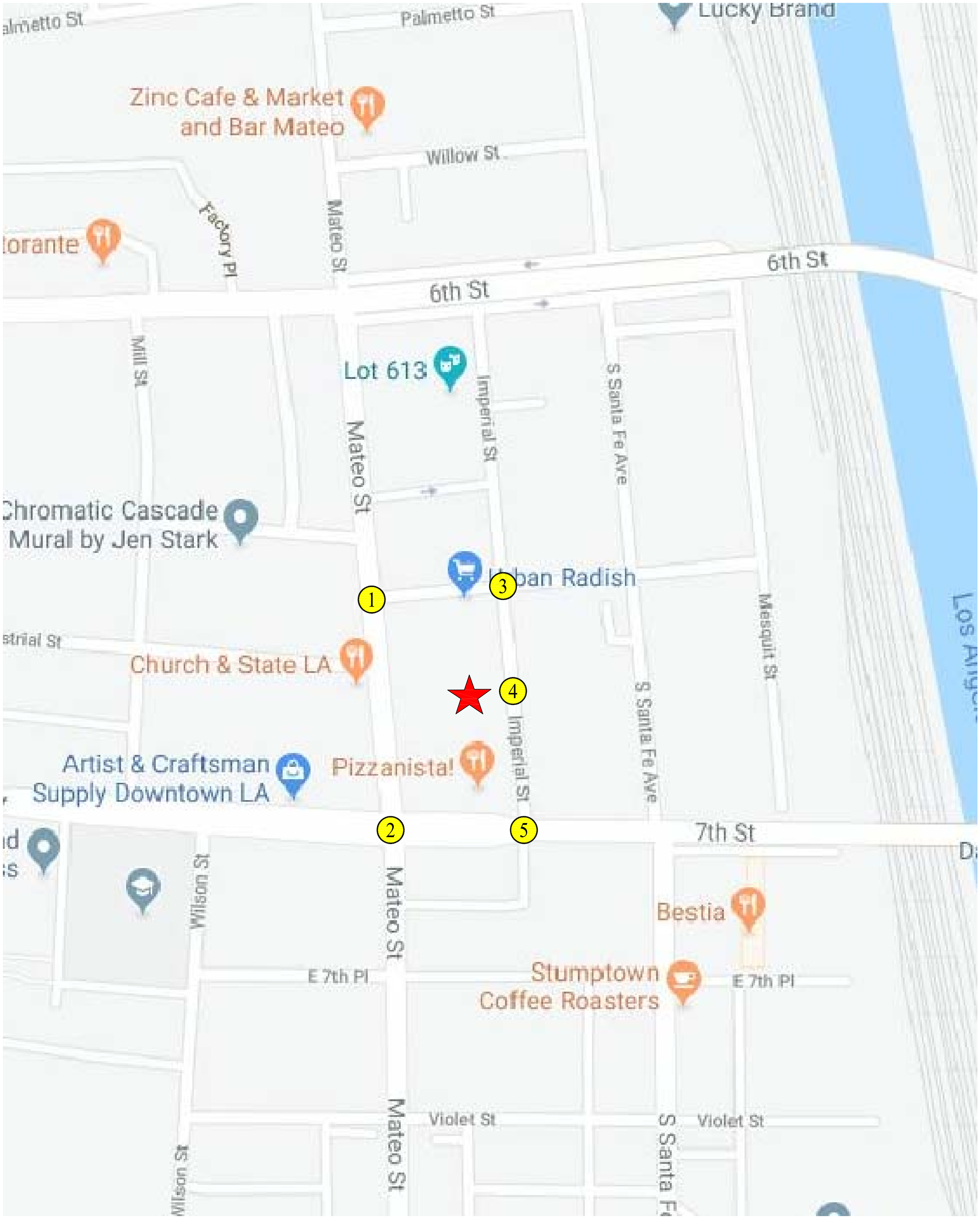
V. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	Linscott, Law, & Greenspan, Engineers	DISTRICT CENTRE, LP
		c/o Mayer Brown
Address:	20931 Burbank Boulevard, Suite C	350 South Grand Avenue, 25th Floor
	Woodland Hills, CA 91367	Los Angeles, CA 90071
Phone Number:	818.835.8648	213.229.9548
E-Mail:	shankar@llgengineers.com	ekhalatian@mayerbrown.com

Approved by: x AShankar 12/04/2019 x 12/23/2019

Consultant's Representative Date LADOT Representative *Date

* MOUs are generally valid for two years after signing. If after two years a transportation assessment has not been submitted to LADOT, the developer's representative shall check with the appropriate LADOT office to determine if the terms of this MOU are still valid or if a new MOU is needed.



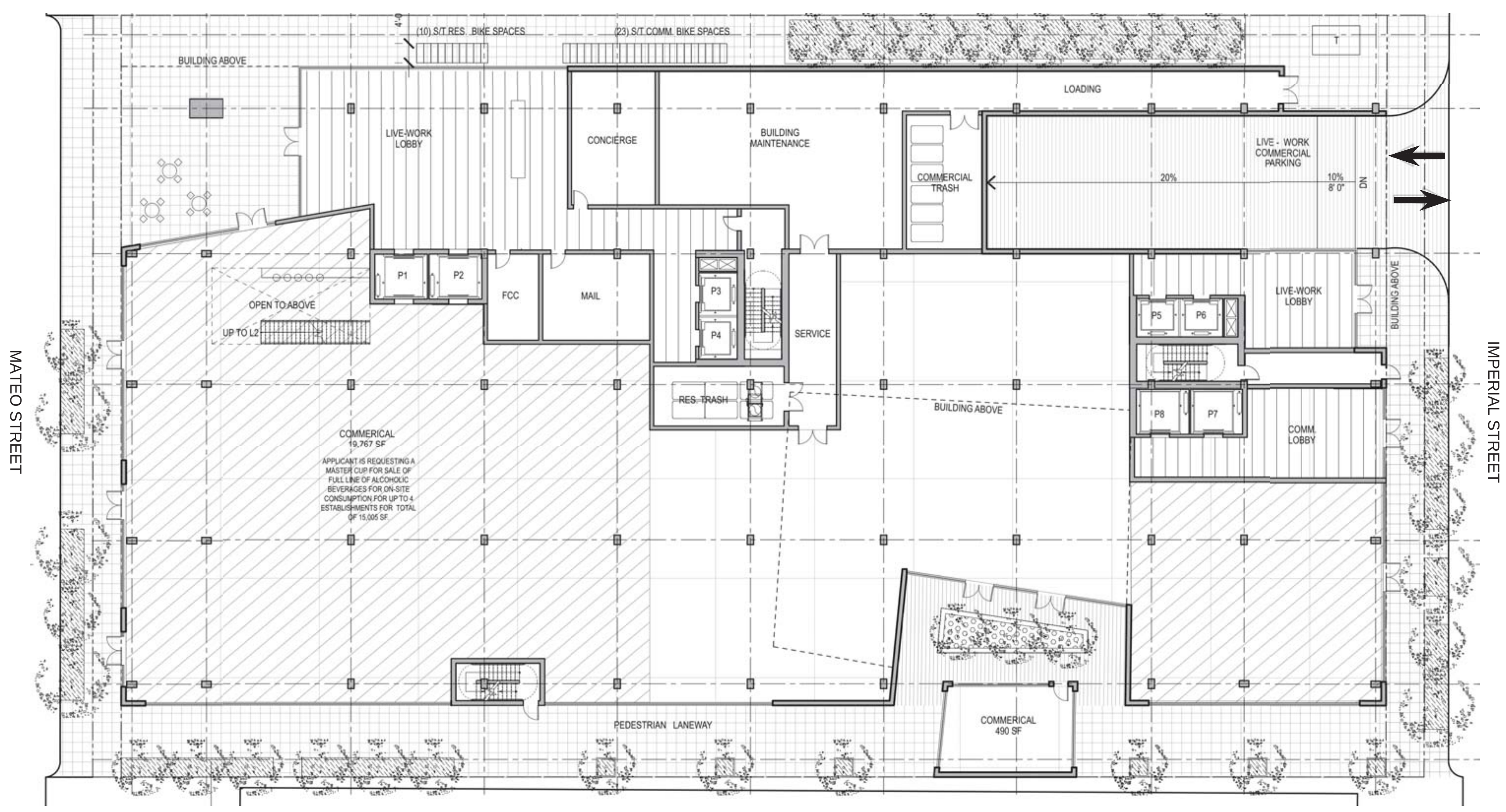
N
NOT TO SCALE

MAP SOURCE: GOOGLE MAPS
★ PROJECT SITE
Ⓧ STUDY INTERSECTION

FIGURE 1-1
VICINITY MAP

LINSCOTT, LAW & GREENSPAN, engineers

676 MATEO STREET PROJECT



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SOURCE: HANSONLA ARCHITECTURE

FIGURE 2-1
PROJECT SITE PLAN
GROUND FLOOR

676 MATEO STREET PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

Table 7-1
PROJECT TRIP GENERATION [1]

25-Sep-19

		DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TRIP ENDS [2]	VOLUMES [2]			VOLUMES [2]		
LAND USE	SIZE	VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project								
Live-Work Apartments [3]	185 DU	1,354	20	65	85	66	38	104
Live-Work Office [4]	3,900 GSF	38	4	1	5	1	3	4
Restaurant [5]	15,005 GSF	1,683	82	67	149	91	56	147
Retail [6]	8,375 GSF	316	5	3	8	15	17	32
Subtotal		3,391	111	136	247	173	114	287
Transit Trips [7]								
Live-Work Apartments (10%)		(135)	(2)	(7)	(9)	(7)	(4)	(11)
Live-Work Office (10%)		(4)	0	0	0	0	0	0
Restaurant (10%)		(168)	(8)	(7)	(15)	(9)	(6)	(15)
Retail (10%)		(32)	(1)	0	(1)	(2)	(2)	(4)
Subtotal		(339)	(11)	(14)	(25)	(18)	(12)	(30)
Internal Capture [8]								
Live-Work Apartments (20%)		(244)	(4)	(12)	(16)	(12)	(7)	(19)
Live-Work Office (20%)		-	-	-	-	-	-	-
Restaurant (20%)		(303)	(15)	(12)	(27)	(16)	(10)	(26)
Retail (20%)		(57)	(1)	(1)	(2)	(3)	(3)	(6)
Subtotal		(604)	(20)	(25)	(45)	(31)	(20)	(51)
Subtotal Project Driveway Trips		**2,448**	**80**	**97**	**177**	**124**	**82**	**206**
Existing Site								
Light Industrial [9]	(26,740) GSF	(133)	(17)	(2)	(19)	(2)	(15)	(17)
Existing Transit Trips [7]								
Light Industrial (10%)		13	2	0	2	0	2	2
Subtotal Existing Driveway Trips		**(120)**	**(15)**	**(2)**	**(17)**	**(2)**	**(13)**	**(15)**
NET INCREASE DRIVEWAY TRIPS		**2,328**	**65**	**95**	**160**	**122**	**69**	**191**
Proposed Pass-By Trips [10]								
Restaurant (20%)		(242)	(12)	(10)	(22)	(13)	(8)	(21)
Retail (50%)		(114)	(2)	(1)	(3)	(5)	(6)	(11)
NET INCREASE "OFF-SITE" TRIPS		**1,972**	**51**	**84**	**135**	**104**	**55**	**159**

[1] Source: ITE "Trip Generation", 10th Edition, 2017.
[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 220 (Multifamily Housing - Low-Rise) trip generation average rates.
- Daily Trip Rate: 7.32 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.46 trips/dwelling unit; 23% inbound/77% outbound
- PM Peak Hour Trip Rate: 0.56 trips/dwelling unit; 63% inbound/37% outbound

[4] ITE Land Use Code 710 (General Office Building) trip generation average rates.
- Daily Trip Rate: 9.74 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 1.16 trips/1,000 SF of floor area; 86% inbound/14% outbound
- PM Peak Hour Trip Rate: 1.15 trips/1,000 SF of floor area; 16% inbound/84% outbound

[5] ITE Land Use Code 932 (High-Turnover [Sit-Down] Restaurant) trip generation average rates.
- Daily Trip Rate: 112.18 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 9.94 trips/1,000 SF of floor area; 55% inbound/45% outbound
- PM Peak Hour Trip Rate: 9.77 trips/1,000 SF of floor area; 62% inbound/38% outbound

[6] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- Daily Trip Rate: 37.75 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.94 trips/1,000 SF of floor area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.81 trips/1,000 SF of floor area; 48% inbound/52% outbound

[7] The transit reduction is based on the site's proximity to the Metro Gold Line and various bus lines as well as the land use characteristics of the project.

[8] The internal capture reduction for the project is based on the synergy between all the land uses provided within the project site.

[9] ITE Land Use Code 110 (General Light Industrial) trip generation average rates.
- Daily Trip Rate: 4.96 trips/1,000 GSF; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.70 trips/1,000 GSF; 88% inbound/12% outbound
- PM Peak Hour Trip Rate: 0.63 trips/1,000 GSF; 13% inbound/87% outbound

[10] Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion.
Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site.
The trip reduction for pass-by trips has been applied to the commercial component of the project based on the LADOT Transportation Assessment Guidelines, July 2019 for High Turnover Restaurant and Shopping Center less than 50,000 sf.

Table 14-1
ADDITIONAL OFFICE OPTION TRIP GENERATION [1]

25-Sep-19

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project								
Live-Work Apartments [3]	159 DU	1,164	17	56	73	56	33	89
Live-Work Office [4]	3,600 GSF	36	3	1	4	1	3	4
General Office [4]	22,493 GSF	220	22	4	26	4	22	26
Restaurant [5]	15,005 GSF	1,683	82	67	149	91	56	147
Retail [6]	8,375 GSF	316	5	3	8	15	17	32
Subtotal		3,419	129	131	260	167	131	298
Transit Trips [7]								
Live-Work Apartments (10%)		(116)	(2)	(6)	(8)	(6)	(3)	(9)
Live-Work Office (10%)		(4)	0	0	0	0	0	0
General Office (10%)		(22)	(2)	0	(2)	0	(2)	(2)
Restaurant (10%)		(168)	(8)	(7)	(15)	(9)	(6)	(15)
Retail (10%)		(32)	(1)	0	(1)	(2)	(2)	(4)
Subtotal		(342)	(13)	(13)	(26)	(17)	(13)	(30)
Internal Capture [8]								
Live-Work Apartments (20%)		(210)	(3)	(10)	(13)	(10)	(6)	(16)
Live-Work Office (20%)		-	-	-	-	-	-	-
General Office (20%)		(40)	(4)	(1)	(5)	(1)	(4)	(5)
Restaurant (20%)		(303)	(15)	(12)	(27)	(16)	(10)	(26)
Retail (20%)		(57)	(1)	(1)	(2)	(3)	(3)	(6)
Subtotal		(610)	(23)	(24)	(47)	(30)	(23)	(53)
Subtotal Project Driveway Trips		**2,467**	**93**	**94**	**187**	**120**	**95**	**215**
Existing Site								
Light Industrial [5]	(26,740) GSF	(133)	(17)	(2)	(19)	(2)	(15)	(17)
Existing Transit Trips [7]								
Light Industrial (10%)		13	2	0	2	0	2	2
Subtotal Existing Driveway Trips		**(120)**	**(15)**	**(2)**	**(17)**	**(2)**	**(13)**	**(15)**
NET INCREASE DRIVEWAY TRIPS		**2,347**	**78**	**92**	**170**	**118**	**82**	**200**
Proposed Pass-By Trips [10]								
Restaurant (20%)		(242)	(12)	(10)	(22)	(13)	(8)	(21)
Retail (50%)		(114)	(2)	(1)	(3)	(5)	(6)	(11)
NET INCREASE "OFF-SITE" TRIPS		**1,991**	**64**	**81**	**145**	**100**	**68**	**168**

[1] Source: ITE "Trip Generation", 10th Edition, 2017.
[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 220 (Multifamily Housing - Low-Rise) trip generation average rates.
- Daily Trip Rate: 7.32 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.46 trips/dwelling unit; 23% inbound/77% outbound
- PM Peak Hour Trip Rate: 0.56 trips/dwelling unit; 63% inbound/37% outbound

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[5] ITE Land Use Code 932 (High-Turnover [Sit-Down] Restaurant) trip generation average rates.
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- Daily Trip Rate: 37.75 trips/1,000 SF of floor area; 50% inbound/50% outbound
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- PM Peak Hour Trip Rate: 3.81 trips/1,000 SF of floor area; 48% inbound/52% outbound

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- Daily Trip Rate: 4.96 trips/1,000 GSF; 50% inbound/50% outbound
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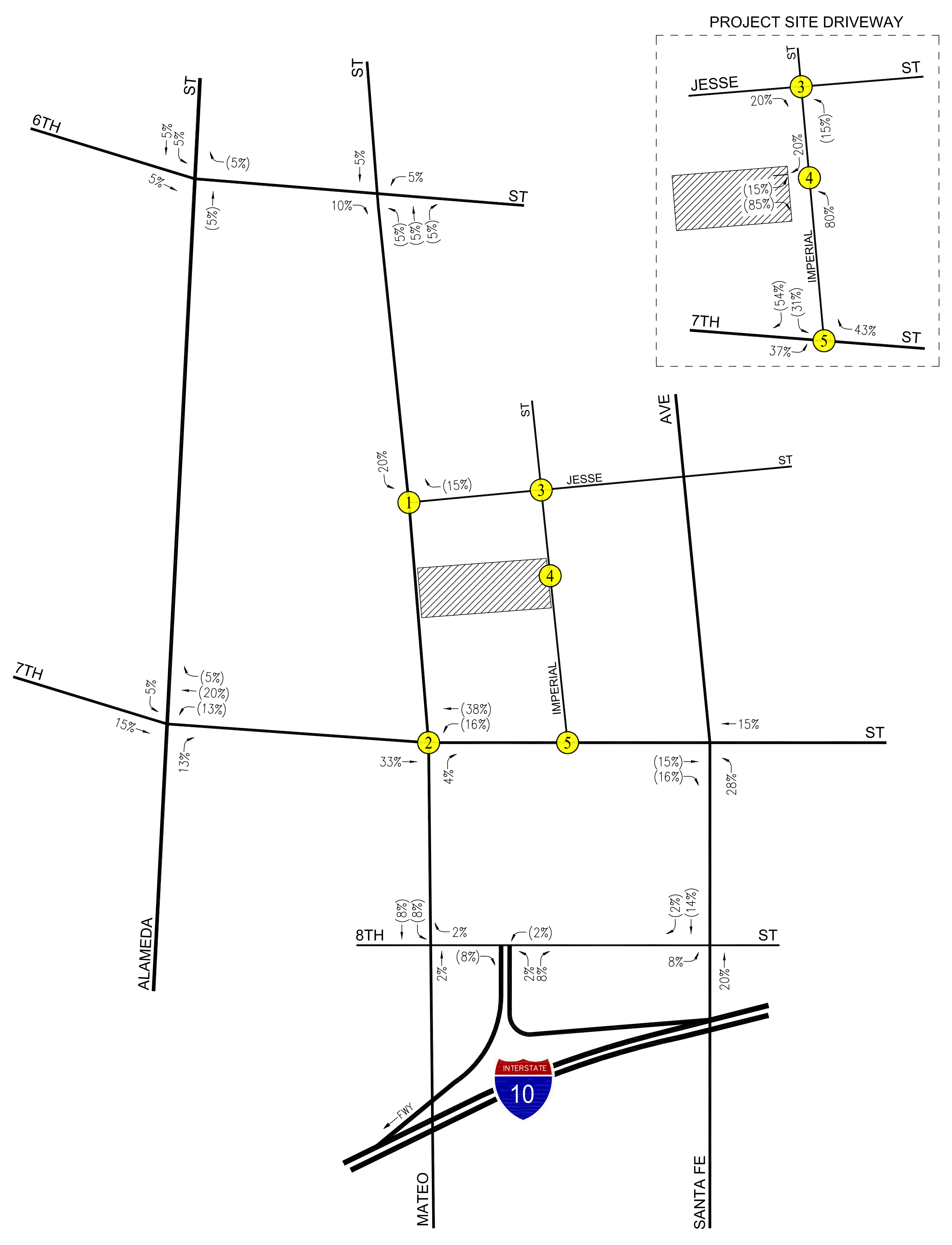
- PM Peak Hour Trip Rate: 0.63 trips/1,000 GSF; 13% inbound/87% outbound

[10] Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion.
Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site.
The trip reduction for pass-by trips has been applied to the commercial component of the project based on the LADOT Transportation Assessment Guidelines, July 2019 for High Turnover Restaurant and Shopping Center less than 50,000 sf.



NOT TO SCALE

▨ PROJECT SITE
● STUDY INTERSECTION
\## = INBOUND PERCENTAGES
(##) = OUTBOUND PERCENTAGES

FIGURE 7-1
PROJECT TRIP DISTRIBUTION

LINSCOTT, LAW & GREENSPAN, engineers

676 MATEO STREET PROJECT

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CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 676 Mateo Street
Scenario: Proposed Project
Address: 676 S MATEO ST, 90021

If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Industrial | Light Industrial	26.74	ksf
Industrial | Light Industrial	26.74	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Office | General Office	3.9	ksf
Housing | Multi-Family	185	DU
Retail | General Retail	8.375	ksf
Retail | High-Turnover Sit-Down Restaurant	15.005	ksf
Office | General Office	3.9	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
147 Daily Vehicle Trips	**2,611** Daily Vehicle Trips
1,070 Daily VMT	**17,465** Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	2,464 Net Daily Trips
The net increase in daily VMT ≤ 0	16,395 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	23.380 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Information

Project: 676 Mateo Street

Scenario: Proposed Project

Address: 676 S MATEO ST, 90021

Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	185	DU
Retail | General Retail	8.375	ksf
Retail | High-Turnover Sit-Down Restaurant	15.005	ksf
Office | General Office	3.9	ksf

TDM Strategies

Select each section to show individual strategies
Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply
☐ Proposed Prj ☐ Mitigation
100 city code parking provision for the project site
74 actual parking provision for the project site

Unbundle Parking
☐ Proposed Prj ☐ Mitigation
150 monthly parking cost (dollar) for the project site

Parking Cash-Out
☐ Proposed Prj ☐ Mitigation
50 percent of employees eligible

Price Workplace Parking
☐ Proposed Prj ☐ Mitigation
6.00 daily parking charge (dollar)
25 percent of employees subject to priced parking

Residential Area Parking Permits
☐ Proposed Prj ☐ Mitigation
200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
2,611 Daily Vehicle Trips	**2,611** Daily Vehicle Trips
17,465 Daily VMT	**17,465** Daily VMT
8.9 Household VMT per Capita	**8.9** Household VMT per Capita
8.7 Work VMT per Employee	**8.7** Work VMT per Employee

Significant VMT Impact?

Household: Yes Threshold = 6.0 15% Below APC	**Household: Yes** Threshold = 6.0 15% Below APC
Work: Yes Threshold = 7.6 15% Below APC	**Work: Yes** Threshold = 7.6 15% Below APC

Measuring the Miles

11/18/2019

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: November 18, 2019
Project Name: 676 Mateo Street
Project Scenario: Proposed Project
Project Address: 676 S MATEO ST, 90021

Version 1.2

Project Information

Land Use Type		Value	Units
Housing	*Single Family*	*0*	*DU*
	Multi Family	185	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	General Retail	8.375	ksf
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	15.005	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	General Office	3.900	ksf
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

Analysis Results

Total Employees: 92

Total Population: 417

Proposed Project		*With Mitigation*	
2,611	**Daily Vehicle Trips**	**2,611**	**Daily Vehicle Trips**
17,465	**Daily VMT**	**17,465**	**Daily VMT**
8.9	**Household VMT per Capita**	**8.9**	**Household VMT per Capita**
8.7	**Work VMT per Employee**	**8.7**	**Work VMT per Employee**

Significant VMT Impact?

APC: Central

Impact Threshold: 15% Below APC Average

Household = 6.0

Work = 7.6

Proposed Project		*With Mitigation*	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	Yes	Household > 6.0	Yes
Work > 7.6	Yes	Work > 7.6	Yes

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: November 18, 2019
Project Name: 676 Mateo Street
Project Scenario: Proposed Project
Project Address: 676 S MATEO ST, 90021

Version 1.2

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	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)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	*Meets City Bike Parking Code (Yes/No)*	*0*	*0*
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: November 18, 2019
Project Name: 676 Mateo Street
Project Scenario: Proposed Project
Project Address: 676 S MATEO ST, 90021

Version 1.2

TDM Adjustments by Trip Purpose & Strategy

Place type: Suburban Center

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Parking cash-out	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Price workplace parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	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%*	
Transit	Reduce transit headways	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Transit subsidies	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Education & Encouragement	Voluntary travel behavior change program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Commute Trip Reductions	Required commute trip reduction program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Employer sponsored vanpool or shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Ride-share program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Shared Mobility	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%*	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	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%*	
	School carpool program	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Suburban Center

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
MAX. TDM EFFECT	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*

= Minimum (X%, 1-[(1-A)*(1-B)...])

where X%=

PLACE	*urban*	*75%*
TYPE	*compact infill*	*40%*
MAX:	suburban center	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)...]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: November 18, 2019
Project Name: 676 Mateo Street
Project Scenario: Proposed Project
Project Address: 676 S MATEO ST, 90021

Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	250	-24.8%	188	7.1	1,775	1,335
Home Based Other Production	671	-30.8%	464	5.1	3,422	2,366
Non-Home Based Other Production	507	-10.5%	454	7.9	4,005	3,587
Home-Based Work Attraction	134	-27.6%	97	8.3	1,112	805
Home-Based Other Attraction	1,283	-30.4%	893	6.4	8,211	5,715
Non-Home Based Other Attraction	574	-10.3%	515	7.1	4,075	3,657

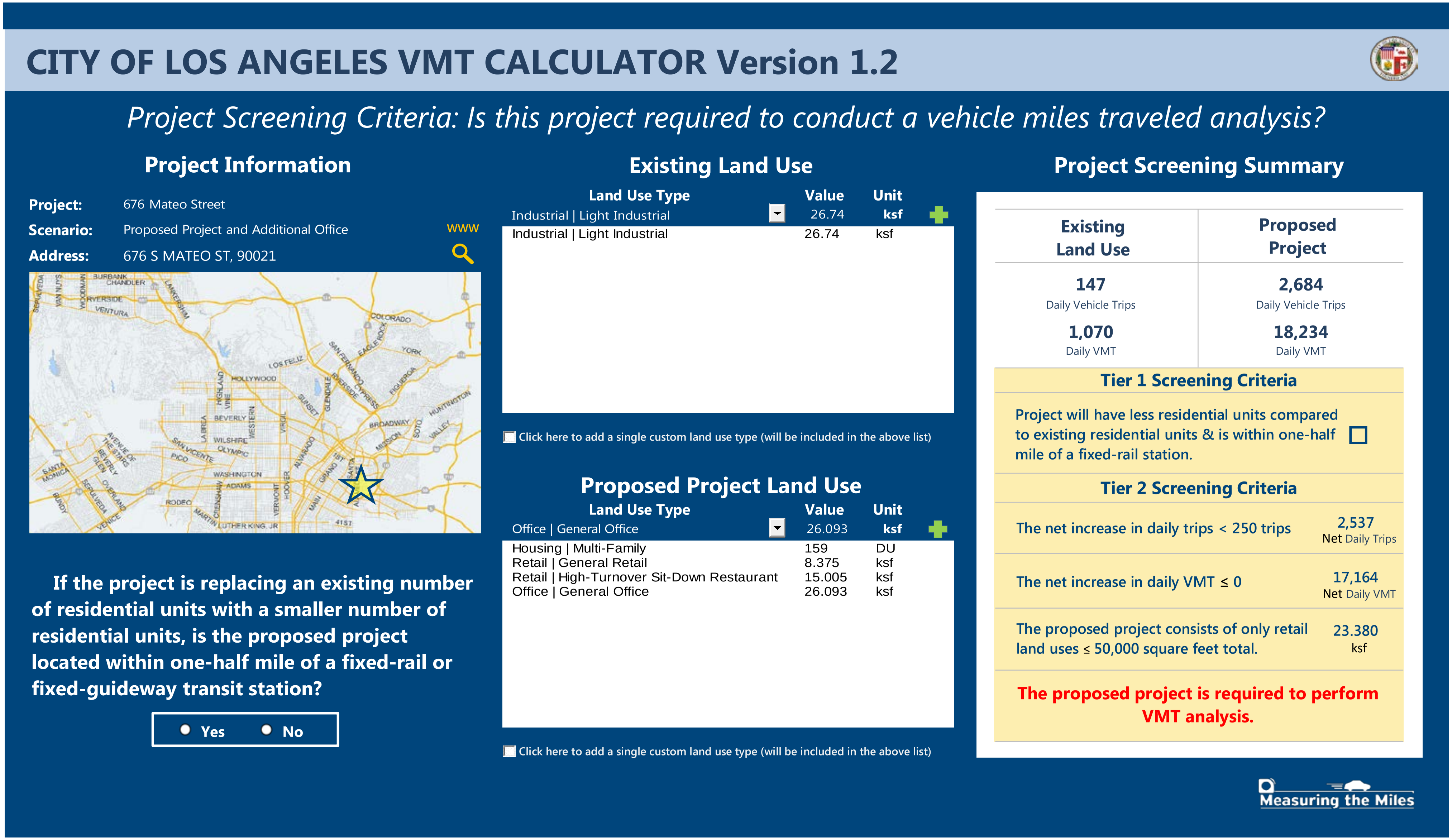
MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	188	1,335	0.0%	188	1,335
Home Based Other Production	0.0%	464	2,366	0.0%	464	2,366
Non-Home Based Other Production	0.0%	454	3,587	0.0%	454	3,587
Home-Based Work Attraction	0.0%	97	805	0.0%	97	805
Home-Based Other Attraction	0.0%	893	5,715	0.0%	893	5,715
Non-Home Based Other Attraction	0.0%	515	3,657	0.0%	515	3,657

MXD VMT Methodology Per Capita & Per Employee

Total Population: 417
Total Employees: 92
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**3,701**	**3,701**
Total Home Based Work Attraction VMT	**805**	**805**
Total Home Based VMT Per Capita	**8.9**	**8.9**
Total Work Based VMT Per Employee	**8.7**	**8.7**



CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 676 Mateo Street
Scenario: Proposed Project and Additional Office
Address: 676 S MATEO ST, 90021

If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Industrial | Light Industrial	26.74	ksf
Industrial | Light Industrial	26.74	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Office | General Office	26.093	ksf
Housing | Multi-Family	159	DU
Retail | General Retail	8.375	ksf
Retail | High-Turnover Sit-Down Restaurant	15.005	ksf
Office | General Office	26.093	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
147 Daily Vehicle Trips	2,684 Daily Vehicle Trips
1,070 Daily VMT	18,234 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	2,537 Net Daily Trips
The net increase in daily VMT ≤ 0	17,164 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	23.380 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

11/18/2019

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Information

Project: 676 Mateo Street

Scenario: Proposed Project and Additional Office

Address: 676 S MATEO ST, 90021

Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	159	DU
Retail | General Retail	8.375	ksf
Retail | High-Turnover Sit-Down Restaurant	15.005	ksf
Office | General Office	26.093	ksf

TDM Strategies

Select each section to show individual strategies
Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply
100 city code parking provision for the project site
74 actual parking provision for the project site
☐ Proposed Prj ☐ Mitigation

Unbundle Parking
150 monthly parking cost (dollar) for the project site
☐ Proposed Prj ☐ Mitigation

Parking Cash-Out
50 percent of employees eligible
☐ Proposed Prj ☐ Mitigation

Price Workplace Parking
6.00 daily parking charge (dollar)
25 percent of employees subject to priced parking
☐ Proposed Prj ☐ Mitigation

Residential Area Parking Permits
200 cost (dollar) of annual permit
☐ Proposed Prj ☐ Mitigation

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
2,684 Daily Vehicle Trips	**2,684** Daily Vehicle Trips
18,234 Daily VMT	**18,234** Daily VMT
8.8 Household VMT per Capita	**8.8** Household VMT per Capita
9.0 Work VMT per Employee	**9.0** Work VMT per Employee

Significant VMT Impact?

Household: Yes Threshold = 6.0 15% Below APC	**Household: Yes** Threshold = 6.0 15% Below APC
Work: Yes Threshold = 7.6 15% Below APC	**Work: Yes** Threshold = 7.6 15% Below APC

Measuring the Miles

11/18/2019

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: November 18, 2019
Project Name: 676 Mateo Street
Project Scenario: Proposed Project and Additional Office
Project Address: 676 S MATEO ST, 90021

Version 1.2

Project Information

Land Use Type		Value	Units
Housing	*Single Family*	*0*	*DU*
	Multi Family	159	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	General Retail	8.375	ksf
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	15.005	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	General Office	26.093	ksf
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

Analysis Results

Total Employees: 181
Total Population: 358

Proposed Project		With Mitigation	
2,684	**Daily Vehicle Trips**	**2,684**	**Daily Vehicle Trips**
18,234	**Daily VMT**	**18,234**	**Daily VMT**
8.8	**Household VMT per Capita**	**8.8**	**Household VMT per Capita**
9	**Work VMT per Employee**	**9**	**Work VMT per Employee**

Significant VMT Impact?

APC: Central

Impact Threshold: 15% Below APC Average
Household = 6.0
Work = 7.6

Proposed Project		With Mitigation	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	Yes	Household > 6.0	Yes
Work > 7.6	Yes	Work > 7.6	Yes

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: November 18, 2019
Project Name: 676 Mateo Street
Project Scenario: Proposed Project and Additional Office
Project Address: 676 S MATEO ST, 90021

Version 1.2

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	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)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	*Meets City Bike Parking Code (Yes/No)*	*0*	*0*
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: November 18, 2019
Project Name: 676 Mateo Street
Project Scenario: Proposed Project and Additional Office
Project Address: 676 S MATEO ST, 90021

Version 1.2

TDM Adjustments by Trip Purpose & Strategy

Place type: Suburban Center

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	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%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	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%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	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%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Suburban Center

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
MAX. TDM EFFECT	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*

= Minimum (X%, 1-[(1-A)*(1-B)...])

where X%=

PLACE	*urban*	*75%*
TYPE	*compact infill*	*40%*
MAX:	suburban center	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)...]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: November 18, 2019
Project Name: 676 Mateo Street
Project Scenario: Proposed Project and Additional Office
Project Address: 676 S MATEO ST, 90021

Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	215	-26.5%	158	7.1	1,527	1,122
Home Based Other Production	577	-31.0%	398	5.1	2,943	2,030
Non-Home Based Other Production	536	-10.6%	479	7.9	4,234	3,784
Home-Based Work Attraction	263	-25.5%	196	8.3	2,183	1,627
Home-Based Other Attraction	1,324	-30.4%	921	6.4	8,474	5,894
Non-Home Based Other Attraction	594	-10.4%	532	7.1	4,217	3,777

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	158	1,122	0.0%	158	1,122
Home Based Other Production	0.0%	398	2,030	0.0%	398	2,030
Non-Home Based Other Production	0.0%	479	3,784	0.0%	479	3,784
Home-Based Work Attraction	0.0%	196	1,627	0.0%	196	1,627
Home-Based Other Attraction	0.0%	921	5,894	0.0%	921	5,894
Non-Home Based Other Attraction	0.0%	532	3,777	0.0%	532	3,777

MXD VMT Methodology Per Capita & Per Employee

Total Population: 358
Total Employees: 181
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**3,152**	**3,152**
Total Home Based Work Attraction VMT	**1,627**	**1,627**
Total Home Based VMT Per Capita	**8.8**	**8.8**
Total Work Based VMT Per Employee	**9.0**	**9.0**

VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term "City" as used below shall refer to the City of Los Angeles. The terms "City" and "Fehr & Peers" as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

VMT Calculator Application for the City of Los Angeles. The City's consultant calibrated the VMT Calculator's parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator's accuracy in estimating VMT in such other locations.

Limited License to Use. This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

Ownership. You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

Warranty Disclaimer. In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED "as is" WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

Limitation of Liability. It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User

By: AShankar

Print Name: Amrita Shankar

Title: Transportation Engineer I

Company: Linscott, Law, & Greenspan, Engineers

Address: 20931 Burbank Boulevard, Suite C
Woodland Hills, CA 91367

Phone: 818.835.8648

Email Address: shankar@llgengineers.com

Date: 11/18/2019

APPENDIX B

MANUAL TRAFFIC COUNT DATA

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Mateo St

East/West Jesse St

Day: Thursday Date: 12/05/2019 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	90	131	0	22
BIKES	17	21	0	14
BUSES	3	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	115	7.45	72	7.45	5	7.45	22	8.45
PM PK 15 MIN	80	17.45	128	17.30	6	15.00	39	15.15
AM PK HOUR	404	7.15	230	7.45	14	8.30	65	8.45
PM PK HOUR	221	17.00	424	17.00	8	15.00	94	15.00

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	383	16	399	*7-8*	11	178	0	189	588	0	0	0	0
8-9	1	348	19	368	*8-9*	15	196	0	211	579	1	0	1	0
9-10	3	281	20	304	*9-10*	14	168	3	185	489	0	0	1	0
15-16	1	155	11	167	*15-16*	20	308	3	331	498	5	0	0	0
16-17	2	189	18	209	*16-17*	23	321	7	351	560	4	0	3	0
17-18	1	204	16	221	*17-18*	28	386	10	424	645	0	0	4	0
TOTAL	8	1560	100	1668	TOTAL	111	1557	23	1691	3359	10	0	9	0

EASTBOUND Approach					**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	7	1	3	11	*7-8*	9	0	45	54	65	6	0	15	0
8-9	6	0	7	13	*8-9*	20	1	42	63	76	19	1	25	1
9-10	3	0	7	10	*9-10*	27	0	37	64	74	12	1	23	3
15-16	2	1	5	8	*15-16*	23	0	71	94	102	12	3	39	8
16-17	2	0	4	6	*16-17*	22	0	33	55	61	24	4	35	3
17-18	1	1	2	4	*17-18*	23	0	42	65	69	22	1	44	4
TOTAL	21	3	28	52	TOTAL	124	1	270	395	447	95	10	181	19

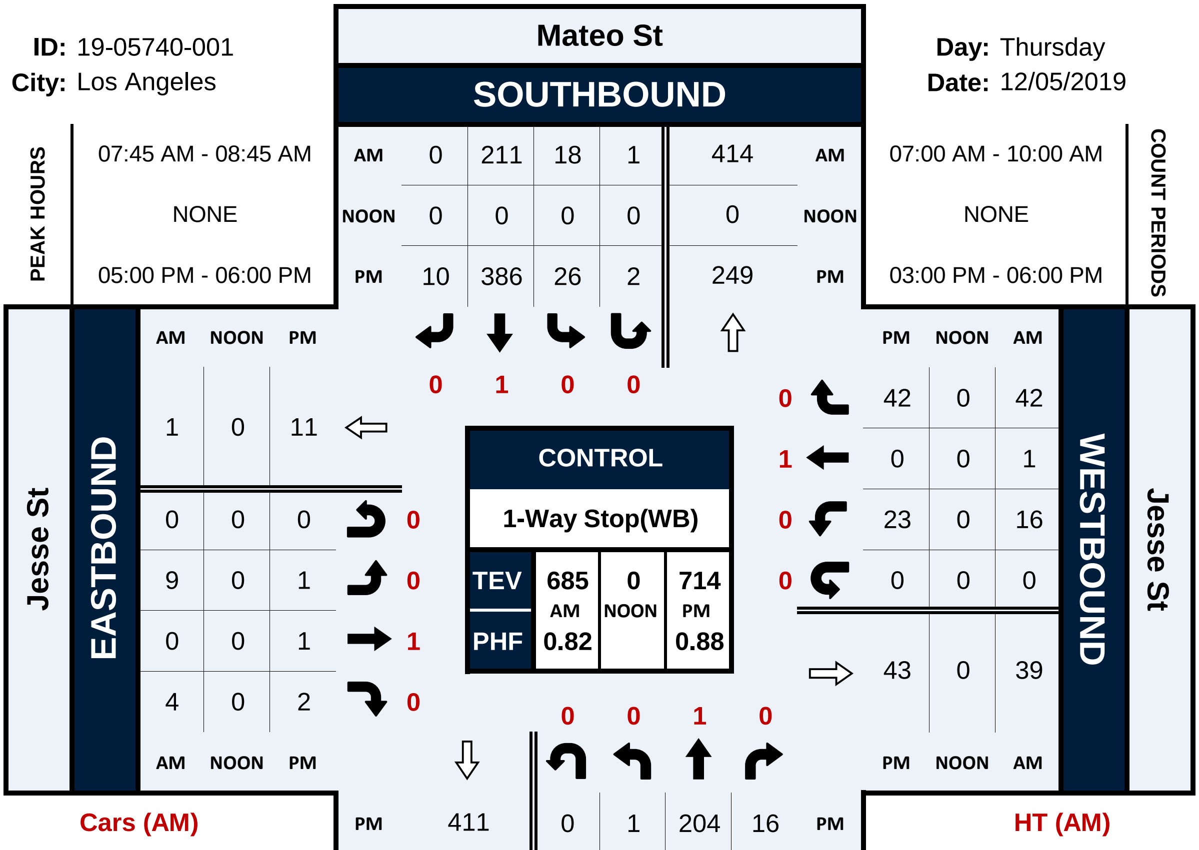
Prepared by National Data & Surveying Services

Mateo St & Jesse St

Peak Hour Turning Movement Count

ID: 19-05740-001
City: Los Angeles

Day: Thursday
Date: 12/05/2019



PEAK HOURS		COUNT PERIODS
07:45 AM - 08:45 AM	AM	07:00 AM - 10:00 AM
NONE	NOON	NONE
05:00 PM - 06:00 PM	PM	03:00 PM - 06:00 PM

Mateo St

SOUTHBOUND

	↲	↓	↳	↶	⇧
AM	0	211	18	1	414
NOON	0	0	0	0	0
PM	10	386	26	2	249
	0	1	0	0	

Jesse St

EASTBOUND

	AM	NOON	PM	
⇦	1	0	11	
↶	0	0	0	0
↱	9	0	1	0
→	0	0	1	1
↴	4	0	2	0

CONTROL

1-Way Stop(WB)

	AM	NOON	PM
TEV	685	0	714
PHF	0.82		0.88

WESTBOUND

Jesse St

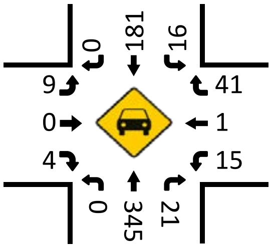
		PM	NOON	AM
0	↰	42	0	42
1	←	0	0	1
0	↙	23	0	16
0	↷	0	0	0
	⇨	43	0	39

NORTHBOUND

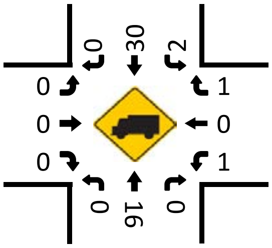
Mateo St

	⇩	↶	↰	↑	↱
		0	0	1	0
PM	411	0	1	204	16
NOON	0	0	0	0	0
AM	231	0	0	362	21

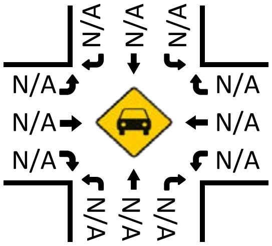
Cars (AM)



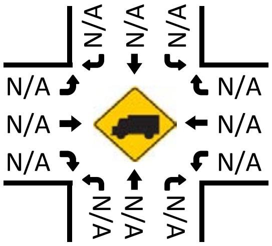
HT (AM)



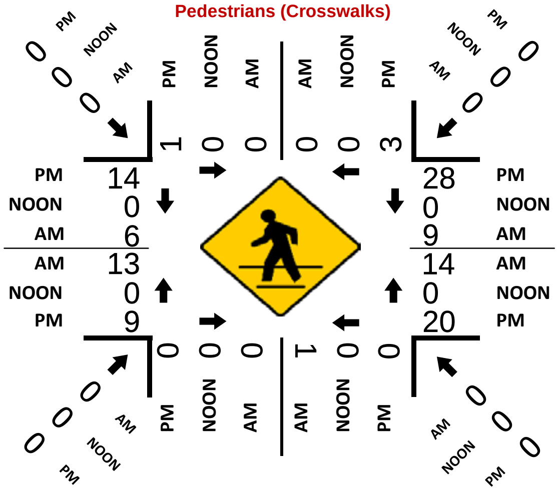
Cars (NOON)



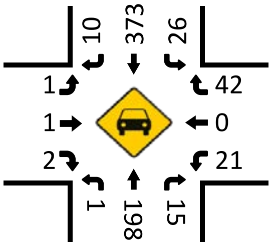
HT (NOON)



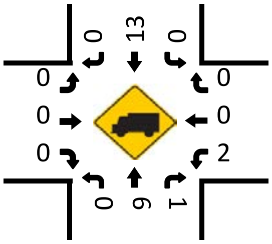
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Mateo St & Jesse St
City: Los Angeles
Control: 1-Way Stop(WB)

Project ID: 19-05740-001
Date: 12/5/2019

Total

NS/EW Streets:	Mateo St				Mateo St				Jesse St				Jesse St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	81	3	0	4	37	0	0	3	0	0	0	2	0	10	0	140
7:15 AM	0	98	1	0	1	41	0	0	1	0	0	0	2	0	12	0	156
7:30 AM	0	97	4	0	0	34	0	0	0	1	1	0	2	0	8	0	147
7:45 AM	0	107	8	0	5	66	0	1	3	0	2	0	3	0	15	0	210
8:00 AM	0	85	4	0	3	44	0	0	3	0	2	0	7	0	12	0	160
8:15 AM	0	81	6	0	4	47	0	0	1	0	0	0	3	1	7	0	150
8:30 AM	0	89	3	0	6	54	0	0	2	0	0	0	3	0	8	0	165
8:45 AM	1	93	6	0	2	51	0	0	0	0	5	0	7	0	15	0	180
9:00 AM	2	84	5	0	3	47	1	1	1	0	4	0	6	0	5	0	159
9:15 AM	0	68	2	0	2	43	1	0	2	0	0	0	6	0	8	0	132
9:30 AM	1	60	6	0	2	45	0	0	0	0	1	0	7	0	11	0	133
9:45 AM	0	69	7	0	6	33	1	0	0	0	2	0	8	0	13	0	139
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	4	1012	55	0	38	542	3	2	16	1	17	0	56	1	124	0	1871
APPROACH %'s :	0.37%	94.49%	5.14%	0.00%	6.50%	92.65%	0.51%	0.34%	47.06%	2.94%	50.00%	0.00%	30.94%	0.55%	68.51%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	362	21	0	18	211	0	1	9	0	4	0	16	1	42	0	685
PEAK HR FACTOR :	0.000	0.846	0.656	0.000	0.750	0.799	0.000	0.250	0.750	0.000	0.500	0.000	0.571	0.250	0.700	0.000	0.815
		0.833				0.799				0.650				0.776			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	39	3	0	4	78	0	0	2	0	4	0	5	0	12	0	147
3:15 PM	0	43	2	0	6	74	1	0	0	0	1	0	7	0	31	1	166
3:30 PM	0	39	2	0	6	73	2	0	0	1	0	0	5	0	16	0	144
3:45 PM	1	34	4	0	4	83	0	0	0	0	0	0	5	0	12	0	143
4:00 PM	1	43	8	0	5	87	0	1	0	0	2	0	5	0	10	0	162
4:15 PM	1	48	5	0	6	78	2	0	0	0	1	0	3	0	7	1	152
4:30 PM	0	48	2	0	3	76	4	0	1	0	0	0	5	0	9	0	148
4:45 PM	0	50	3	0	8	80	1	0	1	0	1	0	8	0	7	0	159
5:00 PM	0	35	7	0	5	90	1	0	0	0	0	0	7	0	11	0	156
5:15 PM	0	41	1	0	6	101	3	0	1	1	2	0	8	0	9	0	173
5:30 PM	1	52	4	0	7	117	2	2	0	0	0	0	4	0	14	0	203
5:45 PM	0	76	4	0	8	78	4	0	0	0	0	0	4	0	8	0	182
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	4	548	45	0	68	1015	20	3	5	2	11	0	66	0	146	2	1935
APPROACH %'s :	0.67%	91.79%	7.54%	0.00%	6.15%	91.77%	1.81%	0.27%	27.78%	11.11%	61.11%	0.00%	30.84%	0.00%	68.22%	0.93%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	1	204	16	0	26	386	10	2	1	1	2	0	23	0	42	0	714
PEAK HR FACTOR :	0.250	0.671	0.571	0.000	0.813	0.825	0.625	0.250	0.250	0.250	0.250	0.000	0.719	0.000	0.750	0.000	0.879
		0.691				0.828				0.250				0.903			

City Of Los Angeles
Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Mateo St

East/West E 7 th St

Day: Thursday Date: 12/05/2019 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	150	132	235	289
BIKES	13	17	37	35
BUSES	2	0	141	178

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	107	8.45	63	7.45	132	9.45	397	7.00
PM PK 15 MIN	86	17.45	116	17.30	264	17.45	178	17.45
AM PK HOUR	381	8.15	208	7.45	481	9.00	1508	7.00
PM PK HOUR	291	17.00	385	17.00	1016	17.00	697	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	130	219	21	370
8-9	97	249	17	363
9-10	92	223	36	351
15-16	79	116	53	248
16-17	53	134	51	238
17-18	70	147	74	291
TOTAL	521	1088	252	1861

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	35	111	24	170
8-9	41	138	25	204
9-10	41	105	28	174
15-16	84	188	36	308
16-17	92	209	27	328
17-18	108	242	35	385
TOTAL	401	993	175	1569

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
540	12	1	12	0
567	15	1	19	0
525	19	1	23	0
556	36	0	19	0
566	35	1	30	3
676	25	2	38	1
3430	142	6	141	4

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	26	280	37	343
8-9	23	328	54	405
9-10	31	377	73	481
15-16	46	590	113	749
16-17	35	728	107	870
17-18	30	869	117	1016
TOTAL	191	3172	501	3864

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	162	1149	197	1508
8-9	224	1058	139	1421
9-10	218	1032	85	1335
15-16	64	416	33	513
16-17	70	459	59	588
17-18	111	538	48	697
TOTAL	849	4652	561	6062

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1851	10	0	9	0
1826	18	0	13	1
1816	11	0	16	0
1262	27	0	38	1
1458	23	2	28	4
1713	36	2	25	2
9926	125	4	129	8

Prepared by National Data & Surveying Services

Mateo St & E 7 th St

Peak Hour Turning Movement Count

ID: 19-05740-002
City: Los Angeles

Day: Thursday
Date: 12/05/2019

PEAK HOURS	
AM	07:30 AM - 08:30 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS	
AM	07:00 AM - 10:00 AM
NOON	NONE
PM	03:00 PM - 06:00 PM

Mateo St
SOUTHBOUND

	↲	↓	↳	U	⇧
AM	24	122	36	0	451
NOON	0	0	0	0	0
PM	35	242	108	0	225
Lanes	0	1	0	0	

E 7 th St
EASTBOUND

	AM	NOON	PM	Lanes
⇦	1223	0	643	
U	0	0	0	0
↱	27	0	30	1
→	321	0	869	2
↴	49	0	117	0

E 7 th St
WESTBOUND

Lanes		PM	NOON	AM
0	⬑	48	0	190
2	←	538	0	1082
1	↰	111	0	222
0	U	0	0	0
	⇨	1051	0	380

CONTROL

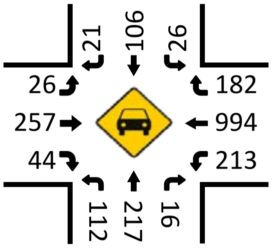
Signalized

	AM	NOON	PM
TEV	2447	0	2389
PHF	0.96		0.96

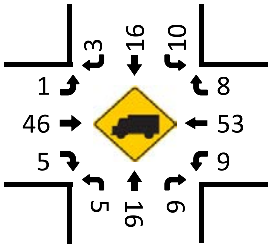
NORTHBOUND
Mateo St

	⇩	U	↰	↑	↱
Lanes		0	0	1	0
PM	470	0	70	147	74
NOON	0	0	0	0	0
AM	393	0	117	234	23

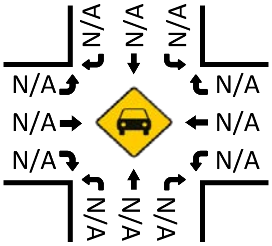
Cars (AM)



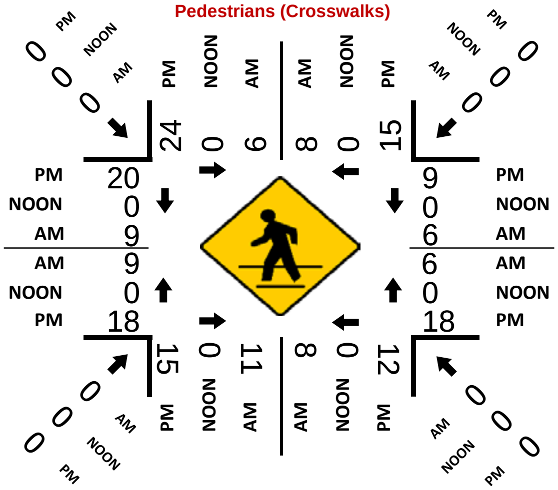
HT (AM)



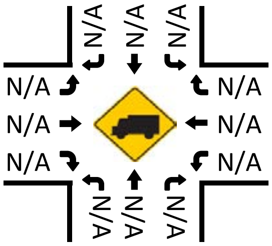
Cars (NOON)



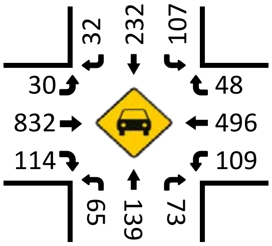
Pedestrians (Crosswalks)



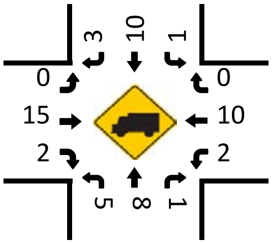
HT (NOON)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Mateo St & E 7 th St
City: Los Angeles
Control: Signalized

Project ID: 19-05740-002
Date: 12/5/2019

Total

NS/EW Streets:	Mateo St				Mateo St				E 7 th St				E 7 th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	33	47	6	0	12	22	4	0	4	55	6	0	36	319	42	0	586
7:15 AM	30	54	2	0	6	24	9	0	5	65	5	0	31	265	44	0	540
7:30 AM	37	60	9	0	4	22	4	0	7	85	12	0	41	300	54	0	635
7:45 AM	30	58	4	0	13	43	7	0	10	75	14	0	54	265	57	0	630
8:00 AM	20	51	5	0	10	27	8	0	6	84	11	0	62	256	45	0	585
8:15 AM	30	65	5	0	9	30	5	0	4	77	12	0	65	261	34	0	597
8:30 AM	20	55	5	0	7	43	6	0	4	73	20	0	51	282	37	0	603
8:45 AM	27	78	2	0	15	38	6	0	9	94	11	0	46	259	23	0	608
9:00 AM	18	69	7	0	10	30	8	0	10	84	23	0	60	279	21	0	619
9:15 AM	27	54	12	0	9	26	6	0	4	98	19	0	65	261	22	0	603
9:30 AM	28	50	6	0	11	30	4	0	5	90	16	0	38	261	19	0	558
9:45 AM	19	50	11	0	11	19	10	0	12	105	15	0	55	231	23	0	561
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	319	691	74	0	117	354	77	0	80	985	164	0	604	3239	421	0	7125
APPROACH %'s :	29.43%	63.75%	6.83%	0.00%	21.35%	64.60%	14.05%	0.00%	6.51%	80.15%	13.34%	0.00%	14.17%	75.96%	9.87%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	117	234	23	0	36	122	24	0	27	321	49	0	222	1082	190	0	2447
PEAK HR FACTOR :	0.791	0.900	0.639	0.000	0.692	0.709	0.750	0.000	0.675	0.944	0.875	0.000	0.854	0.902	0.833	0.000	0.963
		0.882				0.722				0.954				0.946			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	16	29	17	0	25	45	7	0	12	137	18	0	15	102	6	0	429
3:15 PM	16	32	13	0	22	49	14	0	10	155	26	0	9	101	12	1	460
3:30 PM	23	28	17	0	21	48	5	0	15	147	41	0	28	102	2	0	477
3:45 PM	24	27	6	0	16	46	10	0	9	151	28	0	11	111	13	0	452
4:00 PM	11	28	13	0	26	64	5	0	9	153	19	0	11	114	15	0	468
4:15 PM	13	42	7	0	21	53	7	0	7	168	23	0	17	95	18	0	471
4:30 PM	15	31	18	0	21	49	7	0	11	202	29	0	21	115	11	0	530
4:45 PM	14	33	13	0	24	43	8	0	8	205	36	0	21	135	15	0	555
5:00 PM	14	33	25	0	26	62	10	0	6	217	31	0	26	140	6	0	596
5:15 PM	22	29	16	0	19	59	11	0	4	204	27	0	39	120	12	0	562
5:30 PM	19	36	11	0	39	68	9	0	7	228	28	0	21	141	14	0	621
5:45 PM	15	49	22	0	24	53	5	0	13	220	31	0	25	137	16	0	610
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	202	397	178	0	284	639	98	0	111	2187	337	0	244	1413	140	1	6231
APPROACH %'s :	26.00%	51.09%	22.91%	0.00%	27.82%	62.59%	9.60%	0.00%	4.21%	83.00%	12.79%	0.00%	13.57%	78.59%	7.79%	0.06%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	70	147	74	0	108	242	35	0	30	869	117	0	111	538	48	0	2389
PEAK HR FACTOR :	0.795	0.750	0.740	0.000	0.692	0.890	0.795	0.000	0.577	0.953	0.944	0.000	0.712	0.954	0.750	0.000	0.962
		0.846				0.830				0.962				0.979			

City Of Los Angeles
Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Imperial St

East/West Jesse St

Day: Thursday Date: 12/05/2019 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	5	6	11	19
BIKES	7	2	11	13
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	7	9.30	5	8.45	11	9.45	23	7.45
PM PK 15 MIN	14	15.30	28	15.15	14	16.15	19	15.30
AM PK HOUR	19	8.45	8	8.00	35	7.45	70	7.45
PM PK HOUR	44	15.00	65	15.00	44	15.30	68	15.15

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	1	4	2	7	*7-8*	0	1	3	4	11	6	0	3	1
8-9	8	2	3	13	*8-9*	2	4	2	8	21	9	1	3	1
9-10	7	2	4	13	*9-10*	0	1	5	6	19	4	0	8	0
15-16	17	3	24	44	*15-16*	11	16	38	65	109	9	0	10	0
16-17	8	8	12	28	*16-17*	9	1	17	27	55	4	0	15	0
17-18	9	5	7	21	*17-18*	1	12	15	28	49	14	2	11	0
TOTAL	50	24	52	126	TOTAL	23	35	80	138	264	46	3	50	2

EASTBOUND Approach					**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	7	13	3	23	*7-8*	7	50	4	61	84	2	0	3	0
8-9	7	20	8	35	*8-9*	7	54	6	67	102	2	2	2	0
9-10	5	19	7	31	*9-10*	8	49	9	66	97	2	1	3	0
15-16	8	15	14	37	*15-16*	9	40	12	61	98	15	1	11	0
16-17	10	20	14	44	*16-17*	11	26	4	41	85	16	0	7	1
17-18	6	22	15	43	*17-18*	10	33	3	46	89	6	1	8	0
TOTAL	43	109	61	213	TOTAL	52	252	38	342	555	43	5	34	1

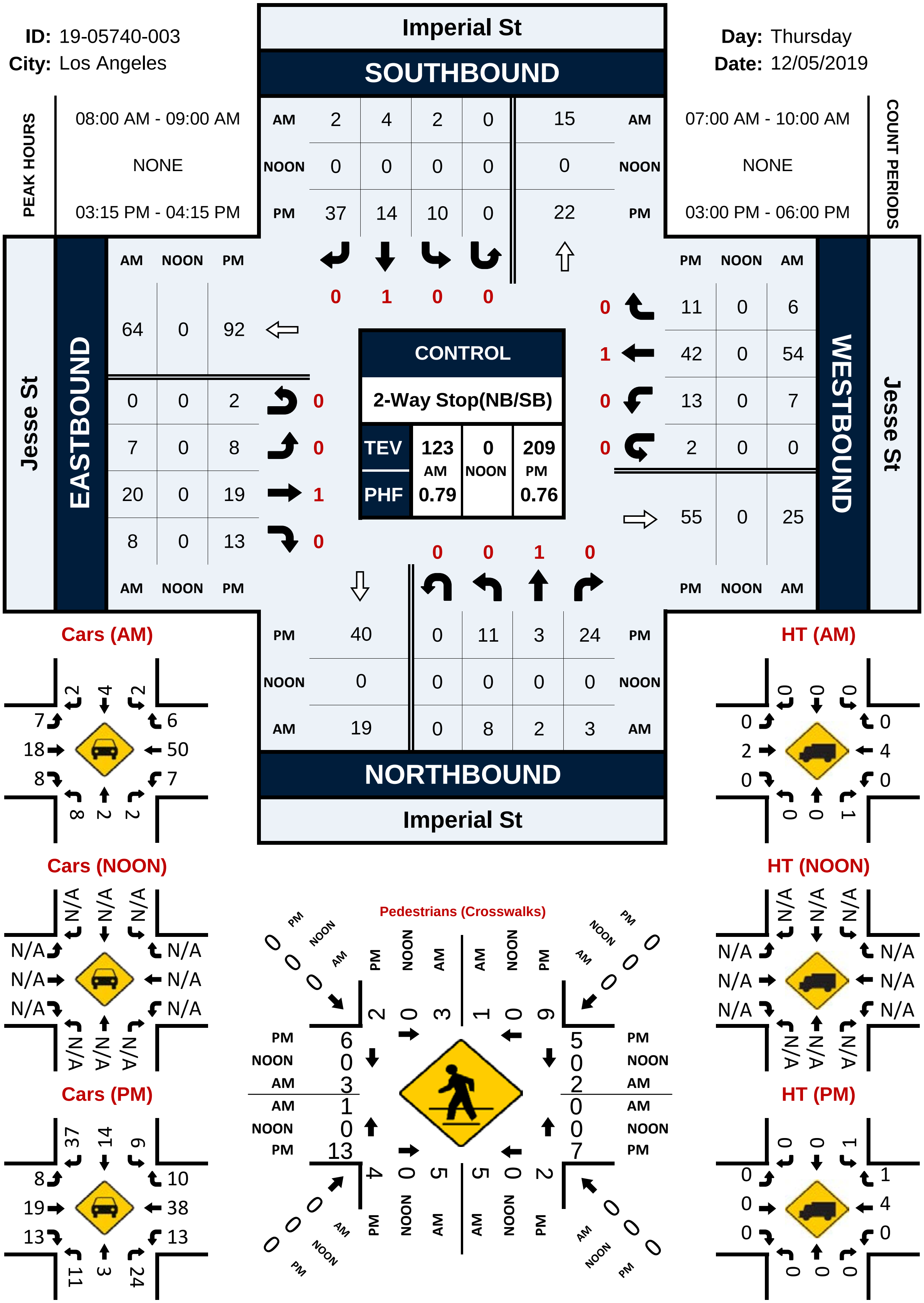
Prepared by National Data & Surveying Services

Imperial St & Jesse St

Peak Hour Turning Movement Count

ID: 19-05740-003
City: Los Angeles

Day: Thursday
Date: 12/05/2019



	PEAK HOURS	COUNT PERIODS
AM	08:00 AM - 09:00 AM	07:00 AM - 10:00 AM
NOON	NONE	NONE
PM	03:15 PM - 04:15 PM	03:00 PM - 06:00 PM

CONTROL
2-Way Stop(NB/SB)

	AM	NOON	PM
TEV	123	0	209
PHF	0.79		0.76

Imperial St
SOUTHBOUND

	↲	↓	↳	U	⇧
AM	2	4	2	0	15
NOON	0	0	0	0	0
PM	37	14	10	0	22
	0	1	0	0	

Jesse St
EASTBOUND

	AM	NOON	PM	
⇦	64	0	92	
U	0	0	2	0
↱	7	0	8	0
→	20	0	19	1
↴	8	0	13	0

Jesse St
WESTBOUND

		PM	NOON	AM
↰	0	11	0	6
←	1	42	0	54
↙	0	13	0	7
U	0	2	0	0
⇨		55	0	25

Imperial St
NORTHBOUND

	⇩	U	↰	↑	↱
		0	0	1	0
PM	40	0	11	3	24
NOON	0	0	0	0	0
AM	19	0	8	2	3

Cars (AM)

	Left	Through	Right
SB	2	4	2
EB	7	18	8
WB	7	50	6
NB	8	2	2

HT (AM)

	Left	Through	Right
SB	0	0	0
EB	0	2	0
WB	0	4	0
NB	0	0	1

Cars (NOON)

	Left	Through	Right
SB	N/A	N/A	N/A
EB	N/A	N/A	N/A
WB	N/A	N/A	N/A
NB	N/A	N/A	N/A

HT (NOON)

	Left	Through	Right
SB	N/A	N/A	N/A
EB	N/A	N/A	N/A
WB	N/A	N/A	N/A
NB	N/A	N/A	N/A

Cars (PM)

	Left	Through	Right
SB	9	14	37
EB	8	19	13
WB	13	38	10
NB	11	3	24

HT (PM)

	Left	Through	Right
SB	1	0	0
EB	0	0	0
WB	0	4	1
NB	0	0	0

Pedestrians (Crosswalks)

Crosswalk		AM	NOON	PM
North	→	3	0	2
North	←	1	0	6
West	↓	3	0	6
West	↑	1	0	13
East	↓	2	0	5
East	↑	0	0	7
South	→	5	0	4
South	←	5	0	2
NW diagonal	↘	0	0	0
NE diagonal	↙	0	0	0
SW diagonal	↗	0	0	0
SE diagonal	↖	0	0	0

National Data & Surveying Services

Intersection Turning Movement Count

Location: Imperial St & Jesse St
City: Los Angeles
Control: 2-Way Stop(NB/SB)

Project ID: 19-05740-003
Date: 12/5/2019

Total

NS/EW Streets:	Imperial St				Imperial St				Jesse St				Jesse St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	1	1	0	0	0	2	0	1	2	2	2	7	11	1	0	30
7:15 AM	1	0	0	0	0	1	0	0	0	2	0	0	0	11	0	0	15
7:30 AM	0	1	1	0	0	0	1	0	0	4	1	1	0	7	1	0	17
7:45 AM	0	2	0	0	0	0	0	0	3	5	0	0	0	21	2	0	33
8:00 AM	1	0	0	0	0	1	0	0	2	7	0	0	3	17	0	0	31
8:15 AM	1	0	0	0	0	0	0	0	2	4	3	0	3	12	1	0	26
8:30 AM	2	0	3	0	1	0	1	0	2	2	5	0	1	6	4	0	27
8:45 AM	4	2	0	0	1	3	1	0	1	7	0	0	0	19	1	0	39
9:00 AM	3	1	1	0	0	0	0	0	0	6	2	0	2	8	2	0	25
9:15 AM	0	0	1	0	0	0	0	0	0	2	1	0	2	13	2	0	21
9:30 AM	4	1	2	0	0	0	3	0	1	6	1	1	1	13	3	0	36
9:45 AM	0	0	0	0	0	1	2	0	3	5	3	0	3	15	2	0	34
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	16	8	9	0	2	6	10	0	15	52	18	4	22	153	19	0	334
APPROACH %'s :	48.48%	24.24%	27.27%	0.00%	11.11%	33.33%	55.56%	0.00%	16.85%	58.43%	20.22%	4.49%	11.34%	78.87%	9.79%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	8	2	3	0	2	4	2	0	7	20	8	0	7	54	6	0	123
PEAK HR FACTOR :	0.500	0.250	0.250	0.000	0.500	0.333	0.500	0.000	0.875	0.714	0.400	0.000	0.583	0.711	0.375	0.000	0.788
	0.542				0.400				0.972				0.838				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	7	1	4	0	2	3	5	0	1	2	5	0	1	7	2	0	40
3:15 PM	4	1	7	0	5	5	18	0	4	5	1	2	1	11	3	2	69
3:30 PM	3	1	10	0	4	3	10	0	1	5	3	0	2	13	4	0	59
3:45 PM	3	0	3	0	0	5	5	0	0	3	5	0	3	9	3	0	39
4:00 PM	1	1	4	0	1	1	4	0	3	6	4	0	7	9	1	0	42
4:15 PM	2	4	4	0	3	0	3	0	2	9	2	1	1	5	1	0	37
4:30 PM	3	0	2	0	2	0	3	0	1	2	3	0	1	8	2	0	27
4:45 PM	2	3	2	0	2	0	7	1	2	3	5	1	2	4	0	0	34
5:00 PM	4	0	3	0	1	2	1	0	2	6	3	0	4	10	1	1	38
5:15 PM	1	1	1	0	0	2	3	0	1	5	3	1	2	10	0	0	30
5:30 PM	4	0	1	0	0	3	5	0	0	5	3	0	1	8	1	2	33
5:45 PM	0	4	2	0	0	5	6	0	2	6	6	0	0	5	1	0	37
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	34	16	43	0	20	29	70	1	19	57	43	5	25	99	19	5	485
APPROACH %'s :	36.56%	17.20%	46.24%	0.00%	16.67%	24.17%	58.33%	0.83%	15.32%	45.97%	34.68%	4.03%	16.89%	66.89%	12.84%	3.38%	
PEAK HR :	03:15 PM - 04:15 PM																TOTAL
PEAK HR VOL :	11	3	24	0	10	14	37	0	8	19	13	2	13	42	11	2	209
PEAK HR FACTOR :	0.688	0.750	0.600	0.000	0.500	0.700	0.514	0.000	0.500	0.792	0.650	0.250	0.464	0.808	0.688	0.250	0.757
	0.679				0.545				0.808				0.895				

Prepared by National Data & Surveying Services

VOLUME

Imperial St Bet. Jesse St & E 7th St

Day: Thursday
Date: 12/5/2019

City: Los Angeles
Project #: CA19_5741_001

DAILY TOTALS	NB	SB	EB	WB	Total
	277	466	0	0	743

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	1		2				3		**12:00**	8		8				16	
00:15	1		3				4		**12:15**	5		9				14	
00:30	0		5				5		**12:30**	8		5				13	
00:45	2	4	2	12			4	16	**12:45**	6	27	7	29			13	56
01:00	0		0				0		**13:00**	8		12				20	
01:15	1		0				1		**13:15**	10		10				20	
01:30	0		2				2		**13:30**	4		11				15	
01:45	1	2	0	2			1	4	**13:45**	3	25	13	46			16	71
02:00	0		0				0		**14:00**	5		9				14	
02:15	1		0				1		**14:15**	5		12				17	
02:30	2		1				3		**14:30**	1		9				10	
02:45	1	4	1	2			2	6	**14:45**	2	13	8	38			10	51
03:00	0		0				0		**15:00**	11		13				24	
03:15	1		0				1		**15:15**	4		10				14	
03:30	1		0				1		**15:30**	2		15				17	
03:45	0	2	0				0	2	**15:45**	0	17	11	49			11	66
04:00	1		0				1		**16:00**	6		6				12	
04:15	1		0				1		**16:15**	6		5				11	
04:30	1		1				2		**16:30**	5		6				11	
04:45	1	4	1	2			2	6	**16:45**	3	20	2	19			5	39
05:00	1		1				2		**17:00**	1		9				10	
05:15	3		1				4		**17:15**	3		6				9	
05:30	1		1				2		**17:30**	3		5				8	
05:45	2	7	1	4			3	11	**17:45**	5	12	12	32			17	44
06:00	0		3				3		**18:00**	3		14				17	
06:15	3		1				4		**18:15**	1		8				9	
06:30	4		1				5		**18:30**	1		5				6	
06:45	11	18	3	8			14	26	**18:45**	1	6	5	32			6	38
07:00	6		5				11		**19:00**	2		9				11	
07:15	5		1				6		**19:15**	1		6				7	
07:30	2		1				3		**19:30**	1		8				9	
07:45	2	15	0	7			2	22	**19:45**	1	5	8	31			9	36
08:00	2		1				3		**20:00**	0		6				6	
08:15	2		2				4		**20:15**	3		6				9	
08:30	2		6				8		**20:30**	0		8				8	
08:45	6	12	4	13			10	25	**20:45**	2	5	4	24			6	29
09:00	4		3				7		**21:00**	2		7				9	
09:15	5		2				7		**21:15**	2		4				6	
09:30	3		3				6		**21:30**	3		3				6	
09:45	1	13	4	12			5	25	**21:45**	2	9	3	17			5	26
10:00	9		2				11		**22:00**	2		4				6	
10:15	5		5				10		**22:15**	3		7				10	
10:30	10		8				18		**22:30**	1		7				8	
10:45	5	29	10	25			15	54	**22:45**	1	7	6	24			7	31
11:00	3		2				5		**23:00**	1		1				2	
11:15	3		7				10		**23:15**	3		5				8	
11:30	5		5				10		**23:30**	1		3				4	
11:45	5	16	13	27			18	43	**23:45**	0	5	2	11			2	16
TOTALS	126		114				**240**		**TOTALS**	151		352				**503**	
SPLIT %	52.5%		47.5%				**32.3%**		**SPLIT %**	30.0%		70.0%				**67.7%**	

DAILY TOTALS	NB	SB	EB	WB	Total
	277	466	0	0	743

AM Peak Hour	10:00	11:30			**11:45**	**PM Peak Hour**	12:30	15:00			**13:00**
AM Pk Volume	29	35			**61**	**PM Pk Volume**	32	49			**71**
Pk Hr Factor	0.725	0.673			**0.847**	**Pk Hr Factor**	0.800	0.817			**0.888**
7 - 9 Volume	27	20	0	0	**47**	**4 - 6 Volume**	32	51	0	0	**83**
7 - 9 Peak Hour	07:00	08:00			**08:00**	**4 - 6 Peak Hour**	16:00	17:00			**17:00**
7 - 9 Pk Volume	15	13	0	0	**25**	**4 - 6 Pk Volume**	20	32	0	0	**44**
Pk Hr Factor	0.625	0.542	0.000	0.000	**0.625**	**Pk Hr Factor**	0.833	0.667	0.000	0.000	**0.647**

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Imperial St

East/West E 7 th St

Day: Thursday Date: 12/05/2019 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	5	260	291
BIKES	28	3	27	29
BUSES	0	0	140	178

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	2	7.45	6	9.45	142	9.45	394	7.30
PM PK 15 MIN	6	15.30	18	15.30	288	17.30	178	17.45
AM PK HOUR	5	8.30	15	9.00	468	9.00	1525	7.00
PM PK HOUR	8	15.00	58	15.00	1055	17.00	684	17.00

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	1	0	2	3	*7-8*	5	0	3	8	11	14	2	6	2
8-9	0	1	1	2	*8-9*	2	0	8	10	12	14	3	5	2
9-10	0	0	4	4	*9-10*	4	1	10	15	19	13	6	8	2
15-16	1	0	7	8	*15-16*	21	0	37	58	66	48	2	16	1
16-17	0	0	2	2	*16-17*	8	0	19	27	29	34	0	10	1
17-18	1	0	1	2	*17-18*	12	0	21	33	35	22	2	34	4
TOTAL	3	1	17	21	TOTAL	52	1	98	151	172	145	15	79	12

EASTBOUND Approach					**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	3	341	0	344	*7-8*	1	1511	13	1525	1869	2	0	1	0
8-9	1	390	1	392	*8-9*	4	1428	14	1446	1838	2	0	0	0
9-10	8	458	2	468	*9-10*	11	1339	12	1362	1830	0	0	0	0
15-16	10	733	1	744	*15-16*	2	473	10	485	1229	3	0	2	0
16-17	12	873	1	886	*16-17*	4	561	15	580	1466	5	0	0	0
17-18	3	1050	2	1055	*17-18*	0	670	14	684	1739	0	0	1	0
TOTAL	37	3845	7	3889	TOTAL	22	5982	78	6082	9971	12	0	4	0

Prepared by National Data & Surveying Services

Imperial St & E 7 th St

Peak Hour Turning Movement Count

ID: 19-05740-004
City: Los Angeles

Day: Thursday
Date: 12/05/2019

	PEAK HOURS	COUNT PERIODS
AM	07:30 AM - 08:30 AM	07:00 AM - 10:00 AM
NOON	NONE	NONE
PM	05:00 PM - 06:00 PM	03:00 PM - 06:00 PM

Imperial St

SOUTHBOUND

	↲	↓	↳	⤸	⇧	
AM	3	0	1	0	9	AM
NOON	0	0	0	0	0	NOON
PM	21	0	12	0	14	PM
	0	1	0	0		

E 7 th St

EASTBOUND

		AM	NOON	PM
⇦		1490	0	695
⤺	0	0	0	3
↱	0	3	0	0
→	2	379	0	1050
↴	0	1	0	2

E 7 th St

WESTBOUND

		PM	NOON	AM
↰	0	14	0	6
←	2	670	0	1487
↲	0	0	0	2
⤹	0	0	0	0
⇨		1063	0	382

CONTROL

1-Way Stop(SB)

	AM	NOON	PM
TEV	1885	0	1774
PHF	0.97		0.95

NORTHBOUND

Imperial St

		⇩	⤺	↰	↑	↱	
			0	0	1	0	
PM		2	0	1	0	1	PM
NOON		0	0	0	0	0	NOON
AM		4	1	0	0	2	AM

Cars (AM)

	Left	Through	Right
Southbound	1	0	3
Eastbound	3	296	0
Westbound	6	1382	2
Northbound	0	0	2

HT (AM)

	Left	Through	Right
Southbound	0	0	0
Eastbound	0	64	1
Westbound	0	70	0
Northbound	0	0	0

Cars (NOON)

	Left	Through	Right
Southbound	N/A	N/A	N/A
Eastbound	N/A	N/A	N/A
Westbound	N/A	N/A	N/A
Northbound	N/A	N/A	N/A

HT (NOON)

	Left	Through	Right
Southbound	N/A	N/A	N/A
Eastbound	N/A	N/A	N/A
Westbound	N/A	N/A	N/A
Northbound	N/A	N/A	N/A

Cars (PM)

	Left	Through	Right
Southbound	12	0	20
Eastbound	0	1011	2
Westbound	14	627	0
Northbound	1	0	1

HT (PM)

	Left	Through	Right
Southbound	0	0	1
Eastbound	0	17	0
Westbound	0	11	0
Northbound	0	0	0

Pedestrians (Crosswalks)

		PM	NOON	AM
North crosswalk	→	12	0	5
North crosswalk	←	26	0	4
West crosswalk	↓	0	0	0
West crosswalk	↑	0	0	0
East crosswalk	↓	0	0	0
East crosswalk	↑	1	0	0
South crosswalk	→	13	0	8
South crosswalk	←	11	0	5
NW corner	↘	0	0	0
NE corner	↙	0	0	0
SW corner	↗	0	0	0
SE corner	↖	0	0	0

National Data & Surveying Services

Intersection Turning Movement Count

Location: Imperial St & E 7 th St
City: Los Angeles
Control: 1-Way Stop(SB)

Project ID: 19-05740-004
Date: 12/5/2019

Total

NS/EW Streets:	Imperial St				Imperial St				E 7 th St				E 7 th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	3	0	2	0	1	74	0	0	0	386	5	0	471
7:15 AM	0	0	0	0	2	0	0	0	0	87	0	0	0	356	6	0	451
7:30 AM	0	0	0	1	0	0	1	0	0	89	0	0	0	394	0	0	485
7:45 AM	0	0	2	0	0	0	0	0	2	91	0	0	1	375	2	0	473
8:00 AM	0	0	0	0	0	0	0	0	1	108	0	0	1	348	2	0	460
8:15 AM	0	0	0	0	1	0	2	0	0	91	1	0	0	370	2	0	467
8:30 AM	0	0	1	0	1	0	4	0	0	83	0	0	3	371	5	0	468
8:45 AM	0	1	0	0	0	0	2	0	0	108	0	0	0	339	5	0	455
9:00 AM	0	0	2	0	1	0	1	0	3	109	0	1	1	369	3	0	490
9:15 AM	0	0	1	0	0	0	4	0	1	103	1	0	4	348	4	1	467
9:30 AM	0	0	0	0	1	0	2	0	1	107	0	0	2	322	4	1	440
9:45 AM	0	0	1	0	2	1	3	0	2	139	1	0	2	300	1	0	452
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	7	1	11	1	21	0	11	1189	3	1	14	4278	39	2	5579
APPROACH %'s :	0.00%	11.11%	77.78%	11.11%	33.33%	3.03%	63.64%	0.00%	0.91%	98.75%	0.25%	0.08%	0.32%	98.73%	0.90%	0.05%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	2	1	1	0	3	0	3	379	1	0	2	1487	6	0	1885
PEAK HR FACTOR :	0.000	0.000	0.250	0.250	0.250	0.000	0.375	0.000	0.375	0.877	0.250	0.000	0.500	0.944	0.750	0.000	0.972
	0.375				0.333				0.878				0.949				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	0	2	0	5	0	7	0	5	181	0	1	0	124	6	0	331
3:15 PM	0	0	0	0	4	0	8	0	1	183	1	1	0	103	1	0	302
3:30 PM	1	0	5	0	5	0	13	0	1	198	0	0	0	124	1	1	349
3:45 PM	0	0	0	0	7	0	9	0	1	171	0	0	0	122	2	1	313
4:00 PM	0	0	0	0	2	0	6	0	3	195	0	0	0	136	8	0	350
4:15 PM	0	0	0	0	4	0	3	0	1	191	1	1	2	122	1	0	326
4:30 PM	0	0	1	0	0	0	8	0	4	246	0	0	0	150	3	0	412
4:45 PM	0	0	1	0	2	0	2	0	3	241	0	0	2	153	3	0	407
5:00 PM	1	0	1	0	2	0	8	0	0	261	0	0	0	171	1	0	445
5:15 PM	0	0	0	0	2	0	4	0	0	245	0	0	0	158	3	0	412
5:30 PM	0	0	0	0	2	0	4	0	0	286	0	2	0	167	6	0	467
5:45 PM	0	0	0	0	6	0	5	0	0	258	2	1	0	174	4	0	450
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	0	10	0	41	0	77	0	19	2656	4	6	4	1704	39	2	4564
APPROACH %'s :	16.67%	0.00%	83.33%	0.00%	34.75%	0.00%	65.25%	0.00%	0.71%	98.92%	0.15%	0.22%	0.23%	97.43%	2.23%	0.11%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	1	0	1	0	12	0	21	0	0	1050	2	3	0	670	14	0	1774
PEAK HR FACTOR :	0.250	0.000	0.250	0.000	0.500	0.000	0.656	0.000	0.000	0.918	0.250	0.375	0.000	0.963	0.583	0.000	0.950
	0.250				0.750				0.916				0.961				

APPENDIX C

LAND USE CONSISTENCY TABLES

1. Land Use Tables

Table 1
Consistency with Applicable Goals of RTP/SCS

Goal	Project Consistency
Maximize mobility and accessibility for all people and goods in the region.	**Consistent.** The Project is an infill development within the urbanized Arts District of the downtown area. As with other communities within the City, the Project Site is surrounded by a network of roads and freeways that provide local and regional access. The Project Site is also located in proximity to several public transit opportunities. The availability and accessibility of public transit in the Project area is evidenced by the Project Site's location within a designated High-Quality Transit Area (HQTA).[1] The 2016-2040 RTP / SCS defines HQTAs as generally walkable transit villages or corridors that are within one half-mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. The Project is located near the intersection of Mateo Street and 7th Street. 7th Street is a major transportation corridor that is served by multiple Metro bus lines. Local and rapid Metro bus lines also run on E. 6th Street, Alameda Street, and Santa Fe Avenue. Given the Project Site's location in proximity to a variety of transportation options and the infill nature of the Project the Project would maximize the potential for mobility and accessibility. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Protect the environment and health of our residents by improving air quality, and encouraging active transportation (non-motorized transportation, such as bicycling and walking).	**Consistent.** The Project would incorporate a wide range of building technologies and design features that would protect the environment by saving energy (which would also reduce air emissions associated with electricity generation), reducing water consumption, making use of recycled materials, and producing better indoor and outdoor environmental quality. Pedestrian access to the Project Site would be provided via the sidewalks along Mateo Street and Imperial Street. The commercial uses would consist of several establishments, each with its own

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[1] *SCAG 2016-2040 Regional Transportation Plan / Sustainability Communities Strategy, p. 77, Exhibit 5.1, High Quality Transit Areas in the SCAG Region for 2040, and, p. 189, Glossary for HQTA definition.*

Table 1
Consistency with Applicable Goals of RTP/SCS

Goal	Project Consistency
	entrance directly from the street or paseo. Furthermore, the Project would provide opportunities for employees, residents, and visitors to walk to other retail businesses within and near the Project Site. In addition, the Project would provide long- and short-term bicycle parking spaces in accordance with the City Bicycle Ordinance. Therefore, the Project would help improve air quality and encourage bicycling and walking. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Actively encourage and create incentives for energy efficiency where possible.	**Consistent**. As detailed in **Section II., Project Description**, of this Draft EIR, the Project would integrate sustainable and green building techniques by incorporating various standards and guidelines to reduce resources and energy consumption. The Project would comply with the Los Angeles Green Building Code, which builds upon and sets higher standards than those incorporated in CALGreen. Some of the Project's key design features that contribute to energy efficiency include the installation of energy-efficient appliances, water-efficient irrigation systems, water-efficient indoor fixtures, use of locally sourced construction materials, and the installation of the conduit and panel capacity to accommodate future electric vehicle charging stations. The Project would achieve several objectives of the Framework, RTP, and 2016 SCAQMD for establishing a regional land use pattern that promotes sustainability. The Project would include a landscaped paseo connecting Mateo Street and Imperial Street along the southern boundary of the Project Site, further enhancing the pedestrian environment and increasing walkability in the Arts District area, and it would contribute to a land use pattern that addresses housing needs and reduces vehicle trips and air pollution by locating residential uses within an area that has public transit (with access to the Metro rail lines and existing regional bus service), and employment opportunities, retail and restaurant all within walking distance.

Table 1
Consistency with Applicable Goals of RTP/SCS

Goal	Project Consistency
	Further, the Project's inclusion of bicycle parking, as discussed above, would encourage use of alternative modes of transportation. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Encourage land use and growth patterns that facilitate transit and active transportation.	**Consistent.** The Project would encourage land use and growth patterns that facilitate transit by being a compact, infill development near several public transit options, including Metro bus lines. Local and rapid Metro bus lines run on E. 7th Street, E. 6th Street, Alameda Street, and Santa Fe Avenue. In addition, the Project encourages active transportation by including 154 bicycle parking stalls. The Project also improves walkability in the immediate vicinity of the Project Site by replacing a warehouse use and surface parking lot with a mixed-use that activates the street by introducing commercial (restaurant and retail) options. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project; however, as the flexibility option would increase commercial and reduce residential, a total of 161 bicycle parking stalls would be provided under this option, and, nonetheless would therefore be similarly consistent.

Source: Southern California Association of Governments, 2016-2040 RTP/SCS, April 2016.

Table 2
Project Consistency with the Applicable Policies of the Mobility Plan 2035

Policy	Project Consistency
Chapter 1: Safety First	
Policy 1.6: Design detour facilities to provide safe passage for all modes of travel during times of construction.	**Consistent.** As discussed in **Section IV.K, Transportation**, of this Draft EIR, the Project would prepare and implement a Construction Management Plan that would reduce construction-related impacts on the surrounding community, and would incorporate safety measures around the construction site to reduce the risk to pedestrian traffic near the work area; minimize the potential conflicts between construction activities, street traffic, bicyclists, and pedestrians; and reduce the use of residential streets and congestion to pubic streets and highways. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Chapter 2: World Class Infrastructure	
Policy 2.1: Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.	**Consistent.** The Project would develop a mix of live/work units, general commercial, restaurant, retail, office and art production-related land uses, thereby contributing to the diversity of land uses in the Arts District, which currently includes industrial, commercial retail, studio, bar, café, restaurant, and low-rise and mid-rise adaptive live/work units. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Policy 2.3: Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.	**Consistent.** The Project would enhance the pedestrian access along Mateo Street and Imperial Street with new and additional landscape features such as street trees and provide a landscaped paseo connecting Mateo Street and Imperial Street along the southern boundary of the Project Site in an east west orientation and perpendicular to its adjacent streets. The paseo would be open to the sky, and would provide access to ground floor terraces, commercial uses, and amenities. The above analysis is equally applicable to the Flexibility Option as the design, including the landscaped paseo, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.

Table 2
Project Consistency with the Applicable Policies of the Mobility Plan 2035

Policy	Project Consistency
Policy 2.4: Provide a slow speed network of locally serving streets.	**Consistent.** Mateo Street is designated as a Neighborhood Enhanced Network (NEN) and is designated as a Tier 2 Bicycle Lane within the Bicycle Lane Network. This designates Mateo Street as a local street that is slow moving and safe enough to connect neighborhoods through active transportation, including bicycling. The Project Site is further accessed by a slow speed network of locally serving streets via Mateo Street (designated Avenue III), Imperial Street (designated Collector Street), Jesse Street (designated Collector Street), and 7th Street (designated Avenue II Street). All streets have no speed limit posted, thus a prima facie speed limit of 25 miles per hour is assumed, consistent with the State of California Vehicle Code. The above analysis is equally applicable to the Flexibility Option as the design, including the landscaped paseo, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Policy 2.5: Improve the performance and reliability of existing and future bus service.	**Consistent.** Public transit service in the immediate Project study area is currently provided by Metro. The bus lines include: Metro Local Lines 18, 53, 60, 62, 66 and Metro Rapid 720 and 760. Additionally, the Project Site is located approximately one mile south of the Metro Gold Line Little Tokyo/Arts District Station. Public bus/rail transit service within the Project study area will also be improved with the Metro Regional Connector project, which will be a 1.9-mile underground light-rail system that will extend from the Metro Gold Line Little Tokyo/Arts District Station to the 7th Street/Metro Center Station. The Regional Connector will improve access to both local and regional destinations by providing continuous thru service between the Gold, Blue, Expo, Red, and Purple Lines and providing connectors to other rail lines via the 7th St/Metro Center Station. Furthermore, FASTLinkDTLA is the recently established TMO in Downtown Los Angeles that will improve public transit service in the area. TMOs provide employees, businesses, and visitors of an area with resources to increase the amount of trips taken by transit, walking, bicycling, carpooling, and other alternative modes.

Table 2
Project Consistency with the Applicable Policies of the Mobility Plan 2035

Policy	Project Consistency
	The above analysis is equally applicable to the Flexibility Option as the design, including the landscaped paseo, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Policy 2.6: Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.	**Consistent.** Mateo Street and Santa Fe Avenue are classified as Bicycle Friendly Streets. The Project would not modify existing bicycle facilities. The Project would enhance bicycle facilities on-site by providing short-term and long-term bicycle spaces in conformance with the City's Bicycle Ordinance. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Policy 2.7: Provide vehicular access to the regional freeway system.	**Consistent.** Regional vehicular access to the Project Site is provided by the I-10 (Santa Monica) Freeway located approximately half a mile south of the Project Site, the US-101 (Hollywood) Freeway located approximately 1.2 miles north of the Project Site, and the I-5 (Santa Ana) Freeway located approximately half a mile east of the Project Site. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Policy 2.10: Facilitate the provision of adequate on and off-street loading areas.	**Consistent**. As discussed in **Section II, Project Description**, of this Draft EIR, vehicular access to the Project Site would be provided via a new driveway entrance off of Imperial Street towards the northeast corner of the Project Site that leads to the Project's parking spaces and loading areas. Therefore, all loading would occur off-street and internally to the Project Site. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Policy 2.17: Carefully consider the overall implications (costs, character, safety, travel, infrastructure, environment) of widening a street before requiring the widening, even when the existing right of way does not include a curb and gutter or	**Consistent.** The Project would include off-site improvements that would be generally contained in the adjacent rights-of-way to the Project Site (6' Mateo Street and 8' Imperial Street). These off-site improvements would consist of sidewalk dedications, widenings, and improvements;

Table 2
Project Consistency with the Applicable Policies of the Mobility Plan 2035

Policy	Project Consistency
the resulting roadway would be less than the standard dimension.	planting street trees; roadway circulation improvements; installing street lights (if required); and underground existing overhead powerlines. All dedications and improvements would be completed in compliance with Mobility Plan 2035. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Chapter 3: Access for All Angelenos	
Policy 3.1: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes – including goods movement – as integral of the City's transportation system.	**Consistent:** The Project would promote this policy by improving pedestrian and bicycle access and providing adequate vehicular access. The Project would enhance the pedestrian access along Mateo Street and Imperial Street with new and additional landscape features such as street trees and provide a landscaped paseo connecting Mateo Street and Imperial Street along the southern boundary of the Project Site in an east west orientation and perpendicular to its adjacent streets. The paseo would be open to the sky, and would provide access to ground floor terraces, commercial uses, and amenities. The Project would promote the use of bicycles by providing access to short-term and long-term bicycle parking spaces on site. In addition, the Project would be located in an area well-served by public transit provided by Metro. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Policy 3.3: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.	**Consistent.** The Project would promote this policy by providing a new, mixed-use development with live/work units and commercial uses (general commercial, restaurant, retail, office and art production-related uses) on an underutilized infill lot within an urbanized area. The Project would provide access to new jobs within an urban area within proximity to Metro buses service. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.

Table 2
Project Consistency with the Applicable Policies of the Mobility Plan 2035

Policy	Project Consistency
Policy 3.4: Provide all residents, workers, visitors with affordable, efficient, convenient, and attractive transit services.	**Consistent.** The Project Site is located in an area well-served by public transit by Metro with bus service on E. 6th Street, E. 7th Street, Alameda Street, and Santa Fe Avenue. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Policy 3.5: Support "first-mile, last-mile solutions" such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.	The Project is located near the intersection of Mateo Street and 7th Street. 7th Street is a major transportation corridor that is served by multiple Metro bus lines. Local and rapid Metro bus lines also run on E. 6th Street, Alameda Street, and Santa Fe Avenue. Given the Project Site's location in proximity to a variety of transportation options and the infill nature of the Project the Project would maximize the potential for mobility and accessibility. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Policy 3.8: Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.	**Consistent.** The Project would provide bicycle parking spaces on-site in accordance with LAMC requirements. Consistent with the requirements, short-term bicycle parking spaces would be provided outside the building along the northern perimeter on the ground floor and long-term bicycle parking would be located within the first subterranean level of the parking garage. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Policy 3.9: Discourage the vacation of public rights-of-way.	**Consistent.** No vacation of public rights-of-way are required by the Project or on the streets adjacent to the Project Site. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Policy 3.10: Discourage the use of cul-de-sacs that do not provide access for active transportation options.	**Consistent.** No cul-de-sacs are located in the vicinity of the Project Site. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be

Table 2
Project Consistency with the Applicable Policies of the Mobility Plan 2035

Policy	Project Consistency
	comparable to the Project and would therefore be similarly consistent.
Chapter 4: Collaboration, Communication & informed Choices	
Policy 4.8: Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.	**Consistent.** As discussed in **Section IV.K, Transportation**, of this Draft EIR, the Project applicant will adopt and implement a TDM program in order to mitigate the potentially significant Project-related traffic impacts to less than significant levels. In addition, the Project would be located in an area well-served by public transit provided by Metro, including bus routes along E. 6th Street, E. 7th Street, Alameda Street, and Santa Fe Avenue. The buses and subway provide access to areas around Los Angeles County including the west side/Santa Monica, downtown Los Angeles, San Fernando and San Gabriel Valley providing opportunities for transit use, thereby potentially reducing dependence on single-occupancy vehicles. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Policy 4.13: Balance on-street and off-street parking supply with other transportation and land use objectives.	**Consistent.** The Project would provide approximately 287 vehicle parking spaces. In addition, the Project would provide 20 percent of its required parking spaces to be electric-vehicle ready, and five percent of its required parking spaces would be provided chargers for electric vehicles within the parking structure on the Project Site. In addition, the Project would provide 154 bicycle parking spaces, comprised of 24 bicycle spaces for commercial uses (including 12 short-term spaces and 12 long-term spaces) and 130 spaces for the live/work uses (including 12 short-term and 118 long-term), which complies with LAMC requirements set forth in Ordinance No. 185,480. In addition, the Project would be located in an area well-served by public transit provided by Metro, including bus routes along E. 6th Street, E. 7th Street, Alameda Street, and Santa Fe Avenue. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.

Table 2
Project Consistency with the Applicable Policies of the Mobility Plan 2035

Policy	Project Consistency
Policy 4.15: Require a public hearing for the proposed removal of an existing Class II or Class IV bicycle facility.	**Consistent.** No existing Class II or Class IV bicycle facility currently exist on the Project Site. No public hearing is required. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent
Chapter 5: Clean Environments & Healthy Communities	
Policy 5.2: Support ways to reduce vehicle miles traveled (VMT) per capita.	**Consistent.** The Project supports reductions in VMT by providing housing within walking distance of a well-developed transit system, as well as within numerous retail, dining, and employment opportunities, and thus, provides opportunities for residents to use transportation alternatives to single-occupancy vehicles. In addition, the Project's provision of short- and long-term bicycle parking spaces facilitates travel to and from the Project by bicyclists. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Policy 5.4: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.	**Consistent.** The Project's location near major transit facilities, which designates it in a TPA, could help reduce the energy and emission footprint of the Project and the per capita GHG emissions of the residents and visitors from private automobile travel. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Policy 5.5: Maximize opportunities to capture and infiltrate stormwater within the City's public right-of-ways.	**Consistent.** In accordance with National Pollutant Discharge Elimination System Municipal Permit requirements, the Project would be required to implement Standard Urban Stormwater Mitigation Plan and Low Impact Development requirements throughout the operational life of the Project. The Standard Urban Stormwater Mitigation Plan would outline stormwater treatment measures or post-construction Best Management Practices required to control pollutants of concern. In addition, consistent with the City's Low Impact Development requirement to reduce the quantity and improve the quality of rainfall runoff that

Table 2
Project Consistency with the Applicable Policies of the Mobility Plan 2035

Policy	Project Consistency
	leaves the Project Site, the Project would include the installation of an infiltration system as established by the Low Impact Development Manual. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent
Source: City of Los Angeles, Mobility Plan 2035, September 7, 2017.	

Table 3
Project Consistency with the Applicable Objectives and Policies of the General Plan Framework Element

Objective/Policy	Project Consistency
Land Use Chapter	
Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.	**Consistent.** The Project would develop a mix of live/work units, general commercial, restaurant, retail, office and art production-related land uses, thereby contributing to the diversity of land uses in the Arts District, which currently includes industrial, commercial retail, studio, bar, café, restaurant, and low-rise and mid-rise adaptive live/work units. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Policy 3.1.1: Identify areas on the Long-Range Land Use Diagram and in the community plans sufficient for the development of a diversity of uses that serve the needs of existing and future residents (housing, employment, retail, entertainment, cultural/institutional, educational, health, services, recreation, and similar uses), provide job opportunities, and support visitors and tourism.	**Consistent.** Downtown Los Angeles is identified as "Downtown Center" on the Framework's Long-Range Land Use Diagram (Metro Los Angeles). The Project would develop a mix of live/work units, general commercial, restaurant, retail, office and art production-related land use on a property that is comprised of an industrial building and surface parking. Mixed use projects with residential units are one of the land uses identified in the Long-Range Land Use Diagram as welcome in Downtown Los Angeles. The Project would bring employment opportunities and retail (restaurant) uses that would contribute to the diversity of uses that serve the needs of Downtown residents and visitors. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Policy 3.1.2: Allow for the provision of sufficient public infrastructure and services to support the projected needs of the City's population and businesses within the patterns of use established in the community plans as guided by the Framework Citywide Long- Range Land Use Diagram.	**Consistent.** As discussed in **Sections IV.J, Public Services, IV.M, Utility and Service Systems**, and **IV.N, Energy,** of this Draft EIR, as well as the Initial Study included in **Appendix A.2** of this Draft EIR, the agencies that provide public infrastructure, services, and utilities to the Project Site would have capacity to serve the Project. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Policy 3.1.3: Identify area for the establishment of new open space opportunities to serve the needs of existing	**Consistent.** While the Project does not provide any dedicated public parkland, the Project has been designed to create a pedestrian-oriented

Table 3
Project Consistency with the Applicable Objectives and Policies of the General Plan Framework Element

Objective/Policy	Project Consistency
and future residents. These opportunities may include a citywide linear network of parkland sand trails, neighborhood parks and urban open spaces.	streetscape with publicly-accessible open spaces, including the pedestrian paseo. The Project would include approximately 15,320 square feet of useable open space, of which approximately 9,290 square feet would be outdoor common space. The common open space would be comprised of a range of amenities including paseo, swimming pool and spa, fitness and recreation rooms, courtyard with planters for cultivating fruits and vegetables, arts and production space, yoga deck, outside dining area, and terraces. These common open spaces amenities would be located in distinct areas on the ground, second, and eighth levels and would not be accessible to the public or nearby residents, except that the paseo would be accessible to the public providing access to ground-floor commercial uses and open space dining areas and terrace on the second level. The paseo would provide a landscaped connection through the Property from Mateo Street to Imperial Street. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project, which would include the same amount of common open space and would therefore be similarly consistent.
Policy 3.1.5: Allow amendments to the community plans and coastal plans to further refine General Plan Framework Element land use boundaries and categories to reflect local conditions, parcel characteristics, existing land uses, and public input. These changes shall be allowed provided (a) that the basic differentiation and relationships among land use districts are maintained, (b) there is no reduction in overall housing capacity, and (c) additional environmental review is conducted in accordance with the California Environmental Quality Act should the impacts of the changes exceed the levels of significance defined and modify the conclusions of the Framework Element's Environmental Impact Report.	**Consistent.** The Project includes a request for a General Plan Amendment to amend the adopted Central City North Community Plan land use designation for the Project Site from Heavy Industrial to Regional Center Commercial. The Project also includes a Vesting Zone Change for the Project Site from M3 to C2. These changes would result in the Project Site being zoned for the mix of uses that would be included in the Project. The requested discretionary actions would provide an increase in the overall housing capacity for a total of 185 units, there would be no removal of existing housing causing a reduction in overall housing, and the Project would continue to maintain a diverse range of jobs in the City, area and neighborhood and therefore, the Project would be consistent with this Policy. Additionally, that the Project is undergoing CEQA review. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and

Table 3
Project Consistency with the Applicable Objectives and Policies of the General Plan Framework Element

Objective/Policy	Project Consistency
	operation would be comparable to the Project and would therefore be similarly consistent.
Objective 3.2: To provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicle trips, vehicle miles traveled, and air pollution.	**Consistent.** The Project would be designed to provide opportunities for people to live, work, and visit this area of downtown Los Angeles, with live/work units, general commercial, restaurant, retail, office and art production-related uses, and open space at a site adjacent to several Metro, LADOT and other regional transit bus lines, thus providing opportunities for residents, employees, visitors, and nearby local residents to use transit and active transportation, which would reduced vehicle trips and VMTs. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Policy 3.2.3: Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.	**Consistent.** The Project is a mixed-use development that would include live/work and commercial land uses. The Project would provide opportunities for residents, employees, and visitors to use public transit for work trips, and walk to other retail businesses within and near the Project Site. In addition, the Project would provide short- and long-term bicycle spaces as required by the City Bicycle Ordinance. 154 bicycle parking spaces would be provided on the Project Site, including 12 short-term bicycle parking spaces for the commercial uses and 12 short-term spaces for the live/work uses located near the northern perimeter on the ground floor. In addition, according to the City’s 2010 Bicycle Master Plan, Mateo Street and Santa Fe Avenue are classified as Bicycle Friendly Streets. Mateo Street is also classified by the City’s Mobility Plan 2035 as part of the Neighborhood Network (i.e., a network of local streets comfortable for bicycling) and future Tier 2 Bicycle Lanes. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project with the exception of providing 161 bicycle parking stalls due to the increase in commercial and reduction in residential, and would nonetheless be similarly consistent.
Objective 3.16: Accommodate land uses,	**Consistent.** The Project has been designed to

Table 3
Project Consistency with the Applicable Objectives and Policies of the General Plan Framework Element

Objective/Policy	Project Consistency
locate and design buildings, and implement streetscape amenities that enhance pedestrian activity.	create a pedestrian-oriented streetscape. The Project would provide a landscaped paseo connecting Mateo Street and Imperial Street along the southern boundary of the Project Site in an east west orientation and perpendicular to its adjacent streets. The paseo would be open to the sky, and would provide access to ground floor terraces, commercial uses, and amenities. The above analysis is equally applicable to the Flexibility Option as the design, including the landscaped paseo, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Housing Chapter	
Objective 4.2: Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.	**Consistent.** The Project would include up to 185 live/work units in the dense urban community of the Arts District in downtown Los Angeles, in close proximity to Metro bus services that are within walking distance. Metro runs multiple bus lines, including local and rapid lines, along E. 6th Street, E. 7th Street, Alameda Street, and Santa Fe Avenue in the area. The above analysis is equally applicable to the Flexibility Option, which would include 159 live-work units, as the overall design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Urban Form and Neighborhood Design Chapter	
Objective 5.9: Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.	**Consistent.** The Project will be a large mixed-use development that provides for continuous activity after commercial business hours through the development of ground floor retail and restaurant uses. The Project has been designed such that outdoor gathering and recreation areas within the Project Site are visible by Project residents, visitors and employees. Appropriate lighting and other security measures would be incorporated into the design and the residential areas of the site would be secured during nighttime hours and 24-hour security would be provided at the site. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.

Table 3
Project Consistency with the Applicable Objectives and Policies of the General Plan Framework Element

Objective/Policy	Project Consistency
Economic Development Chapter	
Objective 7.2: Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.	**Consistent.** The Project would support this objective by providing a mixed-use development consisting of 185 live/work units and up to 23,380 square feet of commercial uses that would serve the community and future businesses. The proposed neighborhood-serving retail, restaurant, and office and art production-related uses would complement the employment base of the Central City North Community Plan area, meet the needs of local residents, and foster continued economic investment. In addition, the Project Site would have convenient access to public transit and opportunities for walking and biking, thereby facilitating a reduction in vehicle trips, vehicle miles traveled, and air pollution to ensure maximum feasible environmental quality. Furthermore, the Project would integrate sustainable and green building techniques by incorporating various standards and guidelines to reduce resources and energy consumption. The Flexibility Option would consist of 159 live/work units and up to 45,873 square feet of commercial uses that would serve the community and future businesses. Overall, the above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Infrastructure and Public Services Chapter	
Policy 9.3.1: Reduce the amount of hazardous substances and the total amount of flow entering the wastewater system.	**Consistent.** As evaluated in **Section IV.F, Hydrology and Water Quality**, of this Draft EIR, during construction, the Project would be required to obtain coverage under the National Pollutant Discharge Elimination System Construction General Permit. In accordance with the requirements of this permit, the Project would implement a Stormwater Pollution Prevention Plan that specifies Best Management Practices and erosion control measures to be used during construction to manage runoff flows and prevent pollution. In addition, in accordance with National Pollutant Discharge Elimination System Municipal Permit requirements, the Project would be required to implement Standard Urban Stormwater Mitigation Plan and Low Impact Development

Table 3
Project Consistency with the Applicable Objectives and Policies of the General Plan Framework Element

Objective/Policy	Project Consistency
	requirements throughout the operational life of the Project. The Standard Urban Stormwater Mitigation Plan would outline stormwater treatment measures or post-construction Best Management Practices required to control pollutants of concern. In addition, consistent with the City's Low Impact Development requirement to reduce the quantity and improve the quality of rainfall runoff that leaves the Project Site, the Project would include the installation of an infiltration system as established by the Low Impact Development Manual. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Objective 9.6: Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality.	**Consistent.** See the consistency analysis for Policy 9.3.1., above. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Objective 9.10: Ensure the water supply, storage, and delivery systems are adequate to support planned development.	**Consistent.** As evaluated in **Section IV.M, Utility and Service Systems – Water Supply and Infrastructure** of this Draft EIR, the Project would be within the Los Angeles Department of Water and Power's current and projected available water supplies for normal, single-dry, and multiple-dry years. As such, the LADWP would be able to meet the water demand of the Project, as well as existing and planned future water demands of its service area. Further, the Project would not exceed the available capacity within the distribution infrastructure that would serve the Project Site. Thus, the Project would not require or result in the construction of new water facilities or expansion of existing facilities. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Source: City of Los Angeles, The Citywide General Plan Framework Element.	

Table 4
Project Consistency with Applicable Policies of the Housing Element

Policies	Project Consistency
Objective 2.2: Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services and transit.	**Consistent.** The Project would include up to 185 new live/work residences that would be added to the citywide housing supply. Furthermore, in recognition of the need for affordable housing within the Central City North Community Plan area, the Project sets aside 11 percent of its units, or 20 units total, deed-restricted for Very Low Income households. The proposed commercial land uses would provide amenities, jobs, and services to the Project's future residents, workers, and visitors, as well as the existing community. The Project Site is accessible to the regional bus transit systems. The above analysis is equally applicable to the Flexibility Option, which would include 159 live-work units (with 11 percent of the units deed-restricted for Very Low Income Households), as the overall design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Policy 2.2.5: Provide sufficient services and amenities to support the planned population while preserving the neighborhood for those currently there.	**Consistent.** The Project would not remove any existing residences. The proposed commercial land uses would provide amenities to the Project's future residents and visitors, as well as the existing neighborhood residents, workers, and visitors. Furthermore, the Project would provide a minimum of 15,320 square feet of open space for its 185 live/work dwelling units. Amenities would be in the form of a paseo, swimming pool and spa, fitness and recreation rooms, courtyard with planters for cultivating fruits and vegetables, arts and production space, yoga deck, outside dining area, and terraces. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project, including providing the same amount of common open space with a reduction of private open space of approximately 450 square feet commensurate to the reduction in live/work units, and would therefore be similarly consistent.
Objective 2.3: Promote sustainable buildings, which minimize adverse effects on the environment and minimize the use of non-renewable resources.	**Consistent.** The Project would meet the requirements in the City's Green Building Code and would include the conservation measures discussed below, in Section (k) Los Angeles Green Building Code. Therefore, the proposed

Table 4
Project Consistency with Applicable Policies of the Housing Element

Policies	Project Consistency
	building would minimize the adverse effects on the environment through compliance with energy efficiency requirements, such as reducing indoor and outdoor water demand, installing energy-efficient appliances and equipment, and complying with California Title 24 Building Energy Efficiency Standards, as amended by the City. The proposed building would also minimize the use of non-renewable resources through achieving several objectives of the City of Los Angeles General Plan Framework Element, SCAG's 2016 RTP/SCS, and SCAQMD AQMP for establishing a regional land use pattern that promotes sustainability. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Policy 2.3.2: Promote and facilitate reduction of water consumption in new and existing housing.	**Consistent.** As described in **Section IV.M.1, Utility and Service Systems-Water**, of this Draft EIR, through City mandated conservation measures, the Project would include waterless urinals, ultra low-flow toilets in all bathrooms, low-flow aerators, and appropriate landscaping, which would reduce water use by at least 50 percent. Therefore, the Project would minimize water consumption in the proposed residences and commercial uses. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Policy 2.3.3: Promote and facilitate reduction of energy consumption in new and existing housing.	**Consistent.** The Project would meet the requirements in the City's Green Building Code. The Project would have numerous green building design features, including a highly efficient HVAC system. Refer to **Section IV.N, Energy**, of this Draft EIR, for further discussion. Therefore, the Project would minimize energy consumption. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Policy 2.3.4: Promote and facilitate reduction of waste in construction and building operations.	**Consistent.** As discussed in **Section IV.M.3, Utility and Service Systems – Solid Waste**, of this Draft EIR, much of the Project's demolition

Table 4
Project Consistency with Applicable Policies of the Housing Element

Policies	Project Consistency
	waste would be recycled and salvaged to the maximum extent feasible at a minimum of 75 percent diversion from the landfill. During construction, the Project would implement recycling, such as recycling concrete cylinder test samples and steel reinforcing bars (Refer to PDFs SW-1 and SW-2 in **Section IV.M.3, Utility and Service Systems-Solid Waste**, of this Draft EIR). With respect to solid waste generated during operation, it is estimated that 65 percent of the Project's solid waste would be diverted from a landfill as required by law (Refer to PDFs SW-3 through SW-5 in **Section IV.M.3, Utility and Service Systems-Solid Waste**, of this Draft EIR). Therefore, the Project would reduce solid waste generated during construction and operation. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.

Source: Los Angeles Department of City Planning, Housing Element 2013-2021, adopted December 3, 2013.

Table 5
Project Consistency with Applicable Objectives and Policies of the Central City North Community Plan

Policies	Project Consistency
Residential	
Objective 1-1: To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Central City North Plan area to the year 2010.	**Consistent.** The Project would include up to 185 live/work units in the dense urban community of the Arts District in downtown Los Angeles, in close proximity to Metro bus services that are within walking distance of the Project Site. Furthermore, in recognition of the need for affordable housing within the Community Plan area, the Project sets aside 11 percent of its units, or 20 units, for deed-restricted for Very Low Income households. The long-term affordability of these units would be guaranteed in conformance with the requirements of the City's Housing and Community Investment Department. The above analysis is equally applicable to the Flexibility Option, which would include 159 live-work units (with 11 percent of the units deed-restricted for Very Low Income Households), as the overall design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Policy 1-1.1: Designate specific lands to provide for adequate multi-family residence development.	**Consistent.** The Community Plan designates the Project Site for Heavy Industrial land uses. However, the Project Applicant is requesting a General Plan Amendment to amend the adopted Central City North Community Plan's land use designation from the current "Heavy Industrial" land use designation to "Regional Center Commercial" land use designation. The Regional Center land use designation permits a range of corresponding commercial zones that allow for a variety of commercial and residential uses and intensities. Development of 185 live/work units and commercial land uses would serve the needs of existing and future residents in the area. The above analysis is equally applicable to the Flexibility Option, which would include 159 live-work units and approximately 45,873 square feet of commercial space, as the overall design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Objective 1-2: To locate new housing in a manner which reduces vehicular trips	**Consistent.** The Project would encourage land use and growth patterns that facilitate transit by

Table 5
Project Consistency with Applicable Objectives and Policies of the Central City North Community Plan

Policies	Project Consistency
and makes it accessible to services and facilities.	being a compact, infill development near several public transit options, including E. 6th Street, E. 7th Street, Alameda Street, and Santa Fe Avenue. In addition, the Project encourages active transportation by including 154 bicycle parking stalls. The Project also improves walkability in the immediate vicinity of the Project Site by replacing a warehouse use and surface parking lot with a mixed-use that activates the street by introducing commercial (restaurant and retail) options. The Project's building frontage would provide a variety of ground floor commercial uses along Mateo Street and Imperial Street. In addition, the publicly accessible pedestrian paseo would provide connectivity between the building's frontages. Furthermore, the Project would provide opportunities for employees, residents, and visitors to walk to other retail businesses within and near the Project Site. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project; however, as the flexibility option would increase commercial and reduce residential, a total of 161 bicycle parking stalls would be provided under this option, and nonetheless would therefore be similarly consistent.
Commercial	
Policy 2-1.4: Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development.	**Consistent.** The Project would be an urban-scale development that would be reflective of the expected visual character of the area as it develops in accordance with adopted land use plans, including the Central City North Community Plan and the Central Industrial Redevelopment Project, which envisions the continued and expanded development of a thriving artists-in-residence community. Furthermore, the Project's height, bulk and massing is consistent with other mid-rise structures located along Mateo Street, the six-story mixed-use Toy Factory Lofts and the seven-story mixed-use Biscuit Company Lofts. The Project would feature sculptural elements, including a custom-shaped freestanding building that emerges from a single-story base oriented west toward the Industrial Street/Mateo Street T-

Table 5
Project Consistency with Applicable Objectives and Policies of the Central City North Community Plan

Policies	Project Consistency
	intersection. The materials palette is intended to complement the decorative brick of surrounding buildings and the texture of corrugated metal. There would also be opportunities for wall art on the north-facing wall along the ground level. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Policy 2-2.2: New development needs to add to and enhance the existing pedestrian street activity.	**Consistent.** The Project has been designed to create a pedestrian-oriented streetscape. The Project would provide a landscaped paseo connecting Mateo Street and Imperial Street along the southern boundary of the Project Site in an east-west orientation and perpendicular to its adjacent streets. The paseo would be open to the sky, and would provide access to ground floor terraces, commercial uses, and amenities. The above analysis is equally applicable to the Flexibility Option as the design, including the landscaped paseo, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Policy 2-2.3: Require that the first floor street frontage of structures, including mixed use projects and parking structures located in pedestrian oriented districts, incorporate commercial uses.	**Consistent.** The Project's commercial uses would be located on the ground level fronting Mateo Street and Imperial Street. The commercial uses would include general commercial, restaurant, retail, office and art production-related uses. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Policy 2-3.1: New development needs to add to and enhance the existing pedestrian activity.	**Consistent.** The Project has been designed to create a pedestrian-oriented streetscape. The Project would provide a landscaped paseo connecting Mateo Street and Imperial Street along the southern boundary of the Project Site in an east-west orientation and perpendicular to its adjacent streets. The paseo would be open to the sky, and would provide access to ground floor terraces, commercial uses, and amenities. The above analysis is equally applicable to the Flexibility Option as the design, including the landscaped paseo, configuration, and operation

Table 5
Project Consistency with Applicable Objectives and Policies of the Central City North Community Plan

Policies	Project Consistency
	would be comparable to the Project and would therefore be similarly consistent.
Policy 2-3.2: New development in pedestrian oriented areas shall provide parking at the rear of the property.	**Consistent.** Vehicular access to the Project Site would be provided via a new driveway entrance off of Imperial Street and parking for the Project Site would be located in three subterranean levels. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Policy 2-3.3: Identify pedestrian oriented areas as preferred locations for mixed use projects.	**Consistent.** The Project is a mixed-use development located at the eastern edge of downtown Los Angeles and provides an opportunity to both increase and take advantage of existing pedestrian activity in the Project area, which is currently comprised of similar uses, including the six-story mixed-use Toy Factory Lofts and the seven-story mixed-use Biscuit Company Lofts, which are both located across Mateo Street to the west and the new seven-story mixed-use Amp Lofts, which is currently under construction on a parcel directly east of the Project Site, across Imperial Street. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Policy 2-3.4: Require that the first floor street frontage of structures, including mixed use projects and parking structures located in pedestrian oriented districts, incorporate commercial uses.	**Consistent.** The Project's commercial uses would be located on the ground level fronting Mateo Street and Imperial Street. The commercial uses would include general commercial, restaurant, retail, office and art production-related uses. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Objective 3-2: Encourage the continued development and maintenance of the artists-in-residence community in industrial areas of the proposed redevelopment plan areas and of the plan, as appropriate.	**Consistent.** The Project Site has a General Plan land use designation of Heavy Industrial under the Central City North Community Plan and is located within the Central Industrial Redevelopment Project area. The Project includes development of 185 live-work units over ground-floor commercial uses, including art production-related uses, thereby adding to the

Table 5
Project Consistency with Applicable Objectives and Policies of the Central City North Community Plan

Policies	Project Consistency
	already artists-in-residence uses in the area. The above analysis is equally applicable to the Flexibility Option, which would include 159 live-work units, as the overall design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Public and Institutional Land Use (Police Protection)	
Policy 8-1.1: Consult with the Police Department as part of the review of new development projects and proposed land use changes to determine law enforcement needs and demands.	**Consistent.** As discussed in **Section IV.J.2, Public Services – Police Protection**, of this Draft EIR, the LAPD was contacted to review the impacts of the Project. Refer to **Section IV.J.2, Public Services – Police Protection**, of this Draft EIR for additional analysis pertaining to impacts on police protection services. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Policy 8-2.2: Ensure that landscaping around buildings be placed so as not to impede visibility.	**Consistent.** As described in **Section IV.J.2, Public Services – Police Protection**, of this Draft EIR, the Project shall comply with the design guidelines outlined in the LAPD Design Out Crime Guidelines, which recommend using natural surveillance to maximize visibility, natural access control that restricts or encourages appropriate site and building access, and territorial reinforcement to define ownership and separate public and private space. This includes in limiting visual obstruction and infrequently accessed “dead zones”. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Policy 8-2.3: Ensure adequate lighting around residential, commercial, and industrial buildings in order to improve security.	**Consistent.** Building security lighting would be used at all entry/exits and would remain on from dusk to dawn, but would be designed to prevent light spillover onto adjacent properties. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Public and Institutional Land Use (Fire Protection)	

Table 5
Project Consistency with Applicable Objectives and Policies of the Central City North Community Plan

Policies	Project Consistency
Policy 9-1.1: Coordinate with the Fire Department the review of significant development projects and General Plan Amendments affecting land use to determine the impact on service demands.	**Consistent.** As discussed in **Section IV.J.1, Public Services – Fire Protection**, of this Draft EIR, the LAFD was contacted to review the impacts of the Project. Refer to **Section IV.J.1, Public Services – Fire Protection**, of this Draft EIR for additional analysis pertaining to impacts on fire protection services. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Transportation	
Policy 14-1.1: Consolidate parking, where appropriate, to eliminate the number of ingress and egress points onto the arterial.	**Consistent.** Vehicle access into the shared parking garage for the commercial and live/work uses would be available only from Imperial Street to the three subterranean levels of the parking garage. Thereby, limiting the amount of access points. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Policy 16-1.1: Maintain a satisfactory LOS for streets and highways that should not exceed LOS "D" for Major Highways, Secondary Highways, and Collector Streets. If existing levels of service are LOS "E" or LOS "F" on a portion of a highway or collector street, then the level of service for future growth should be maintained at LOS "E".	**Consistent.** As discussed in **Section IV.K, Transportation**, of this Draft EIR, the Existing With Project scenario indicates that the Project is not expected to create a significant impact at any of the 10 study intersections. Incremental, but not significant, impacts are noted at the study intersections. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Historic and Cultural Resources	
Policy 18-1.1: Support the existing artists community in Central City North as a cultural resource for the community.	**Consistent:** The Project includes development of 185 live-work units that would each have a minimum of 150 square feet of workspace with high ceilings that would offer production space for a variety of mediums. The Project's ground-floor commercial uses would also include general commercial, restaurant, retail, office and art production-related uses. Furthermore, there would be an arts production/gallery space for residents to utilize and program in order to support their crafts. The above analysis is equally applicable to the Flexibility Option, which

Table 5
Project Consistency with Applicable Objectives and Policies of the Central City North Community Plan

Policies	Project Consistency
	would include 159 live-work units, as the overall design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.

Source: City of Los Angeles, Central City North Community Plan, December 15, 2000.

Table 6
Consistency with Applicable Design Policies of the Central City North Community Plan

Policies	Project Consistency
A. Commercial 1. Site Planning	
a. Locating surface parking to the rear of structures.	**Consistent.** All parking would be located in a shared parking garage for the commercial and live/work uses. Access would be available from Imperial Street to the three subterranean levels of the parking garage. There would be no surface parking. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
b. Minimizing the number of widths of driveways providing sole access to the rear of commercial lots.	**Consistent.** Vehicle access to the parking garage would be provided via one driveway on Imperial Street. The width of driveways would meet and not exceed the standard width identified as necessary to accommodate vehicles and all parking areas. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
c. Maximizing retail and commercial service uses along street level frontages of commercial developments.	**Consistent.** The Project's commercial uses would be located on the ground level fronting Mateo Street and Imperial Street, and some commercial uses would be located on the second floor. A paseo, that would be accessible to the public, would provide access to ground-floor commercial uses and open space dining areas and terrace on the second level. The commercial uses would include general commercial, restaurant, retail, office and art production-related uses. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
d. Providing front pedestrian entrances for businesses fronting on main commercial streets.	**Consistent.** Pedestrian access into the Project would be provided via both Imperial Street and Mateo Street. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
e. Providing through arcades from the front of buildings to rear parking for projects within wide frontages.	**Consistent.** The Project has been designed to create a pedestrian-oriented streetscape, including a paseo. The paseo would be

Table 6
Consistency with Applicable Design Policies of the Central City North Community Plan

Policies	Project Consistency
	accessible to the public providing access to ground-floor commercial uses and open space dining areas and terrace on the second level. The paseo would provide a landscaped connection through the Project Site from Mateo Street to Imperial Street. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project, including the same amount of common open space, and would therefore be similarly consistent.
A. Commercial 2. Commercial (Height and Building Design)	
b. Providing accenting, complimentary building materials to building facades.	**Consistent.** Throughout the Project, there would be a variety of textures, materials, signage, and architectural features appropriate for each function. The corner of the building, at the intersection of Industrial Street and Mateo Street, would consist of metal and glass. The remainder of the Mateo Street façade above ground level would consist of masonry and a regular grid of large windows. The materials palette is intended to complement the decorative brick of surrounding buildings and the texture of corrugated metal. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
c. Maximizing the applications of architectural features or articulations to building facades.	**Consistent.** Throughout the Project, there would be a variety of textures, materials, signage, and architectural features. The corner of the building, at the intersection of Industrial Street and Mateo Street, would consist of metal and glass. The remainder of the Mateo Street façade above ground level would consist of masonry and a regular grid of large windows. Furthermore, the Project's building frontage would provide a variety of commercial uses on along Mateo Street and Imperial Street. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
d. Designating architecturally untreated facades for signage.	**Consistent.** The signage for the Project would comply with the sign standards set forth in the LAMC (various sections of LAMC 12.21.A.4).

Table 6
Consistency with Applicable Design Policies of the Central City North Community Plan

Policies	Project Consistency
	The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
e. Screening of mechanical and electrical equipment from public view	**Consistent.** The Project building is proposed to be 8 stories, 110 feet tall. All rooftop equipment would be screened from potential public view. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
f. Requiring the enclosure of trash areas for all projects.	**Consistent.** All trash areas would be enclosed and screened from view within the subterranean parking area. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
A. Commercial 5. Commercial (Light and Glare)	
a. Installing on-site lighting along all pedestrian walkways and vehicular access ways.	**Consistent.** Project lighting would be wall mounted or ground mounted, directed downward, and shielded away from adjacent land uses. Building security lighting would be used at all entry/exits and would remain on from dusk to dawn. In addition, nighttime lighting would provide a comfortable experience for patrons of the commercial and restaurant uses. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
b. Shielding and directing of on-site lighting onto driveways and walkways, directed away from adjacent residential uses.	**Consistent.** Building security lighting would be used at all entry/exits and would remain on from dusk to dawn, but would be designed to prevent light spillover onto adjacent properties. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
A. Commercial 6. Commercial (Mixed Use)	
Maximize commercial uses on the ground floor by requiring 10% of	**Consistent.** The Project includes development of live-work units over ground-floor general commercial, restaurant, retail, office and art

Table 6
Consistency with Applicable Design Policies of the Central City North Community Plan

Policies	Project Consistency
commercial development to serve needs of the residential portion of the building.	production-related uses. The commercial uses would generate employment as well as serve the needs of the residential users of the building and the employees/patrons/residents of the existing live/work, commercial, and industrial uses surrounding the Project Site as well as nearby residents. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
C. Multiple Residential 1. Site Planning	
a. Requiring usable open space for outdoor activities, especially for children.	**Consistent.** The Project would include approximately 15,320 square feet of useable open space, of which approximately 7,295 square feet would be outdoor common space for the residents to utilize. The common open space available to the live/work residents would include a swimming pool and spa, fitness and recreation rooms, rooftop urban garden for cultivating fruits and vegetables, arts and production space, yoga deck, outside dining area, and terraces. These common open spaces amenities would be located in distinct areas on the second and eighth levels and would not be accessible to the public or nearby residents. The paseo would be accessible to the public providing access to ground-floor commercial uses and open space dining areas and terrace on the second level. The paseo would provide a landscaped connection through the Property from Mateo Street to Imperial Street. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project, including the same amount of common open space and an approximately 450 square feet reduction in private open space commensurate to the reduction in live/work units, and would therefore be similarly consistent.

Source: City of Los Angeles, Central City North Community Plan, December 15, 2000.

Table 7
Consistency with Applicable Policies of the Healthy LA Plan

Policies	Evaluation of Project Consistency
Chapter 2 – A City Built for Health	
Policy 2.2 Healthy Building Design and Construction: Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools practices, and programs.	**Consistent.** The Project would promote a healthy built environment by replacing an underused site with a healthy living and working conditions development by providing an enhanced pedestrian-oriented design that would feature sculptural elements, including a materials palette that is intended to complement the decorative brick of surrounding buildings and the texture of corrugated metal. There would also be opportunities for wall art on the north-facing wall along the ground level The Project's building frontage would provide a variety of commercial uses along Mateo Street and Imperial Street. In addition, the publicly accessible pedestrian paseo would provide connectivity between the building's frontages. The Project includes common open space that would be comprised of a range of amenities including paseo, swimming pool and spa, fitness and recreation rooms, courtyard with planters for cultivating fruits and vegetables, arts and production space, yoga deck, outside dining area, and terraces. Night lighting for the Project would be provided to illuminate building entrances, driveways, commercial use, and for security purposes. In addition, the Project encourages active transportation by including 154 bicycle-parking stalls, including 12 short term stalls for the on-site commercial uses. The above analysis is equally applicable to the Flexibility Option with its 161 bicycle parking stalls to accommodate the increased commercial uses, as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Chapter 5 – An Environment Where Life Thrives	
Policy 5.7 Land Use Planning For Public Health and GHG Emission Reduction: Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and other susceptible to respiratory diseases.	**Consistent.** In addition to adhering to smart growth principles of locating infill development adjacent to existing employment centers and public transportation options, the Project would incorporate a wide range of building technologies and design features, such as high efficiency toilet and urinals, low flow showerheads and private and commercial faucets, draught tolerant and native plants, drip/subsurface, zoned irrigation with weather-based irrigation controllers, water-conserving turf, high-efficiency residential and

Table 7
Consistency with Applicable Policies of the Healthy LA Plan

Policies	Evaluation of Project Consistency
	commercial clothes washers, water-saving pool filters, and leak detection systems for pools and jacuzzis, that would protect the environment by saving energy (which would also reduce air emissions associated with electricity generation), reducing water consumption, making use of recycled materials, and producing better indoor and outdoor environmental quality. The Project's energy efficiency features and location near major transit facilities, which designates it in a TPA, could help reduce the energy and emission footprint of the Project and the per capita GHG emissions of the residents and visitors from private automobile travel. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.

Source: City of Los Angeles, Plan for a Healthy Los Angeles, March 2015.

Table 8
Project Consistency with Applicable Goals of the Central Industrial Redevelopment Plan

Goals	Project Consistency
Goal 4: A safe and secure environment for businesses, employees, residents and visitors, and which is sustainable by the Central Industrial community as a whole.	**Consistent.** As described in **Section IV.J.2, Public Services – Police Protection**, of this Draft EIR, the Project shall use natural surveillance to maximize visibility, natural access control that restricts or encourages appropriate site and building access, and territorial reinforcement to define ownership and separate public and private space. This includes in limiting visual obstruction and infrequently accessed "dead zones". The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Objective 4.7: Reduce crime, graffiti and vandalism, and secure safety and livability for residents, businesses, employees and visitors in the Project Area through such items as environmental prevention techniques, enhanced lighting and landscaping, among others.	**Consistent.** As described in **Section IV.J.2, Public Services – Police Protection**, of this Draft EIR, the Project shall comply with the design guidelines outlined in the LAPD Design Out Crime Guidelines, which recommend using natural surveillance to maximize visibility, natural access control that restricts or encourages appropriate site and building access, and territorial reinforcement to define ownership and separate public and private space. This includes in limiting visual obstruction and infrequently accessed "dead zones". The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Goal 11: Sustainable development that utilizes precepts of energy efficiency, renewable energy, water resource conservation and reuse, and waste/urban runoff management, among other techniques of sustainability.	**Consistent.** The Project would be designed to incorporate a wide range of building technologies and design features that would help promote a sustainable environment by saving energy, reducing water consumption, making use of recycled materials, and producing better indoor and outdoor environmental quality. The Project would conform to the requirements in the City's Green Building Code. Some of the Project's key design features that contribute to energy efficiency include the installation of energy efficient appliances, water efficient irrigation systems, water efficient indoor fixtures, use of locally sourced construction materials, and the installation of the conduit and panel capacity to accommodate future electric

Table 8
Project Consistency with Applicable Goals of the Central Industrial Redevelopment Plan

Goals	Project Consistency
	vehicle charging stations. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Objective 11.4: Encourage waste - resource matching and recycling.	As described in **Section IV.M.3, Utility and Service Systems – Solid Waste**, of this Draft EIR, the Project would include enclosed trash areas and recycling storage areas. It would comply with AB 939 requirements and approximately 50 percent of the Project's waste would be diverted for reuse or recycling; the remaining solid waste generated during operation would be disposed of in landfills. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Goal 12: Land which is free of impediments to development, including, but not limited to, title encumbrances and toxics.	**Consistent**. The Project Site has no claims against it, or limitations on it with regards to title encumbrances or toxic. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.

Source: City of Los Angeles, Redevelopment Plan for Central Industrial Redevelopment Project, adopted November 15, 2002.

Table 9
Consistency with Applicable Provisions of the Citywide Design Guidelines

Objective	Project Consistency
Guideline 1: Promote a safe, comfortable and accessible pedestrian experience for all.	The evaluation of the Project's consistency with sub-categories under this guideline is provided below.
Site Planning Provide direct access to the surrounding neighborhood and amenities, including transit.	**Consistent.** The Project would be accessible to the regional bus transit systems. 7th Street is a major transportation corridor that is served by multiple Metro bus lines. Local and rapid Metro bus lines also run on E. 6th Street, Alameda Street, and Santa Fe Avenue. Pedestrian access to the Project's various components would be provided from Mateo Street and Imperial Street via a paseo into the Project and building entrances oriented along these streets. Pedestrian access to the commercial spaces on the second level would be accessible from the Project's courtyard deck via elevators and stairs. Pedestrian access to the live/work component would also be accessible from Mateo Street and Imperial Street, with Mateo Street providing the primary access to the live/work lobby. Pedestrian wayfinding signage and security lighting would be located at parking garage entrances, elevator lobbies, vestibules, and residential corridors in accordance with the LAMC. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Use ornamental low-level lighting to highlight and provide security for pedestrian paths and entrances. Ensure that all parking areas and pedestrian walkways are illuminated.	**Consistent.** Project lighting would include architectural lighting, interior lighting, and exterior lighting for security and wayfinding purposes. Exterior lights would be wall mounted or ground mounted, directed downward, and shielded away from adjacent land uses. Other illuminated areas would be localized and would minimize light trespass and spill. Light fixtures that broadcast light over large areas or which are a source of direct glare would not be used. Building security lighting would be used at all entry/exits and would remain on from dusk to dawn, but would be designed to prevent light trespass onto adjacent properties. The above

Table 9
Consistency with Applicable Provisions of the Citywide Design Guidelines

Objective	Project Consistency
	analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Building Design Promote pedestrian activity by placing entrances at grade level or slightly above, and unobstructed from view from the public right-of-way. Entryways below street level should be avoided.	**Consistent.** The Project would not include any below street level pedestrian entries. Pedestrian access to the Project's various components would be provided from Mateo Street and Imperial Street via a paseo into the Project and building entrances oriented along these streets. Pedestrian access to the commercial spaces on the second level would be accessible from the Project's courtyard deck via elevators and stairs. Pedestrian access to the live/work component would also be accessible from Mateo Street and Imperial Street, with Mateo Street providing the primary access to the live/work lobby. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Guideline 2: Carefully incorporate vehicular access such that it does not discourage and/or inhibit the pedestrian experience.	The evaluation of the Project's consistency with the subtopic under this guideline is provided below.
Site Planning Prioritize pedestrian access first and automobile access second. Orient parking and driveways toward the rear or side of buildings and away from the public right-of-way. On corner lots, parking should be oriented as far from the corner as possible.	**Consistent.** Pedestrian access to the Project's various components would be provided from Mateo Street and Imperial Street via a paseo into the Project and building entrances oriented along these streets. Pedestrian access to the live/work component would also be accessible from Mateo Street and Imperial Street, with Mateo Street providing the primary access to the live/work lobby. Vehicle access into the shared parking garage for the commercial and live/work uses would be available via one access point from Imperial Street to the three subterranean levels of the parking garage. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.

Table 9
Consistency with Applicable Provisions of the Citywide Design Guidelines

Objective	Project Consistency
Minimize both the number of driveway entrances and overall driveway widths.	**Consistent.** The existing curb cut along Mateo Street would be removed. Vehicle access into the shared parking garage for the commercial and live/work uses would be available via one access point from Imperial Street. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Do not locate drop-off/pick-up areas between principal building entrances and the adjoining sidewalks.	**Consistent**. Vehicles would enter the Project from Imperial Street. There would be a designated loading area within the ground floor of the building. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Orient vehicular access as far from street intersections as possible.	**Consistent**. Vehicle access into the shared parking garage for the commercial and residential uses would be available via Imperial Street, midblock. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Ensure that loading areas do not interfere with on-site pedestrian and vehicular circulation by separating loading areas and larger commercial vehicles from areas that are used for public parking and public entrances.	**Consistent.** Delivery vehicles would enter the Project from Imperial Street, where there would be a designated loading area within the ground floor of the building. Pedestrian access to the Project's various components would be provided from Mateo Street and Imperial Street via a paseo into the Project and building entrances oriented along these streets. Pedestrian access to the live/work component would also be accessible from Mateo Street and Imperial Street, with Mateo Street providing the primary access to the live/work lobby. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Guideline 5: Express a clear and coherent architectural idea.	The evaluation of the Project's consistency with the subtopic under this guideline is provided below.

Table 9
Consistency with Applicable Provisions of the Citywide Design Guidelines

Objective	Project Consistency
Building Design Design lighting to enhance the ground floor environment or to emphasize key architectural features without projecting light into the night sky. Utilize adequate, uniform, and glare-free lighting, such as dark-sky compliant fixtures, to avoid uneven light distribution, harsh shadows, and light spillage.	**Consistent.** Illuminated areas would be localized and would minimize light trespass and spill. Exterior lights would be wall mounted or ground mounted and shielded away from adjacent land uses to ensure no light spillage. Other illuminated areas would be localized and would minimize light trespass and spill. Light fixtures that broadcast light over large areas or which are a source of direct glare would not be used. Building security lighting would be used at all entry/exits and would remain on from dusk to dawn, but would be designed to prevent light trespass onto adjacent properties. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Guideline 9: Configure the site layout, building massing and orientation to lower energy demand and increase the comfort and well-being of users.	The evaluation of the Project's consistency with the subtopic under this guideline is provided below.
Site Planning Plant trees and/or install shade structures to increase comfort and provide passive cooling opportunities. Provide canopy trees in planting areas for shade and energy efficiency, especially on south and southwest facing façades.	**Consistent.** A total of 11 new street trees, along with low-growing vegetation would be incorporated into the landscape plan. The street trees would be comprised of Western Redbud (*Cercis occidentalis*) and Coast Live Oak (*Quercus agrifolia*) and would provide shade along the perimeter of the Project Site, including the south facing façade. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Install a publicly accessible Electric Vehicle charging station and/or space for car-share providers on the project site, if the site and context is suitable.	**Consistent.** the Project would provide 20 percent of its required parking spaces to be electric-vehicle ready, and five percent of its required parking spaces would be provided chargers for electric vehicles within the parking structure on the Project Site. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.

Table 9
Consistency with Applicable Provisions of the Citywide Design Guidelines

Objective	Project Consistency
Integrate solar powered lighting to increase energy efficiency.	**Consistent.** The Project would be compliant with the Los Angeles Green Building Code and California Energy/Title 24 requirements. The Project would include the provision of conduit that is appropriate for future photovoltaic and solar thermal collectors. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Guideline 10: Enhance green features to increase opportunities to capture stormwater and promote habitat.	The evaluation of the Project's consistency with the subtopic under this guideline is provided below.
Site Planning Facilitate stormwater capture, retention, and infiltration, and prevent runoff by using permeable or porous paving materials in lieu of concrete or asphalt. Collect, store, and reuse stormwater for landscape irrigation.	**Consistent.** In accordance with National Pollutant Discharge Elimination System Municipal Permit requirements, the Project would be required to implement Standard Urban Stormwater Mitigation Plan and Low Impact Development requirements throughout the operational life of the Project. The Standard Urban Stormwater Mitigation Plan would outline stormwater treatment measures or post-construction Best Management Practices required to control pollutants of concern. In addition, consistent with the City's Low Impact Development requirement to reduce the quantity and improve the quality of rainfall runoff that leaves the Project Site, the Project would include the installation of an infiltration system as established by the Low Impact Development Manual. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Select plant species that are adapted and suitable for the site's specific soil conditions and microclimate.	**Consistent.** Landscaping would consist of low water use and drought tolerant landscaping that is suitable to the Project Site. The above analysis is equally applicable to the Flexibility Option as the design, configuration, and operation would be comparable to the Project and would therefore be similarly consistent.
Source: Citywide Design Guidelines, adopted October 24, 2019.	

Table 10
Consistency with Additional Applicable Plans and Ordinances

	Project Consistency
Density Bonus Ordinance (LAMC Section 12.22-A.25)	**Consistent.** California Government Code Section 65915 and LAMC Section 12.22-A.25 permit development incentives, including but not limited to a density bonus and reduction in parking requirements, for projects that provide affordable housing. The Project proposes a General Plan Amendment to change the land use designation from Heavy Industrial to Regional Center Commercial, and a Vesting Zone Change to change the current zoning from M3 to C2, which would allow for the proposed range of commercial, art production-related, and live/work uses. This change in designation and zoning would permit a residential density of one dwelling unit per 200 square feet. Thus, at the approximately 44,800-square-foot Project Site, up to 224 live/work units could be developed prior to a density bonus for the provision of affordable housing. The Project proposes 185 live/work units, including deed-restricting 11 percent (20 live/work units) for Very Low Income Households; or 159 live/work units, including deed-restricting 11 percent (18 live/work units) for Very Low Income Households under the increased commercial Flexibility Option. Thus, the Project qualifies for a 35 percent density bonus and two on-menu development incentives/concessions as set forth in the State Density Bonus law (California Government Code Section 65915) and the City's Density Bonus Ordinance (LAMC Section 12.22-A.25). The Project does not propose to utilize the density bonus. However, of the two on-menu housing incentives/concessions available, the Project is requesting to utilize one incentive: • 20 percent decrease in required open space. Furthermore, consistent with the City's Density Bonus Ordinance, the Project is

Table 10
Consistency with Additional Applicable Plans and Ordinances

	Project Consistency
	entitled to a reduction in residential parking requirements. As discussed below under the Access, Circulation, and Parking subheading, the Project would incorporate Parking Option 1. The same on-menu incentive identified above and Parking Option 1 requirements would be likewise applicable to the Project under the increased commercial Flexibility Option. Accordingly, the Project is consistent with the City's Density Bonus Ordinance.
Vision Zero Action Plan and Vision Zero Corridor Plan	**Consistent.** Vision Zero Los Angeles is a traffic safety policy that promotes strategies to eliminate collisions that result in severe injury or death through implementation of different programs including the creation of a Pedestrian Advisory Committee to implement Pedestrian Safety Action Plan throughout the City. Mayor Eric Garcetti issued Executive Directive No. 10 in August 2015, formally launching the Vision Zero initiative in Los Angeles. Vision Zero is also a stated safety objective in the Mobility Plan 2035, which sets the goal of zero traffic deaths by 2035. Jointly directed by LADOT and the Police Department, Vision Zero takes a multi-disciplinary approach to identifying safety risk factors and implementing solutions on a citywide scale. Using a methodology originally developed by the San Francisco Public Health Department, the Vision Zero Task Force has identified streets where investments in safety will have the most impact in reducing severe injuries and traffic fatalities in the City. These roads are collectively known as the High Injury Network (HIN). The HIN will be reviewed by the LADOT's Vision Zero group for potential engineering re-design as well as educational and enforcement campaigns. 6th Street and 7th Street are both part of the HIN. The Mobility Plan 2035 shows that the Project Site is not located on roadways that have been identified by Vision Zero, in the City's HIN, which are streets that have been identified where investments in safety will have the most impact in reducing severe

Table 10
Consistency with Additional Applicable Plans and Ordinances

	Project Consistency
	injuries and traffic fatalities. It should be noted that within Vision Zero Central Avenue has been designated as a HIN. Alameda Street is also classified as part of the Bicycle Enhanced Network (i.e., a network of low stress streets comfortable for bicycling) and has bicycle lanes. It should be noted that within Vision Zero Alameda Street has been designated as a HIN. 6th Street is also classified as part of the Bicycle Enhanced Network (i.e., a network of low stress streets comfortable for bicycling) and Tier 1 Protected Bicycle Lanes. 7th Street is also classified as part of the Bicycle Enhanced Network (i.e., a network of low stress streets comfortable for bicycling) and Tier 2 Protected Bicycle Lanes. If the Project were to result in significant transportation impacts, LADOT's Vision Zero group will review the nearest HIN designated streets (6th Street west of Mateo Street and 7th Street west of Mateo Street) for potential safety enhancements the City's Vision Zero initiative. Therefore, the Project would not conflict with the implementation of Vision Zero in the public right-of-way along Project streets. Under the Flexibility Option, the commercial square footage provided would be increased to 45,873 square feet within the same building parameters and, in turn, there would be a reduction in the overall number of live/work units for a total of 159 units. Overall, the design, configuration, and operation of the Flexibility Option would be comparable to the Project. Therefore, the Flexibility Option would be consistent with the Vision Zero Action Plan.
Sustainable City pLAn Plan	**Consistent.** The City of Los Angeles released its first-ever sustainability plan, Sustainable City pLAn (the pLAn), on April 8, 2015. The pLAn provides a roadmap

Table 10
Consistency with Additional Applicable Plans and Ordinances

	Project Consistency
	achieving sustainability through short-term (by 2017) results and setting long-term (by 2025 and 2035) goals for a cleaner environment and stronger economy. The pLAn sets forth a goal of transforming Los Angeles into an environmentally healthy, economically prosperous, and equitable City over the next 20 years. Key visions for long-term aspirations by 2035 regarding the preferred development in the Project vicinity include the following: • Housing and Development: We address LA's housing shortage, ensure that most new units are accessible to high-quality transit, and close the gap between incomes and rents. • Urban Ecosystem: We all have access to parks and open space, including a revitalized LA River Watershed. • Livable Neighborhoods: We all live in safe, vibrant, well-connected, and healthy neighborhoods. The Housing & Development chapter of the Sustainability City pLAn includes the following goals: • Construction of 17,000 new housing units within 1,500 feet of transit by 2017. • An increase of 100,000 new housing units by 2021, leading to 150,000 new housing units by 2025. • Reduction in the number of rent-burdened households by at least 15 percentage points by 2035. The direct Project-related population growth in the City would not be substantial and would be within SCAG's planning projections, which is the basis of the Sustainable City pLAn.

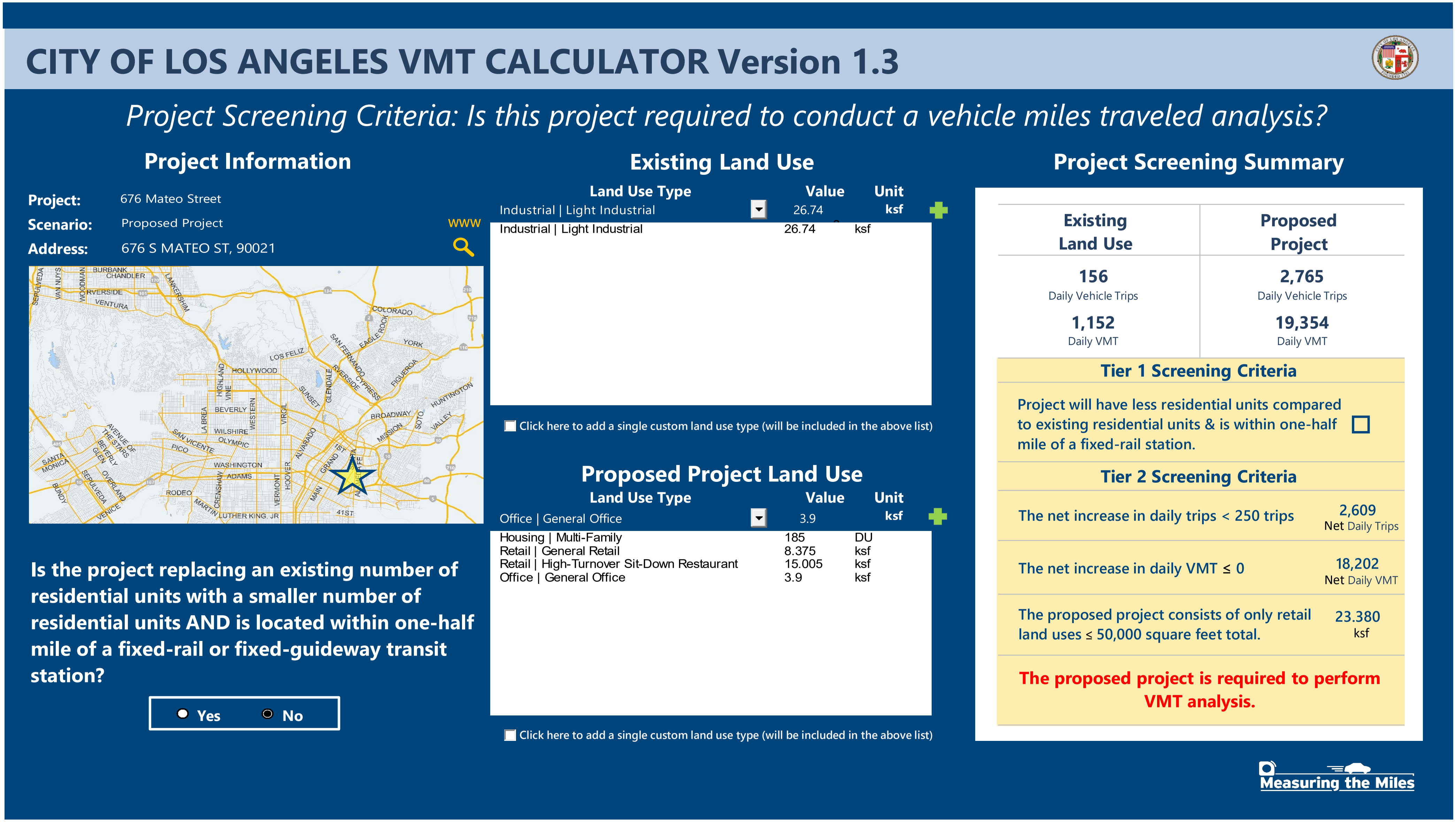
Table 10
Consistency with Additional Applicable Plans and Ordinances

	Project Consistency
	Furthermore, Project-related population growth would also support the attainment of the Sustainable City pLAn aspirations by increasing population density in an area already well served by a considerable amount of transit options, including the Metro Gold Line subway, numerous Rapid and local bus routes, and local DASH service (as well as future services to be constructed under Metro's Regional Connector project and the West Santa Ana Branch Transit Corridor project) and in proximity to a broad array of retail and entertainment destinations that are accessible to pedestrians. The Project would be located within a HQTA, which would allow developments along transit corridors to contribute to improving air quality and reducing greenhouse gases. The Project's development would further support the attainment of the Sustainable City pLAn aspirations by providing increased population density within an area that is targeted to provide high-density development along transit corridors. The Project's mixed-use components and contributions to walkable communities would also contribute to the attainment of the Sustainable City pLAn aspirations. Therefore, the Project would be consistent with the Sustainable City pLAn. Under the Flexibility Option, the commercial square footage provided would be increased to 45,873 square feet within the same building parameters and, in turn, there would be a reduction in the overall number of live/work units for a total of 159 units. Overall, the design, configuration, and operation of the Flexibility Option would be comparable to the Project. Therefore, the Flexibility Option would be consistent with the Sustainable City pLAn.

Source: Los Angeles Municipal Code; Los Angeles Vision Zero Action Plan, January 2017; and Sustainable City pLAn Plan, 2015.

APPENDIX D

VMT CALCULATOR OUTPUT
PROPOSED PROJECT



CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 676 Mateo Street
Scenario: Proposed Project
Address: 676 S MATEO ST, 90021

Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ● No

Existing Land Use

Land Use Type	Value	Unit
Industrial | Light Industrial	26.74	ksf
Industrial | Light Industrial	26.74	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Office | General Office	3.9	ksf
Housing | Multi-Family	185	DU
Retail | General Retail	8.375	ksf
Retail | High-Turnover Sit-Down Restaurant	15.005	ksf
Office | General Office	3.9	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
156 Daily Vehicle Trips	**2,765** Daily Vehicle Trips
1,152 Daily VMT	**19,354** Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	2,609 **Net** Daily Trips
The net increase in daily VMT ≤ 0	18,202 **Net** Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	23.380 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

6/23/2020

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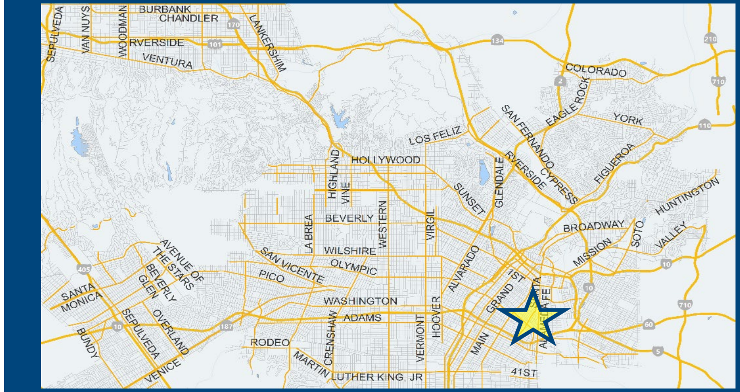
Project Information

Project: 676 Mateo Street
Scenario: Proposed Project
Address: 676 S MATEO ST, 90021



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	185	DU
Retail | General Retail	8.375	ksf
Retail | High-Turnover Sit-Down Restaurant	15.005	ksf
Office | General Office	3.9	ksf

TDM Strategies

Select each section to show individual strategies
Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply
474 city code parking provision for the project site
287 actual parking provision for the project site
☑ Proposed Prj ☐ Mitigation

Unbundle Parking
100 monthly parking cost (dollar) for the project site
☐ Proposed Prj ☐ Mitigation

Parking Cash-Out
50 percent of employees eligible
☐ Proposed Prj ☐ Mitigation

Price Workplace Parking
6.00 daily parking charge (dollar)
50 percent of employees subject to priced parking
☐ Proposed Prj ☐ Mitigation

Residential Area Parking Permits
200 cost (dollar) of annual permit
☐ Proposed Prj ☐ Mitigation

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
2,404 Daily Vehicle Trips	**2,404** Daily Vehicle Trips
16,828 Daily VMT	**16,828** Daily VMT
5.0 Household VMT per Capita	**5.0** Household VMT per Capita
7.4 Work VMT per Employee	**7.4** Work VMT per Employee

Significant VMT Impact?

Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: No Threshold = 7.6 15% Below APC	**Work: No** Threshold = 7.6 15% Below APC

Measuring the Miles

6/23/2020

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: June 23, 2020
Project Name: 676 Mateo Street
Project Scenario: Proposed Project
Project Address: 676 S MATEO ST, 90021

Version 1.3

Project Information

Land Use Type		Value	Units
Housing	*Single Family*	*0*	*DU*
	Multi Family	185	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	General Retail	8.375	ksf
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	15.005	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	General Office	3.900	ksf
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

Analysis Results

Total Employees: 92
Total Population: 417

Proposed Project		With Mitigation	
2,404	**Daily Vehicle Trips**	**2,404**	**Daily Vehicle Trips**
16,828	**Daily VMT**	**16,828**	**Daily VMT**
5	**Household VMT per Capita**	**5**	**Household VMT per Capita**
7.4	**Work VMT per Employee**	**7.4**	**Work VMT per Employee**

Significant VMT Impact?

APC: Central

Impact Threshold: 15% Below APC Average
Household = 6.0
Work = 7.6

Proposed Project		With Mitigation	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	No	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: June 23, 2020
Project Name: 676 Mateo Street
Project Scenario: Proposed Project
Project Address: 676 S MATEO ST, 90021

Version 1.3

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	474	474
		Actual parking provision (spaces)	287	287
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	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)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: June 23, 2020
Project Name: 676 Mateo Street
Project Scenario: Proposed Project
Project Address: 676 S MATEO ST, 90021

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Suburban Center

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	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%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	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%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	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%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: June 23, 2020
Project Name: 676 Mateo Street
Project Scenario: Proposed Project
Project Address: 676 S MATEO ST, 90021

Version 1.3

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Suburban Center

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*
MAX. TDM EFFECT	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*

= Minimum (X%, 1-[(1-A)*(1-B)...])

where X%=

PLACE TYPE MAX:	*urban*	*75%*
	compact infill	*40%*
	suburban center	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)...]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: June 23, 2020
Project Name: 676 Mateo Street
Project Scenario: Proposed Project
Project Address: 676 S MATEO ST, 90021

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	166	-31.3%	114	7.2	1,195	821
Home Based Other Production	459	-33.3%	306	5.2	2,387	1,591
Non-Home Based Other Production	721	-3.1%	699	8.0	5,768	5,592
Home-Based Work Attraction	134	-29.1%	95	8.3	1,112	789
Home-Based Other Attraction	1,380	-26.8%	1,010	6.6	9,108	6,666
Non-Home Based Other Attraction	559	-3.2%	541	7.2	4,025	3,895

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-13.0%	99	714	-13.0%	99	714
Home Based Other Production	-13.0%	266	1,383	-13.0%	266	1,383
Non-Home Based Other Production	-13.0%	608	4,862	-13.0%	608	4,862
Home-Based Work Attraction	-13.0%	83	686	-13.0%	83	686
Home-Based Other Attraction	-13.0%	878	5,796	-13.0%	878	5,796
Non-Home Based Other Attraction	-13.0%	470	3,387	-13.0%	470	3,387

MXD VMT Methodology Per Capita & Per Employee

Total Population: 417
Total Employees: 92
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**2,097**	**2,097**
Total Home Based Work Attraction VMT	**686**	**686**
Total Home Based VMT Per Capita	**5.0**	**5.0**
Total Work Based VMT Per Employee	**7.4**	**7.4**

VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term "City" as used below shall refer to the City of Los Angeles. The terms "City" and "Fehr & Peers" as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

VMT Calculator Application for the City of Los Angeles. The City's consultant calibrated the VMT Calculator's parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator's accuracy in estimating VMT in such other locations.

Limited License to Use. This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

Ownership. You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

Warranty Disclaimer. In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED "as is" WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

Limitation of Liability. It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User

By: AShankar

Print Name: Amrita Shankar

Title: Transportation Engineer I

Company: Linscott, Law, & Greenspan, Engineers

Address: 20931 Burbank Boulevard, Suite C
Woodland Hills, CA 91367

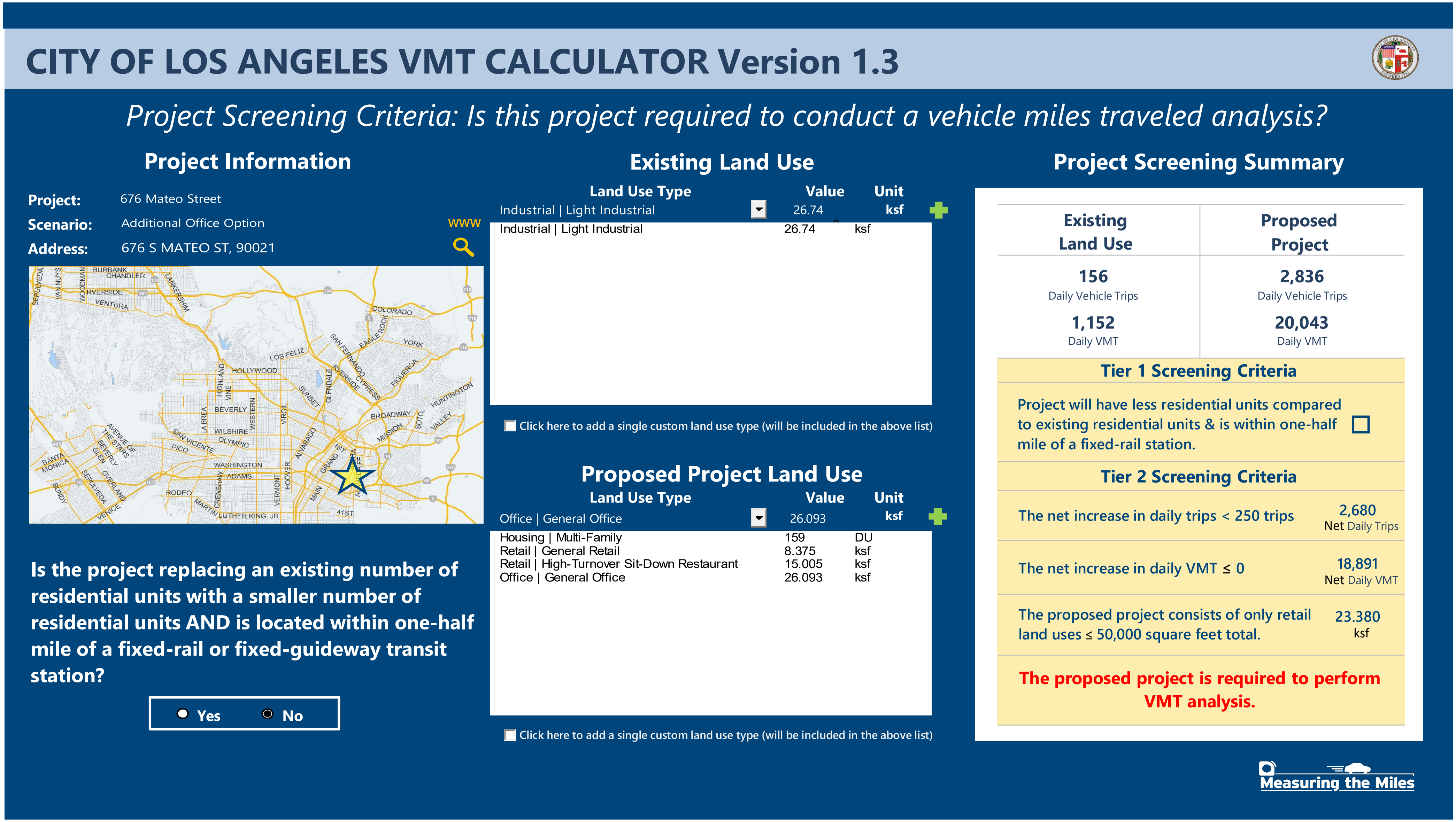
Phone: 818.835.8648

Email Address: shankar@llgengineers.com

Date: 06/23/2020

APPENDIX E

VMT CALCULATOR OUTPUT
ADDITIONAL OFFICE OPTION



CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 676 Mateo Street
Scenario: Additional Office Option
Address: 676 S MATEO ST, 90021

Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ● No

Existing Land Use

Land Use Type	Value	Unit
Industrial | Light Industrial	26.74	ksf
Industrial | Light Industrial	26.74	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Office | General Office	26.093	ksf
Housing | Multi-Family	159	DU
Retail | General Retail	8.375	ksf
Retail | High-Turnover Sit-Down Restaurant	15.005	ksf
Office | General Office	26.093	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
156 Daily Vehicle Trips	**2,836** Daily Vehicle Trips
1,152 Daily VMT	**20,043** Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	2,680 Net Daily Trips
The net increase in daily VMT ≤ 0	18,891 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	23.380 ksf

The proposed project is required to perform VMT analysis.

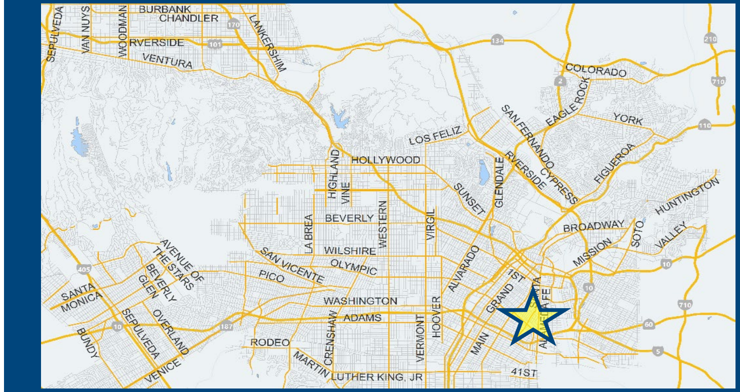
Measuring the Miles

6/23/2020

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: 676 Mateo Street
Scenario: Additional Office Option
Address: 676 S MATEO ST, 90021



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	159	DU
Retail | General Retail	8.375	ksf
Retail | High-Turnover Sit-Down Restaurant	15.005	ksf
Office | General Office	26.093	ksf

TDM Strategies

Select each section to show individual strategies
Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply
☑ Proposed Prj ☐ Mitigation
479 city code parking provision for the project site
287 actual parking provision for the project site

Unbundle Parking
☐ Proposed Prj ☐ Mitigation
100 monthly parking cost (dollar) for the project site

Parking Cash-Out
☐ Proposed Prj ☐ Mitigation
50 percent of employees eligible

Price Workplace Parking
☐ Proposed Prj ☐ Mitigation
6.00 daily parking charge (dollar)
50 percent of employees subject to priced parking

Residential Area Parking Permits
☐ Proposed Prj ☐ Mitigation
200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
2,467 Daily Vehicle Trips	**2,467** Daily Vehicle Trips
17,429 Daily VMT	**17,429** Daily VMT
5.0 Houseshold VMT per Capita	**5.0** Household VMT per Capita
7.6 Work VMT per Employee	**7.6** Work VMT per Employee

Significant VMT Impact?

Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: No Threshold = 7.6 15% Below APC	**Work: No** Threshold = 7.6 15% Below APC

Measuring the Miles

6/23/2020

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: June 23, 2020
Project Name: 676 Mateo Street
Project Scenario: Additional Office Option
Project Address: 676 S MATEO ST, 90021

Version 1.3

Project Information

Land Use Type		Value	Units
Housing	*Single Family*	*0*	*DU*
	Multi Family	159	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	General Retail	8.375	ksf
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	15.005	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	General Office	26.093	ksf
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

Analysis Results

Total Employees: 181
Total Population: 358

Proposed Project		*With Mitigation*	
2,467	**Daily Vehicle Trips**	**2,467**	**Daily Vehicle Trips**
17,429	**Daily VMT**	**17,429**	**Daily VMT**
5	**Household VMT per Capita**	**5**	**Household VMT per Capita**
7.6	**Work VMT per Employee**	**7.6**	**Work VMT per Employee**

Significant VMT Impact?

APC: Central

Impact Threshold: 15% Below APC Average
Household = 6.0
Work = 7.6

Proposed Project		*With Mitigation*	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	No	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: June 23, 2020
Project Name: 676 Mateo Street
Project Scenario: Additional Office Option
Project Address: 676 S MATEO ST, 90021

Version 1.3

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	479	479
		Actual parking provision (spaces)	287	287
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	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)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: June 23, 2020
Project Name: 676 Mateo Street
Project Scenario: Additional Office Option
Project Address: 676 S MATEO ST, 90021

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Suburban Center

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Parking cash-out	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Price workplace parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	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%*	
Transit	Reduce transit headways	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Transit subsidies	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Education & Encouragement	Voluntary travel behavior change program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Commute Trip Reductions	Required commute trip reduction program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Employer sponsored vanpool or shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Ride-share program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Shared Mobility	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%*	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	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%*	
	School carpool program	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Suburban Center

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*
MAX. TDM EFFECT	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*

= Minimum (X%, 1-[(1-A)*(1-B)...])
where X%=

PLACE	*urban*	*75%*
TYPE	*compact infill*	*40%*
MAX:	suburban center	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)...]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: June 23, 2020
Project Name: 676 Mateo Street
Project Scenario: Additional Office Option
Project Address: 676 S MATEO ST, 90021

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	143	-33.6%	95	7.2	1,030	684
Home Based Other Production	395	-33.4%	263	5.2	2,054	1,368
Non-Home Based Other Production	720	-3.2%	697	8.0	5,760	5,576
Home-Based Work Attraction	263	-27.4%	191	8.3	2,183	1,585
Home-Based Other Attraction	1,407	-26.9%	1,029	6.6	9,286	6,791
Non-Home Based Other Attraction	580	-3.3%	561	7.2	4,176	4,039

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-13.0%	83	595	-13.0%	83	595
Home Based Other Production	-13.0%	229	1,190	-13.0%	229	1,190
Non-Home Based Other Production	-13.0%	606	4,849	-13.0%	606	4,849
Home-Based Work Attraction	-13.0%	166	1,378	-13.0%	166	1,378
Home-Based Other Attraction	-13.0%	895	5,905	-13.0%	895	5,905
Non-Home Based Other Attraction	-13.0%	488	3,512	-13.0%	488	3,512

MXD VMT Methodology Per Capita & Per Employee

Total Population: 358
Total Employees: 181
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**1,785**	**1,785**
Total Home Based Work Attraction VMT	**1,378**	**1,378**
Total Home Based VMT Per Capita	**5.0**	**5.0**
Total Work Based VMT Per Employee	**7.6**	**7.6**

VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term "City" as used below shall refer to the City of Los Angeles. The terms "City" and "Fehr & Peers" as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

VMT Calculator Application for the City of Los Angeles. The City's consultant calibrated the VMT Calculator's parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator's accuracy in estimating VMT in such other locations.

Limited License to Use. This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

Ownership. You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

Warranty Disclaimer. In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED "as is" WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

Limitation of Liability. It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User

By: AShankar

Print Name: Amrita Shankar

Title: Transportation Engineer I

Company: Linscott, Law, & Greenspan, Engineers

Address: 20931 Burbank Boulevard, Suite C
Woodland Hills, CA 91367

Phone: 818.835.8648

Email Address: shankar@llgengineers.com

Date: 06/23/2020

APPENDIX F

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

LEVEL OF SERVICE FOR UNSIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2000, level of service for unsignalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, in the absence of incidents, control, traffic, or geometric delay. Only the portion of total delay attributed to the traffic control measures, either traffic signals or stop signs, is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Level of Service criteria for unsignalized intersections are stated in terms of the average control delay per vehicle. The level of service is determined by the computed or measured control delay and is defined for each minor movement. Average control delay for any particular minor movement is a function of the service time for the approach and the degree of utilization. (Level of service is not defined for the intersection as a whole for two-way stop controlled intersections.)

Level of Service Criteria for TWSC/AWSC Intersections

Level of Service	Average Control Delay (Sec/Veh)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

LOS A describes operations with very low control delay, up to 10 seconds per vehicle.

LOS B describes operations with control delay greater than 10 and up to 15 seconds per vehicle.

LOS C describes operations with control delay greater than 15 and up to 25 seconds per vehicle.

LOS D describes operations with control delay greater than 25 and up to 35 seconds per vehicle.

LOS E describes operations with control delay greater than 35 and up to 50 seconds per vehicle.

LOS F describes operations with control delay in excess of 50 seconds per vehicle. For two-way stop controlled intersections, LOS F exists when there are insufficient gaps of suitable size to allow side-street demand to safely cross through a major-street traffic stream. This level of service is generally evident from extremely long control delays experienced by side-street traffic and by queuing on the minor-street approaches.

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2000, level of service for signalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions: in the absence of traffic control, in the absence of geometric delay, in the absence of incidents, and when there are no other vehicles on the road. Only the portion of total delay attributed to the control facility is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Level of Service criteria for traffic signals are stated in terms of the average control delay per vehicle. Delay is a complex measure and is dependent on a number of variables, including the quality of progression, the cycle length, the green ratio, and the *v/c* ratio for the lane group in question.

Level of Service Criteria for Signalized Intersections

Level of Service	Control Delay (Sec/Veh)
A	≤ 10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

LOS A describes operations with very low control delay, up to 10 seconds per vehicle. This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay values.

LOS B describes operations with control delay greater than 10 and up to 20 seconds per vehicle. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.

LOS C describes operations with control delay greater than 20 and up to 35 seconds per vehicle. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.

LOS D describes operations with control delay greater than 35 and up to 55 seconds per vehicle. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high *v/c* ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

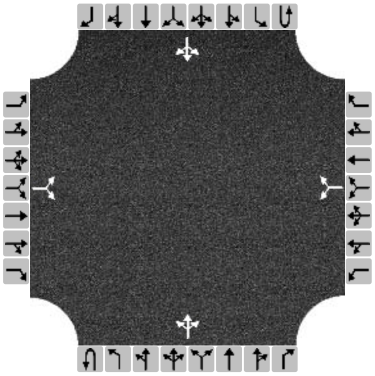
LOS E describes operations with control delay greater than 55 and up to 80 seconds per vehicle. This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high *v/c* ratios. Individual cycle failures are frequent occurrences.

LOS F describes operations with control delay in excess of 80 seconds per vehicle. This level, considered to be unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the lane groups. It may also occur at high *v/c* ratios with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors to such delay levels.

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #1
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/15/2020	East/West Street	Jesse Street
Analysis Year	2019	North/South Street	Mateo Street
Time Analyzed	Existing - AM	Peak Hour Factor	0.82
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LR				LR				LTR				LTR	
Volume, V (veh/h)		9		4		17		42		0	362	21		19	211	0
Percent Heavy Vehicles (%)		2		2		2		2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2		7.1		6.2		4.1				4.1		
Critical Headway (sec)		7.12		6.22		7.12		6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52		3.32		3.52		3.32		2.22				2.22		

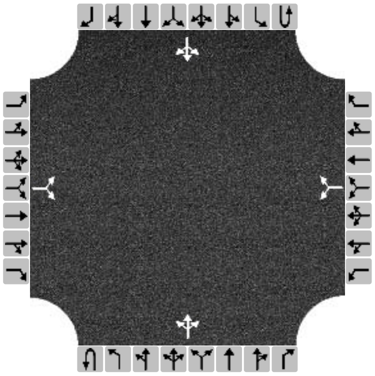
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			16				72			0				23		
Capacity, c (veh/h)			348				478			1307				1094		
v/c Ratio			0.05				0.15			0.00				0.02		
95% Queue Length, Q_{95} (veh)			0.1				0.5			0.0				0.1		
Control Delay (s/veh)			15.8				13.9			7.8				8.4		
Level of Service, LOS			C				B			A				A		
Approach Delay (s/veh)	15.8				13.9				0.0				0.9			
Approach LOS	C				B											

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #1
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/15/2020	East/West Street	Jesse Street
Analysis Year	2019	North/South Street	Mateo Street
Time Analyzed	Existing - PM	Peak Hour Factor	0.88
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LR				LR				LTR				LTR	
Volume, V (veh/h)		1		3		23		42		1	204	16		28	386	10
Percent Heavy Vehicles (%)		2		2		2		2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

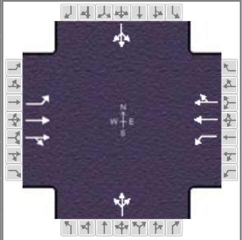
Base Critical Headway (sec)		7.1		6.2		7.1		6.2		4.1				4.1		
Critical Headway (sec)		7.12		6.22		7.12		6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52		3.32		3.52		3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			5				74			1				32		
Capacity, c (veh/h)			479				518			1110				1315		
v/c Ratio			0.01				0.14			0.00				0.02		
95% Queue Length, Q_{95} (veh)			0.0				0.5			0.0				0.1		
Control Delay (s/veh)			12.6				13.1			8.2				7.8		
Level of Service, LOS			B				B			A				A		
Approach Delay (s/veh)	12.6				13.1				0.0				0.8			
Approach LOS	B				B											

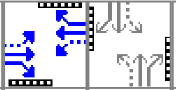
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.25
Analyst	AS	Analysis Date	Jan 16, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - AM	PHF	0.96
Urban Street	7th Street	Analysis Year	2019	Analysis Period	1> 7:30
Intersection	Mateo / 7th	File Name	02AM - Existing.xus		
Project Description	676 Mateo Street Project				

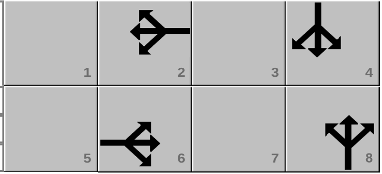


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	321	49	222	1082	190	117	234	23	36	122	24

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	39.6	21.2	0.0	0.0	0.0	0.0
Yellow	3.9	3.5	0.0	0.0	0.0	0.0
Red	0.5	1.3	0.0	0.0	0.0	0.0



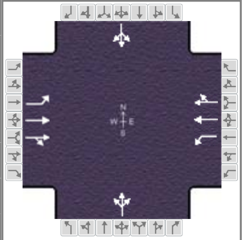
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		6.0		6.0		8.0		8.0
Phase Duration, s		44.0		44.0		26.0		26.0
Change Period, (*Y+R* *c*), s		4.4		4.4		4.8		4.8
Max Allow Headway (*MAH*), s		0.0		0.0		4.3		4.3
Queue Clearance Time (*g* *s*), s						23.2		7.6
Green Extension Time (*g* *e*), s		0.0		0.0		0.0		2.1
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		0.05

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	28	196	190	231	678	647		390			190	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	420	1900	1812	1014	1900	1801		1658			1608	
Queue Service Time (*g* *s*), s	3.4	3.5	3.6	10.0	16.9	17.0		9.3			0.0	
Cycle Queue Clearance Time (*g* *c*), s	20.4	3.5	3.6	13.6	16.9	17.0		14.8			5.6	
Green Ratio (*g/C*)	0.57	0.57	0.57	0.57	0.57	0.57		0.30			0.30	
Capacity (*c*), veh/h	238	1075	1025	625	1075	1019		570			549	
Volume-to-Capacity Ratio (*X*)	0.118	0.182	0.185	0.370	0.631	0.635		0.684			0.345	
Back of Queue (*Q*), ft/ln (95 th percentile)	16.7	57.6	56.1	98.4	266.7	259.2		252.5			106.1	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.7	2.3	2.2	3.9	10.7	10.4		10.1			4.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (*d* *1*), s/veh	17.2	7.4	7.4	10.7	10.3	10.3		22.0			18.9	
Incremental Delay (*d* *2*), s/veh	1.0	0.4	0.4	1.7	2.8	3.0		3.4			0.4	
Initial Queue Delay (*d* *3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	18.2	7.7	7.8	12.4	13.1	13.3		25.4			19.3	
Level of Service (LOS)	B	A	A	B	B	B		C			B	
Approach Delay, s/veh / LOS	8.5		A	13.1		B	25.4		C	19.3		B
Intersection Delay, s/veh / LOS	14.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.93	B	1.70	B	2.29	B	2.29	B
Bicycle LOS Score / LOS	0.83	A	1.77	B	1.13	A	0.80	A

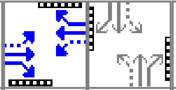
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.25
Analyst	AS	Analysis Date	Jan 16, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - PM	PHF	0.96
Urban Street	7th Street	Analysis Year	2019	Analysis Period	1> 17:00
Intersection	Mateo / 7th	File Name	02PM - Existing.xus		
Project Description	676 Mateo Street Project				

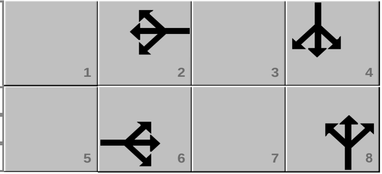


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	30	869	117	111	538	48	70	147	74	108	242	35

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	55.6	25.2	0.0	0.0	0.0	0.0
Yellow	3.9	3.5	0.0	0.0	0.0	0.0
Red	0.5	1.3	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		6.0		6.0		8.0		8.0
Phase Duration, s		60.0		60.0		30.0		30.0
Change Period, (*Y+R c*), s		4.4		4.4		4.8		4.8
Max Allow Headway (*MAH*), s		0.0		0.0		4.4		4.4
Queue Clearance Time (g_s), s						19.2		27.0
Green Extension Time (g_e), s		0.0		0.0		1.7		0.0
Phase Call Probability						1.00		1.00
Max Out Probability						0.66		1.00

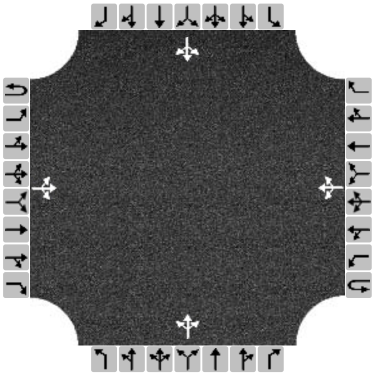
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	31	524	503	116	309	301		303			401	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	824	1900	1821	558	1900	1845		1398			1441	
Queue Service Time (g_s), s	1.6	13.1	13.1	12.4	6.7	6.7		0.0			7.8	
Cycle Queue Clearance Time (g_c), s	8.3	13.1	13.1	25.5	6.7	6.7		17.2			25.0	
Green Ratio (*g/C*)	0.62	0.62	0.62	0.62	0.62	0.62		0.28			0.28	
Capacity (*c*), veh/h	527	1174	1125	343	1174	1140		441			455	
Volume-to-Capacity Ratio (*X*)	0.059	0.447	0.447	0.337	0.263	0.264		0.687			0.882	
Back of Queue (*Q*), ft/ln (95 th percentile)	13.6	218.9	212.2	77.7	115	112.4		263.3			406	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.5	8.8	8.5	3.1	4.6	4.5		10.5			16.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	9.8	9.1	9.1	15.8	7.9	7.9		28.9			32.4	
Incremental Delay (d_2), s/veh	0.2	1.2	1.3	2.6	0.5	0.6		4.4			18.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	10.0	10.3	10.4	18.5	8.4	8.4		33.3			50.4	
Level of Service (LOS)	A	B	B	B	A	A		C			D	
Approach Delay, s/veh / LOS	10.3	B		10.0	B		33.3	C		50.4	D	
Intersection Delay, s/veh / LOS	19.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.94	B	1.71	B	2.30	B	2.30	B
Bicycle LOS Score / LOS	1.36	A	1.09	A	0.99	A	1.15	A

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #3
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/16/2020	East/West Street	Jesse Street
Analysis Year	2019	North/South Street	Imperial Street
Time Analyzed	Existing - AM	Peak Hour Factor	0.79
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		7	20	8		7	54	6		8	2	3		2	4	2
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

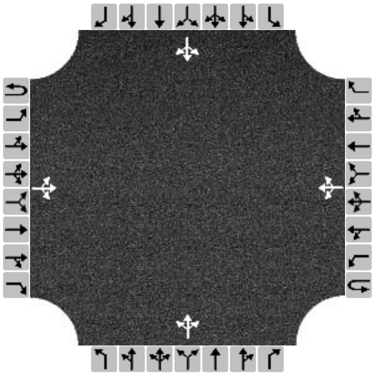
Flow Rate, v (veh/h)		9				9					16				10	
Capacity, c (veh/h)		1522				1575					844				809	
v/c Ratio		0.01				0.01					0.02				0.01	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.1				0.0	
Control Delay (s/veh)		7.4				7.3					9.4				9.5	
Level of Service, LOS		A				A					A				A	
Approach Delay (s/veh)	1.5				0.8				9.4				9.5			
Approach LOS									A				A			

HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	AS	Intersection	Intersection #3
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/16/2020	East/West Street	Jesse Street
Analysis Year	2019	North/South Street	Imperial Street
Time Analyzed	Existing - PM	Peak Hour Factor	0.76
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		10	19	13		15	42	11		11	3	24		10	14	37
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

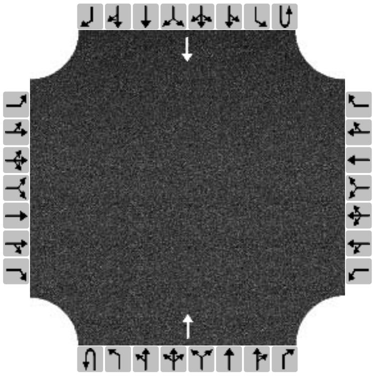
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		13				20					50				80	
Capacity, c (veh/h)		1529				1566					883				869	
v/c Ratio		0.01				0.01					0.06				0.09	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.2				0.3	
Control Delay (s/veh)		7.4				7.3					9.3				9.6	
Level of Service, LOS		A				A					A				A	
Approach Delay (s/veh)	1.8				1.7				9.3				9.6			
Approach LOS									A				A			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #4
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/16/2020	East/West Street	Project Site Driveway
Analysis Year	2019	North/South Street	Imperial Street
Time Analyzed	Existing - AM	Peak Hour Factor	0.63
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration											T				T	
Volume, V (veh/h)											15				13	
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

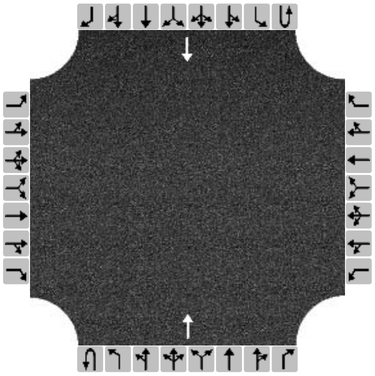
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																
Capacity, c (veh/h)																
v/c Ratio																
95% Queue Length, Q_{95} (veh)																
Control Delay (s/veh)																
Level of Service, LOS																
Approach Delay (s/veh)																
Approach LOS																

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #4
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/16/2020	East/West Street	Project Site Driveway
Analysis Year	2019	North/South Street	Imperial Street
Time Analyzed	Existing - PM	Peak Hour Factor	0.65
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration											T				T	
Volume, V (veh/h)											20				32	
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																
Capacity, c (veh/h)																
v/c Ratio																
95% Queue Length, Q_{95} (veh)																
Control Delay (s/veh)																
Level of Service, LOS																
Approach Delay (s/veh)																
Approach LOS																

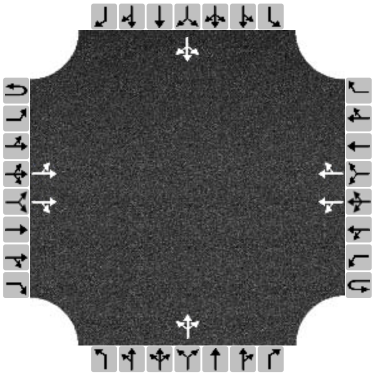
HCS7 Two-Way Stop-Control Report

General Information

Site Information

Analyst	AS	Intersection	Intersection #5
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/15/2020	East/West Street	7th Street
Analysis Year	2019	North/South Street	Imperial Street
Time Analyzed	Existing - AM	Peak Hour Factor	0.97
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	1	0
Configuration		LT		TR		LT		TR			LTR				LTR	
Volume, V (veh/h)		3	379	1		2	1487	6		1	0	2		1	0	3
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.14				4.14				7.54	6.54	6.94		7.54	6.54	6.94
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

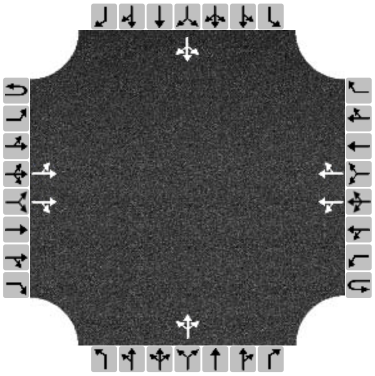
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3				2					3				4	
Capacity, c (veh/h)		428				1163					320				148	
v/c Ratio		0.01				0.00					0.01				0.03	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.0				0.1	
Control Delay (s/veh)		13.5				8.1					16.3				30.1	
Level of Service, LOS		B				A					C				D	
Approach Delay (s/veh)	0.2				0.1				16.3				30.1			
Approach LOS									C				D			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #5
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/15/2020	East/West Street	7th Street
Analysis Year	2019	North/South Street	Imperial Street
Time Analyzed	Existing - PM	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	1	0
Configuration		LT		TR		LT		TR			LTR				LTR	
Volume, V (veh/h)		3	1050	2		0	670	14		1	0	1		12	0	21
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.14				4.14				7.54	6.54	6.94		7.54	6.54	6.94
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

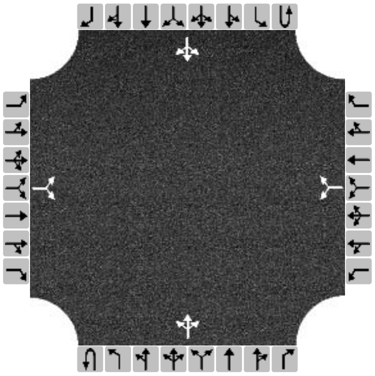
Flow Rate, v (veh/h)		3				0					2				35	
Capacity, c (veh/h)		878				627					145				253	
v/c Ratio		0.00				0.00					0.01				0.14	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.0				0.5	
Control Delay (s/veh)		9.1				10.7					30.1				21.5	
Level of Service, LOS		A				B					D				C	
Approach Delay (s/veh)	0.1				0.0				30.1				21.5			
Approach LOS									D				C			

HCS7 Two-Way Stop-Control Report

General Information / Site Information

Analyst	AS	Intersection	Intersection #1
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/16/2020	East/West Street	Jesse Street
Analysis Year	2019	North/South Street	Mateo Street
Time Analyzed	Existing + Project - AM	Peak Hour Factor	0.82
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LR				LR				LTR				LTR	
Volume, V (veh/h)		9		4		17		55		0	362	21		29	211	0
Percent Heavy Vehicles (%)		2		2		2		2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2		7.1		6.2		4.1				4.1		
Critical Headway (sec)		7.12		6.22		7.12		6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52		3.32		3.52		3.32		2.22				2.22		

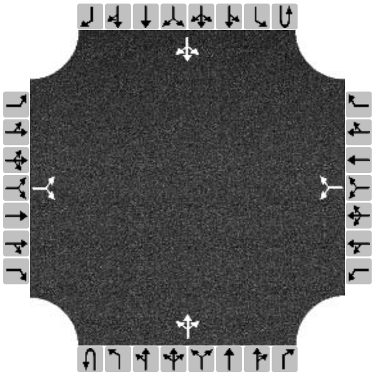
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			16				88			0				35		
Capacity, c (veh/h)			322				488			1307				1094		
v/c Ratio			0.05				0.18			0.00				0.03		
95% Queue Length, Q_{95} (veh)			0.2				0.6			0.0				0.1		
Control Delay (s/veh)			16.8				14.0			7.8				8.4		
Level of Service, LOS			C				B			A				A		
Approach Delay (s/veh)	16.8				14.0				0.0				1.3			
Approach LOS	C				B											

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #1
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/16/2020	East/West Street	Jesse Street
Analysis Year	2019	North/South Street	Mateo Street
Time Analyzed	Existing + Project - PM	Peak Hour Factor	0.88
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LR				LR				LTR				LTR	
Volume, V (veh/h)		1		3		23		50		1	204	16		49	386	10
Percent Heavy Vehicles (%)		2		2		2		2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

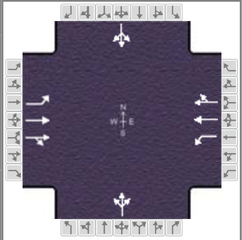
Base Critical Headway (sec)		7.1		6.2		7.1		6.2		4.1				4.1		
Critical Headway (sec)		7.12		6.22		7.12		6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52		3.32		3.52		3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			5				83			1				56		
Capacity, c (veh/h)			456				512			1110				1315		
v/c Ratio			0.01				0.16			0.00				0.04		
95% Queue Length, Q_{95} (veh)			0.0				0.6			0.0				0.1		
Control Delay (s/veh)			13.0				13.4			8.2				7.9		
Level of Service, LOS			B				B			A				A		
Approach Delay (s/veh)	13.0				13.4				0.0				1.3			
Approach LOS	B				B											

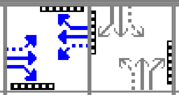
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.25
Analyst	AS	Analysis Date	Jan 16, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing with Project - AM	PHF	0.96
Urban Street	7th Street	Analysis Year	2019	Analysis Period	1> 7:30
Intersection	Mateo / 7th	File Name	02AM - Existing with Project.xus		
Project Description	676 Mateo Street Project				

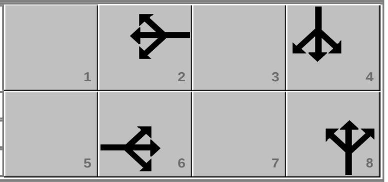


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	338	49	235	1114	190	117	234	25	36	122	24

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	39.6	21.2	0.0	0.0	0.0	0.0
Yellow	3.9	3.5	0.0	0.0	0.0	0.0
Red	0.5	1.3	0.0	0.0	0.0	0.0



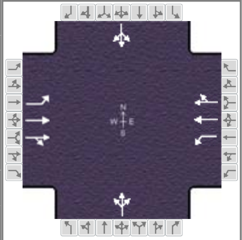
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		6.0		6.0		8.0		8.0
Phase Duration, s		44.0		44.0		26.0		26.0
Change Period, (*Y+R* $_c$), s		4.4		4.4		4.8		4.8
Max Allow Headway (*MAH*), s		0.0		0.0		4.3		4.3
Queue Clearance Time (*g* $_s$), s						16.9		7.6
Green Extension Time (*g* $_e$), s		0.0		0.0		1.0		2.1
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		0.05

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	28	205	199	245	694	664		392			190	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	407	1900	1816	997	1900	1803		1657			1719	
Queue Service Time (*g* $_s$), s	3.6	3.7	3.7	11.1	17.5	17.7		9.4			0.0	
Cycle Queue Clearance Time (*g* $_c$), s	21.3	3.7	3.7	14.8	17.5	17.7		14.9			5.6	
Green Ratio (*g/C*)	0.57	0.57	0.57	0.57	0.57	0.57		0.30			0.30	
Capacity (*c*), veh/h	230	1075	1027	614	1075	1020		569			582	
Volume-to-Capacity Ratio (*X*)	0.122	0.190	0.193	0.399	0.646	0.651		0.688			0.326	
Back of Queue (*Q*), ft/ln (95 th percentile)	17.1	60.5	59	107.8	275.5	268.4		254			105.9	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.7	2.4	2.4	4.3	11.0	10.7		10.2			4.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (*d* $_1$), s/veh	17.8	7.4	7.4	11.0	10.4	10.4		22.0			18.9	
Incremental Delay (*d* $_2$), s/veh	1.1	0.4	0.4	1.9	3.0	3.2		3.5			0.3	
Initial Queue Delay (*d* $_3$), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	18.9	7.8	7.8	13.0	13.4	13.7		25.5			19.3	
Level of Service (LOS)	B	A	A	B	B	B		C			B	
Approach Delay, s/veh / LOS	8.5	A		13.4	B		25.5	C		19.3	B	
Intersection Delay, s/veh / LOS	14.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.93	B	1.70	B	2.29	B	2.29	B
Bicycle LOS Score / LOS	0.84	A	1.81	B	1.13	A	0.80	A

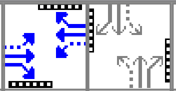
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.25
Analyst	AS	Analysis Date	Jan 16, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing with Project - PM	PHF	0.96
Urban Street	7th Street	Analysis Year	2019	Analysis Period	1> 17:00
Intersection	Mateo / 7th	File Name	02PM - Existing with Project.xus		
Project Description	676 Mateo Street Project				

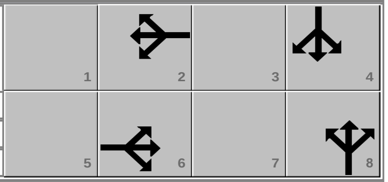


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	30	903	117	120	559	48	70	147	78	108	242	35

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	55.6	25.2	0.0	0.0	0.0	0.0
Yellow	3.9	3.5	0.0	0.0	0.0	0.0
Red	0.5	1.3	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		6.0		6.0		8.0		8.0
Phase Duration, s		60.0		60.0		30.0		30.0
Change Period, ($Y+R_c$), s		4.4		4.4		4.8		4.8
Max Allow Headway (*MAH*), s		0.0		0.0		4.4		4.4
Queue Clearance Time (g_s), s						19.5		27.2
Green Extension Time (g_e), s		0.0		0.0		1.6		0.0
Phase Call Probability						1.00		1.00
Max Out Probability						0.72		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	31	542	520	125	320	312		307			401	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	807	1900	1823	539	1900	1847		1398			1430	
Queue Service Time (g_s), s	1.7	13.7	13.7	14.5	7.0	7.0		0.0			7.7	
Cycle Queue Clearance Time (g_c), s	8.7	13.7	13.7	28.3	7.0	7.0		17.5			25.2	
Green Ratio (*g/C*)	0.62	0.62	0.62	0.62	0.62	0.62		0.28			0.28	
Capacity (*c*), veh/h	516	1174	1126	331	1174	1141		441			452	
Volume-to-Capacity Ratio (*X*)	0.061	0.462	0.462	0.378	0.273	0.274		0.697			0.888	
Back of Queue (*Q*), ft/ln (95 th percentile)	13.7	227.1	220.4	88.7	120.1	117.3		267.8			410	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.5	9.1	8.8	3.5	4.8	4.7		10.7			16.4	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	9.9	9.2	9.2	16.8	7.9	7.9		29.0			32.5	
Incremental Delay (d_2), s/veh	0.2	1.3	1.4	3.3	0.6	0.6		4.8			19.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	10.1	10.5	10.6	20.0	8.5	8.5		33.8			51.5	
Level of Service (LOS)	B	B	B	C	A	A		C			D	
Approach Delay, s/veh / LOS	10.5	B		10.4	B		33.8	C		51.5	D	
Intersection Delay, s/veh / LOS	19.7						B					

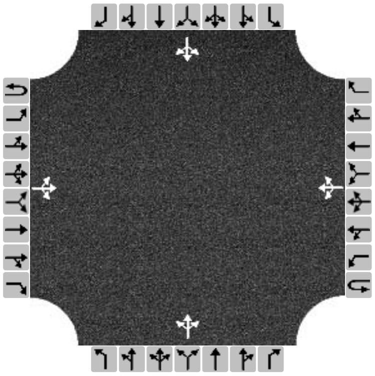
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.94	B	1.71	B	2.30	B	2.30	B
Bicycle LOS Score / LOS	1.39	A	1.11	A	0.99	A	1.15	A

HCS7 Two-Way Stop-Control Report

General Information / Site Information

Analyst	AS	Intersection	Intersection #3
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/16/2020	East/West Street	Jesse Street
Analysis Year	2019	North/South Street	Imperial Street
Time Analyzed	Existing + Project - AM	Peak Hour Factor	0.79
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		7	20	18		7	54	6		21	2	3		2	4	2
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

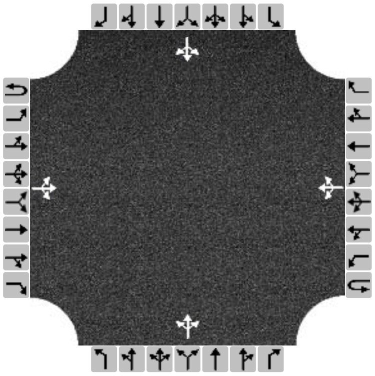
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		9				9					33				10	
Capacity, c (veh/h)		1522				1558					821				800	
v/c Ratio		0.01				0.01					0.04				0.01	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.1				0.0	
Control Delay (s/veh)		7.4				7.3					9.6				9.6	
Level of Service, LOS		A				A					A				A	
Approach Delay (s/veh)	1.2				0.8				9.6				9.6			
Approach LOS									A				A			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #3
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/16/2020	East/West Street	Jesse Street
Analysis Year	2019	North/South Street	Imperial Street
Time Analyzed	Existing + Project - PM	Peak Hour Factor	0.76
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		10	19	34		15	42	11		19	3	24		10	14	37
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

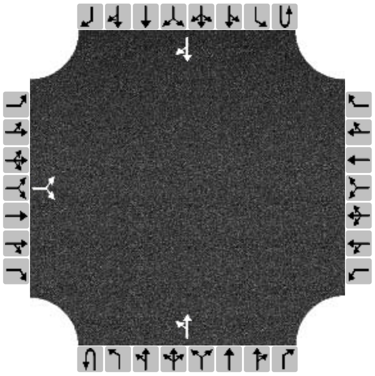
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		13				20					61				80	
Capacity, c (veh/h)		1529				1529					828				857	
v/c Ratio		0.01				0.01					0.07				0.09	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.2				0.3	
Control Delay (s/veh)		7.4				7.4					9.7				9.6	
Level of Service, LOS		A				A					A				A	
Approach Delay (s/veh)	1.2				1.7				9.7				9.6			
Approach LOS									A				A			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #4
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/16/2020	East/West Street	Project Site Driveway
Analysis Year	2019	North/South Street	Imperial Street
Time Analyzed	Existing + Project - AM	Peak Hour Factor	0.63
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		13		71						41	15				13	10
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

Delay, Queue Length, and Level of Service

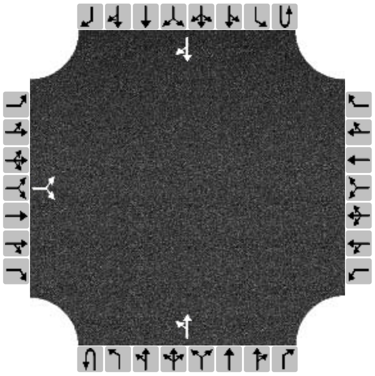
Flow Rate, v (veh/h)			133							65						
Capacity, c (veh/h)			991							1572						
v/c Ratio			0.13							0.04						
95% Queue Length, Q_{95} (veh)			0.5							0.1						
Control Delay (s/veh)			9.2							7.4						
Level of Service, LOS			A							A						
Approach Delay (s/veh)	9.2								5.5							
Approach LOS	A															

HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	AS	Intersection	Intersection #4
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/16/2020	East/West Street	Project Site Driveway
Analysis Year	2019	North/South Street	Imperial Street
Time Analyzed	Existing + Project - PM	Peak Hour Factor	0.65
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		8		47						83	20				32	21
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

Delay, Queue Length, and Level of Service

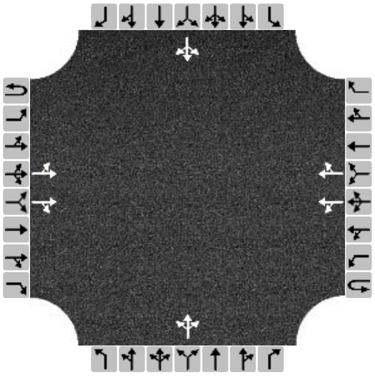
Flow Rate, v (veh/h)			85							128						
Capacity, c (veh/h)			908							1514						
v/c Ratio			0.09							0.08						
95% Queue Length, Q_{95} (veh)			0.3							0.3						
Control Delay (s/veh)			9.4							7.6						
Level of Service, LOS			A							A						
Approach Delay (s/veh)	9.4								6.2							
Approach LOS	A															

HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	AS	Intersection	Intersection #5
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/16/2020	East/West Street	7th Street
Analysis Year	2019	North/South Street	Imperial Street
Time Analyzed	Existing + Project - AM	Peak Hour Factor	0.97
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	1	0
Configuration		LT		TR		LT		TR			LTR				LTR	
Volume, V (veh/h)		22	379	1		2	1487	28		1	0	2		27	0	48
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.14				4.14				7.54	6.54	6.94		7.54	6.54	6.94
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

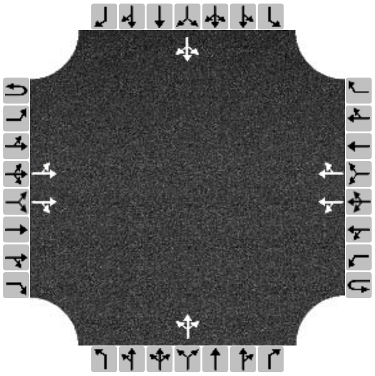
Flow Rate, v (veh/h)		23				2					3				77	
Capacity, c (veh/h)		419				1163					262				106	
v/c Ratio		0.05				0.00					0.01				0.73	
95% Queue Length, Q_{95} (veh)		0.2				0.0					0.0				3.9	
Control Delay (s/veh)		14.1				8.1					18.9				100.7	
Level of Service, LOS		B				A					C				F	
Approach Delay (s/veh)	1.2				0.1				18.9				100.7			
Approach LOS									C				F			

HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	AS	Intersection	Intersection #5
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/16/2020	East/West Street	7th Street
Analysis Year	2019	North/South Street	Imperial Street
Time Analyzed	Existing + Project - PM	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	1	0
Configuration		LT		TR		LT		TR			LTR				LTR	
Volume, V (veh/h)		41	1050	2		0	670	59		1	0	1		29	0	51
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.14				4.14				7.54	6.54	6.94		7.54	6.54	6.94
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

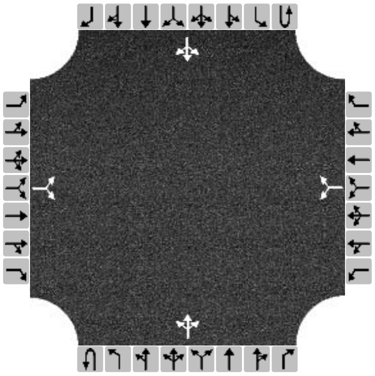
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		43				0					2				84	
Capacity, c (veh/h)		843				627					113				204	
v/c Ratio		0.05				0.00					0.02				0.41	
95% Queue Length, Q_{95} (veh)		0.2				0.0					0.1				1.9	
Control Delay (s/veh)		9.5				10.7					37.6				34.6	
Level of Service, LOS		A				B					E				D	
Approach Delay (s/veh)	0.9				0.0				37.6				34.6			
Approach LOS									E				D			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #1
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/16/2020	East/West Street	Jesse Street
Analysis Year	2023	North/South Street	Mateo Street
Time Analyzed	Future - AM	Peak Hour Factor	0.82
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LR				LR				LTR				LTR	
Volume, V (veh/h)		9		4		18		119		0	493	22		164	364	0
Percent Heavy Vehicles (%)		2		2		2		2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2		7.1		6.2		4.1				4.1		
Critical Headway (sec)		7.12		6.22		7.12		6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52		3.32		3.52		3.32		2.22				2.22		

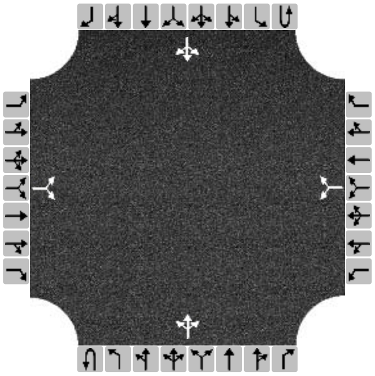
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			16				167			0				200		
Capacity, c (veh/h)			73				299			1115				953		
v/c Ratio			0.22				0.56			0.00				0.21		
95% Queue Length, Q_{95} (veh)			0.7				3.2			0.0				0.8		
Control Delay (s/veh)			67.0				31.3			8.2				9.8		
Level of Service, LOS			F				D			A				A		
Approach Delay (s/veh)	67.0				31.3				0.0				4.9			
Approach LOS	F				D											

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #1
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/16/2020	East/West Street	Jesse Street
Analysis Year	2023	North/South Street	Mateo Street
Time Analyzed	Future - PM	Peak Hour Factor	0.88
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LR				LR				LTR				LTR	
Volume, V (veh/h)		1		3		24		315		1	381	17		110	560	10
Percent Heavy Vehicles (%)		2		2		2		2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

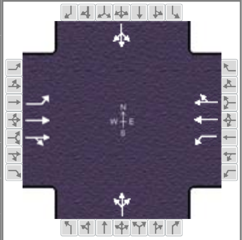
Base Critical Headway (sec)		7.1		6.2		7.1		6.2		4.1				4.1		
Critical Headway (sec)		7.12		6.22		7.12		6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52		3.32		3.52		3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			5				385			1				125		
Capacity, c (veh/h)			115				466			937				1108		
v/c Ratio			0.04				0.83			0.00				0.11		
95% Queue Length, Q_{95} (veh)			0.1				8.0			0.0				0.4		
Control Delay (s/veh)			37.5				40.2			8.8				8.7		
Level of Service, LOS			E				E			A				A		
Approach Delay (s/veh)	37.5				40.2				0.0				2.7			
Approach LOS	E				E											

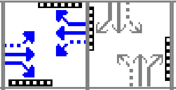
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.25
Analyst	AS	Analysis Date	Jan 17, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - AM	PHF	0.96
Urban Street	7th Street	Analysis Year	2023	Analysis Period	1> 7:30
Intersection	Mateo / 7th	File Name	02AM - Future.xus		
Project Description	676 Mateo Street Project				

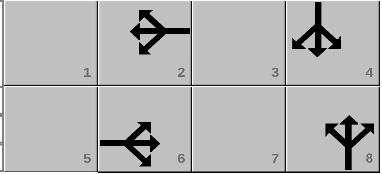


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	32	794	232	249	1378	223	171	408	31	40	248	27

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	39.6	21.2	0.0	0.0	0.0	0.0
Yellow	3.9	3.5	0.0	0.0	0.0	0.0
Red	0.5	1.3	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		6.0		6.0		8.0		8.0
Phase Duration, s		44.0		44.0		26.0		26.0
Change Period, (*Y+R* *c*), s		4.4		4.4		4.8		4.8
Max Allow Headway (*MAH*), s		0.0		0.0		4.4		4.4
Queue Clearance Time (*g* *s*), s						23.2		12.9
Green Extension Time (*g* *e*), s		0.0		0.0		0.0		3.0
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		0.51

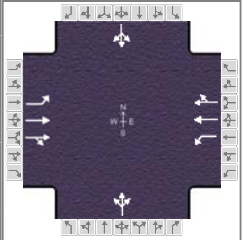
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	33	556	513	259	844	824		635			328	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	302	1900	1751	536	1900	1808		1495			1699	
Queue Service Time (*g* *s*), s	6.9	12.6	12.6	27.0	24.3	25.4		10.3			0.0	
Cycle Queue Clearance Time (*g* *c*), s	32.3	12.6	12.6	39.6	24.3	25.4		21.2			10.9	
Green Ratio (*g/C*)	0.57	0.57	0.57	0.57	0.57	0.57		0.30			0.30	
Capacity (*c*), veh/h	164	1075	991	310	1075	1023		519			573	
Volume-to-Capacity Ratio (*X*)	0.203	0.517	0.518	0.837	0.785	0.805		1.225			0.573	
Back of Queue (*Q*), ft/ln (95 th percentile)	26.6	207.5	196.2	256.8	375.3	380.2		953.4			201.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.1	8.3	7.8	10.3	15.0	15.2		38.1			8.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (*d* *1*), s/veh	25.0	9.3	9.3	24.2	11.9	12.1		25.9			20.7	
Incremental Delay (*d* *2*), s/veh	2.8	1.8	1.9	22.8	5.8	6.8		117.7			1.4	
Initial Queue Delay (*d* *3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	27.8	11.1	11.3	47.0	17.7	18.9		143.6			22.1	
Level of Service (LOS)	C	B	B	D	B	B		F			C	

	EB		WB		NB		SB	
Approach Delay, s/veh / LOS	11.7	B	22.1	C	143.6	F	22.1	C
Intersection Delay, s/veh / LOS	38.6				D			

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.93	B	1.70	B	2.29	B	2.29	B
Bicycle LOS Score / LOS	1.40	A	2.08	B	1.54	B	1.03	A

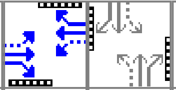
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.25
Analyst	AS	Analysis Date	Jan 17, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - PM	PHF	0.96
Urban Street	7th Street	Analysis Year	2023	Analysis Period	1> 17:00
Intersection	Mateo / 7th	File Name	02PM - Future.xus		
Project Description	676 Mateo Street Project				

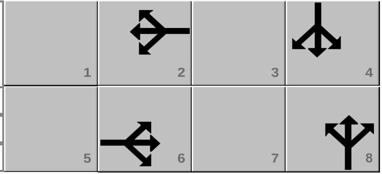


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	34	1260	268	133	1088	63	196	452	89	141	347	40

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	55.6	25.2	0.0	0.0	0.0	0.0
Yellow	3.9	3.5	0.0	0.0	0.0	0.0
Red	0.5	1.3	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		6.0		6.0		8.0		8.0
Phase Duration, s		60.0		60.0		30.0		30.0
Change Period, (*Y+R* *c*), s		4.4		4.4		4.8		4.8
Max Allow Headway (*MAH*), s		0.0		0.0		4.5		4.5
Queue Clearance Time (*g* *s*), s						27.2		27.2
Green Extension Time (*g* *e*), s		0.0		0.0		0.0		0.0
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	35	811	781	139	605	594		768			550	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	474	1900	1785	325	1900	1863		1185			1227	
Queue Service Time (*g* *s*), s	4.1	25.6	26.7	28.9	16.1	16.1		0.0			0.0	
Cycle Queue Clearance Time (*g* *c*), s	20.2	25.6	26.7	55.6	16.1	16.1		25.2			25.2	
Green Ratio (*g/C*)	0.62	0.62	0.62	0.62	0.62	0.62		0.28			0.28	
Capacity (*c*), veh/h	288	1174	1103	184	1174	1151		382			394	
Volume-to-Capacity Ratio (*X*)	0.123	0.691	0.708	0.752	0.515	0.516		2.007			1.395	
Back of Queue (*Q*), ft/ln (95 th percentile)	21.9	385.6	383.3	191.5	258.5	255		2307.5			1152.4	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.9	15.4	15.3	7.7	10.3	10.2		92.3			46.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (*d* *1*), s/veh	15.3	11.5	11.7	34.1	9.6	9.7		34.0			33.7	
Incremental Delay (*d* *2*), s/veh	0.9	3.3	3.8	24.3	1.6	1.7		462.5			192.6	
Initial Queue Delay (*d* *3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	16.2	14.8	15.5	58.4	11.3	11.3		496.5			226.2	
Level of Service (LOS)	B	B	B	E	B	B		F			F	
Approach Delay, s/veh / LOS	15.2		B	16.2		B	496.5		F	226.2		F
Intersection Delay, s/veh / LOS	128.9						F					

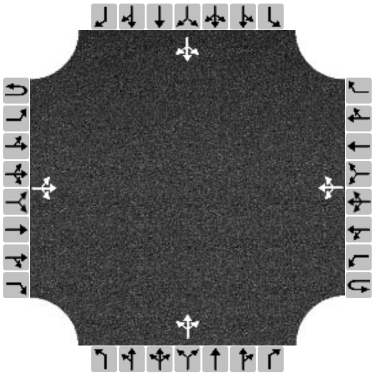
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.94	B	1.71	B	2.30	B	2.30	B
Bicycle LOS Score / LOS	1.83	B	1.59	B	1.75	B	1.40	A

HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	AS	Intersection	Intersection #3
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/16/2020	East/West Street	Jesse Street
Analysis Year	2023	North/South Street	Imperial Street
Time Analyzed	Future - AM	Peak Hour Factor	0.79
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		16	156	8		7	122	6		8	37	3		2	56	11
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

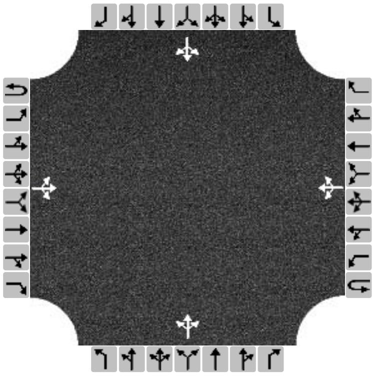
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		20				9					61				87	
Capacity, c (veh/h)		1416				1362					509				545	
v/c Ratio		0.01				0.01					0.12				0.16	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.4				0.6	
Control Delay (s/veh)		7.6				7.7					13.0				12.9	
Level of Service, LOS		A				A					B				B	
Approach Delay (s/veh)	0.8				0.4				13.0				12.9			
Approach LOS									B				B			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #3
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/16/2020	East/West Street	Jesse Street
Analysis Year	2023	North/South Street	Imperial Street
Time Analyzed	Future - PM	Peak Hour Factor	0.76
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		23	88	14		16	306	11		11	56	25		10	66	48
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

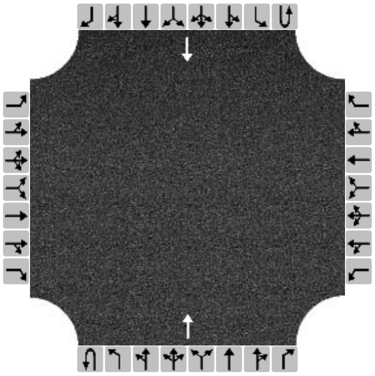
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		30				21					121				163	
Capacity, c (veh/h)		1141				1449					415				431	
v/c Ratio		0.03				0.01					0.29				0.38	
95% Queue Length, Q_{95} (veh)		0.1				0.0					1.2				1.7	
Control Delay (s/veh)		8.2				7.5					17.2				18.4	
Level of Service, LOS		A				A					C				C	
Approach Delay (s/veh)	1.7				0.5				17.2				18.4			
Approach LOS									C				C			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #4
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/17/2020	East/West Street	Project Site Driveway
Analysis Year	2023	North/South Street	Imperial Street
Time Analyzed	Future - AM	Peak Hour Factor	0.63
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration											T				T	
Volume, V (veh/h)											51				66	
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

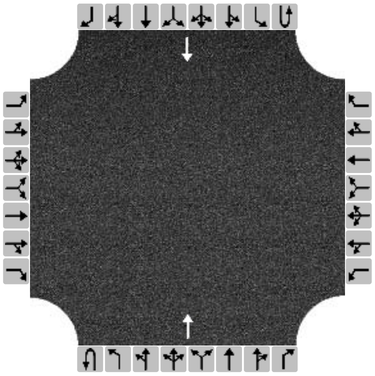
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																
Capacity, c (veh/h)																
v/c Ratio																
95% Queue Length, Q_{95} (veh)																
Control Delay (s/veh)																
Level of Service, LOS																
Approach Delay (s/veh)																
Approach LOS																

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #4
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/17/2020	East/West Street	Project Site Driveway
Analysis Year	2023	North/South Street	Imperial Street
Time Analyzed	Future - PM	Peak Hour Factor	0.65
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration											T				T	
Volume, V (veh/h)											74				84	
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

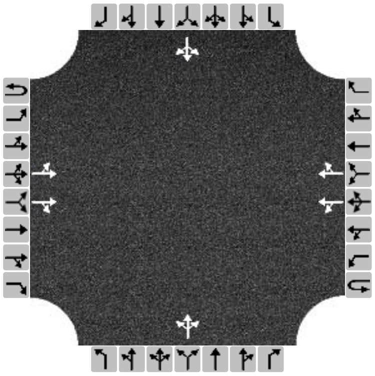
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																
Capacity, c (veh/h)																
v/c Ratio																
95% Queue Length, Q_{95} (veh)																
Control Delay (s/veh)																
Level of Service, LOS																
Approach Delay (s/veh)																
Approach LOS																

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #5
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/17/2020	East/West Street	7th Street
Analysis Year	2023	North/South Street	Imperial Street
Time Analyzed	Future - AM	Peak Hour Factor	0.97
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	1	0
Configuration		LT		TR		LT		TR			LTR				LTR	
Volume, V (veh/h)		22	844	1		2	1784	25		1	0	2		20	0	61
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.14				4.14				7.54	6.54	6.94		7.54	6.54	6.94
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

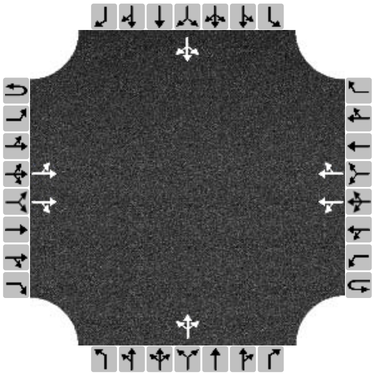
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		23				2					3				84	
Capacity, c (veh/h)		320				770					90				61	
v/c Ratio		0.07				0.00					0.03				1.36	
95% Queue Length, Q_{95} (veh)		0.2				0.0					0.1				7.2	
Control Delay (s/veh)		17.1				9.7					46.3				352.6	
Level of Service, LOS		C				A					E				F	
Approach Delay (s/veh)	1.5								46.3				352.6			
Approach LOS									E				F			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #5
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/17/2020	East/West Street	7th Street
Analysis Year	2023	North/South Street	Imperial Street
Time Analyzed	Future - PM	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	1	0
Configuration		LT		TR		LT		TR			LTR				LTR	
Volume, V (veh/h)		56	1436	2		0	1209	43		1	0	1		31	0	67
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.14				4.14				7.54	6.54	6.94		7.54	6.54	6.94
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

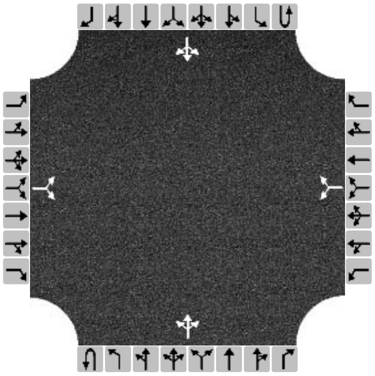
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		59				0					2				103	
Capacity, c (veh/h)		520				438					15				33	
v/c Ratio		0.11				0.00					0.14				3.14	
95% Queue Length, Q_{95} (veh)		0.4				0.0					0.4				12.0	
Control Delay (s/veh)		12.8				13.2					280.6				1217.3	
Level of Service, LOS		B				B					F				F	
Approach Delay (s/veh)	4.5				0.0				280.6				1217.3			
Approach LOS									F				F			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #1
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/16/2020	East/West Street	Jesse Street
Analysis Year	2023	North/South Street	Mateo Street
Time Analyzed	Future + Project - AM	Peak Hour Factor	0.82
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LR				LR				LTR				LTR	
Volume, V (veh/h)		9		4		18		132		0	493	22		174	364	0
Percent Heavy Vehicles (%)		2		2		2		2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2		7.1		6.2		4.1				4.1		
Critical Headway (sec)		7.12		6.22		7.12		6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52		3.32		3.52		3.32		2.22				2.22		

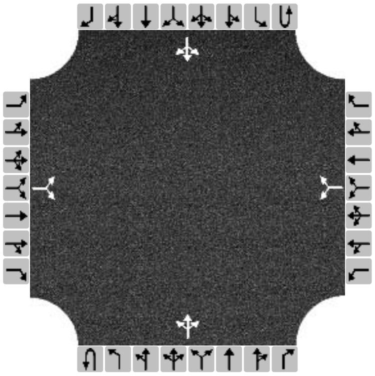
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			16				183			0				212		
Capacity, c (veh/h)			66				302			1115				953		
v/c Ratio			0.24				0.61			0.00				0.22		
95% Queue Length, Q_{95} (veh)			0.8				3.7			0.0				0.9		
Control Delay (s/veh)			76.4				33.8			8.2				9.9		
Level of Service, LOS			F				D			A				A		
Approach Delay (s/veh)	76.4				33.8				0.0				5.2			
Approach LOS	F				D											

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #1
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/16/2020	East/West Street	Jesse Street
Analysis Year	2023	North/South Street	Mateo Street
Time Analyzed	Future + Project - PM	Peak Hour Factor	0.88
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LR				LR				LTR				LTR	
Volume, V (veh/h)		1		3		24		323		1	381	17		131	560	10
Percent Heavy Vehicles (%)		2		2		2		2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

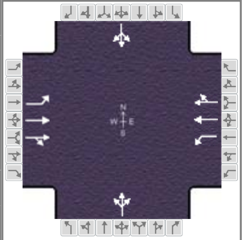
Base Critical Headway (sec)		7.1		6.2		7.1		6.2		4.1				4.1		
Critical Headway (sec)		7.12		6.22		7.12		6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52		3.32		3.52		3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			5				394			1				149		
Capacity, c (veh/h)			102				453			937				1108		
v/c Ratio			0.04				0.87			0.00				0.13		
95% Queue Length, Q_{95} (veh)			0.1				9.0			0.0				0.5		
Control Delay (s/veh)			42.0				46.6			8.8				8.8		
Level of Service, LOS			E				E			A				A		
Approach Delay (s/veh)	42.0				46.6				0.0				3.1			
Approach LOS	E				E											

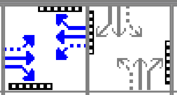
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.25
Analyst	AS	Analysis Date	Jan 17, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project - AM	PHF	0.96
Urban Street	7th Street	Analysis Year	2023	Analysis Period	1> 7:30
Intersection	Mateo / 7th	File Name	02AM - Future with Project.xus		
Project Description	676 Mateo Street Project				

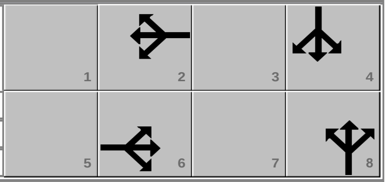


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	32	811	232	262	1410	223	171	408	33	40	248	27

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	39.6	21.2	0.0	0.0	0.0	0.0
Yellow	3.9	3.5	0.0	0.0	0.0	0.0
Red	0.5	1.3	0.0	0.0	0.0	0.0

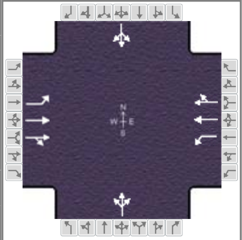


Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		6.0		6.0		8.0		8.0
Phase Duration, s		44.0		44.0		26.0		26.0
Change Period, (*Y+R* $_c$), s		4.4		4.4		4.8		4.8
Max Allow Headway (*MAH*), s		0.0		0.0		4.4		4.4
Queue Clearance Time (g_s), s						23.2		12.9
Green Extension Time (g_e), s		0.0		0.0		0.0		3.0
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		0.51

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	33	565	522	273	860	841		638			328	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	293	1900	1754	527	1900	1810		1495			1699	
Queue Service Time (g_s), s	7.3	12.9	12.9	26.7	25.1	26.4		10.3			0.0	
Cycle Queue Clearance Time (g_c), s	33.7	12.9	12.9	39.6	25.1	26.4		21.2			10.9	
Green Ratio (*g/C*)	0.57	0.57	0.57	0.57	0.57	0.57		0.30			0.30	
Capacity (*c*), veh/h	158	1075	992	304	1075	1024		519			573	
Volume-to-Capacity Ratio (*X*)	0.211	0.525	0.526	0.897	0.800	0.822		1.229			0.573	
Back of Queue (*Q*), ft/ln (95 th percentile)	27.4	211.4	200.2	285.6	388.3	396		962.3			201.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.1	8.5	8.0	11.4	15.5	15.8		38.5			8.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	26.0	9.4	9.4	25.1	12.1	12.3		25.9			20.7	
Incremental Delay (d_2), s/veh	3.0	1.8	2.0	30.9	6.3	7.4		119.2			1.4	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	29.0	11.2	11.4	56.1	18.3	19.7		145.1			22.1	
Level of Service (LOS)	C	B	B	E	B	B		F			C	
Approach Delay, s/veh / LOS	11.8		B	24.1		C	145.1		F	22.1		C
Intersection Delay, s/veh / LOS	39.6						D					

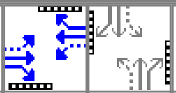
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.93	B	1.70	B	2.29	B	2.29	B
Bicycle LOS Score / LOS	1.41	A	2.12	B	1.54	B	1.03	A

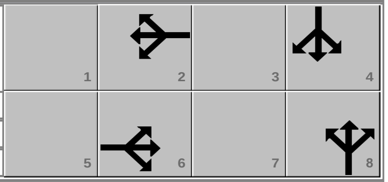
HCS7 Signalized Intersection Results Summary



General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.25
Analyst	AS	Analysis Date	Jan 17, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project - PM	PHF	0.96
Urban Street	7th Street	Analysis Year	2023	Analysis Period	1> 17:00
Intersection	Mateo / 7th	File Name	02PM - Future with Project.xus		
Project Description	676 Mateo Street Project				

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	34	1294	268	142	1109	63	196	452	93	141	347	40





Signal Information										
Cycle, s	90.0	Reference Phase	2							
Offset, s	0	Reference Point	End	Green	55.6	25.2	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.9	3.5	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	1.3	0.0	0.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		6.0		6.0		8.0		8.0
Phase Duration, s		60.0		60.0		30.0		30.0
Change Period, (*Y+R c*), s		4.4		4.4		4.8		4.8
Max Allow Headway (*MAH*), s		0.0		0.0		4.5		4.5
Queue Clearance Time (*g s*), s						27.2		27.2
Green Extension Time (*g e*), s		0.0		0.0		0.0		0.0
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		1.00

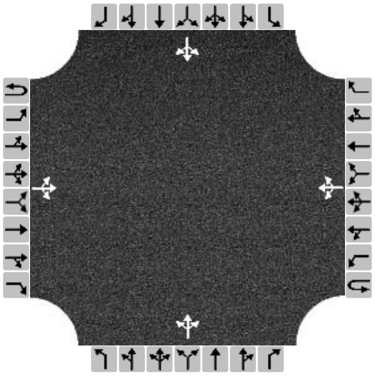
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	35	827	800	148	616	605		772			550	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	464	1900	1788	314	1900	1864		1187			1225	
Queue Service Time (*g s*), s	4.2	26.5	27.8	27.8	16.5	16.5		0.0			0.0	
Cycle Queue Clearance Time (*g c*), s	20.7	26.5	27.8	55.6	16.5	16.5		25.2			25.2	
Green Ratio (*g/C*)	0.62	0.62	0.62	0.62	0.62	0.62		0.28			0.28	
Capacity (*c*), veh/h	282	1174	1104	177	1174	1151		383			394	
Volume-to-Capacity Ratio (*X*)	0.126	0.705	0.724	0.836	0.525	0.525		2.015			1.397	
Back of Queue (*Q*), ft/ln (95 th percentile)	22.3	398	397.8	215.3	264.3	260.8		2325.8			1154.9	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.9	15.9	15.9	8.6	10.6	10.4		93.0			46.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (*d 1*), s/veh	15.6	11.6	11.9	35.9	9.7	9.7		34.0			33.7	
Incremental Delay (*d 2*), s/veh	0.9	3.6	4.1	35.1	1.7	1.7		465.9			193.5	
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	16.5	15.2	16.0	71.0	11.4	11.5		499.9			227.1	
Level of Service (LOS)	B	B	B	E	B	B		F			F	
Approach Delay, s/veh / LOS	15.6		B	17.9		B	499.9		F	227.1		F
Intersection Delay, s/veh / LOS	128.9						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.94	B	1.71	B	2.30	B	2.30	B
Bicycle LOS Score / LOS	1.86	B	1.62	B	1.76	B	1.40	A

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #3
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/16/2020	East/West Street	Jesse Street
Analysis Year	2023	North/South Street	Imperial Street
Time Analyzed	Future + Project - AM	Peak Hour Factor	0.79
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		16	156	18		7	122	6		21	37	3		2	56	11
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

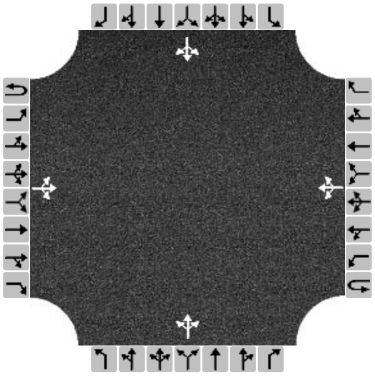
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		20				9					77				87	
Capacity, c (veh/h)		1416				1348					488				537	
v/c Ratio		0.01				0.01					0.16				0.16	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.6				0.6	
Control Delay (s/veh)		7.6				7.7					13.8				13.0	
Level of Service, LOS		A				A					B				B	
Approach Delay (s/veh)	0.8				0.5				13.8				13.0			
Approach LOS									B				B			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #3
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/16/2020	East/West Street	Jesse Street
Analysis Year	2023	North/South Street	Imperial Street
Time Analyzed	Future + Project - PM	Peak Hour Factor	0.76
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		23	88	35		16	306	11		19	56	25		10	66	48
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

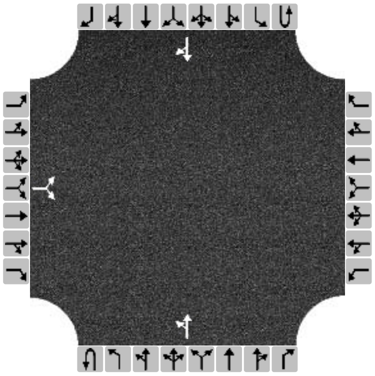
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		30				21					132				163	
Capacity, c (veh/h)		1141				1416					385				420	
v/c Ratio		0.03				0.01					0.34				0.39	
95% Queue Length, Q_{95} (veh)		0.1				0.0					1.5				1.8	
Control Delay (s/veh)		8.2				7.6					19.1				18.9	
Level of Service, LOS		A				A					C				C	
Approach Delay (s/veh)	1.5				0.5				19.1				18.9			
Approach LOS									C				C			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #4
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/17/2020	East/West Street	Project Site Driveway
Analysis Year	2023	North/South Street	Imperial Street
Time Analyzed	Future + Project - AM	Peak Hour Factor	0.63
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		13		71						41	51				66	10
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

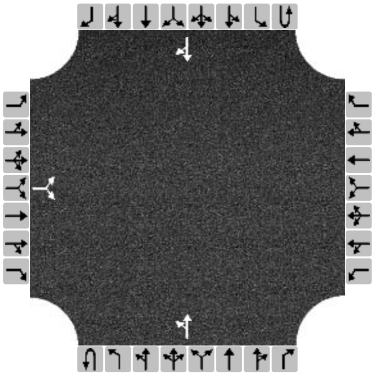
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			133							65						
Capacity, c (veh/h)			876							1465						
v/c Ratio			0.15							0.04						
95% Queue Length, Q_{95} (veh)			0.5							0.1						
Control Delay (s/veh)			9.8							7.6						
Level of Service, LOS			A							A						
Approach Delay (s/veh)	9.8								3.6							
Approach LOS	A															

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #4
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/17/2020	East/West Street	Project Site Driveway
Analysis Year	2023	North/South Street	Imperial Street
Time Analyzed	Future + Project - PM	Peak Hour Factor	0.65
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		8		47						83	74				84	21
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

Delay, Queue Length, and Level of Service

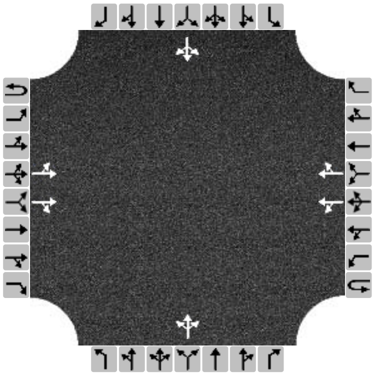
Flow Rate, v (veh/h)			85							128						
Capacity, c (veh/h)			797							1416						
v/c Ratio			0.11							0.09						
95% Queue Length, Q_{95} (veh)			0.4							0.3						
Control Delay (s/veh)			10.1							7.8						
Level of Service, LOS			B							A						
Approach Delay (s/veh)	10.1								4.5							
Approach LOS	B															

HCS7 Two-Way Stop-Control Report

General Information / Site Information

Analyst	AS	Intersection	Intersection #5
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/17/2020	East/West Street	7th Street
Analysis Year	2023	North/South Street	Imperial Street
Time Analyzed	Future + Project - AM	Peak Hour Factor	0.97
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	1	0
Configuration		LT		TR		LT		TR			LTR				LTR	
Volume, V (veh/h)		41	844	1		2	1784	47		1	0	2		46	0	106
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.14				4.14				7.54	6.54	6.94		7.54	6.54	6.94
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

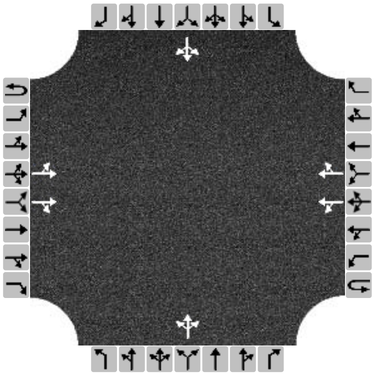
Flow Rate, v (veh/h)		42				2					3				157	
Capacity, c (veh/h)		313				770					59				43	
v/c Ratio		0.13				0.00					0.05				3.64	
95% Queue Length, Q_{95} (veh)		0.5				0.0					0.2				17.6	
Control Delay (s/veh)		18.3				9.7					69.4				1384.8	
Level of Service, LOS		C				A					F				F	
Approach Delay (s/veh)	2.9								69.4				1384.8			
Approach LOS									F				F			

HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	AS	Intersection	Intersection #5
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/17/2020	East/West Street	7th Street
Analysis Year	2023	North/South Street	Imperial Street
Time Analyzed	Future + Project - PM	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	1	0
Configuration		LT		TR		LT		TR			LTR				LTR	
Volume, V (veh/h)		94	1436	2		0	1209	88		1	0	1		48	0	97
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.14				4.14				7.54	6.54	6.94		7.54	6.54	6.94
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		99				0					2				153	
Capacity, c (veh/h)		499				438										
v/c Ratio		0.20				0.00										
95% Queue Length, Q_{95} (veh)		0.7				0.0										
Control Delay (s/veh)		14.0				13.2										
Level of Service, LOS		B				B										
Approach Delay (s/veh)	8.1				0.0											
Approach LOS																

APPENDIX G

HCM AND LEVELS OF SERVICE EXPLANATION
HCM DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS
ADDITIONAL OFFICE OPTION

LEVEL OF SERVICE FOR UNSIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2000, level of service for unsignalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, in the absence of incidents, control, traffic, or geometric delay. Only the portion of total delay attributed to the traffic control measures, either traffic signals or stop signs, is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Level of Service criteria for unsignalized intersections are stated in terms of the average control delay per vehicle. The level of service is determined by the computed or measured control delay and is defined for each minor movement. Average control delay for any particular minor movement is a function of the service time for the approach and the degree of utilization. (Level of service is not defined for the intersection as a whole for two-way stop controlled intersections.)

Level of Service Criteria for TWSC/AWSC Intersections

Level of Service	Average Control Delay (Sec/Veh)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

LOS A describes operations with very low control delay, up to 10 seconds per vehicle.

LOS B describes operations with control delay greater than 10 and up to 15 seconds per vehicle.

LOS C describes operations with control delay greater than 15 and up to 25 seconds per vehicle.

LOS D describes operations with control delay greater than 25 and up to 35 seconds per vehicle.

LOS E describes operations with control delay greater than 35 and up to 50 seconds per vehicle.

LOS F describes operations with control delay in excess of 50 seconds per vehicle. For two-way stop controlled intersections, LOS F exists when there are insufficient gaps of suitable size to allow side-street demand to safely cross through a major-street traffic stream. This level of service is generally evident from extremely long control delays experienced by side-street traffic and by queuing on the minor-street approaches.

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2000, level of service for signalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions: in the absence of traffic control, in the absence of geometric delay, in the absence of incidents, and when there are no other vehicles on the road. Only the portion of total delay attributed to the control facility is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Level of Service criteria for traffic signals are stated in terms of the average control delay per vehicle. Delay is a complex measure and is dependent on a number of variables, including the quality of progression, the cycle length, the green ratio, and the *v/c* ratio for the lane group in question.

Level of Service Criteria for Signalized Intersections

Level of Service	Control Delay (Sec/Veh)
A	≤ 10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

LOS A describes operations with very low control delay, up to 10 seconds per vehicle. This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay values.

LOS B describes operations with control delay greater than 10 and up to 20 seconds per vehicle. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.

LOS C describes operations with control delay greater than 20 and up to 35 seconds per vehicle. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.

LOS D describes operations with control delay greater than 35 and up to 55 seconds per vehicle. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high *v/c* ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

LOS E describes operations with control delay greater than 55 and up to 80 seconds per vehicle. This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high *v/c* ratios. Individual cycle failures are frequent occurrences.

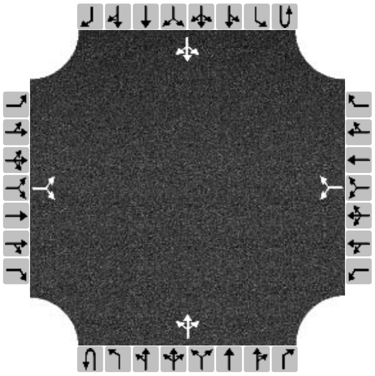
LOS F describes operations with control delay in excess of 80 seconds per vehicle. This level, considered to be unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the lane groups. It may also occur at high *v/c* ratios with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors to such delay levels.

HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	AS	Intersection	Intersection #1
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/15/2020	East/West Street	Jesse Street
Analysis Year	2019	North/South Street	Mateo Street
Time Analyzed	Existing - AM	Peak Hour Factor	0.82
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LR				LR				LTR				LTR	
Volume, V (veh/h)		9		4		17		42		0	362	21		19	211	0
Percent Heavy Vehicles (%)		2		2		2		2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2		7.1		6.2		4.1				4.1		
Critical Headway (sec)		7.12		6.22		7.12		6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52		3.32		3.52		3.32		2.22				2.22		

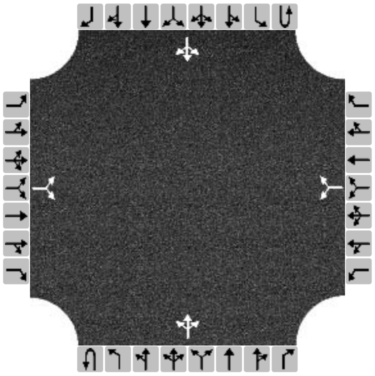
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			16				72			0				23		
Capacity, c (veh/h)			348				478			1307				1094		
v/c Ratio			0.05				0.15			0.00				0.02		
95% Queue Length, Q_{95} (veh)			0.1				0.5			0.0				0.1		
Control Delay (s/veh)			15.8				13.9			7.8				8.4		
Level of Service, LOS			C				B			A				A		
Approach Delay (s/veh)	15.8				13.9				0.0				0.9			
Approach LOS	C				B											

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #1
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/15/2020	East/West Street	Jesse Street
Analysis Year	2019	North/South Street	Mateo Street
Time Analyzed	Existing - PM	Peak Hour Factor	0.88
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LR				LR				LTR				LTR	
Volume, V (veh/h)		1		3		23		42		1	204	16		28	386	10
Percent Heavy Vehicles (%)		2		2		2		2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

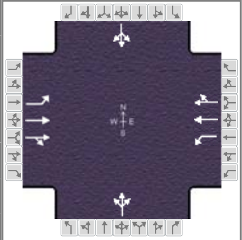
Base Critical Headway (sec)		7.1		6.2		7.1		6.2		4.1				4.1		
Critical Headway (sec)		7.12		6.22		7.12		6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52		3.32		3.52		3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			5				74			1				32		
Capacity, c (veh/h)			479				518			1110				1315		
v/c Ratio			0.01				0.14			0.00				0.02		
95% Queue Length, Q_{95} (veh)			0.0				0.5			0.0				0.1		
Control Delay (s/veh)			12.6				13.1			8.2				7.8		
Level of Service, LOS			B				B			A				A		
Approach Delay (s/veh)	12.6				13.1				0.0				0.8			
Approach LOS	B				B											

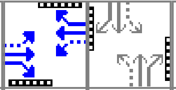
HCS7 Signalized Intersection Results Summary

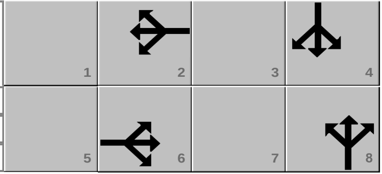
General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.25
Analyst	AS	Analysis Date	Jan 16, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - AM	PHF	0.96
Urban Street	7th Street	Analysis Year	2019	Analysis Period	1> 7:30
Intersection	Mateo / 7th	File Name	02AM - Existing.xus		
Project Description	676 Mateo Street Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	321	49	222	1082	190	117	234	23	36	122	24

Signal Information										
Cycle, s	70.0	Reference Phase	2							
Offset, s	0	Reference Point	End	Green	39.6	21.2	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.9	3.5	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	1.3	0.0	0.0	0.0	0.0





Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		6.0		6.0		8.0		8.0
Phase Duration, s		44.0		44.0		26.0		26.0
Change Period, (*Y+R* *c*), s		4.4		4.4		4.8		4.8
Max Allow Headway (*MAH*), s		0.0		0.0		4.3		4.3
Queue Clearance Time (*g* *s*), s						23.2		7.6
Green Extension Time (*g* *e*), s		0.0		0.0		0.0		2.1
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		0.05

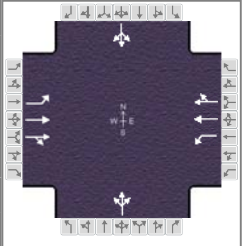
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	28	196	190	231	678	647		390			190	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	420	1900	1812	1014	1900	1801		1658			1608	
Queue Service Time (*g* *s*), s	3.4	3.5	3.6	10.0	16.9	17.0		9.3			0.0	
Cycle Queue Clearance Time (*g* *c*), s	20.4	3.5	3.6	13.6	16.9	17.0		14.8			5.6	
Green Ratio (*g/C*)	0.57	0.57	0.57	0.57	0.57	0.57		0.30			0.30	
Capacity (*c*), veh/h	238	1075	1025	625	1075	1019		570			549	
Volume-to-Capacity Ratio (*X*)	0.118	0.182	0.185	0.370	0.631	0.635		0.684			0.345	
Back of Queue (*Q*), ft/ln (95 th percentile)	16.7	57.6	56.1	98.4	266.7	259.2		252.5			106.1	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.7	2.3	2.2	3.9	10.7	10.4		10.1			4.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (*d* *1*), s/veh	17.2	7.4	7.4	10.7	10.3	10.3		22.0			18.9	
Incremental Delay (*d* *2*), s/veh	1.0	0.4	0.4	1.7	2.8	3.0		3.4			0.4	
Initial Queue Delay (*d* *3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	18.2	7.7	7.8	12.4	13.1	13.3		25.4			19.3	
Level of Service (LOS)	B	A	A	B	B	B		C			B	
Approach Delay, s/veh / LOS	8.5	A		13.1	B		25.4	C		19.3	B	
Intersection Delay, s/veh / LOS	14.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.93	B	1.70	B	2.29	B	2.29	B
Bicycle LOS Score / LOS	0.83	A	1.77	B	1.13	A	0.80	A

HCS7 Signalized Intersection Results Summary

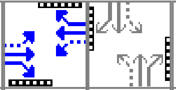
General Information			
Agency	Linscott, Law & Greenspan, Engineers		
Analyst	AS	Analysis Date	Jan 16, 2020
Jurisdiction	City of Los Angeles	Time Period	Existing - PM
Urban Street	7th Street	Analysis Year	2019
Intersection	Mateo / 7th	File Name	02PM - Existing.xus
Project Description	676 Mateo Street Project		

Intersection Information	
Duration, h	0.25
Area Type	Other
PHF	0.96
Analysis Period	1> 17:00

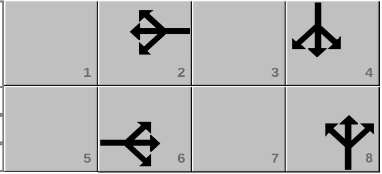


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	30	869	117	111	538	48	70	147	74	108	242	35

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	55.6	25.2	0.0	0.0	0.0	0.0
Yellow	3.9	3.5	0.0	0.0	0.0	0.0
Red	0.5	1.3	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		6.0		6.0		8.0		8.0
Phase Duration, s		60.0		60.0		30.0		30.0
Change Period, (*Y+R c*), s		4.4		4.4		4.8		4.8
Max Allow Headway (*MAH*), s		0.0		0.0		4.4		4.4
Queue Clearance Time (*g s*), s						19.2		27.0
Green Extension Time (*g e*), s		0.0		0.0		1.7		0.0
Phase Call Probability						1.00		1.00
Max Out Probability						0.66		1.00

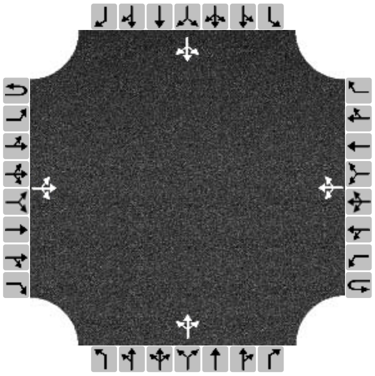
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	31	524	503	116	309	301		303			401	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	824	1900	1821	558	1900	1845		1398			1441	
Queue Service Time (*g s*), s	1.6	13.1	13.1	12.4	6.7	6.7		0.0			7.8	
Cycle Queue Clearance Time (*g c*), s	8.3	13.1	13.1	25.5	6.7	6.7		17.2			25.0	
Green Ratio (*g/C*)	0.62	0.62	0.62	0.62	0.62	0.62		0.28			0.28	
Capacity (*c*), veh/h	527	1174	1125	343	1174	1140		441			455	
Volume-to-Capacity Ratio (*X*)	0.059	0.447	0.447	0.337	0.263	0.264		0.687			0.882	
Back of Queue (*Q*), ft/ln (95 th percentile)	13.6	218.9	212.2	77.7	115	112.4		263.3			406	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.5	8.8	8.5	3.1	4.6	4.5		10.5			16.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (*d 1*), s/veh	9.8	9.1	9.1	15.8	7.9	7.9		28.9			32.4	
Incremental Delay (*d 2*), s/veh	0.2	1.2	1.3	2.6	0.5	0.6		4.4			18.0	
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	10.0	10.3	10.4	18.5	8.4	8.4		33.3			50.4	
Level of Service (LOS)	A	B	B	B	A	A		C			D	
Approach Delay, s/veh / LOS	10.3		B	10.0		B	33.3		C	50.4		D
Intersection Delay, s/veh / LOS	19.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.94	B	1.71	B	2.30	B	2.30	B
Bicycle LOS Score / LOS	1.36	A	1.09	A	0.99	A	1.15	A

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #3
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/16/2020	East/West Street	Jesse Street
Analysis Year	2019	North/South Street	Imperial Street
Time Analyzed	Existing - AM	Peak Hour Factor	0.79
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		7	20	8		7	54	6		8	2	3		2	4	2
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

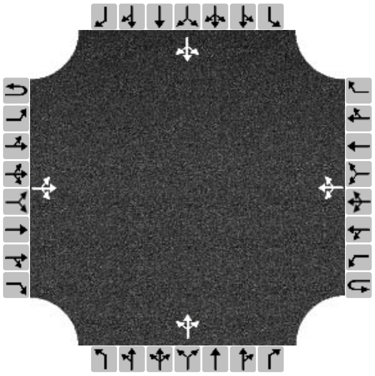
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		9				9					16				10	
Capacity, c (veh/h)		1522				1575					844				809	
v/c Ratio		0.01				0.01					0.02				0.01	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.1				0.0	
Control Delay (s/veh)		7.4				7.3					9.4				9.5	
Level of Service, LOS		A				A					A				A	
Approach Delay (s/veh)	1.5				0.8				9.4				9.5			
Approach LOS									A				A			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #3
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/16/2020	East/West Street	Jesse Street
Analysis Year	2019	North/South Street	Imperial Street
Time Analyzed	Existing - PM	Peak Hour Factor	0.76
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		10	19	13		15	42	11		11	3	24		10	14	37
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

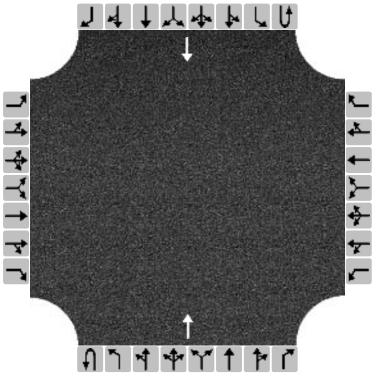
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		13				20					50				80	
Capacity, c (veh/h)		1529				1566					883				869	
v/c Ratio		0.01				0.01					0.06				0.09	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.2				0.3	
Control Delay (s/veh)		7.4				7.3					9.3				9.6	
Level of Service, LOS		A				A					A				A	
Approach Delay (s/veh)	1.8				1.7				9.3				9.6			
Approach LOS									A				A			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #4
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/16/2020	East/West Street	Project Site Driveway
Analysis Year	2019	North/South Street	Imperial Street
Time Analyzed	Existing - AM	Peak Hour Factor	0.63
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration											T				T	
Volume, V (veh/h)											15				13	
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

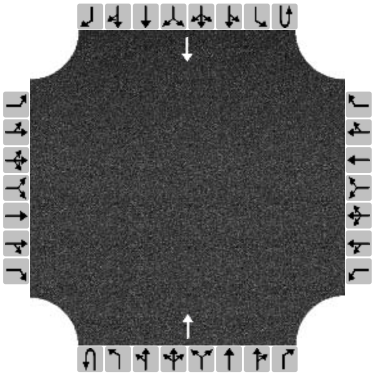
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																
Capacity, c (veh/h)																
v/c Ratio																
95% Queue Length, Q_{95} (veh)																
Control Delay (s/veh)																
Level of Service, LOS																
Approach Delay (s/veh)																
Approach LOS																

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #4
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/16/2020	East/West Street	Project Site Driveway
Analysis Year	2019	North/South Street	Imperial Street
Time Analyzed	Existing - PM	Peak Hour Factor	0.65
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration											T				T	
Volume, V (veh/h)											20				32	
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

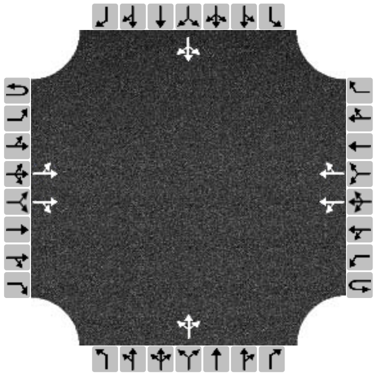
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																
Capacity, c (veh/h)																
v/c Ratio																
95% Queue Length, Q_{95} (veh)																
Control Delay (s/veh)																
Level of Service, LOS																
Approach Delay (s/veh)																
Approach LOS																

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #5
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/15/2020	East/West Street	7th Street
Analysis Year	2019	North/South Street	Imperial Street
Time Analyzed	Existing - AM	Peak Hour Factor	0.97
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	1	0
Configuration		LT		TR		LT		TR			LTR				LTR	
Volume, V (veh/h)		3	379	1		2	1487	6		1	0	2		1	0	3
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.14				4.14				7.54	6.54	6.94		7.54	6.54	6.94
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3				2					3				4	
Capacity, c (veh/h)		428				1163					320				148	
v/c Ratio		0.01				0.00					0.01				0.03	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.0				0.1	
Control Delay (s/veh)		13.5				8.1					16.3				30.1	
Level of Service, LOS		B				A					C				D	
Approach Delay (s/veh)	0.2				0.1				16.3				30.1			
Approach LOS									C				D			

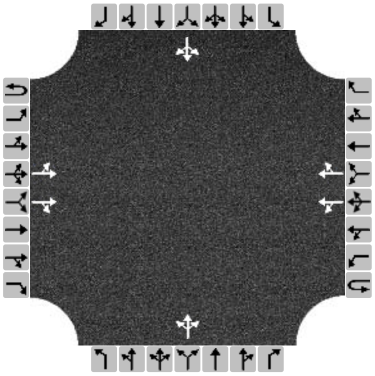
HCS7 Two-Way Stop-Control Report

General Information

Site Information

Analyst	AS	Intersection	Intersection #5
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/15/2020	East/West Street	7th Street
Analysis Year	2019	North/South Street	Imperial Street
Time Analyzed	Existing - PM	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	1	0
Configuration		LT		TR		LT		TR			LTR				LTR	
Volume, V (veh/h)		3	1050	2		0	670	14		1	0	1		12	0	21
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.14				4.14				7.54	6.54	6.94		7.54	6.54	6.94
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

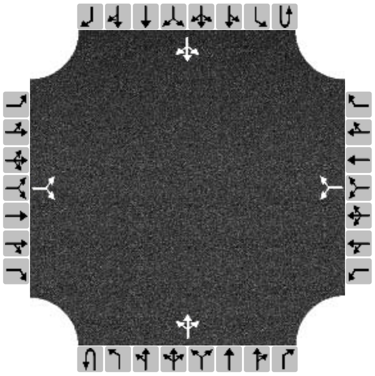
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3				0					2				35	
Capacity, c (veh/h)		878				627					145				253	
v/c Ratio		0.00				0.00					0.01				0.14	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.0				0.5	
Control Delay (s/veh)		9.1				10.7					30.1				21.5	
Level of Service, LOS		A				B					D				C	
Approach Delay (s/veh)	0.1				0.0				30.1				21.5			
Approach LOS									D				C			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #1
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/17/2020	East/West Street	Jesse Street
Analysis Year	2019	North/South Street	Mateo Street
Time Analyzed	Existing + Project - AM	Peak Hour Factor	0.82
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project - Additional Office		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LR				LR				LTR				LTR	
Volume, V (veh/h)		9		4		17		54		0	362	21		32	211	0
Percent Heavy Vehicles (%)		2		2		2		2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2		7.1		6.2		4.1				4.1		
Critical Headway (sec)		7.12		6.22		7.12		6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52		3.32		3.52		3.32		2.22				2.22		

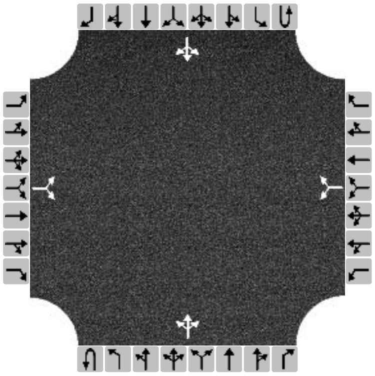
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			16				87			0				39		
Capacity, c (veh/h)			319				484			1307				1094		
v/c Ratio			0.05				0.18			0.00				0.04		
95% Queue Length, Q_{95} (veh)			0.2				0.6			0.0				0.1		
Control Delay (s/veh)			16.9				14.1			7.8				8.4		
Level of Service, LOS			C				B			A				A		
Approach Delay (s/veh)	16.9				14.1				0.0				1.4			
Approach LOS	C				B											

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #1
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/17/2020	East/West Street	Jesse Street
Analysis Year	2019	North/South Street	Mateo Street
Time Analyzed	Existing + Project - PM	Peak Hour Factor	0.88
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project - Additional Office		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LR				LR				LTR				LTR	
Volume, V (veh/h)		1		3		23		52		1	204	16		48	386	10
Percent Heavy Vehicles (%)		2		2		2		2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

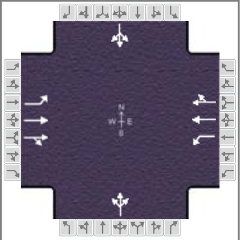
Base Critical Headway (sec)		7.1		6.2		7.1		6.2		4.1				4.1		
Critical Headway (sec)		7.12		6.22		7.12		6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52		3.32		3.52		3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

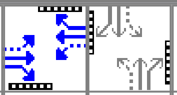
Flow Rate, v (veh/h)			5				85			1				55		
Capacity, c (veh/h)			456				518			1110				1315		
v/c Ratio			0.01				0.16			0.00				0.04		
95% Queue Length, Q_{95} (veh)			0.0				0.6			0.0				0.1		
Control Delay (s/veh)			13.0				13.3			8.2				7.9		
Level of Service, LOS			B				B			A				A		
Approach Delay (s/veh)	13.0				13.3				0.0				1.2			
Approach LOS	B				B											

HCS7 Signalized Intersection Results Summary

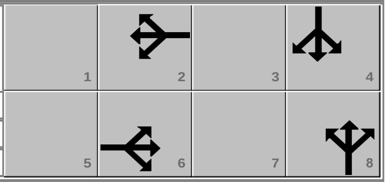
General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.25
Analyst	AS	Analysis Date	Jan 17, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing with Project - AM	PHF	0.96
Urban Street	7th Street	Analysis Year	2019	Analysis Period	1> 7:30
Intersection	Mateo / 7th	File Name	02AM - Existing with Project.xus		
Project Description	676 Mateo Street Project - Additional Office				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	342	49	235	1113	190	117	234	26	36	122	24



Signal Information										
Cycle, s	70.0	Reference Phase	2							
Offset, s	0	Reference Point	End	Green	39.6	21.2	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.9	3.5	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	1.3	0.0	0.0	0.0	0.0



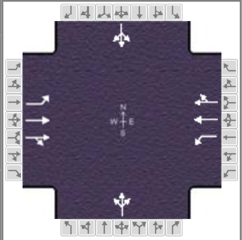
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		6.0		6.0		8.0		8.0
Phase Duration, s		44.0		44.0		26.0		26.0
Change Period, (*Y+R* *c*), s		4.4		4.4		4.8		4.8
Max Allow Headway (*MAH*), s		0.0		0.0		4.3		4.3
Queue Clearance Time (*g* *s*), s						17.0		7.6
Green Extension Time (*g* *e*), s		0.0		0.0		1.0		2.1
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		0.05

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	28	207	201	245	694	664		393			190	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	408	1900	1817	994	1900	1803		1657			1718	
Queue Service Time (*g* *s*), s	3.6	3.7	3.8	11.2	17.5	17.7		9.4			0.0	
Cycle Queue Clearance Time (*g* *c*), s	21.3	3.7	3.8	14.9	17.5	17.7		15.0			5.6	
Green Ratio (*g/C*)	0.57	0.57	0.57	0.57	0.57	0.57		0.30			0.30	
Capacity (*c*), veh/h	230	1075	1028	611	1075	1020		569			582	
Volume-to-Capacity Ratio (*X*)	0.122	0.192	0.195	0.400	0.645	0.651		0.690			0.326	
Back of Queue (*Q*), ft/ln (95 th percentile)	17.1	61.2	59.6	108.2	274.7	268.2		255.2			105.9	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.7	2.4	2.4	4.3	11.0	10.7		10.2			4.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (*d* *1*), s/veh	17.8	7.4	7.4	11.1	10.4	10.4		22.1			18.9	
Incremental Delay (*d* *2*), s/veh	1.1	0.4	0.4	2.0	3.0	3.2		3.5			0.3	
Initial Queue Delay (*d* *3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	18.8	7.8	7.8	13.0	13.4	13.7		25.6			19.3	
Level of Service (LOS)	B	A	A	B	B	B		C			B	
Approach Delay, s/veh / LOS	8.5		A	13.4		B	25.6		C	19.3		B
Intersection Delay, s/veh / LOS	14.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.93	B	1.70	B	2.29	B	2.29	B
Bicycle LOS Score / LOS	0.85	A	1.81	B	1.14	A	0.80	A

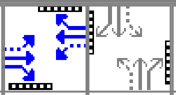
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.25
Analyst	AS	Analysis Date	Jan 17, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing with Project - PM	PHF	0.96
Urban Street	7th Street	Analysis Year	2019	Analysis Period	1> 17:00
Intersection	Mateo / 7th	File Name	02PM - Existing with Project.xus		
Project Description	676 Mateo Street Project - Additional Office				

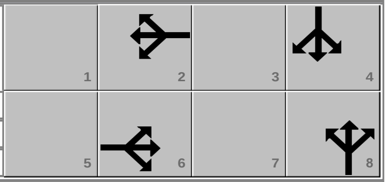


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	30	902	117	122	564	48	70	147	78	108	242	35

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	55.6	25.2	0.0	0.0	0.0	0.0
Yellow	3.9	3.5	0.0	0.0	0.0	0.0
Red	0.5	1.3	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		6.0		6.0		8.0		8.0
Phase Duration, s		60.0		60.0		30.0		30.0
Change Period, (*Y+R* *c*), s		4.4		4.4		4.8		4.8
Max Allow Headway (*MAH*), s		0.0		0.0		4.4		4.4
Queue Clearance Time (*g* *s*), s						19.5		27.2
Green Extension Time (*g* *e*), s		0.0		0.0		1.6		0.0
Phase Call Probability						1.00		1.00
Max Out Probability						0.72		1.00

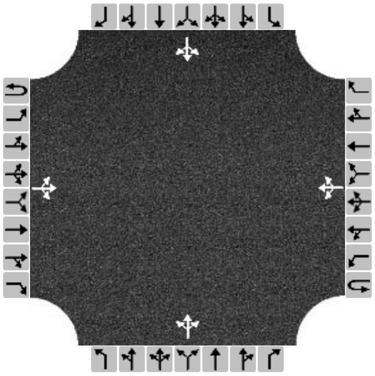
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	31	542	520	127	323	315		307			401	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	803	1900	1823	540	1900	1847		1398			1430	
Queue Service Time (*g* *s*), s	1.7	13.7	13.7	14.8	7.0	7.1		0.0			7.7	
Cycle Queue Clearance Time (*g* *c*), s	8.7	13.7	13.7	28.5	7.0	7.1		17.5			25.2	
Green Ratio (*g/C*)	0.62	0.62	0.62	0.62	0.62	0.62		0.28			0.28	
Capacity (*c*), veh/h	513	1174	1126	331	1174	1141		441			452	
Volume-to-Capacity Ratio (*X*)	0.061	0.461	0.462	0.384	0.275	0.276		0.697			0.888	
Back of Queue (*Q*), ft/ln (95 th percentile)	13.8	226.9	220.3	90.6	121.1	118.3		267.8			410	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.6	9.1	8.8	3.6	4.8	4.7		10.7			16.4	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (*d* *1*), s/veh	9.9	9.2	9.2	16.8	7.9	7.9		29.0			32.5	
Incremental Delay (*d* *2*), s/veh	0.2	1.3	1.4	3.3	0.6	0.6		4.8			19.0	
Initial Queue Delay (*d* *3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	10.2	10.5	10.6	20.2	8.5	8.5		33.8			51.5	
Level of Service (LOS)	B	B	B	C	A	A		C			D	
Approach Delay, s/veh / LOS	10.5		B	10.4		B	33.8		C	51.5		D
Intersection Delay, s/veh / LOS	19.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.94	B	1.71	B	2.30	B	2.30	B
Bicycle LOS Score / LOS	1.39	A	1.12	A	0.99	A	1.15	A

HCS7 Two-Way Stop-Control Report

General Information		**Site Information**	
Analyst	AS	Intersection	Intersection #3
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/17/2020	East/West Street	Jesse Street
Analysis Year	2019	North/South Street	Imperial Street
Time Analyzed	Existing + Project - AM	Peak Hour Factor	0.79
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project - Additional Office		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		7	20	21		7	54	6		20	2	3		2	4	2
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

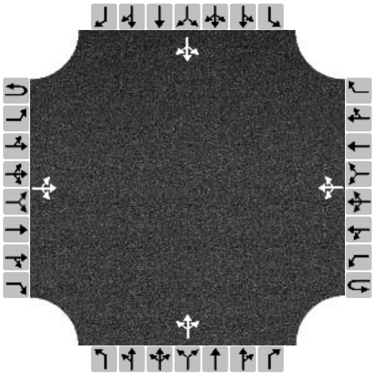
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		9				9					32				10	
Capacity, c (veh/h)		1522				1553					819				798	
v/c Ratio		0.01				0.01					0.04				0.01	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.1				0.0	
Control Delay (s/veh)		7.4				7.3					9.6				9.6	
Level of Service, LOS		A				A					A				A	
Approach Delay (s/veh)	1.1				0.8				9.6				9.6			
Approach LOS									A				A			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #3
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/17/2020	East/West Street	Jesse Street
Analysis Year	2019	North/South Street	Imperial Street
Time Analyzed	Existing + Project - PM	Peak Hour Factor	0.76
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project - Additional Office		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		10	19	33		15	42	11		21	3	24		10	14	37
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

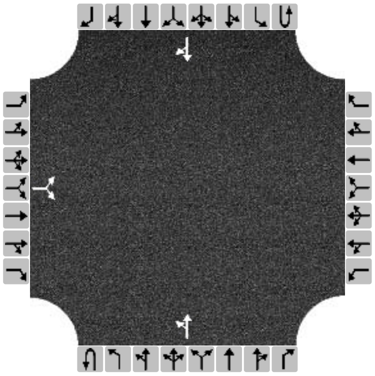
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		13				20					63				80	
Capacity, c (veh/h)		1529				1532					821				857	
v/c Ratio		0.01				0.01					0.08				0.09	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.2				0.3	
Control Delay (s/veh)		7.4				7.4					9.7				9.6	
Level of Service, LOS		A				A					A				A	
Approach Delay (s/veh)	1.2				1.7				9.7				9.6			
Approach LOS									A				A			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #4
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/17/2020	East/West Street	Project Site Driveway
Analysis Year	2019	North/South Street	Imperial Street
Time Analyzed	Existing + Project - AM	Peak Hour Factor	0.63
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project - Additional Office		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		12		69						51	15				13	13
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

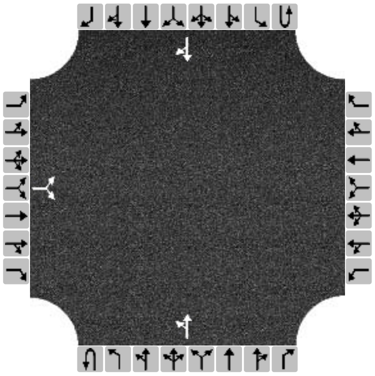
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			129							81						
Capacity, c (veh/h)			981							1567						
v/c Ratio			0.13							0.05						
95% Queue Length, Q_{95} (veh)			0.5							0.2						
Control Delay (s/veh)			9.2							7.4						
Level of Service, LOS			A							A						
Approach Delay (s/veh)	9.2								5.8							
Approach LOS	A															

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #4
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/17/2020	East/West Street	Project Site Driveway
Analysis Year	2019	North/South Street	Imperial Street
Time Analyzed	Existing + Project - PM	Peak Hour Factor	0.65
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project - Additional Office		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		10		58						80	20				32	20
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

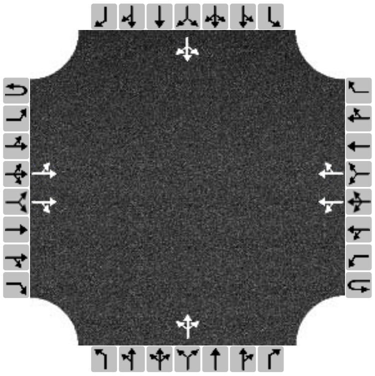
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			105							123						
Capacity, c (veh/h)			910							1517						
v/c Ratio			0.11							0.08						
95% Queue Length, Q_{95} (veh)			0.4							0.3						
Control Delay (s/veh)			9.5							7.6						
Level of Service, LOS			A							A						
Approach Delay (s/veh)	9.5								6.2							
Approach LOS	A															

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #5
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/17/2020	East/West Street	7th Street
Analysis Year	2019	North/South Street	Imperial Street
Time Analyzed	Existing + Project - AM	Peak Hour Factor	0.97
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project - Additional Office		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	1	0
Configuration		LT		TR		LT		TR			LTR				LTR	
Volume, V (veh/h)		27	379	1		2	1487	34		1	0	2		26	0	47
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.14				4.14				7.54	6.54	6.94		7.54	6.54	6.94
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

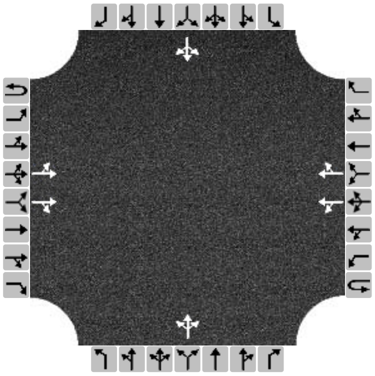
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		28				2					3				75	
Capacity, c (veh/h)		417				1163					256				103	
v/c Ratio		0.07				0.00					0.01				0.73	
95% Queue Length, Q_{95} (veh)		0.2				0.0					0.0				3.8	
Control Delay (s/veh)		14.3				8.1					19.2				102.3	
Level of Service, LOS		B				A					C				F	
Approach Delay (s/veh)	1.4				0.1				19.2				102.3			
Approach LOS									C				F			

HCS7 Two-Way Stop-Control Report

General Information		**Site Information**	
Analyst	AS	Intersection	Intersection #5
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/17/2020	East/West Street	7th Street
Analysis Year	2019	North/South Street	Imperial Street
Time Analyzed	Existing + Project - PM	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project - Additional Office		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	1	0
Configuration		LT		TR		LT		TR			LTR				LTR	
Volume, V (veh/h)		40	1050	2		0	670	57		1	0	1		33	0	58
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.14				4.14				7.54	6.54	6.94		7.54	6.54	6.94
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

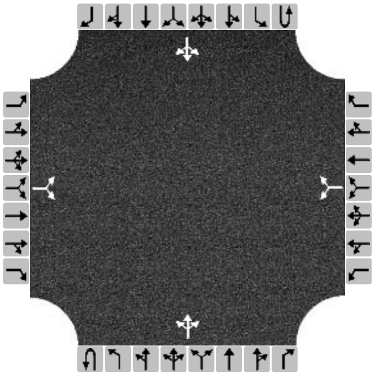
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		42				0					2				96	
Capacity, c (veh/h)		844				627					112				205	
v/c Ratio		0.05				0.00					0.02				0.47	
95% Queue Length, Q_{95} (veh)		0.2				0.0					0.1				2.3	
Control Delay (s/veh)		9.5				10.7					37.7				37.1	
Level of Service, LOS		A				B					E				E	
Approach Delay (s/veh)	0.9				0.0				37.7				37.1			
Approach LOS									E				E			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #1
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/16/2020	East/West Street	Jesse Street
Analysis Year	2023	North/South Street	Mateo Street
Time Analyzed	Future - AM	Peak Hour Factor	0.82
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LR				LR				LTR				LTR	
Volume, V (veh/h)		9		4		18		119		0	493	22		164	364	0
Percent Heavy Vehicles (%)		2		2		2		2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2		7.1		6.2		4.1				4.1		
Critical Headway (sec)		7.12		6.22		7.12		6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52		3.32		3.52		3.32		2.22				2.22		

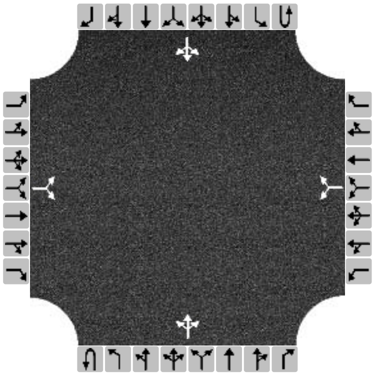
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			16				167			0				200		
Capacity, c (veh/h)			73				299			1115				953		
v/c Ratio			0.22				0.56			0.00				0.21		
95% Queue Length, Q_{95} (veh)			0.7				3.2			0.0				0.8		
Control Delay (s/veh)			67.0				31.3			8.2				9.8		
Level of Service, LOS			F				D			A				A		
Approach Delay (s/veh)	67.0				31.3				0.0				4.9			
Approach LOS	F				D											

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #1
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/16/2020	East/West Street	Jesse Street
Analysis Year	2023	North/South Street	Mateo Street
Time Analyzed	Future - PM	Peak Hour Factor	0.88
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LR				LR				LTR				LTR	
Volume, V (veh/h)		1		3		24		315		1	381	17		110	560	10
Percent Heavy Vehicles (%)		2		2		2		2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

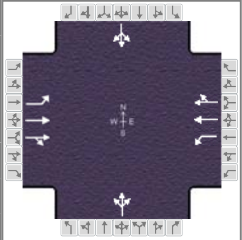
Base Critical Headway (sec)		7.1		6.2		7.1		6.2		4.1				4.1		
Critical Headway (sec)		7.12		6.22		7.12		6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52		3.32		3.52		3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

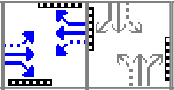
Flow Rate, v (veh/h)			5				385			1				125		
Capacity, c (veh/h)			115				466			937				1108		
v/c Ratio			0.04				0.83			0.00				0.11		
95% Queue Length, Q_{95} (veh)			0.1				8.0			0.0				0.4		
Control Delay (s/veh)			37.5				40.2			8.8				8.7		
Level of Service, LOS			E				E			A				A		
Approach Delay (s/veh)	37.5				40.2				0.0				2.7			
Approach LOS	E				E											

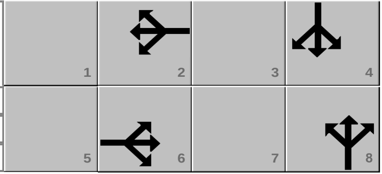
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.25
Analyst	AS	Analysis Date	Jan 17, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - AM	PHF	0.96
Urban Street	7th Street	Analysis Year	2023	Analysis Period	1> 7:30
Intersection	Mateo / 7th	File Name	02AM - Future.xus		
Project Description	676 Mateo Street Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	32	794	232	249	1378	223	171	408	31	40	248	27

Signal Information										
Cycle, s	70.0	Reference Phase	2							
Offset, s	0	Reference Point	End	Green	39.6	21.2	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.9	3.5	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	1.3	0.0	0.0	0.0	0.0



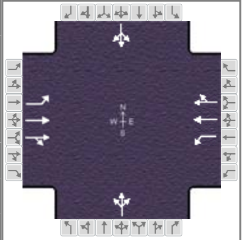
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		6.0		6.0		8.0		8.0
Phase Duration, s		44.0		44.0		26.0		26.0
Change Period, (*Y+R* $_c$), s		4.4		4.4		4.8		4.8
Max Allow Headway (*MAH*), s		0.0		0.0		4.4		4.4
Queue Clearance Time (*g* $_s$), s						23.2		12.9
Green Extension Time (*g* $_e$), s		0.0		0.0		0.0		3.0
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		0.51

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	33	556	513	259	844	824		635			328	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	302	1900	1751	536	1900	1808		1495			1699	
Queue Service Time (*g* $_s$), s	6.9	12.6	12.6	27.0	24.3	25.4		10.3			0.0	
Cycle Queue Clearance Time (*g* $_c$), s	32.3	12.6	12.6	39.6	24.3	25.4		21.2			10.9	
Green Ratio (*g/C*)	0.57	0.57	0.57	0.57	0.57	0.57		0.30			0.30	
Capacity (*c*), veh/h	164	1075	991	310	1075	1023		519			573	
Volume-to-Capacity Ratio (*X*)	0.203	0.517	0.518	0.837	0.785	0.805		1.225			0.573	
Back of Queue (*Q*), ft/ln (95 th percentile)	26.6	207.5	196.2	256.8	375.3	380.2		953.4			201.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.1	8.3	7.8	10.3	15.0	15.2		38.1			8.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (*d* $_1$), s/veh	25.0	9.3	9.3	24.2	11.9	12.1		25.9			20.7	
Incremental Delay (*d* $_2$), s/veh	2.8	1.8	1.9	22.8	5.8	6.8		117.7			1.4	
Initial Queue Delay (*d* $_3$), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	27.8	11.1	11.3	47.0	17.7	18.9		143.6			22.1	
Level of Service (LOS)	C	B	B	D	B	B		F			C	
Approach Delay, s/veh / LOS	11.7		B	22.1		C	143.6		F	22.1		C
Intersection Delay, s/veh / LOS	38.6						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.93	B	1.70	B	2.29	B	2.29	B
Bicycle LOS Score / LOS	1.40	A	2.08	B	1.54	B	1.03	A

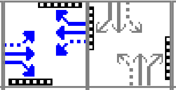
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.25
Analyst	AS	Analysis Date	Jan 17, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - PM	PHF	0.96
Urban Street	7th Street	Analysis Year	2023	Analysis Period	1> 17:00
Intersection	Mateo / 7th	File Name	02PM - Future.xus		
Project Description	676 Mateo Street Project				

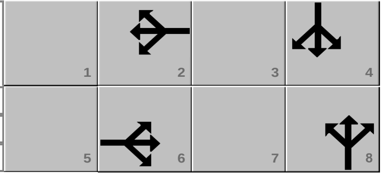


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	34	1260	268	133	1088	63	196	452	89	141	347	40

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	55.6	25.2	0.0	0.0	0.0	0.0
Yellow	3.9	3.5	0.0	0.0	0.0	0.0
Red	0.5	1.3	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		6.0		6.0		8.0		8.0
Phase Duration, s		60.0		60.0		30.0		30.0
Change Period, (*Y+R c*), s		4.4		4.4		4.8		4.8
Max Allow Headway (*MAH*), s		0.0		0.0		4.5		4.5
Queue Clearance Time (*g s*), s						27.2		27.2
Green Extension Time (*g e*), s		0.0		0.0		0.0		0.0
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		1.00

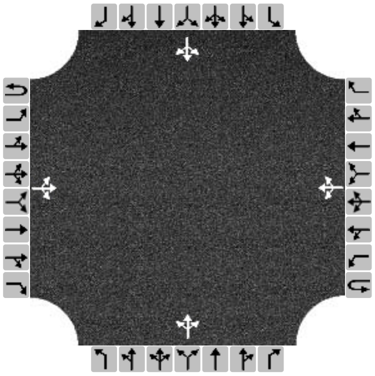
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	35	811	781	139	605	594		768			550	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	474	1900	1785	325	1900	1863		1185			1227	
Queue Service Time (*g s*), s	4.1	25.6	26.7	28.9	16.1	16.1		0.0			0.0	
Cycle Queue Clearance Time (*g c*), s	20.2	25.6	26.7	55.6	16.1	16.1		25.2			25.2	
Green Ratio (*g/C*)	0.62	0.62	0.62	0.62	0.62	0.62		0.28			0.28	
Capacity (*c*), veh/h	288	1174	1103	184	1174	1151		382			394	
Volume-to-Capacity Ratio (*X*)	0.123	0.691	0.708	0.752	0.515	0.516		2.007			1.395	
Back of Queue (*Q*), ft/ln (95 th percentile)	21.9	385.6	383.3	191.5	258.5	255		2307.5			1152.4	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.9	15.4	15.3	7.7	10.3	10.2		92.3			46.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (*d 1*), s/veh	15.3	11.5	11.7	34.1	9.6	9.7		34.0			33.7	
Incremental Delay (*d 2*), s/veh	0.9	3.3	3.8	24.3	1.6	1.7		462.5			192.6	
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	16.2	14.8	15.5	58.4	11.3	11.3		496.5			226.2	
Level of Service (LOS)	B	B	B	E	B	B		F			F	
Approach Delay, s/veh / LOS	15.2		B	16.2		B	496.5		F	226.2		F
Intersection Delay, s/veh / LOS	128.9						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.94	B	1.71	B	2.30	B	2.30	B
Bicycle LOS Score / LOS	1.83	B	1.59	B	1.75	B	1.40	A

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #3
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/16/2020	East/West Street	Jesse Street
Analysis Year	2023	North/South Street	Imperial Street
Time Analyzed	Future - AM	Peak Hour Factor	0.79
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		16	156	8		7	122	6		8	37	3		2	56	11
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

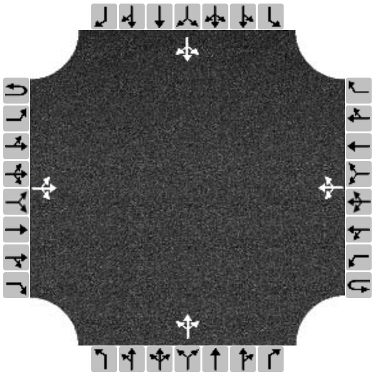
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		20				9					61				87	
Capacity, c (veh/h)		1416				1362					509				545	
v/c Ratio		0.01				0.01					0.12				0.16	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.4				0.6	
Control Delay (s/veh)		7.6				7.7					13.0				12.9	
Level of Service, LOS		A				A					B				B	
Approach Delay (s/veh)	0.8				0.4				13.0				12.9			
Approach LOS									B				B			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #3
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/16/2020	East/West Street	Jesse Street
Analysis Year	2023	North/South Street	Imperial Street
Time Analyzed	Future - PM	Peak Hour Factor	0.76
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		23	88	14		16	306	11		11	56	25		10	66	48
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

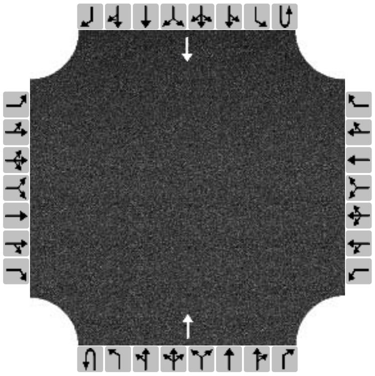
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		30				21					121				163	
Capacity, c (veh/h)		1141				1449					415				431	
v/c Ratio		0.03				0.01					0.29				0.38	
95% Queue Length, Q_{95} (veh)		0.1				0.0					1.2				1.7	
Control Delay (s/veh)		8.2				7.5					17.2				18.4	
Level of Service, LOS		A				A					C				C	
Approach Delay (s/veh)	1.7				0.5				17.2				18.4			
Approach LOS									C				C			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #4
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/17/2020	East/West Street	Project Site Driveway
Analysis Year	2023	North/South Street	Imperial Street
Time Analyzed	Future - AM	Peak Hour Factor	0.63
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration											T				T	
Volume, V (veh/h)											51				66	
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

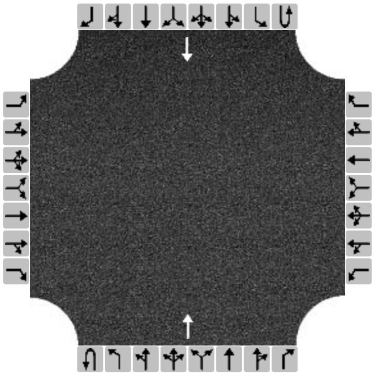
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																
Capacity, c (veh/h)																
v/c Ratio																
95% Queue Length, Q_{95} (veh)																
Control Delay (s/veh)																
Level of Service, LOS																
Approach Delay (s/veh)																
Approach LOS																

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #4
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/17/2020	East/West Street	Project Site Driveway
Analysis Year	2023	North/South Street	Imperial Street
Time Analyzed	Future - PM	Peak Hour Factor	0.65
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration											T				T	
Volume, V (veh/h)											74				84	
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

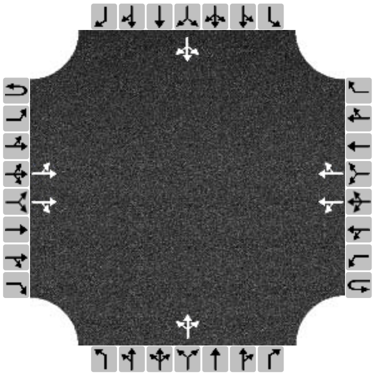
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																
Capacity, c (veh/h)																
v/c Ratio																
95% Queue Length, Q_{95} (veh)																
Control Delay (s/veh)																
Level of Service, LOS																
Approach Delay (s/veh)																
Approach LOS																

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #5
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/17/2020	East/West Street	7th Street
Analysis Year	2023	North/South Street	Imperial Street
Time Analyzed	Future - AM	Peak Hour Factor	0.97
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	1	0
Configuration		LT		TR		LT		TR			LTR				LTR	
Volume, V (veh/h)		22	844	1		2	1784	25		1	0	2		20	0	61
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.14				4.14				7.54	6.54	6.94		7.54	6.54	6.94
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

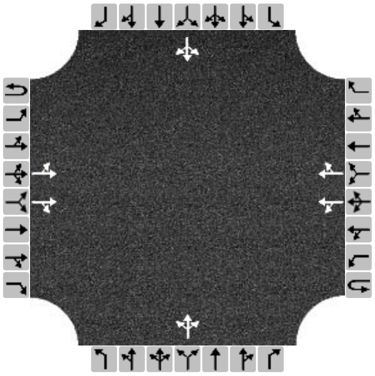
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		23				2					3				84	
Capacity, c (veh/h)		320				770					90				61	
v/c Ratio		0.07				0.00					0.03				1.36	
95% Queue Length, Q_{95} (veh)		0.2				0.0					0.1				7.2	
Control Delay (s/veh)		17.1				9.7					46.3				352.6	
Level of Service, LOS		C				A					E				F	
Approach Delay (s/veh)	1.5								46.3				352.6			
Approach LOS									E				F			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #5
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/17/2020	East/West Street	7th Street
Analysis Year	2023	North/South Street	Imperial Street
Time Analyzed	Future - PM	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	1	0
Configuration		LT		TR		LT		TR			LTR				LTR	
Volume, V (veh/h)		56	1436	2		0	1209	43		1	0	1		31	0	67
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.14				4.14				7.54	6.54	6.94		7.54	6.54	6.94
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		59				0					2				103	
Capacity, c (veh/h)		520				438					15				33	
v/c Ratio		0.11				0.00					0.14				3.14	
95% Queue Length, Q_{95} (veh)		0.4				0.0					0.4				12.0	
Control Delay (s/veh)		12.8				13.2					280.6				1217.3	
Level of Service, LOS		B				B					F				F	
Approach Delay (s/veh)	4.5				0.0				280.6				1217.3			
Approach LOS									F				F			

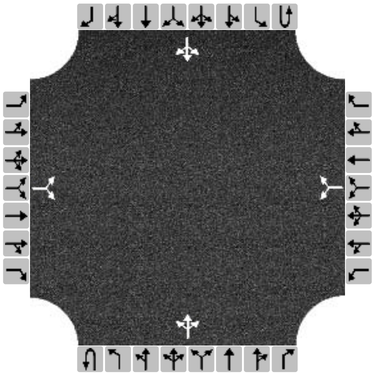
HCS7 Two-Way Stop-Control Report

General Information

Site Information

Analyst	AS	Intersection	Intersection #1
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/17/2020	East/West Street	Jesse Street
Analysis Year	2023	North/South Street	Mateo Street
Time Analyzed	Future + Project - AM	Peak Hour Factor	0.82
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project - Addtional Office		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LR				LR				LTR				LTR	
Volume, V (veh/h)		9		4		18		131		0	493	22		177	364	0
Percent Heavy Vehicles (%)		2		2		2		2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2		7.1		6.2		4.1				4.1		
Critical Headway (sec)		7.12		6.22		7.12		6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52		3.32		3.52		3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

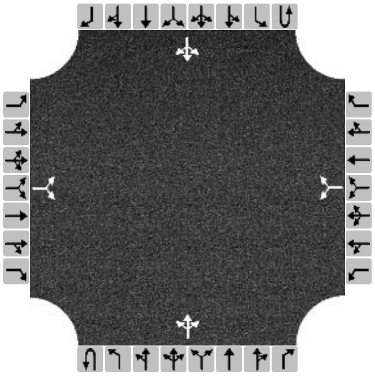
Flow Rate, v (veh/h)			16				182			0				216		
Capacity, c (veh/h)			65				298			1115				953		
v/c Ratio			0.24				0.61			0.00				0.23		
95% Queue Length, Q_{95} (veh)			0.9				3.7			0.0				0.9		
Control Delay (s/veh)			77.5				34.2			8.2				9.9		
Level of Service, LOS			F				D			A				A		
Approach Delay (s/veh)	77.5				34.2				0.0				5.2			
Approach LOS	F				D											

HCS7 Two-Way Stop-Control Report

General Information / Site Information

Analyst	AS	Intersection	Intersection #1
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/17/2020	East/West Street	Jesse Street
Analysis Year	2023	North/South Street	Mateo Street
Time Analyzed	Future + Project - PM	Peak Hour Factor	0.88
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project - Additional Office		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LR				LR				LTR				LTR	
Volume, V (veh/h)		1		3		24		325		1	381	17		130	560	10
Percent Heavy Vehicles (%)		2		2		2		2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

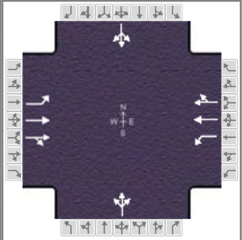
Base Critical Headway (sec)		7.1		6.2		7.1		6.2		4.1				4.1		
Critical Headway (sec)		7.12		6.22		7.12		6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52		3.32		3.52		3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

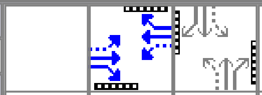
Flow Rate, v (veh/h)			5				397			1				148		
Capacity, c (veh/h)			101				455			937				1108		
v/c Ratio			0.04				0.87			0.00				0.13		
95% Queue Length, Q_{95} (veh)			0.1				9.1			0.0				0.5		
Control Delay (s/veh)			42.2				46.9			8.8				8.7		
Level of Service, LOS			E				E			A				A		
Approach Delay (s/veh)	42.2				46.9				0.0				3.1			
Approach LOS	E				E											

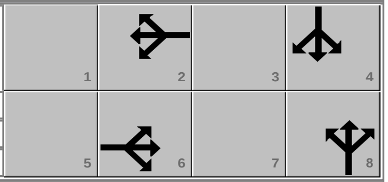
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.25
Analyst	AS	Analysis Date	Jan 17, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project - AM	PHF	0.96
Urban Street	7th Street	Analysis Year	2023	Analysis Period	1> 7:30
Intersection	Mateo / 7th	File Name	02AM - Future with Project.xus		
Project Description	676 Mateo Street Project - Additional Office				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	32	815	232	262	1409	223	171	408	34	40	248	27





Signal Information										
Cycle, s	70.0	Reference Phase	2							
Offset, s	0	Reference Point	End	Green	39.6	21.2	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.9	3.5	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	1.3	0.0	0.0	0.0	0.0

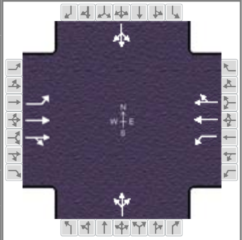
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		6.0		6.0		8.0		8.0
Phase Duration, s		44.0		44.0		26.0		26.0
Change Period, (*Y+R* $_c$), s		4.4		4.4		4.8		4.8
Max Allow Headway (*MAH*), s		0.0		0.0		4.4		4.4
Queue Clearance Time (g_s), s						23.2		12.9
Green Extension Time (g_e), s		0.0		0.0		0.0		3.0
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		0.51

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	33	567	524	273	859	841		639			328	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	293	1900	1754	525	1900	1810		1496			1699	
Queue Service Time (g_s), s	7.3	12.9	12.9	26.7	25.1	26.4		10.3			0.0	
Cycle Queue Clearance Time (g_c), s	33.7	12.9	12.9	39.6	25.1	26.4		21.2			10.9	
Green Ratio (*g/C*)	0.57	0.57	0.57	0.57	0.57	0.57		0.30			0.30	
Capacity (*c*), veh/h	158	1075	992	303	1075	1024		519			572	
Volume-to-Capacity Ratio (*X*)	0.211	0.527	0.528	0.901	0.799	0.821		1.231			0.573	
Back of Queue (*Q*), ft/ln (95 th percentile)	27.4	212.6	201.4	287.1	388	395.7		967.2			201.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.1	8.5	8.1	11.5	15.5	15.8		38.7			8.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	26.0	9.4	9.4	25.2	12.1	12.3		25.9			20.7	
Incremental Delay (d_2), s/veh	3.0	1.9	2.0	31.6	6.2	7.4		120.0			1.4	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	29.0	11.3	11.4	56.9	18.3	19.7		145.8			22.1	
Level of Service (LOS)	C	B	B	E	B	B		F			C	
Approach Delay, s/veh / LOS	11.9	B		24.2	C		145.8	F		22.1	C	
Intersection Delay, s/veh / LOS	39.7						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.93	B	1.70	B	2.29	B	2.29	B
Bicycle LOS Score / LOS	1.41	A	2.12	B	1.54	B	1.03	A

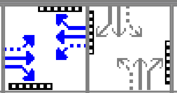
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.25
Analyst	AS	Analysis Date	Jan 17, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project - PM	PHF	0.96
Urban Street	7th Street	Analysis Year	2023	Analysis Period	1> 17:00
Intersection	Mateo / 7th	File Name	02PM - Future with Project.xus		
Project Description	676 Mateo Street Project - Additional Office				

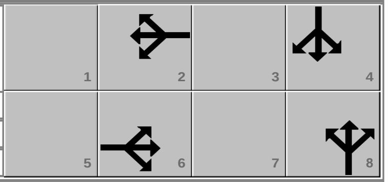


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	34	1293	268	144	1114	63	196	452	93	141	347	40

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	55.6	25.2	0.0	0.0	0.0	0.0
Yellow	3.9	3.5	0.0	0.0	0.0	0.0
Red	0.5	1.3	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		6.0		6.0		8.0		8.0
Phase Duration, s		60.0		60.0		30.0		30.0
Change Period, (*Y+R c*), s		4.4		4.4		4.8		4.8
Max Allow Headway (*MAH*), s		0.0		0.0		4.5		4.5
Queue Clearance Time (g_s), s						27.2		27.2
Green Extension Time (g_e), s		0.0		0.0		0.0		0.0
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	35	827	799	150	619	608		772			550	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	462	1900	1788	315	1900	1864		1187			1225	
Queue Service Time (g_s), s	4.2	26.5	27.8	27.8	16.6	16.6		0.0			0.0	
Cycle Queue Clearance Time (g_c), s	20.9	26.5	27.8	55.6	16.6	16.6		25.2			25.2	
Green Ratio (*g/C*)	0.62	0.62	0.62	0.62	0.62	0.62		0.28			0.28	
Capacity (*c*), veh/h	280	1174	1104	177	1174	1151		383			394	
Volume-to-Capacity Ratio (*X*)	0.126	0.704	0.724	0.847	0.527	0.528		2.015			1.397	
Back of Queue (*Q*), ft/ln (95 th percentile)	22.4	397.8	397.5	219.5	265.2	262.4		2325.8			1154.9	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.9	15.9	15.9	8.8	10.6	10.5		93.0			46.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	15.7	11.6	11.9	36.0	9.7	9.8		34.0			33.7	
Incremental Delay (d_2), s/veh	0.9	3.6	4.1	36.6	1.7	1.7		465.9			193.5	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	16.6	15.2	16.0	72.6	11.4	11.5		499.9			227.1	
Level of Service (LOS)	B	B	B	E	B	B		F			F	
Approach Delay, s/veh / LOS	15.6	B		18.1	B		499.9	F		227.1	F	
Intersection Delay, s/veh / LOS	128.8						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.94	B	1.71	B	2.30	B	2.30	B
Bicycle LOS Score / LOS	1.86	B	1.62	B	1.76	B	1.40	A

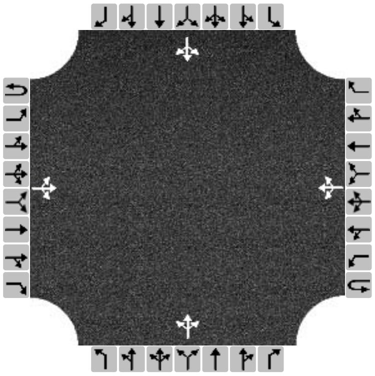
HCS7 Two-Way Stop-Control Report

General Information

Site Information

Analyst	AS	Intersection	Intersection #3
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/17/2020	East/West Street	Jesse Street
Analysis Year	2023	North/South Street	Imperial Street
Time Analyzed	Future + Project - AM	Peak Hour Factor	0.79
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project - Additional Office		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		16	156	21		7	122	6		20	37	3		2	56	11
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		20				9					76				87	
Capacity, c (veh/h)		1416				1344					488				535	
v/c Ratio		0.01				0.01					0.16				0.16	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.5				0.6	
Control Delay (s/veh)		7.6				7.7					13.7				13.0	
Level of Service, LOS		A				A					B				B	
Approach Delay (s/veh)	0.7				0.5				13.7				13.0			
Approach LOS									B				B			

HCS7 Two-Way Stop-Control Report

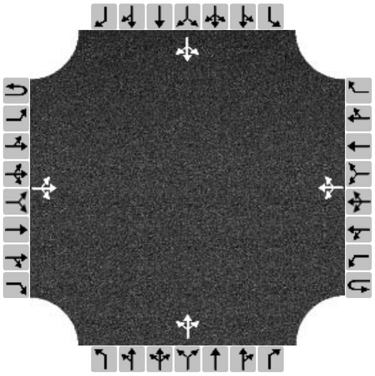
General Information

Analyst	AS
Agency/Co.	LLG Engineers
Date Performed	1/17/2020
Analysis Year	2023
Time Analyzed	Future + Project - PM
Intersection Orientation	East-West
Project Description	676 Mateo Street Project - Additional Office

Site Information

Intersection	Intersection #3
Jurisdiction	City of Los Angeles
East/West Street	Jesse Street
North/South Street	Imperial Street
Peak Hour Factor	0.76
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		23	88	34		16	306	11		21	56	25		10	66	48
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

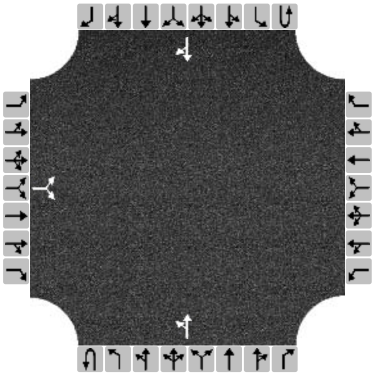
Flow Rate, v (veh/h)		30				21					134				163	
Capacity, c (veh/h)		1141				1417					381				420	
v/c Ratio		0.03				0.01					0.35				0.39	
95% Queue Length, Q_{95} (veh)		0.1				0.0					1.6				1.8	
Control Delay (s/veh)		8.2				7.6					19.5				18.9	
Level of Service, LOS		A				A					C				C	
Approach Delay (s/veh)	1.5				0.5				19.5				18.9			
Approach LOS									C				C			

HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	AS	Intersection	Intersection #4
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/17/2020	East/West Street	Project Site Driveway
Analysis Year	2023	North/South Street	Imperial Street
Time Analyzed	Future + Project - AM	Peak Hour Factor	0.63
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project - Additional Office		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		12		69						51	51				66	13
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

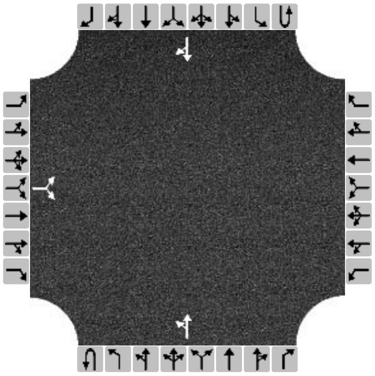
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			129							81						
Capacity, c (veh/h)			866							1461						
v/c Ratio			0.15							0.06						
95% Queue Length, Q_{95} (veh)			0.5							0.2						
Control Delay (s/veh)			9.9							7.6						
Level of Service, LOS			A							A						
Approach Delay (s/veh)	9.9								4.0							
Approach LOS	A															

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #4
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/17/2020	East/West Street	Project Site Driveway
Analysis Year	2023	North/South Street	Imperial Street
Time Analyzed	Future + Project - PM	Peak Hour Factor	0.65
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project - Additional Office		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		10		58						80	74				84	20
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

Delay, Queue Length, and Level of Service

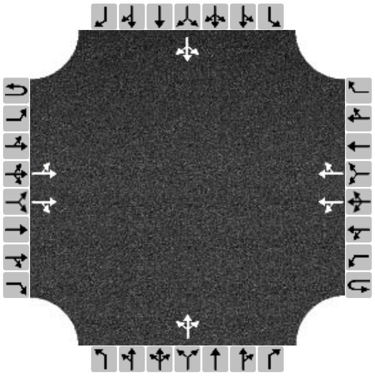
Flow Rate, v (veh/h)			105							123						
Capacity, c (veh/h)			799							1418						
v/c Ratio			0.13							0.09						
95% Queue Length, Q_{95} (veh)			0.4							0.3						
Control Delay (s/veh)			10.2							7.8						
Level of Service, LOS			B							A						
Approach Delay (s/veh)	10.2								4.4							
Approach LOS	B															

HCS7 Two-Way Stop-Control Report

General Information / Site Information

Analyst	AS	Intersection	Intersection #5
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/17/2020	East/West Street	7th Street
Analysis Year	2023	North/South Street	Imperial Street
Time Analyzed	Future + Project - AM	Peak Hour Factor	0.97
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project - Additional Office		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	1	0
Configuration		LT		TR		LT		TR			LTR				LTR	
Volume, V (veh/h)		46	844	1		2	1784	53		1	0	2		45	0	105
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.14				4.14				7.54	6.54	6.94		7.54	6.54	6.94
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

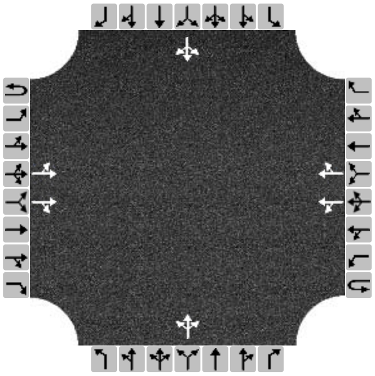
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		47				2					3				155	
Capacity, c (veh/h)		311				770					56				41	
v/c Ratio		0.15				0.00					0.05				3.77	
95% Queue Length, Q_{95} (veh)		0.5				0.0					0.2				17.5	
Control Delay (s/veh)		18.6				9.7					72.7				1450.0	
Level of Service, LOS		C				A					F				F	
Approach Delay (s/veh)	3.3								72.7				1450.0			
Approach LOS									F				F			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #5
Agency/Co.	LLG Engineers	Jurisdiction	City of Los Angeles
Date Performed	1/17/2020	East/West Street	7th Street
Analysis Year	2023	North/South Street	Imperial Street
Time Analyzed	Future + Project - PM	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	676 Mateo Street Project - Additional Office		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	1	0
Configuration		LT		TR		LT		TR			LTR				LTR	
Volume, V (veh/h)		93	1436	2		0	1209	86		1	0	1		52	0	104
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.14				4.14				7.54	6.54	6.94		7.54	6.54	6.94
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		98				0					2				164	
Capacity, c (veh/h)		500				438										
v/c Ratio		0.20				0.00										
95% Queue Length, Q_{95} (veh)		0.7				0.0										
Control Delay (s/veh)		13.9				13.2										
Level of Service, LOS		B				B										
Approach Delay (s/veh)	8.0				0.0											
Approach LOS																