Appendix H
Transportation

Appendix H.1 (CEQA Transportation Analysis)

(A) City of Los Angeles Department of Transportation, Inter-Departmental Correspondence to the Department of City Planning, Transportation Impact Assessment for the Proposed Mixed-Use Project at 6300 West 3rd Street (ENV-2018-2771-EIR) DOT Case No. CEN18-47030, March 26, 2020.

(B) Supplemental Traffic Analysis for the Proposed Mixed-Use Project at 6300 W. 3rd Street – Vehicle Miles Traveled Analysis, Linscott, Law & Greenspan Engineers, November 20, 2019.

(C) E-mail correspondence from Eddie Guerrero, Senior Transportation Engineer, LADOT, to Jason Shender, Transportation Planner II, Linscott Law and Greenspan Engineers, dated February 11, 2020.

Appendix H.2 (Non-CEQA Transportation Analysis)

(A) Traffic Impact Study, 6300 W. 3rd Street Mixed Use Project City of Los Angeles, California, Linscott, Law & Greenspan Engineers, July 17, 2019.

(B) Supplemental Traffic Analysis – Proposed Mixed-Use Project at 6300 W. 3rd Street – Operational Analysis, Linscott, Law & Greenspan Engineers, February 19, 2020.

Appendix H.1(A)
Transportation

City of Los Angeles Department of Transportation, Inter-Departmental Correspondence to the Department of City Planning, Transportation Impact Assessment for the Proposed Mixed-Use Project at 6300 West 3rd Street (ENV-2018-2771-EIR) DOT Case No. CEN18-47030, March 26, 2020

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

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

6300 W 3rd St
DOT Case No. CEN18-47030

Date: March 26, 2020

To: Debbie Lawrence, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION IMPACT ASSESSMENT FOR THE PROPOSED MIXED-USE PROJECT AT 6300 WEST 3RD STREET (ENV-2018-2771-EIR)**

The DOT has reviewed the traffic analysis prepared by Linscott, Law & Greenspan, Engineers, dated November 20, 2019, for the proposed mixed-use project located at 6300 West 3rd Street. In compliance with Senate Bill 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, access to diverse land-uses, and the development of multi-modal networks. It should be noted that because the project Memorandum of Understanding (MOU) was approved prior to July 2019, the project is not required to use the new TAG, but the applicant has voluntarily submitted a VMT analysis. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to remove 144,962 square feet of commercial retail floor area and 6,085 square feet of restaurant floor area and will develop 331 residential apartment dwelling units, 13,412 square feet of commercial retail floor area, 7,500 square feet of restaurant floor area, and 63,082 square feet of supermarket floor area.

The project site can be accessed via three driveways along Ogden Drive, one driveway along 3rd Street, and one driveway along Fairfax Avenue, as shown in **Attachment A**. The driveways located along 3rd Street and Fairfax Avenue are proposed to accommodate right-turn vehicular ingress and egress only, and will be able to access the existing surface parking lot. The existing surface parking lot will have access to the westerly portion of the project site, which serves as retail access. Of the three driveways located along Ogden Drive (easterly portion of the project site), one driveway serves as full vehicular access for the retail portion while the other two serves as residential access (one full vehicular access and one egress only).

It should be noted that there are two driveways for loading trucks located along Ogden Drive just north of the three driveways. It is also important to note that there are two existing driveways located along 3rd Street, but the easterly driveway will be removed for the purposes of the project. The project is expected to be complete by the year 2023.

B. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold. As previously stated, it should be noted that because the project Memorandum of Understanding (MOU) was approved prior to July 2019, the project is not required to use the new TAG, but the applicant has voluntarily submitted a VMT analysis. A copy of the VMT calculator screening page, with the corresponding net daily trips estimate, is provided as **Attachment B** to this report.

C. Transportation Impacts

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.3 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as a criteria in determining transportation impacts under CEQA. The new DOT TAG provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The DOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the Central APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 7.6

As cited in the VMT Analysis report, prepared by Linscott, Law & Greenspan, Engineers, the proposed project is projected to have Household VMT per capita of 7.1 and Work VMT per employee of 0. Therefore, it is concluded that implementation of the Project would result in significant Household VMT impact.

The project proposes to mitigate these impacts through the implementation of parking, education & encouragement, and bicycle infrastructure TDM strategies that are forecasted to reduce the Project Household VMT from 7.1 miles per Capita to 5.9 miles per Capita. A copy of the VMT Calculator summary reports is provided as **Attachment B** to this report.

D. Access and Circulation

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the Los Angeles Municipal Code (LAMC). Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any access enhancements, transit amenities, intersection improvements, traffic

signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will **not** result in adverse circulation conditions at any locations. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table can be found in **Attachment C** on this report.

PROJECT REQUIREMENTS

A. CEQA-Related Mitigation

To off-set the expected significant impacts identified in the project's November 20, 2019 transportation impact study, DOT recommends that the applicant be required to implement the following TDM strategies as mitigation measures:

1. Unbundle Parking
   Unbundling parking costs from property costs would require those who wish to purchase parking spaces to do so at an additional cost from the property cost. This removes the burden from those who do not wish to utilize a parking space. An assumption is made that the parking costs are passed through to the vehicle owners/drivers utilizing the parking spaces.

2. Promotions and Marketing
   Information sharing and marketing are important components to successful commute trip reduction strategies. The Project should provide a maximum commitment to 100% of eligible employees and residents.

3. Bicycle Infrastructure
   These improvements help reduce peak-hour vehicle trips by making commuting by bicycle easier and more convenient. The Project should provide a maximum commitment to implementing/improving on-street bicycle facilities, providing bicycle parking per the LAMC and providing secure ancillary bike facilities such as indoor bicycle parking/lockers, showers, and repair stations.

B. Additional Requirements and Considerations

To comply with transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the following:

1. Parking Requirements
   The traffic study indicated that the project will provide a maximum of 977 vehicle parking spaces. The project will also provide 16 short-term and 158 long-term bicycle parking spaces for the residential component, and 43 short-term and 43 long-term bicycle parking spaces for the commercial component. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for this project.

2. Highway Dedication and Street Widening Requirements
   Per the new Mobility Element of the General Plan, **3rd Street**, an Avenue II, would require a 28-foot half-width roadway within a 43-foot half-width right-of-way, **Ogden**

Drive, a Local Street, would require an 18-foot half-width roadway within a 30-foot half-width right-of-way, and **Fairfax Avenue**, an Avenue II, would require a 28-foot half-width roadway within a 43-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

3. Project Access and Circulation
   The conceptual site plan for the project (see **Attachment A**) is acceptable to DOT. However, the review of this study does not constitute approval of the dimensions for any new proposed driveway. This requires separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 North Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design.

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

5. Development Review Fees
   Section 19.15 of the LAMC identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

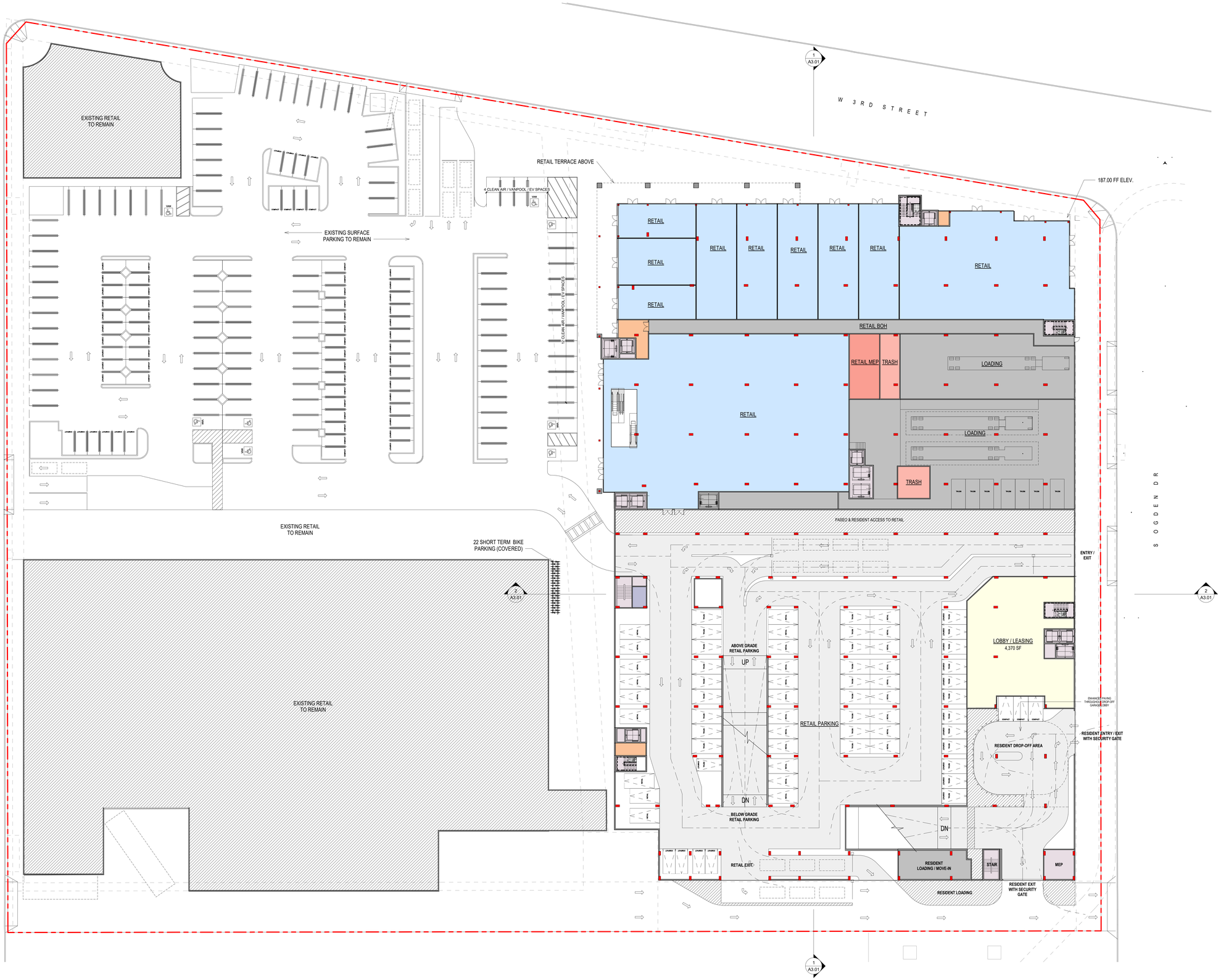
If you have any questions, please contact Kevin Arucan of my staff at (213) 972-4970.

Attachments

J:\Letters\2020\CEN18-47030_6300 W 3rd St MU_vmt_ltr.docx

c: Emma Howard, Council District 4
Matthew Masuda, Central District, BOE
Bhuvan Bajaj, Central District, DOT
Taimour Tanavoli, Case Management, DOT
David Shender & Jason Shender, Linscott, Law & Greenspan, Engineers

CEN18-47030_6300 W 3rd St Attachment A



TRUE NORTH

20' 40' 80' 160'

1" = 20'-0"

HOLLAND PARTNER GROUP

MVE + PARTNERS

6300 W. 3rd Street, Los Angeles, CA 90036

Note: Conceptual Design Package Subject To Change

FLOOR PLAN - LEVEL 1

A1.01

2/14/2020 12:14:52 PM

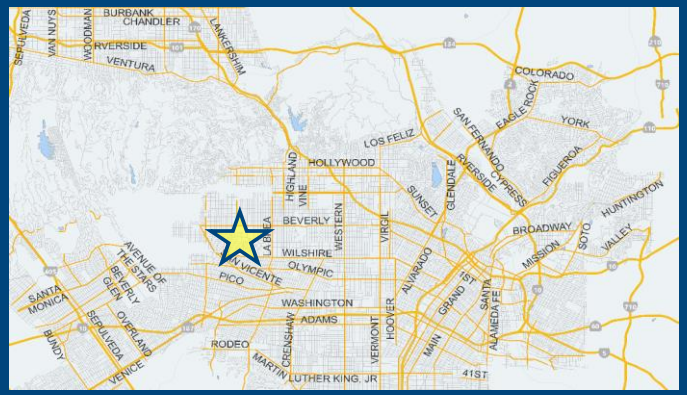
CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Information

Project: Proposed Project

Scenario:

Address: 6300 W 3RD ST, 90036



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	331	DU
Retail | General Retail	13.412	ksf
Retail | Supermarket	63.082	ksf
Retail | High-Turnover Sit-Down Restaurant	7.5	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
- 115 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
6,571 Daily Vehicle Trips	**6,143** Daily Vehicle Trips
43,914 Daily VMT	**41,197** Daily VMT
7.1 Household VMT per Capita	**5.8** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Household: Yes Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	**Work: N/A** Threshold = 7.6 15% Below APC

Measuring the Miles

Project Information

Land Use Type		Value	Units
Housing	*Single Family*	*0*	*DU*
	Multi Family	331	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	13.412	ksf
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	63.082	ksf
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	7.500	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*	*0.000*	*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*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: November 19, 2019
Project Name: Proposed Project
Project Scenario:
Project Address: 6300 W 3RD ST, 90036

Version 1.2

Analysis Results			
Total Employees: 309 Total Population: 746			
Proposed Project		***With Mitigation***	
6,571	**Daily Vehicle Trips**	**6,143**	**Daily Vehicle Trips**
43,914	**Daily VMT**	**41,197**	**Daily VMT**
7.1	**Household VMT per Capita**	**5.8**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**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	No
Work > 7.6	N/A	Work > 7.6	N/A

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*	$115
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$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%*	100%

(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)

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

15-May-19

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2019 EXISTING V/C	[1] LOS	[2] YEAR 2019 EXISTING W/ PROJECT V/C	[2] LOS	[2] CHANGE V/C [(2)-(1)]	[2] ADVERSE QUEUING CONDITION	[3] YEAR 2023 FUTURE PRE-PROJECT V/C	[3] LOS	[4] YEAR 2023 FUTURE W/ PROJECT V/C	[4] LOS	[4] CHANGE V/C [(4)-(3)]	[4] ADVERSE QUEUING CONDITION
1	La Cienega Boulevard /	AM	0.771	C	0.773	C	0.002	NO	0.845	D	0.847	D	0.002	NO
	3rd Street	PM	0.730	C	0.733	C	0.003	NO	0.805	D	0.808	D	0.003	NO
2	Crescent Heights Boulevard /	AM	0.715	C	0.720	C	0.005	NO	0.753	C	0.758	C	0.005	NO
	3rd Street	PM	0.639	B	0.644	B	0.005	NO	0.677	B	0.682	B	0.005	NO
3	Fairfax Avenue /	AM	0.911	E	0.917	E	0.006	NO	1.032	F	1.038	F	0.006	NO
	Beverly Boulevard	PM	0.843	D	0.850	D	0.007	NO	0.957	E	0.964	E	0.007	NO
4	Fairfax Avenue /	AM	0.892	D	0.899	D	0.007	NO	0.976	E	0.983	E	0.007	NO
	3rd Street	PM	0.863	D	0.873	D	0.010	NO	0.988	E	0.997	E	0.009	NO
5	Fairfax Avenue /	AM	0.598	A	0.617	B	0.019	NO	0.661	B	0.680	B	0.019	NO
	Colgate Avenue	PM	0.531	A	0.545	A	0.014	NO	0.614	B	0.628	B	0.014	NO
6	Fairfax Avenue /	AM	0.748	C	0.754	C	0.006	NO	0.847	D	0.853	D	0.006	NO
	6th Street	PM	0.744	C	0.747	C	0.003	NO	0.880	D	0.884	D	0.004	NO
7	Ogden Drive /	AM	0.499	A	0.519	A	0.020	NO	0.534	A	0.554	A	0.020	NO
	3rd Street	PM	0.522	A	0.538	A	0.016	NO	0.562	A	0.577	A	0.015	NO
8	Stanley Avenue-The Grove Drive /	AM	0.637	B	0.637	B	0.000	NO	0.691	B	0.692	B	0.001	NO
	Beverly Boulevard	PM	0.661	B	0.664	B	0.003	NO	0.720	C	0.723	C	0.003	NO
9	The Grove Drive /	AM	0.603	B	0.611	B	0.008	NO	0.644	B	0.651	B	0.007	NO
	3rd Street	PM	0.454	A	0.456	A	0.002	NO	0.492	A	0.493	A	0.001	NO
10	La Brea Avenue /	AM	0.880	D	0.886	D	0.006	NO	0.939	E	0.945	E	0.006	NO
	3rd Street	PM	0.826	D	0.829	D	0.003	NO	0.920	E	0.925	E	0.005	NO

Appendix H.1(B)
Transportation

Supplemental Traffic Analysis
for the Proposed Mixed-Use Project at 6300 W. 3rd Street –
Vehicle Miles Traveled Analysis
Linscott, Law & Greenspan Engineers
November 20, 2019

MEMORANDUM

To:	Kevin Lao Holland Partner Group	Date:	November 20, 2019
From:	David S. Shender, P.E. Jason A. Shender Linscott, Law & Greenspan, Engineers	LLG Ref:	5-18-0391-1
Subject:	**Supplemental Traffic Analysis for the Proposed Mixed-Use Project at 6300 W. 3rd Street – Vehicle Miles Traveled Analysis**		

LINSCOTT LAW & GREENSPAN
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Transportation
Parking

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Irvine
San Diego
Woodland Hills

This memorandum has been prepared by Linscott, Law & Greenspan, Engineers (LLG) to provide a supplemental traffic analysis for the proposed mixed-use project at 6300 West 3rd Street ("the Project") in the City of Los Angeles. LLG prepared a Transportation Impact Study Memorandum of Understanding (MOU) for the Project, which was approved by the Los Angeles Department of Transportation (LADOT) on May 3, 2018. LLG previously prepared a supplemental Vehicle Miles Traveled (VMT) analysis for this Project based on Version 1.1 of the LADOT VMT Calculator dated November 6, 2019. LLG previously prepared the traffic impact study dated July 24, 2019 (the "traffic study") for this Project based on the LADOT *Transportation Impact Study Guidelines*, December 2016 (the "2016 Guidelines"), and it is in the process being reviewed for approval by LADOT. The traffic study concluded that based on the 2016 Guidelines, the Project would not create a significant impact at any of the 10 study intersections analyzed in the traffic study.

In September 2013, the Governor's Office signed Senate Bill (SB) 743, starting a process that changes the way transportation impact analysis is conducted under the California Environmental Quality Act. Within the State's CEQA Guidelines, these changes include the elimination of auto delay, Level of Service (LOS), and similar measurements of vehicular roadway capacity and traffic congestion as the basis for determining significant traffic impacts. SB 743 identifies VMT as the most appropriate CEQA transportation metric, along with the elimination of auto delay/LOS for CEQA purposes statewide. The justification for this paradigm shift is that auto delay/LOS impacts lead to improvements that increase roadway capacity and therefore induce more traffic and greenhouse gas emissions.

In July 2019, the Los Angeles City Council formally adopted VMT as the criteria for determining transportation impacts of development projects. In conjunction with the adoption of VMT, LADOT issued a revised *Transportation Assessment Guidelines* document dated July 2019 (the "2019 Guidelines"). Further, LADOT issued a memorandum dated August 9, 2019 which confirms that LADOT will honor executed MOUs that were processed under prior LOS-based guidance. The memorandum also recommends that pending projects also evaluate VMT as part of their transportation analysis. Accordingly, LLG has prepared this supplemental traffic analysis using the VMT methodology for the Project.

VMT Calculation

As currently proposed, the Project includes a mixed-use development consisting of 331 residential apartment units, 13,412 square feet of commercial retail floor area, 63,082 square feet of supermarket floor area, and 7,500 square feet of high-turnover sit-down restaurant floor area. The Project proposes to provide a maximum of 977 vehicle parking spaces.

A VMT calculation has been prepared for the Project using Version 1.2 of the LADOT VMT Calculator. The results are contained within ***Appendix A*.**

Household VMT

As shown in *Appendix A*, the Household VMT is calculated to be 7.1 miles per Capita. The threshold of significance applicable to the Project (located in an area under the jurisdiction of the City's Central Area Planning Commission) is 6.0 miles per Capita. Therefore, prior to consideration of potential mitigation measures, the Project's Household VMT would be calculated to have a significant impact. The Project proposes to implement transportation demand (TDM) strategies, which are described below, to reduce the Project's Household VMT to 5.9 miles, which is less than the maximum allowed per Capita VMT. Therefore, the Project's Household VMT is considered to be less than significant.

Work VMT

The threshold of significance applicable to the Project (based on its location in the Central Area APC) is 7.6 miles per Employee. As shown in *Appendix A*, the Project does not generate Work VMT.

Summary of TDM Strategies

As outlined in the data sheets from the VMT Calculator provided in *Appendix A*, the VMT calculation incorporates TDM strategies, both as project features and mitigation measures. The TDM strategies are listed in Table 2.2-2 of the 2019 Guidelines. The following TDM strategies will be included as part of the Project:

- Unbundle Parking
- Promotions and Marketing
- Include Bike Parking per Los Angeles Municipal Code (LAMC)

Further discussion of these TDM strategies are provided in the following paragraphs.

Unbundle Parking

The strategy unbundles the parking costs from the property costs, requiring those who wish to purchase parking spaces to do so at an additional cost from the property cost. This strategy is applicable for residential components of development projects.

At the time of initial opening of the development, the Project proposes as a project feature to charge at least $115 per month per parking space, separate from the monthly cost to rent the unit. The Project is taking a 14.0% VMT reduction for providing unbundled parking. By comparison, the maximum available VMT reduction allowed in the VMT Calculator for providing unbundled parking is 26% of residential-based VMT.

Promotions and Marketing

The Project will utilize marketing and promotional tools to educate and inform residents about alternative transportation options and the effects of their travel choices. Rather than two-way communication tools or tools that would encourage an individual to consider a different mode of travel at the time the trip is taken (i.e., smartphone application, daily email, etc.), this strategy includes passive educational and promotional materials, such as posters, information boards, or a website with information that residents can choose to read at their own leisure. The Project is taking a 4.0% VMT reduction from the use of promotions and marketing to encourage alternative transportation options, the maximum reduction available in the VMT Calculator.

Include Bike Parking per LAMC

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 (331 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);
- Dwelling Units 101-200: 1 space per 20 units (5 spaces); and
- Dwelling Units 201+: 1 space per 40 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);
- Dwelling Units 101-200: 1 space per 2 units (50 spaces); and
- Dwelling Units 201+: 1 space per 4 units (33 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 (13,412 s.f.): 1 space per 2,000 s.f. (7 spaces)
- Supermarket (63,082 s.f.): 1 space per 2,000 s.f. (32 spaces); and
- Restaurant (7,500 s.f.): 1 space per 2,000 s.f. (4 spaces).

The long-term bicycle parking ratios are as follows:

- Retail (13,412 s.f.): 1 space per 2,000 s.f. (7 spaces)
- Supermarket (63,082 s.f.): 1 space per 2,000 s.f. (32 spaces); and
- Restaurant (7,500 s.f.): 1 space per 2,000 s.f. (4 spaces).

Based on the above, the Project is projected to provide 16 short-term and 158 long-term bicycle parking spaces for the residential component. For the commercial component, the Project is projected to provide 43 short-term spaces and 43 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 Project is taking a 0.625% VMT reduction for providing bike parking per the LAMC, the maximum available VMT reduction allowed in the VMT Calculator.

As shown in the VMT Calculator output contained within *Appendix A*, the Project, with the above-mentioned TDM strategies, is expected to generate 6,143 daily vehicle trips, a daily VMT of 41,197 miles, and a Household VMT per Capita of 5.8 miles. The Project is not expected to generate a Work VMT. The 2019 Guidelines state that the Household VMT per Capita threshold for the Central Area Planning Commission (APC) must be 6.0 miles or less and the Work VMT per Employee must be 7.6 miles or less. Therefore, the Project, with the implementation of the TDM strategies listed above, will not have a significant VMT impact.

cc: File

APPENDIX A

VMT CALCULATOR OUTPUT

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: Proposed Project

Scenario:

Address: 6300 W 3RD ST, 90036

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
Retail | High-Turnover Sit-Down Restaurant	6.085	ksf
Retail | General Retail	144.963	ksf
Retail | High-Turnover Sit-Down Restaurant	6.085	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
Retail | High-Turnover Sit-Down Restaurant	7.5	ksf
Housing | Multi-Family	331	DU
Retail | General Retail	13.412	ksf
Retail | Supermarket	63.082	ksf
Retail | High-Turnover Sit-Down Restaurant	7.5	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
4,696 Daily Vehicle Trips	6,571 Daily Vehicle Trips
32,405 Daily VMT	43,914 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	1,875 Net Daily Trips
The net increase in daily VMT ≤ 0	11,509 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	83.994 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

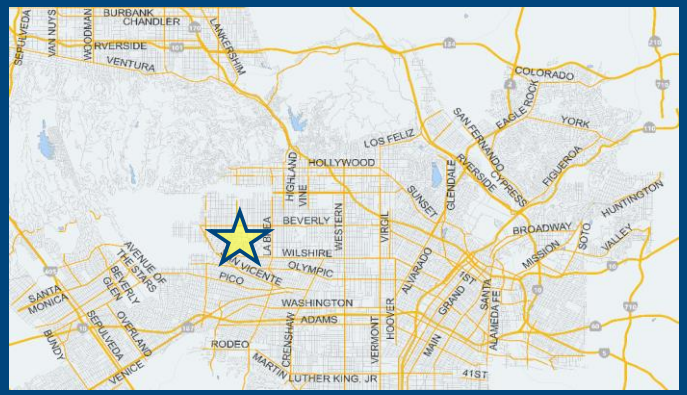
CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Information

Project: Proposed Project

Scenario:

Address: 6300 W 3RD ST, 90036



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	331	DU
Retail | General Retail	13.412	ksf
Retail | Supermarket	63.082	ksf
Retail | High-Turnover Sit-Down Restaurant	7.5	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
- 115 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
6,571 Daily Vehicle Trips	**6,143** Daily Vehicle Trips
43,914 Daily VMT	**41,197** Daily VMT
7.1 Household VMT per Capita	**5.8** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Household: Yes Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	**Work: N/A** Threshold = 7.6 15% Below APC

Measuring the Miles

11/19/2019

Project Information

Land Use Type		Value	Units
Housing	*Single Family*	*0*	*DU*
	Multi Family	331	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	13.412	ksf
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	63.082	ksf
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	7.500	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*	*0.000*	*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*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: November 19, 2019
Project Name: Proposed Project
Project Scenario:
Project Address: 6300 W 3RD ST, 90036

Version 1.2

Analysis Results			
Total Employees: 309 Total Population: 746			
Proposed Project		***With Mitigation***	
6,571	**Daily Vehicle Trips**	**6,143**	**Daily Vehicle Trips**
43,914	**Daily VMT**	**41,197**	**Daily VMT**
7.1	**Household VMT per Capita**	**5.8**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**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	No
Work > 7.6	N/A	Work > 7.6	N/A

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*	$115
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$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%*	100%

(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*	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*

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		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%	14%	0%	0%	0%	14%	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%	4%	0%	4%	0%	4%	0%	4%	0%	4%	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: Compact Infill

		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%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	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 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%*	*18%*	*0%*	*5%*	*0%*	*18%*	*0%*	*5%*	*0%*	*5%*	*0%*	*1%*
MAX. TDM EFFECT	*0%*	*18%*	*0%*	*5%*	*0%*	*18%*	*0%*	*5%*	*0%*	*5%*	*0%*	*5%*

= 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: November 19, 2019
Project Name: Proposed Project
Project Scenario:
Project Address: 6300 W 3RD ST, 90036

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	448	-39.7%	270	6.6	2,957	1,782
Home Based Other Production	1,200	-42.6%	689	5.1	6,120	3,514
Non-Home Based Other Production	1,680	-15.8%	1,415	6.9	11,592	9,764
Home-Based Work Attraction	448	-39.7%	270	8.2	3,674	2,214
Home-Based Other Attraction	4,072	-40.9%	2,408	6.9	28,097	16,615
Non-Home Based Other Attraction	1,800	-15.6%	1,519	6.6	11,880	10,025

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%	270	1,782	-17.8%	222	1,465
Home Based Other Production	0.0%	689	3,514	-17.8%	567	2,890
Non-Home Based Other Production	0.0%	1,415	9,764	-4.6%	1,350	9,315
Home-Based Work Attraction	0.0%	270	2,214	-4.6%	258	2,112
Home-Based Other Attraction	0.0%	2,408	16,615	-4.6%	2,297	15,851
Non-Home Based Other Attraction	0.0%	1,519	10,025	-4.6%	1,449	9,564

MXD VMT Methodology Per Capita & Per Employee

Total Population: 746
Total Employees: 309
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**5,296**	**4,355**
Total Home Based Work Attraction VMT	**2,214**	**2,112**
Total Home Based VMT Per Capita	**7.1**	**5.8**
Total Work Based VMT Per Employee	**N/A**	**N/A**

Appendix H.1(C)
Transportation

E-mail correspondence from Eddie Guerrero, Senior Transportation Engineer, LADOT, to Jason Shender, Transportation Planner II, Linscott Law and Greenspan Engineers, dated February 11, 2020.

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Subject: Re: VMT Calculator - Supermarket
Date: Tuesday, February 11, 2020 at 10:54:00 AM Pacific Standard Time
From: Eddie Guerrero
To: Jason Shender
CC: David S. Shender
Attachments: image001.jpg

Hello Jason,

The supermarket land-use is in the calculator so that mixed use projects that include retail can reflect the trip synergy associated with it's inclusion.

If the project proposal is simply a supermarket then the review direction is dictated by whether or not the project is greater than 50 ksf. If a VMT evaluation is required it would occur outside of the calculator.

On Tue, Feb 11, 2020 at 10:02 AM Jason Shender <jshender@llgengineers.com> wrote:

> Hi Eddie:
>
> We have a general question regarding supermarket uses in the VMT Calculator. It appears that no matter the total square footage, supermarket projects produce a Work VMT of "N/A" per Employee. Are supermarket projects exempt from VMT analyses (e.g., considered a local serving use)? If you could please provide clarification, it would be greatly appreciated.
>
> Thanks,
>
> **Jason Shender**
>
> Transportation Planner II
>
> jshender@llgengineers.com
>
> **Linscott, Law & Greenspan, Engineers**
>
> 20931 Burbank Blvd, Suite C
>
> Woodland Hills, CA 91367
>
> **818.835.8648 x225**
>
> www.llgengineers.com

--

Edward Guerrero Jr.

Senior Transportation Engineer
Transportation Planning & Development Review

Los Angeles Department of Transportation
213.972.8476

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Appendix H.2(A)
Transportation

Traffic Impact Study, 6300 W. 3rd Street Mixed Use Project
City of Los Angeles, California, Linscott, Law & Greenspan
Engineers, July 17, 2019.

Appendix H.2 (A) Non-CEQA Traffic Analysis

On January 20, 2016, the Governor's Office of Planning and Research released the Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA. In November 2018, the California Natural Resources Agency finalized the updates to the CEQA Guidelines and the updated guidelines became effective on December 28, 2018. The City of Los Angeles adopted the updated CEQA Guidelines on May 2, 2019, updating the City's Thresholds of Significance.

On July 30, 2019, the City of Los Angeles adopted the CEQA Transportation Analysis Update, which sets forth the revised thresholds of significance for evaluating transportation impacts, as well as screening and evaluation criteria for determining impacts. The CEQA Transportation Analysis Update establishes vehicle miles traveled (VMT) as the City's formal method of evaluating a project's transportation impacts.

Public Resources Code (PRC) Section 15064.3, part of the updated *CEQA Guidelines* referenced above, applies to the Proposed Project. Therefore, the Project is not considering vehicle delay as a significant impact on the environment. The analysis in the Traffic Impact Study contained in this Appendix H.2 applies the Level of Service (LOS) analysis, and is therefore being provided for informational purposes only and not for determining whether the Project will result in significant impacts to the environment under CEQA. Any LOS analysis in this Appendix is included to discuss what LOS impacts would occur from the Project if PRC 15064.3 was not in effect. As such, nothing in this appendix shall trigger the need for any CEQA findings, CEQA analysis, or CEQA mitigation measures.

As a result, this analysis is not being used to inform an impact determination for the Project, per LADOT guidance issued August 9, 2019.

The attached study is for informational purposes only.

Please see Section IV.I, Transportation, for a discussion and background related to VMT, and Appendix H.1 for the VMT traffic analysis utilized to determine impacts for the Project under CEQA.

LINSCOTT
LAW &
GREENSPAN
engineers

TRAFFIC IMPACT STUDY

6300 W. 3RD STREET MIXED-USE PROJECT

City of Los Angeles, California
July 17, 2019

Prepared for:

Holland Acquisition Co., LLC
5000 E. Spring Street, Suite 500
Long Beach, CA 90815

LLG Ref. 5-18-0391-1

REGISTERED PROFESSIONAL ENGINEER
DAVID S. SHENDER
No. C45324
Exp. 09/30/20
CIVIL
STATE OF CALIFORNIA

Prepared by:

Jason A. Shender
Transportation Planner II

Under the Supervision of:

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B.	Manual Traffic Count Data
C.	CMA and Levels of Service Explanation CMA Data Worksheets – AM and PM Peak Hours

TRAFFIC IMPACT STUDY

6300 W. 3RD STREET MIXED-USE PROJECT

City of Los Angeles, California
July 17, 2019

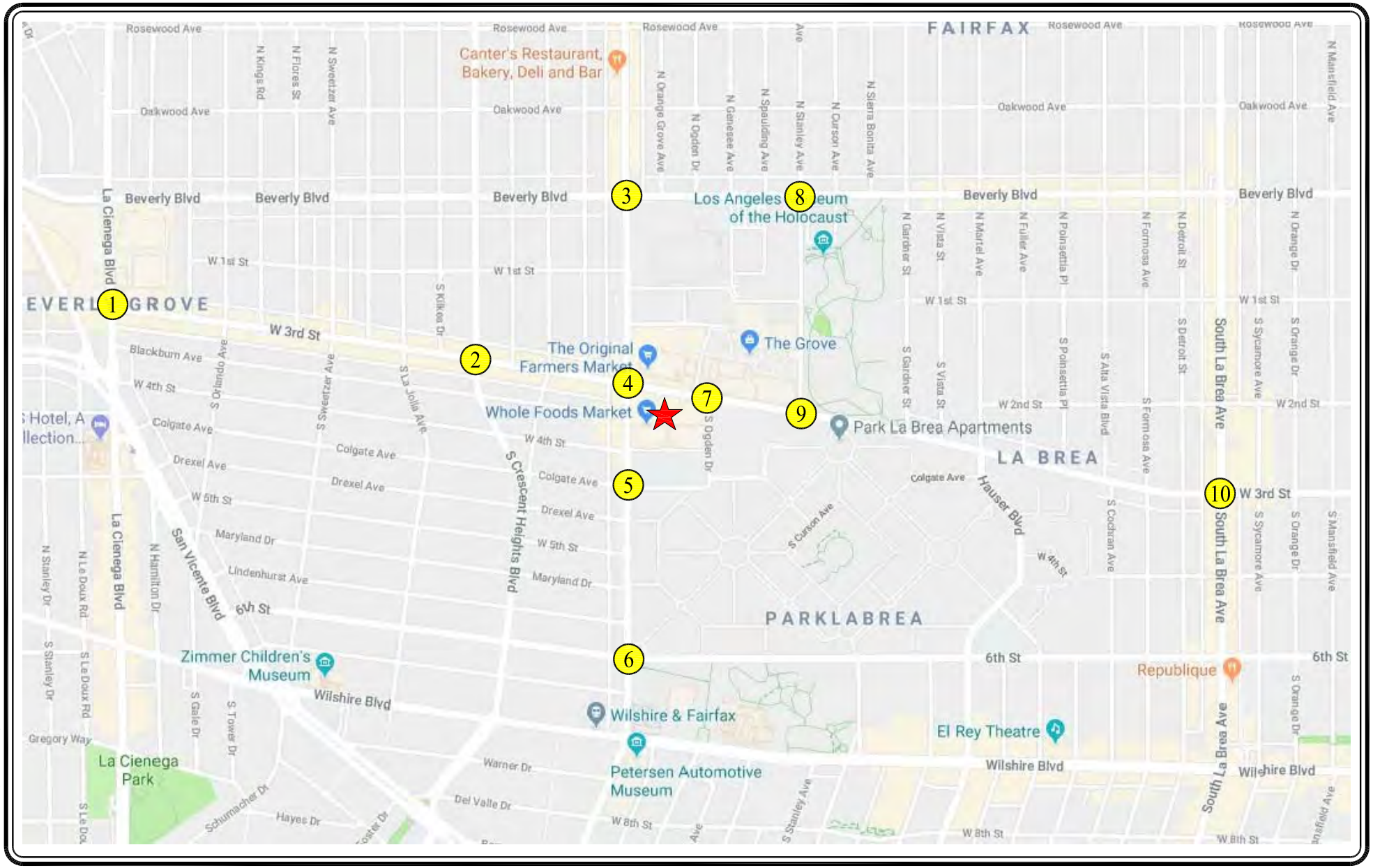
1.0 INTRODUCTION

This traffic analysis has been conducted to identify and evaluate the potential traffic impacts of the proposed 6300 W. 3rd Street Mixed-Use Project (the "Project") located at 6300-6370 W. 3rd Street, 300-370 S. Fairfax Avenue, and 347 S. Ogden Drive (the "Project Site") in the Wilshire Community Plan area of the City of Los Angeles. The Project Site is located on the easterly portion of the existing Town and Country Shopping Center (the "Center"), and is currently developed with 144,962 square feet of commercial retail floor area and 6,085 square feet of restaurant floor area. There are approximately 63,688 square feet of existing commercial uses to remain on the westerly portion of the Center, which are not a part of the proposed Project for purposes of impact analyses.

The Project applicant seeks to develop 331 residential apartment dwelling units, 13,412 square feet of commercial retail floor area, 7,500 square feet of restaurant floor area, and 63,082 square feet of supermarket floor area. The Project Site is bounded by 3rd Street to the north, an existing service access driveway to the south, Ogden Drive to the east, and Fairfax Avenue to the west. The Project Site location and general vicinity are shown in ***Figure 1–1***.

The traffic analysis follows City of Los Angeles traffic study guidelines[1] and is consistent with traffic impact assessment guidelines set forth in the Los Angeles County Congestion Management Program[2]. This traffic analysis evaluates potential Project-related impacts at 10 key intersections in the vicinity of the Project Site. The study intersections were determined in consultation with City of Los Angeles Department of Transportation (LADOT) staff and with an understanding of the traffic conditions, and existing land uses, in the vicinity. The Critical Movement Analysis method was used to determine Volume-to-Capacity (*v/c*) ratios and corresponding Levels of Service (LOS) at the study intersections located within the City of Los Angeles. A review also was conducted of Los Angeles County Metropolitan Transportation Authority (Metro) freeway and intersection monitoring stations to determine if a Congestion Management Program transportation impact assessment analysis is required for the proposed Project. Finally, the traffic impacts associated with the construction of the Project were assessed.

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



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MAP SOURCE: GOOGLE MAPS

★ PROJECT SITE

(XX) STUDY INTERSECTION

FIGURE 1-1
VICINITY MAP

LINSCOTT, LAW & GREENSPAN, engineers

6300 W. 3RD STREET MIXED-USE PROJECT

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This study (i) presents existing traffic volumes, (ii) includes baseline conditions and existing traffic volumes with the forecast net new traffic volumes from the proposed Project, (iii) forecasts future cumulative baseline traffic volumes, (iv) forecasts future traffic volumes with the proposed Project, (v) determines future forecast with Project-related impacts, and (vi) recommends mitigation measures, where necessary.

1.1 Study Area

Upon coordination with LADOT staff, 10 study intersections have been identified for evaluation during the weekday morning and afternoon peak hours. The traffic study Memorandum of Understanding (MOU) approving the study intersections is provided in ***Appendix A***. Manual traffic counts of vehicular turning movements were conducted at each of the study intersections on Wednesday, May 2, 2018 from 7:00 AM to 10:00 AM and 3:00 PM to 6:00 PM to determine the respective peak commuter hours. The 10 study intersections provide local access to the study area and define the extent of the boundaries for this traffic impact analysis. Further discussion of the existing street system and study area is provided in Section 4.0.

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

a. Immediately adjacent or in close proximity to the Project Site;

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

c. In the vicinity of the Project Site that are forecast to experience a relatively greater percentage of Project-related vehicular turning movements (e.g., at freeway ramp intersections).

The locations selected for analysis were based on the above criteria, the peak-hour vehicle trip generation associated with the proposed Project, the anticipated distribution of Project vehicular trips, and existing intersection/corridor operations.

2.0 PROJECT DESCRIPTION

2.1 Site Location

The proposed Project Site is located at 6300-6370 W. 3rd Street, 300-370 S. Fairfax Avenue, and 347 S. Ogden Drive in the Wilshire Community Plan area of the City of Los Angeles. The Project Site is bounded by 3rd Street to the north, an existing service access driveway to the south, Ogden Drive to the east, and Fairfax Avenue to the west. The Project Site location and general vicinity are shown in *Figure 1–1*.

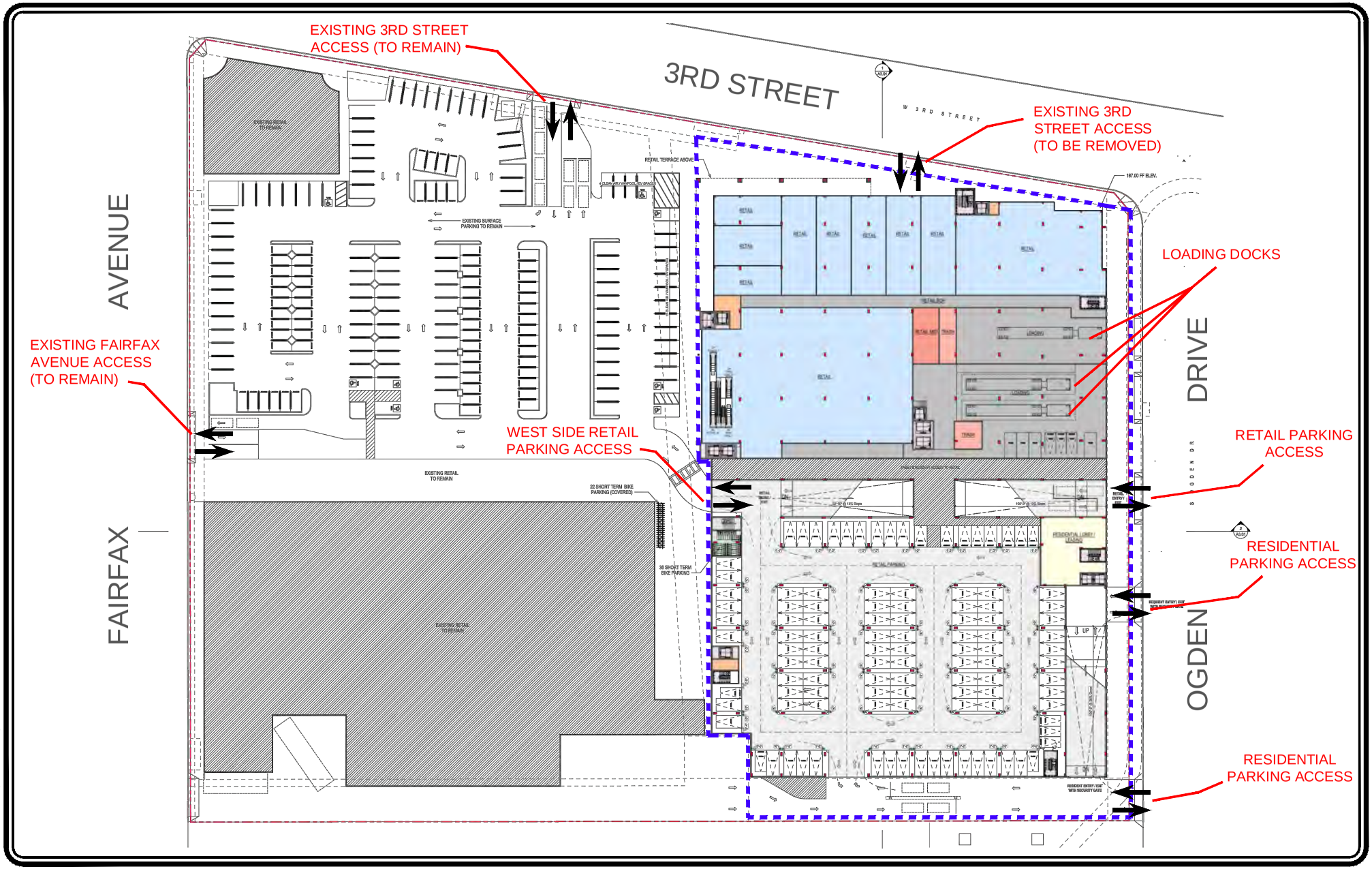
2.2 Existing Project Site

The existing Project Site is located on the easterly portion of the existing Center, and is currently developed with 144,962 square feet of commercial retail floor area and 6,085 square feet of restaurant floor area. Vehicular access to the existing Project Site is provided via one driveway along the east side of Fairfax Avenue, two driveways along the south side of 3rd Street, and one driveway along the west side of Ogden Drive. In addition, an existing service driveway is provided along the southerly portion of the Project Site, with driveway access via Fairfax Avenue and Ogden Drive.

2.3 Proposed Project Description

The Project applicant proposes to redevelop the easterly portion of the Center. This includes the removal of 144,962 square feet of commercial retail floor area and 6,085 square feet of restaurant floor area. The Project applicant seeks to develop 331 residential apartment dwelling units, 13,412 square feet of commercial retail floor area, 7,500 square feet of restaurant floor area, and 63,082 square feet of supermarket floor area. A parking structure with two levels of below-grade parking and three levels of above grade parking is also proposed to be constructed as part of the Project. Vehicular access to the parking structure will be provided via two driveways along the westerly side of Ogden Drive and one ingress/egress drive connecting to the existing surface parking lot on the westerly portion of the Center. In addition to the existing service driveway on the southerly portion of the Project Site, which would remain, the Project proposes two new service driveways for loading, unloading and trash pickup services for the commercial retail uses via Ogden Drive. Construction and occupancy of the proposed Project is planned to be completed by the year 2023. The site plan for the proposed Project is illustrated in ***Figure 2–1***.

Vehicular access to the Project Site will be provided via Fairfax Avenue, 3rd Street, and Ogden Drive. Further discussion of the Project Site access and circulation schemes is provided in Section 3.0.



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MAP SOURCE: MVE + PARTNERS

PROJECT SITE BOUNDARY

FIGURE 2-1
PROJECT SITE PLAN
GROUND FLOOR PLAN

6300 W. 3RD STREET MIXED-USE PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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3.0 SITE ACCESS AND CIRCULATION

The proposed site access scheme for the Project is displayed in *Figure 2–1*. A description of the proposed site access and circulation scheme is provided in the following subsections.

3.1 Existing Vehicular Access to the Center

There are several access points to the Center. Vehicular access to the parking area serving the Center is provided via one driveway along the east side of Fairfax Avenue, two driveways along the south side of 3rd Street, and one driveway along the west side of Ogden Drive. In addition, an existing service driveway is provided along the southerly portion of the Center, with driveway access via Fairfax Avenue and Ogden Drive. The Project Site is contained on the easterly portion of the Center, as illustrated in *Figure 2–1*. The same access points described above for the Center also serve the Project Site in its existing condition.

3.2 Vehicular Project Site Access

Vehicular access to the parking areas serving the new mixed-use development will be provided via two driveways along the west side of Ogden Drive, through the existing surface parking lot on the westerly portion of the Center, and from the southerly service access driveway. The northerly driveway along Ogden Drive will provide access to the Project's commercial parking area within the parking structure, while the southerly driveway along Ogden Drive will provide access the parking spaces designated for the residential component of the proposed Project. The two driveways are proposed to accommodate full vehicular access (i.e., left-turn and right-turn ingress and egress movements). Access to the commercial parking area within the parking structure will also be provided via the existing surface parking lot on the westerly portion of the Center.

Vehicular access to the Project Site will also be provided through the westerly portion of the existing Center via the existing driveway along the east side of Fairfax Avenue and the existing westerly driveway along the south side of 3rd Street. The existing easterly driveway along the south side of 3rd Street will be removed as part of the proposed Project. The Fairfax Avenue and 3rd Street driveways are proposed to accommodate right-turn vehicular ingress and egress only (i.e., left-turn ingress and egress movements will not be permitted).

The existing service driveway along the southerly portion of the Project Site will be maintained. In addition, access to the Project's commercial and residential parking areas will be provided via the service driveway.

In addition to the two Project Site driveways proposed on Ogden Drive providing access to the Project parking areas, a service vehicle driveway access is proposed on Ogden Drive south of Third Street as noted on *Figure 2–1*.

It is noted the existing intersection on Ogden Drive and the Center's commercial driveway is currently controlled by all-way stop control, including a crosswalk across Ogden Drive. LADOT may require that the new Project retail driveway (which is proposed to be located in the same general location of the existing commercial driveway) be maintained as all-way stop control, or may implement stop control only for the Project driveway. Such relatively minor determinations of site access traffic control are made by LADOT at the time the Project submits for a building permit from the City of Los Angeles. Whether the relocated Project Site driveway intersection maintains the existing all-way stop control or implements stop control for the Project driveway only would not affect the findings or conclusions of this traffic study.

4.0 EXISTING STREET SYSTEM

4.1 Regional Highway System

Regional access to the Project Site is provided by the I-10 (Santa Monica) Freeway and the US-101 (Hollywood) Freeways. Brief descriptions of the I-10 Freeway and US-101 Freeway are provided in the following paragraphs.

I-10 (Santa Monica) Freeway is an east-west freeway that extends across Southern California. In the Project vicinity, four mixed-flow freeway lanes are provided on the I-10 Freeway. Eastbound and westbound ramps are provided at Fairfax Avenue on the I-10 Freeway in the Project vicinity, which are located approximately 2.75 miles south of the Project Site.

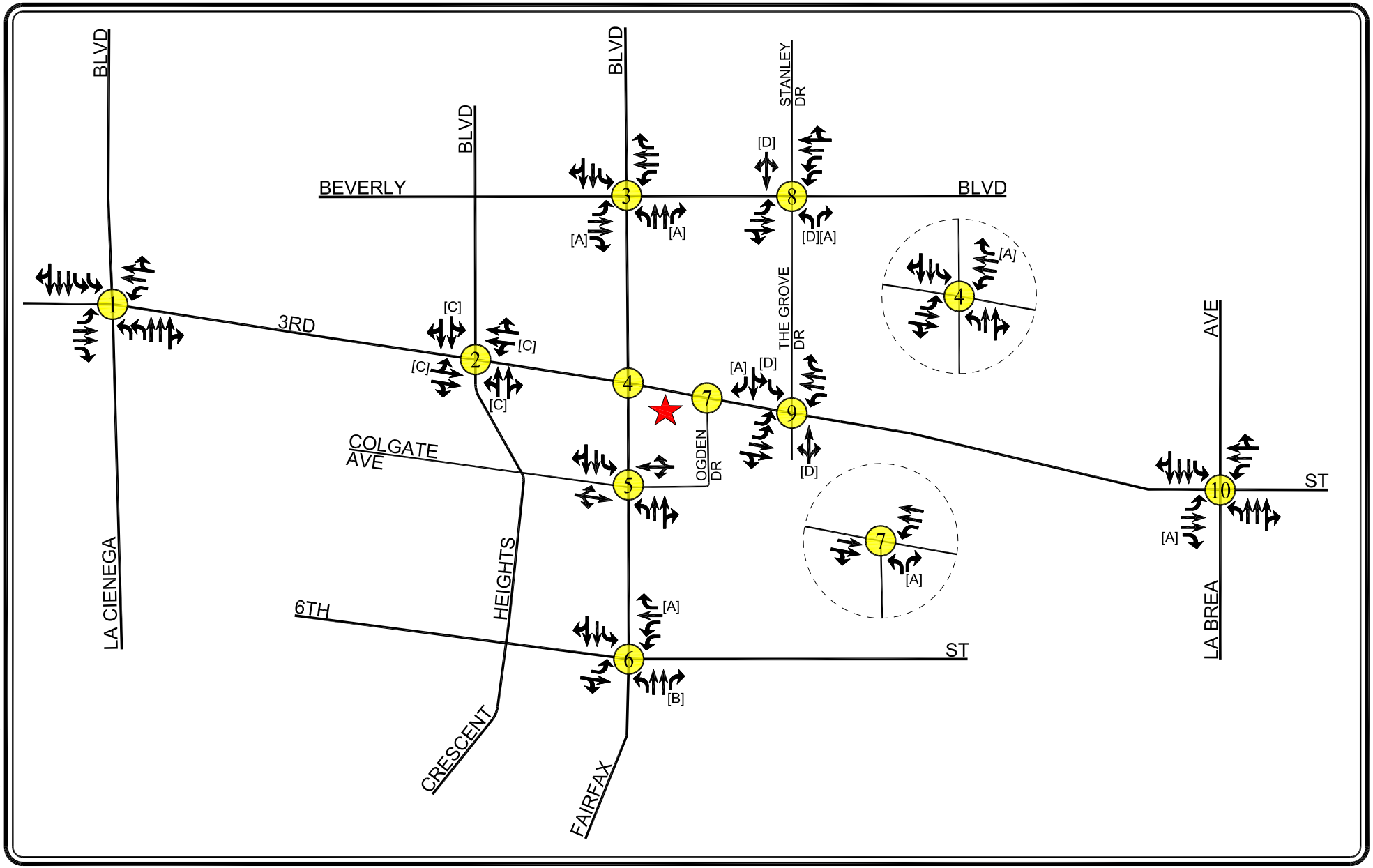
US-101 (Hollywood) Freeway is a north-south freeway that extends across Northern and Southern California. In the Project vicinity, four mixed-free flow freeway lanes are provided on the US-101 Freeway. Northbound and southbound ramps on the US-101 Freeway are provided at Vermont Avenue and Silver Lake Boulevard in the Project vicinity, and are located approximately 5.0 miles east of the Project Site.

4.2 Local Roadway System

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

1. La Cienega Boulevard / 3rd Street
2. Crescent Heights Boulevard / 3rd Street
3. Fairfax Avenue / Beverly Boulevard
4. Fairfax Avenue / 3rd Street
5. Fairfax Avenue / Colgate Avenue
6. Fairfax Avenue / 6th Street
7. Ogden Drive / 3rd Street
8. Stanley Avenue-The Grove Drive / Beverly Boulevard
9. The Grove Drive / 3rd Street
10. La Brea Avenue / 3rd Street

All 10 intersections selected for analysis are presently controlled by traffic signals. The existing lane configurations at the study intersections are displayed in ***Figure 4–1***.



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★ PROJECT SITE

(XX) STUDY INTERSECTION

[A] = RIGHT-TURN OVERLAP

[B] = NO RIGHT-TURN ON RED

[C] = NO LEFT-TURN 7-9 AM & 4-7 PM

[D] = SPLIT PHASING

FIGURE 4-1
EXISTING LANE CONFIGURATIONS

LINSCOTT, LAW & GREENSPAN, engineers

6300 W. 3RD STREET MIXED-USE PROJECT

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4.3 Roadway Descriptions

A brief description of the roadways in the Project vicinity is provided in the following paragraphs.

La Cienega Boulevard is a north-south oriented roadway located west of the Project Site. Within the Project study area, La Cienega Boulevard is designated as an Avenue I by the City of Los Angeles. Three through travel lanes are generally provided in each direction on La Cienega Boulevard within the Project study area. Separate exclusive left-turn lanes are provided on La Cienega Boulevard in each direction at major intersections. La Cienega Boulevard is posted for a speed limit of 35 miles per hour within the Project study area.

Crescent Heights Boulevard is a north-south oriented roadway located west of the Project Site. Within the Project study area, Crescent Heights Boulevard is designated as an Avenue III Modified by the City of Los Angeles. Two through travel lanes are generally provided in each direction on Crescent Heights Boulevard within the Project study area. Crescent Heights Boulevard is posted for a speed limit of 35 miles per hour within the Project study area.

Fairfax Avenue is a north-south oriented roadway that borders the westerly portion of the existing Center to the west. Within the Project study area, Fairfax Avenue is designated as an Avenue II by the City of Los Angeles. Two through travel lanes are generally provided in each direction on Fairfax Avenue within the Project study area. Separate exclusive left-turn lanes are provided on Fairfax Avenue in each direction at major intersections. Separate exclusive right-turn lanes are provided on Fairfax Avenue in the northbound direction at the Beverly Boulevard, 3rd Street, and 6th Street intersections. Fairfax Avenue is posted for a speed limit of 35 miles per hour within the Project study area.

Ogden Drive is a north-south oriented roadway that borders the Project Site to the east. Within the Project study area, Ogden Drive is designated as a Local Street by the City of Los Angeles. One through travel lane is generally provided in each direction on Ogden Drive within the Project study area. Separate exclusive left-turn and right-turn lanes are provided on Ogden Drive in the northbound direction at the 3rd Street intersection. There is no speed limit posted on Ogden Drive in the Project vicinity, thus a prima facie speed limit of 25 miles per hour is assumed, consistent with the State of California Vehicle Code.

Stanley Avenue is a north-south oriented roadway located east of the Project Site. Within the Project study area, Stanley Avenue is designated as a Local Street by the City of Los Angeles. One through travel lane is generally provided in each direction on Stanley Avenue within the Project study area. South of Beverly Boulevard, Stanley Avenue becomes The Grove Drive. There is no speed limit posted on Stanley Avenue in the Project vicinity, thus a prima facie speed limit of 25 miles per hour is assumed, consistent with the State of California Vehicle Code.

The Grove Drive is a north-south oriented roadway located east of the Project Site. Within the Project study area, The Grove Drive is designated as a Collector Street by the City of Los Angeles. Two through travel lanes are generally provided in each direction on The Grove Drive within the Project study area. North of Beverly Boulevard, The Grove Drive becomes Stanley

Avenue. Separate exclusive left-turn and right-turn lanes are provided on The Grove Drive in the northbound direction at the Beverly Boulevard intersection, and in the southbound direction at the 3rd Street intersection. There is no speed limit posted on The Grove Drive in the Project vicinity, thus a prima facie speed limit of 25 miles per hour is assumed, consistent with the State of California Vehicle Code.

La Brea Avenue is a north-south oriented roadway located east of the Project Site. Within the Project study area, La Brea Avenue is designated as an Avenue I by the City of Los Angeles. Three through travel lanes are generally provided in each direction on La Brea Avenue within the Project study area. Separate exclusive left-turn lanes are provided on La Brea Avenue in each direction at major intersections. La Brea Avenue is posted for a speed limit of 35 miles per hour within the Project study area.

Beverly Boulevard is an east-west oriented roadway located north of the Project Site. Within the Project study area, Beverly Boulevard is designated as an Avenue I by the City of Los Angeles. Two through travel lanes are generally provided in each direction within the Project study area. Separate exclusive left-turn lanes are provided on Beverly Boulevard in each direction at major intersections. A separate exclusive right-turn lane is provided on Beverly Boulevard in the eastbound direction at the Fairfax Avenue intersection. Beverly Boulevard is posted for a speed limit of 35 miles per hour within the Project study area.

3rd Street is an east-west oriented roadway that borders the Project Site to the north. Within the Project study area, 3rd Street is designated as an Avenue II by the City of Los Angeles. Two through travel lanes are provided in each direction on 3rd Street within the Project study area. Separate exclusive left-turn lanes are provided on 3rd Street in each direction at major intersections. Separate exclusive right-turn lanes are provided on 3rd Street in the eastbound direction at the La Cienega Boulevard and La Brea Avenue intersections, and in the westbound direction at the Fairfax Avenue and The Grove Drive intersections. 3rd Street is posted for a speed limit of 35 miles per hour within the Project study area.

Colgate Avenue is an east-west oriented roadway located south of the Project Site. Within the Project study area, Colgate Avenue is designated as a Local Street by the City of Los Angeles. One through travel lane is generally provided in each direction on Colgate Avenue within the Project study area. There is no speed limit posted on Colgate Avenue in the Project vicinity, thus a prima facie speed limit of 25 miles per hour is assumed, consistent with the State of California Vehicle Code.

6th Street is an east-west oriented roadway located south of the Project Site. Within the Project study area, 6th Street is designated as a Local Street west of Fairfax Avenue and as an Avenue II east of Fairfax Avenue by the City of Los Angeles. One to two though travel lanes are provided in each direction on 6th Street within the Project study area. Separate exclusive left-turn lanes are provided on 6th Street at major intersections. A separate exclusive right-turn lane is provided on 6th Street in the westbound direction at the Fairfax Avenue intersection. 6th Street is posted for a speed limit of 30-35 miles per hour within the Project study area.

Private Service Alley is an east-west oriented private roadway that is located along the southerly portion of the Center. The Private Service Alley is approximately 200 feet in length and 25 feet and width at its narrowest point, providing access from Fairfax Avenue to the west and Ogden Drive to the east. Although there are no traffic-control signs located along the Private Service Alley, it currently accommodates two-way vehicle traffic movements. The Private Service Alley provides parking and storage for the existing uses within the Center. The Private Service Alley will be modified to provide vehicle access to and from the residential parking area via Ogden Drive. Additional modifications will be made to the Private Service Alley as part of the Project to restrict traffic movements from the remaining portion of the Center.

4.4 Public Transit Services

Public transit service within the Project study area is currently provided by the Los Angeles County Metropolitan Transit Authority (Metro) and the City of Los Angeles Department of Transportation (LADOT). A summary of the existing transit service, including the transit route, destinations and peak hour headways is presented in ***Table 4–1***. The existing public transit routes in the Project Site vicinity are illustrated in ***Figure 4–2***.

It is noted that Metro is currently constructing the extension of the Metro Purple Line subway in the vicinity of the Project Site. The Section 1 of the Purple Line extension includes a station at the Fairfax Avenue / Wilshire Boulevard intersection, which is located approximately one half mile south of the Project Site. Metro currently estimates service on the Section 1 segment of the Purple Line will begin in 2023, which is also the estimated build-out and occupancy year of the Project. Accordingly, it is reasonable to anticipate that future residents, patrons, and employees of the Project will utilize the Purple Line when it becomes operational. This anticipated transit usage would reduce the number of vehicle trips generated by the Project. Even though operation of the Purple Line's Section 1 is scheduled to occur concurrently with the occupancy of the Project, this traffic study conservatively does not include any reductions in the potential Project-related vehicle trip generation that would likely occur due future users of the Project Site utilizing the subway system.

Table 4-1
EXISTING PUBLIC TRANSIT ROUTES [1]

16-May-19

ROUTE	DESTINATIONS	ROADWAY(S) NEAR SITE	NO. OF BUSES DURING PEAK HOUR		
			DIR	AM	PM
Metro 14	Downtown Los Angeles to Beverly Hills (via Beverly Boulevard)	Beverly Boulevard	EB WB	6 11	7 9
Metro 16/17/316	Downtown Los Angeles to Century City (via 3rd Street & Robertson Boulevard)	3rd Street	EB WB	10 16	12 14
Metro 105	Vernon to West Hollywood (via La Cienega Boulevard & Vernon Avenue)	La Cienega Boulevard	NB SB	4 3	3 4
Metro 212/312	Hollywood/Vine Station to Hawthorne/Lennox Station (via La Brea Avenue)	La Brea Avenue	NB SB	9 5	5 8
Metro 217	Vermont/Sunset Station to Howard Hughes Center (via Fairfax Avenue & La Cienega Boulevard)	Fairfax Avenue	NB SB	5 4	7 5
Metro 218	Studio City to Beverly Hills (via Laurel Canyon Boulevard)	Fairfax Avenue 3rd Street	NB SB	2 2	2 2
Metro Rapid 705	Vernon to West Hollywood (via La Cienega Boulevard & Vernon Avenue)	La Cienega Boulevard	NB SB	7 2	5 4

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

ROUTE	DESTINATIONS	ROADWAY(S) NEAR SITE	NO. OF BUSES DURING PEAK HOUR		
			DIR	AM	PM
Metro Rapid 780	Pasadena to Washington/Fairfax Tranist Hub (via Hollywood Boulevard & Colorado Boulevard)	Fairfax Avenue	EB WB	5 5	5 5
DASH Fairfax	Roundtrip from Cedars-Sinai Medical Center (via Fairfax Avenue & Melrose Avenue)	Fairfax Avenue 3rd Street	EB WB	2 2	2 2
			Total	**100**	**101**

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

NOT TO SCALE

MAP SOURCE: METROPOLITAN TRANSPORTATION AUTHORITY
★ PROJECT SITE

FIGURE 4-2

EXISTING PUBLIC TRANSIT ROUTES

LINSCOTT, LAW & GREENSPAN, engineers

6300 W. 3RD STREET MIXED-USE PROJECT

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5.0 TRAFFIC COUNTS

Manual traffic counts of vehicular turning movements were conducted at each of the study intersections during the weekday morning and afternoon commuter 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 commuter hours. In addition to vehicle traffic, the data collection included counts of pedestrians and bicycles at the study intersections. These counts establish the baseline conditions at the Center, and Project Site, considering the surrounding and existing land uses in operation when the counts were conducted. It is noted that the prior Kmart store was open to the public at the time the intersection counts were conducted.

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

As noted in *Appendix B*, the traffic counts were conducted on Wednesday, May 2, 2018. To represent year 2019 conditions (the year of commencement of the traffic analysis), the traffic count data from 2018 were increased by a 1.0% annual traffic growth rate through the year 2019. The 1.0% traffic growth rate is conservatively assumed for development projects in the West/Central Los Angeles area for purposes of estimating local traffic growth in future years. Further discussion of the annual traffic growth rate is provided in Section 6.0.

In addition, for informational purposes, the study considered the characteristics of surrounding land uses (including the Hancock Park Elementary School) in its analysis of potential traffic and circulation impacts in the study area. Twenty-four hours machine traffic counts were conducted on Ogden Drive, north of Colgate Avenue, and on Colgate Avenue east of Fairfax Avenue on Thursday, April 11, 2019. The 24-hour counts were used to assess the current peak traffic hours on these two streets located adjacent to Hancock Park Elementary School. The 24-hour count sheets are provided in *Appendix B*. As shown on the count summary sheets, the corresponding AM and PM peak hours of traffic on the two the two street segments are as follows:

- Ogden Drive north of Colgate Avenue: 7:45 AM to 8:45 AM and 4:45 PM to 5:45 PM
- Colgate Avenue east of Fairfax Avenue: 7:45 AM to 8:45 AM and 5:00 PM to 6:00 PM

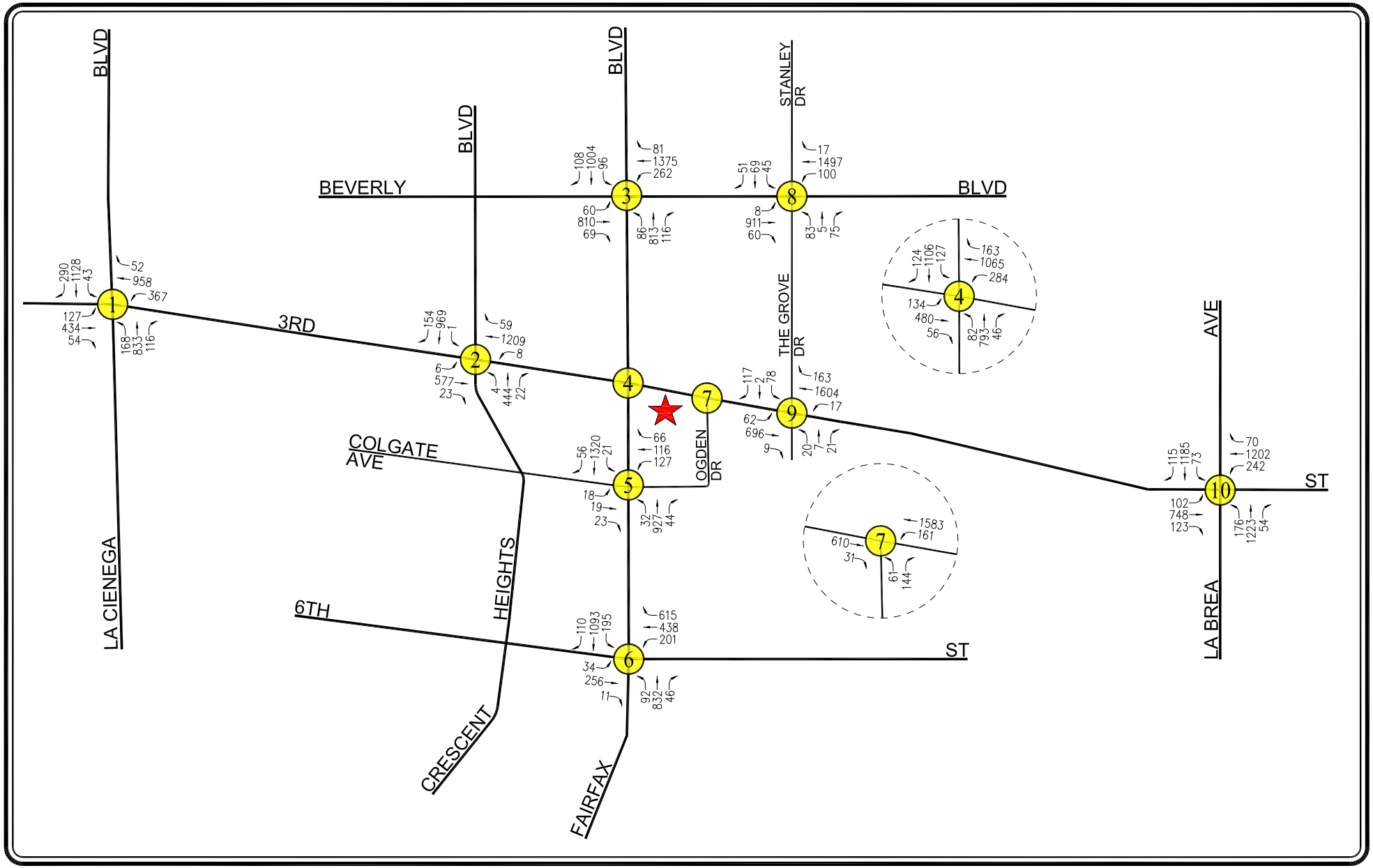
As noted above, manual traffic counts at the study intersections were conducted from 7:00 AM to 10:00 AM and 3:00 PM to 6:00 PM to determine the respective peak commuter hours. The documented peak hours of traffic on Ogden Drive and Colgate Avenue – including traffic associated with student drop-off and pick-up activity related to Hancock Park Elementary School – fall within the range of traffic data collected at the study intersections.

Table 5-1
EXISTING TRAFFIC VOLUMES [1]

14-May-19

NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR BEGAN	AM PEAK HOUR VOLUME	PM PEAK HOUR BEGAN	PM PEAK HOUR VOLUME
1	La Cienega Boulevard / 3rd Street	05/02/2018	NB	7:45	1,117	5:00	1,451
			SB		1,461		1,193
			EB		615		1,116
			WB		1,377		806
2	Crescent Heights Boulevard / 3rd Street	05/02/2018	NB	8:00	470	5:00	1,050
			SB		1,124		684
			EB		606		1,110
			WB		1,276		818
3	Fairfax Avenue / Beverly Boulevard	05/02/2018	NB	7:45	1,015	4:45	1,241
			SB		1,208		1,045
			EB		939		1,171
			WB		1,718		1,077
4	Fairfax Avenue / 3rd Street	05/02/2018	NB	8:30	921	5:00	1,059
			SB		1,357		1,253
			EB		670		1,143
			WB		1,512		925
5	Fairfax Avenue / Colgate Avenue	05/02/2018	NB	8:00	1,003	5:00	1,133
			SB		1,397		1,154
			EB		60		241
			WB		309		174
6	Fairfax Avenue / 6th Street	05/02/2018	NB	8:15	970	4:45	910
			SB		1,398		1,548
			EB		301		370
			WB		1,254		725
7	Ogden Drive / 3rd Street	05/02/2018	NB	8:00	205	5:00	341
			SB		0		0
			EB		641		1,206
			WB		1,744		1,089
8	Stanley Avenue-The Grove Drive / Beverly Boulevard	05/02/2018	NB	7:45	163	4:45	506
			SB		165		125
			EB		979		1,140
			WB		1,614		1,240
9	The Grove Drive / 3rd Street	05/02/2018	NB	8:00	48	5:00	21
			SB		197		445
			EB		767		1,497
			WB		1,784		1,115
10	La Brea Avenue / 3rd Street	05/02/2018	NB	8:00	1,453	5:00	1,569
			SB		1,373		1,348
			EB		973		1,271
			WB		1,514		1,060

[1] National Data & Surveying Services
[2] Note: Volumes conducted prior to existing year 2019 were increased using an ambient growth rate of 1.0%.



PROJECT SITE

STUDY INTERSECTION

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FIGURE 5-1
EXISTING TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

6300 W. 3RD STREET MIXED-USE PROJECT

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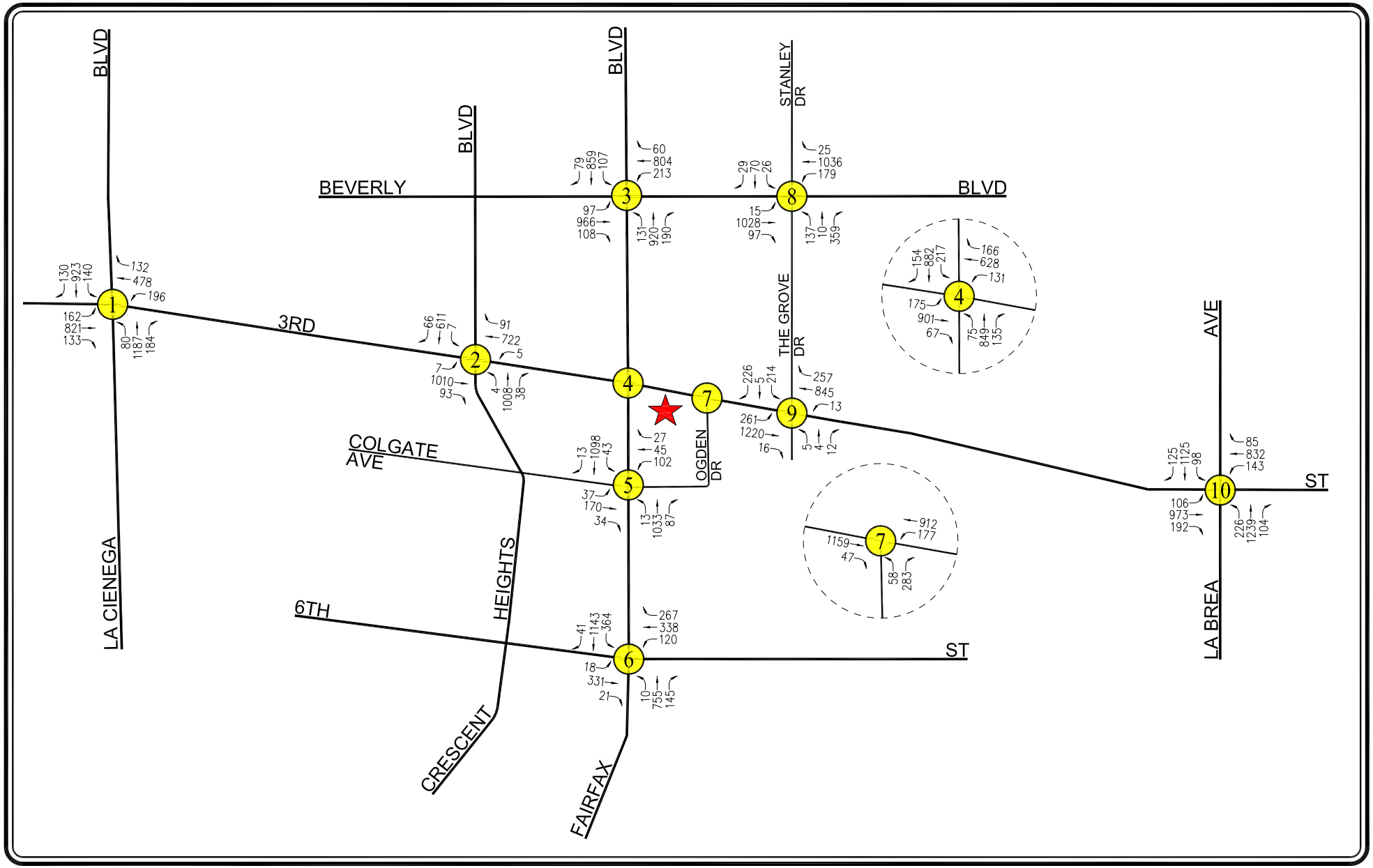

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(XX) STUDY INTERSECTION

FIGURE 5-2
EXISTING TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR

6300 W. 3RD STREET MIXED-USE PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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6.0 CUMULATIVE DEVELOPMENT PROJECTS

The forecast of future pre-Project conditions was prepared in accordance with procedures outlined in Section 15130 of the CEQA Guidelines. Specifically, the CEQA Guidelines provide two options for developing the future traffic volume forecast:

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

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

6.1 Related Projects

A forecast of on-street traffic conditions prior to occupancy of the proposed Project was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area. With this information, the potential impact of the proposed 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, the City of Los Angeles Department of City Planning, and the City of West Hollywood Planning and Development Services Department. The list of related projects in the Project Site area is presented in ***Table 6–1***. The location of the related projects is shown in ***Figure 6–1***.

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*[3]. The related projects' respective traffic generation for the weekday AM and PM peak hours, as well as on a daily basis for a typical weekday, is summarized in *Table 6–1*. The distribution of the related projects traffic volumes to the study intersections during the weekday AM and PM peak hours are displayed in ***Figures 6–2*** and ***6–3***, respectively.

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

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

29-Jan-19

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
				City of Los Angeles									
LA1	Third Street Mixed-Use Project	Proposed	5863 W. 3rd Street	Apartments Retail	60 DU 5,350 GSF		492	2	25	27	34	13	47
LA2	Cedars-Sinai Medical Center Project West Tower	Proposed	8723 W. Alden Drive	Hospital	100 Beds		1,181	79	34	113	47	83	130
LA3	936 N. La Brea Avenue Mixed-Use Project	Proposed	936 N. La Brea Avenue	Office Retail Manufacturing	33,190 GSF 19,923 GSF (59,570) GSF		911	24	5	29	14	37	51
LA4	S. La Cienega Boulevard Eldercare Facility	Proposed	1022 S. La Cienega Boulevard	Assisted Living Skilled Nursing Apartments	183 Beds 22 DU (36) DU		242	14	(6)	8	6	16	22
LA5	6535 Wilshire Boulevard Mixed-Use Project	Proposed	6535 Wilshire Boulevard	Office Apartments Retail	62,000 GSF 22 DU 5,603 GSF		786	61	17	78	20	63	86
LA6	Beverly & Fairfax Mixed-Use Project	Proposed	7901 W. Beverly Boulevard	Apartments Retail	71 DU 11,454 GSF		493	7	29	36	30	16	46
LA7	316 N. La Cienega Boulevard Mixed-Use Project	Proposed	316 N. La Cienega Boulevard	Apartments Retail Restaurant	45 DU 3,800 GSF 800 GSF		602	41	53	94	31	22	53
LA8	Academy Museum of Motion Pictures	Proposed	6067 W. Wilshire Boulevard	Museum Museum Retail Restaurant	5,000 Visitors 135 Employees 5,000 GSF 4,000 GSF		2,693	0	0	0	56	261	317
LA9	Jewish Family Service	Proposed	320 N. Fairfax Avenue	Office	28,341 GSF		276	28	9	37	4	21	25
LA10	Melrose Crossing Mixed-Use Project	Approved	7000 W. Melrose Avenue	Apartments Retail	40 DU 7,565 GSF		334	4	17	21	20	12	32
LA11	5891 W. Olympic Boulevard Apartments	Proposed	5891 W. Olympic Boulevard	Apartments	49 DU		326	5	20	25	20	10	30
LA12	333 La Cienega Boulevard Project	Proposed	333 S. La Cienega Boulevard	Apartments Supermarket Restaurant	145 DU 27,685 GSF 3,370 GSF	[3]	2,020	35	71	106	114	77	191
LA13	1333 S. Orange Grove Avenue Apartments	Approved	1333 S. Orange Grove Avenue	Apartments	61 DU		304	4	19	23	18	10	28
LA14	Amoroso Apartments	Approved	1056 S. La Cienega Boulevard	Apartments	90 DU		477	0	32	32	30	12	42

Table 6-1 (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
LA15	6399 W. Wilshire Boulevard Mixed-Use Hotel	Proposed	6399 W. Wilshire Boulevard	Hotel Restaurant Lounge	176 Rooms 871 GSF 860 GSF		377	(64)	19	(45)	26	(48)	(22)
LA16	850 S. La Brea Avenue Mixed-Use Project	Approved	850 S. La Brea Avenue	Apartments Retail	40 DU 4,500 GSF		458	6	18	24	24	18	42
LA17	Unified Elder Care Facility/ Mixed-Use	Proposed	8052 W. Beverly Boulevard	Synagogue Apartments Medical Office Retail	5,000 GSF 102 DU 15,000 GSF 1,000 GSF		725	19	26	45	21	49	70
LA18	8000 W. Beverly Boulevard Mixed-Use Project	Proposed	8000 W. Beverly Boulevard	Apartments Retail	48 DU 7,400 GSF		774	21	36	57	42	17	59
LA19	Edin Park	Proposed	8001 W. Beverly Boulevard	Restaurant Office	22,600 GSF 11,358 GSF		3,248	142	118	260	157	106	263
LA20	LACMA Renovation	Proposed	5905 W. Wilshire Boulevard	Museum Museum	368,300 GSF (392,871) GSF		668	43	2	45	15	53	68
LA21	Solstice	Proposed	431 N. La Cienega Boulevard	Apartments Car Wash Retail	72 DU (7,373) GSF (5,310) GSF	[4]	(409)	(9)	10	1	(12)	(22)	(34)
LA22	750 Edinburgh Avenue Residential Project	Proposed	750 Edinburgh Avenue	Single-Family Homes	8 DU		23	1	1	2	2	1	3
LA23	488 S. San Vicente Boulevard Mixed-Use Project	Proposed	488 S. San Vicente Boulevard	Apartments Retail	53 DU 6,585 GSF		281	1	20	21	18	9	27
LA24	1180 S. La Brea Avenue Mixed-Use Project	Proposed	1180 S. La Brea Avenue	Apartments Retail	67 DU 2,400 GSF		558	16	26	42	29	18	47
LA25	Wilshire Curson Residential Project	Proposed	5757 W. Wilshire Boulevard	Apartments	304 DU		1,198	20	59	79	57	37	94
LA26	5935 W. Pico Boulevard Mixed-Use Project	Proposed	5935 W. Pico Boulevard	Apartments Restaurant Retail	124 DU 2,000 GSF 3,100 GSF		687	17	47	64	43	20	63
LA27	Mt. Lebanon Mixed-Use Project	Proposed	333 S. San Vicente Boulevard	Apartments Church Church	153 DU 30,800 GSF (19,218) GSF		1,020	16	47	63	49	30	79
LA28	The Mansfield	Under Construction	5100 W. Wilshire Boulevard	Apartments Retail	138 DU 12,550 GSF	[5] [6]	1,010 474	14 7	49 5	63 12	49 23	28 25	77 48

Table 6-1 (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
LA29	904 La Brea Avenue Mixed-Use Project	Under Construction	900-934 N. La Brea Avenue	Apartments Retail Storage	169 DU 40,000 GSF (16,255) GSF	[7]	2,072	93	25	118	186	106	292
LA30	639 S. La Brea Avenue Mixed-Use Project	Proposed	639 S. La Brea Avenue	Apartments Retail	160 DU 23,000 GSF	[5] [6]	1,171 868	17 14	57 8	74 22	57 42	33 46	90 88
LA31	650 S. San Vicente Boulevard Medical Office Project	Proposed	650 S. San Vicente Boulevard	Medical Office	145,462 GSF	[8]	5,062	315	89	404	141	362	503
LA32	Fairfax Apartments	Under Construction	105 S. Fairfax Avenue	Apartments Retail	45 DU 1,258 GSF	[5] [6]	329 47	5 1	16 0	21 1	16 2	9 3	25 5
LA33	121 S. Kings Road Residential Project	Approved	121 S. Kings Road	Apartments	36 DU	[5]	264	4	13	17	13	7	20
LA34	631 N. Fairfax Avenue Mixed-Use Project	Approved	631 N. Fairfax Avenue	Apartments Retail	48 DU 5,447 GSF	[5] [6]	351 206	5 3	17 2	22 5	17 10	10 11	27 21
LA35	8590 W. Pico Boulevard Mixed-Use Project	Approved	8590 W. Pico Boulevard	Apartments Retail	36 DU 1,000 GSF	[5] [6]	264 38	4 1	13 0	17 1	13 2	7 2	20 4
LA36	Saturn Multifamily Apartments	Approved	1500 S. Hi Point Street	Apartments	45 DU	[5]	329	5	16	21	16	9	25
LA37	6001 W. Pico Boulevard Mixed-Use Project	Approved	6001 W. Pico Boulevard	Apartments Retail	48 DU 1,000 GSF	[5] [6]	351 38	5 1	17 0	22 1	17 2	10 2	27 4
LA38	Micropolitan at Fairfax Village	Approved	639 N. Fairfax Avenue	Apartments	63 DU	[5]	461	7	22	29	22	13	35
LA39	107 S. Sweetzer Avenue Residential Project	Approved	107 S. Sweetzer Avenue	Apartments	7 DU	[5]	51	1	2	3	3	1	4
LA40	6132 W. Pico Boulevard	Proposed	6132 W. Pico Boulevard	Apartments	49 DU	[5]	359	5	18	23	17	10	27
LA41	Third Street Mixed-Use Project	Proposed	8000 W. 3rd Street	Apartments Affordable Housing Retail	45 DU 5 DU 7,252 GSF		428	9	17	26	23	13	36
City of West Hollywood													
WH1	8816 Beverly Boulevard Mixed-Use Project	Proposed	8816 Beverly Boulevard	Apartments Retail Restaurant Office	10 DU 19,493 GSF 1,860 GSF 25,575 GSF	[3]	959	47	18	65	31	54	85

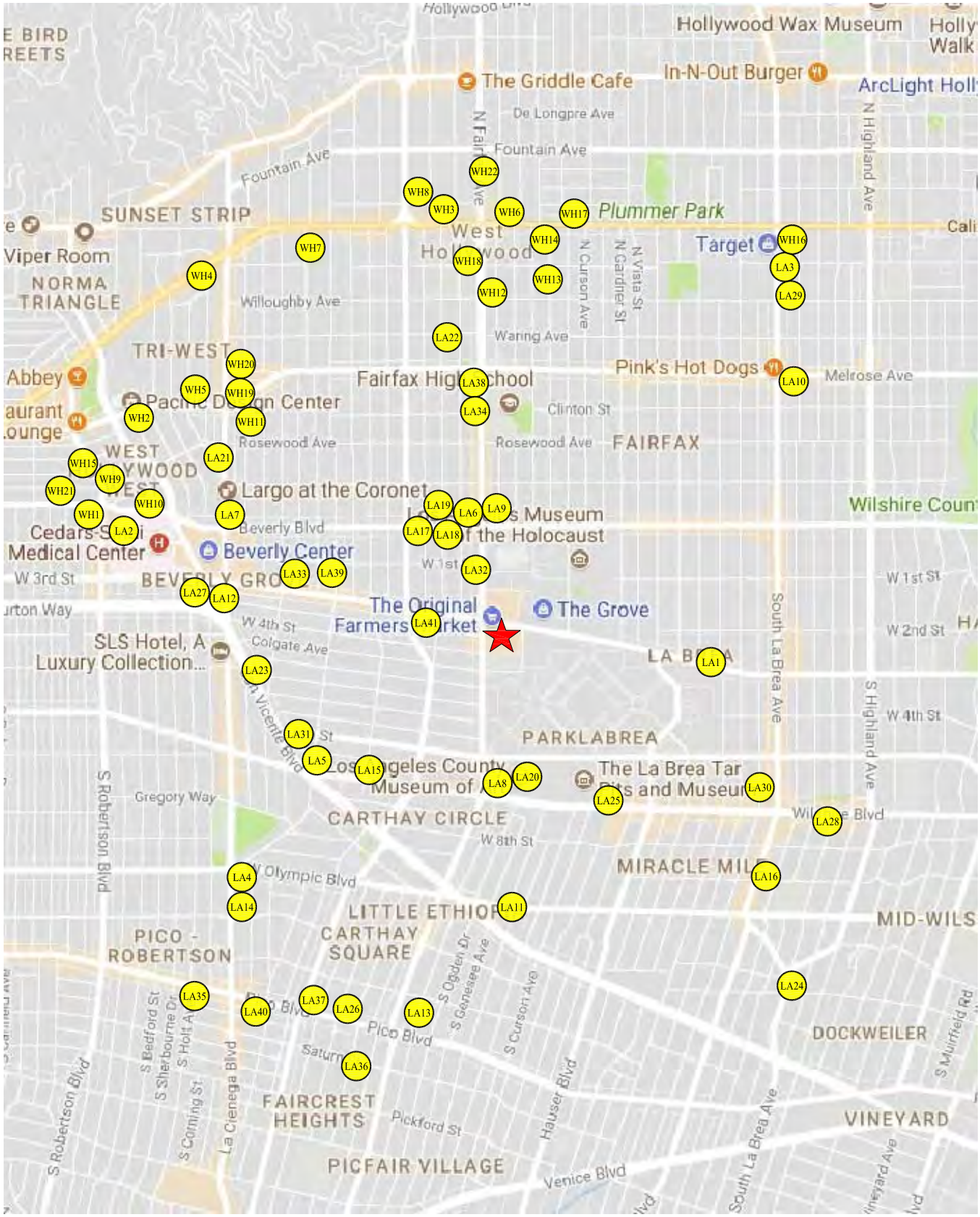
Table 6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

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
WH2	8650 Melrose Avenue Mixed-Use Project	Proposed	8650 Melrose Avenue	Apartments	7 DU	[5]	51	1	2	3	3	1	4
				Retail	14,571 GSF	[6]	550	9	5	14	27	29	56
WH3	7985 Santa Monica Boulevard Project	Proposed	7965-7985 Santa Monica Boulevard	Office	53,900 GSF	[9]	525	54	9	63	10	52	62
				Retail	2,112 GSF	[6]	80	1	1	2	4	4	8
				Restaurant	13,367 GSF	[10]	1,500	73	60	133	81	50	131
				Bar/Nightclub	3,001 GSF	[11]	340	0	0	0	22	12	34
WH4	Sprouts - 8550 Santa Monica Boulevard Project	Under Construction	8550 Santa Monica Boulevard	Grocery Store	25,000 GSF	[12]	1,989	48	29	77	92	89	181
				Restaurant	1,319 GSF								
				Office	3,998 GSF								
				Health/Fitness Club	8,000 GSF								
				Specialty Retail	4,000 GSF								
WH5	605 W. Knoll Drive Retail Project	Under Construction	605 W. Knoll Drive	Retail	7,000 GSF	[6]	264	4	3	7	13	14	27
WH6	Seventy-Eight Eleven Santa Monica Boulevard	Proposed	7811 Santa Monica Boulevard	Hotel	74 Rooms	[13]	619	21	14	35	22	22	44
				Condominiums	74 DU	[5]	542	8	26	34	26	15	41
				Retail	3,446 GSF	[6]	130	2	1	3	6	7	13
WH7	1028 Kings Road Condominium Project	Approved	1028 Kings Road	Condominiums	30 DU	[5]	220	3	11	14	11	6	17
				Single-Famliy Homes	(2) DU	[14]	(19)	0	(1)	(1)	(1)	(1)	(2)
WH8	Empire at Norton	Under Construction	8017 Norton Avenue	Condominiums	34 DU	[5]	249	4	12	16	12	7	19
				Apartments	(21) DU	[5]	(154)	(2)	(8)	(10)	(8)	(4)	(12)
WH9	8763 Rosewood Avenue Mixed-Use Project	Proposed	8763 Rosewood Avenue	Retail	4,945 GSF	[6]	187	3	2	5	9	10	19
WH10	8713 Beverly Boulevard Mixed-Use Project	Proposed	8713 Beverly Boulevard	Apartments	30 DU	[15]	303	9	15	24	22	20	42
				Office	3,416 GSF								
				Retail	5,475 GSF								
				Gallery	500 GSF								
WH11	Center for Early Education Redevelopment Project	Approved	563 N. Alfred Street	Playing Field	1 Field	[16]	134	7	(5)	2	12	9	21
				Gymnasium	6,000 GSF								
				Apartments	(21) DU								
WH12	900 Fairfax Avenue Mixed-Use Project	Proposed	900 N. Fairfax Avenue	Restaurant	2,318 GSF	[10]	260	13	10	23	14	9	23
				Retail	930 GSF	[6]	35	1	0	1	2	2	4
				Apartments	6 DU	[5]	44	1	2	3	2	1	3
WH13	939 Spaulding Avenue Residential Project	Proposed	939 Spaulding Avenue	Condominiums	22 DU	[5]	161	2	8	10	8	4	12

Table 6-1 (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
WH14	1041 Spaulding Avenue Residential Project	Proposed	1041 Spaulding Avenue	Condominiums	14 DU	[5]	102	1	5	6	5	3	8
WH15	417 Robertson Boulevard Showroom Project	Proposed	417 Robertson Boulevard	Retail	7,558 GSF	[6]	285	4	3	7	14	15	29
WH16	1040 N. La Brea Avenue Mixed-Use Project	Proposed	1040 N. La Brea Avenue	Hotel	91 Rooms	[17]	1,152	25	20	45	54	34	88
				Lobby Restaurant	5,655 GSF								
				Rooftop Restaurant	3,017 GSF								
				Apartments	8 DU								
				Retail	(1,877) GSF								
				Auto Body Shop	(7) Stalls								
WH17	7617 Santa Monica Boulevard Mixed-Use Project	Proposed	7617 Santa Monica Boulevard	Restaurant	4,419 GSF	[10]	496	24	20	44	27	16	43
				Retail	4,821 GSF	[6]	182	3	2	5	9	9	18
				Apartments	71 DU	[5]	520	8	25	33	25	15	40
WH18	Empire at Fairfax	Proposed	7905 Romaine Street	Retail	1,800 GSF	[6]	68	1	1	2	3	4	7
				Apartments	35 DU	[5]	256	4	12	16	13	7	20
WH19	600 N. La Cienega Boulevard Mixed-Use Project	Proposed	600 N. La Cienega Boulevard	Apartments	5 DU	[5]	37	0	2	2	2	1	3
				Showroom	15,727 GSF	[6]	594	9	6	15	29	31	60
				Mechanical	2,776 GSF	[6]	105	2	1	3	5	6	11
				Retail	5,355 GSF	[6]	202	3	2	5	10	10	20
				Restaurant	7,094 GSF	[10]	796	39	32	71	43	26	69
WH20	624 N. La Cienega Boulevard Mixed-Use Project	Proposed	624 N. La Cienega Boulevard	Apartments	6 DU	[5]	44	1	2	3	2	1	3
				Retail	54,209 GSF	[6]	2,046	32	19	51	99	108	207
WH21	8899 Beverly Boulevard Mixed-Use Project	Approved	8899 Beverly Boulevard	Apartments	12 DU	[18]	(129)	(69)	21	(48)	17	(54)	(37)
				Condominiums	56 DU								
				Townhomes	13 DU								
				Office	10,562 GSF								
				Retail	19,875 GSF								
				Restaurant	4,394 GSF								
WH22	1250 N. Fairfax Avenue Residential Project	Proposed	1250 N. Fairfax Avenue	Apartments	53 DU	[5]	388	6	18	24	19	11	30
TOTAL							51,031	1,451	1,545	2,996	2,382	2,303	4,685

[1] Source: City of Los Angeles Department of Transportation Related Projects List and City of West Hollywood Community Development Department Related Projects List.
[2] Trips are one-way traffic movements, entering or leaving.
[3] Source: 333 La Cienega Boulevard Traffic Study, prepared by The Mobility Group, March 2015.
[4] Source: Traffic Analysis Addendum - Proposed Residential Project at 431 N. La Cienega Boulevard, prepared by Linscott, Law & Greenspan, Engineers, May 2018
[5] ITE Land Use Code 220 (Multifamily Housing [Low-Rise]) trip generationaverage rates.
[6] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
[7] Source: 904 La Brea Mixed-Use Traffic Impact Study, prepared by Overland Traffic Consultants, Inc., July 2014.
[8] ITE Land Use Code 720 (Medical-Dental Office Building) trip generation average rates.
[9] ITE Land Use Code 710 (General Office Building) trip generation equation rates.
[10] ITE Land Use Code 932 (High-Turnover (Sit-Down) Restaurant) trip generation equation rates.
[11] ITE Land Use Code 925 (Drinking Place) trip generation rates. (Bar is assumed to be closed during AM, PM peak is assumed to be 10% of total daily trips. Bar/Nightclub assumed to be closed during AM peak hour. PM peak assumed to be 10% of total daily trips.
[12] Source: Transportation Study for the Sprouts - 8550 Santa Monica Boulevard Project, prepared by Fehr & Peers, June 2014.
[13] ITE Land Use Code 310 (Hotel) trip generation equation rates.
[14] ITE Land Use Code 210 (Single Family Detached Housing) trip generation equation rates.
[15] Source: Draft Transportation Study for the 8713 Beverly Boulevard Mixed-Use Project, prepared by Fehr & Peers, January 2016.
[16] Source: Traffic and Parking Assessment Memorandum for the Center for Early Education Redevelopment Project, prepared by Linscott, Law & Greenspan, Engineers, May 2015.
[17] Source: Traffic Assessment Memorandum for the Proposed 1040 N. La Brea Avenue Mixed-Use Project, prepared by Linscott, Law & Greenspan, Engineers, May 2017.
[18] Source: Draft Transportation Study for the 8899 Beverly Boulevard Project, prepared by Gibson Transportation Consulting, Inc., November 2013.



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MAP SOURCE: GOOGLE MAPS
PROJECT SITE
RELATED PROJECT

FIGURE 6-1
LOCATION OF RELATED PROJECTS

LINSCOTT, LAW & GREENSPAN, engineers

6300 W. 3RD STREET MIXED-USE PROJECT

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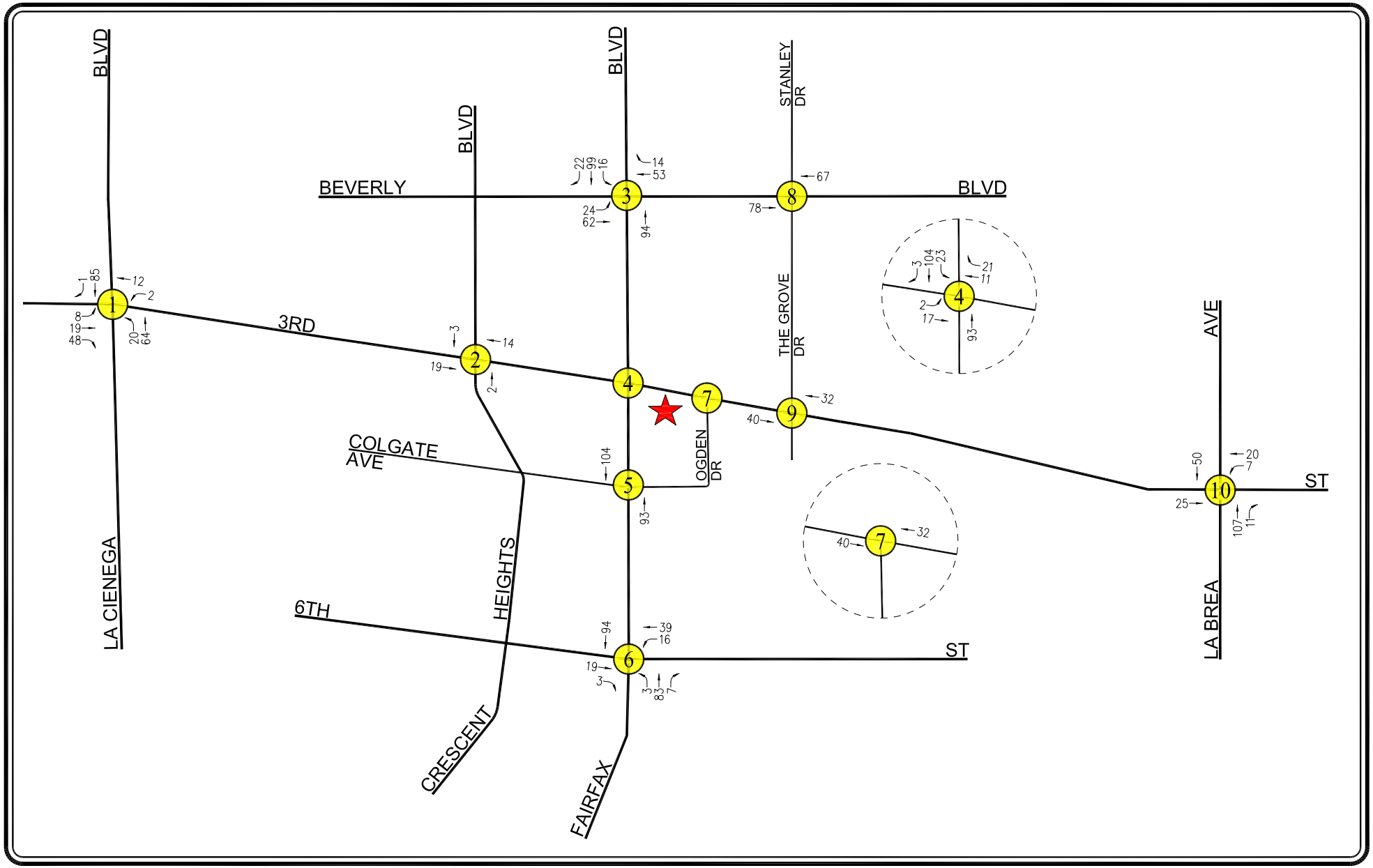

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(XX) STUDY INTERSECTION

FIGURE 6-2
RELATED PROJECTS TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

6300 W. 3RD STREET MIXED-USE PROJECT

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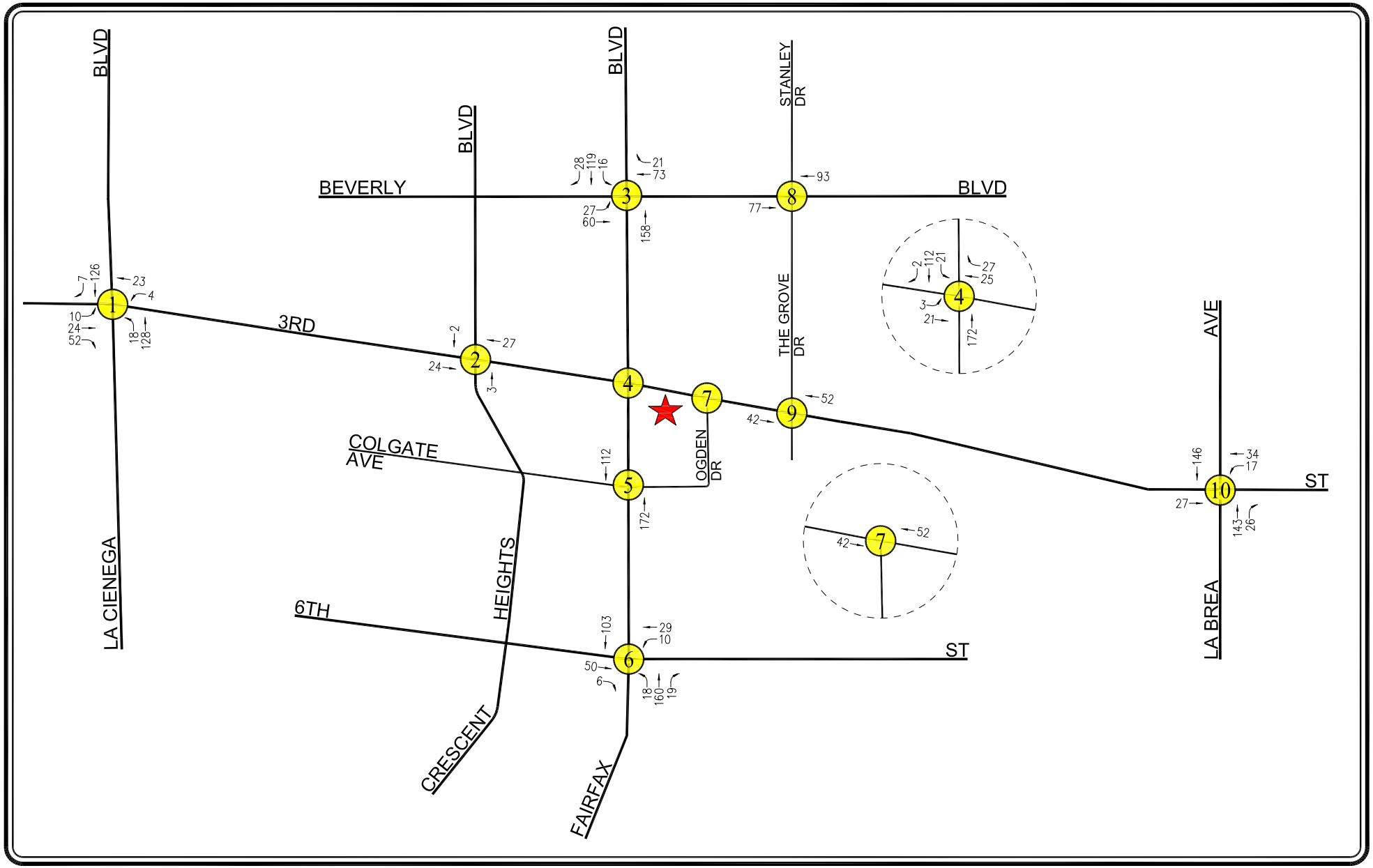

PROJECT SITE

STUDY INTERSECTION

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FIGURE 6-3
RELATED PROJECTS TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR

6300 W. 3RD STREET MIXED-USE PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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6.2 Ambient Traffic Growth Factor

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 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 West/Central Los Angeles area, it is anticipated that the existing traffic volumes are expected to increase at an annual rate of less than 0.20% per year between the years 2015 and 2023. 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.

7.0 TRAFFIC FORECASTING METHODOLOGY

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

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

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

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

7.1 Project Traffic Generation

Traffic volumes expected to be generated by the proposed Project during the weekday AM and PM peak hours, as well as on a daily basis, were estimated using rates published in the ITE *Trip Generation Manual*. The following trip generation rates were used to forecast the traffic volumes expected to be generated by the Project land use components:

- Apartments: ITE Land Use Code 221 (Multifamily Housing [Mid-Rise]) trip generation average rates were used to forecast the traffic volumes expected to be generated by the residential apartment component of the Project.

- Commercial 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 commercial retail component of the Project.

- 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.

- Supermarket: ITE Land Use Code 850 (Supermarket) trip generation average rates were used to forecast the traffic volumes expected to be generated by the supermarket component of the Project.

In addition to the trip generation forecasts for the proposed Project's apartment and commercial 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 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. An internal capture adjustment of 10% has been utilized to account for the interaction between the land uses contained within the Project Site.

An adjustment was made to the trip generation forecast based on the Project Site's recent historical and existing land uses. As part of the Project, and in conjunction with the effort to redevelop a portion of the Center the land uses to be removed include 144,963 square feet of commercial retail floor area and 6,085 square feet of restaurant floor area. ITE Land Use Code 820 (Shopping Center) and ITE Land Use Code 932 (High-Turnover [Sit-Down] Restaurant) trip generation average rates were used to estimate the trip reduction related to the removal of these uses from the Project Site.

Furthermore, a forecast was made of transit trips. The transit reduction is based on the site's proximity to the various transit lines, as well as the land use characteristics of the Project. As shown in *Table 4–1* and *Figure 4–2*, the Project Site is well served by public transit. Specifically, the Project Site is located within close proximity to Metro Rapid bus stops at the Fairfax Avenue / 3rd Street intersection. Thus, as stipulated in the LADOT *Transportation Impact Study Guidelines*, a transit adjustment of 15% has been utilized based on the Project's proximity to Metro Rapid bus stops, as well as various Metro bus stops. Also, as discussed in Section 4.4 above, it should be noted that the Project Site is located approximately one half mile from the forthcoming Purple Line station at the Fairfax Avenue / Wilshire Boulevard intersection, which will increase the transit options for patrons and residents of the Project.

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 roadways to the Project Site include Fairfax Avenue and 3rd Street. Based on the *LADOT Policy on Pass-By Trips*, a 50% pass-by reduction adjustment was applied to the commercial retail land use component of the Project, a 20% pass-by reduction was applied to the restaurant component of the Project, and a 40% pass-by reduction adjustment was applied to the supermarket land use component of the Project. A 30% pass-by reduction adjustment was applied to the existing commercial retail floor area and a 20% pass-by reduction was applied to the existing restaurant floor area.

The trip generation forecast for the proposed Project was submitted for review and approval by LADOT staff. As presented in ***Table 7–1***, the proposed Project is expected to generate 142 net new vehicle trips (49 inbound trips and 93 outbound trips) during the AM peak hour. During the PM peak hour, the proposed Project is expected to generate 87 net new vehicle trips (66 inbound trips and 21 outbound trips). Over a 24-hour period, the proposed Project is forecast to generate 1,609 net new daily trips ends (approximately 805 inbound trips and 804 outbound trips) during a typical weekday.

7.2 Project Traffic Distribution and Assignment

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

- The site's proximity to major traffic corridors (i.e., Fairfax Avenue, 3rd Street, La Cienega Boulevard, La Brea Avenue, Beverly Boulevard, I-10 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 3.0;
- The location of existing and proposed parking areas;
- Nearby population and employment centers as well as adjacent residential neighborhoods and schools;
- Input from LADOT staff and review of public comments to on the Initial Study and Notice of Preparation for the Project.

The general, directional traffic distribution patterns for the residential and commercial components of proposed Project are presented in ***Figures 7–1*** and ***7–2***. The general, directional traffic distribution patterns for the existing uses on the Project Site are presented in ***Figure 7–1***. The forecast net new weekday AM and PM peak hour Project traffic volumes at the study intersections associated with the proposed Project are presented in ***Figures 7–4*** and ***7–5***, respectively. The traffic volume assignments presented in *Figures 7–4* and *7–5* reflect the traffic distribution characteristics shown in *Figures 7–1*, *7–2*, and *7–3*, and the Project traffic generation forecast presented in *Table 7–1*.

Table 7-1
PROJECT TRIP GENERATION [1]

12-Jun-19

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Proposed Project								
Apartments [3]	331 DU	1,801	31	88	119	89	57	146
Commercial Retail [4]	13,412 GLSF	506	8	5	13	24	27	51
Restaurant [5]	7,500 GSF	841	41	34	75	45	28	73
Supermarket [6]	63,082 GSF	6,736	145	96	241	297	286	583
Subtotal		9,884	225	223	448	455	398	853
Transit Trips [7]								
Apartments (15%)		(270)	(5)	(13)	(18)	(13)	(9)	(22)
Commercial Retail (15%)		(76)	(1)	(1)	(2)	(4)	(4)	(8)
Restaurant (15%)		(126)	(6)	(5)	(11)	(7)	(4)	(11)
Supermarket (15%)		(1,010)	(22)	(14)	(36)	(45)	(43)	(88)
Subtotal		(1,482)	(34)	(33)	(67)	(69)	(60)	(129)
Internal Capture [8]								
Commercial Retail (10%)		(43)	(1)	0	(1)	(2)	(2)	(4)
Restaurant (10%)		(72)	(4)	(3)	(7)	(4)	(2)	(6)
Supermarket (10%)		(573)	(12)	(8)	(20)	(25)	(24)	(49)
Subtotal		(688)	(17)	(11)	(28)	(31)	(28)	(59)
Subtotal Project Driveway Trips		**7,714**	**174**	**179**	**353**	**355**	**310**	**665**
Existing Site								
Commercial Retail [4]	(144,963) GLSF	(5,472)	(84)	(52)	(136)	(265)	(287)	(552)
Restaurant [5]	(6,085) GSF	(683)	(33)	(27)	(60)	(37)	(22)	(59)
Subtotal		(6,155)	(117)	(79)	(196)	(302)	(309)	(611)
Existing Transit Trips [6]								
Commercial Retail (15%)		821	13	8	21	40	43	83
Restaurant (15%)		102	5	4	9	6	3	9
Subtotal		923	18	12	30	46	46	92
Subtotal Existing Driveway Trips		**(5,232)**	**(99)**	**(67)**	**(166)**	**(256)**	**(263)**	**(519)**
NET INCREASE DRIVEWAY TRIPS		**2,482**	**75**	**112**	**187**	**99**	**47**	**146**
Proposed Pass-By Trips [9]								
Commercial Retail (50%)		(194)	(3)	(2)	(5)	(9)	(11)	(20)
Restaurant (20%)		(129)	(6)	(5)	(11)	(7)	(4)	(11)
Supermarket (40%)		(2,061)	(44)	(30)	(74)	(91)	(88)	(179)
Subtotal		(2,384)	(53)	(37)	(90)	(107)	(103)	(210)
Existing Pass-By Trips [9]								
Commercial Retail (30%)		1,395	21	13	34	68	73	141
Restaurant (20%)		116	6	5	11	6	4	10
Subtotal		1,511	27	18	45	74	77	151
NET INCREASE "OFF-SITE" TRIPS		**1,609**	**49**	**93**	**142**	**66**	**21**	**87**

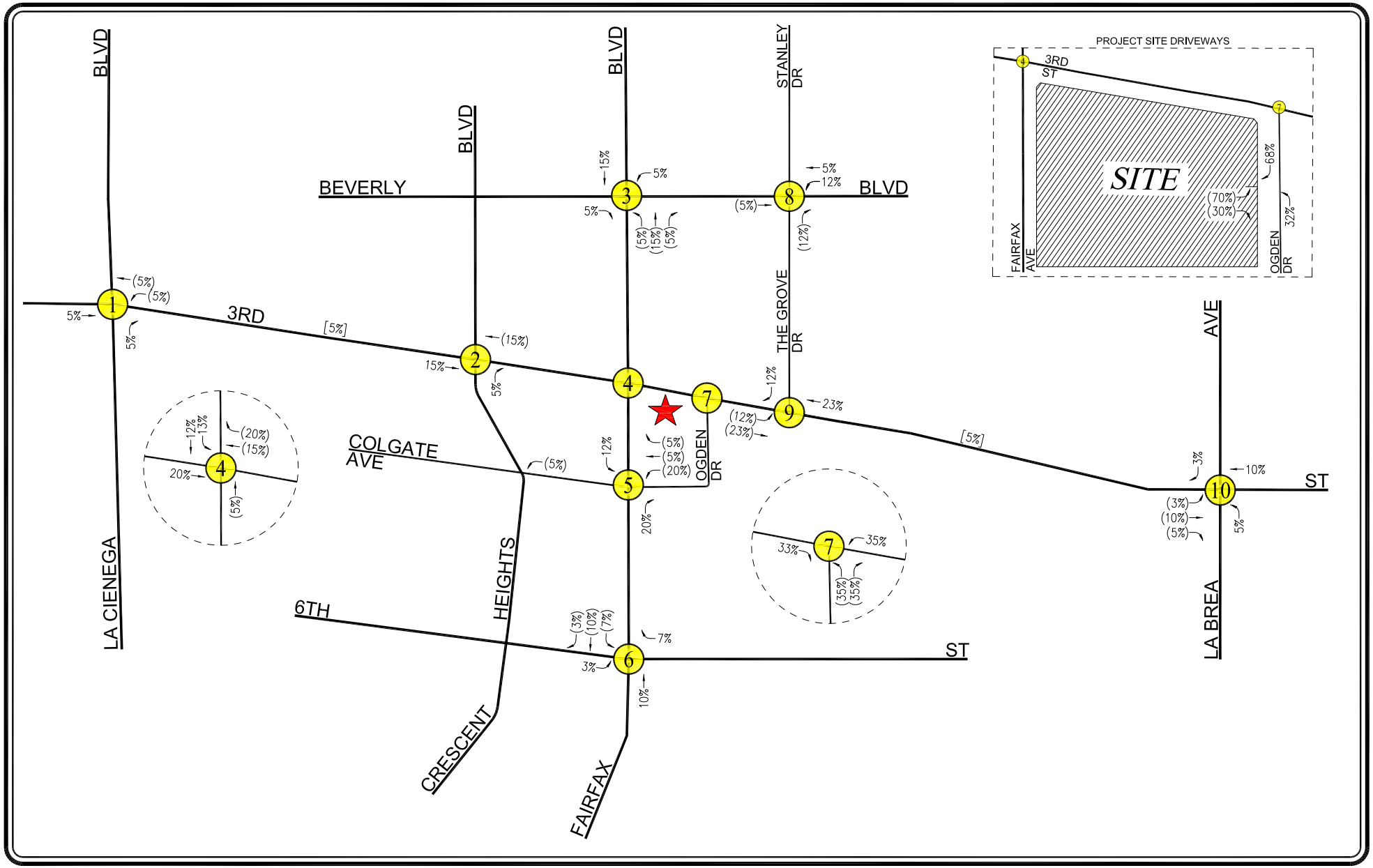
[1] Source: ITE "Trip Generation Manual", 10th Edition, 2017.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 221 (Multifamily Housing [Mid-Rise]) trip generation average rates.
- Daily Trip Rate: 5.44 trips/dwelling units; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.36 trips/dwelling unit; 26% inbound/74% outbound
- PM Peak Hour Trip Rate: 0.44 trips/dwelling unit; 61% inbound/39% outbound

[4] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- Daily Trip Rate: 37.75 trips/1,000 SF of leasable floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.94 trips/1,000 SF of leasable floor area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.81 trips/1,000 SF of leasable floor area; 48% inbound/52% 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 850 (Supermarket) trip generation average rates.
- Daily Trip Rate: 106.78 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 3.82 trips/1,000 SF of floor area; 60% inbound/40% outbound
- PM Peak Hour Trip Rate: 9.24 trips/1,000 SF of floor area; 51% inbound/49% outbound

[7] The Project site is located within 1/4 mile of a Metro Rapid bus stop. The trip reduction for transit trips has been applied to the residential and commercial components of the project based on the "LADOT Transportation Impact Study Guidelines," December 2016 for developments within a 1/4 mile walking distance of a transit station or a RapidBus stop.
[8] The internal capture reduction for the commercial, restaurant, and supermarket uses are based on the synergy between all the land uses provided within the project site.
[9] 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 Impact Study Guidelines," December 2016 for Shopping Center less than 50,000 sf, High-Turnover Restaurant, Supermarket, and Shopping Center 100,000 to less than 300,000 sf.



NOT TO SCALE

★ PROJECT SITE
(XX) STUDY INTERSECTION
= INBOUND PERCENTAGES
(##) = OUTBOUND PERCENTAGES
[##] = INTERNAL TRAFFIC PERCENTAGES

FIGURE 7-1
PROJECT TRIP DISTRIBUTION
RESIDENTIAL COMPONENT

LINSCOTT, LAW & GREENSPAN, engineers

6300 W. 3RD STREET MIXED-USE PROJECT

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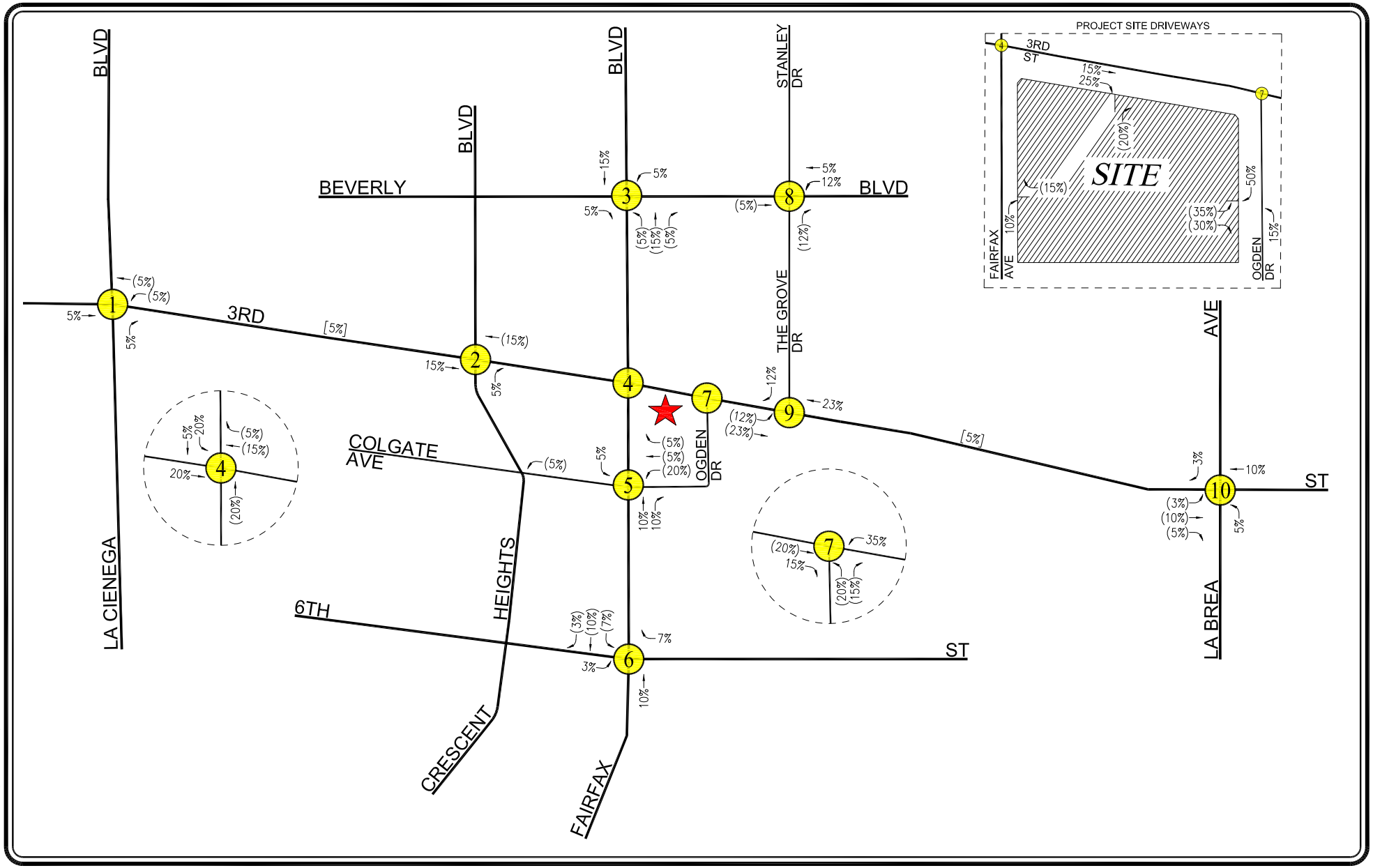

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★ PROJECT SITE

(XX) STUDY INTERSECTION

= INBOUND PERCENTAGES

(##) = OUTBOUND PERCENTAGES

[##] = INTERNAL TRAFFIC PERCENTAGES

FIGURE 7-2
PROJECT TRIP DISTRIBUTION
COMMERCIAL COMPONENT

LINSCOTT, LAW & GREENSPAN, engineers

6300 W. 3RD STREET MIXED-USE PROJECT

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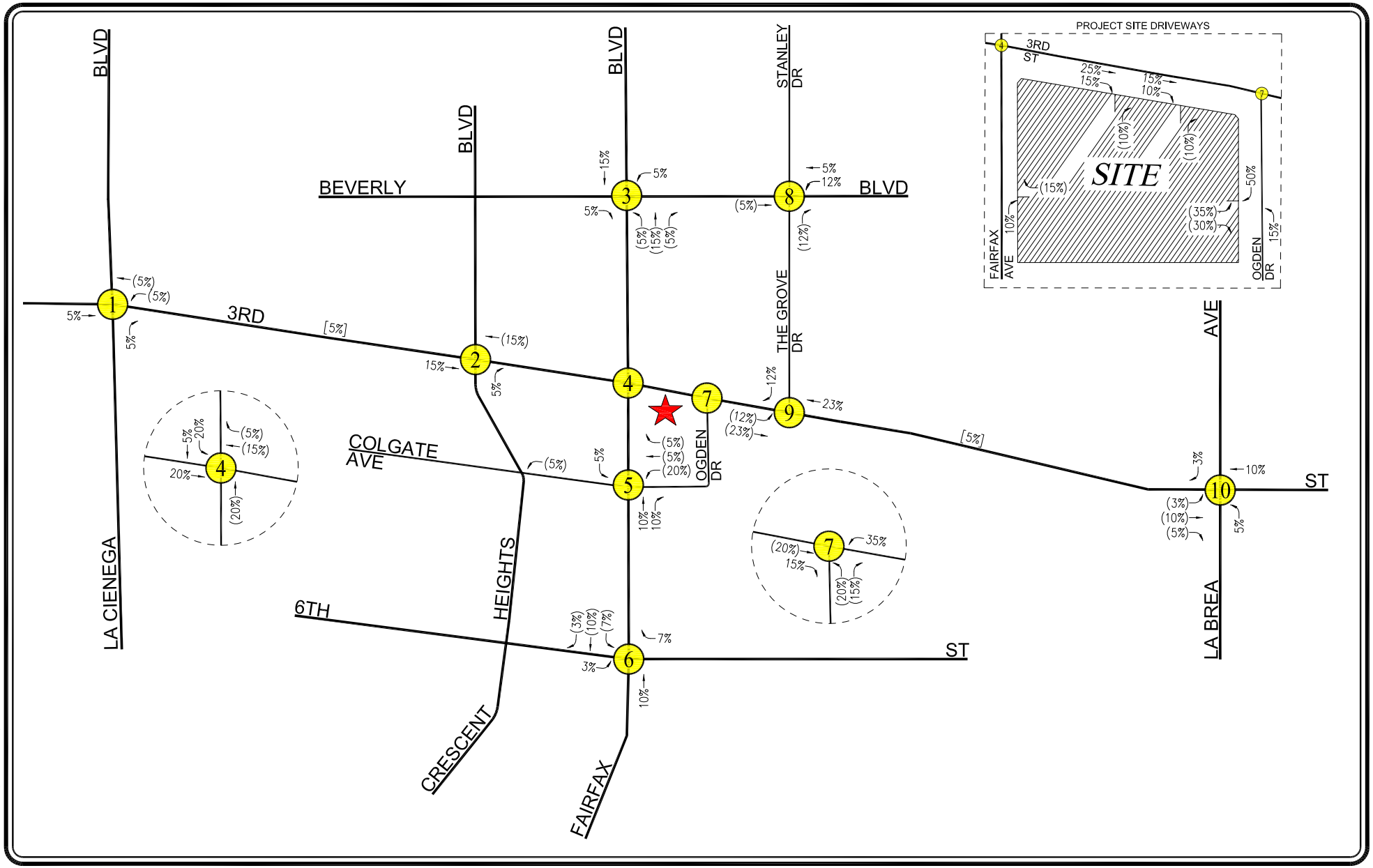

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★ PROJECT SITE
(XX) STUDY INTERSECTION
= INBOUND PERCENTAGES
(##) = OUTBOUND PERCENTAGES
[##] = INTERNAL TRAFFIC PERCENTAGES

FIGURE 7-3
PROJECT TRIP DISTRIBUTION
EXISTING SITE

LINSCOTT, LAW & GREENSPAN, engineers

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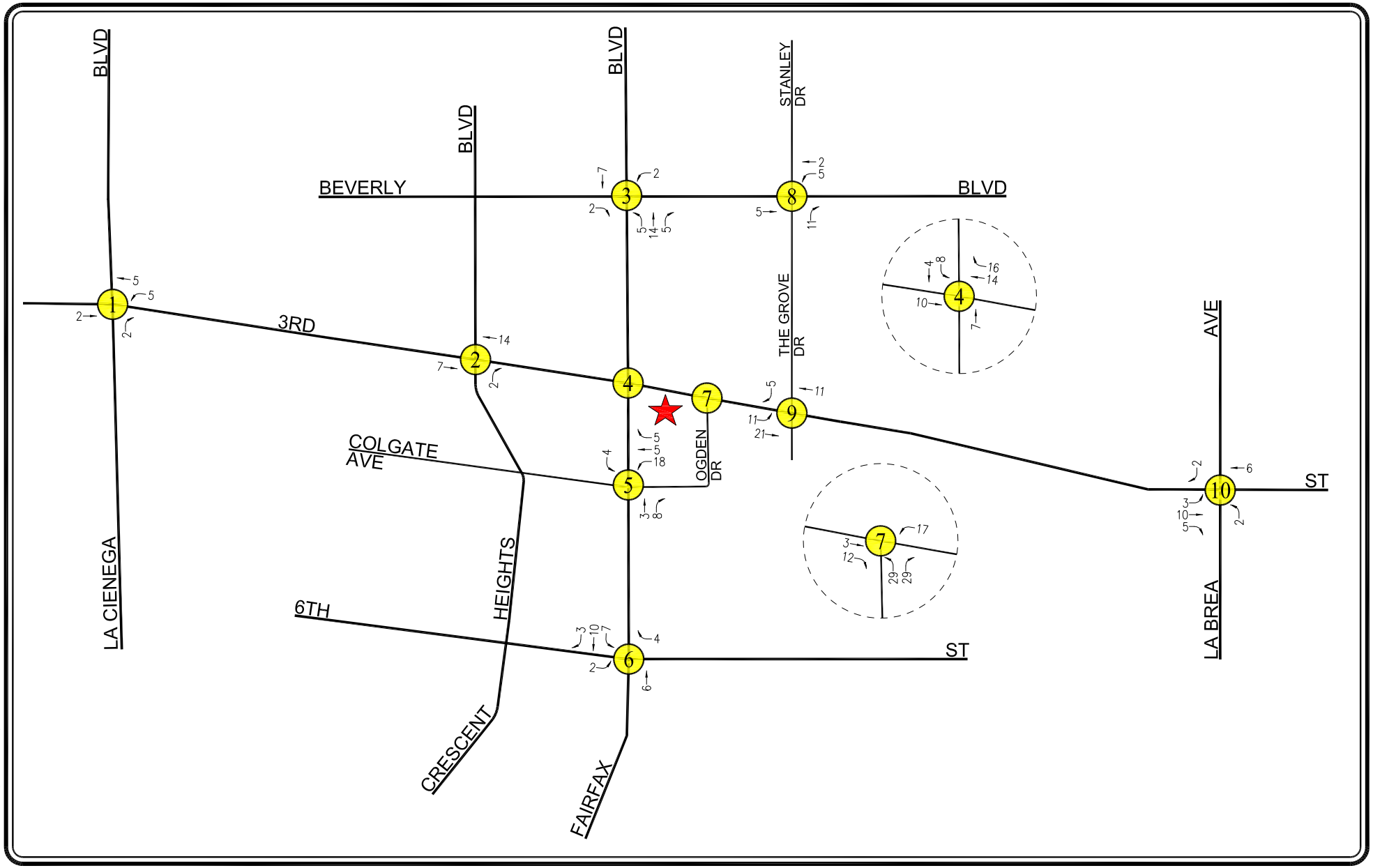

PROJECT SITE

STUDY INTERSECTION

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FIGURE 7-4
NET NEW PROJECT TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

6300 W. 3RD STREET MIXED-USE PROJECT

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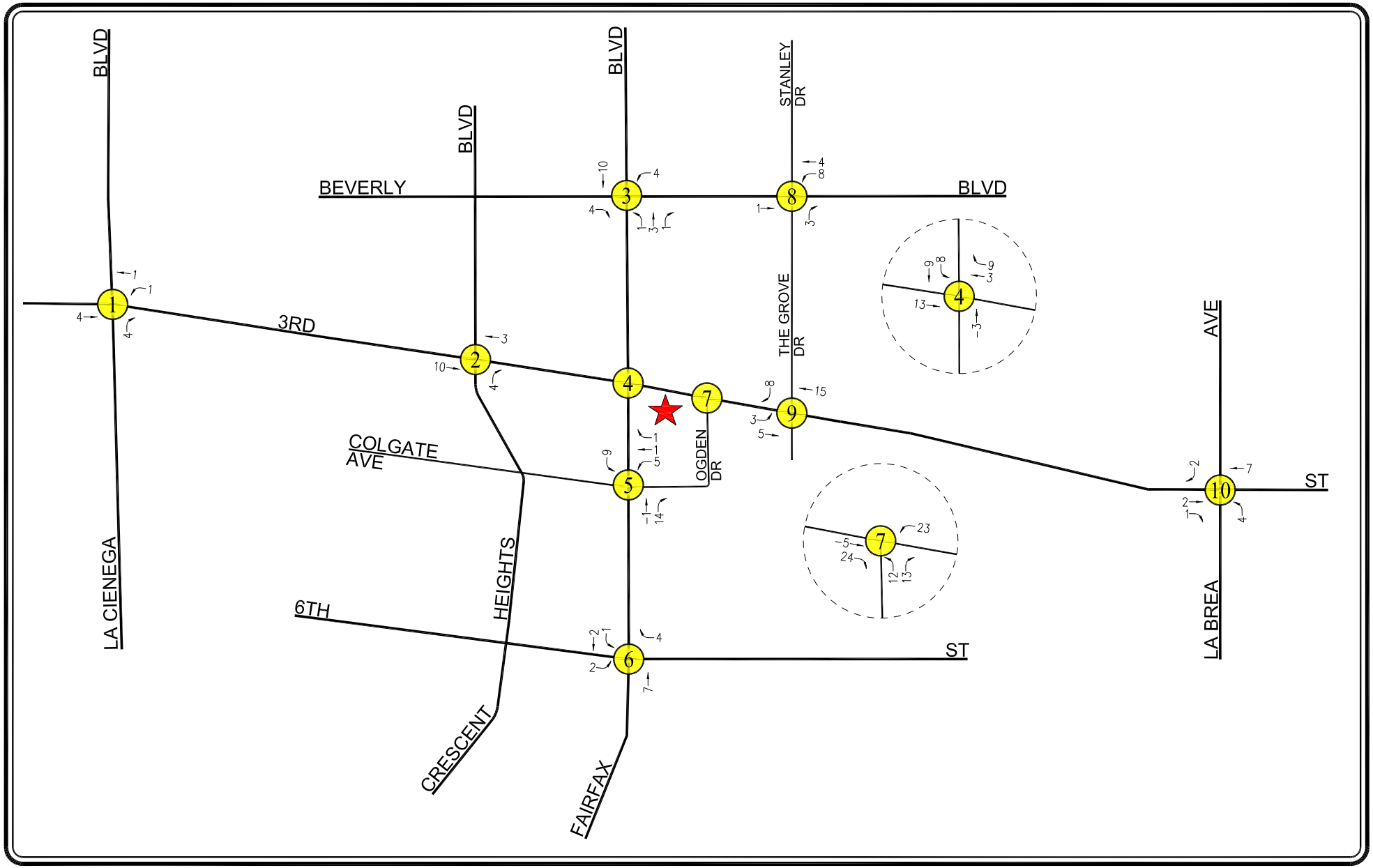

PROJECT SITE

STUDY INTERSECTION

N

NOT TO SCALE

FIGURE 7-5
NET NEW PROJECT TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR

6300 W. 3RD STREET MIXED-USE PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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8.0 TRAFFIC IMPACT ANALYSIS METHODOLOGY

Operations at the 10 study intersections were evaluated using LADOT's Critical Movement Analysis (CMA) method of analysis that determines *v/c* ratios based on a critical lane basis. The overall intersection *v/c* ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. Level of Service varies from LOS A (free flow) to LOS F (jammed condition). A description of the CMA method and corresponding Level of Service is provided in ***Appendix C***.

8.1 Impact Criteria and Thresholds

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

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

Table 8-1
CITY OF LOS ANGELES
INTERSECTION IMPACT THRESHOLD CRITERIA

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

As required by the City of Los Angeles, mitigation of Project traffic impacts are required whenever traffic generated by the proposed development causes an increase of the analyzed intersection *v/c* ratio by an amount equal to or greater than the values shown above.

8.2 LADOT ATSAC/ATCS

The City of Los Angeles Automated Traffic Surveillance and Control (ATSAC) and Adaptive Traffic Control System (ATCS) provides computer control of traffic signals allowing automatic adjustment of signal timing plans to reflect changing traffic conditions, identification of unusual traffic conditions caused by accidents, the ability to centrally implement special purpose short term traffic timing changes in response to incidents, and the ability to quickly identify signal equipment malfunctions. ATCS provides real time control of traffic signals and includes additional loop detectors, closed-circuit television, an upgrade in the communications links and a new generation of traffic control software. LADOT estimates that the ATSAC system reduces the critical *v/c* ratios by seven percent (0.07). An ATCS system upgrade further reduces the critical *v/c* ratios by three percent (0.03) for a total of 10 percent (0.10). ATSAC system upgrades for the study intersections have been implemented as part of the LADOT ATSAC/ATCS system. Accordingly, the Level of Service calculations reflect a 0.10 adjustment for all analysis scenarios evaluated.

8.3 Traffic Impact Analysis Scenarios

Pursuant to LADOT traffic study guidelines, LOS calculations have been prepared for the following scenarios for the City's 10 study intersections:

(a) Existing (2019) conditions.

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

(c) Condition (b) with implementation of Project mitigation measures where necessary.

(d) 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)

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

(f) Condition (e) with implementation of Project mitigation measures where necessary.

The traffic volumes for each new condition were added to the volumes in the prior condition to determine the change in capacity utilization at the study intersections.

9.0 TRAFFIC ANALYSIS

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

9.1 Existing Conditions

9.1.1 *Existing Conditions*

As indicated in column [1] of *Table 9–1*, the nine of the 10 study intersections are presently operating at LOS D or better during the weekday AM and PM peak hours under existing conditions. The following intersection is currently operating at LOS E or worse during the peak hour shown below under existing conditions:

- Int. No. 3: Fairfax Avenue / Beverly Boulevard — AM Peak Hour: *v/c* = 0.911, LOS E

The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in *Figures 5–1* and *5–2*, respectively.

9.1.2 *Existing with Project Conditions*

As shown in column [2] of *Table 9–1,* application of the City's threshold criteria to the "Existing with Project" scenario indicates that the Project would not create significant impacts at any of the 10 study intersections. Incremental, but not significant, impacts are noted at the study intersections. Therefore, no mitigation measures are required or recommended with respect to these intersections under the "Existing with Project" conditions. The "Existing with Project" traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 9–1*** and ***9–2***, respectively.

9.2 Future Conditions

9.2.1 *Future Cumulative Baseline Conditions*

The future cumulative baseline conditions were forecast based on the addition of traffic generated by the completion and occupancy of the related projects, as well as the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth). The *v/c* ratios at all of the study intersections are incrementally increased with the addition of ambient traffic and traffic generated by the related projects listed in *Table 6–1*.

As presented in column [3] of *Table 9–1*, seven of the 10 study intersections are expected to operate at LOS D or better during the weekday AM and PM peak hours with the addition of growth in ambient traffic and related project traffic under the future cumulative baseline conditions. The following intersections are expected to operate at LOS E or worse during the peak hours shown below under the future cumulative baseline conditions:

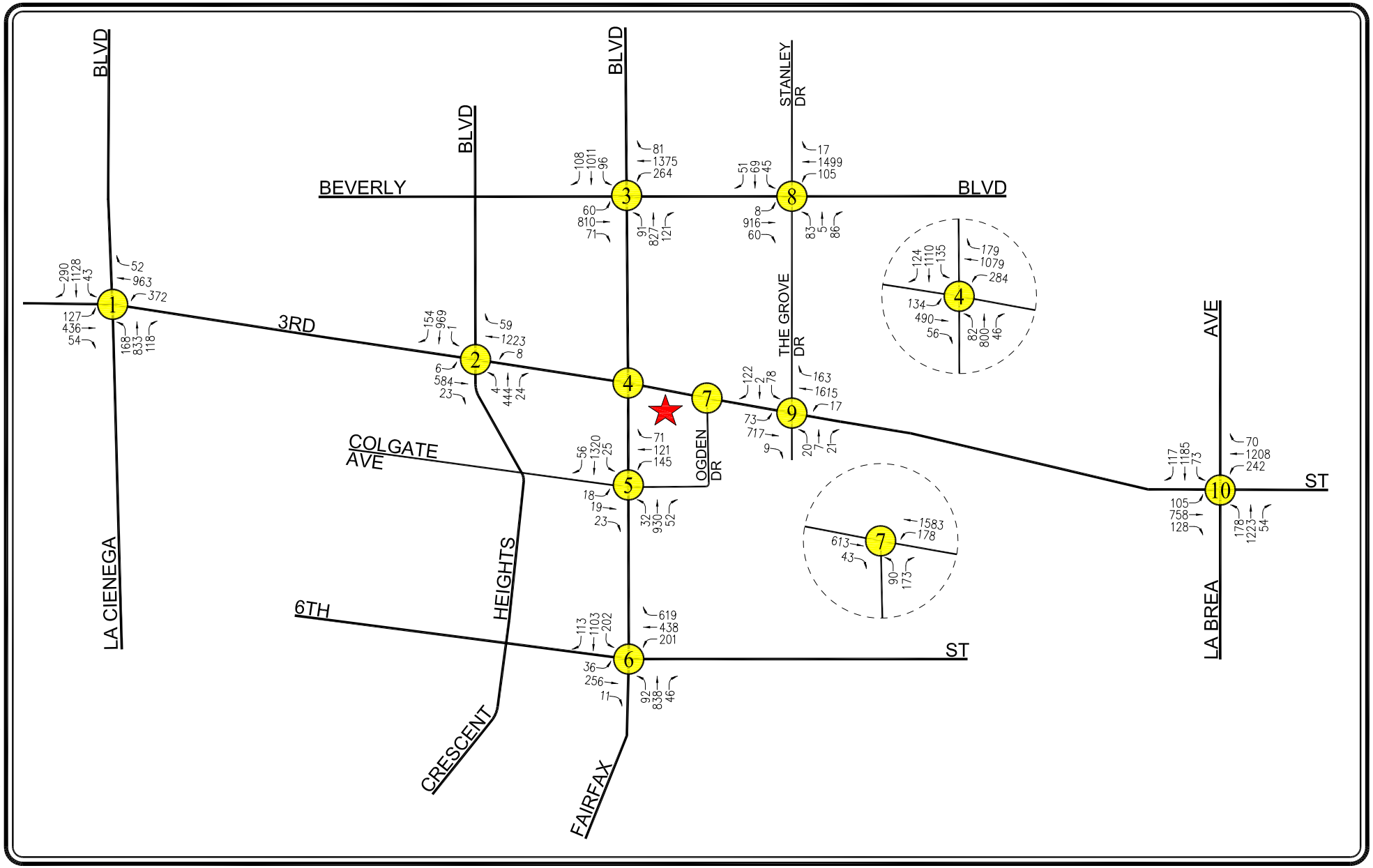
Table 9-1
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS

15-May-19

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2019 EXISTING V/C	LOS	[2] YEAR 2019 EXISTING W/ PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	[3] YEAR 2023 FUTURE PRE-PROJECT V/C	LOS	[4] YEAR 2023 FUTURE W/ PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]
1	La Cienega Boulevard /	AM	0.771	C	0.773	C	0.002	NO	0.845	D	0.847	D	0.002	NO
	3rd Street	PM	0.730	C	0.733	C	0.003	NO	0.805	D	0.808	D	0.003	NO
2	Crescent Heights Boulevard /	AM	0.715	C	0.720	C	0.005	NO	0.753	C	0.758	C	0.005	NO
	3rd Street	PM	0.639	B	0.644	B	0.005	NO	0.677	B	0.682	B	0.005	NO
3	Fairfax Avenue /	AM	0.911	E	0.917	E	0.006	NO	1.032	F	1.038	F	0.006	NO
	Beverly Boulevard	PM	0.843	D	0.850	D	0.007	NO	0.957	E	0.964	E	0.007	NO
4	Fairfax Avenue /	AM	0.892	D	0.899	D	0.007	NO	0.976	E	0.983	E	0.007	NO
	3rd Street	PM	0.863	D	0.873	D	0.010	NO	0.988	E	0.997	E	0.009	NO
5	Fairfax Avenue /	AM	0.598	A	0.617	B	0.019	NO	0.661	B	0.680	B	0.019	NO
	Colgate Avenue	PM	0.531	A	0.545	A	0.014	NO	0.614	B	0.628	B	0.014	NO
6	Fairfax Avenue /	AM	0.748	C	0.754	C	0.006	NO	0.847	D	0.853	D	0.006	NO
	6th Street	PM	0.744	C	0.747	C	0.003	NO	0.880	D	0.884	D	0.004	NO
7	Ogden Drive /	AM	0.499	A	0.519	A	0.020	NO	0.534	A	0.554	A	0.020	NO
	3rd Street	PM	0.522	A	0.538	A	0.016	NO	0.562	A	0.577	A	0.015	NO
8	Stanley Avenue-The Grove Drive /	AM	0.637	B	0.637	B	0.000	NO	0.691	B	0.692	B	0.001	NO
	Beverly Boulevard	PM	0.661	B	0.664	B	0.003	NO	0.720	C	0.723	C	0.003	NO
9	The Grove Drive /	AM	0.603	B	0.611	B	0.008	NO	0.644	B	0.651	B	0.007	NO
	3rd Street	PM	0.454	A	0.456	A	0.002	NO	0.492	A	0.493	A	0.001	NO
10	La Brea Avenue /	AM	0.880	D	0.886	D	0.006	NO	0.939	E	0.945	E	0.006	NO
	3rd Street	PM	0.826	D	0.829	D	0.003	NO	0.920	E	0.925	E	0.005	NO

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

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



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★ PROJECT SITE

(XX) STUDY INTERSECTION

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

LINSCOTT, LAW & GREENSPAN, engineers

6300 W. 3RD STREET MIXED-USE PROJECT

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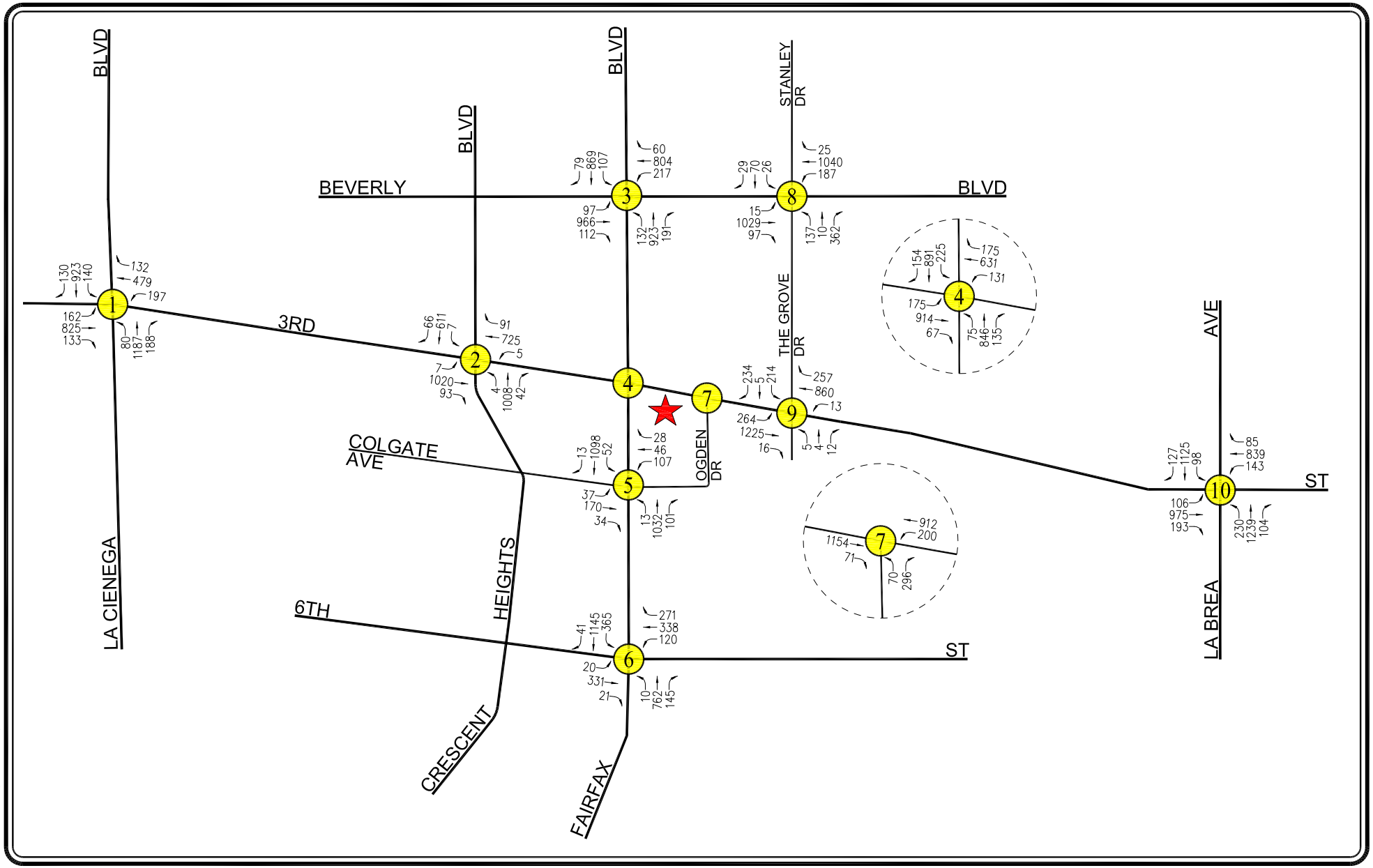

PROJECT SITE

STUDY INTERSECTION

N

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

6300 W. 3RD STREET MIXED-USE PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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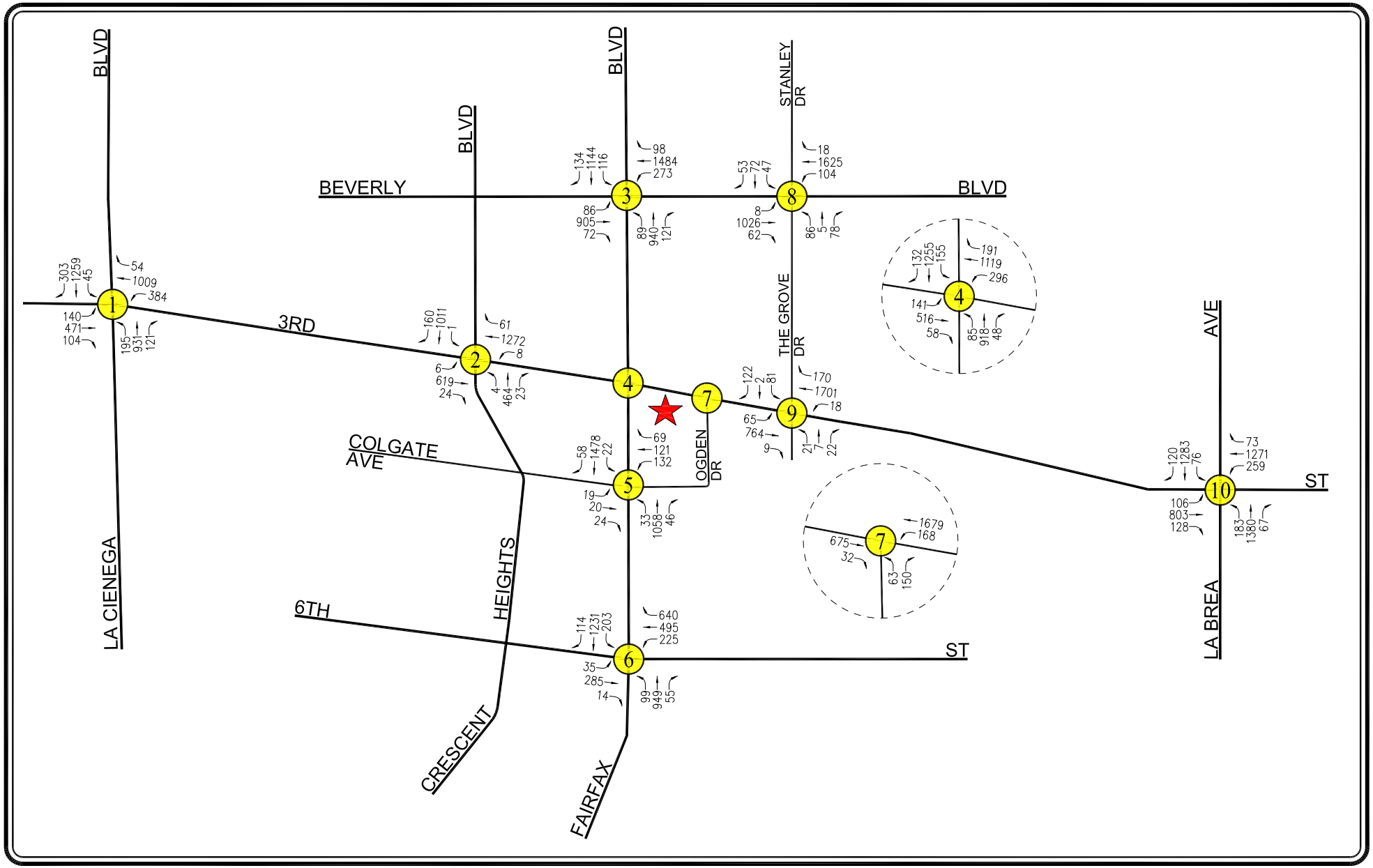
- Int. No. 3: Fairfax Avenue / Beverly Boulevard — AM Peak Hour: *v/c* = 1.032, LOS F; PM Peak Hour: *v/c* = 0.957, LOS E
- Int. No. 4: Fairfax Avenue / 3rd Street — AM Peak Hour: *v/c* = 0.976, LOS E; PM Peak Hour: *v/c* = 0.988, LOS E
- Int. No. 10: La Brea Avenue / Beverly Boulevard — AM Peak Hour: *v/c* = 0.939, LOS E; AM Peak Hour: *v/c* = 0.920, LOS E

These conditions would occur based on cumulative future growth anticipated in the area, regardless of whether the Project was developed. 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 9–3*** and ***9–4***, respectively.

9.2.2 *Future Cumulative with Project Conditions*

The "Future Cumulative with Project" conditions were forecast based on the addition of traffic generated by the Project plus completion and occupancy of related projects. As shown in column [4] of *Table 9–1*, application of the City's threshold criteria to the "Future Cumulative with Project" scenario indicates that the proposed Project would not create significant impacts at any of the 10 study intersections. Therefore, no mitigation measures are required or recommended with respect to these intersections under the "Future Cumulative with Project" conditions. 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 9–5*** and ***9–6***, respectively.



N

NOT TO SCALE

★ PROJECT SITE

(XX) STUDY INTERSECTION

FIGURE 9-3

FUTURE CUMULATIVE BASELINE TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

6300 W. 3RD STREET MIXED-USE PROJECT

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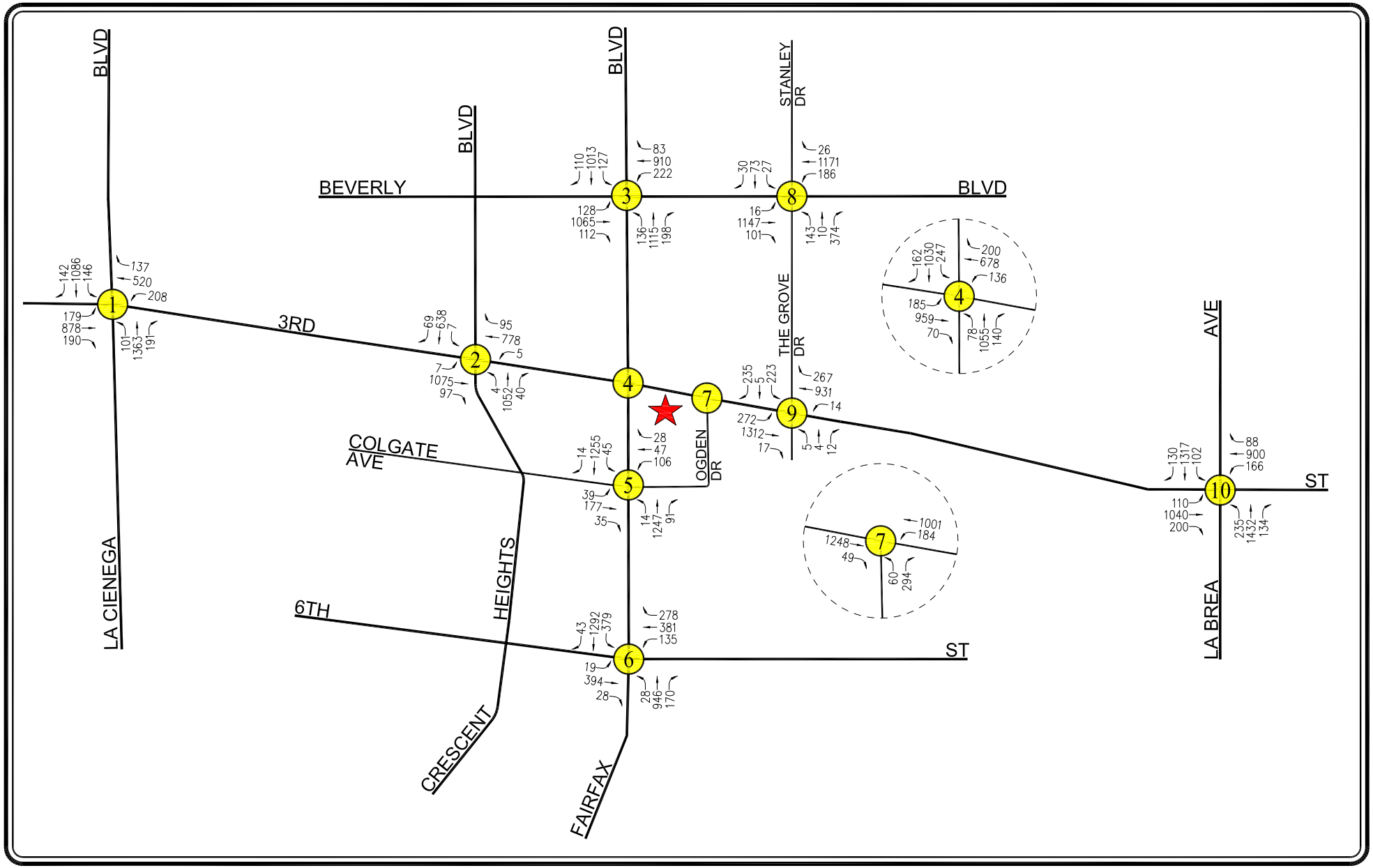

FIGURE 9-4
FUTURE CUMULATIVE BASELINE TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR

6300 W. 3RD STREET MIXED-USE PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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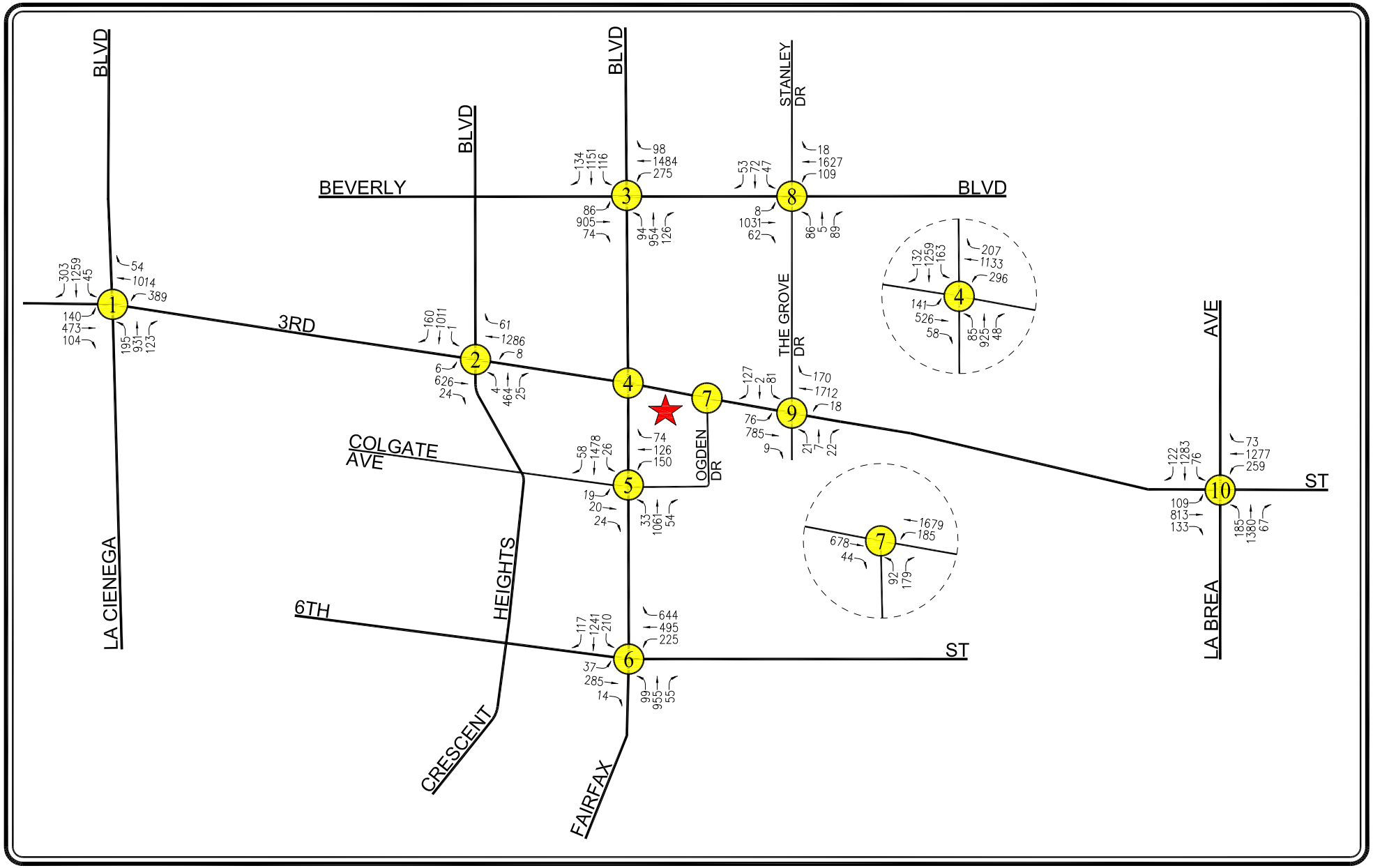

FIGURE 9-5
FUTURE CUMULATIVE WITH PROJECT TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

6300 W. 3RD STREET MIXED-USE PROJECT

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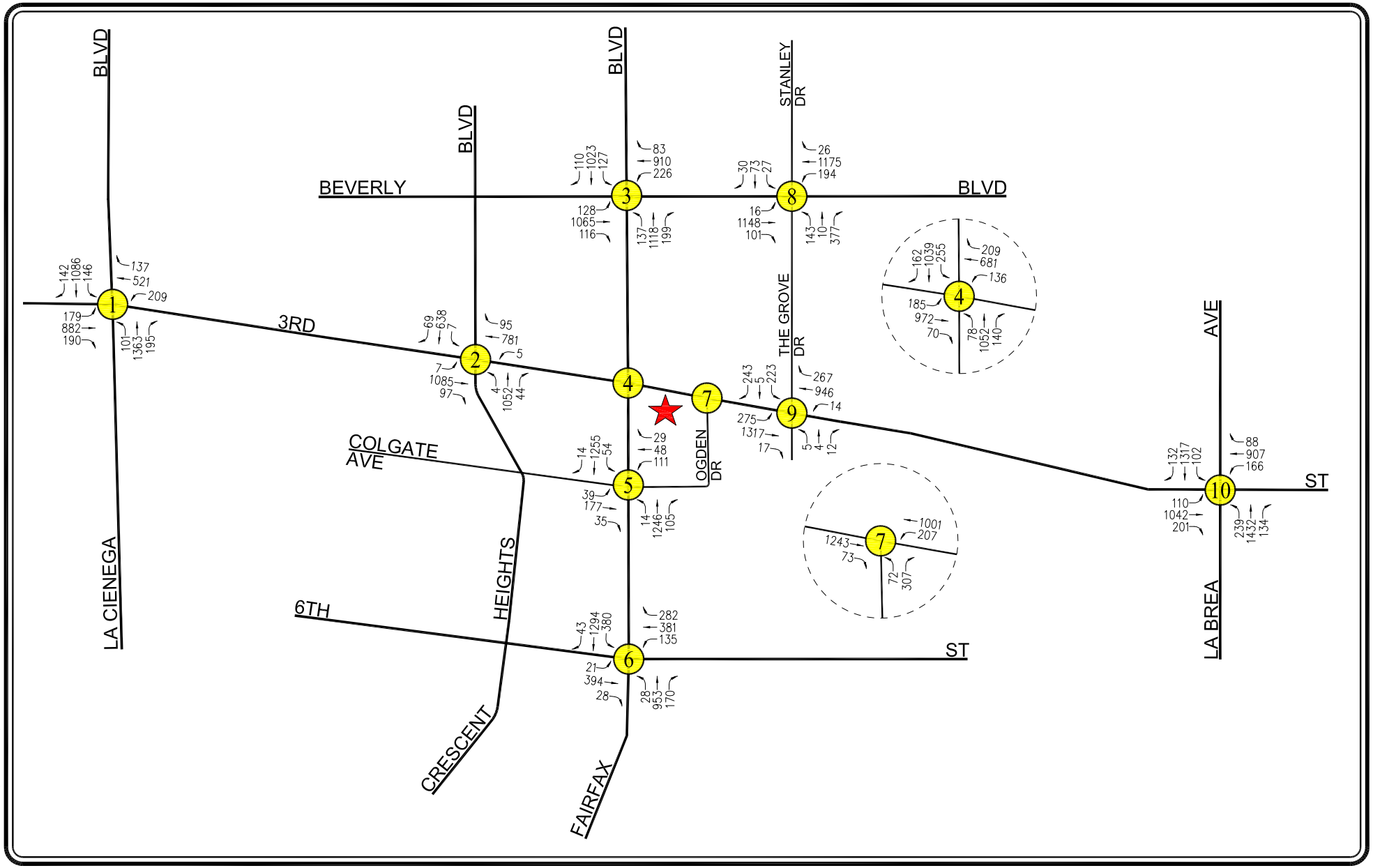

N

NOT TO SCALE

★ PROJECT SITE

(XX) STUDY INTERSECTION

FIGURE 9-6

FUTURE CUMULATIVE WITH PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

6300 W. 3RD STREET MIXED-USE PROJECT

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10.0 CONGESTION MANAGEMENT PROGRAM TRAFFIC IMPACT ASSESSMENT

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

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

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

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

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

10.1 Intersections

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

CMP Station	Intersection
No. 6	La Cienega Boulevard / Wilshire Boulevard
No. 60	Highland Avenue / Santa Monica Boulevard
No. 87	La Brea Avenue / Wilshire Boulevard
No. 160	Doheny Drive / Santa Monica Boulevard
No. 161	La Cienega Boulevard / Santa Monica Boulevard

The CMP TIA guidelines require that intersection monitoring locations must be examined if the proposed Project will add 50 or more trips during either the AM or PM weekday peak hours at any of the monitoring locations. The Project is forecast to add the following peak hour trips to the intersection monitoring locations:

- No. 6: 8 AM peak hour trips, 5 PM peak hour trips
- No. 60: 10 AM peak hour trips, 6 PM peak hour trips
- No. 87: 7 AM peak hour trips, 5 PM peak hour trips
- No. 160: 3 AM peak hour trips, 2 PM peak hour trips
- No. 161: 7 AM peak hour trips, 4 PM peak hour trips

Thus, the proposed Project would not add 50 or more trips during the AM or PM peak hours at any of the CMP monitoring locations. Therefore, no further review of potential impacts to intersection monitoring locations that are part of the CMP highway system is required.

Caltrans provided a comment letter to the City of Los Angeles on the Initial Study and Notice of Preparation for the Project requesting analysis of the Fairfax Avenue / Santa Monica Boulevard intersection. While not a CMP monitoring location, the number of Project-related trips at this intersection was estimated in response to the request. Briefly, it is estimated that the Project will generate 21 AM peak hour trips and 13 PM peak hour trips at the Fairfax Avenue / Santa Monica Boulevard. The relative number of Project-related trips at the Fairfax Avenue / Santa Monica Boulevard intersection is well below the CMP thresholds for analysis. Therefore, no further review or analysis is required.

10.2 Freeways

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

CMP Station	Location
No. 1012	I-10 Freeway east of La Brea Avenue under-cross
No. 1037	US-101 Freeway south of Santa Monica Boulevard

The CMP TIA guidelines require that freeway monitoring locations must be examined if the proposed Project will add 150 or more trips (in either direction) during either the AM or PM weekday peak periods. The Project is forecast to add the following peak hour trips to the freeway monitoring locations:

- No. 1012: 1 EB AM peak hour trips, 2 WB AM peak hour trips

  1 EB PM peak hour trips, 0 WB PM peak hour trips
- No. 1037: 5 NB AM peak hour trips, 2 SB AM peak hour trips

  1 NB PM peak hour trips, 3 SB PM peak hour trips

The proposed Project will not add 150 or more trips (in either direction) during either the AM or PM weekday peak hours to the CMP freeway monitoring locations which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. Therefore, no further review of potential impacts to freeway monitoring locations that are part of the CMP highway system is required.

It is further noted that the Project-related effects were previously assessed through the traffic study MOU process (see Exhibit A contained within *Appendix A*). Based on the freeway screening analysis, which analyzed the potential Project-related trips on freeway off-ramps and mainline sections of the I-10 and US 101 Freeways, it was determined that no additional review of potential impacts due to the Project was required as part of the traffic study.

10.3 Transit Impact Review

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

The Project trip generation, as shown in *Table 7–1*, was adjusted by values set forth in the CMP (i.e., person trips equal 1.4 times vehicle trips, and transit trips equal 3.5 percent of the total person trips) to estimate transit trip generation. Pursuant to the CMP guidelines, the proposed Project is forecast to generate demand for 7 transit trips during the AM peak hour and 4 transit trips during the PM peak hour. Therefore, the calculations are as follows:

- AM Peak Hour = $142 \times 1.4 \times 0.035 = 7$ Transit Trips
- PM Peak Hour = $87 \times 1.4 \times 0.035 = 4$ Transit Trips

As shown in *Table 4–1*, nine transit lines and routes are provided adjacent to or in close proximity the Project Site. As outlined in *Table 4–1*, under the "No. of Buses During Peak Hour" column, these nine public transit lines provide services for an average of (i.e., average of the directional number of buses during the peak hours) generally 100 buses during the AM peak hour and roughly 101 buses during the PM peak hour. Therefore, based on the above calculated AM and PM peak hour trips, this would correspond to a proportionally small number of additional Project-generated transit trips per bus. The existing transit service in the Project area will adequately accommodate the increase of Project-generated transit trips.

11.0 CONSTRUCTION IMPACT ASSESSMENT

11.1 Construction Assumptions

There are two phases related to construction of the Project, each with separate trip generation characteristics. First is the shoring/excavation phase, which generally results in the highest number of truck trips per day as compared to other phases of project construction. Second is the building construction phase, which typically generates the highest number of construction workers on site as compared to other phases of construction.

Shoring/Excavation

The shoring/excavation phase of the Project would result in the need to export approximately 110,000 cubic yards of material from the Project Site. During this phase, hauling of material from the Project Site would occur on weekdays between 7:00 AM and 5:00 PM (i.e., a ten-hour period). A total of 120 truck round-trips per day (i.e., 120 inbound and 120 outbound) carrying approximately 14 cubic yards of material per truck are expected on weekdays (i.e., 13-14 trucks per hour). Based on the estimated removal of 1,680 cubic yards of material on each weekday, it is expected that the materials would be removed from the Project Site over a period of approximately 65 work days.

It is not anticipated that work during the shoring/excavation phase of the Project would occur on Saturdays. However, work on Saturdays may need to occur to ensure work remains on schedule. Hauling of material from the Project Site would occur on Saturdays between 8:00 AM and 6:00 PM (i.e., a ten-hour period). If hauling were to occur on Saturdays, the level of activity and number of haul trucks would be the same as anticipated for a weekday.

The precise route of haul trucks arriving to and departing from the Project Site will be determined by the City's Advisory Agency in connection with this consideration of the proposed vesting tentative map for the Project. It is reasonable to assume, however, that the primary route to be used by haul trucks traveling to and from the Project Site will include Fairfax Avenue and the I-10 (Santa Monica) Freeway.

In addition to the trips by hauling trucks, approximately 60 round-trips per day by construction workers (30 inbound and 30 outbound) are expected related to the shoring/excavation phase during peak activity.

Building Construction

Building construction is estimated to occur over an approximate 22-month period. During peak construction activity, it is estimated that approximately 150 construction worker round-trips per day would be generated (150 inbound and 150 outbound), as well as 32 round-trips by miscellaneous delivery trucks (32 inbound and 32 outbound). Building construction is permitted in the City of Los Angeles on weekdays between 7:00 AM and 9:00 PM, as well as on Saturdays from 8:00 AM to 6:00 PM.

Construction Worker Parking and Roadway/Sidewalk Closures

Parking for construction workers will be provided in a lot or multiple lots in proximity to the Project Site. Street parking by construction workers will not be permitted.

The construction of the Project would not require the closure of any vehicle travel lanes. This is due primarily to the availability of parking "lanes" adjacent to the Project Site on Ogden Drive, so that the use of the adjacent travel lanes should not be required. The street parking spaces adjacent to the Project Site on Ogden Drive may be reserved for use by construction vehicles for the duration of construction. As these street parking spaces are likely associated with the existing uses on the Project Site (which will be removed as part of the Project), the temporary unavailability of these street parking spaces is not expected to cause any adverse effect. Street parking is currently not permitted on the south side of W. 3rd Street and the Project does not propose to park vehicles on W. 3rd Street.

Temporary closures of Ogden Drive will need to occur periodically for certain activities during the building construction phase. These activities include, but are not limited to bringing in concrete pumps to pour the mat foundation slab and transporting the cranes needed to erect and dismantle the tower crane used for constriction of the Project.

Additionally, temporary closures of the sidewalks adjacent to the Project Site on W. 3rd Street and Ogden Drive may be required during portions of the construction period. The sidewalk along Ogden Drive could be closed for the duration of the Project construction. However, signs would be posted advising pedestrians of temporary sidewalk closures and providing alternative routes (e.g., if the sidewalk on the west side of Ogden Drive adjacent to the Project Site is temporarily closed, a sign or signs would direct pedestrians to use the sidewalk on the east side of Ogden Drive as an alternative route).

The Project applicant would prepare and submit a work site traffic control plan to LADOT prior to the start of construction. That plan would show the location of any temporary roadway, street parking, or sidewalk closures, warning signs and access to abutting properties.

11.2 Vehicle Trip Generation

The potential traffic impacts of the Project at build-out and occupancy is assessed in Section 9.0 herein based on the evaluation of operations at local intersections during the weekday morning (AM) and afternoon (PM) commuter peak hours. Set forth below is a similar forecast of trip generation related to Project construction, which is provided for the AM and PM peak hours for comparison purposes to the Project at build-out. Also provided for informational purposes is a forecast of the weekday daily (24-hour) trip generation related to construction of the Project.

In addition to the construction assumptions outlined in the prior section, the following additional assumptions are made relative to vehicular trip generation during the construction period:

- Typically, most construction workers arrive and depart the worksite outside of the commuter peak hours. For this analysis, it has been conservatively assumed that 10% of the inbound daily trips would arrive at the Project Site during the AM peak hour and that 10% of the outbound daily trips would depart the Project Site during the PM peak hour.

- Trucks utilize more of the physical roadway as compared to passenger cars and small trucks. Thus, for trips generated by trucks, a passenger car equivalency (PCE) factor of 2.0 has been assumed based on factors provided in the *Highway Capacity Manual* published by the Transportation Research Board.

Table 11–1 provides the trip generation forecast related to construction of the Project. As shown in *Table 11–1*, and based on the preceding assumptions, the forecast trip generation by phase of construction is as follows:

- <u>Shoring/Excavation</u>
    - 540 daily trips (270 inbound / 270 outbound)
    - 66 AM peak hour trips (36 inbound / 30 outbound)
    - 66 PM peak hour trips (30 inbound / 36 outbound)
- <u>Building Construction</u>
    - 428 daily trips (214 inbound / 214 outbound)
    - 58 AM peak hour trips (44 inbound/ 14 outbound)
    - 58 PM peak hour trips (14 inbound / 44 outbound)

11.3 Traffic Assessment

Table 7–1 provides the trip generation forecast for the Project at build-out. As shown in *Table 7–1*, the Project is forecast to generate 1,609 net new trips during a typical weekday, including 142 net new AM peak hour trips and 87 net new PM peak hour trips. By comparison, the shoring/excavation phase is estimated to generate 540 daily trips, 66 AM peak hour trips and 66 PM peak hour trips while the building construction phase is estimated to generate 428 daily trips, 58 AM peak hour trips and 58 PM peak hour trips. Thus, construction activity at the Project Site would generate significantly fewer trips than the operation of the Project following its completion.

Table 9–1 shows that following construction, the Project's operational traffic impacts would be less than significant at all of the study intersections based on the City of Los Angeles thresholds of significance. Accordingly, it is reasonable to conclude that construction activity at the Project Site would also result in traffic impacts that are less than significant based on the significantly lower trip generation during construction as compared to the operation of the Project following its completion. Moreover, the construction traffic impact is temporary and would end at the completion of construction. Therefore, no additional analysis of traffic impacts relating to the construction of the Project is required.

Table 11-1
CONSTRUCTION TRIP GENERATION [1]

17-Jul-19

PHASE	DAILY TRIP ENDS VOLUMES	AM PEAK HOUR VOLUMES			PM PEAK HOUR VOLUMES		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Shoring / Excavation							
Construction Workers	60	6	0	6	0	6	6
Trucks	240	14	14	28	14	14	28
PCE (2.0) Adjusted [2]	480	28	28	56	28	28	56
Phase Subtotal (PCE Adjusted)	**540**	**34**	**28**	**62**	**28**	**34**	**62**
Building Construction							
Construction Workers	300	30	0	30	0	30	30
Trucks	64	7	7	14	7	7	14
PCE (2.0) Adjusted [2]	128	14	14	28	14	14	28
Phase Subtotal (PCE Adjusted)	**428**	**44**	**14**	**58**	**14**	**44**	**58**

[1] Source: Holland Construction, Inc.
[2] A Passenger Car Equivalent (PCE) factor of 2.0 was applied to all trucks based on standard traffic engineering practice to conservatively estimate the equivalent number of vehicles associated with the trucks.

12.0 CONCLUSIONS

This traffic impact analysis has been prepared to evaluate the potential impacts to the local street system due to the proposed 6300 W. 3rd Street Mixed-Use Project located at 6300-6370 W. 3rd Street, 300-370 S. Fairfax Avenue, and 347 S. Ogden Drive in the Wilshire Community Plan area of the City of Los Angeles. Ten intersections were identified and analyzed in order to determine changes in operations following construction and occupancy of the proposed Project. Application of the impact threshold criteria from the City of Los Angeles indicate that none of the 10 study intersections would be significantly impacted by the forecast Project traffic. Incremental, but not significant, impacts are noted at the 10 study intersections evaluated in this analysis. As the Project is not expected to result in any significant traffic impacts, no traffic mitigation measures are required or recommended.

Furthermore, a Traffic Impact Assessment has been prepared to determine the potential impacts on designated monitoring locations on the Congestion Management Program (CMP) highway system based on the procedures outlined in the 2010 CMP for Los Angeles County. Application of the impact threshold criteria outlined in the CMP manual indicate that none of the intersection and freeway monitoring locations within the Project's vicinity would be significantly impacted by the forecast Project traffic. In addition, a review of the potential impacts of the Project on transit service indicates that an insignificant number of additional transit trips per bus would be generated by the Project. It is anticipated that the existing transit service in the Project area would adequately accommodate the increase of Project-generated transit trips.

Finally, a Construction Impact Assessment has been prepared to determine the potential impacts of construction-related traffic to the local street system. It has been determined that construction activity at the Project Site would generate significantly fewer trips than the operation of the Project following its completion. Accordingly, it is reasonable to conclude that construction activity at the Project Site would also result in traffic impacts that are less than significant based on the significantly lower trip generation during construction as compared to the operation of the Project following its completion. Therefore, no additional analysis of traffic impacts relating to the construction of the Project is required.

APPENDIX A

TRAFFIC STUDY MEMORANDUM OF UNDERSTANDING

Transportation Impact Study Memorandum of Understanding (MOU)

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

I. PROJECT INFORMATION

Project Name: *Third & Fairfax*
Project Address: *6300 W. 3rd Street*
Project Description: *Development of 380 residential apartment dwelling units, 77,550 square feet of retail floor area, 18,432 square feet of high-turnover sit-down restaurant floor area, and 64,198 square feet of supermarket floor area.*
LADOT Project Case Number: _____
Project Site Plan [Figure 2-1] attached? (Required) **x** Yes __ No

II. TRIP GENERATION

Geographic Distribution: N *25%* S *25%* E *25%* W *25%*
Illustration of Project trip distribution percentages at Study intersections [Figures 7-1 and 7-2] attached? (Required) **x** Yes __ No

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

	Yes	No
Transit Usage	x	
Transportation Demand Management		x
Existing Active Land Use	x	
Previous Land Use		x
Internal Trip	x	
Pass-by Trip	x	

Source of Trip Generation Rate(s)? **x** ITE 9th Edition __ Other: _____

Trip generation table [Table 7-1] 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) **x** Yes __ No

	In	Out	Total
AM Trips	50	151	201
PM Trips	85	0	85

III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: *2022* Ambient or CMP Growth Rate: *1.0* % Per Yr.

Related Projects List [Table 6-1], researched by the consultant and approved by LADOT, attached? (Required) **x** Yes __ No
*Forthcoming

Subject to Freeway Impact Analysis, in addition to CMP Analysis? __ Yes **x** No
(Freeway analysis screening filter [Exhibit A] must be included in this MOU; selecting "yes" implies that at least one criteria was satisfied)
*No freeway mainlines and ramps within the project vicinity.

Map of Study Intersections [Figure 1-1] attached? **x** Yes __ No
(May be subject to LADOT revision after initial impact analysis)

Is this Project located on a street within the High Injury Network? **x** Yes __ No

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IV. CONTACT INFORMATION

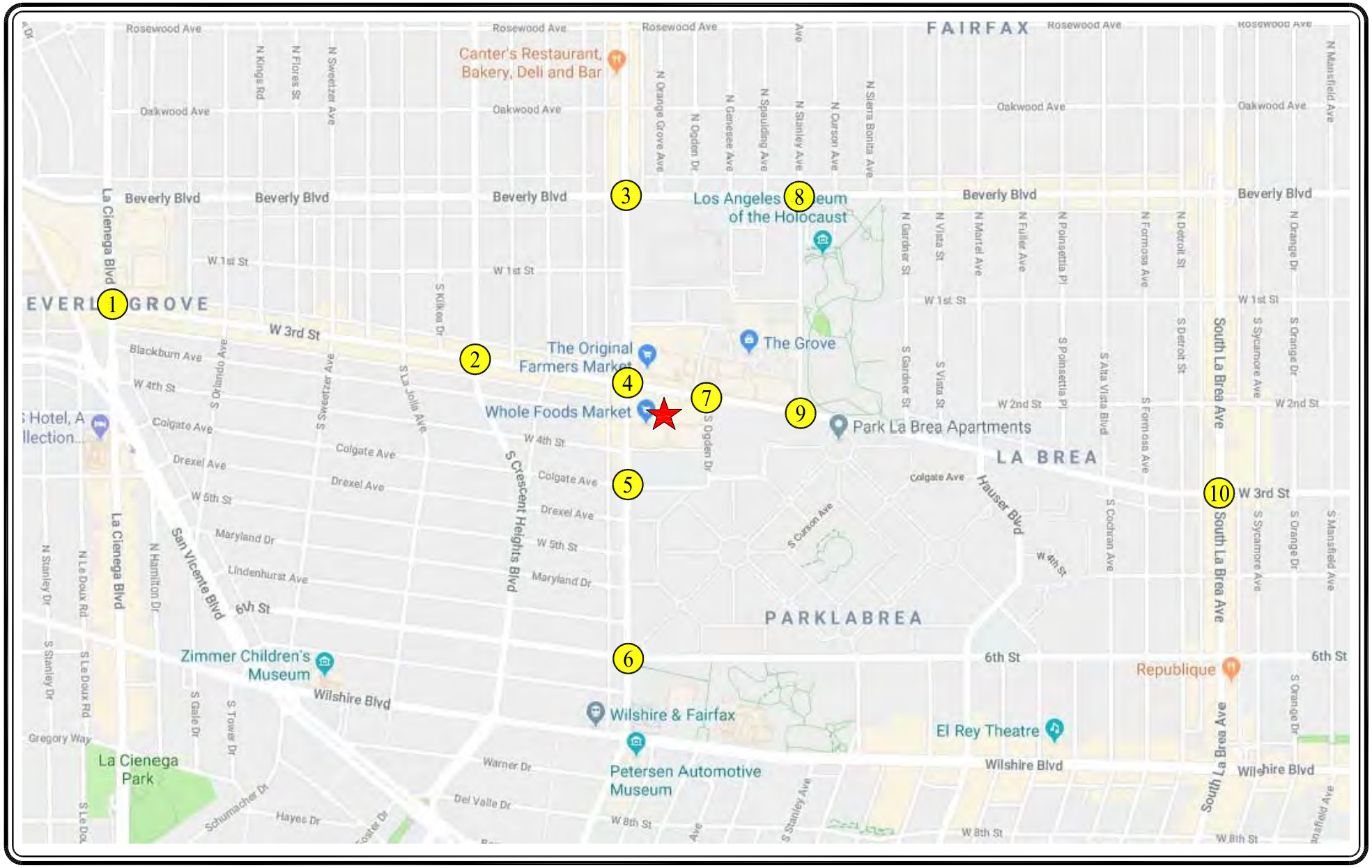
	Consultant	Developer
Name	Linscott, Law & Greenspan, Engineers	Holland Acquisition Co, LLC
Address	20931 Burbank Boulevard, Suite C	5000 E. Spring Street, Suite 500
	Woodland Hills, CA 91367	Long Beach, CA 90815
Phone No.	818.835.8648	562.912.3860
E-Mail	jshender@llgengineers.com	ctsay@hollandpartnergroup.com

Approved by:

	4/30/2018		5/3/18
Consultant's Representative	Date	LADOT's Representative	Date

Study Intersections

1. La Cienega Boulevard / 3rd Street
2. Crescent Heights Boulevard / 3rd Street
3. Fairfax Avenue / Beverly Boulevard
4. Fairfax Avenue / 3rd Street
5. Fairfax Avenue / Colgate Avenue
6. Fairfax Avenue / 6th Street
7. Ogden Drive / 3rd Street
8. Stanley Avenue-The Grove Drive / Beverly Boulevard
9. The Grove Drive / 3rd Street
10. La Brea Avenue / 3rd Street



N

NOT TO SCALE

MAP SOURCE: GOOGLE MAPS

★ PROJECT SITE

(XX) STUDY INTERSECTION

FIGURE 1-1
VICINITY MAP

LINSCOTT, LAW & GREENSPAN, engineers

THIRD & FAIRFAX

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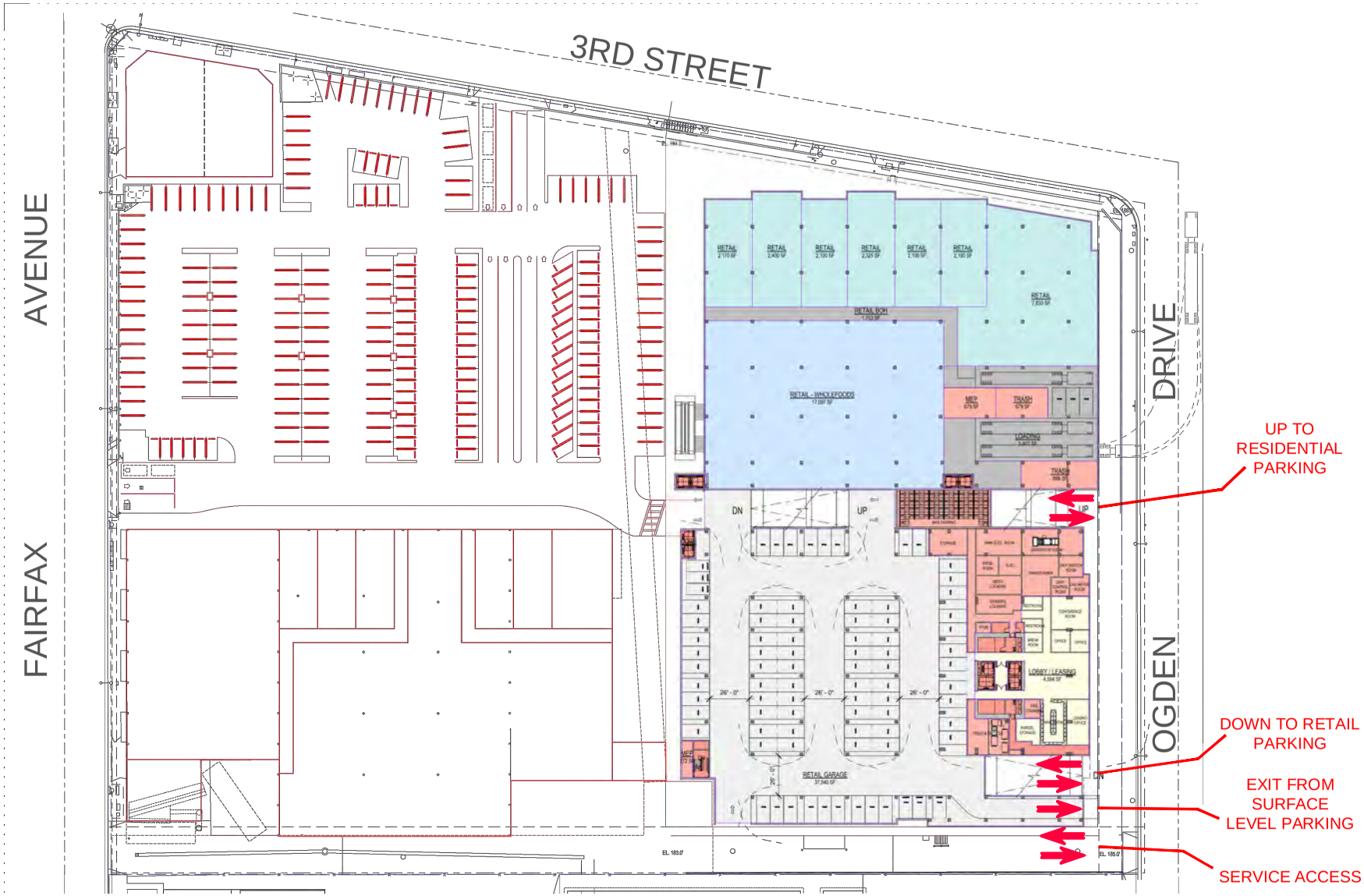

NOT TO SCALE

MAP SOURCE: MVE + PARTNERS

FIGURE 2-1
PROJECT SITE PLAN
GROUND FLOOR PLAN

THIRD & FAIRFAX

LINSCOTT, LAW & GREENSPAN, engineers

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Table 7-1
PROJECT TRIP GENERATION [1]

30-Apr-18

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Proposed Project								
Apartments [3]	380 DU	2,527	39	155	194	153	83	236
Commercial [4]	77,550 GSF	3,311	46	28	74	138	150	288
Restaurant [5]	18,432 GSF	2,344	109	90	199	109	73	182
Supermarket [6]	64,198 GSF	6,564	135	83	218	311	298	609
Subtotal		14,746	329	356	685	711	604	1,315
Transit Trips [7]								
Apartments (15%)		(379)	(6)	(23)	(29)	(23)	(12)	(35)
Commercial (15%)		(497)	(7)	(4)	(11)	(21)	(23)	(44)
Restaurant (15%)		(352)	(16)	(14)	(30)	(16)	(11)	(27)
Supermarket (15%)		(985)	(20)	(12)	(32)	(47)	(45)	(92)
Subtotal		(2,213)	(49)	(53)	(102)	(107)	(91)	(198)
Internal Capture [8]								
Commercial (10%)		(281)	(4)	(2)	(6)	(12)	(13)	(25)
Restaurant (10%)		(199)	(9)	(8)	(17)	(9)	(6)	(15)
Supermarket (10%)		(558)	(12)	(7)	(19)	(26)	(25)	(51)
Subtotal		(1,038)	(25)	(17)	(42)	(47)	(44)	(91)
Subtotal Project Driveway Trips		**11,495**	**255**	**286**	**541**	**557**	**469**	**1,026**
Existing Site								
Commercial [4]	(181,352) GSF	(7,744)	(108)	(66)	(174)	(323)	(350)	(673)
Restaurant [5]	(6,085) GSF	(774)	(36)	(30)	(66)	(36)	(24)	(60)
Supermarket [6]	(41,158) GSF	(4,208)	(87)	(53)	(140)	(199)	(191)	(390)
Subtotal		(12,726)	(231)	(149)	(380)	(558)	(565)	(1,123)
Existing Transit Trips [6]								
Commercial (15%)		1,162	16	10	26	48	53	101
Restaurant (15%)		116	5	5	10	5	4	9
Supermarket (15%)		631	13	8	21	30	29	59
Subtotal		1,909	34	23	57	83	86	169
Subtotal Existing Driveway Trips		**(10,817)**	**(197)**	**(126)**	**(323)**	**(475)**	**(479)**	**(954)**
NET INCREASE DRIVEWAY TRIPS		**678**	**58**	**160**	**218**	**82**	**(10)**	**72**
Proposed Pass-By Trips [9]								
Commercial (40%)		(1,013)	(14)	(9)	(23)	(42)	(46)	(88)
Restaurant (20%)		(359)	(17)	(14)	(31)	(17)	(11)	(28)
Supermarket (40%)		(2,008)	(41)	(26)	(67)	(95)	(91)	(186)
Existing Pass-By Trips [9]								
Commercial (30%)		1,975	28	17	45	83	89	172
Restaurant (20%)		132	6	5	11	6	4	10
Supermarket (40%)		1,431	30	18	48	68	65	133
NET INCREASE "OFF-SITE" TRIPS		**836**	**50**	**151**	**201**	**85**	**0**	**85**

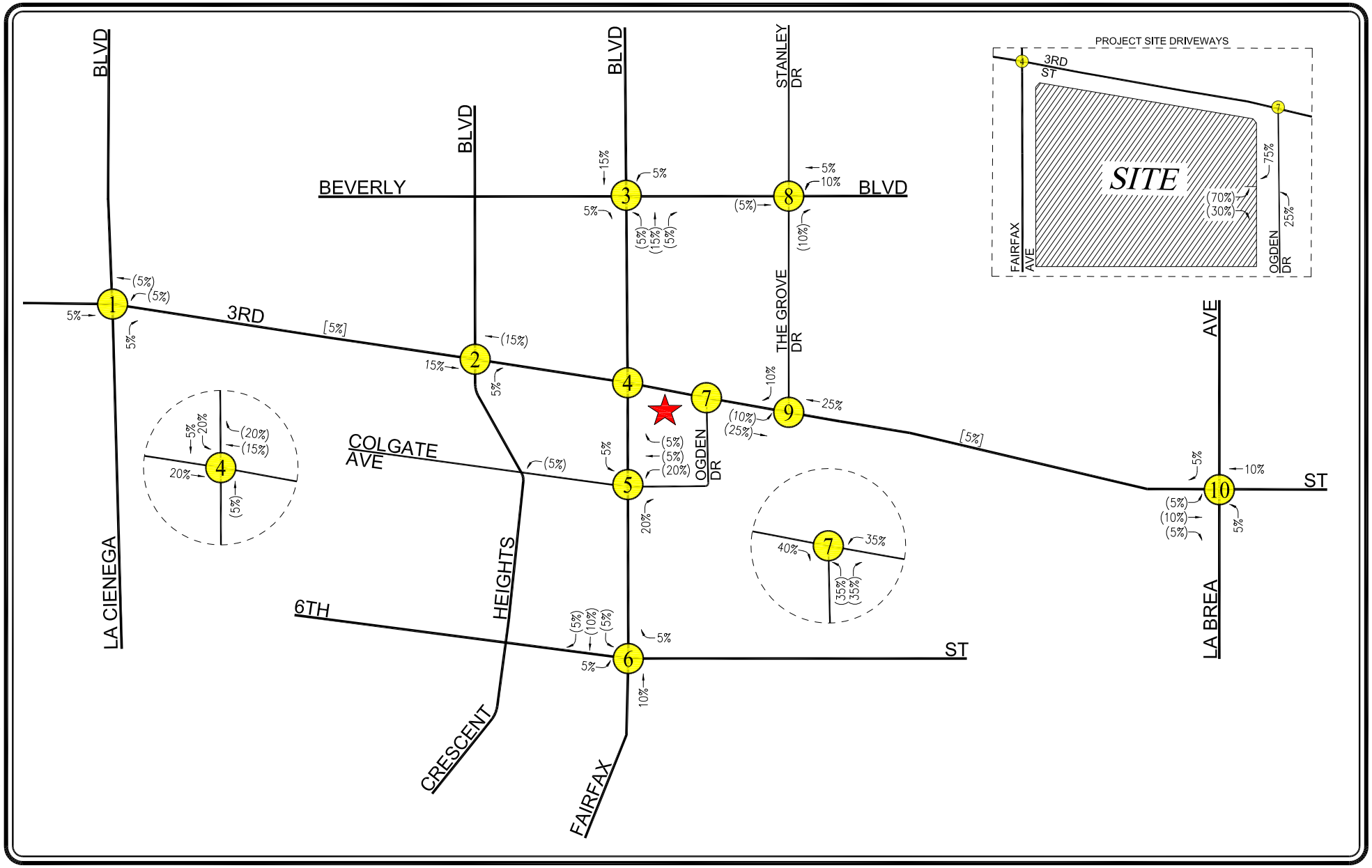
[1] Source: ITE "Trip Generation", 9th Edition, 2012.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 220 (Apartment) trip generation average rates.
- Daily Trip Rate: 6.65 trips/dwelling units; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.51 trips/dwelling unit; 20% inbound/80% outbound
- PM Peak Hour Trip Rate: 0.62 trips/dwelling unit; 65% inbound/35% outbound

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

[5] ITE Land Use Code 932 (High-Turnover Sit-Down Restaurant) trip generation average rates.
- Daily Trip Rate: 127.15 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 10.81 trips/1,000 SF of floor area; 55% inbound/45% outbound
- PM Peak Hour Trip Rate: 9.85 trips/1,000 SF of floor area; 60% inbound/40% outbound

[6] ITE Land Use Code 850 (Supermarket) trip generation average rates.
- Daily Trip Rate: 102.24 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 3.4 trips/1,000 SF of floor area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 9.48 trips/1,000 SF of floor area; 51% inbound/49% outbound

[7] The Project site is located within 1/4 mile of a Metro Rapid bus stop. The trip reduction for transit trips has been applied to the residential and commercial components of the project based on the "LADOT Transportation Impact Study Guidelines," December 2016 for developments within a 1/4 mile walking distance of a transit station or a RapidBus stop.
[8] The internal capture reduction for the commercial, restaurant, and supermarket uses are based on the synergy between all the land uses provided within the project site.
[9] 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 Impact Study Guidelines," December 2016 for Shopping Center 50,000 to less than 100,000 sf, High-Turnover Restaurant, Supermarket, and Shopping Center 100,000 to less than 300,000 sf.



N

NOT TO SCALE

★ PROJECT SITE

(XX) STUDY INTERSECTION

= INBOUND PERCENTAGES

(##) = OUTBOUND PERCENTAGES

[##] = INTERNAL TRAFFIC PERCENTAGES

FIGURE 7-1
PROJECT TRIP DISTRIBUTION
RESIDENTIAL COMPONENT

LINSCOTT, LAW & GREENSPAN, engineers

THIRD & FAIRFAX

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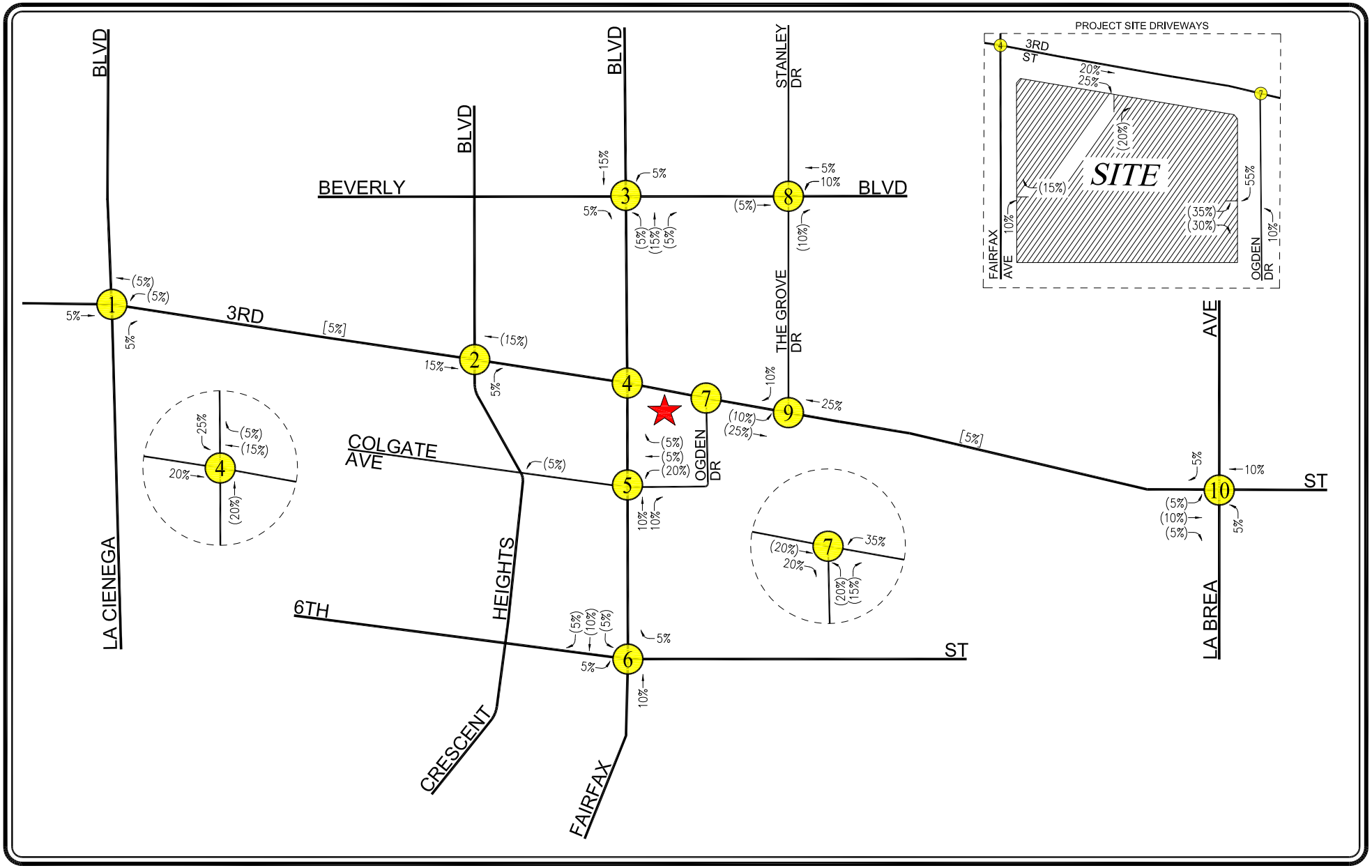

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NOT TO SCALE

★ PROJECT SITE

(XX) STUDY INTERSECTION

= INBOUND PERCENTAGES

(##) = OUTBOUND PERCENTAGES

[##] = INTERNAL TRAFFIC PERCENTAGES

FIGURE 7-2
PROJECT TRIP DISTRIBUTION
COMMERCIAL COMPONENT

THIRD & FAIRFAX

LINSCOTT, LAW & GREENSPAN, engineers

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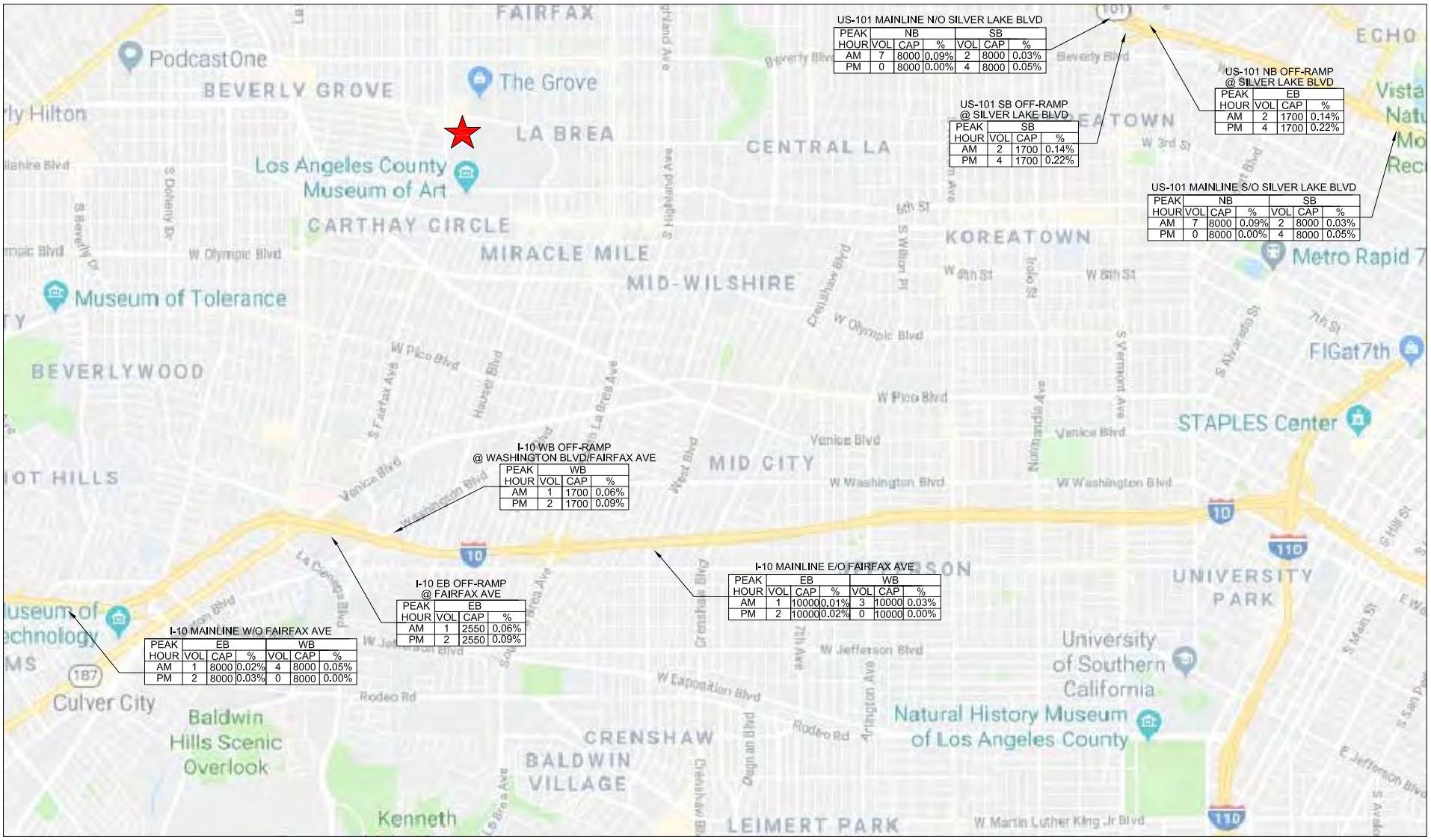

US-101 MAINLINE N/O SILVER LAKE BLVD

PEAK	NB			SB		
HOUR	VOL	CAP	%	VOL	CAP	%
AM	7	8000	0.09%	2	8000	0.03%
PM	0	8000	0.00%	4	8000	0.05%

US-101 NB OFF-RAMP @ SILVER LAKE BLVD

PEAK	EB		
HOUR	VOL	CAP	%
AM	2	1700	0.14%
PM	4	1700	0.22%

US-101 SB OFF-RAMP @ SILVER LAKE BLVD

PEAK	SB		
HOUR	VOL	CAP	%
AM	2	1700	0.14%
PM	4	1700	0.22%

US-101 MAINLINE S/O SILVER LAKE BLVD

PEAK	NB			SB		
HOUR	VOL	CAP	%	VOL	CAP	%
AM	7	8000	0.09%	2	8000	0.03%
PM	0	8000	0.00%	4	8000	0.05%

I-10 WB OFF-RAMP @ WASHINGTON BLVD/FAIRFAX AVE

PEAK	WB		
HOUR	VOL	CAP	%
AM	1	1700	0.06%
PM	2	1700	0.09%

I-10 EB OFF-RAMP @ FAIRFAX AVE

PEAK	EB		
HOUR	VOL	CAP	%
AM	1	2550	0.06%
PM	2	2550	0.09%

I-10 MAINLINE E/O FAIRFAX AVE

PEAK	EB			WB		
HOUR	VOL	CAP	%	VOL	CAP	%
AM	1	10000	0.01%	3	10000	0.03%
PM	2	10000	0.02%	0	10000	0.00%

I-10 MAINLINE W/O FAIRFAX AVE

PEAK	EB			WB		
HOUR	VOL	CAP	%	VOL	CAP	%
AM	1	8000	0.02%	4	8000	0.05%
PM	2	8000	0.03%	0	8000	0.00%

THE PROJECT IS NOT FORECASTED TO ADD MORE THAN 1-PERCENT OF TRAFFIC TO EITHER THE FREEWAY MAINLINE OR LOCAL UTILIZED OFF-RAMPS, ASSUMING A "WORSE CASE" OPERATIONS AT LOS E OR F.

N

NOT TO SCALE

MAP SOURCE: GOOGLE MAPS

★ PROJECT SITE

EXHIBIT A
PROJECT FREEWAY MAINLINE AND FREEWAY TRAFFIC VOLUMES

THIRD & FAIRFAX

LINSCOTT, LAW & GREENSPAN, engineers

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APPENDIX B

MANUAL TRAFFIC COUNT DATA

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South S La Cienega Blvd

East/West W 3rd St

Day: Wednesday Date: 05/02/2018 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	113	170	43	68
BIKES	20	32	24	19
BUSES	48	78	81	83

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	368	9.00	381	8.00	173	7.45	364	7.45
PM PK 15 MIN	385	17.30	330	17.00	279	17.45	227	15.45
AM PK HOUR	1252	8.15	1454	7.30	617	9.00	1391	7.30
PM PK HOUR	1436	17.00	1232	16.30	1105	17.00	837	15.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	80	661	60	801
8-9	262	787	112	1161
9-10	204	881	132	1217
15-16	87	1012	185	1284
16-17	70	1076	173	1319
17-18	79	1175	182	1436
TOTAL	782	5592	844	7218

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	29	1072	302	1403
8-9	37	1090	248	1375
9-10	38	1111	208	1357
15-16	128	916	129	1173
16-17	131	957	138	1226
17-18	139	914	129	1182
TOTAL	502	6060	1154	7716

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2204	29	1	39	0
2536	54	0	104	0
2574	88	0	105	0
2457	108	1	223	4
2545	162	1	200	13
2618	157	2	194	9
14934	598	5	865	26

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	94	311	58	463
8-9	126	415	38	579
9-10	141	416	60	617
15-16	163	674	115	952
16-17	162	762	117	1041
17-18	160	813	132	1105
TOTAL	846	3391	520	4757

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	281	942	59	1282
8-9	341	912	42	1295
9-10	264	722	86	1072
15-16	186	476	141	803
16-17	196	468	130	794
17-18	194	473	131	798
TOTAL	1462	3993	589	6044

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1745	36	3	42	1
1874	76	1	57	0
1689	78	3	71	0
1755	134	5	134	3
1835	170	5	172	2
1903	193	4	146	1
10801	687	21	622	7

Prepared by National Data & Surveying Services

S La Cienega Blvd & W 3rd St

Peak Hour Turning Movement Count

ID: 18-05290-001
City: Los Angeles

Day: Wednesday
Date: 05/02/2018

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

S La Cienega Blvd — SOUTHBOUND

AM	287	1117	43	0	1002	AM
NOON	0	0	0	0	0	NOON
PM	129	914	139	0	1466	PM

W 3rd St — EASTBOUND

AM	NOON	PM		
1400	0	680		
0	0	0	0	
126	0	160	1	
430	0	813	2	
53	0	132	1	
AM	NOON	PM		

W 3rd St — WESTBOUND

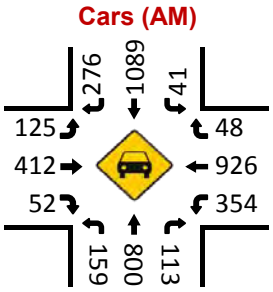
PM	NOON	AM		
			0	131	0	51
			2	473	0	949
			1	194	0	363
			0	0	0	0
1134	0	588		
PM	NOON	AM		

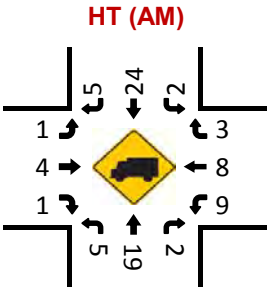
NORTHBOUND — S La Cienega Blvd

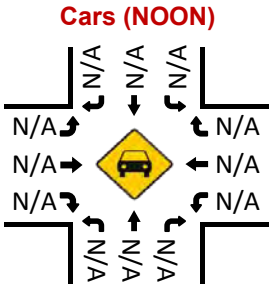
PM	1241	1	78	1175	182	PM
NOON	0	0	0	0	0	NOON
AM	1535	2	164	825	115	AM

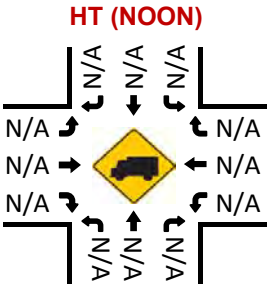
	0	3	2	0
	0	2	3	0

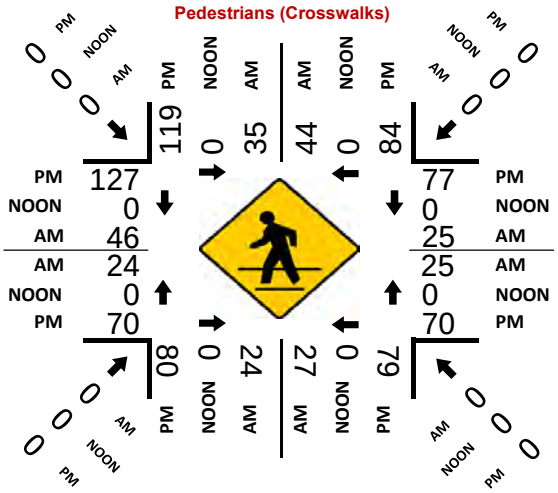
CONTROL			
Signalized			
TEV	4525	0	4521
	AM	NOON	PM
PHF	0.98		0.97

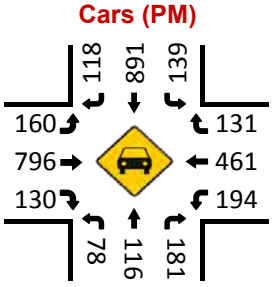


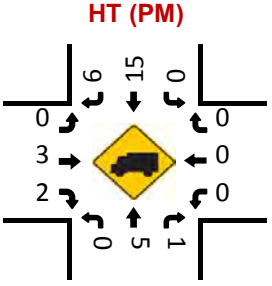












National Data & Surveying Services

Intersection Turning Movement Count

Location: S La Cienega Blvd & W 3rd St
City: Los Angeles
Control: Signalized

Project ID: 18-05290-001
Date: 5/2/2018

Total

NS/EW Streets:	S La Cienega Blvd				S La Cienega Blvd				W 3rd St				W 3rd St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	3	0	0	2	3	0	0	1	2	1	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	21	144	14	0	4	261	70	0	21	38	12	0	45	184	16	0	830
7:15 AM	20	140	10	0	4	255	73	1	18	75	11	0	65	248	14	0	934
7:30 AM	21	169	11	0	8	283	83	0	19	80	16	0	75	261	10	0	1036
7:45 AM	17	208	25	1	12	273	76	0	36	118	19	0	96	249	19	0	1149
8:00 AM	29	213	35	0	13	292	76	0	34	106	9	0	76	230	14	0	1127
8:15 AM	47	206	26	1	11	264	63	0	28	117	8	0	107	247	7	0	1132
8:30 AM	71	198	29	0	7	288	72	0	28	89	17	0	84	223	11	0	1117
8:45 AM	114	170	22	0	6	246	37	0	36	103	4	0	74	212	10	0	1034
9:00 AM	85	252	28	3	11	277	58	0	40	99	17	0	60	173	22	0	1125
9:15 AM	55	192	33	0	9	272	48	0	30	104	13	0	68	219	22	0	1065
9:30 AM	30	229	38	0	11	285	52	0	39	93	18	0	62	152	25	0	1034
9:45 AM	31	208	33	0	7	277	50	0	32	120	12	0	74	178	17	0	1039
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	541	2329	304	5	103	3273	758	1	361	1142	156	0	886	2576	187	0	12622
APPROACH %'s :	17.02%	73.26%	9.56%	0.16%	2.49%	79.15%	18.33%	0.02%	21.76%	68.84%	9.40%	0.00%	24.28%	70.59%	5.12%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	164	825	115	2	43	1117	287	0	126	430	53	0	363	949	51	0	4525
PEAK HR FACTOR :	0.577	0.968	0.821	0.500	0.827	0.956	0.944	0.000	0.875	0.911	0.697	0.000	0.848	0.953	0.671	0.000	0.985
	0.928				0.949				0.880				0.936				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	3	0	0	2	3	0	0	1	2	1	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	26	257	45	0	27	227	34	0	43	141	27	0	50	121	32	0	1030
3:15 PM	20	246	40	0	41	230	33	0	43	181	26	0	46	118	34	0	1058
3:30 PM	14	260	58	0	29	244	36	0	37	153	29	0	35	104	36	0	1035
3:45 PM	27	249	42	0	31	215	26	0	40	199	33	0	55	133	39	0	1089
4:00 PM	10	278	45	0	24	263	41	0	42	169	44	0	47	115	25	0	1103
4:15 PM	23	258	41	0	27	221	34	0	36	193	29	0	57	134	34	0	1087
4:30 PM	16	294	45	2	42	241	40	0	36	193	27	0	43	112	43	0	1134
4:45 PM	19	246	42	0	38	232	23	0	48	207	17	0	49	107	28	0	1056
5:00 PM	17	315	44	0	31	252	47	0	45	204	29	0	38	117	30	0	1169
5:15 PM	27	249	37	0	40	221	25	0	39	201	34	0	54	126	28	0	1081
5:30 PM	13	316	55	1	38	222	35	0	40	202	32	0	53	103	31	0	1141
5:45 PM	21	295	46	0	30	219	22	0	36	206	37	0	49	127	42	0	1130
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	233	3263	540	3	398	2787	396	0	485	2249	364	0	576	1417	402	0	13113
APPROACH %'s :	5.77%	80.79%	13.37%	0.07%	11.11%	77.83%	11.06%	0.00%	15.66%	72.60%	11.75%	0.00%	24.05%	59.16%	16.78%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	78	1175	182	1	139	914	129	0	160	813	132	0	194	473	131	0	4521
PEAK HR FACTOR :	0.722	0.930	0.827	0.250	0.869	0.907	0.686	0.000	0.889	0.987	0.892	0.000	0.898	0.931	0.780	0.000	0.967
	0.932				0.895				0.990				0.915				

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South S Crescent Heights Blvd

East/West W 3rd St

Day: Wednesday Date: 05/02/2018 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	35	32	38	63
BIKES	7	9	19	28
BUSES	1	0	79	85

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	127	8.45	295	8.30	171	9.45	338	8.30
PM PK 15 MIN	294	17.30	198	15.15	291	17.30	216	17.30
AM PK HOUR	479	8.45	1125	8.15	638	9.00	1290	7.15
PM PK HOUR	1040	17.00	765	15.15	1109	16.45	810	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	3	297	9	309
8-9	4	440	22	466
9-10	27	412	16	455
15-16	32	575	33	640
16-17	5	849	43	897
17-18	4	998	38	1040
TOTAL	75	3571	161	3807

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	3	655	119	777
8-9	1	959	152	1112
9-10	30	726	112	868
15-16	56	600	89	745
16-17	15	613	59	687
17-18	7	605	65	677
TOTAL	112	4158	596	4866

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1086	19	1	22	2
1578	28	0	32	0
1323	42	0	45	1
1385	66	3	87	3
1584	73	2	51	3
1717	96	0	61	1
8673	324	6	298	10

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	4	407	14	425
8-9	6	571	23	600
9-10	46	558	34	638
15-16	45	886	59	990
16-17	4	962	82	1048
17-18	7	1000	92	1099
TOTAL	112	4384	304	4800

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	6	1141	36	1183
8-9	8	1197	58	1263
9-10	83	983	81	1147
15-16	35	660	83	778
16-17	5	668	67	740
17-18	5	715	90	810
TOTAL	142	5364	415	5921

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1608	12	0	2	0
1863	8	0	12	0
1785	11	0	8	0
1768	44	4	7	1
1788	31	9	7	0
1909	34	2	12	1
10721	140	15	48	2

Prepared by National Data & Surveying Services

S Crescent Heights Blvd & W 3rd St

Peak Hour Turning Movement Count

ID: 18-05290-002
City: Los Angeles

Day: Wednesday
Date: 05/02/2018

PEAK HOURS

AM	08:00 AM - 09:00 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

S Crescent Heights Blvd — SOUTHBOUND

AM	152	959	1	0	504	AM
NOON	0	0	0	0	0	NOON
PM	65	605	7	0	1095	PM

W 3rd St — EASTBOUND

AM	NOON	PM		
1353	0	784	⇦	
0	0	0	↶	0
6	0	7	↱	0
571	0	1000	→	2
23	0	92	↳	0
AM	NOON	PM		

W 3rd St — WESTBOUND

PM	NOON	AM		
			⇧	
90	0	58	↰	0
715	0	1197	←	2
5	0	8	↶	0
0	0	0	↶	0
1045	0	594	⇨	
PM	NOON	AM		

↲	↓	↳	↳	
0	2	0	0	

↶	↰	↑	↱	
0	0	2	0	

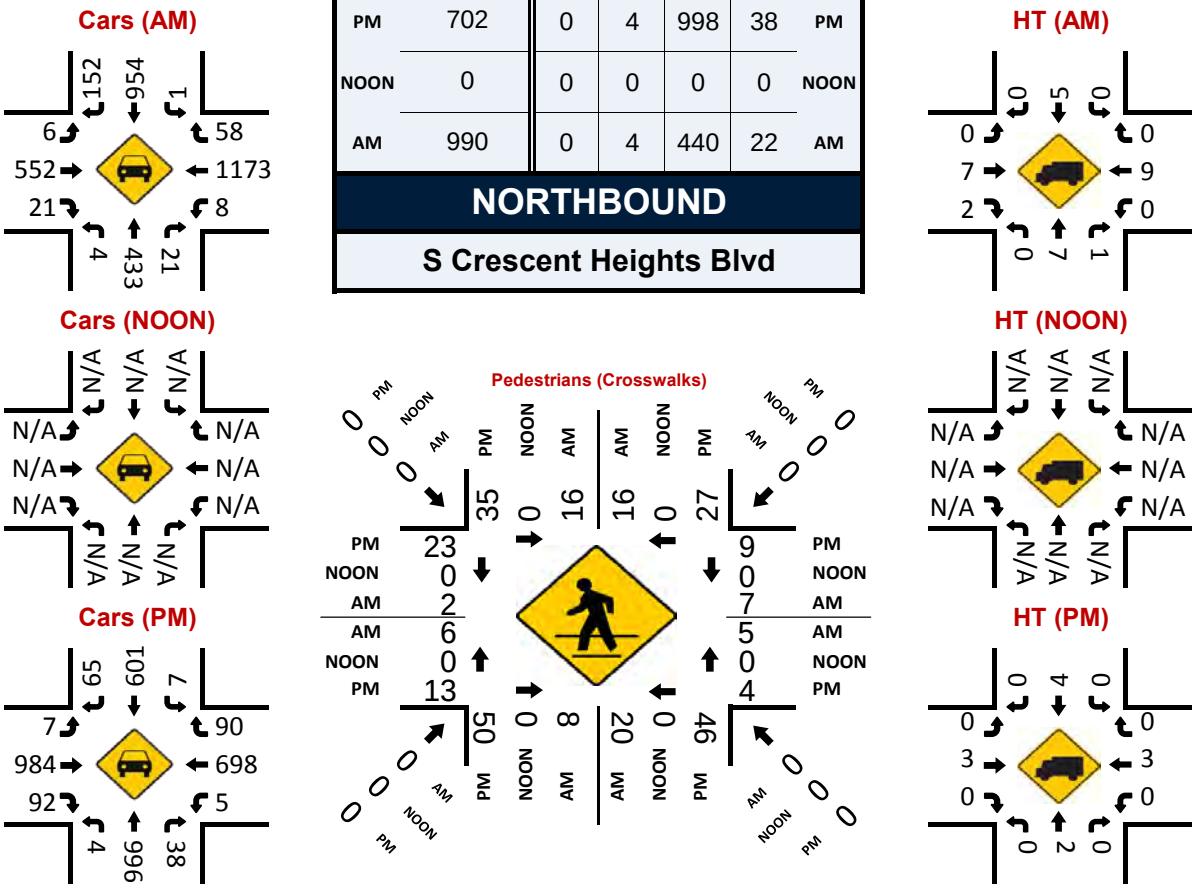
CONTROL

Signalized

TEV	3441	0	3626
	AM	NOON	PM
PHF	0.96		0.95

S Crescent Heights Blvd — NORTHBOUND

PM	702	0	4	998	38	PM
NOON	0	0	0	0	0	NOON
AM	990	0	4	440	22	AM



National Data & Surveying Services

Intersection Turning Movement Count

Location: S Crescent Heights Blvd & W 3rd St
City: Los Angeles
Control: Signalized

Project ID: 18-05290-002
Date: 5/2/2018

Total

NS/EW Streets:	S Crescent Heights Blvd				S Crescent Heights Blvd				W 3rd St				W 3rd St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	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	2	56	1	0	0	121	23	0	1	76	4	0	2	219	8	0	513
7:15 AM	0	58	2	0	0	151	29	0	1	86	1	0	2	313	7	0	650
7:30 AM	0	73	1	0	2	173	31	0	0	105	3	0	1	306	7	0	702
7:45 AM	0	110	5	1	1	210	36	0	2	140	6	0	1	303	14	0	829
8:00 AM	2	104	10	0	0	200	50	0	2	127	2	0	3	325	8	0	833
8:15 AM	1	105	7	0	0	260	30	0	1	153	9	0	2	287	5	0	860
8:30 AM	1	105	4	0	0	256	39	0	2	143	4	0	2	310	26	0	892
8:45 AM	0	126	1	0	1	243	33	0	1	148	8	0	1	275	19	0	856
9:00 AM	6	103	1	0	9	220	34	0	10	132	8	0	32	245	19	0	819
9:15 AM	9	102	4	0	4	187	26	0	13	140	7	0	23	249	20	0	784
9:30 AM	6	115	6	0	7	174	18	0	14	137	6	0	19	246	18	0	766
9:45 AM	6	92	5	0	10	145	34	0	9	149	13	0	9	243	24	0	739
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	33	1149	47	1	34	2340	383	0	56	1536	71	0	97	3321	175	0	9243
APPROACH %'s :	2.68%	93.41%	3.82%	0.08%	1.23%	84.87%	13.89%	0.00%	3.37%	92.36%	4.27%	0.00%	2.70%	92.43%	4.87%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	4	440	22	0	1	959	152	0	6	571	23	0	8	1197	58	0	3441
PEAK HR FACTOR :	0.500	0.873	0.550	0.000	0.250	0.922	0.760	0.000	0.750	0.933	0.639	0.000	0.667	0.921	0.558	0.000	0.964
	0.917				0.942				0.920				0.934				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	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	4	138	9	0	16	137	15	0	12	215	10	0	10	169	21	0	756
3:15 PM	5	154	4	0	14	169	15	0	12	214	21	0	12	165	24	0	809
3:30 PM	10	139	6	0	13	147	34	0	11	213	15	0	5	164	27	0	784
3:45 PM	13	144	14	0	13	147	25	0	10	244	13	0	8	162	11	0	804
4:00 PM	1	189	12	0	5	166	17	0	1	246	24	0	0	164	12	0	837
4:15 PM	0	207	13	0	1	139	18	0	3	235	17	0	3	170	18	0	824
4:30 PM	0	204	9	0	2	164	9	0	0	240	26	0	1	151	18	0	824
4:45 PM	4	249	9	0	7	144	15	0	0	241	15	0	1	183	19	0	887
5:00 PM	2	227	5	0	0	155	9	0	3	255	14	0	2	168	18	0	858
5:15 PM	1	211	9	0	1	166	21	0	1	264	25	0	2	172	21	0	894
5:30 PM	0	281	13	0	5	133	14	0	1	264	26	0	1	191	24	0	953
5:45 PM	1	279	11	0	1	151	21	0	2	217	27	0	0	184	27	0	921
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	41	2422	114	0	78	1818	213	0	56	2848	233	0	45	2043	240	0	10151
APPROACH %'s :	1.59%	93.99%	4.42%	0.00%	3.70%	86.20%	10.10%	0.00%	1.79%	90.79%	7.43%	0.00%	1.93%	87.76%	10.31%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	4	998	38	0	7	605	65	0	7	1000	92	0	5	715	90	0	3626
PEAK HR FACTOR :	0.500	0.888	0.731	0.000	0.350	0.911	0.774	0.000	0.583	0.947	0.852	0.000	0.625	0.936	0.833	0.000	0.951
	0.884				0.900				0.944				0.938				

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South N Fairfax Ave

East/West Beverly Blvd

Day: Wednesday Date: 05/02/2018 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	102	107	79	127
BIKES	39	23	43	42
BUSES	77	72	43	50

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	309	7.45	318	8.15	258	9.45	450	8.45
PM PK 15 MIN	335	17.00	278	16.00	321	15.15	336	15.15
AM PK HOUR	1024	7.30	1227	8.00	929	7.45	1751	8.15
PM PK HOUR	1229	16.45	1036	17.00	1208	15.15	1175	15.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	88	711	100	899
8-9	87	720	121	928
9-10	129	715	147	991
15-16	131	779	203	1113
16-17	141	847	182	1170
17-18	137	904	188	1229
TOTAL	713	4676	941	6330

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	67	834	92	993
8-9	102	1011	114	1227
9-10	115	932	89	1136
15-16	92	788	93	973
16-17	131	811	92	1034
17-18	108	860	68	1036
TOTAL	615	5236	548	6399

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1892	26	1	54	2
2155	38	5	49	0
2127	24	2	54	1
2086	59	14	110	15
2204	53	2	88	2
2265	52	5	93	0
12729	252	29	448	20

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	39	559	45	643
8-9	69	760	73	902
9-10	78	746	105	929
15-16	106	950	144	1200
16-17	105	940	123	1168
17-18	94	964	100	1158
TOTAL	491	4919	590	6000

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	184	1381	87	1652
8-9	302	1373	59	1734
9-10	260	1207	103	1570
15-16	198	845	132	1175
16-17	240	790	61	1091
17-18	185	808	65	1058
TOTAL	1369	6404	507	8280

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
2295	27	6	36	2
2636	46	1	45	5
2499	46	2	37	1
2375	112	22	145	69
2259	107	9	150	4
2216	128	15	109	2
14280	466	55	522	83

Prepared by National Data & Surveying Services

N Fairfax Ave & Beverly Blvd

Peak Hour Turning Movement Count

ID: 18-05290-003
City: Los Angeles

Day: Wednesday
Date: 05/02/2018

PEAK HOURS

AM	07:45 AM - 08:45 AM
NOON	NONE
PM	04:45 PM - 05:45 PM

COUNT PERIODS

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

N Fairfax Ave — SOUTHBOUND

AM	107	994	95	0	944	AM
NOON	0	0	0	0	0	NOON
PM	78	850	106	0	1066	PM
	0	3	1	0		

Beverly Blvd — EASTBOUND

AM	NOON	PM		
1553	0	1004		
0	0	0	0	
59	0	96	1	
802	0	956	3	
68	0	107	0	
AM	NOON	PM		

Beverly Blvd — WESTBOUND

PM	NOON	AM		
59	0	80	1	
796	0	1361	2	
211	0	259	1	
0	0	0	0	
1250	0	1012		
PM	NOON	AM		

N Fairfax Ave — NORTHBOUND

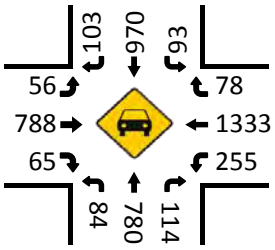
	0	1	3	0		
PM	1168	0	130	911	188	PM
NOON	0	0	0	0	0	NOON
AM	1321	0	85	805	115	AM

CONTROL

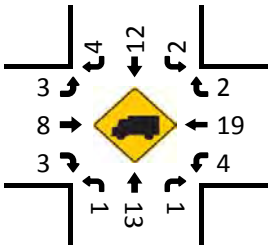
Signalized

	AM	NOON	PM
TEV	4830	0	4488
PHF	0.98		0.99

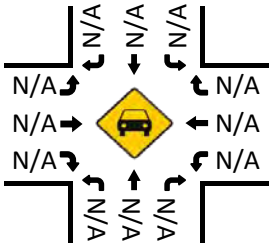
Cars (AM)



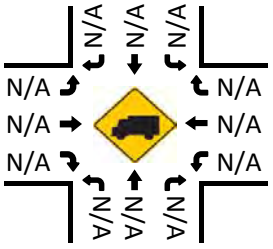
HT (AM)



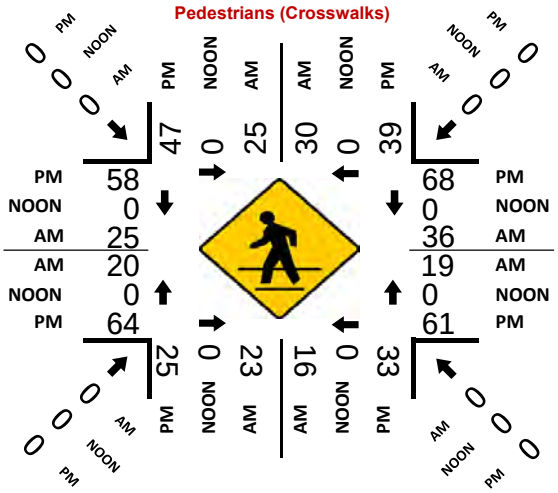
Cars (NOON)



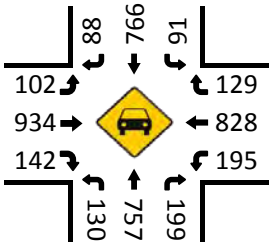
HT (NOON)



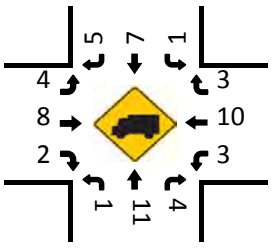
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: N Fairfax Ave & Beverly Blvd
City: Los Angeles
Control: Signalized

Project ID: 18-05290-003
Date: 5/2/2018

Total

NS/EW Streets:	N Fairfax Ave				N Fairfax Ave				Beverly Blvd				Beverly Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	0	0	1	3	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	16	109	25	0	10	183	23	0	6	86	11	1	54	302	16	0	842
7:15 AM	24	154	18	0	18	213	19	0	10	112	12	0	45	363	12	0	1000
7:30 AM	21	193	30	0	15	213	28	0	13	154	6	0	43	376	25	0	1117
7:45 AM	27	255	27	0	24	225	22	0	9	207	16	0	42	340	34	0	1228
8:00 AM	18	208	31	0	19	243	35	0	16	191	17	0	66	326	19	0	1189
8:15 AM	16	169	29	0	24	270	24	0	17	202	14	0	63	343	19	0	1190
8:30 AM	24	173	28	0	28	256	26	0	17	202	21	0	88	352	8	0	1223
8:45 AM	29	170	33	0	31	242	29	0	19	165	21	0	85	352	13	0	1189
9:00 AM	27	158	32	0	29	245	9	0	16	187	26	0	90	317	21	0	1157
9:15 AM	33	185	39	0	19	239	19	0	19	175	19	0	41	303	27	0	1118
9:30 AM	38	191	42	0	36	232	32	0	19	185	25	0	59	303	32	0	1194
9:45 AM	31	181	34	0	31	216	29	0	24	199	35	0	70	284	23	0	1157
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	304	2146	368	0	284	2777	295	0	185	2065	223	1	746	3961	249	0	13604
APPROACH %'s :	10.79%	76.15%	13.06%	0.00%	8.46%	82.75%	8.79%	0.00%	7.48%	83.47%	9.01%	0.04%	15.05%	79.92%	5.02%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	85	805	115	0	95	994	107	0	59	802	68	0	259	1361	80	0	4830
PEAK HR FACTOR :	0.787	0.789	0.927	0.000	0.848	0.920	0.764	0.000	0.868	0.969	0.810	0.000	0.736	0.967	0.588	0.000	0.983
	0.813				0.940				0.968				0.949				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	0	0	1	3	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	31	216	56	0	15	190	22	0	34	223	37	0	58	212	44	0	1138
3:15 PM	40	202	52	0	29	219	23	0	31	257	33	0	49	256	31	0	1222
3:30 PM	36	170	45	0	18	195	23	0	16	238	42	0	42	190	30	0	1045
3:45 PM	24	191	50	0	30	184	25	0	25	232	32	0	49	187	27	0	1056
4:00 PM	44	223	38	0	36	216	26	0	29	236	37	0	67	190	14	0	1156
4:15 PM	36	213	45	0	29	205	19	0	28	229	30	0	49	203	15	0	1101
4:30 PM	30	177	53	0	38	185	17	0	24	245	27	0	58	196	21	0	1071
4:45 PM	31	234	46	0	28	205	30	0	24	230	29	0	66	201	11	0	1135
5:00 PM	36	247	52	0	27	212	14	0	25	230	25	0	54	197	16	0	1135
5:15 PM	31	192	38	0	22	211	16	0	27	258	26	0	55	208	14	0	1098
5:30 PM	32	238	52	0	29	222	18	0	20	238	27	0	36	190	18	0	1120
5:45 PM	38	227	46	0	30	215	20	0	22	238	22	0	40	213	17	0	1128
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	409	2530	573	0	331	2459	253	0	305	2854	367	0	623	2443	258	0	13405
APPROACH %'s :	11.65%	72.04%	16.32%	0.00%	10.88%	80.81%	8.31%	0.00%	8.65%	80.94%	10.41%	0.00%	18.74%	73.50%	7.76%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	130	911	188	0	106	850	78	0	96	956	107	0	211	796	59	0	4488
PEAK HR FACTOR :	0.903	0.922	0.904	0.000	0.914	0.957	0.650	0.000	0.889	0.926	0.922	0.000	0.799	0.957	0.819	0.000	0.989
	0.917				0.961				0.932				0.959				

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South S Fairfax Ave

East/West W 3rd St

Day: Wednesday Date: 05/02/2018 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	91	93	50	82
BIKES	42	51	31	42
BUSES	65	73	78	75

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	298	7.45	353	8.30	180	9.00	408	8.30
PM PK 15 MIN	270	17.30	330	17.15	293	17.00	239	16.45
AM PK HOUR	1020	7.15	1344	8.30	678	9.00	1508	8.15
PM PK HOUR	1049	17.00	1241	15.15	1139	16.45	920	16.45

NORTHBOUND Approach					**SOUTHBOUND Approach**					**TOTAL**	**XING S/L**		**XING N/L**	
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	N-S	Ped	Sch	Ped	Sch
7-8	81	792	41	914	*7-8*	84	855	75	1014	1928	46	5	77	6
8-9	77	774	66	917	*8-9*	114	1085	124	1323	2240	66	4	88	5
9-10	90	814	49	953	*9-10*	126	997	116	1239	2192	81	2	133	7
15-16	88	770	113	971	*15-16*	208	870	159	1237	2208	151	9	237	6
16-17	82	759	118	959	*16-17*	203	870	128	1201	2160	116	5	276	11
17-18	74	841	134	1049	*17-18*	215	873	152	1240	2289	164	3	246	4
TOTAL	492	4750	521	5763	TOTAL	950	5550	754	7254	13017	624	28	1057	39

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	74	347	29	450	*7-8*	166	1025	151	1342	1792	39	2	77	4
8-9	108	491	56	655	*8-9*	268	1099	135	1502	2157	78	6	117	7
9-10	133	494	51	678	*9-10*	229	953	169	1351	2029	89	4	140	4
15-16	149	814	68	1031	*15-16*	139	571	182	892	1923	139	7	316	8
16-17	156	864	70	1090	*16-17*	144	566	164	874	1964	190	2	313	4
17-18	173	892	66	1131	*17-18*	130	622	164	916	2047	163	6	298	4
TOTAL	793	3902	340	5035	TOTAL	1076	4836	965	6877	11912	698	27	1261	31

Prepared by National Data & Surveying Services

S Fairfax Ave & W 3rd St

Peak Hour Turning Movement Count

ID: 18-05290-004
City: Los Angeles

Day: Wednesday
Date: 05/02/2018

PEAK HOURS

AM	08:30 AM - 09:30 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

S Fairfax Ave — SOUTHBOUND

AM	123	1095	126	0	1078	AM
NOON	0	0	0	0	0	NOON
PM	152	873	215	0	1178	PM

W 3rd St — EASTBOUND

AM	NOON	PM		
1259	0	848		
1	0	0	0	
132	0	173	1	
475	0	892	2	
55	0	66	0	
AM	NOON	PM		

W 3rd St — WESTBOUND

PM	NOON	AM	
164	0	161	1
622	0	1054	2
130	0	281	1
0	0	0	0
1241	0	647	
PM	NOON	AM	

S Fairfax Ave — NORTHBOUND

PM	1069	0	74	841	134	PM
NOON	0	0	0	0	0	NOON
AM	1431	0	81	785	46	AM

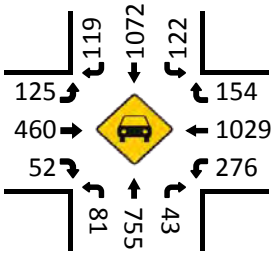
Turning movements (0 2 1 0): 0 1 2 0

CONTROL

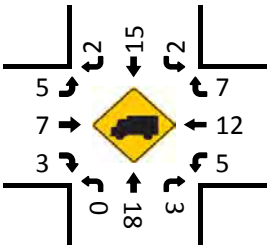
Signalized

TEV	4415	0	4336
	AM	NOON	PM
PHF	0.95		0.99

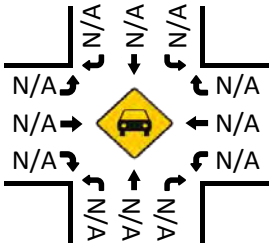
Cars (AM)



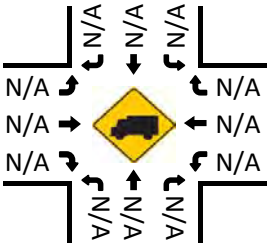
HT (AM)



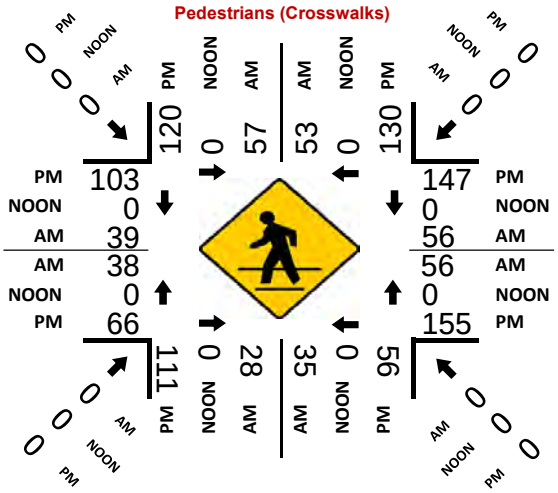
Cars (NOON)



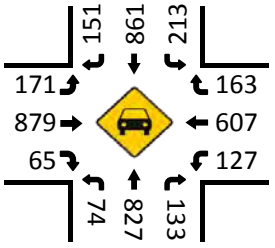
HT (NOON)



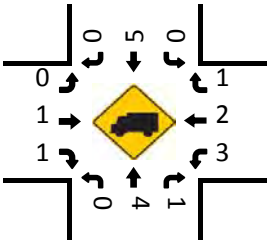
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: S Fairfax Ave & W 3rd St
City: Los Angeles
Control: Signalized

Project ID: 18-05290-004
Date: 5/2/2018

Total

NS/EW Streets:	S Fairfax Ave				S Fairfax Ave				W 3rd St				W 3rd St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	2	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	15	140	5	0	26	200	10	0	14	49	7	0	33	212	16	0	727
7:15 AM	26	184	8	0	16	221	16	0	16	74	5	0	40	278	39	0	923
7:30 AM	24	204	10	0	21	211	24	0	16	94	9	0	44	274	48	0	979
7:45 AM	16	264	18	0	21	223	25	0	28	130	8	0	49	261	48	0	1091
8:00 AM	22	209	35	0	24	254	31	0	21	134	9	0	58	285	27	0	1109
8:15 AM	15	175	9	0	30	269	28	0	32	109	18	0	60	267	26	0	1038
8:30 AM	23	190	13	0	26	289	38	0	21	143	15	0	71	293	44	0	1166
8:45 AM	17	200	9	0	34	273	27	0	34	105	14	0	79	254	38	0	1084
9:00 AM	22	204	13	0	34	266	29	0	38	126	16	0	68	264	44	0	1124
9:15 AM	19	191	11	0	32	267	29	0	39	101	10	1	63	243	35	0	1041
9:30 AM	28	209	14	0	30	253	31	0	32	135	10	0	51	224	55	0	1072
9:45 AM	20	210	11	1	30	211	27	0	23	132	15	0	47	222	35	0	984
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	247	2380	156	1	324	2937	315	0	314	1332	136	1	663	3077	455	0	12338
APPROACH %'s :	8.87%	85.49%	5.60%	0.04%	9.06%	82.13%	8.81%	0.00%	17.61%	74.71%	7.63%	0.06%	15.80%	73.35%	10.85%	0.00%	
PEAK HR :	08:30 AM - 09:30 AM																TOTAL
PEAK HR VOL :	81	785	46	0	126	1095	123	0	132	475	55	1	281	1054	161	0	4415
PEAK HR FACTOR :	0.880	0.962	0.885	0.000	0.926	0.947	0.809	0.000	0.846	0.830	0.859	0.250	0.889	0.899	0.915	0.000	0.947
	0.954				0.952				0.921				0.917				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	2	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	25	200	26	0	46	231	40	0	32	212	21	0	38	144	54	0	1069
3:15 PM	18	185	33	0	59	234	36	0	45	185	17	0	38	144	40	0	1034
3:30 PM	23	180	23	0	46	188	48	0	38	193	15	0	29	146	47	0	976
3:45 PM	22	205	31	0	57	217	35	0	34	224	15	0	34	137	41	0	1052
4:00 PM	16	171	30	0	61	228	32	0	47	218	14	0	32	136	43	0	1028
4:15 PM	24	190	31	0	51	207	34	0	35	218	23	0	27	146	43	0	1029
4:30 PM	23	190	33	2	44	241	23	0	30	206	14	0	41	128	39	0	1014
4:45 PM	17	208	24	0	47	194	39	0	44	222	19	0	44	156	39	0	1053
5:00 PM	17	216	27	0	55	208	30	0	40	232	21	0	32	155	43	0	1076
5:15 PM	21	204	34	0	62	219	49	0	43	223	21	0	31	139	44	0	1090
5:30 PM	17	214	39	0	51	213	42	0	39	221	14	0	29	166	42	0	1087
5:45 PM	19	207	34	0	47	233	31	0	51	216	10	0	38	162	35	0	1083
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	242	2370	365	2	626	2613	439	0	478	2570	204	0	413	1759	510	0	12591
APPROACH %'s :	8.12%	79.56%	12.25%	0.07%	17.02%	71.04%	11.94%	0.00%	14.70%	79.03%	6.27%	0.00%	15.40%	65.59%	19.02%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	74	841	134	0	215	873	152	0	173	892	66	0	130	622	164	0	4336
PEAK HR FACTOR :	0.881	0.973	0.859	0.000	0.867	0.937	0.776	0.000	0.848	0.961	0.786	0.000	0.855	0.937	0.932	0.000	0.994
	0.971				0.939				0.965				0.966				

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South S Fairfax Ave

East/West Colgate Ave

Day: Wednesday Date: 05/02/2018 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	100	82	6	17
BIKES	30	38	4	12
BUSES	66	51	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	300	7.45	364	8.30	19	8.00	109	8.00
PM PK 15 MIN	291	17.30	306	16.30	79	17.00	50	15.45
AM PK HOUR	1065	8.45	1396	8.15	60	8.00	316	7.45
PM PK HOUR	1122	17.00	1151	16.30	249	16.30	177	15.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	30	886	41	957
8-9	32	918	44	994
9-10	34	963	41	1038
15-16	14	939	69	1022
16-17	11	897	65	973
17-18	13	1023	86	1122
TOTAL	134	5626	346	6106

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	17	1001	21	1039
8-9	21	1307	55	1383
9-10	16	1199	31	1246
15-16	40	1058	19	1117
16-17	40	1086	15	1141
17-18	43	1087	13	1143
TOTAL	177	6738	154	7069

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1996	3	1	22	18
2377	15	2	96	47
2284	5	0	8	0
2139	4	4	14	6
2114	9	4	14	6
2265	11	3	22	4
13175	47	14	176	81

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	7	9	4	20
8-9	18	19	23	60
9-10	6	11	12	29
15-16	19	54	23	96
16-17	43	120	37	200
17-18	37	168	34	239
TOTAL	130	381	133	644

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	61	70	73	204
8-9	126	115	65	306
9-10	91	51	20	162
15-16	87	39	36	162
16-17	84	38	29	151
17-18	101	45	27	173
TOTAL	550	358	250	1158

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
224	11	6	20	7
366	41	7	56	15
191	30	3	27	3
258	37	18	51	10
351	44	9	54	14
412	44	7	59	4
1802	207	50	267	53

Prepared by National Data & Surveying Services

S Fairfax Ave & Colgate Ave

Peak Hour Turning Movement Count

ID: 18-05290-005
City: Los Angeles

Day: Wednesday
Date: 05/02/2018

PEAK HOURS	COUNT PERIODS
08:00 AM - 09:00 AM	07:00 AM - 10:00 AM
NONE	NONE
05:00 PM - 06:00 PM	03:00 PM - 06:00 PM

S Fairfax Ave — SOUTHBOUND

AM	55	1307	20	1	1002	AM
NOON	0	0	0	0	0	NOON
PM	13	1087	43	0	1087	PM

Colgate Ave — EASTBOUND

AM	NOON	PM	
202	0	71	⇦
0	0	0	↶ 0
18	0	37	↱ 0
19	0	168	→ 1
23	0	34	↳ 0
AM	NOON	PM	

Colgate Ave — WESTBOUND

PM	NOON	AM	
27	0	65	0 ↰
45	0	115	1 ←
101	0	126	0 ↶
0	0	0	0 ↷
297	0	83	⇨
PM	NOON	AM	

0	3	0	0

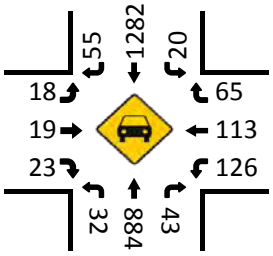
0	0	3	0		

CONTROL			
Signalized			
TEV	2743	0	2677
	AM	NOON	PM
PHF	0.98		0.99

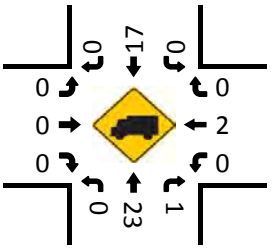
S Fairfax Ave — NORTHBOUND

PM	1222	0	13	1023	86	PM
NOON	0	0	0	0	0	NOON
AM	1456	0	32	918	44	AM

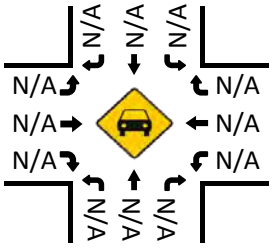
Cars (AM)



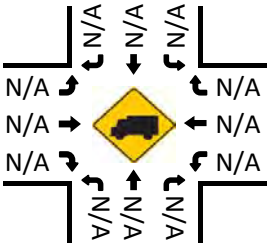
HT (AM)



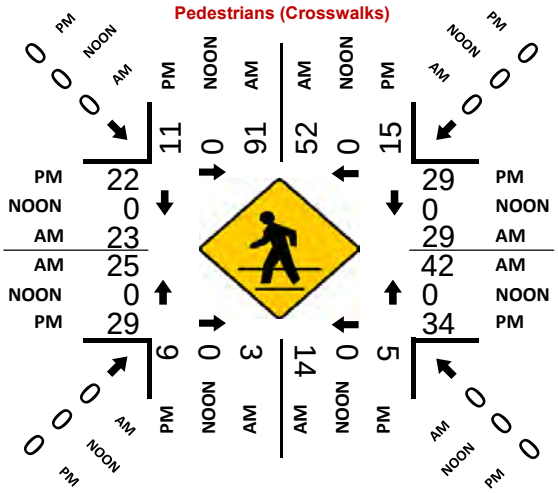
Cars (NOON)



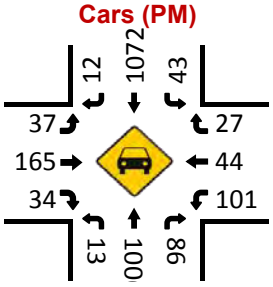
HT (NOON)



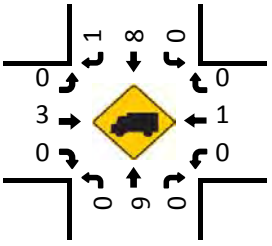
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: S Fairfax Ave & Colgate Ave
City: Los Angeles
Control: Signalized

Project ID: 18-05290-005
Date: 5/2/2018

Total

NS/EW Streets:	S Fairfax Ave				S Fairfax Ave				Colgate Ave				Colgate Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	0	0	0	3	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	1	164	10	0	1	235	2	0	1	1	0	0	8	9	7	0	439
7:15 AM	8	216	5	0	5	255	6	0	1	2	1	0	16	15	16	0	546
7:30 AM	7	242	4	0	4	251	6	0	2	2	1	0	16	22	17	0	574
7:45 AM	14	264	22	0	7	260	7	0	3	4	2	0	21	24	33	0	661
8:00 AM	5	224	26	0	8	297	10	0	3	7	9	0	46	20	43	0	698
8:15 AM	7	211	9	0	5	330	20	0	5	5	7	0	32	29	11	0	671
8:30 AM	6	228	4	0	5	344	15	0	6	3	4	0	14	37	6	0	672
8:45 AM	14	255	5	0	2	336	10	1	4	4	3	0	34	29	5	0	702
9:00 AM	11	245	11	0	3	317	8	0	1	5	4	0	30	21	9	0	665
9:15 AM	7	237	8	1	1	327	10	0	2	1	2	0	15	13	3	0	627
9:30 AM	7	252	12	0	10	287	6	0	1	3	4	0	14	12	6	0	614
9:45 AM	7	229	10	1	2	268	7	0	2	2	2	0	32	5	2	0	569
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	94	2767	126	2	53	3507	107	1	31	39	39	0	278	236	158	0	7438
APPROACH %'s :	3.14%	92.57%	4.22%	0.07%	1.44%	95.61%	2.92%	0.03%	28.44%	35.78%	35.78%	0.00%	41.37%	35.12%	23.51%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	32	918	44	0	20	1307	55	1	18	19	23	0	126	115	65	0	2743
PEAK HR FACTOR :	0.571	0.900	0.423	0.000	0.625	0.950	0.688	0.250	0.750	0.679	0.639	0.000	0.685	0.777	0.378	0.000	0.977
	0.907				0.950				0.789				0.702				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	0	0	0	3	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	3	228	16	0	9	285	10	0	4	7	5	0	25	10	9	0	611
3:15 PM	3	232	10	0	10	274	3	0	3	12	4	0	20	4	9	0	584
3:30 PM	4	241	23	0	8	229	1	1	3	17	4	0	19	10	6	0	566
3:45 PM	4	238	20	0	12	270	5	0	9	18	10	0	23	15	12	0	636
4:00 PM	1	221	21	0	13	273	5	0	11	22	10	0	24	11	12	0	624
4:15 PM	2	229	21	0	9	250	2	0	16	22	5	0	17	12	6	0	591
4:30 PM	4	229	15	0	10	290	6	0	7	34	13	0	30	7	8	0	653
4:45 PM	4	218	8	0	8	273	2	0	9	42	9	0	13	8	3	0	597
5:00 PM	1	236	23	0	18	270	3	0	14	48	17	0	29	11	8	0	678
5:15 PM	3	265	20	0	7	262	2	0	5	44	7	0	27	9	4	0	655
5:30 PM	2	263	26	0	11	276	3	0	7	35	4	0	23	9	9	0	668
5:45 PM	7	259	17	0	7	279	5	0	11	41	6	0	22	16	6	0	676
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	38	2859	220	0	122	3231	47	1	99	342	94	0	272	122	92	0	7539
APPROACH %'s :	1.22%	91.72%	7.06%	0.00%	3.59%	95.00%	1.38%	0.03%	18.50%	63.93%	17.57%	0.00%	55.97%	25.10%	18.93%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	13	1023	86	0	43	1087	13	0	37	168	34	0	101	45	27	0	2677
PEAK HR FACTOR :	0.464	0.965	0.827	0.000	0.597	0.974	0.650	0.000	0.661	0.875	0.500	0.000	0.871	0.703	0.750	0.000	0.987
	0.964				0.982				0.756				0.901				

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South S Fairfax Ave

East/West W 6th St

Day: Wednesday Date: 05/09/2018 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	101	111	13	32
BIKES	33	35	18	40
BUSES	67	51	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	279	9.30	362	8.00	96	9.30	336	8.15
PM PK 15 MIN	255	15.45	408	17.15	101	15.00	189	17.15
AM PK HOUR	1051	9.00	1404	8.00	341	9.00	1278	7.30
PM PK HOUR	958	15.15	1538	16.45	393	15.00	720	16.30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	36	725	35	796
8-9	93	791	51	935
9-10	89	896	66	1051
15-16	9	789	141	939
16-17	14	738	104	856
17-18	10	787	150	947
TOTAL	251	4726	547	5524

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	135	849	97	1081
8-9	215	1074	115	1404
9-10	143	1006	101	1250
15-16	324	1057	42	1423
16-17	350	1101	41	1492
17-18	353	1105	37	1495
TOTAL	1520	6192	433	8145

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1877	1	0	27	1
2339	0	0	42	3
2301	3	0	42	3
2362	1	0	51	1
2348	6	0	63	0
2442	5	0	46	6
13669	16	0	271	14

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	13	168	8	189
8-9	29	253	7	289
9-10	33	282	26	341
15-16	28	346	19	393
16-17	18	327	16	361
17-18	20	331	16	367
TOTAL	141	1707	92	1940

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	228	436	478	1142
8-9	207	428	610	1245
9-10	154	431	477	1062
15-16	116	323	215	654
16-17	130	322	243	695
17-18	114	334	264	712
TOTAL	949	2274	2287	5510

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1331	18	0	21	0
1534	59	5	18	0
1403	62	4	39	8
1047	63	10	46	0
1056	73	7	48	3
1079	83	7	40	4
7450	358	33	212	15

Prepared by National Data & Surveying Services

S Fairfax Ave & W 6th St

Peak Hour Turning Movement Count

ID: 18-05290-006
City: Los Angeles

Day: Wednesday
Date: 05/09/2018

PEAK HOURS

AM	08:15 AM - 09:15 AM
NOON	NONE
PM	04:45 PM - 05:45 PM

COUNT PERIODS

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

S Fairfax Ave — SOUTHBOUND

AM	109	1082	193	0	1467	AM
NOON	0	0	0	0	0	NOON
PM	41	1132	360	0	1030	PM
	0	2	1	0		

W 6th St — EASTBOUND

AM	NOON	PM		
634	0	386		
0	0	0	0	
34	0	18	1	
253	0	328	0.5	
11	0	21	0.5	

W 6th St — WESTBOUND

PM	NOON	AM	
264	0	609	1
335	0	434	1
119	0	199	2
0	0	0	0
832	0	492	

CONTROL

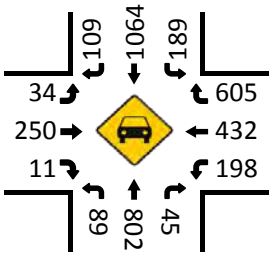
Signalized

	AM	NOON	PM
TEV	3885	0	3520
PHF	0.96		0.95

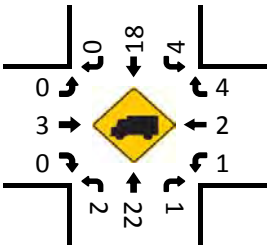
S Fairfax Ave — NORTHBOUND

	0	1	3	0		
PM	1272	0	10	748	144	PM
NOON	0	0	0	0	0	NOON
AM	1292	0	91	824	46	AM

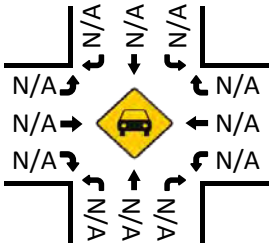
Cars (AM)



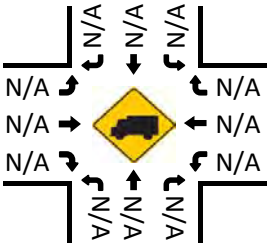
HT (AM)



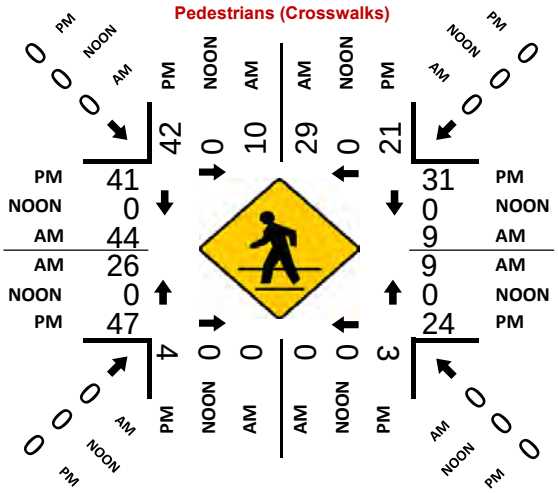
Cars (NOON)



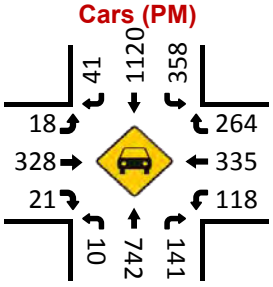
HT (NOON)



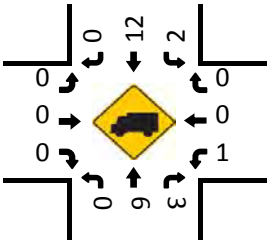
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: S Fairfax Ave & W 6th St
City: Los Angeles
Control: Signalized

Project ID: 18-05290-006
Date: 5/9/2018

Total

NS/EW Streets:	S Fairfax Ave				S Fairfax Ave				W 6th St				W 6th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	2	0	0	1	0.5	0.5	0	2	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	4	175	8	0	20	205	23	0	2	27	1	0	66	112	62	0	705
7:15 AM	5	144	4	0	31	180	24	0	3	27	1	0	51	107	115	0	692
7:30 AM	11	188	9	0	29	217	24	0	3	58	3	0	64	114	150	0	870
7:45 AM	16	206	13	0	55	240	26	0	5	56	3	0	47	103	151	0	921
8:00 AM	25	187	17	0	61	270	28	0	4	69	3	0	50	107	156	0	977
8:15 AM	24	184	8	0	63	267	25	0	8	55	1	0	69	111	156	0	971
8:30 AM	24	205	14	0	46	258	30	0	8	65	0	0	43	108	144	0	945
8:45 AM	20	203	12	0	45	270	32	0	9	64	3	0	45	102	154	0	959
9:00 AM	23	232	12	0	39	287	22	0	9	69	7	0	42	113	155	0	1010
9:15 AM	30	223	11	0	24	259	22	0	7	66	7	0	38	108	116	0	911
9:30 AM	19	238	18	0	42	224	19	0	7	81	8	0	36	113	112	0	917
9:45 AM	17	194	25	0	38	228	38	0	10	66	4	0	38	97	94	0	849
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	218	2379	151	0	493	2905	313	0	75	703	41	0	589	1295	1565	0	10727
APPROACH %'s :	7.93%	86.57%	5.49%	0.00%	13.28%	78.28%	8.43%	0.00%	9.16%	85.84%	5.01%	0.00%	17.08%	37.55%	45.38%	0.00%	
PEAK HR :	**08:15 AM - 09:15 AM**																TOTAL
PEAK HR VOL :	91	824	46	0	193	1082	109	0	34	253	11	0	199	434	609	0	3885
PEAK HR FACTOR :	0.948	0.888	0.821	0.000	0.766	0.943	0.852	0.000	0.944	0.917	0.393	0.000	0.721	0.960	0.976	0.000	0.962
	0.900				0.975				0.876				0.924				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	2	0	0	1	0.5	0.5	0	2	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	2	156	27	0	83	231	11	0	9	88	4	0	30	69	67	0	777
3:15 PM	4	208	30	0	77	270	10	0	8	81	8	0	30	86	55	0	867
3:30 PM	2	201	45	0	74	272	14	0	3	93	3	0	27	79	47	0	860
3:45 PM	1	212	39	0	90	274	7	0	8	84	4	0	29	89	46	0	883
4:00 PM	5	174	27	0	91	284	11	0	5	78	3	0	32	76	70	0	856
4:15 PM	1	169	24	0	99	274	9	0	3	82	3	0	27	73	67	0	831
4:30 PM	5	205	27	0	84	248	6	0	8	87	1	0	35	87	46	0	839
4:45 PM	3	181	26	0	76	286	15	0	2	80	9	0	36	86	60	0	860
5:00 PM	2	181	39	0	97	281	9	0	5	83	8	0	22	87	72	0	886
5:15 PM	4	199	40	0	103	297	6	0	8	84	1	0	36	87	66	0	931
5:30 PM	1	187	39	0	84	268	11	0	3	81	3	0	25	75	66	0	843
5:45 PM	3	208	32	0	69	251	11	0	4	83	4	0	31	85	60	0	841
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	33	2281	395	0	1027	3236	120	0	66	1004	51	0	360	979	722	0	10274
APPROACH %'s :	1.22%	84.20%	14.58%	0.00%	23.43%	73.83%	2.74%	0.00%	5.89%	89.56%	4.55%	0.00%	17.47%	47.50%	35.03%	0.00%	
PEAK HR :	**04:45 PM - 05:45 PM**																TOTAL
PEAK HR VOL :	10	748	144	0	360	1132	41	0	18	328	21	0	119	335	264	0	3520
PEAK HR FACTOR :	0.625	0.940	0.900	0.000	0.874	0.953	0.683	0.000	0.563	0.976	0.583	0.000	0.826	0.963	0.917	0.000	0.945
	0.928				0.944				0.956				0.950				

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South S Ogden Dr

East/West W 3rd St

Day: Wednesday Date: 05/02/2018 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	25	0	58	91
BIKES	3	0	28	44
BUSES	0	0	78	75

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	65	8.15	0	0.00	184	8.00	444	8.45
PM PK 15 MIN	95	17.15	0	0.00	308	17.30	288	15.00
AM PK HOUR	203	8.00	0	0.00	673	7.45	1726	8.00
PM PK HOUR	337	17.00	0	0.00	1195	17.00	1094	16.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	15	0	72	87
8-9	60	0	143	203
9-10	48	0	100	148
15-16	59	0	211	270
16-17	59	0	231	290
17-18	57	0	280	337
TOTAL	298	0	1037	1335

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
15-16	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
TOTAL	0	0	0	0

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
87	21	1	0	0
203	24	0	0	0
148	45	1	0	0
270	136	5	0	0
290	118	14	0	0
337	102	7	0	0
1335	446	28	0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	452	24	476
8-9	0	604	31	635
9-10	0	636	19	655
15-16	0	1050	35	1085
16-17	0	1095	38	1133
17-18	0	1148	47	1195
TOTAL	0	4985	194	5179

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	114	1381	0	1495
8-9	159	1567	0	1726
9-10	138	1372	0	1510
15-16	183	899	0	1082
16-17	149	900	0	1049
17-18	175	903	0	1078
TOTAL	918	7022	0	7940

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1971	0	0	23	1
2361	0	0	56	4
2165	1	1	58	4
2167	7	1	232	19
2182	3	0	221	21
2273	1	0	170	27
13119	12	2	760	76

Prepared by National Data & Surveying Services

S Ogden Dr & W 3rd St

Peak Hour Turning Movement Count

ID: 18-05290-007
City: Los Angeles

Day: Wednesday
Date: 05/02/2018

PEAK HOURS	
	08:00 AM - 09:00 AM
	NONE
	05:00 PM - 06:00 PM

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

S Ogden Dr — SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

W 3rd St — EASTBOUND

AM	NOON	PM		
1627	0	960	⇦	
0	0	0	↶	0
0	0	0	↱	0
604	0	1148	→	2
31	0	47	↳	0
AM	NOON	PM		

W 3rd St — WESTBOUND

PM	NOON	AM		
			⇧	
0	0	0	↰	0
903	0	1567	←	3
175	0	159	↶	0
0	0	0	↶	0
1428	0	747	⇨	
PM	NOON	AM		

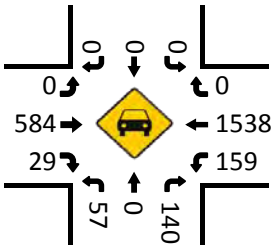
S Ogden Dr — NORTHBOUND

PM	222	0	57	0	280	PM
NOON	0	0	0	0	0	NOON
AM	190	0	60	0	143	AM

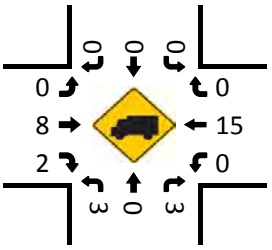
0	0	0	0	⇩
0	1	0	1	↑

CONTROL			
Signalized			
TEV	2564 AM	0 NOON	2610 PM
PHF	0.93		0.97

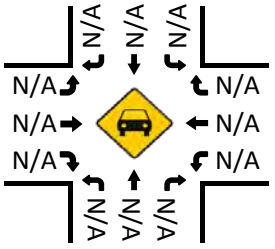
Cars (AM)



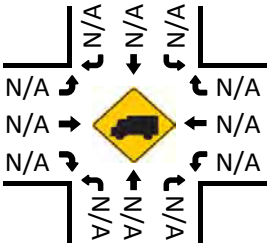
HT (AM)



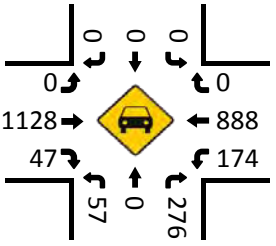
Cars (NOON)



HT (NOON)



Cars (PM)



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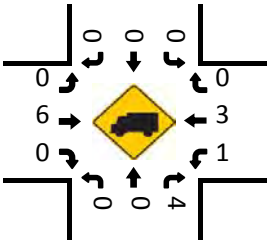
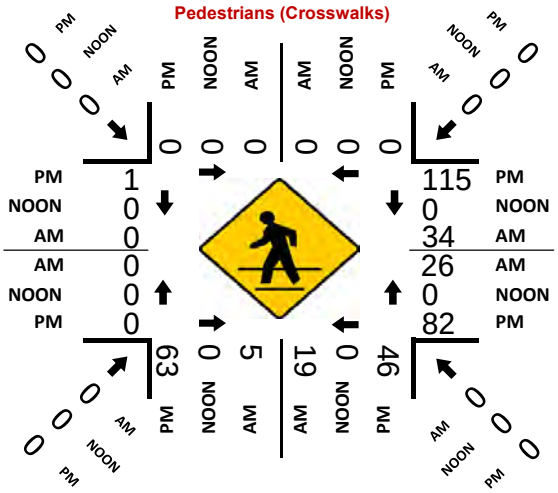


Pedestrians (Crosswalks)



National Data & Surveying Services

Intersection Turning Movement Count

Location: S Ogden Dr & W 3rd St
City: Los Angeles
Control: Signalized

Project ID: 18-05290-007
Date: 5/2/2018

Total

NS/EW Streets:	S Ogden Dr				S Ogden Dr				W 3rd St				W 3rd St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	1	0	0	0	0	0	0	2	0	0	0	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	0	17	0	0	0	0	0	0	80	3	0	17	289	0	0	407
7:15 AM	6	0	16	0	0	0	0	0	0	89	5	0	23	353	0	0	492
7:30 AM	3	0	18	0	0	0	0	0	0	118	5	0	29	395	0	0	568
7:45 AM	5	0	21	0	0	0	0	0	0	165	11	0	45	344	0	0	591
8:00 AM	25	0	39	0	0	0	0	0	0	176	8	0	51	390	0	0	689
8:15 AM	12	0	53	0	0	0	0	0	0	136	8	0	31	370	0	0	610
8:30 AM	12	0	28	0	0	0	0	0	0	161	8	0	30	410	0	0	649
8:45 AM	11	0	23	0	0	0	0	0	0	131	7	0	47	397	0	0	616
9:00 AM	17	0	28	0	0	0	0	0	0	159	4	0	40	360	0	0	608
9:15 AM	10	0	20	0	0	0	0	0	0	143	4	0	33	339	0	0	549
9:30 AM	12	0	27	0	0	0	0	0	0	168	4	0	31	350	0	0	592
9:45 AM	9	0	25	0	0	0	0	0	0	166	7	0	34	323	0	0	564
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	123	0	315	0	0	0	0	0	0	1692	74	0	411	4320	0	0	6935
APPROACH %'s :	28.08%	0.00%	71.92%	0.00%					0.00%	95.81%	4.19%	0.00%	8.69%	91.31%	0.00%	0.00%	
PEAK HR :	**08:00 AM - 09:00 AM**																TOTAL
PEAK HR VOL :	60	0	143	0	0	0	0	0	0	604	31	0	159	1567	0	0	2564
PEAK HR FACTOR :	0.600	0.000	0.675	0.000	0.000	0.000	0.000	0.000	0.000	0.858	0.969	0.000	0.779	0.955	0.000	0.000	0.930
	0.781								0.863				0.972				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	1	0	0	0	0	0	0	2	0	0	0	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	13	0	58	0	0	0	0	0	0	274	11	0	42	246	0	0	644
3:15 PM	21	0	44	0	0	0	0	0	0	248	9	0	45	197	0	0	564
3:30 PM	12	0	58	0	0	0	0	0	0	235	9	0	44	236	0	0	594
3:45 PM	13	0	51	0	0	0	0	0	0	293	6	0	52	220	0	0	635
4:00 PM	16	0	69	0	0	0	0	0	0	281	12	0	38	221	0	0	637
4:15 PM	21	0	44	0	0	0	0	0	0	281	14	0	35	226	0	0	621
4:30 PM	12	0	61	0	0	0	0	0	0	252	10	0	38	203	0	0	576
4:45 PM	10	0	57	0	0	0	0	0	0	281	2	0	38	250	0	0	638
5:00 PM	7	0	79	0	0	0	0	0	0	288	13	0	53	225	0	0	665
5:15 PM	15	0	80	0	0	0	0	0	0	282	11	0	41	205	0	0	634
5:30 PM	20	0	61	0	0	0	0	0	0	295	13	0	34	248	0	0	671
5:45 PM	15	0	60	0	0	0	0	0	0	283	10	0	47	225	0	0	640
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	175	0	722	0	0	0	0	0	0	3293	120	0	507	2702	0	0	7519
APPROACH %'s :	19.51%	0.00%	80.49%	0.00%					0.00%	96.48%	3.52%	0.00%	15.80%	84.20%	0.00%	0.00%	
PEAK HR :	**05:00 PM - 06:00 PM**																TOTAL
PEAK HR VOL :	57	0	280	0	0	0	0	0	0	1148	47	0	175	903	0	0	2610
PEAK HR FACTOR :	0.713	0.000	0.875	0.000	0.000	0.000	0.000	0.000	0.000	0.973	0.904	0.000	0.825	0.910	0.000	0.000	0.972
	0.887								0.970				0.956				

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South N Stanley Ave/The Grove Dr

East/West Beverly Blvd

Day: Wednesday Date: 05/02/2018 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	18	18	84	126
BIKES	8	14	35	31
BUSES	0	0	44	50

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	62	9.30	53	8.45	254	8.00	448	7.30
PM PK 15 MIN	138	17.15	43	16.00	310	15.15	343	16.45
AM PK HOUR	236	9.00	195	8.15	969	7.45	1699	7.15
PM PK HOUR	501	16.45	153	15.15	1163	15.00	1252	16.30

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	68	2	59	129	*7-8*	20	46	21	87	216	31	3	31	1
8-9	69	5	76	150	*8-9*	43	71	64	178	328	28	15	48	26
9-10	102	6	128	236	*9-10*	30	88	48	166	402	35	8	60	4
15-16	138	3	286	427	*15-16*	37	79	29	145	572	126	4	97	15
16-17	123	7	281	411	*16-17*	28	73	38	139	550	103	4	76	23
17-18	137	10	345	492	*17-18*	27	74	20	121	613	71	4	67	5
TOTAL	637	33	1175	1845	TOTAL	185	431	220	836	2681	394	38	379	74

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	6	629	49	684	*7-8*	84	1599	11	1694	2378	47	6	1	0
8-9	10	886	61	957	*8-9*	99	1485	18	1602	2559	42	13	0	0
9-10	15	743	97	855	*9-10*	164	1369	14	1547	2402	70	8	2	0
15-16	14	1034	115	1163	*15-16*	174	1020	23	1217	2380	131	29	0	0
16-17	8	986	125	1119	*16-17*	197	1012	32	1241	2360	119	20	0	0
17-18	18	1031	93	1142	*17-18*	187	992	18	1197	2339	97	10	1	0
TOTAL	71	5309	540	5920	TOTAL	905	7477	116	8498	14418	506	86	4	0

Prepared by National Data & Surveying Services

N Stanley Ave/The Grove Dr & Beverly Blvd

Peak Hour Turning Movement Count

ID: 18-05290-008
City: Los Angeles

Day: Wednesday
Date: 05/02/2018

PEAK HOURS	COUNT PERIODS
07:45 AM - 08:45 AM	07:00 AM - 10:00 AM
NONE	NONE
04:45 PM - 05:45 PM	03:00 PM - 06:00 PM

N Stanley Ave/The Grove Dr — SOUTHBOUND

AM	50	68	44	1	31	AM
NOON	0	0	0	0	0	NOON
PM	29	69	26	0	50	PM

Beverly Blvd — EASTBOUND

AM	NOON	PM	
1614	0	1190	⇦
0	0	0	↶ 0
8	0	15	↱ 1
902	0	1018	→ 2
59	0	96	↳ 0

Beverly Blvd — WESTBOUND

	PM	NOON	AM
0 ↰	25	0	17
2 ←	1026	0	1482
2 ↲	177	0	99
0 ↺	0	0	0
⇨	1399	0	1020

N Stanley Ave/The Grove Dr — NORTHBOUND

PM	343	1	135	10	355	PM
NOON	0	0	0	0	0	NOON
AM	226	0	82	5	74	AM

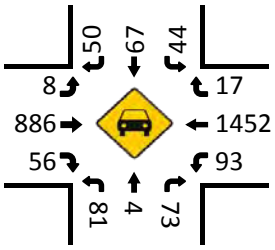
⇩	↶ 0	↰ 1	↑ 0	↱ 1

CONTROL

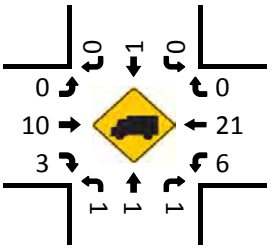
Signalized

	AM	NOON	PM
TEV	2891	0	2982
PHF	1.00		0.98

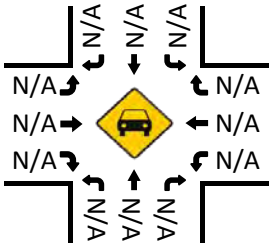
Cars (AM)



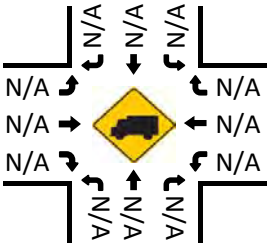
HT (AM)



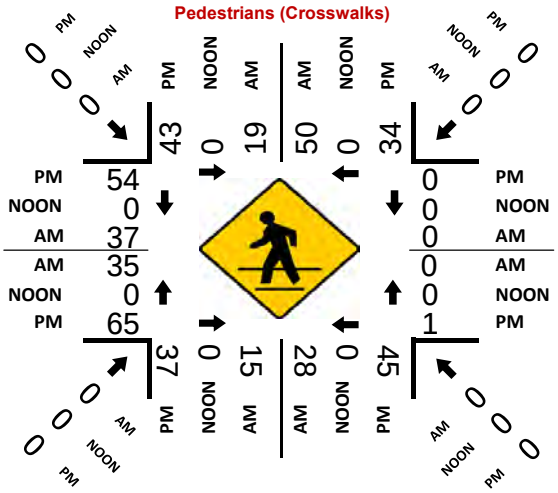
Cars (NOON)



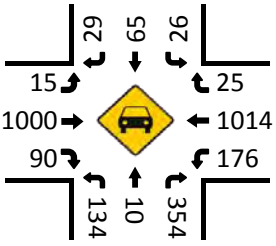
HT (NOON)



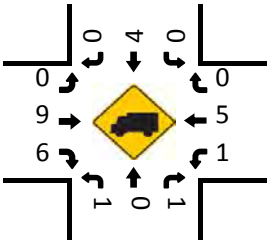
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: N Stanley Ave/The Grove Dr & Beverly Blvd
City: Los Angeles
Control: Signalized

Project ID: 18-05290-008
Date: 5/2/2018

Total

NS/EW Streets:	N Stanley Ave/The Grove Dr				N Stanley Ave/The Grove Dr				Beverly Blvd				Beverly Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	1	0	0	1	0	0	1	2	0	0	2	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	8	0	9	0	4	3	5	0	0	104	10	0	16	377	2	0	538
7:15 AM	14	0	14	0	3	12	5	0	2	129	9	0	18	427	2	0	635
7:30 AM	18	2	17	0	3	10	4	0	1	177	14	1	26	419	3	0	695
7:45 AM	28	0	19	0	10	21	7	0	2	219	16	0	24	376	4	0	726
8:00 AM	16	1	14	0	12	13	11	0	4	234	16	0	26	370	4	0	721
8:15 AM	22	3	15	0	9	17	18	0	1	228	8	0	23	377	0	0	721
8:30 AM	16	1	26	0	13	17	14	1	1	221	19	0	26	359	9	0	723
8:45 AM	15	0	21	0	8	24	21	0	4	203	18	0	24	379	5	0	722
9:00 AM	24	1	30	0	7	29	17	0	3	199	21	0	43	342	3	0	719
9:15 AM	23	2	32	0	8	17	9	0	4	163	22	0	33	308	7	0	628
9:30 AM	28	1	33	0	5	23	11	0	3	195	25	1	42	369	2	0	738
9:45 AM	27	2	33	0	10	19	11	0	4	186	29	0	46	350	2	0	719
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	239	13	263	0	92	205	133	1	29	2258	207	2	347	4453	43	0	8285
APPROACH %'s :	46.41%	2.52%	51.07%	0.00%	21.35%	47.56%	30.86%	0.23%	1.16%	90.46%	8.29%	0.08%	7.16%	91.95%	0.89%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	82	5	74	0	44	68	50	1	8	902	59	0	99	1482	17	0	2891
PEAK HR FACTOR :	0.732	0.417	0.712	0.000	0.846	0.810	0.694	0.250	0.500	0.964	0.776	0.000	0.952	0.983	0.472	0.000	0.996
	0.856				0.906				0.954				0.989				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	1	0	0	1	0	0	1	2	0	0	2	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	39	1	70	0	9	16	10	0	8	262	30	0	45	279	6	0	775
3:15 PM	34	1	74	0	7	25	6	0	3	281	25	1	42	269	9	0	777
3:30 PM	30	1	80	0	14	20	8	0	1	247	33	0	46	230	5	0	715
3:45 PM	35	0	62	0	7	18	5	0	1	244	27	0	41	242	3	0	685
4:00 PM	29	2	62	1	6	21	16	0	2	240	33	0	48	246	13	0	719
4:15 PM	34	1	73	0	4	16	7	0	4	251	35	0	38	226	6	0	695
4:30 PM	28	0	65	0	12	20	4	1	1	258	25	0	57	261	3	0	735
4:45 PM	31	4	81	0	5	16	11	0	1	237	32	0	54	279	10	0	761
5:00 PM	35	1	80	1	10	20	4	0	4	248	21	0	50	254	6	0	734
5:15 PM	38	1	99	0	4	21	5	0	2	273	18	0	38	238	2	0	739
5:30 PM	31	4	95	0	7	12	9	0	8	260	25	0	35	255	7	0	748
5:45 PM	32	4	71	0	6	21	2	0	4	250	29	0	64	245	3	0	731
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	396	20	912	2	91	226	87	1	39	3051	333	1	558	3024	73	0	8814
APPROACH %'s :	29.77%	1.50%	68.57%	0.15%	22.47%	55.80%	21.48%	0.25%	1.14%	89.11%	9.73%	0.03%	15.27%	82.74%	2.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	135	10	355	1	26	69	29	0	15	1018	96	0	177	1026	25	0	2982
PEAK HR FACTOR :	0.888	0.625	0.896	0.250	0.650	0.821	0.659	0.000	0.469	0.932	0.750	0.000	0.819	0.919	0.625	0.000	0.980
	0.908				0.912				0.963				0.895				

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South The Grove Dr

East/West W 3rd St

Day: Wednesday Date: 05/02/2018 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	28	52	103
BIKES	0	9	28	48
BUSES	0	0	78	75

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	15	8.45	62	8.45	214	8.00	452	8.00
PM PK 15 MIN	11	16.15	124	15.15	398	17.00	302	15.00
AM PK HOUR	48	8.00	220	8.45	797	7.45	1766	8.00
PM PK HOUR	33	15.30	447	16.45	1482	17.00	1132	16.45

NORTHBOUND Approach					**SOUTHBOUND Approach**					**TOTAL**	**XING S/L**		**XING N/L**	
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	N-S	Ped	Sch	Ped	Sch
7-8	11	2	14	27	*7-8*	50	0	79	129	156	17	6	34	1
8-9	20	7	21	48	*8-9*	77	2	116	195	243	31	14	63	2
9-10	20	5	19	44	*9-10*	83	1	126	210	254	39	12	59	2
15-16	8	5	14	27	*15-16*	231	5	195	431	458	110	6	108	12
16-17	14	6	12	32	*16-17*	217	6	201	424	456	109	7	128	19
17-18	5	4	12	21	*17-18*	212	5	224	441	462	117	8	130	10
TOTAL	78	29	92	199	TOTAL	870	19	941	1830	2029	423	53	522	46

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	28	484	6	518	*7-8*	8	1408	128	1544	2062	5	3	0	0
8-9	61	689	9	759	*8-9*	17	1588	161	1766	2525	13	12	0	0
9-10	81	658	10	749	*9-10*	13	1366	199	1578	2327	27	10	0	0
15-16	175	1090	17	1282	*15-16*	8	881	235	1124	2406	76	4	0	0
16-17	189	1135	18	1342	*16-17*	14	833	245	1092	2434	81	9	0	0
17-18	258	1208	16	1482	*17-18*	13	837	254	1104	2586	93	8	0	0
TOTAL	792	5264	76	6132	TOTAL	73	6913	1222	8208	14340	295	46	0	0

Prepared by National Data & Surveying Services

The Grove Dr & W 3rd St

Peak Hour Turning Movement Count

ID: 18-05290-009
City: Los Angeles

Day: Wednesday
Date: 05/02/2018

PEAK HOURS

AM	08:00 AM - 09:00 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

The Grove Dr — SOUTHBOUND

AM	116	2	77	0	228	AM
NOON	0	0	0	0	0	NOON
PM	224	5	212	0	516	PM
	1	0.5	1.5	0		

W 3rd St — EASTBOUND

AM	NOON	PM		
1725	0	1066		
1	0	0	0	
60	0	258	2	
689	0	1208	2	
9	0	16	0	

W 3rd St — WESTBOUND

PM	NOON	AM	
254	0	161	1
837	0	1588	2
13	0	17	1
0	0	0	0
1432	0	787	

CONTROL

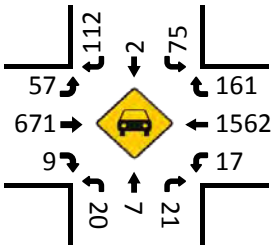
Signalized

TEV	2768	0	3048
	AM	NOON	PM
PHF	0.96		0.95

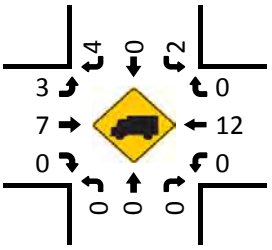
The Grove Dr — NORTHBOUND

	0	0	1	0		
PM	34	0	5	4	12	PM
NOON	0	0	0	0	0	NOON
AM	28	0	20	7	21	AM

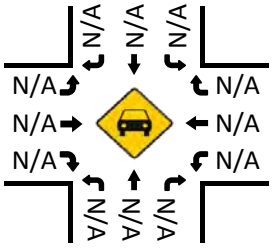
Cars (AM)



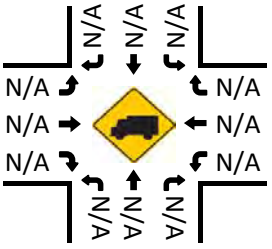
HT (AM)



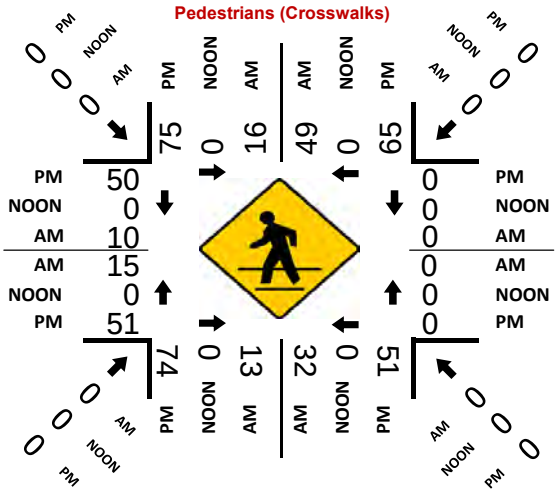
Cars (NOON)



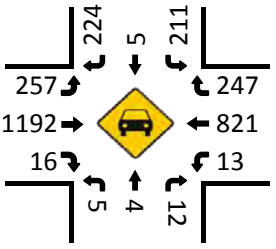
HT (NOON)



Pedestrians (Crosswalks)



Cars (PM)



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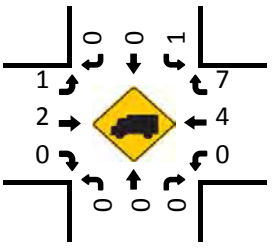


National Data & Surveying Services

Intersection Turning Movement Count

Location: The Grove Dr & W 3rd St
City: Los Angeles
Control: Signalized

Project ID: 18-05290-009
Date: 5/2/2018

Total

AM	The Grove Dr				The Grove Dr				W 3rd St				W 3rd St				
NS/EW Streets:	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	1.5	0.5	1	0	2	2	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	5	0	2	0	8	0	9	0	4	82	0	0	2	276	17	0	405
7:15 AM	2	1	2	0	9	0	18	0	5	109	1	0	2	364	28	0	541
7:30 AM	2	1	3	0	13	0	27	0	8	118	0	0	3	391	36	1	603
7:45 AM	2	0	7	0	20	0	25	0	11	175	5	0	0	377	47	0	669
8:00 AM	5	2	5	0	17	0	26	0	23	190	1	0	4	407	41	0	721
8:15 AM	3	1	4	0	19	1	25	0	11	180	1	1	3	391	36	0	676
8:30 AM	4	3	6	0	17	1	27	0	14	181	4	0	7	393	34	0	691
8:45 AM	8	1	6	0	24	0	38	0	12	138	3	0	3	397	50	0	680
9:00 AM	2	0	4	0	17	1	35	0	19	169	1	0	1	366	43	0	658
9:15 AM	9	1	4	0	16	0	28	0	14	158	1	0	5	342	47	0	625
9:30 AM	6	1	4	0	26	0	35	0	21	156	6	0	2	334	59	1	651
9:45 AM	3	3	7	0	24	0	28	0	27	175	2	0	4	324	50	0	647
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	51	14	54	0	210	3	321	0	169	1831	25	1	36	4362	488	2	7567
APPROACH %'s :	42.86%	11.76%	45.38%	0.00%	39.33%	0.56%	60.11%	0.00%	8.34%	90.38%	1.23%	0.05%	0.74%	89.24%	9.98%	0.04%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	20	7	21	0	77	2	116	0	60	689	9	1	17	1588	161	0	2768
PEAK HR FACTOR :	0.625	0.583	0.875	0.000	0.802	0.500	0.763	0.000	0.652	0.907	0.563	0.250	0.607	0.975	0.805	0.000	0.960
	0.800				0.786				0.887				0.977				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	1.5	0.5	1	0	2	2	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	2	1	7	0	51	2	46	0	54	271	3	0	1	234	67	0	739
3:15 PM	0	1	2	0	79	1	44	0	42	263	3	2	2	197	52	0	688
3:30 PM	4	1	2	0	57	1	48	0	36	244	4	0	2	231	60	0	690
3:45 PM	2	2	3	0	44	1	57	0	40	312	7	1	3	219	56	0	747
4:00 PM	2	1	5	0	49	2	47	0	55	300	5	0	3	204	65	0	738
4:15 PM	5	3	3	0	58	1	55	0	45	285	5	1	3	202	62	0	728
4:30 PM	5	0	2	0	48	2	46	0	46	274	6	0	3	200	55	0	687
4:45 PM	2	2	2	0	62	1	53	0	42	276	2	0	5	227	63	0	737
5:00 PM	3	0	3	0	50	3	58	0	60	334	4	0	3	220	64	0	802
5:15 PM	0	2	2	0	61	0	54	0	80	265	4	0	7	183	64	0	722
5:30 PM	0	2	6	0	58	1	46	0	56	303	5	0	3	235	58	0	773
5:45 PM	2	0	1	0	43	1	66	0	62	306	3	0	0	199	68	0	751
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	27	15	38	0	660	16	620	0	618	3433	51	4	35	2551	734	0	8802
APPROACH %'s :	33.75%	18.75%	47.50%	0.00%	50.93%	1.23%	47.84%	0.00%	15.05%	83.61%	1.24%	0.10%	1.05%	76.84%	22.11%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	5	4	12	0	212	5	224	0	258	1208	16	0	13	837	254	0	3048
PEAK HR FACTOR :	0.417	0.500	0.500	0.000	0.869	0.417	0.848	0.000	0.806	0.904	0.800	0.000	0.464	0.890	0.934	0.000	0.950
	0.656				0.959				0.931				0.932				

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South S La Brea Ave

East/West W 3rd St

Day: Wednesday Date: 05/02/2018 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	220	207	55	73
BIKES	29	24	27	25
BUSES	41	48	67	74

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	398	7.45	367	8.15	264	8.30	395	8.45
PM PK 15 MIN	403	17.15	356	17.30	330	16.15	296	17.45
AM PK HOUR	1476	8.30	1370	7.45	981	7.45	1504	8.15
PM PK HOUR	1554	17.00	1358	16.45	1258	17.00	1050	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	170	1010	45	1225
8-9	174	1211	53	1438
9-10	178	1197	70	1445
15-16	179	1058	101	1338
16-17	182	1050	131	1363
17-18	224	1227	103	1554
TOTAL	1107	6753	503	8363

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	66	969	102	1137
8-9	72	1173	114	1359
9-10	77	936	93	1106
15-16	94	986	95	1175
16-17	97	1085	105	1287
17-18	97	1114	124	1335
TOTAL	503	6263	633	7399

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2362	24	2	28	6
2797	26	0	36	1
2551	23	0	51	9
2513	65	0	96	4
2650	45	4	87	14
2889	48	2	52	4
15762	231	8	350	38

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	79	567	63	709
8-9	101	741	122	964
9-10	95	655	118	868
15-16	102	928	164	1194
16-17	91	939	168	1198
17-18	105	963	190	1258
TOTAL	573	4793	825	6191

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	155	1134	57	1346
8-9	240	1190	69	1499
9-10	186	1109	78	1373
15-16	131	810	86	1027
16-17	129	755	59	943
17-18	142	824	84	1050
TOTAL	983	5822	433	7238

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
2055	22	5	58	6
2463	39	1	48	1
2241	35	0	56	1
2221	111	6	95	0
2141	69	12	116	24
2308	80	4	88	3
13429	356	28	461	35

Prepared by National Data & Surveying Services

S La Brea Ave & W 3rd St

Peak Hour Turning Movement Count

ID: 18-05290-010
City: Los Angeles

Day: Wednesday
Date: 05/02/2018

PEAK HOURS

AM	08:00 AM - 09:00 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

S La Brea Ave — SOUTHBOUND

AM	114	1173	72	0	1381	AM
NOON	0	0	0	0	0	NOON
PM	124	1114	97	0	1416	PM
	0	3	1	0		

W 3rd St — EASTBOUND

AM	NOON	PM		
1478	0	1172		
0	0	0	0	
101	0	105	1	
741	0	963	2	
122	0	190	1	
AM	NOON	PM		

W 3rd St — WESTBOUND

PM	NOON	AM		
84	0	69	0	
824	0	1190	2	
142	0	240	1	
0	0	0	0	
1163	0	866		
PM	NOON	AM		

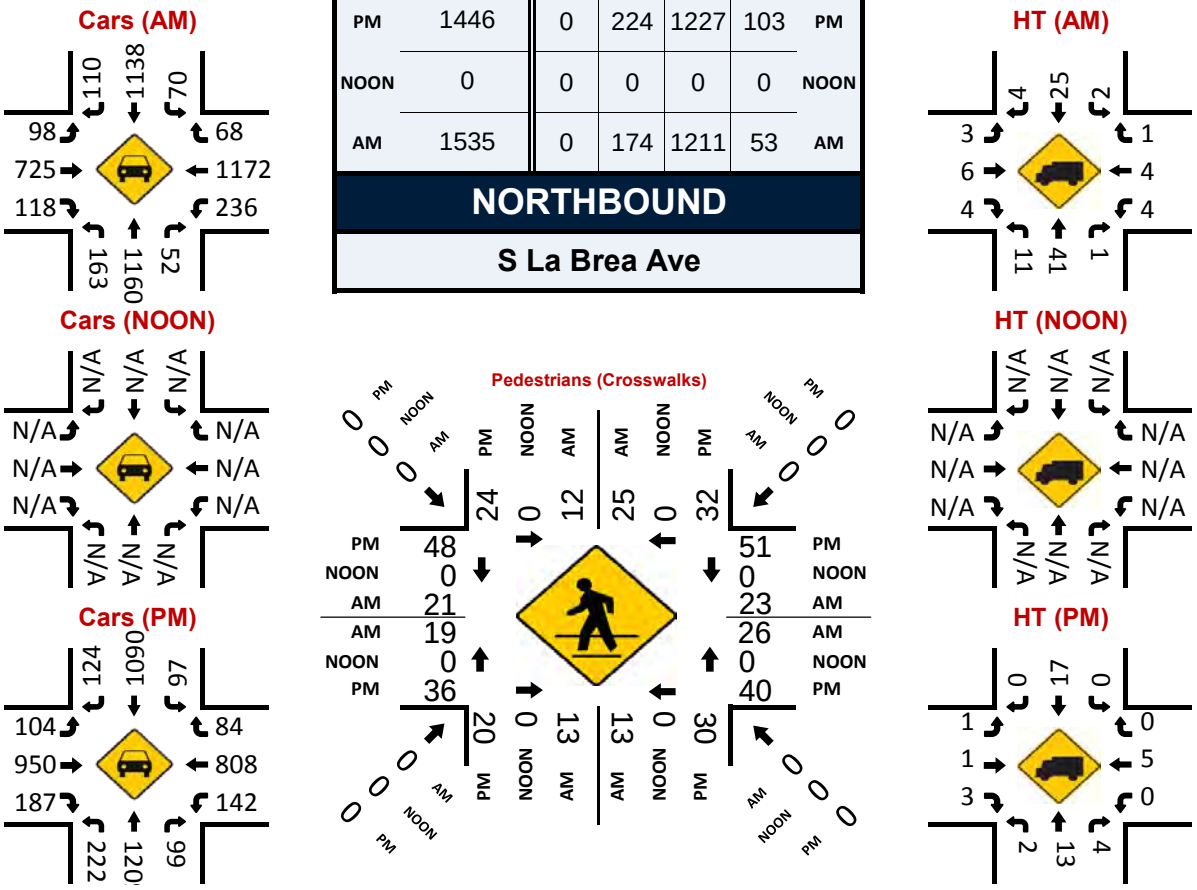
CONTROL

Signalized

	AM	NOON	PM
TEV	5260	0	5197
PHF	0.98		0.98

S La Brea Ave — NORTHBOUND

PM	1446	0	224	1227	103	PM
NOON	0	0	0	0	0	NOON
AM	1535	0	174	1211	53	AM
		0	1	3	0	



National Data & Surveying Services

Intersection Turning Movement Count

Location: S La Brea Ave & W 3rd St
City: Los Angeles
Control: Signalized

Project ID: 18-05290-010
Date: 5/2/2018

Total

NS/EW Streets:	S La Brea Ave				S La Brea Ave				W 3rd St				W 3rd St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	0	0	1	2	1	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	35	161	10	0	12	210	27	0	16	92	20	0	32	242	12	0	869
7:15 AM	36	219	10	0	19	237	17	0	16	124	12	0	37	307	12	0	1046
7:30 AM	46	300	10	0	14	256	21	0	24	155	10	0	44	307	16	0	1203
7:45 AM	53	330	15	0	21	266	37	0	23	196	21	0	42	278	17	0	1299
8:00 AM	52	278	14	0	30	281	28	0	22	193	20	0	41	305	12	0	1276
8:15 AM	32	297	18	0	15	331	21	0	27	175	40	0	59	295	14	0	1324
8:30 AM	46	308	9	0	12	297	31	0	27	207	30	0	71	284	23	0	1345
8:45 AM	44	328	12	0	15	264	34	0	25	166	32	0	69	306	20	0	1315
9:00 AM	35	299	19	0	24	273	17	0	24	160	24	0	48	295	20	0	1238
9:15 AM	43	313	20	0	16	256	31	0	28	170	27	0	53	274	18	0	1249
9:30 AM	41	295	14	0	22	207	22	0	22	163	35	0	48	282	22	0	1173
9:45 AM	59	290	17	0	15	200	23	0	21	162	32	0	37	258	18	0	1132
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	522	3418	168	0	215	3078	309	0	275	1963	303	0	581	3433	204	0	14469
APPROACH %'s :	12.71%	83.20%	4.09%	0.00%	5.97%	85.45%	8.58%	0.00%	10.82%	77.25%	11.92%	0.00%	13.77%	81.39%	4.84%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	174	1211	53	0	72	1173	114	0	101	741	122	0	240	1190	69	0	5260
PEAK HR FACTOR :	0.837	0.923	0.736	0.000	0.600	0.886	0.838	0.000	0.935	0.895	0.763	0.000	0.845	0.972	0.750	0.000	0.978
	0.936				0.926				0.913				0.949				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	0	0	1	2	1	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	44	273	24	0	21	244	22	0	26	211	38	0	37	216	19	0	1175
3:15 PM	47	274	21	0	30	245	19	0	25	237	48	0	27	188	15	0	1176
3:30 PM	34	272	26	0	19	264	30	0	29	247	36	0	28	193	22	0	1200
3:45 PM	54	239	30	0	24	233	24	0	22	233	42	0	39	213	30	0	1183
4:00 PM	50	253	36	0	25	241	24	0	28	219	38	0	31	186	13	0	1144
4:15 PM	45	257	32	0	28	294	28	0	19	256	55	0	33	167	14	0	1228
4:30 PM	39	249	28	0	24	253	27	0	24	231	40	0	34	192	17	0	1158
4:45 PM	48	291	35	0	20	297	26	0	20	233	35	0	31	210	15	0	1261
5:00 PM	54	307	27	0	28	257	34	0	35	247	38	0	26	186	29	0	1268
5:15 PM	55	328	20	0	22	282	36	0	23	239	63	0	36	201	17	0	1322
5:30 PM	53	293	27	0	26	299	31	0	23	235	52	0	38	206	15	0	1298
5:45 PM	62	299	29	0	21	276	23	0	24	242	37	0	42	231	23	0	1309
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	585	3335	335	0	288	3185	324	0	298	2830	522	0	402	2389	229	0	14722
APPROACH %'s :	13.75%	78.38%	7.87%	0.00%	7.58%	83.88%	8.53%	0.00%	8.16%	77.53%	14.30%	0.00%	13.31%	79.11%	7.58%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	224	1227	103	0	97	1114	124	0	105	963	190	0	142	824	84	0	5197
PEAK HR FACTOR :	0.903	0.935	0.888	0.000	0.866	0.931	0.861	0.000	0.750	0.975	0.754	0.000	0.845	0.892	0.724	0.000	0.983
	0.964				0.938				0.968				0.887				

Prepared by NDS/ATD

VOLUME

Ogden Dr N/O Colgate Ave

Day: Thursday
Date: 4/11/2019

City: Los Angeles
Project #: CA19_5200_002

DAILY TOTALS	NB	SB	EB	WB	Total
	2,275	1,542	0	0	3,817

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	4		5						9		12:00	31		18						49	
00:15	4		5						9		12:15	20		24						44	
00:30	5		4						9		12:30	37		19						56	
00:45	5	18	6	20					11	38	12:45	19	107	29	90					48	197
01:00	0		1						1		13:00	31		29						60	
01:15	2		2						4		13:15	18		23						41	
01:30	4		5						9		13:30	23		27						50	
01:45	1	7	0	8					1	15	13:45	28	100	21	100					49	200
02:00	2		0						2		14:00	37		34						71	
02:15	3		0						3		14:15	34		40						74	
02:30	0		0						0		14:30	50		27						77	
02:45	1	6	1	1					2	7	14:45	39	160	25	126					64	286
03:00	1		0						1		15:00	45		25						70	
03:15	0		0						0		15:15	44		27						71	
03:30	1		0						1		15:30	43		25						68	
03:45	0	2	0						0	2	15:45	56	188	28	105					84	293
04:00	3		1						4		16:00	52		27						79	
04:15	0		0						0		16:15	64		19						83	
04:30	2		2						4		16:30	64		30						94	
04:45	5	10	2	5					7	15	16:45	68	248	37	113					105	361
05:00	1		1						2		17:00	69		34						103	
05:15	2		1						3		17:15	76		31						107	
05:30	3		1						4		17:30	73		26						99	
05:45	5	11	2	5					7	16	17:45	67	285	29	120					96	405
06:00	3		1						4		18:00	57		20						77	
06:15	8		4						12		18:15	77		26						103	
06:30	5		2						7		18:30	63		31						94	
06:45	12	28	5	12					17	40	18:45	54	251	29	106					83	357
07:00	14		20						34		19:00	44		27						71	
07:15	22		12						34		19:15	52		20						72	
07:30	25		23						48		19:30	37		24						61	
07:45	33	94	44	99					77	193	19:45	23	156	29	100					52	256
08:00	67		28						95		20:00	21		28						49	
08:15	44		25						69		20:15	23		27						50	
08:30	23		26						49		20:30	19		18						37	
08:45	15	149	20	99					35	248	20:45	14	77	20	93					34	170
09:00	21		21						42		21:00	18		22						40	
09:15	21		20						41		21:15	8		24						32	
09:30	26		14						40		21:30	12		10						22	
09:45	26	94	17	72					43	166	21:45	6	44	18	74					24	118
10:00	15		18						33		22:00	5		7						12	
10:15	29		15						44		22:15	15		15						30	
10:30	18		15						33		22:30	7		7						14	
10:45	20	82	13	61					33	143	22:45	10	37	17	46					27	83
11:00	23		10						33		23:00	9		6						15	
11:15	20		11						31		23:15	5		5						10	
11:30	17		17						34		23:30	6		6						12	
11:45	35	95	23	61					58	156	23:45	6	26	9	26					15	52
TOTALS		596		443						1039	TOTALS		1679		1099						2778
SPLIT %		57.4%		42.6%						27.2%	SPLIT %		60.4%		39.6%						72.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,275	1,542	0	0	3,817

AM Peak Hour	07:30	07:45			07:45	PM Peak Hour	16:45	16:30			16:45
AM Pk Volume	169	123			290	PM Pk Volume	286	132			414
Pk Hr Factor	0.631	0.699			0.763	Pk Hr Factor	0.941	0.892			0.967
7 - 9 Volume	243	198	0	0	441	4 - 6 Volume	533	233	0	0	766
7 - 9 Peak Hour	07:30	07:45			07:45	4 - 6 Peak Hour	16:45	16:30			16:45
7 - 9 Pk Volume	169	123	0	0	290	4 - 6 Pk Volume	286	132	0	0	414
Pk Hr Factor	0.631	0.699	0.000	0.000	0.763	Pk Hr Factor	0.941	0.892	0.000	0.000	0.967

Prepared by NDS/ATD

VOLUME

Colgate Ave E/O Fairfax Ave

Day: Thursday
Date: 4/11/2019

City: Los Angeles
Project #: CA19_5200_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,095	1,843	3,938

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			5		6		11		12:00			21		18		39	
00:15			2		7		9		12:15			16		18		34	
00:30			5		1		6		12:30			27		24		51	
00:45			2	14	3	17	5	31	12:45			17	81	33	93	50	174
01:00			2		3		5		13:00			22		31		53	
01:15			6		1		7		13:15			26		31		57	
01:30			0		3		3		13:30			23		35		58	
01:45			0	8	1	8	1	16	13:45			30	101	22	119	52	220
02:00			0		2		2		14:00			37		44		81	
02:15			2		0		2		14:15			33		39		72	
02:30			1		1		2		14:30			34		37		71	
02:45			1	4	0	3	1	7	14:45			37	141	37	157	74	298
03:00			0		1		1		15:00			38		27		65	
03:15			0		0		0		15:15			42		42		84	
03:30			1		1		2		15:30			38		29		67	
03:45			0	1	1	3	1	4	15:45			56	174	33	131	89	305
04:00			2		0		2		16:00			54		38		92	
04:15			0		1		1		16:15			82		32		114	
04:30			2		1		3		16:30			72		31		103	
04:45			1	5	1	3	2	8	16:45			69	277	31	132	100	409
05:00			0		4		4		17:00			90		31		121	
05:15			0		2		2		17:15			95		28		123	
05:30			4		3		7		17:30			82		33		115	
05:45			1	5	4	13	5	18	17:45			73	340	31	123	104	463
06:00			4		2		6		18:00			65		28		93	
06:15			3		9		12		18:15			96		19		115	
06:30			3		7		10		18:30			62		23		85	
06:45			4	14	12	30	16	44	18:45			63	286	22	92	85	378
07:00			18		34		52		19:00			47		35		82	
07:15			15		33		48		19:15			62		19		81	
07:30			21		29		50		19:30			36		24		60	
07:45			33	87	35	131	68	218	19:45			24	169	19	97	43	266
08:00			32		32		64		20:00			18		25		43	
08:15			14		50		64		20:15			24		21		45	
08:30			11		46		57		20:30			22		17		39	
08:45			8	65	47	175	55	240	20:45			11	75	16	79	27	154
09:00			12		48		60		21:00			15		16		31	
09:15			9		34		43		21:15			13		17		30	
09:30			12		27		39		21:30			8		16		24	
09:45			12	45	24	133	36	178	21:45			10	46	10	59	20	105
10:00			11		30		41		22:00			7		5		12	
10:15			13		26		39		22:15			9		10		19	
10:30			18		25		43		22:30			6		8		14	
10:45			16	58	21	102	37	160	22:45			2	24	7	30	9	54
11:00			11		25		36		23:00			8		8		16	
11:15			14		16		30		23:15			3		3		6	
11:30			13		28		41		23:30			2		3		5	
11:45			22	60	28	97	50	157	23:45			2	15	2	16	4	31
TOTALS				366		715		1081	TOTALS				1729		1128		2857
SPLIT %				33.9%		66.1%		27.5%	SPLIT %				60.5%		39.5%		72.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,095	1,843	3,938

AM Peak Hour			07:15	08:15	07:45	PM Peak Hour			17:00	14:00	17:00
AM Pk Volume			101	191	253	PM Pk Volume			340	157	463
Pk Hr Factor			0.765	0.955	0.930	Pk Hr Factor			0.895	0.892	0.941
7 - 9 Volume	0	0	152	306	458	4 - 6 Volume	0	0	617	255	872
7 - 9 Peak Hour			07:15	08:00	07:45	4 - 6 Peak Hour			17:00	16:00	17:00
7 - 9 Pk Volume	0	0	101	175	253	4 - 6 Pk Volume	0	0	340	132	463
Pk Hr Factor	0.000	0.000	0.765	0.875	0.930	Pk Hr Factor	0.000	0.000	0.895	0.868	0.941

APPENDIX C

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

CRITICAL MOVEMENT ANALYSIS (CMA) DESCRIPTION

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

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

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

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

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

Critical Movement Analysis Characteristics

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

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

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

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

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

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

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

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	La Cienega Boulevard	Year of Count:	2019	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	5/15/2019
CMA01	East-West Street:	3rd Street	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	JAS	Project:	6300 W. 3rd Street Mixed-Use

No. of Phases				4				4				4				4				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB-- 0
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2			2
Override Capacity				0				0				0				0				0			0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	168	2	**92**	0	168	**92**	20	195	2	**107**	0	195	2	**107**	0	195	2	**107**
	Left-Through		0							0				0				0	
	Through	833	2	316	0	833	317	64	931	2	351	0	931	2	351	0	931	2	351
	Through-Right		1							1				1				1	
	Right	116	0	116	2	118	118	0	121	0	121	2	123	0	123	0	123	0	123
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	43	2	24	0	43	24	0	45	2	25	0	45	2	25	0	45	2	25
	Left-Through		0							0				0				0	
	Through	1128	2	**473**	0	1128	**473**	85	1259	2	**521**	0	1259	2	**521**	0	1259	2	**521**
	Through-Right		1							1				1				1	
	Right	290	0	290	0	290	290	1	303	0	303	0	303	0	303	0	303	0	303
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	127	1	**127**	0	127	**127**	8	140	1	**140**	0	140	1	**140**	0	140	1	**140**
	Left-Through		0							0				0				0	
	Through	434	2	217	2	436	218	19	471	2	236	2	473	2	237	0	473	2	237
	Through-Right		0							0				0				0	
	Right	54	1	8	0	54	8	48	104	1	51	0	104	1	51	0	104	1	51
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	367	1	367	5	372	372	2	384	1	384	5	389	1	389	0	389	1	389
	Left-Through		0							0				0				0	
	Through	958	1	**505**	5	963	**508**	12	1009	1	**532**	5	1014	1	**534**	0	1014	1	**534**
	Through-Right		1							1				1				1	
	Right	52	0	52	0	52	52	0	54	0	54	0	54	0	54	0	54	0	54
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		565	*North-South:*		565	*North-South:*			628	*North-South:*			628	*North-South:*			628
		East-West:		632	*East-West:*		635	*East-West:*			672	*East-West:*			674	*East-West:*			674
		SUM:		1197	*SUM:*		1200	*SUM:*			1300	*SUM:*			1302	*SUM:*			1302
VOLUME/CAPACITY *(V/C)* RATIO:				0.871			0.873				0.945				0.947				0.947
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.771**			**0.773**				**0.845**				**0.847**				**0.847**
LEVEL OF SERVICE (LOS):				**C**			**C**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	La Cienega Boulevard	Year of Count:	2019	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	5/15/2019
CMA01	East-West Street:	3rd Street	Projection Year:	2023	Peak Hour:	PM	Reviewed by:	JAS	Project:	6300 W. 3rd Street Mixed-Use

No. of Phases				4				4				4				4				4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2				2
Override Capacity				0				0				0				0				0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	2	44	0	80	44	18	101	2	56	0	101	2	56	0	101	2	56
	Left-Through		0							0				0				0	
	Through	1187	2	**457**	0	1187	**458**	128	1363	2	**518**	0	1363	2	**519**	0	1363	2	**519**
	Through-Right		1							1				1				1	
	Right	184	0	184	4	188	188	0	191	0	191	4	195	0	195	0	195	0	195
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	140	2	**77**	0	140	**77**	0	146	2	**80**	0	146	2	**80**	0	146	2	**80**
	Left-Through		0							0				0				0	
	Through	923	2	351	0	923	351	126	1086	2	409	0	1086	2	409	0	1086	2	409
	Through-Right		1							1				1				1	
	Right	130	0	130	0	130	130	7	142	0	142	0	142	0	142	0	142	0	142
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	162	1	162	0	162	162	10	179	1	179	0	179	1	179	0	179	1	179
	Left-Through		0							0				0				0	
	Through	821	2	**411**	4	825	**413**	24	878	2	**439**	4	882	2	**441**	0	882	2	**441**
	Through-Right		0							0				0				0	
	Right	133	1	111	0	133	111	52	190	1	162	0	190	1	162	0	190	1	162
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	196	1	**196**	1	197	**197**	4	208	1	**208**	1	209	1	**209**	0	209	1	**209**
	Left-Through		0							0				0				0	
	Through	478	1	305	1	479	306	23	520	1	329	1	521	1	329	0	521	1	329
	Through-Right		1							1				1				1	
	Right	132	0	132	0	132	132	0	137	0	137	0	137	0	137	0	137	0	137
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	534		*North-South:*	535		*North-South:*	598			*North-South:*	599			*North-South:*	599	
			East-West:	607		*East-West:*	610		*East-West:*	647			*East-West:*	650			*East-West:*	650	
			SUM:	1141		*SUM:*	1145		*SUM:*	1245			*SUM:*	1249			*SUM:*	1249	
VOLUME/CAPACITY *(V/C)* RATIO:				0.830			0.833			0.905				0.908				0.908	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.730**			**0.733**			**0.805**				**0.808**				**0.808**	
LEVEL OF SERVICE (LOS):				**C**			**C**			**D**				**D**				**D**	

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Crescent Heights Boulevard	Year of Count:	2019	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	5/15/2019
CMA02	East-West Street:	3rd Street	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	JAS	Project:	6300 W. 3rd Street Mixed-Use

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

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	4	0	**4**	0	4	**4**	0	4	0	**4**	0	4	0	**4**	0	4	0	**4**
	Left-Through		1							1				1				1	
	Through	444	0	245	0	444	246	2	464	0	256	0	464	0	257	0	464	0	257
	Through-Right		1							1				1				1	
	Right	22	0	245	2	24	246	0	23	0	256	2	25	0	257	0	25	0	257
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	1	0	1	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1
	Left-Through		1							1				1				1	
	Through	969	0	**563**	0	969	**563**	3	1011	0	**587**	0	1011	0	**587**	0	1011	0	**587**
	Through-Right		1							1				1				1	
	Right	154	0	563	0	154	563	0	160	0	587	0	160	0	587	0	160	0	587
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	6	0	**6**	0	6	**6**	0	6	0	**6**	0	6	0	**6**	0	6	0	**6**
	Left-Through		1							1				1				1	
	Through	577	0	318	7	584	322	19	619	0	340	7	626	0	343	0	626	0	343
	Through-Right		1							1				1				1	
	Right	23	0	318	0	23	322	0	24	0	340	0	24	0	343	0	24	0	343
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	8	0	8	0	8	8	0	8	0	8	0	8	0	8	0	8	0	8
	Left-Through		1							1				1				1	
	Through	1209	0	**650**	14	1223	**657**	14	1272	0	**683**	14	1286	0	**690**	0	1286	0	**690**
	Through-Right		1							1				1				1	
	Right	59	0	650	0	59	657	0	61	0	683	0	61	0	690	0	61	0	690
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		567	*North-South:*		567	*North-South:*			591	*North-South:*			591	*North-South:*			591
		East-West:		656	*East-West:*		663	*East-West:*			689	*East-West:*			696	*East-West:*			696
		SUM:		1223	*SUM:*		1230	*SUM:*			1280	*SUM:*			1287	*SUM:*			1287
VOLUME/CAPACITY *(V/C)* RATIO:				0.815			0.820				0.853				0.858				0.858
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.715**			**0.720**				**0.753**				**0.758**				**0.758**
LEVEL OF SERVICE (LOS):				**C**			**C**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	Δ*v/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Crescent Heights Boulevard	Year of Count:	2019	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	5/15/2019
CMA02	East-West Street:	3rd Street	Projection Year:	2023	Peak Hour:	PM	Reviewed by:	JAS	Project:	6300 W. 3rd Street Mixed-Use

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

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	4	0	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4
	Left-Through		1							1				1				1	
	Through	1008	0	**531**	0	1008	**533**	3	1052	0	**554**	0	1052	0	**556**	0	1052	0	**556**
	Through-Right		1							1				1				1	
	Right	38	0	531	4	42	533	0	40	0	554	4	44	0	556	0	44	0	556
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	7	0	**7**	0	7	**7**	0	7	0	**7**	0	7	0	**7**	0	7	0	**7**
	Left-Through		1							1				1				1	
	Through	611	0	360	0	611	360	2	638	0	375	0	638	0	375	0	638	0	375
	Through-Right		1							1				1				1	
	Right	66	0	360	0	66	360	0	69	0	375	0	69	0	375	0	69	0	375
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7
	Left-Through		1							1				1				1	
	Through	1010	0	**566**	10	1020	**571**	24	1075	0	**600**	10	1085	0	**605**	0	1085	0	**605**
	Through-Right		1							1				1				1	
	Right	93	0	566	0	93	571	0	97	0	600	0	97	0	605	0	97	0	605
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	5	0	**5**	0	5	**5**	0	5	0	**5**	0	5	0	**5**	0	5	0	**5**
	Left-Through		1							1				1				1	
	Through	722	0	422	3	725	423	27	778	0	452	3	781	0	453	0	781	0	453
	Through-Right		1							1				1				1	
	Right	91	0	422	0	91	423	0	95	0	452	0	95	0	453	0	95	0	453
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		538	North-South:		540	North-South:			561	North-South:			563	North-South:			563
		East-West:		571	East-West:		576	East-West:			605	East-West:			610	East-West:			610
		SUM:		1109	SUM:		1116	SUM:			1166	SUM:			1173	SUM:			1173
VOLUME/CAPACITY (V/C) RATIO:				0.739			0.744				0.777				0.782				0.782
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.639**			**0.644**				**0.677**				**0.682**				**0.682**
LEVEL OF SERVICE (LOS):				**B**			**B**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	Δ*v/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Fairfax Avenue	Year of Count:	2019	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	5/15/2019
CMA03	East-West Street:	Beverly Boulevard	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	JAS	Project:	6300 W. 3rd Street Mixed-Use

No. of Phases				4				4				4				4				4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB--	0	NB--	3	SB--	0	NB--	3	SB--	0	NB--	3	SB--	0	NB--	3	SB--	0	NB--	3	SB--	0
	EB--	3	WB--	3	EB--	3	WB--	3	EB--	3	WB--	3	EB--	3	WB--	3	EB--	3	WB--	3	EB--	3	WB--	3
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2				2
Override Capacity				0				0				0				0				0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	86	1	**86**	5	91	**91**	0	89	1	**89**	5	94	1	**94**	0	94	1	**94**
	Left-Through		0							0				0				0	
	Through	813	2	407	14	827	414	94	940	2	470	14	954	2	477	0	954	2	477
	Through-Right		0							0				0				0	
	Right	116	1	0	5	121	0	0	121	1	0	5	126	1	0	0	126	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	96	1	96	0	96	96	16	116	1	116	0	116	1	116	0	116	1	116
	Left-Through		0							0				0				0	
	Through	1004	1	**556**	7	1011	**560**	99	1144	1	**639**	7	1151	1	**643**	0	1151	1	**643**
	Through-Right		1							1				1				1	
	Right	108	0	108	0	108	108	22	134	0	134	0	134	0	134	0	134	0	134
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	60	1	**60**	0	60	**60**	24	86	1	**86**	0	86	1	**86**	0	86	1	**86**
	Left-Through		0							0				0				0	
	Through	810	2	405	0	810	405	62	905	2	453	0	905	2	453	0	905	2	453
	Through-Right		0							0				0				0	
	Right	69	1	0	2	71	0	0	72	1	0	2	74	1	0	0	74	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	262	1	262	2	264	264	0	273	1	273	2	275	1	275	0	275	1	275
	Left-Through		0							0				0				0	
	Through	1375	2	**688**	0	1375	**688**	53	1484	2	**742**	0	1484	2	**742**	0	1484	2	**742**
	Through-Right		0							0				0				0	
	Right	81	1	0	0	81	0	14	98	1	0	0	98	1	0	0	98	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		642	North-South:		651	North-South:			728	North-South:			737	North-South:			737
		East-West:		748	East-West:		748	East-West:			828	East-West:			828	East-West:			828
		SUM:		1390	SUM:		1399	SUM:			1556	SUM:			1565	SUM:			1565
VOLUME/CAPACITY (V/C) RATIO:				1.011			1.017				1.132				1.138				1.138
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.911			0.917				1.032				1.038				1.038
LEVEL OF SERVICE (LOS):				E			E				F				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Fairfax Avenue	Year of Count:	2019	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	5/15/2019
CMA03	East-West Street:	Beverly Boulevard	Projection Year:	2023	Peak Hour:	PM	Reviewed by:	JAS	Project:	6300 W. 3rd Street Mixed-Use

No. of Phases				4				4				4				4				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB--	0	NB--	3	SB--	0	NB--	3	SB--	0	NB--	3	SB--	0	NB--	3	SB--	0	NB--	3	SB--	0
	EB--	3	WB--	3	EB--	3	WB--	3	EB--	3	WB--	3	EB--	3	WB--	3	EB--	3	WB--	3	EB--	3	WB--	3
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2				2
Override Capacity				0				0				0				0				0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	131	1	**131**	1	132	**132**	0	136	1	**136**	1	137	1	**137**	0	137	1	**137**
	Left-Through		0							0				0				0	
	Through	920	2	460	3	923	462	158	1115	2	558	3	1118	2	559	0	1118	2	559
	Through-Right		0							0				0				0	
	Right	190	1	0	1	191	0	0	198	1	0	1	199	1	0	0	199	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	107	1	107	0	107	107	16	127	1	127	0	127	1	127	0	127	1	127
	Left-Through		0							0				0				0	
	Through	859	1	**469**	10	869	**474**	119	1013	1	**562**	10	1023	1	**567**	0	1023	1	**567**
	Through-Right		1							1				1				1	
	Right	79	0	79	0	79	79	28	110	0	110	0	110	0	110	0	110	0	110
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	97	1	97	0	97	97	27	128	1	128	0	128	1	128	0	128	1	128
	Left-Through		0							0				0				0	
	Through	966	2	**483**	0	966	**483**	60	1065	2	**533**	0	1065	2	**533**	0	1065	2	**533**
	Through-Right		0							0				0				0	
	Right	108	1	0	4	112	0	0	112	1	0	4	116	1	0	0	116	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	213	1	**213**	4	217	**217**	0	222	1	**222**	4	226	1	**226**	0	226	1	**226**
	Left-Through		0							0				0				0	
	Through	804	2	402	0	804	402	73	910	2	455	0	910	2	455	0	910	2	455
	Through-Right		0							0				0				0	
	Right	60	1	0	0	60	0	21	83	1	0	0	83	1	0	0	83	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		600	North-South:		606	North-South:			698	North-South:			704	North-South:			704
		East-West:		696	East-West:		700	East-West:			755	East-West:			759	East-West:			759
		SUM:		1296	SUM:		1306	SUM:			1453	SUM:			1463	SUM:			1463
VOLUME/CAPACITY (V/C) RATIO:				0.943			0.950				1.057				1.064				1.064
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.843**			**0.850**				**0.957**				**0.964**				**0.964**
LEVEL OF SERVICE (LOS):				**D**			**D**				**E**				**E**				**E**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Fairfax Avenue	Year of Count:	2019	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	5/15/2019
CMA04	East-West Street:	3rd Street	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	JAS	Project:	6300 W. 3rd Street Mixed-Use

No. of Phases				4				4				4				4				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2				2
Override Capacity				0				0				0				0				0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	82	1	**82**	0	82	**82**	0	85	1	**85**	0	85	1	**85**	0	85	1	**85**
	Left-Through		0							0				0				0	
	Through	793	1	420	7	800	423	93	918	1	483	7	925	1	487	0	925	1	487
	Through-Right		1							1				1				1	
	Right	46	0	46	0	46	46	0	48	0	48	0	48	0	48	0	48	0	48
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	127	1	127	8	135	135	23	155	1	155	8	163	1	163	0	163	1	163
	Left-Through		0							0				0				0	
	Through	1106	1	**615**	4	1110	**617**	104	1255	1	**694**	4	1259	1	**696**	0	1259	1	**696**
	Through-Right		1							1				1				1	
	Right	124	0	124	0	124	124	3	132	0	132	0	132	0	132	0	132	0	132
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	134	1	**134**	0	134	**134**	2	141	1	**141**	0	141	1	**141**	0	141	1	**141**
	Left-Through		0							0				0				0	
	Through	480	1	268	10	490	273	17	516	1	287	10	526	1	292	0	526	1	292
	Through-Right		1							1				1				1	
	Right	56	0	56	0	56	56	0	58	0	58	0	58	0	58	0	58	0	58
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	284	1	284	0	284	284	0	296	1	296	0	296	1	296	0	296	1	296
	Left-Through		0							0				0				0	
	Through	1065	2	**533**	14	1079	**540**	11	1119	2	**560**	14	1133	2	**567**	0	1133	2	**567**
	Through-Right		0							0				0				0	
	Right	163	1	36	16	179	44	21	191	1	36	16	207	1	44	0	207	1	44
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		697	North-South:		699	North-South:			779	North-South:			781	North-South:			781
		East-West:		667	East-West:		674	East-West:			701	East-West:			708	East-West:			708
		SUM:		1364	SUM:		1373	SUM:			1480	SUM:			1489	SUM:			1489
VOLUME/CAPACITY (V/C) RATIO:				0.992			0.999				1.076				1.083				1.083
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.892**			**0.899**				**0.976**				**0.983**				**0.983**
LEVEL OF SERVICE (LOS):				**D**			**D**				**E**				**E**				**E**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Fairfax Avenue	Year of Count:	2019	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	5/15/2019
CMA04	East-West Street:	3rd Street	Projection Year:	2023	Peak Hour:	PM	Reviewed by:	JAS	Project:	6300 W. 3rd Street Mixed-Use

No. of Phases				4				4				4				4				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB-- 0
	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB-- 3
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2			2
Override Capacity				0				0				0				0				0			0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	75	1	75	0	75	75	0	78	1	78	0	78	1	78	0	78	1	78
	Left-Through		0							0				0				0	
	Through	849	1	**492**	-3	846	**491**	172	1055	1	**598**	-3	1052	1	**596**	0	1052	1	**596**
	Through-Right		1							1				1				1	
	Right	135	0	135	0	135	135	0	140	0	140	0	140	0	140	0	140	0	140
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	217	1	**217**	8	225	**225**	21	247	1	**247**	8	255	1	**255**	0	255	1	**255**
	Left-Through		0							0				0				0	
	Through	882	1	518	9	891	523	112	1030	1	596	9	1039	1	601	0	1039	1	601
	Through-Right		1							1				1				1	
	Right	154	0	154	0	154	154	2	162	0	162	0	162	0	162	0	162	0	162
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	175	1	175	0	175	175	3	185	1	185	0	185	1	185	0	185	1	185
	Left-Through		0							0				0				0	
	Through	901	1	**484**	13	914	**491**	21	959	1	**515**	13	972	1	**521**	0	972	1	**521**
	Through-Right		1							1				1				1	
	Right	67	0	67	0	67	67	0	70	0	70	0	70	0	70	0	70	0	70
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	131	1	**131**	0	131	**131**	0	136	1	**136**	0	136	1	**136**	0	136	1	**136**
	Left-Through		0							0				0				0	
	Through	628	2	314	3	631	316	25	678	2	339	3	681	2	341	0	681	2	341
	Through-Right		0							0				0				0	
	Right	166	1	0	9	175	0	27	200	1	0	9	209	1	0	0	209	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		709	North-South:		716	North-South:			845	North-South:			851	North-South:			851
		East-West:		615	East-West:		622	East-West:			651	East-West:			657	East-West:			657
		SUM:		1324	SUM:		1338	SUM:			1496	SUM:			1508	SUM:			1508
VOLUME/CAPACITY (V/C) RATIO:				0.963			0.973				1.088				1.097				1.097
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.863**			**0.873**				**0.988**				**0.997**				**0.997**
LEVEL OF SERVICE (LOS):				**D**			**D**				**E**				**E**				**E**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	Δ*v/c* after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Fairfax Avenue	Year of Count:	2019	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	5/15/2019
CMA05	East-West Street:	Colgate Avenue	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	JAS	Project:	6300 W. 3rd Street Mixed-Use

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

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	32	1	**32**	0	32	**32**	0	33	1	**33**	0	33	1	**33**	0	33	1	**33**
	Left-Through		0							0				0				0	
	Through	927	1	486	3	930	491	93	1058	1	552	3	1061	1	558	0	1061	1	558
	Through-Right		1							1				1				1	
	Right	44	0	44	8	52	52	0	46	0	46	8	54	0	54	0	54	0	54
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	21	1	21	4	25	25	0	22	1	22	4	26	1	26	0	26	1	26
	Left-Through		0							0				0				0	
	Through	1320	1	**688**	0	1320	**688**	104	1478	1	**768**	0	1478	1	**768**	0	1478	1	**768**
	Through-Right		1							1				1				1	
	Right	56	0	56	0	56	56	0	58	0	58	0	58	0	58	0	58	0	58
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	18	0	**18**	0	18	**18**	0	19	0	**19**	0	19	0	**19**	0	19	0	**19**
	Left-Through		0							0				0				0	
	Through	19	0	60	0	19	60	0	20	0	63	0	20	0	63	0	20	0	63
	Through-Right		0							0				0				0	
	Right	23	0	0	0	23	0	0	24	0	0	0	24	0	0	0	24	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	127	0	127	18	145	145	0	132	0	132	18	150	0	150	0	150	0	150
	Left-Through		0							0				0				0	
	Through	116	0	**309**	5	121	**337**	0	121	0	**322**	5	126	0	**350**	0	126	0	**350**
	Through-Right		0							0				0				0	
	Right	66	0	0	5	71	0	0	69	0	0	5	74	0	0	0	74	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		720	*North-South:*		720	*North-South:*			801	*North-South:*			801	*North-South:*			801
		East-West:		327	*East-West:*		355	*East-West:*			341	*East-West:*			369	*East-West:*			369
		SUM:		1047	*SUM:*		1075	*SUM:*			1142	*SUM:*			1170	*SUM:*			1170
VOLUME/CAPACITY *(V/C)* RATIO:				0.698			0.717				0.761				0.780				0.780
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.598**			**0.617**				**0.661**				**0.680**				**0.680**
LEVEL OF SERVICE (LOS):				**A**			**B**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.019	Δ*v/c* after mitigation:	0.019
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Fairfax Avenue	Year of Count:	2019	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	5/15/2019
CMA05	East-West Street:	Colgate Avenue	Projection Year:	2023	Peak Hour:	PM	Reviewed by:	JAS	Project:	6300 W. 3rd Street Mixed-Use

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

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	13	1	13	0	13	13	0	14	1	14	0	14	1	14	0	14	1	14
	Left-Through		0							0				0				0	
	Through	1033	1	**560**	-1	1032	**567**	172	1247	1	**669**	-1	1246	1	**676**	0	1246	1	**676**
	Through-Right		1							1				1				1	
	Right	87	0	87	14	101	101	0	91	0	91	14	105	0	105	0	105	0	105
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	43	1	**43**	9	52	**52**	0	45	1	**45**	9	54	1	**54**	0	54	1	**54**
	Left-Through		0							0				0				0	
	Through	1098	1	556	0	1098	556	112	1255	1	635	0	1255	1	635	0	1255	1	635
	Through-Right		1							1				1				1	
	Right	13	0	13	0	13	13	0	14	0	14	0	14	0	14	0	14	0	14
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	37	0	37	0	37	37	0	39	0	39	0	39	0	39	0	39	0	39
	Left-Through		0							0				0				0	
	Through	170	0	**241**	0	170	**241**	0	177	0	**251**	0	177	0	**251**	0	177	0	**251**
	Through-Right		0							0				0				0	
	Right	34	0	0	0	34	0	0	35	0	0	0	35	0	0	0	35	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	102	0	**102**	5	107	**107**	0	106	0	**106**	5	111	0	**111**	0	111	0	**111**
	Left-Through		0							0				0				0	
	Through	45	0	174	1	46	181	0	47	0	181	1	48	0	188	0	48	0	188
	Through-Right		0							0				0				0	
	Right	27	0	0	1	28	0	0	28	0	0	1	29	0	0	0	29	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		603	*North-South:*		619	*North-South:*			714	*North-South:*			730	*North-South:*			730
		East-West:		343	*East-West:*		348	*East-West:*			357	*East-West:*			362	*East-West:*			362
		SUM:		946	*SUM:*		967	*SUM:*			1071	*SUM:*			1092	*SUM:*			1092
VOLUME/CAPACITY *(V/C)* RATIO:				0.631			0.645				0.714				0.728				0.728
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.531**			**0.545**				**0.614**				**0.628**				**0.628**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	Δ*v/c* after mitigation:	0.014
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Fairfax Avenue	Year of Count:	2019	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	5/15/2019
CMA06	East-West Street:	6th Street	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	JAS	Project:	6300 W. 3rd Street Mixed-Use

No. of Phases				4				4				4				4				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	2	SB--	0	NB--	2	SB--	0	NB--	2	SB--	0	NB--	2	SB--	0	NB--	2	SB--	0	NB--	2	SB--	0
	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2			2
Override Capacity				0				0				0				0				0			0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	92	1	**92**	0	92	**92**	3	99	1	**99**	0	99	1	**99**	0	99	1	**99**
	Left-Through		0							0				0				0	
	Through	832	2	416	6	838	419	83	949	2	475	6	955	2	478	0	955	2	478
	Through-Right		0							0				0				0	
	Right	46	1	46	0	46	46	7	55	1	55	0	55	1	55	0	55	1	55
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	195	1	195	7	202	202	0	203	1	203	7	210	1	210	0	210	1	210
	Left-Through		0							0				0				0	
	Through	1093	1	**602**	10	1103	**608**	94	1231	1	**673**	10	1241	1	**679**	0	1241	1	**679**
	Through-Right		1							1				1				1	
	Right	110	0	110	3	113	113	0	114	0	114	3	117	0	117	0	117	0	117
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	34	1	**34**	2	36	**36**	0	35	1	**35**	2	37	1	**37**	0	37	1	**37**
	Left-Through		0							0				0				0	
	Through	256	0	267	0	256	267	19	285	0	299	0	285	0	299	0	285	0	299
	Through-Right		1							1				1				1	
	Right	11	0	0	0	11	0	3	14	0	0	0	14	0	0	0	14	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	201	2	111	0	201	111	16	225	2	124	0	225	2	124	0	225	2	124
	Left-Through		0							0				0				0	
	Through	438	1	**438**	0	438	**438**	39	495	1	**495**	0	495	1	**495**	0	495	1	**495**
	Through-Right		0							0				0				0	
	Right	615	1	420	4	619	417	0	640	1	437	4	644	1	434	0	644	1	434
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		694	North-South:		700	North-South:			772	North-South:			778	North-South:			778
		East-West:		472	East-West:		474	East-West:			530	East-West:			532	East-West:			532
		SUM:		1166	SUM:		1174	SUM:			1302	SUM:			1310	SUM:			1310
VOLUME/CAPACITY (V/C) RATIO:				0.848			0.854				0.947				0.953				0.953
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.748**			**0.754**				**0.847**				**0.853**				**0.853**
LEVEL OF SERVICE (LOS):				**C**			**C**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Fairfax Avenue	Year of Count:	2019	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	5/15/2019
CMA06	East-West Street:	6th Street	Projection Year:	2023	Peak Hour:	PM	Reviewed by:	JAS	Project:	6300 W. 3rd Street Mixed-Use

No. of Phases				4				4				4				4				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	2	SB--	0	NB--	2	SB--	0	NB--	2	SB--	0	NB--	2	SB--	0	NB--	2	SB--	0	NB--	2	SB--	0
	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2			2
Override Capacity				0				0				0				0				0			0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	10	10	18	28	1	28	0	28	1	28	0	28	1	28
	Left-Through		0							0				0				0	
	Through	755	2	**378**	7	762	**381**	160	946	2	**473**	7	953	2	**477**	0	953	2	**477**
	Through-Right		0							0				0				0	
	Right	145	1	145	0	145	145	19	170	1	170	0	170	1	170	0	170	1	170
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	364	1	**364**	1	365	**365**	0	379	1	**379**	1	380	1	**380**	0	380	1	**380**
	Left-Through		0							0				0				0	
	Through	1143	1	592	2	1145	593	103	1292	1	668	2	1294	1	669	0	1294	1	669
	Through-Right		1							1				1				1	
	Right	41	0	41	0	41	41	0	43	0	43	0	43	0	43	0	43	0	43
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	18	1	18	2	20	20	0	19	1	19	2	21	1	21	0	21	1	21
	Left-Through		0							0				0				0	
	Through	331	0	**352**	0	331	**352**	50	394	0	**422**	0	394	0	**422**	0	394	0	**422**
	Through-Right		1							1				1				1	
	Right	21	0	0	0	21	0	6	28	0	0	0	28	0	0	0	28	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	120	2	**66**	0	120	**66**	10	135	2	**74**	0	135	2	**74**	0	135	2	**74**
	Left-Through		0							0				0				0	
	Through	338	1	338	0	338	338	29	381	1	381	0	381	1	381	0	381	1	381
	Through-Right		0							0				0				0	
	Right	267	1	0	4	271	0	0	278	1	0	4	282	1	0	0	282	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		742	North-South:		746	North-South:			852	North-South:			857	North-South:			857
		East-West:		418	East-West:		418	East-West:			496	East-West:			496	East-West:			496
		SUM:		1160	SUM:		1164	SUM:			1348	SUM:			1353	SUM:			1353
VOLUME/CAPACITY (V/C) RATIO:				0.844			0.847				0.980				0.984				0.984
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.744**			**0.747**				**0.880**				**0.884**				**0.884**
LEVEL OF SERVICE (LOS):				**C**			**C**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Ogden Drive	Year of Count:	2019	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	5/15/2019
CMA07	East-West Street:	3rd Street	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	JAS	Project:	6300 W. 3rd Street Mixed-Use

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

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	61	1	**61**	29	90	**90**	0	63	1	**63**	29	92	1	**92**	0	92	1	**92**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	144	1	0	29	173	0	0	150	1	0	29	179	1	0	0	179	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	610	1	321	3	613	328	40	675	1	354	3	678	1	361	0	678	1	361
	Through-Right		1							1				1				1	
	Right	31	0	31	12	43	43	0	32	0	32	12	44	0	44	0	44	0	44
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	161	1	161	17	178	178	0	168	1	168	17	185	1	185	0	185	1	185
	Left-Through		0							0				0				0	
	Through	1583	2	**792**	0	1583	**792**	32	1679	2	**840**	0	1679	2	**840**	0	1679	2	**840**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		61	North-South:		90	North-South:			63	North-South:			92	North-South:			92
		East-West:		792	East-West:		792	East-West:			840	East-West:			840	East-West:			840
		SUM:		853	SUM:		882	SUM:			903	SUM:			932	SUM:			932
VOLUME/CAPACITY (V/C) RATIO:				0.599			0.619				0.634				0.654				0.654
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.499**			**0.519**				**0.534**				**0.554**				**0.554**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Ogden Drive	Year of Count:	2019	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	5/15/2019
CMA07	East-West Street:	3rd Street	Projection Year:	2023	Peak Hour:	PM	Reviewed by:	JAS	Project:	6300 W. 3rd Street Mixed-Use

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

MOVEMENT		EXISTING CONDITION Volume	No. of Lanes	Lane Volume	EXISTING PLUS PROJECT Project Traffic	Total Volume	Lane Volume	FUTURE CONDITION W/O PROJECT Added Volume	Total Volume	No. of Lanes	Lane Volume	FUTURE CONDITION W/ PROJECT Added Volume	Total Volume	No. of Lanes	Lane Volume	FUTURE W/ PROJECT W/ MITIGATION Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	58	1	58	12	70	70	0	60	1	60	12	72	1	72	0	72	1	72
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	283	1	**106**	13	296	**96**	0	294	1	**110**	13	307	1	**100**	0	307	1	**100**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1159	1	**603**	-5	1154	**613**	42	1248	1	**649**	-5	1243	1	**658**	0	1243	1	**658**
	Through-Right		1							1				1				1	
	Right	47	0	47	24	71	71	0	49	0	49	24	73	0	73	0	73	0	73
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	177	1	**177**	23	200	**200**	0	184	1	**184**	23	207	1	**207**	0	207	1	**207**
	Left-Through		0							0				0				0	
	Through	912	2	456	0	912	456	52	1001	2	501	0	1001	2	501	0	1001	2	501
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		106	North-South:		96	North-South:			110	North-South:			100	North-South:			100
		East-West:		780	East-West:		813	East-West:			833	East-West:			865	East-West:			865
		SUM:		886	SUM:		909	SUM:			943	SUM:			965	SUM:			965
VOLUME/CAPACITY (V/C) RATIO:				0.622			0.638				0.662				0.677				0.677
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.522**			**0.538**				**0.562**				**0.577**				**0.577**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.015	Δ*v/c* after mitigation:	0.015
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Stanley Avenue-The Grove Drive	Year of Count:	2019	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	5/15/2019
CMA08	East-West Street:	Beverly Boulevard	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	JAS	Project:	6300 W. 3rd Street Mixed-Use

No. of Phases			4				4				4				4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1				1				1				1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 3	SB--	0	NB-- 3	SB--	0	NB-- 3	SB--	0	NB-- 3	SB--	0	NB-- 3	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2
Override Capacity			0			0			0			0			0			0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	83	1	**83**	0	83	**83**	0	86	1	**86**	0	86	1	**86**	0	86	1	**86**
	Left-Through		0							0				0				0	
	Through	5	0	0	0	5	0	0	5	0	0	0	5	0	0	0	5	0	0
	Through-Right		0							0				0				0	
	Right	75	1	20	11	86	28	0	78	1	21	11	89	1	29	0	89	1	29
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	45	0	45	0	45	45	0	47	0	47	0	47	0	47	0	47	0	47
	Left-Through		0							0				0				0	
	Through	69	0	**165**	0	69	**165**	0	72	0	**172**	0	72	0	**172**	0	72	0	**172**
	Through-Right		0							0				0				0	
	Right	51	0	0	0	51	0	0	53	0	0	0	53	0	0	0	53	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	8	1	**8**	0	8	**8**	0	8	1	**8**	0	8	1	**8**	0	8	1	**8**
	Left-Through		0							0				0				0	
	Through	911	1	486	5	916	488	78	1026	1	544	5	1031	1	547	0	1031	1	547
	Through-Right		1							1				1				1	
	Right	60	0	60	0	60	60	0	62	0	62	0	62	0	62	0	62	0	62
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	100	2	55	5	105	58	0	104	2	57	5	109	2	60	0	109	2	60
	Left-Through		0							0				0				0	
	Through	1497	1	**757**	2	1499	**758**	67	1625	1	**822**	2	1627	1	**823**	0	1627	1	**823**
	Through-Right		1							1				1				1	
	Right	17	0	17	0	17	17	0	18	0	18	0	18	0	18	0	18	0	18
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		248	North-South:		248	North-South:			258	North-South:			258	North-South:			258
		East-West:		765	East-West:		766	East-West:			830	East-West:			831	East-West:			831
		SUM:		1013	SUM:		1014	SUM:			1088	SUM:			1089	SUM:			1089
VOLUME/CAPACITY (V/C) RATIO:				0.737			0.737				0.791				0.792				0.792
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.637**			**0.637**				**0.691**				**0.692**				**0.692**
LEVEL OF SERVICE (LOS):				**B**			**B**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Stanley Avenue-The Grove Drive	Year of Count:	2019	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	5/15/2019
CMA08	East-West Street:	Beverly Boulevard	Projection Year:	2023	Peak Hour:	PM	Reviewed by:	JAS	Project:	6300 W. 3rd Street Mixed-Use

No. of Phases				4				4				4				4				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1				1				1				1				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB--	0	NB--	3	SB--	0	NB--	3	SB--	0	NB--	3	SB--	0	NB--	3	SB--	0	NB--	3	SB--	0
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2			2
Override Capacity				0				0				0				0				0			0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	137	1	137	0	137	137	0	143	1	143	0	143	1	143	0	143	1	143
	Left-Through		0							0				0				0	
	Through	10	0	0	0	10	0	0	10	0	0	0	10	0	0	0	10	0	0
	Through-Right		0							0				0				0	
	Right	359	1	**261**	3	362	**259**	0	374	1	**272**	3	377	1	**270**	0	377	1	**270**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	26	0	26	0	26	26	0	27	0	27	0	27	0	27	0	27	0	27
	Left-Through		0							0				0				0	
	Through	70	0	**125**	0	70	**125**	0	73	0	**130**	0	73	0	**130**	0	73	0	**130**
	Through-Right		0							0				0				0	
	Right	29	0	0	0	29	0	0	30	0	0	0	30	0	0	0	30	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	15	1	15	0	15	15	0	16	1	16	0	16	1	16	0	16	1	16
	Left-Through		0							0				0				0	
	Through	1028	1	**563**	1	1029	**563**	77	1147	1	**624**	1	1148	1	**625**	0	1148	1	**625**
	Through-Right		1							1				1				1	
	Right	97	0	97	0	97	97	0	101	0	101	0	101	0	101	0	101	0	101
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	179	2	**98**	8	187	**103**	0	186	2	**102**	8	194	2	**107**	0	194	2	**107**
	Left-Through		0							0				0				0	
	Through	1036	1	531	4	1040	533	93	1171	1	599	4	1175	1	601	0	1175	1	601
	Through-Right		1							1				1				1	
	Right	25	0	25	0	25	25	0	26	0	26	0	26	0	26	0	26	0	26
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		386	North-South:		384	North-South:			402	North-South:			400	North-South:			400
		East-West:		661	East-West:		666	East-West:			726	East-West:			732	East-West:			732
		SUM:		1047	SUM:		1050	SUM:			1128	SUM:			1132	SUM:			1132
VOLUME/CAPACITY (V/C) RATIO:				0.761			0.764				0.820				0.823				0.823
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.661**			**0.664**				**0.720**				**0.723**				**0.723**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	The Grove Drive	Year of Count:	2019	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	5/15/2019
CMA09	East-West Street:	3rd Street	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	JAS	Project:	6300 W. 3rd Street Mixed-Use

No. of Phases			4				4				4				4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1				1				1				1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2
Override Capacity			0			0			0			0			0			0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	0	20	0	20	20	0	21	0	21	0	21	0	21	0	21	0	21
	Left-Through		0							0				0				0	
	Through	7	0	**48**	0	7	**48**	0	7	0	**50**	0	7	0	**50**	0	7	0	**50**
	Through-Right		0							0				0				0	
	Right	21	0	0	0	21	0	0	22	0	0	0	22	0	0	0	22	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	78	1	40	0	78	40	0	81	1	42	0	81	1	42	0	81	1	42
	Left-Through		1							1				1				1	
	Through	2	0	40	0	2	40	0	2	0	42	0	2	0	42	0	2	0	42
	Through-Right		0							0				0				0	
	Right	117	1	**83**	5	122	**82**	0	122	1	**86**	5	127	1	**85**	0	127	1	**85**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	62	2	**34**	11	73	**40**	0	65	2	**36**	11	76	2	**42**	0	76	2	**42**
	Left-Through		0							0				0				0	
	Through	696	1	353	21	717	363	40	764	1	387	21	785	1	397	0	785	1	397
	Through-Right		1							1				1				1	
	Right	9	0	9	0	9	9	0	9	0	9	0	9	0	9	0	9	0	9
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	17	1	17	0	17	17	0	18	1	18	0	18	1	18	0	18	1	18
	Left-Through		0							0				0				0	
	Through	1604	2	**802**	11	1615	**808**	32	1701	2	**851**	11	1712	2	**856**	0	1712	2	**856**
	Through-Right		0							0				0				0	
	Right	163	1	143	0	163	143	0	170	1	149	0	170	1	149	0	170	1	149
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		131	North-South:		130	North-South:			136	North-South:			135	North-South:			135
		East-West:		836	East-West:		848	East-West:			887	East-West:			898	East-West:			898
		SUM:		967	SUM:		978	SUM:			1023	SUM:			1033	SUM:			1033
VOLUME/CAPACITY (V/C) RATIO:				0.703			0.711				0.744				0.751				0.751
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.603**			**0.611**				**0.644**				**0.651**				**0.651**
LEVEL OF SERVICE (LOS):				**B**			**B**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	The Grove Drive	Year of Count:	2019	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	5/15/2019
CMA09	East-West Street:	3rd Street	Projection Year:	2023	Peak Hour:	PM	Reviewed by:	JAS	Project:	6300 W. 3rd Street Mixed-Use

No. of Phases				4				4				4				4				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1				1				1				1				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	3	NB--	0	SB--	3	NB--	0	SB--	3	NB--	0	SB--	3	NB--	0	SB--	3	NB--	0	SB--	3
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2				2
Override Capacity				0				0				0				0				0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through		0							0				0				0	
	Through	4	0	**21**	0	4	**21**	0	4	0	**21**	0	4	0	**21**	0	4	0	**21**
	Through-Right		0							0				0				0	
	Right	12	0	0	0	12	0	0	12	0	0	0	12	0	0	0	12	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	214	1	**110**	0	214	**110**	0	223	1	**114**	0	223	1	**114**	0	223	1	**114**
	Left-Through		1							1				1				1	
	Through	5	0	110	0	5	110	0	5	0	114	0	5	0	114	0	5	0	114
	Through-Right		0							0				0				0	
	Right	226	1	82	8	234	89	0	235	1	85	8	243	1	92	0	243	1	92
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	261	2	144	3	264	145	0	272	2	150	3	275	2	151	0	275	2	151
	Left-Through		0							0				0				0	
	Through	1220	1	**618**	5	1225	**621**	42	1312	1	**665**	5	1317	1	**667**	0	1317	1	**667**
	Through-Right		1							1				1				1	
	Right	16	0	16	0	16	16	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	13	1	**13**	0	13	**13**	0	14	1	**14**	0	14	1	**14**	0	14	1	**14**
	Left-Through		0							0				0				0	
	Through	845	2	423	15	860	430	52	931	2	466	15	946	2	473	0	946	2	473
	Through-Right		0							0				0				0	
	Right	257	1	202	0	257	202	0	267	1	210	0	267	1	210	0	267	1	210
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		131	*North-South:*		131	*North-South:*			135	*North-South:*			135	*North-South:*			135
		East-West:		631	*East-West:*		634	*East-West:*			679	*East-West:*			681	*East-West:*			681
		SUM:		762	*SUM:*		765	*SUM:*			814	*SUM:*			816	*SUM:*			816
VOLUME/CAPACITY *(V/C)* RATIO:				0.554			0.556				0.592				0.593				0.593
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.454**			**0.456**				**0.492**				**0.493**				**0.493**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	La Brea Avenue	Year of Count:	2019	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	5/15/2019
CMA10	East-West Street:	3rd Street	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	JAS	Project:	6300 W. 3rd Street Mixed-Use

No. of Phases				4				4				4				4				4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2				2
Override Capacity				0				0				0				0				0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	176	1	**176**	2	178	**178**	0	183	1	**183**	2	185	1	**185**	0	185	1	**185**
	Left-Through		0							0				0				0	
	Through	1223	2	426	0	1223	426	107	1380	2	482	0	1380	2	482	0	1380	2	482
	Through-Right		1							1				1				1	
	Right	54	0	54	0	54	54	11	67	0	67	0	67	0	67	0	67	0	67
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	73	1	73	0	73	73	0	76	1	76	0	76	1	76	0	76	1	76
	Left-Through		0							0				0				0	
	Through	1185	2	**433**	0	1185	**434**	50	1283	2	**468**	0	1283	2	**468**	0	1283	2	**468**
	Through-Right		1							1				1				1	
	Right	115	0	115	2	117	117	0	120	0	120	2	122	0	122	0	122	0	122
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	102	1	**102**	3	105	**105**	0	106	1	**106**	3	109	1	**109**	0	109	1	**109**
	Left-Through		0							0				0				0	
	Through	748	2	374	10	758	379	25	803	2	402	10	813	2	407	0	813	2	407
	Through-Right		0							0				0				0	
	Right	123	1	0	5	128	0	0	128	1	0	5	133	1	0	0	133	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	242	1	242	0	242	242	7	259	1	259	0	259	1	259	0	259	1	259
	Left-Through		0							0				0				0	
	Through	1202	1	**636**	6	1208	**639**	20	1271	1	**672**	6	1277	1	**675**	0	1277	1	**675**
	Through-Right		1							1				1				1	
	Right	70	0	70	0	70	70	0	73	0	73	0	73	0	73	0	73	0	73
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		609	*North-South:*		612	*North-South:*			651	*North-South:*			653	*North-South:*			653
		East-West:		738	*East-West:*		744	*East-West:*			778	*East-West:*			784	*East-West:*			784
		SUM:		1347	*SUM:*		1356	*SUM:*			1429	*SUM:*			1437	*SUM:*			1437
VOLUME/CAPACITY *(V/C)* RATIO:				0.980			0.986				1.039				1.045				1.045
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.880**			**0.886**				**0.939**				**0.945**				**0.945**
LEVEL OF SERVICE (LOS):				**D**			**D**				**E**				**E**				**E**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	La Brea Avenue	Year of Count:	2019	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	5/15/2019
CMA10	East-West Street:	3rd Street	Projection Year:	2023	Peak Hour:	PM	Reviewed by:	JAS	Project:	6300 W. 3rd Street Mixed-Use

No. of Phases				4				4				4				4				4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2				2
Override Capacity				0				0				0				0				0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	226	1	**226**	4	230	**230**	0	235	1	**235**	4	239	1	**239**	0	239	1	**239**
	Left-Through		0							0				0				0	
	Through	1239	2	448	0	1239	448	143	1432	2	522	0	1432	2	522	0	1432	2	522
	Through-Right		1							1				1				1	
	Right	104	0	104	0	104	104	26	134	0	134	0	134	0	134	0	134	0	134
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	98	1	98	0	98	98	0	102	1	102	0	102	1	102	0	102	1	102
	Left-Through		0							0				0				0	
	Through	1125	2	**417**	0	1125	**417**	146	1317	2	**482**	0	1317	2	**483**	0	1317	2	**483**
	Through-Right		1							1				1				1	
	Right	125	0	125	2	127	127	0	130	0	130	2	132	0	132	0	132	0	132
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	106	1	106	0	106	106	0	110	1	110	0	110	1	110	0	110	1	110
	Left-Through		0							0				0				0	
	Through	973	2	**487**	2	975	**488**	27	1040	2	**520**	2	1042	2	**521**	0	1042	2	**521**
	Through-Right		0							0				0				0	
	Right	192	1	0	1	193	0	0	200	1	0	1	201	1	0	0	201	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	143	1	**143**	0	143	**143**	17	166	1	**166**	0	166	1	**166**	0	166	1	**166**
	Left-Through		0							0				0				0	
	Through	832	1	459	7	839	462	34	900	1	494	7	907	1	498	0	907	1	498
	Through-Right		1							1				1				1	
	Right	85	0	85	0	85	85	0	88	0	88	0	88	0	88	0	88	0	88
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		643	North-South:		647	North-South:			717	North-South:			722	North-South:			722
		East-West:		630	East-West:		631	East-West:			686	East-West:			687	East-West:			687
		SUM:		1273	SUM:		1278	SUM:			1403	SUM:			1409	SUM:			1409
VOLUME/CAPACITY (V/C) RATIO:				0.926			0.929				1.020				1.025				1.025
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.826**			**0.829**				**0.920**				**0.925**				**0.925**
LEVEL OF SERVICE (LOS):				**D**			**D**				**E**				**E**				**E**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	Δ*v/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Appendix H.2(B)
Transportation

Supplemental Traffic Analysis – Proposed Mixed-Use Project at
6300 W. 3rd Street – Operational Analysis,
Linscott, Law & Greenspan Engineers,
February 19, 2020

Appendix H.2 (B) Non-CEQA Traffic Analysis

On January 20, 2016, the Governor's Office of Planning and Research released the Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA. In November 2018, the California Natural Resources Agency finalized the updates to the CEQA Guidelines and the updated guidelines became effective on December 28, 2018. The City of Los Angeles adopted the updated CEQA Guidelines on May 2, 2019, updating the City's Thresholds of Significance.

On July 30, 2019, the City of Los Angeles adopted the CEQA Transportation Analysis Update, which sets forth the revised thresholds of significance for evaluating transportation impacts, as well as screening and evaluation criteria for determining impacts. The CEQA Transportation Analysis Update establishes vehicle miles traveled (VMT) as the City's formal method of evaluating a project's transportation impacts.

Public Resources Code (PRC) Section 15064.3, part of the updated CEQA Guidelines referenced above, applies to the Proposed Project. Therefore, the Project is not considering vehicle delay as a significant impact on the environment. The supplemental delay analysis contained in this Appendix H.2 (B) provides a control delay, LOS, and 95th percentile vehicle queue analysis for the intersection at W. 3rd Street and Fairfax Avenue at the request of LADOT, and is therefore being provided for informational purposes only - not for determining whether the Project will result in significant impacts to the environment under CEQA. Any LOS analysis in this Appendix is included to discuss what LOS impacts would occur from the Project if PRC 15064.3 was not in effect. As such, nothing in this appendix shall trigger the need for any CEQA findings, CEQA analysis, or CEQA mitigation measures.

As a result, this analysis is not being used to inform an impact determination for the Project, per LADOT guidance issued August 9, 2019.

The attached study is for informational purposes only.

Please see Section IV.I, Transportation, for a discussion and background related to VMT, and Appendix H.1 for the VMT traffic analysis utilized to determine impacts for the Project under CEQA.

MEMORANDUM

To:	Kevin Arucan Los Angeles Department of Transportation	Date:	February 19, 2020
From:	David S. Shender, P.E. Jason A. Shender Linscott, Law & Greenspan, Engineers	LLG Ref:	5-18-0391-1
Subject:	**Supplemental Traffic Analysis for the Proposed Mixed-Use Project at 6300 W. 3rd Street – Operational Analysis**		

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This memorandum has been prepared by Linscott, Law & Greenspan, Engineers (LLG) to provide a supplemental traffic analysis for the proposed mixed-use project at 6300 West 3rd Street ("the Project") in the City of Los Angeles. For this Project, LLG previously prepared:

- A Transportation Impact Study Memorandum of Understanding (MOU) for the Project, which was approved by the Los Angeles Department of Transportation (LADOT) on May 3, 2018;

- A traffic impact study dated July 17, 2019 (the "traffic study") based on the LADOT *Transportation Impact Study Guidelines*, December 2016 (the "2016 Guidelines");[1] and

- A supplemental Vehicle Miles Traveled (VMT) analysis dated November 20, 2019 based on the LADOT based on the *Transportation Assessment Guidelines* document dated July 2019 (the "2019 Guidelines").[2]

In addition to the transportation evaluations described above, per an email correspondence with LADOT, it has been requested that a delay analysis for the Fairfax Avenue / 3rd Street intersection be prepared in accordance with the 2019 Guidelines.[3] We note that VMT is currently the methodology required for determining transportation impacts of development projects in Los Angeles per the State California Environmental Quality Impact ("CEQA").

[1] The traffic study is in the process of being reviewed by LADOT. The traffic study concluded that based on the 2016 Guidelines, the Project would not create a significant impact at any of the 10 study intersections analyzed in the traffic study. The traffic study is currently under review by LADOT.
[2] The VMT analysis concluded that the Project VMT impacts would be less than significant based on the 2019 Guidelines. The VMT analysis in currently under review by LADOT.
[3] January 7, 2020 email correspondence received from Kevin Arucan, Transportation Engineering Associate I, Los Angeles Department of Transportation Metro Development Review Department requesting preparation of delay analysis at the Fairfax Avenue / 3rd Street intersection.

However, we also note that the 2019 Guidelines contain Section 3 regarding a "non-CEQA" transportation analysis. This section of the 2019 Guidelines states the Los Angeles Municipal Code ("LAMC") provides authority for requiring non-CEQA transportation analysis for projects that require discretionary acts, including but not limited to, Site Plan Review. The information and impacts discussed in Section 3 of the 2019 Guidelines are not to be interpreted as thresholds of significance, significance criteria, or a basis for CEQA review or mitigation measures for a project.

Furthermore, Section 3.3 - Project Access, Safety and Circulation Evaluation outlines that 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. Section 3.3.2 contains screening criteria for land use projects. As the Project satisfies the two screening questions in Section 3.3.2, further analysis is required to estimate the travel delay at nearby signalized intersections.

Accordingly, the requested supplemental analysis for the Fairfax Avenue / Third Street intersection was prepared based on the *Highway Capacity Manual*[4] (HCM) operational analysis methodology pursuant to the 2019 Guidelines. The *HCS7* software package, which implements the Highway Capacity Manual operational methods, was utilized in preparing the operational analysis. In addition, specifics such as traffic volume data, lane configurations, available vehicle storage lengths, crosswalk locations, posted speed limits, traffic signal timing and phasing for signalized locations, etc., were coded in the *HCS7* software. Weekday morning (AM) and afternoon (PM) traffic volume data at the intersection for existing and future conditions, with and without the forecast Project-related traffic was obtained from the traffic study.

The HCM methodology allows the analysis of turning movements at the intersection, with the following specific outputs:

- Control delay (measured in vehicles/seconds): Control delay is the estimated time that the average motorist will require to wait prior to completing a specific turning movement at an intersection during the analyzed peak hour.

- Level of Service (LOS): A qualitative description of operations at an intersection, ranging from LOS A to F. LOS is defined based on calculated amount of motorist delay.

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

- 95th Percentile Vehicle Queue: The calculated length of vehicle queues waiting to complete a specific turning movement at an intersection during the analyzed peak hour. The 95th percent confidence level indicates that the queue will be at or below this length 95 percent of the time during the analyzed peak hour.

Control delay, LOS, and 95th Percentile Vehicle Queue calculations have been prepared for the Fairfax Avenue / 3rd Street intersection under Existing, Existing with Project, Future Cumulative Baseline, and Future Cumulative with Project conditions during the AM and PM peak hours. The summary of the operational analysis of the Fairfax Avenue / 3rd Street intersection is provided in ***Table 1***. The HCM data worksheets for the driveway are contained in ***Appendix A***.

As presented in *Table 1*, it is concluded that the forecast traffic related to the Project will not cause or substantially extend existing or forecast future vehicle queuing at the Fairfax Avenue / 3rd Street intersection. The change in queues length associated with the Project at the intersection, for example, ranges from a reduced queue length to a maximum of 33.9 feet (i.e., less than 1.5 vehicles).

cc: File

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

13-Feb-20

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2019 EXISTING			YEAR 2019 EXISTING W/ PROJECT			YEAR 2023 FUTURE W/O PROJECT			YEAR 2023 FUTURE W/ PROJECT		
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]
4	Fairfax Avenue / 3rd Street	NB Left	AM	168.8	F	202.5	168.8	F	202.5	181.3	F	215.0	181.3	F	215.0
			PM	53.8	D	90.2	55.0	E	91.5	112.6	F	150.7	119.1	F	156.1
		NB Through	AM	77.3	F	522.7	79.4	F	533.1	125.6	F	757.4	128.7	F	772.5
			PM	122.5	F	742.3	121.2	F	736.2	219.8	F	1219.5	218.4	F	1212.3
		NB Right	AM	77.8	F	515.8	79.9	F	526.0	126.0	F	747.0	129.1	F	761.9
			PM	123.4	F	714.5	122.2	F	708.6	221.8	F	1182.8	220.3	F	1175.7
		SB Left	AM	34.5	C	112.3	37.8	D	126.3	51.2	D	172.6	59.5	E	195.4
			PM	127.9	F	285.1	142.1	F	314.6	184.4	F	402.7	200.7	F	436.6
		SB Through	AM	75.1	F	725.6	76.0	F	732.2	120.0	F	1034.6	121.3	F	1043.4
			PM	38.0	D	439.6	38.7	D	446.8	57.6	E	602.2	59.3	E	615.0
		SB Right	AM	76.9	F	714.3	77.9	F	721.1	124.4	F	1032.2	125.7	F	1041.3
			PM	38.5	D	423.5	39.2	D	430.3	59.0	E	586.2	60.8	E	599.1
		EB Left	AM	18.5	B	70.2	18.9	B	70.6	20.7	C	77.4	21.1	C	78.6
			PM	13.9	B	86.0	13.9	B	86.0	14.3	B	92.0	14.4	B	92.1
		EB Through	AM	18.1	B	179.1	18.2	B	183.3	18.4	B	193.4	18.5	B	196.7
			PM	22.3	C	316.6	22.4	C	321.3	23.4	C	342.3	23.6	C	347.3
		EB Right	AM	18.2	B	174.5	18.3	B	178.2	18.5	B	189.2	18.6	B	192.4
			PM	22.3	C	310.8	22.5	C	315.5	23.5	C	336.2	23.7	C	341.2
		WB Left	AM	19.6	B	93.3	19.8	B	95.5	23.9	C	137.6	24.3	C	140.9
			PM	16.0	B	64.7	16.1	B	64.8	16.7	B	67.4	16.9	B	67.5
		WB Through	AM	23.5	C	364.6	23.7	C	371.2	24.7	C	390.5	25.0	C	397.5
			PM	18.2	B	196.2	18.3	B	197.0	18.6	B	211.3	18.7	B	212.4
		WB Right	AM	13.2	B	86.9	13.4	B	96.6	13.7	B	104.8	13.9	B	115.1
			PM	13.2	B	85.2	13.3	B	90.3	13.7	B	105.3	13.8	B	110.9

[1] Pursuant to LADOT's *Transportation Assessment Guidelines* , July 2019, the Highway Capacity Manual (HCM) methodology for signalized intersections was utilized to calculate vehicle queuing. This data is preliminary and for discussion purposes only and is subject to change.

[2] Control delay reported in seconds per vehicle.

[3] 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.

APPENDIX A

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

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2010, 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.

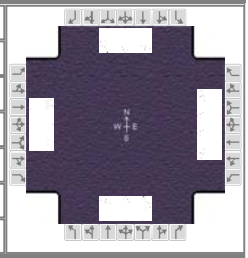
LOS D describes operations with control delay greater than 35 and up to 55 seconds per vehicle. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high *v/c* ratios. Many vehicles stop, and the 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 Signalized Intersection Results Summary

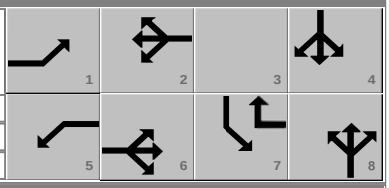
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Jan 14, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - AM	PHF	0.95
Urban Street	3rd Street	Analysis Year	2019	Analysis Period	1> 7:00
Intersection	Fairfax Avenue / 3rd Street	File Name	04AM - Existing.xus		
Project Description	6300 W. 3rd Street Mixed-Use				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	134	480	56	284	1065	163	82	793	46	127	1106	124

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	5.7	0.1	39.1	5.8	21.1	0.0
Yellow	3.2	0.0	3.9	3.2	3.9	0.0
Red	0.0	0.0	2.0	0.0	2.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8	7	4
Case Number	1.1	4.0	1.1	3.0		6.3	1.0	4.0
Phase Duration, s	8.9	45.0	9.0	45.1		27.0	9.0	36.0
Change Period, ($Y+R_c$), s	3.2	5.9	3.2	5.9		5.9	3.2	5.9
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0		4.3	4.1	4.3
Queue Clearance Time (g_s), s	5.8		7.8			23.1	6.9	32.1
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Phase Call Probability	0.97		1.00			1.00	0.96	1.00
Max Out Probability	1.00		1.00			1.00	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	141	286	278	299	1121	172	86	446	437	134	658	637
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1830	1810	1809	1610	433	1900	1863	1810	1900	1832
Queue Service Time (g_s), s	3.8	9.0	9.1	5.8	22.8	5.4	0.0	21.1	21.1	4.9	30.1	30.1
Cycle Queue Clearance Time (g_c), s	3.8	9.0	9.1	5.8	22.8	5.4	21.1	21.1	21.1	4.9	30.1	30.1
Green Ratio (*g/C*)	0.50	0.43	0.43	0.50	0.44	0.50	0.23	0.23	0.23	0.32	0.33	0.33
Capacity (*c*), veh/h	276	825	795	483	1578	806	80	445	437	197	635	613
Volume-to-Capacity Ratio (*X*)	0.512	0.347	0.349	0.619	0.711	0.213	1.079	1.001	1.001	0.680	1.035	1.039
Back of Queue (*Q*), ft/ln (95 th percentile)	70.2	179.1	174.5	93.3	364.6	86.9	202.5	522.7	515.8	112.3	725.6	714.3
Back of Queue (*Q*), veh/ln (95 th percentile)	2.8	7.2	7.0	3.7	14.6	3.5	8.1	20.9	20.6	4.5	29.0	28.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	17.0	16.9	17.0	17.2	20.7	12.6	45.0	34.5	34.5	25.4	30.0	30.0
Incremental Delay (d_2), s/veh	1.5	1.2	1.2	2.4	2.7	0.6	123.8	42.9	43.4	9.1	45.1	46.9
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	18.5	18.1	18.2	19.6	23.5	13.2	168.8	77.3	77.8	34.5	75.1	76.9
Level of Service (LOS)	B	B	B	B	C	B	F	F	F	C	F	F
Approach Delay, s/veh / LOS	18.2	B		21.6	C		85.7	F		72.1	E	
Intersection Delay, s/veh / LOS	49.7						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.26	B	2.26	B	2.44	B	2.28	B
Bicycle LOS Score / LOS	1.07	A	1.80	B	1.29	A	1.67	B

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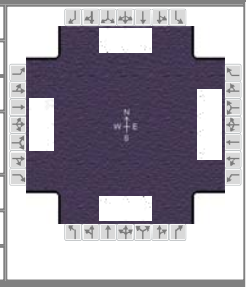
HCS7 Signalized Intersection Results Summary

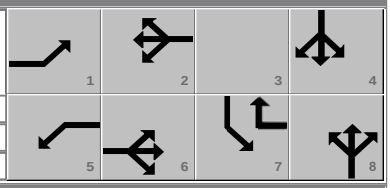
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Jan 14, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing with Project - AM	PHF	0.95
Urban Street	3rd Street	Analysis Year	2019	Analysis Period	1> 7:00
Intersection	Fairfax Avenue / 3rd Street	File Name	04AM - Existing with Project.xus		
Project Description	6300 W. 3rd Street Mixed-Use				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	134	490	56	284	1079	179	82	800	46	135	1110	124

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	5.7	0.1	39.1	5.8	21.1	0.0
Yellow	3.2	0.0	3.9	3.2	3.9	0.0
Red	0.0	0.0	2.0	0.0	2.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8	7	4
Case Number	1.1	4.0	1.1	3.0		6.3	1.0	4.0
Phase Duration, s	8.9	45.0	9.0	45.1		27.0	9.0	36.0
Change Period, ($Y+R_c$), s	3.2	5.9	3.2	5.9		5.9	3.2	5.9
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0		4.3	4.1	4.3
Queue Clearance Time (g_s), s	5.8		7.8			23.1	7.2	32.1
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Phase Call Probability	0.97		1.00			1.00	0.97	1.00
Max Out Probability	1.00		1.00			1.00	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	141	292	283	299	1136	188	86	450	441	142	660	639
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1831	1810	1809	1610	431	1900	1863	1810	1900	1833
Queue Service Time (g_s), s	3.8	9.2	9.3	5.8	23.2	6.0	0.0	21.1	21.1	5.2	30.1	30.1
Cycle Queue Clearance Time (g_c), s	3.8	9.2	9.3	5.8	23.2	6.0	21.1	21.1	21.1	5.2	30.1	30.1
Green Ratio (*g/C*)	0.50	0.43	0.43	0.50	0.44	0.50	0.23	0.23	0.23	0.32	0.33	0.33
Capacity (*c*), veh/h	272	825	796	479	1578	806	80	445	437	197	635	613
Volume-to-Capacity Ratio (*X*)	0.518	0.353	0.356	0.625	0.720	0.234	1.079	1.009	1.009	0.723	1.038	1.043
Back of Queue (*Q*), ft/ln (95 th percentile)	70.6	183.3	178.2	95.5	371.2	96.6	202.5	533.1	526	126.3	732.2	721.1
Back of Queue (*Q*), veh/ln (95 th percentile)	2.8	7.3	7.1	3.8	14.8	3.9	8.1	21.3	21.0	5.1	29.3	28.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	17.2	17.0	17.0	17.3	20.9	12.7	45.0	34.5	34.5	25.5	30.0	30.0
Incremental Delay (d_2), s/veh	1.7	1.2	1.2	2.5	2.9	0.7	123.8	45.0	45.4	12.3	46.1	47.9
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	18.9	18.2	18.3	19.8	23.7	13.4	168.8	79.4	79.9	37.8	76.0	77.9
Level of Service (LOS)	B	B	B	B	C	B	F	F	F	D	F	F
Approach Delay, s/veh / LOS	18.4	B		21.8	C		87.5	F		73.1	E	
Intersection Delay, s/veh / LOS	50.3						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.26	B	2.26	B	2.44	B	2.28	B
Bicycle LOS Score / LOS	1.08	A	1.83	B	1.29	A	1.68	B

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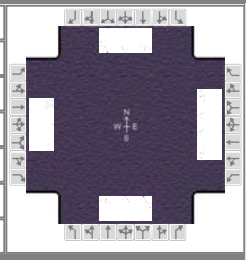
HCS7 Signalized Intersection Results Summary

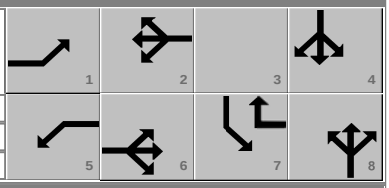
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Jan 14, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - AM	PHF	0.95
Urban Street	3rd Street	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Fairfax Avenue / 3rd Street	File Name	04AM - Future.xus		
Project Description	6300 W. 3rd Street Mixed-Use				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	141	516	58	296	1119	191	85	918	48	155	1255	132

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	5.8	39.1	5.8	21.1	0.0	0.0
Yellow	3.2	3.9	3.2	3.9	0.0	0.0
Red	0.0	2.0	0.0	2.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8	7	4
Case Number	1.1	4.0	1.1	3.0		6.3	1.0	4.0
Phase Duration, s	9.0	45.0	9.0	45.0		27.0	9.0	36.0
Change Period, ($Y+R_c$), s	3.2	5.9	3.2	5.9		5.9	3.2	5.9
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0		4.3	4.1	4.3
Queue Clearance Time (g_s), s	6.0		7.8			23.1	7.8	32.1
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Phase Call Probability	0.98		1.00			1.00	0.98	1.00
Max Out Probability	1.00		1.00			1.00	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	148	307	297	312	1178	201	89	513	504	163	739	721
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1832	1810	1809	1610	369	1900	1866	1810	1900	1836
Queue Service Time (g_s), s	4.0	9.8	9.9	5.8	24.6	6.4	0.0	21.1	21.1	5.8	30.1	30.1
Cycle Queue Clearance Time (g_c), s	4.0	9.8	9.9	5.8	24.6	6.4	21.1	21.1	21.1	5.8	30.1	30.1
Green Ratio (*g/C*)	0.50	0.43	0.43	0.50	0.43	0.50	0.23	0.23	0.23	0.32	0.33	0.33
Capacity (*c*), veh/h	264	825	796	447	1572	803	80	445	438	197	635	614
Volume-to-Capacity Ratio (*X*)	0.562	0.372	0.374	0.697	0.749	0.250	1.118	1.152	1.152	0.830	1.164	1.173
Back of Queue (*Q*), ft/ln (95 th percentile)	77.4	193.4	189.2	137.6	390.5	104.8	215	757.4	747	172.6	1034.6	1032.2
Back of Queue (*Q*), veh/ln (95 th percentile)	3.1	7.7	7.6	5.5	15.6	4.2	8.6	30.3	29.9	6.9	41.4	41.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	18.0	17.2	17.2	19.2	21.3	12.9	45.0	34.5	34.5	26.4	30.0	30.0
Incremental Delay (d_2), s/veh	2.7	1.3	1.3	4.7	3.3	0.7	136.3	91.2	91.5	24.7	90.1	94.4
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	20.7	18.4	18.5	23.9	24.7	13.7	181.3	125.6	126.0	51.2	120.0	124.4
Level of Service (LOS)	C	B	B	C	C	B	F	F	F	D	F	F
Approach Delay, s/veh / LOS	18.9	B		23.2	C		130.3	F		115.0	F	
Intersection Delay, s/veh / LOS	74.3						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.26	B	2.26	B	2.44	B	2.28	B
Bicycle LOS Score / LOS	1.11	A	1.88	B	1.40	A	1.83	B

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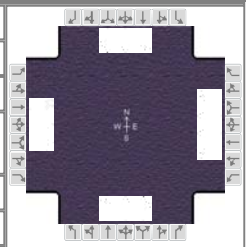
HCS7 Signalized Intersection Results Summary

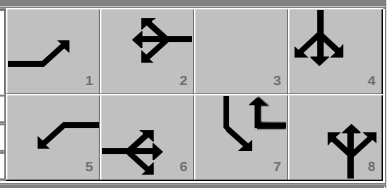
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Jan 13, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project - AM	PHF	0.95
Urban Street	3rd Street	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Fairfax Avenue / 3rd Street	File Name	04AM - Future with Project.xus		
Project Description	6300 W. 3rd Street Mixed-Use				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	141	526	58	296	1133	207	85	925	48	163	1259	132

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	5.8	39.1	5.8	21.1	0.0	0.0
Yellow	3.2	3.9	3.2	3.9	0.0	0.0
Red	0.0	2.0	0.0	2.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8	7	4
Case Number	1.1	4.0	1.1	3.0		6.3	1.0	4.0
Phase Duration, s	9.0	45.0	9.0	45.0		27.0	9.0	36.0
Change Period, ($Y+R_c$), s	3.2	5.9	3.2	5.9		5.9	3.2	5.9
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0		4.3	4.1	4.3
Queue Clearance Time (g_s), s	6.0		7.8			23.1	7.8	32.1
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Phase Call Probability	0.98		1.00			1.00	0.99	1.00
Max Out Probability	1.00		1.00			1.00	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	148	312	303	312	1193	218	89	517	508	172	741	723
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1833	1810	1809	1610	368	1900	1867	1810	1900	1836
Queue Service Time (g_s), s	4.0	10.0	10.1	5.8	25.0	7.1	0.0	21.1	21.1	5.8	30.1	30.1
Cycle Queue Clearance Time (g_c), s	4.0	10.0	10.1	5.8	25.0	7.1	21.1	21.1	21.1	5.8	30.1	30.1
Green Ratio (*g/C*)	0.50	0.43	0.43	0.50	0.43	0.50	0.23	0.23	0.23	0.32	0.33	0.33
Capacity (*c*), veh/h	261	825	797	443	1572	803	80	445	438	197	635	614
Volume-to-Capacity Ratio (*X*)	0.570	0.378	0.380	0.703	0.759	0.271	1.118	1.160	1.160	0.873	1.167	1.177
Back of Queue (*Q*), ft/ln (95 th percentile)	78.6	196.7	192.4	140.9	397.5	115.1	215	772.5	761.9	195.4	1043.4	1041.3
Back of Queue (*Q*), veh/ln (95 th percentile)	3.1	7.9	7.7	5.6	15.9	4.6	8.6	30.9	30.5	7.8	41.7	41.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	18.2	17.2	17.2	19.3	21.5	13.1	45.0	34.5	34.5	27.3	30.0	30.0
Incremental Delay (d_2), s/veh	2.9	1.3	1.4	5.0	3.5	0.8	136.3	94.3	94.6	32.2	91.3	95.8
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	21.1	18.5	18.6	24.3	25.0	13.9	181.3	128.7	129.1	59.5	121.3	125.7
Level of Service (LOS)	C	B	B	C	C	B	F	F	F	E	F	F
Approach Delay, s/veh / LOS	19.1	B		23.4	C		133.1	F		116.8	F	
Intersection Delay, s/veh / LOS	75.3						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.26	B	2.26	B	2.44	B	2.28	B
Bicycle LOS Score / LOS	1.12	A	1.91	B	1.41	A	1.84	B

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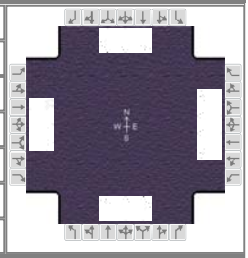
HCS7 Signalized Intersection Results Summary

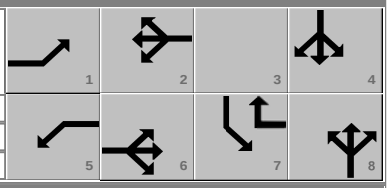
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Jan 14, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - PM	PHF	0.99
Urban Street	3rd Street	Analysis Year	2019	Analysis Period	1> 7:00
Intersection	Fairfax Avenue / 3rd Street	File Name	04PM - Existing.xus		
Project Description	6300 W. 3rd Street Mixed-Use				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	175	901	67	131	628	166	75	849	135	217	882	154

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	5.4	0.4	39.1	5.8	21.1	0.0
Yellow	3.2	0.0	3.9	3.2	3.9	0.0
Red	0.0	0.0	2.0	0.0	2.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8	7	4
Case Number	1.1	4.0	1.1	3.0		6.3	1.0	4.0
Phase Duration, s	9.0	45.4	8.6	45.0		27.0	9.0	36.0
Change Period, ($Y+R_c$), s	3.2	5.9	3.2	5.9		5.9	3.2	5.9
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0		4.2	4.1	4.2
Queue Clearance Time (g_s), s	6.9		5.6			23.1	7.8	25.6
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.0	0.0	3.3
Phase Call Probability	0.99		0.96			1.00	1.00	1.00
Max Out Probability	1.00		1.00			1.00	1.00	0.99

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	177	495	483	132	634	168	76	509	485	219	537	509
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1853	1810	1809	1610	548	1900	1808	1810	1900	1801
Queue Service Time (g_s), s	4.9	17.8	17.8	3.6	10.8	5.2	6.5	21.1	21.1	5.8	23.6	23.6
Cycle Queue Clearance Time (g_c), s	4.9	17.8	17.8	3.6	10.8	5.2	21.1	21.1	21.1	5.8	23.6	23.6
Green Ratio (*g/C*)	0.50	0.44	0.44	0.49	0.43	0.50	0.23	0.23	0.23	0.32	0.33	0.33
Capacity (*c*), veh/h	450	834	814	316	1572	803	119	445	424	197	635	602
Volume-to-Capacity Ratio (*X*)	0.393	0.593	0.593	0.418	0.404	0.209	0.634	1.143	1.143	1.115	0.845	0.846
Back of Queue (*Q*), ft/ln (95 th percentile)	86	316.6	310.8	64.7	196.2	85.2	90.2	742.3	714.5	285.1	439.6	423.5
Back of Queue (*Q*), veh/ln (95 th percentile)	3.4	12.7	12.4	2.6	7.8	3.4	3.6	29.7	28.6	11.4	17.6	16.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	13.4	19.2	19.2	15.1	17.5	12.6	43.3	34.5	34.5	29.6	27.8	27.8
Incremental Delay (d_2), s/veh	0.6	3.1	3.2	0.9	0.8	0.6	10.5	88.1	89.0	98.4	10.2	10.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	13.9	22.3	22.3	16.0	18.2	13.2	53.8	122.5	123.4	127.9	38.0	38.5
Level of Service (LOS)	B	C	C	B	B	B	D	F	F	F	D	D
Approach Delay, s/veh / LOS	21.0	C		17.0	B		118.1	F		53.8	D	
Intersection Delay, s/veh / LOS	53.0						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.26	B	2.26	B	2.44	B	2.28	B
Bicycle LOS Score / LOS	1.44	A	1.26	A	1.37	A	1.53	B

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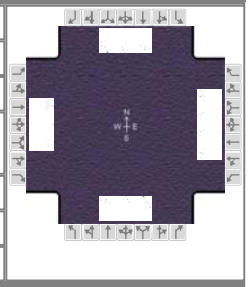
HCS7 Signalized Intersection Results Summary

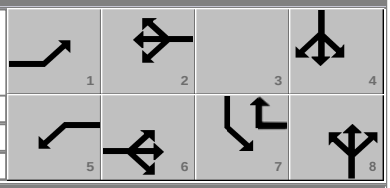
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Jan 14, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing with Project - PM	PHF	0.99
Urban Street	3rd Street	Analysis Year	2019	Analysis Period	1> 7:00
Intersection	Fairfax Avenue / 3rd Street	File Name	04PM - Existing with Project.xus		
Project Description	6300 W. 3rd Street Mixed-Use				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	175	914	67	131	631	175	75	846	135	225	891	154

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	5.4	0.4	39.1	5.8	21.1	0.0
Yellow	3.2	0.0	3.9	3.2	3.9	0.0
Red	0.0	0.0	2.0	0.0	2.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8	7	4
Case Number	1.1	4.0	1.1	3.0		6.3	1.0	4.0
Phase Duration, s	9.0	45.4	8.6	45.0		27.0	9.0	36.0
Change Period, ($Y+R_c$), s	3.2	5.9	3.2	5.9		5.9	3.2	5.9
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0		4.2	4.1	4.2
Queue Clearance Time (g_s), s	6.9		5.6			23.1	7.8	25.9
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.0	0.0	3.2
Phase Call Probability	0.99		0.96			1.00	1.00	1.00
Max Out Probability	1.00		1.00			1.00	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	177	502	489	132	637	177	76	508	483	227	542	514
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1854	1810	1809	1610	543	1900	1808	1810	1900	1802
Queue Service Time (g_s), s	4.9	18.1	18.1	3.6	10.9	5.6	6.2	21.1	21.1	5.8	23.9	23.9
Cycle Queue Clearance Time (g_c), s	4.9	18.1	18.1	3.6	10.9	5.6	21.1	21.1	21.1	5.8	23.9	23.9
Green Ratio (*g/C*)	0.50	0.44	0.44	0.49	0.43	0.50	0.23	0.23	0.23	0.32	0.33	0.33
Capacity (*c*), veh/h	448	834	814	313	1572	803	117	445	424	197	635	603
Volume-to-Capacity Ratio (*X*)	0.394	0.601	0.601	0.423	0.406	0.220	0.645	1.140	1.140	1.156	0.852	0.853
Back of Queue (*Q*), ft/ln (95 th percentile)	86	321.3	315.5	64.8	197	90.3	91.5	736.2	708.6	314.6	446.8	430.3
Back of Queue (*Q*), veh/ln (95 th percentile)	3.4	12.9	12.6	2.6	7.9	3.6	3.7	29.4	28.3	12.6	17.9	17.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	13.4	19.2	19.2	15.2	17.5	12.7	43.5	34.5	34.5	29.6	27.9	27.9
Incremental Delay (d_2), s/veh	0.6	3.2	3.3	0.9	0.8	0.6	11.5	86.8	87.7	112.5	10.8	11.4
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	13.9	22.4	22.5	16.1	18.3	13.3	55.0	121.2	122.2	142.1	38.7	39.2
Level of Service (LOS)	B	C	C	B	B	B	E	F	F	F	D	D
Approach Delay, s/veh / LOS	21.2	C		17.0	B		117.0	F		57.2	E	
Intersection Delay, s/veh / LOS	53.6						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.26	B	2.26	B	2.44	B	2.28	B
Bicycle LOS Score / LOS	1.45	A	1.27	A	1.37	A	1.55	B

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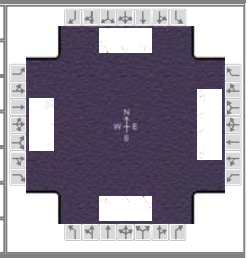
HCS7 Signalized Intersection Results Summary

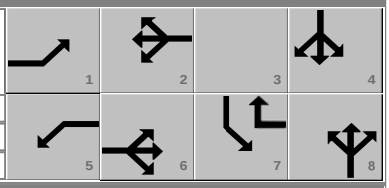
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Jan 14, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - PM	PHF	0.99
Urban Street	3rd Street	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Fairfax Avenue / 3rd Street	File Name	04PM - Future.xus		
Project Description	6300 W. 3rd Street Mixed-Use				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	185	959	70	136	678	200	78	1055	140	247	1030	162

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	5.5	0.3	39.1	5.8	21.1	0.0
Yellow	3.2	0.0	3.9	3.2	3.9	0.0
Red	0.0	0.0	2.0	0.0	2.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8	7	4
Case Number	1.1	4.0	1.1	3.0		6.3	1.0	4.0
Phase Duration, s	9.0	45.3	8.7	45.0		27.0	9.0	36.0
Change Period, ($Y+R_c$), s	3.2	5.9	3.2	5.9		5.9	3.2	5.9
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0		4.2	4.1	4.2
Queue Clearance Time (g_s), s	7.2		5.7			23.1	7.8	30.8
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Phase Call Probability	0.99		0.97			1.00	1.00	1.00
Max Out Probability	1.00		1.00			1.00	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	187	526	513	137	685	202	79	616	592	249	616	588
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1854	1810	1809	1610	472	1900	1822	1810	1900	1809
Queue Service Time (g_s), s	5.2	19.4	19.4	3.7	11.9	6.5	1.3	21.1	21.1	5.8	28.7	28.8
Cycle Queue Clearance Time (g_c), s	5.2	19.4	19.4	3.7	11.9	6.5	21.1	21.1	21.1	5.8	28.7	28.8
Green Ratio (*g/C*)	0.50	0.44	0.44	0.50	0.43	0.50	0.23	0.23	0.23	0.32	0.33	0.33
Capacity (*c*), veh/h	429	831	811	302	1572	803	87	445	427	197	635	605
Volume-to-Capacity Ratio (*X*)	0.436	0.633	0.633	0.456	0.436	0.251	0.910	1.382	1.385	1.269	0.969	0.972
Back of Queue (*Q*), ft/ln (95 th percentile)	92	342.3	336.2	67.4	211.3	105.3	150.7	1219.5	1182.8	402.7	602.2	586.2
Back of Queue (*Q*), veh/ln (95 th percentile)	3.7	13.7	13.4	2.7	8.5	4.2	6.0	48.8	47.3	16.1	24.1	23.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	13.6	19.7	19.7	15.7	17.8	12.9	44.9	34.5	34.5	29.6	29.5	29.5
Incremental Delay (d_2), s/veh	0.7	3.7	3.7	1.1	0.9	0.8	67.7	185.4	187.3	154.8	28.1	29.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	14.3	23.4	23.5	16.7	18.6	13.7	112.6	219.8	221.8	184.4	57.6	59.0
Level of Service (LOS)	B	C	C	B	B	B	F	F	F	F	E	E
Approach Delay, s/veh / LOS	22.0	C		17.4	B		214.1	F		79.9	E	
Intersection Delay, s/veh / LOS	87.5						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.26	B	2.26	B	2.44	B	2.28	B
Bicycle LOS Score / LOS	1.50	A	1.33	A	1.55	B	1.69	B

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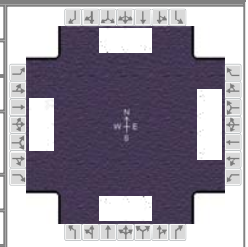
HCS7 Signalized Intersection Results Summary

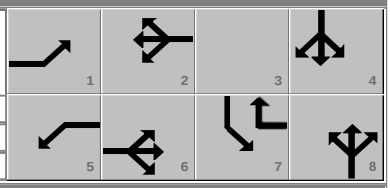
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Jan 14, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project - PM	PHF	0.99
Urban Street	3rd Street	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Fairfax Avenue / 3rd Street	File Name	04PM - Future with Project.xus		
Project Description	6300 W. 3rd Street Mixed-Use				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	185	972	70	136	681	209	78	1052	140	255	1039	162

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	5.5	0.3	39.1	5.8	21.1	0.0
Yellow	3.2	0.0	3.9	3.2	3.9	0.0
Red	0.0	0.0	2.0	0.0	2.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8	7	4
Case Number	1.1	4.0	1.1	3.0		6.3	1.0	4.0
Phase Duration, s	9.0	45.3	8.7	45.0		27.0	9.0	36.0
Change Period, ($Y+R_c$), s	3.2	5.9	3.2	5.9		5.9	3.2	5.9
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0		4.2	4.1	4.2
Queue Clearance Time (g_s), s	7.2		5.7			23.1	7.8	31.2
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Phase Call Probability	0.99		0.97			1.00	1.00	1.00
Max Out Probability	1.00		1.00			1.00	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	187	533	520	137	688	211	79	614	590	258	620	593
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1855	1810	1809	1610	468	1900	1821	1810	1900	1810
Queue Service Time (g_s), s	5.2	19.7	19.7	3.7	12.0	6.8	0.9	21.1	21.1	5.8	29.0	29.2
Cycle Queue Clearance Time (g_c), s	5.2	19.7	19.7	3.7	12.0	6.8	21.1	21.1	21.1	5.8	29.0	29.2
Green Ratio (*g/C*)	0.50	0.44	0.44	0.50	0.43	0.50	0.23	0.23	0.23	0.32	0.33	0.33
Capacity (*c*), veh/h	428	831	811	298	1572	803	85	445	427	197	635	605
Volume-to-Capacity Ratio (*X*)	0.437	0.641	0.641	0.461	0.438	0.263	0.929	1.378	1.382	1.310	0.976	0.979
Back of Queue (*Q*), ft/ln (95 th percentile)	92.1	347.3	341.2	67.5	212.4	110.9	156.1	1212.3	1175.7	436.5	615	599.1
Back of Queue (*Q*), veh/ln (95 th percentile)	3.7	13.9	13.6	2.7	8.5	4.4	6.2	48.5	47.0	17.5	24.6	24.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	13.7	19.8	19.8	15.8	17.8	13.0	45.0	34.5	34.5	29.6	29.6	29.6
Incremental Delay (d_2), s/veh	0.7	3.8	3.9	1.1	0.9	0.8	74.1	183.9	185.8	171.1	29.7	31.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	14.4	23.6	23.7	16.9	18.7	13.8	119.1	218.4	220.3	200.7	59.3	60.8
Level of Service (LOS)	B	C	C	B	B	B	F	F	F	F	E	E
Approach Delay, s/veh / LOS	22.2	C		17.4	B		213.2	F		84.7	F	
Intersection Delay, s/veh / LOS	88.2						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.26	B	2.26	B	2.44	B	2.28	B
Bicycle LOS Score / LOS	1.51	B	1.34	A	1.55	B	1.70	B

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