

## **Appendix K**

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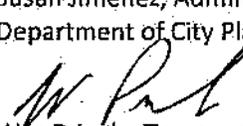
LADOT's Assessment Letter for the  
Transportation Study

**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

1000 N. Seward St  
DOT Case No. CEN20-49749

Date: August 12, 2021

To: Susan Jimenez, Administrative Clerk  
Department of City Planning

From:   
Wes Pringle, Transportation Engineer  
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE PROPOSED MIXED-USE PROJECT LOCATED AT 1000 NORTH SEWARD STREET**

The Los Angeles Department of Transportation (LADOT) has reviewed the transportation assessment prepared by Gibson Transportation Consulting, Inc. (GTC), dated July 2021, for the proposed mixed-use project located at 1000 North Seward Street within the Central Area Planning Commission (APC). In compliance with Senate Bill (SB) 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, the access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in LADOT's Transportation Assessment Guidelines (TAG), as described below.

#### **DISCUSSION AND FINDINGS**

A. Project Description

The Project proposes to construct a 10-story mixed-use development with new office, restaurant, and retail uses totaling 150,600 square feet. The Project would develop 136,000 sf of office uses, 12,200 sf of restaurant uses (of which 6,100 sf may be used for an entertainment use), and 2,200 sf of retail uses. The existing 8,442 sf of office and 2,551 sf restaurant uses on the Project Site would be demolished to accommodate the Project. Parking for the Project would be provided within four subterranean levels and four above grade levels, with vehicular access provided via one driveway along Hudson Avenue as illustrated in **Attachment A**. Pedestrian and bicycle access to the Project would be provided via the commercial plaza entrance along Romaine Street. Short-term and long-term bicycle parking spaces would be located on the ground floor adjacent to the plaza. The Project is anticipated to be completed by Year 2025.

B. Freeway Safety Analysis

Per the Interim Guidance for Freeway Safety Analysis memorandum issued by LADOT on May 1, 2020 to address Caltrans safety concerns on freeways, the study addresses the project's effects on vehicle queuing on freeway off-ramps. Such an evaluation measures the project's potential to lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting the freeway off-ramps and vehicles operating on the freeway mainline.

The evaluation identified the number of project trips expected to be added to nearby freeway off-ramps serving the project site. It was determined that project traffic at any freeway off-ramp will not exceed 25 peak hour trips. Therefore, a freeway ramp analysis is not required.

C. 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 the net 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, 9<sup>th</sup> 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.

Additionally, the analysis included further discussion of the transportation impact thresholds:

- T-1 Conflicting with plans, programs, ordinances, or policies
- T-2.1 Causing substantial vehicle miles traveled
- T-2.2 Substantially induce additional automobile travel
- T-3 Substantially increasing hazards due to a geometric design feature or incompatible use.

The assessment determined that the project would **not** have a significant transportation impact under Thresholds T-1, T-2.2, and T-3. A project's impacts per Threshold T-2.1 is determined by using the VMT calculator and is discussed further below. A copy of the VMT Calculator summary report is provided as **Attachment B** to this report.

D. Transportation Impacts

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.03 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as criteria in determining transportation impacts under CEQA. The LADOT TAG provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The LADOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. LADOT identified distinct thresholds for significant VMT impacts for each of the seven 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 GTC, the project proposes to incorporate several TDM strategies of providing Reduce Parking Supply, Parking Cash-Out, Promotions & Marketing, Bike Parking per Los Angeles Municipal Code (LAMC), Secure Bike Parking and Showers, and Pedestrian Network Improvements as a project design feature. With the application of these TDM measures, the proposed project is projected to have no Household VMT and a Work VMT of 7.5. Therefore, it is concluded that implementation of the Project would **not** result in a significant VMT impact.

E. Access and Circulation

During 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 LAMC. Therefore, LADOT continues to require and review a project's site access, circulation, using a "level of service" screening methodology that indicates that the trips generated by 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 completed a circulation analysis the proposed development will **not** result in adverse increase in delays or queueing. LADOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report.

## PROJECT REQUIREMENTS

### Non-CEQA-Related 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 project would provide parking for 310 vehicle parking spaces and 55 bicycle parking spaces (21 short-term and 34 long-term). The applicant should check with the Departments of Building and Safety and City Planning on the number of parking spaces required for this project.

2. Highway Dedication and Street Widening Requirements

Per the new Mobility Element of the General Plan, **Seward Street, Romaine Street, and Hudson Avenue**, have all been designated as Local Street, which would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. For all applicable highway dedication, street widening and/or sidewalk requirements of the project, the applicant should check with the Bureau of Engineering's Land Development Group.

3. Project Access and Circulation

The conceptual site plan for the project (see **Attachment A**) is acceptable to LADOT. As indicated previously, vehicular access will be provided via one driveway along Hudson Avenue at the northeast corner of the project site. Review of this study does not constitute approval of the dimensions for any new proposed driveway. Review and approval of a new driveway should be coordinated with LADOT'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 LADOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design. The applicant should check with City Planning regarding the project's vehicular access and design.

4. Worksite Traffic Control Requirements

LADOT recommends that a construction work site traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to <http://ladot.lacity.org/businesses/temporary-traffic-control-plans> 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. LADOT also recommends that all construction related truck traffic be restricted to off-peak hours to the extent feasible.

5. TDM Ordinance Requirements

The TDM Ordinance (LAMC 12.26 J) is currently being updated. The updated ordinance, which is currently progressing through the City's approval process, will:

- Expand the reach and application of TDM strategies to more land uses and neighborhoods,
- Rely on a broader range of strategies that can be updated to keep pace with technology, and
- Provide flexibility for developments and communities to choose strategies that work best for their neighborhood context.

Although not yet adopted, LADOT recommends that the applicant be subject to the terms of the proposed TDM Ordinance update expected in 2021. The updated ordinance is expected to be completed prior to the anticipated construction of this project, if approved.

6. 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 at (213) 972-4970.

Attachments

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- c: Craig Bullock, Council District 13  
Matthew Masuda, Central District, BOE  
Bhuvan Bajaj, Hollywood/Wilshire District, DOT  
Taimour Tanavoli, Case Management Office, DOT  
Lauren Mullarkey-Williams, Gibson Transportation Consulting, Inc.



# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



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

## Project Information

Project:

Scenario:

Address:



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

Yes  No

## Existing Land Use

Land Use Type	Value	Unit
Retail   High-Turnover Sit-Down Restaurant		ksf
Retail   High-Turnover Sit-Down Restaurant	2.551	ksf
Office   General Office	8.442	ksf

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

## Proposed Project Land Use

Land Use Type	Value	Unit
Office   General Office	134.1	ksf
Retail   General Retail	2.2	ksf
Retail   High-Turnover Sit-Down Restaurant	12.2	ksf
Office   General Office	136.2	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
<b>223</b> Daily Vehicle Trips	<b>1,892</b> Daily Vehicle Trips
<b>1,638</b> Daily VMT	<b>14,386</b> 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	1,669 Net Daily Trips
The net increase in daily VMT ≤ 0	12,748 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	14,400 ksf

**The proposed project is required to perform VMT analysis.**



# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

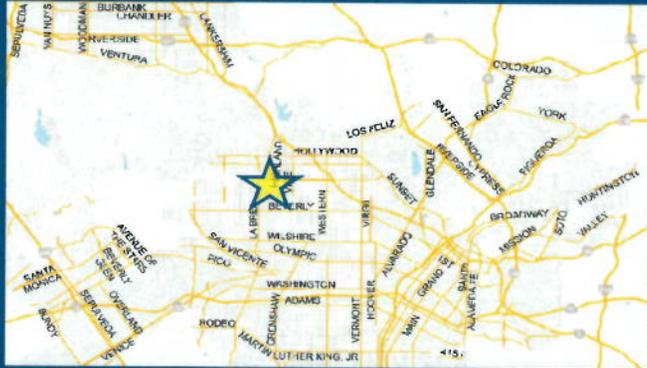


## Project Information

Project:

Scenario:

Address:



Proposed Project Land Use Type	Value	Unit
Retail   General Retail	2.2	ksf
Retail   High-Turnover Sit-Down Restaurant	12.2	ksf
Office   General Office	136.2	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  city code parking provision for the project site  
 Proposed Prj  Mitigation  actual parking provision for the project site

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

Parking Cash-Out  percent of employees eligible  
 Proposed Prj  Mitigation

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

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

- B** Transit
- C** Education & Encouragement
- D** Commute Trip Reductions
- E** Shared Mobility
- F** Bicycle Infrastructure
- G** Neighborhood Enhancement

## Analysis Results

Proposed Project	With
<b>1,542</b> Daily Vehicle Trips	<b>1,542</b> Daily Vehicle Trips
<b>11,717</b> Daily VMT	<b>11,717</b> Daily VMT
<b>0.0</b> Household VMT per Capita	<b>0.0</b> Household VMT
<b>7.5</b> Work VMT per Employee	<b>7.5</b> Work VMT per Employee
<b>Significant VMT Impact?</b>	
<b>Household: No</b> Threshold = 6.0 15% Below APC	<b>Household: No</b> Threshold = 6.0 15% Below APC
<b>Work: No</b> Threshold = 7.6 15% Below APC	<b>Work: No</b> Threshold = 7.6 15% Below APC



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: April 29, 2021

Project Name: J1780 - 1000 Seward

Project Scenario:

Project Address: 6565 W ROMAINE ST, 90038



Version 1.3

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	0	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	2.200	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	0.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down Restaurant	12.200	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repairs	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
	Office	General Office	136.200
Medical Office		0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Other		0	Trips

Analysis Results			
Total Employees: 598			
Total Population: 0			
Proposed Project		With Mitigation	
1,542	Daily Vehicle Trips	1,542	Daily Vehicle Trips
11,717	Daily VMT	11,717	Daily VMT
0	Household VMT per Capita	0	Household VMT per Capita
7.5	Work VMT per Employee	7.5	Work VMT per Employee
<b>Significant VMT Impact?</b>			
<b>APC: Central</b>			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

CITY OF LOS ANGELES VMT CALCULATOR

Date: April 26, 2011  
 Project Name: 11760 - 1700 Seward  
 Project Location:  
 Project Address: 2205 W BURNHAM ST, LOS AN



Report 2: TDM Inputs

TDM Strategy Inputs			
Strategy Type	Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces) 403	403
		Actual parking provision (spaces) 310	310
	Parking cash-out	Employees eligible (%) 30%	30%

(cont. on following page)

TDM Strategy Inputs, Cont.			
Strategy Type	Description	Proposed Project	Mitigations
Transit			

(cont. on following page)

TDM Strategy Inputs, Cont.			
Strategy Type	Description	Proposed Project	Mitigations
Education & Encouragement			
	Promotions and marketing	Employees and residents participating (%) 100%	100%

(cont. on following page)

TDM Strategy inputs, Cont.			
Strategy Type	Description	Proposed Project	Mitigations
Bicycle Infrastructure			
	Include bike parking per LAMC	Yes	Yes
	Include secure bike parking and showers	Yes	Yes
Neighborhood Enhancement			
	Pedestrian network improvements	within project and connecting off-site	within project and connecting off-site

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: April 29, 2021  
 Project Name: J1780 - 1000 Seward  
 Project Scenario:  
 Project Address: 6565 W ROMAINE ST, 90038



Version 1.3

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	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	TDM Strategy Appendix, Parking sections 1 - 5
	Unavailable parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	
	Flex workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Substantial 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	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Redesign transit	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	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 programs	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	
Commute Trip Reductions	Required automobile 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 carpools or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Subsidized program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Carpools	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	Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
Neighborhood Enhancement	Walkway lighting	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	

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	18%	18%	20%	20%	18%	18%	18%	18%	18%	18%	18%	14%	
MAX. TDM EFFECT	18%	18%	20%	20%	18%	18%	18%	18%	18%	18%	18%	18%	

$$= \text{Minimum}(X\%, 1 - [(1-A) * (1-B)...])$$

where X%=

PLACE	urban	7%
TYPE MAX:	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: April 29, 2021

Project Name: J1780 - 1000 Seward

Project Scenario:

Project Address: 6565 W ROMAINE ST, 90038



Version 1.3

### MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	7.1	0	0
Home Based Other Production	0	0.0%	0	4.7	0	0
Non-Home Based Other Production	425	-5.4%	402	7.5	3,188	3,015
Home-Based Work Attraction	867	-28.0%	624	9.0	7,803	5,616
Home-Based Other Attraction	922	-49.7%	464	6.6	6,085	3,062
Non-Home Based Other Attraction	425	-5.4%	402	6.7	2,848	2,693

### 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	-17.8%	0	0	-17.8%	0	0
Home Based Other Production	-17.8%	0	0	-17.8%	0	0
Non-Home Based Other Production	-17.8%	330	2,478	-17.8%	330	2,478
Home-Based Work Attraction	-19.7%	501	4,509	-19.7%	501	4,509
Home-Based Other Attraction	-17.8%	381	2,517	-17.8%	381	2,517
Non-Home Based Other Attraction	-17.8%	330	2,213	-17.8%	330	2,213

### MXD VMT Methodology Per Capita & Per Employee

Total Population: 0

Total Employees: 598

APC: Central

	Proposed Project	Project with Mitigation Measures
Total Home Based Production VMT	0	0
Total Home Based Work Attraction VMT	4,509	4,509
Total Home Based VMT Per Capita	0.0	0.0
Total Work Based VMT Per Employee	7.5	7.5

**TABLE 12  
EXISTING CONDITIONS (YEAR 2020)  
INTERSECTION LEVELS OF SERVICE**

No	Intersection	Peak Hour	Existing		Existing with Project	
			Delay	LOS	Delay	LOS
1. [a]	Seward Street & Santa Monica Boulevard	AM	--	F	--	F
		PM	--	F	--	F
2. [b]	Wilcox Avenue & Santa Monica Boulevard	AM	19.4	B	18.7	B
		PM	17.8	B	17.7	B
3. [c]	Seward Street & Romaine Street	AM	8.7	A	8.9	A
		PM	10.3	B	10.7	B
3. [a]	Hudson Avenue & Romaine Street	AM	12.4	B	14.8	B
		PM	14.7	B	17.7	C
4. [c]	Wilcox Avenue & Romaine Street	AM	8.6	A	9.1	A
		PM	9.7	A	10.1	B

Notes

Delay is measured in seconds per vehicle

LOS = Level of service

Results per Synchro 10

[a] Intersection analysis based on the HCM 6th Edition Two-Way Stop Control Unsignalized methodology, which calculates the control delay, in seconds, for each individual approach of an intersection. The reported control delay represents the worst-case approach, and does not account for traffic gaps created by adjacent traffic signals.

[b] Intersection analysis based on HCM 6th Edition Signalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection.

[c] Intersection analysis based on HCM 6th Edition All-Way Stop Control Unsignalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through an intersection.

**TABLE 13  
FUTURE CONDITIONS (YEAR 2025)  
INTERSECTION LEVELS OF SERVICE**

No	Intersection	Peak Hour	Future without Project		Future with Project	
			Delay	LOS	Delay	LOS
1.	Seward Street & Santa Monica Boulevard	AM	--	F	--	F
[a]		PM	--	F	--	F
2.	Wilcox Avenue & Santa Monica Boulevard	AM	30.2	C	29.2	C
[b]		PM	22.9	C	23.1	C
3.	Seward Street & Romaine Street	AM	9.0	A	9.3	A
[c]		PM	10.8	B	11.5	B
3.	Hudson Avenue & Romaine Street	AM	12.9	B	15.7	C
[a]		PM	15.6	C	19.3	C
4.	Wilcox Avenue & Romaine Street	AM	8.8	A	9.3	A
[c]		PM	10.0	A	10.6	B

Notes

Delay is measured in seconds per vehicle

LOS = Level of service

Results per Synchro 10

[a] Intersection analysis based on the HCM 6th Edition Two-Way Stop Control Unsignalized methodology, which calculates the control delay, in seconds, for each individual approach of an intersection. The reported control delay represents the worst-case approach, and does not account for traffic gaps created by adjacent traffic signals.

[b] Intersection analysis based on HCM 6th Edition Signalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection.

[c] Intersection analysis based on HCM 6th Edition All-Way Stop Control Unsignalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through an intersection.