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November 23, 2021

The Honorable City Council  
City of Los Angeles  
City Hall, Room 395  
Los Angeles, California 90012

Dear Honorable Members:

**APEAL CASE NO. VTT-82288-2A AND CPC-2018-7344-GPAJ-VZCJ-HD-SP-SPP-CDP-MEL-SPR-PHP-1A, FOR PROPERTY LOCATED AT 2102 - 2120 S. PACIFIC AVENUE, 116 - 302 E. NORTH VENICE BOULEVARD, 2106 - 2116 S. CANAL STREET, AND 319 E. SOUTH VENICE BOULEVARD; CF 21-0829 AND 21-0829-S1.**

The project involves the merger and re-subdivision of a 115,674 square-foot site to create two (2) ground lots and seven (7) airspace lots, with a maximum of 140 residential dwelling units, 685 square feet of supportive service area, 2,255 square feet of retail uses, an 810 square-foot restaurant with 1,060 square feet of outdoor and indoor Service Floor area, 2,875 square feet of art studio use, and a new public parking garage.

On February 2, 2021, the Deputy Advisory Agency (“DAA”) approved Vesting Tentative Map No. VTT-82288 for the merger and re-subdivision of land to create two (2) ground lots and seven (7) airspace lots, with a maximum of 140 residential dwelling units and 6,905 square feet of commercial uses. On February 16, 2021, the Department of City Planning received a timely appeal of the entire decision.

On May 26, 2021, the Los Angeles City Planning Commission (“CPC”) determined pursuant to Assembly Bill 1197 that the project is statutorily exempt from the California Environmental Quality Act (CEQA), denied the appeal, sustained the Deputy Advisory Agency’s determination, and recommended that the City Council approve a General Plan Amendment, Vesting Zone Change and Height District Change and Specific Plan Amendment and approved a Coastal Development Permit, Project Permit Compliance Review, Mello Act Compliance Review and Site Plan Review, related to case no. CPC-2018-7344-GPAJ-VZCJ-HD-SP-SPP-CDP-MEL-SPR-PHP.

On July 22, 2021, the Department of City Planning received a timely second level appeal of the entire decision for Vesting Tentative Map No. VTT-82288 from Venice Vision, represented by Jamie T. Hall of Channel Law Group, LLP. Further on August 2, 2021, the Department of City Planning received a timely appeal of the entire decision for case no. CPC-2018-7344-GPAJ-

VZCJ-HD-SP-SPP-CDP-MEL-SPR-PHP from Venice Vision, represented by Jamie T. Hall of Channel Law Group, LLP.

Below is a summary of the appeal points with a staff response to each point. Section A includes an outline of the appeal points from the second-level appeal of the DAA's decision with staff's response. Section B includes an outline of the appeal of the CPC's decision with staff's response. Section C includes a summary of a letter submitted by the Appellant, dated July 29, 2021, and staff's response.

## **APPEAL ANALYSIS**

### **A. VTT-82288-2A APPEAL POINTS AND STAFF RESPONSE**

#### **Appeal Point No. A-1**

*The City failed to provide a Fair Hearing at both Advisory Agency and City Planning Commission levels and Violated the Brown Act at the City Planning Commission meeting.*

#### **Staff Response**

The Appellant contends "the City denied a fair hearing before the Advisory Agency and the City Planning Commission by refusing to produce public records appellant needs to support its environmental objections to the tract map." On December 18, 2018, the Department of City Planning issued a Notice of Preparation and Initial Study for the proposed Reese Davidson Community. Subsequently, a scoping meeting was conducted on January 14, 2019, to inform staff on any potential impacts of the proposed project and topics that should be analyzed in the Environmental Impact Report (EIR). The Notice of Preparation, Initial Study and public comments are available in the case file for public review.

In April 2020, the CEQA review shifted to a Statutory Exemption. At this time, all prior work relating to the preparation of an EIR halted and shifted to review under the applicable statutory exemption. In response to Appellant's public records requests, the Department made the case file available prior to the hearing. After determining that some files that were responsive to these requests were not previously released in response to public records requests, the Department supplemented its response to these records on October 6, 2021. However, these supplemental records were records relating to the abandoned EIR that is no longer being pursued and would not have impacted the Advisory Agency or City Planning Commission hearings. The EIR administrative drafts provided in the supplemental response do not provide substantial evidence to support the need for new or modified findings to the CEQA clearance or the Project findings because those administrative drafts have not been validated by internal procedures for factual or legal accuracy.

Further, the Appellant contends "the presentation of false information to the City Planning Commission and the public resulted in Appellant be[ing] denied a fair hearing." Upon review, planning staff has identified that there was an accounting error in describing the number of letters of support that resulted in a double count, incorrectly reporting 2,000 letters of support instead of the approximately 1,000 letters of support received. Nonetheless, all the letters of support and opposition were available for review as they were included as an attachment to the Recommendation Report. The misstatement on the number of letters of support did not

misrepresent or exclude any issues raised by the supporters of the project. Notwithstanding the above, the appellant failed to provide specific discrepancies in the staff presentation summarizing the issues raised in the letters of support or opposition to the proposed project or the project itself.

Further, the Appellant contends “the City has violated the Ralph M. Brown Act on May 27, 2021 when the City Planning Commission acted on Venice Vision’s Appeal. The City Planning Commissioners failed to leave their electronic camera turned on at all times and failed to remain on camera to enable the public to observe that all Commissioners receiving factual information necessary for them to make an informed decision regarding the Project.” As the City Planning Commission President Millman explained during the May 27, 2021 hearing, she monitors quorum for the City Planning Commission, and while a commissioner might turn off the camera to the public to eat, such commissioner would still be visible to President Millman. Further, in this instance, the Zoom participant log shows the City Planning Commission president and seven commissioners logged-on to Zoom between 7:56 a.m. and 8:29 a.m. and all commissioners and the president logged-off at 3:00 p.m. See exhibit A. As such, quorum was maintained for the entire length of the public hearing.

The City followed existing procedures for conducting public hearings and providing access to public records for this case. The proposed project presented to the City Planning Commission is consistent with the Conditions of Approval and the project plans labeled Exhibit A in the case file. The appellant does not offer any support for the contention that the City violated the Brown Act or failed to provide access to the case file. As such, the appellant’s contention is without merit.

### **Appeal Point No. A-2**

*The Map and Subdivision are inconsistent with [the] General and Specific Plan.*

### **Staff Response**

The Appellant “contends that having conceded that the project as proposed cannot be found to be consistent with applicable general plans and specific plans, the Advisory Agency proposes to approve the tract map anyway, asserting that it may rely on the fact that the Applicant has filed case number CPC-2018-7344-GPAJ-VZCJ-HD-SP-SPP-CDP-MEL-SPR-PHP “in conjunction with the requested tract map.” The appellant further asserts “the Subdivision Map Act provisions applicable to the City of Los Angeles do not contain any authority to approve a tract map first, conditioned on the Applicant receiving all of the requested modifications of general plans and specific plans.”

Pursuant to the City Charter and LAMC 12.32, General Plan amendments are Land Use Legislative Actions by the Los Angeles City Council. The concurrent City Planning Commission entitlements were not before the Advisory Agency.

The Advisory Agency has the authority pursuant to LAMC Section 17.03 to make the map and related conditions of approval consistent with the actions by the final decision-maker on the related application. LAMC Section 17.03-A states:

If the final decision-maker imposes a condition as part of an action on a related application that differs from a condition of approval on a tentative tract map, then the Advisory Agency

shall have the authority to make the tract map conditions consistent with the final decision-maker's action.

In approving the Vesting Tentative Tract map, the Advisory Agency requires that prior to the issuance of any building permits and filing of the Final Map, the applicant is required to obtain approval by the City Planning Commission and City Council for Case No. CPC-2018-7344-GPAJ-VZCJ-HD-SP-SPP-CDP-MEL-SPR-PHP. In addition, it has been a long-standing practice for the Advisory Agency to approve subdivision cases contingent on related and concurrent cases.

In addition, as further discussed in response to Appeal B-3, the project is consistent with the Open Space and Conservation and Community Plan Elements of the General Plan.

Appellant does not offer any support for the contention that the finding by the Advisory Agency is not supported by substantial evidence. As such, the Advisory Agency finding is adequate.

### **Appeal Point No. A-3**

*The design and improvements of the proposed subdivision are inconsistent with applicable General and Specific Plans.*

### **Staff Response**

The Appellant contends "the Advisory Agency has erroneously concluded that the project's design and improvements are consistent with the Public Access policies of the LUP. The project will not maintain and even harms existing Public Access. The project does not comply with the many Public Access provisions in the certified LUP. For example, the Finding does not consider the impact of the design aspect for the beach parking to be automated, which will severely slow and even discourage beach parking at this location. The Finding does not consider the loss of beach parking during construction. Also, Public Access for Canal boating is a key provision of the Plans, and it appears from the current project plans that canal boating will be less accessible. To restrict Access in these ways, especially for the purposes of a non-coastal-dependent or noncoastal related use is unacceptable and in violation of the LUP."

Under the California Subdivision Map Act, this finding specifically relates to the physical subdivision of lots (lot layout) and infrastructure improvement required to further the health, welfare and safety of the community. The design reference is related to the overall layout of the subdivision, access to and from the lot, circulation within, and the need of city services resulting from the subdivision. The concept of "design," as defined in the California Subdivision Map Act Section 66418 and Section 17.02 of the LAMC, is specific to subdivision of land and is not meant to refer to design of buildings, or architectural compatibility.

The California Subdivision Map Act, Government Code 66418, defines 'design' as follows:

Government Code 66418. "Design" means: (1) street alignments, grades and widths; (2) drainage and sanitary facilities and utilities, including alignments and grades thereof, (3) location and size of all required easements and rights-of-way; (4) fire roads and firebreaks; (5) lot size and configuration; (6) traffic access; (7) grading; (8) land to be dedicated for park or recreational purposes; and (9) other specific physical requirements in the plan and configuration of the entire subdivision that are necessary to ensure consistency with, or

implementation of, the general plan or any applicable specific plan as required pursuant to Section 66473.5.

The Advisory Agency's consideration of the Vesting Tentative Tract map includes review of the overall subdivision as it relates to the infrastructure as listed above. The infrastructure of the subject project are included as conditions of approval in the Advisory Agency Letter of Decision. City Agencies provide the necessary reports to the Advisory Agency to precisely address this design consistency mandate. The Bureau of Engineering, Building & Safety Grading and Zoning Divisions, Department of Transportation, Fire Department, Department of Recreation and Parks, and other City and Utility agencies reviewed the proposed Vesting Tentative Tract map request and provided their recommendations to the Advisory Agency.

The Advisory Agency considered the proposed type of development as it relates to impacts on the City's infrastructure. The Advisory Agency relies on the expertise of the various City Agencies (Bureau of Engineering, Department of Transportation, Fire Department, Building and Safety, etc.) in areas such as drainage, utilities, street alignments, fire roads, easements, traffic access, grading, etc. The infrastructure recommended by City agencies were incorporated in the decision letter.

Further as it relates to design and improvements for coastal access, the Advisory Agency provided the following conditions of approval:

- Condition No. 23: The subdivider shall provide a public access easement for adequate on-site vehicle access to a public boat launch and related on-site vehicle parking for the boat launch, subject to the Coastal Development Permit conditions for case no. CPC-2018-7344-GPAJ-VZCJ-HD-SP-SPP-CDP--MEL-SPR-PHP.
- Condition No. 24: The subdivider shall provide a minimum five-foot-wide public pedestrian access easements as follows:
  - a. To the Short Line Bridge from west and east of the Grand Canal,
  - b. From South Venice Boulevard to the Grand Canal Esplanade, and
  - c. Through the site from South Venice Boulevard to North Venice Boulevard.

The pedestrian access easements shall be subject to the Coastal Development Permit conditions for case no. CPC-2018-7344-GPAJ-VZCJ-HD-SP-SPP-CDP-MEL-SPR-PHP.

The Appellant does not offer any support for the contention that these findings by the Advisory Agency are not supported by substantial evidence. As such, the Advisory Agency finding is adequate.

#### **Appeal Point No. A-4**

*The site is not physically suitable for the proposed type of development.*

#### **Staff Response**

The Appellant contends "the location is NOT physically suitable for the proposed type of development. The design and improvement of the proposed subdivision is dependent on a 40-lot

consolidation. The Finding doesn't mention the specific provisions in both the VCZSP and LUP that lot consolidation of more than 3 lots is not allowed anywhere in Venice, thus making the proposed project grossly inconsistent with the entire Venice Coastal Zone.

Further the Appellant contends "the City of Los Angeles, the California Coastal Commission and other authorities, including government engineers, predict that sea level rise and tsunami hazards pose significant threats to the Venice median and surrounding area, and the Venice median, along with other lower-lying areas of Venice, is projected to be underwater in less than 50 years, and in fact due to the impacts of tides on these channels and because the area is already a hazardous area due to its current potential for flooding, the Venice median area adjacent to the canal could be underwater in 20 years or less."

The proposed C2 zone and development regulations of "Subarea A" would allow the development of Qualified Permanent Supportive Housing Projects and the density permitted in the R3 zone, one dwelling for each 800 square feet of lot area. The proposed Amendments to the Specific Plan include changes to remove limitations of lot consolidations for Qualified Permanent Supportive Housing Projects. The Project meets the definition of Qualified Permanent Supportive Housing Project, as discussed in the CEQA Findings of the Deputy Advisory Agency's Determination and Notice of Exemption for Case No. ENV-2018-6667-SE. As conditioned in the Deputy Advisory Agency's Determination, the Project is required to obtain approval of the concurrent CPC case before approval and recordation of the final Tract Map.

As discussed in Finding No. (c) of the DAA's Determination, the project site is physically suitable for the proposed type of development and density. The site is in an area identified as having potential for liquefaction, within a Methane Zone, and approximately 5.48 kilometers from the Santa Monica Fault. The site is also located in a flood hazard zone, tsunami inundation area, and an area that may be affected by sea level rise.

A Sea Level Rise Report was prepared by GeoSoils, Inc., dated December 28, 2020. The report analyzes current flood hazards, potential for future flooding due to sea level rise (SLR), and the risk of tsunami. Based on a study of the best available science and the latest SLR projections, the report estimates the maximum (0.5%) SLR over the next 75 years would be 5.6 to 6.15 feet. As such, sea level rise would increase the vulnerability of the site to flooding. The report estimates that SLR would need to be in excess of 6 feet before the buildings are potentially subject to flooding. The Coastal Storm Modeling System (CoSMoS) was utilized to analyze the project's vulnerability to flood hazards, considering a scenario of a minimum 6.6-foot sea level rise and a 100-year storm scenario. Based on this scenario, the proposed development could potentially be affected by flooding as a result of SLR, however, the potential for such flooding in severe storm events is likely to increase towards the end of the project life (based on a typical development life of 75 years). No subterranean levels are proposed, and the project is conditioned to require the lowest finished floor (FF) elevation (not garage floor) to be 2 feet or more, above the street flow line until reaching elevation 11 feet NAVD88, and for street flow lines, above +11 feet NAVD88 the FF elevation, should be a minimum of 1 foot above the flow line or that the first floor and foundations be waterproofed. Furthermore, the Project is limited to the subject site, would not impact emergency access along North and South Venice Boulevard, and is subject to the regulations of the Flood Hazard Zone Specific Plan.

Prior to the recordation of the final tract map and issuance of any permits the project would be required to comply with the requirements of the various Departments outlined in the Conditions

of Approval and the regulations already in place for development in the above referenced hazard areas.

The Appellant does not identify any specific deficiencies with respect to existing infrastructure to justify a denial of the Project, and the Project also does not propose any construction or changes within the Venice Canals. Therefore, based on the above, the site will be physically suitable for the proposed type of development.

**Appeal Point No. A-5**

*The site is not physically suitable for the proposed density of development.*

**Staff Response**

The Appellant contends the location of the site is not physically suitable for the increased density proposed...”as it contains physical hazards that render residential uses inappropriate. These include location within a methane zone, a liquefaction zone, and a tsunami inundation zone. The project site is also anticipated to be subject to flood risk due to sea level rise.”

As provided in the DAA’s Determination, the Project requires approval of a concurrent request for: a General Plan Amendment to redesignate the site from Open Space to Neighborhood Commercial land use; Vesting Zone Change and Height District Change from OS-1XL-O to (T)(Q)C2-1L-O; Specific Plan Amendment to create a new “Subarea A” for permanent supportive housing projects; as well as the approval of a Project Permit Compliance Review, Coastal Development Permit, Mello Act Compliance Review, and Site Plan Review. The concurrent request was approved by the City Planning Commission, under Case No. CPC-2018-7344-GPAJ-VZCJ-HD-SP-SPP-CDP-MEL-SPR-PHP.

The proposed C2 zone and development regulations of “Subarea A” would allow the development of Qualified Permanent Supportive Housing Projects and the density permitted in the R3 zone, one dwelling unit for each 800 square feet of lot area.

The Appellant lists a variety of potential hazards on the Project site without any evidence or explanation of unsuitability. The subject site is located in a methane zone and liquefaction area and will comply with necessary regulatory compliance measures from the Department of Building and Safety and other regulatory agencies. The subject site is also located in a tsunami inundation zone, which is a designation used for emergency response planning purposes and is not a tool to regulate development.

Appellant does not identify any specific deficiencies with respect to existing infrastructure to justify a denial of the proposed density. Therefore, based on the above, the site will be physically suitable for the proposed density for the development.

**Appeal Point No. A-6**

*The Project is likely to cause substantial environmental damage; The Project is not eligible for an exemption from CEQA; The Project will result in a number of significant environmental impacts.*

**Staff Response**

The Project is Not Likely to Cause Substantial Environmental Damage or Substantially and Avoidably Injure Fish or Wildlife and their Habitat.

The Appellant contends “the Subdivision Map Act mandates denial of a tentative map if the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.” The Appellant’s arguments appear to focus on Finding (e) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.

The project site contains minimal vegetation of the non-native ornamental variety. The segment of the Grand Canal abutting the project site is an artificially constructed waterway with concrete embankments directly adjacent to concrete sidewalks that run along both sides of the canal. This segment of the Grand Canal contains minimal aquatic vegetation. Although this segment of the Grand Canal is designated an Environmentally Sensitive Habitat Area (ESHA) in the Venice LUP, the project site is not suitable habitat and foraging for wildlife. In the Biological Technical Report, prepared by Glenn Lukos Associates, Inc. dated March 2021, the researchers concluded that the proposed project would not result in permanent impacts to the ESHA and no mitigation would be necessary.

As noted in the Report, the “Project Site is already ‘developed’, consisting of an asphalt parking lot with additional areas of hardscape and limited areas vegetated with ornamental trees and shrubs, as well as small areas of disturbed ground that support non-native weedy annual species adapted to human disturbance. The Project Site supports no native habitat.” The Report further notes the terminus of the Grand Canal abutting the project site “differs in character from the rest of the canal system and does not feature a landscape buffer. Rather, the onsite segment consists of concrete embankments directly adjacent to concrete sidewalks that run along either side of the canal...This segment is the terminal segment of the Grand Canal and ranges in depth from one or two feet to over four feet during high tides. The segment exhibits limited biological value.”

The researchers conducted focused surveys for foraging California least tern within this segment of the Grand Canal that bisects the Project Site. The researchers found that foraging least terns were not detected using the Grand Canal abutting the Project Site or 500-feet south of this segment of the Grand Canal. As such, given the low value of the site for foraging least terns, the Project would not have significant indirect impacts on least terns.

In addition, the Project provides approximately 16,250 square feet of open space, including approximately 4,930 square feet of landscaped open space. Of this landscaped open space, approximately 1,645 square feet is located within the east banks of the Grand Canal, and approximately 3,285 square feet is located within the north side yard near Dell Avenue. Moreover, landscaping is also provided in the form of new trees and mounded grass planters that line the perimeter of the Project.

Further, in a traffic study prepared by KOA dated November 2019, the report concluded the Project daily household VMT per capita is estimated to be 7.0 and the daily work VMT per employee is estimated to be 6.6. As a result, the Project is not anticipated to have significant impact on VMT.



Further, the Project site is not located in an area identified to contain paleontological or archaeological resources. The proposed excavation and grading are subject to review by the Los Angeles Department of Building and Safety (LADBS) and compliance with the Los Angeles Building Code. In the event archaeological or paleontological resources are discovered during excavation or grading activities, the Project is subject to compliance with Federal, State and Local regulations already in place.

#### The Project is Exempt from CEQA

Appellant further contends “the Project is not eligible for an exemption from CEQA.” As discussed in the environmental justification, the Department of City Planning determined that the Project is exempt from CEQA pursuant to Public Resources Code Section 21080.27(b)(1). Pursuant to Public Resources Code Section 21080.27(a)(3), there is substantial evidence demonstrating that the proposed project 1) qualifies as supportive housing pursuant to Health and Safety Code Section 50675.14; 2) meets the eligibility requirements of Article 11 (commencing with Section 65650) of Chapter 3 of Division I of Title 7 of the Government Code; and 3) is funded, in part, by the Measure H sales tax proceeds approved by the voters in the March 17, 2017, special election in the County of Los Angeles. All actions to approve the Project were taken in furtherance of providing vitally needed supportive housing to house and serve the homeless in the City of Los Angeles.

Health and Safety Code 50675.14(b)(2) defines “supportive housing” as “housing with no limit on length of stay, that is occupied by the target population, and that is linked to onsite or offsite services that assist the supportive housing resident in retaining the housing, improving their health status, and maximizing their ability to live and, when possible, work in the community.” Health & Safety Code Section 50675.14(b)(3) defines “target population” as persons, including persons with disabilities, and families who are homeless or were homeless when approved for tenancy in the supportive housing project where they currently reside. The Project does not limit the length of stay for its residents, will reserve 68 of the 136 non-manager residential units for low-income formerly homeless members of the target population, and is linked to onsite supportive services. As such, the Project qualifies as a supportive housing project under Health and Safety Code 50674.14(b)(2).

Government Code Section 65651 requires that the development include (1) a 55-year recorded affordability restriction, (2) 100-percent of the units, excluding managers’ units, be affordable, (3) at least 25 percent of the units be restricted to residents in supportive housing who meet the criteria of the target population, (4) a plan for supportive services and documentation demonstrating that the supportive services will be provided onsite, the name of the entity who will provide the services, the staffing levels, and how the services will be funded (5) at least 3 percent of the total nonresidential floor area is reserved for onsite supportive services, (6) units are replaced in the manner described in 65915(c)(3), (7) units with a bathroom and a kitchen (or cooking facility) with a stovetop, sink, and refrigerator. As described in further detail below, the Project will replace the existing four-unit structure with a 100-percent affordable housing development (exclusive of the manager units), subject to a 55-year affordability restrictive covenant, each unit containing a bathroom and kitchen, and 50-percent of the units reserved for members of the target population. Measure H funds will be used to fund both the Project and supportive services that will be provided on-site. The Project files include the evidence to support

all statements contained herein. As such, the Project meets the eligibility requirements of Article 11 (commencing with Section 65650) of Chapter 3 of Division I of Title 7 of the Government Code.

California Assembly Bill (AB) 1197 was signed and became effective on September 26, 2019 to establish a new Section 210801.27 of the California Public Resources Code to exempt from the California Environmental Quality Act (CEQA) certain activities and actions that are approved or carried out by the City of Los Angeles related to the provision of emergency shelters and supportive housing. Specifically, AB 1197 creates a CEQA exemption for certain types of activities related to emergency shelters and supportive housing, including but not limited to any activity approved by or carried out by the City of Los Angeles “in furtherance of providing emergency shelters or supportive housing” in the City. Supportive Housing is defined for the purposes of this bill as housing with no limit on length of stay, that is occupied by persons, including persons with disabilities, and families who are homeless or who are homeless youth, and that is linked to onsite or offsite services that assist the supportive housing resident in retaining the housing, improving his or her health status, and maximizing his or her ability to live and, when possible, work in the community. Such supportive housing developments must additionally meet the following two requirements:

The supportive housing development meets the eligibility requirements of any of the following:

- A. Government Code Section 65650 (AB 2162); or
- B. An Interim Motel Housing Project pursuant to LAMC Section 14.00 A.12; or
- C. Qualified Permanent Supportive Housing pursuant to LAMC Section 14.00 A.13; and

The supportive housing development is funded, in whole or in part, by any of the following:

- A. The No Place Like Home Program (Part 3.9 (commencing with Section 5849.1) of Division 5 of the Welfare and Institutions Code);
- B. The Building Homes and Jobs Trust Fund (Health and Safety Code Section 50470);
- C. County of Los Angeles Measure H funds;
- D. City of Los Angeles Measure HHH funds; or
- E. The City of Los Angeles Housing Impact Trust Fund.

As outlined above, the Project meets the eligibility of Government Code Section 65650.

For the purposes of determining whether a supportive housing development is funded, in whole or in part, by one of the applicable funding sources, an approved letter of funding commitment from the applicable funding agency will be required of the applicant as part of the application for the exemption. Such a letter must indicate that the project has been awarded funds from one of the five above-listed funding sources. Prior to issuance of a building permit, the Department of City Planning will confirm that the project has received clearance from the Housing and Community Investment Department (HCIDLA), or other funding agency, as applicable, to ensure that the project continues to meet the eligibility criteria (i.e. that the award of funds has not been rescinded).

On February 16, 2018, the Applicant received a Measure H funding commitment letter from the Los Angeles County Department of Health Services Housing for Health Division for the Project. Pursuant to this funding commitment, the Department will enter into a contract with Venice Community Housing, an approved Intensive Case Management Services (ICMS) provider, at an

estimated funding amount of up to \$367,200 per year. This will provide supportive services for 68 formerly homeless households in the Project. The current supportive services funding commitment term extends through June 30, 2022 and includes authority for the Department to exercise extension options. Additionally, the Applicant will be pursuing funding from the No Place Like Home Program, the City's Housing Impact Trust Fund, and the Building Homes and Jobs Trust Fund, depending on availability.

As a supportive housing project that meets the eligibility requirements of Government Code Section 65650 and Health and Safety Code Section 50675.14(b)(2) and has received funding from the County of Los Angeles Measure H funds, the Project qualifies for the CEQA exemption under AB 1197. As a result, the Advisory Agency correctly determined that pursuant to Public Resources Code Section 21080.27(b)(1), based on the whole of the record, the Project is statutorily exempt from CEQA.

### **Appeal Point No. A-7**

*The design of the subdivision and proposed improvements are likely to cause serious public health problems.*

### **Staff Response**

The Appellant states that development and density of the Project should be limited because the Project is located in a flood hazard zone, tsunami inundation area, and an area that may be affected by sea level rise.

A Sea Level Rise Report was prepared by GeoSoils, Inc., dated December 28, 2020. The report analyzes current flood hazards, potential for future flooding due to sea level rise, and the risk of tsunami. Based on the best available science and the latest SLR projections, the report estimates the maximum (0.5%) SLR over the next 75 years would be 5.6 to 6.15 feet. Sea level rise would increase the vulnerability of the site to flooding. The report estimates that SLR would need to be in excess of 6 feet before the buildings may be subject to flooding.

The Coastal Storm Modeling System (CoSMoS) was utilized to analyze the project's vulnerability to flood hazards, considering a scenario of a minimum 6.6-foot sea level rise and a 100-year storm scenario. Based on this scenario, the proposed development could potentially be affected by flooding as a result of SLR, however, the potential for such flooding in severe storm events is likely to increase towards the end of the project life (based on a typical development life of 75 years). No subterranean levels are proposed, and the project is conditioned to require the lowest finished floor (FF) elevation (not garage floor) should be 2 feet, or more, above the street flow line until reaching elevation 11 feet NAVD88, and for street flow lines, above +11 feet NAVD88 the FF elevation, should be a minimum of 1 foot above the flow line or that the first floor and foundations be waterproofed.

The Applicant requests an Amendment to the General Plan and certified Venice Land Use Plan to redesignate the site from Open Space to Neighborhood Commercial and to develop a supportive housing project that is consistent with the policies of the Coastal Act, General Plan, Housing Element, Venice Community Plan, and Venice Land Use Plan. As discussed in the Deputy Advisory Agency's decision, the proposed subdivision and subsequent improvements are subject to the provisions of the LAMC (e.g., the Fire Code, Planning and Zoning Code, Health

and Safety Code) and the Building Code. Furthermore, other health and safety related requirements, as mandated by law, would apply where applicable to ensure the public health and welfare.

### **Appeal Point No. A-8**

*The design of the subdivision and proposed improvements will conflict with easements at large for access through of use of property within the proposed subdivision.*

### **Staff Response**

The Appellant states, “the project does adjoin and provide access to a public resource, natural habitat, Public Park, or officially recognized public recreation area” and refers to Policy IV.D.1 of the Venice Land Use Plan (LUP):

Policy IV. D. 1. Venice Canals Habitat. The Venice Canals have been identified by the Least Tern Recovery Team as a foraging habitat for the Least Tern. Development within or adjacent to the canals that might affect this foraging habitat shall not be permitted.

The Project is adjacent to the public right-of-way comprising the Venice Canals and the Esplanade, the paved walkway that provides pedestrian access along the canal waterway. The LUP identifies the Venice Canals as an Environmentally Sensitive Habitat Area (ESHA) and includes policies and development standards for development adjacent to the canals. The relevant policies are as follows:

Policy IV. A. 2. Permitted Uses. Uses permitted in or adjacent to the canals shall be implemented in a manner to protect the biological productivity of marine resources and maintain healthy populations of marine organisms. Such uses as open space, habitat management, controlled nature study and interpretation, and passive public recreation use of walkways for birdwatching, photography, and strolling shall be encouraged and promoted.

Policy IV. A. 3. Venice Canals Landscape Buffer. To protect the marine habitat, a one and one-half to two-foot-wide safety landscape buffer strip shall continue to be provided and maintained between the canal banks and sidewalks. Landscaping in the buffer strip shall consist of native coastal strand marshland or wetland vegetation as specified in the Venice Canals Rehabilitation Plan approved by Coastal Commission Coastal Development Permit 5-91-584.

Policy IV. A. 4. Venice Canals Setback and Yard Area. In order to provide a setback for access, to protect visual quality and the biological productivity of the canals, and to limit water runoff, a setback with an average depth of 15 feet (and a minimum depth at any point of 10 feet) shall be provided and maintained in the front yard areas of private residences (adjacent to the canal property line). This setback shall provide a permeable yard with an area at least 15 feet times the width of the lot line at the canal side. (See also Policy I.A.4a for details).

The Project proposes development within the boundaries of the lots adjacent to the right-of-way but does not include work within the canal or walkway. Furthermore, the Project observes the

required average 15 feet setback and 1,500 square feet of Permeable Yard adjacent to the canal. A Biological Technical Report, prepared by Glenn Lukos Associates, Inc. dated March 2021, conducted focused surveys of the canal adjacent to the Project and a minimum 500 feet south of the site. The report states, "Foraging least terns were not detected using the Grand Canal on the site or within 500 feet of the site" and further concluded that the canal is "fully built-out and heavily disturbed" and that the Project would have no significant impact on any biological resources, such as the least tern.

As provided in the Deputy Advisory Agency's decision, there are no public access easements recorded on the project site. The subject site is currently developed as a surface parking lot. As further discussed in Finding No. (g) of the Deputy Advisory Agency's decision, the Project will improve and enhance public access to coastal resources such as the canal, Esplanade walkway, and Short Line Bridge by incorporating public access easements for pedestrians through the site. As provided in the Conditions of Approval in the City Planning Commission Staff Report, the pedestrian access easements are required to be a minimum of five feet in width. Furthermore, the Applicant does not propose the removal of any existing easements. Any easements currently recorded on the site will be preserved and included in the final tract map.

#### **Appeal Point No. A-9**

*The City's Approval of the VTT was based on Erroneous, outdated Flood Information and Must be Remanded to the Advisory Agency in light of New FEMA maps showing that the Site is in a Special Flood Hazard Area.*

#### **Staff Response**

The Applicant contends "the Project application incorrectly indicates, based on outdated information, that the site is not subject to a 100-year hazard and that it 'is not affected' by base flood. The Advisory Agency relied on both of those unsubstantiated statements in recommending the VTT for approval, and the recommendation is therefore violates the minimum requirements of the Subdivision Map Act and other laws."

The DAA's decision was issued on February 2, 2021, using the National Flood Insurance Program rate maps that were available at the time. Subsequently, the new FEMA flood hazard maps were adopted on April 21, 2021. Further, as explained in the Decision Letter the proposed subdivision and subsequent improvements are subject to the provisions of the Flood Hazard Management Plan. Per Government Code Section 66474.2 as a Vesting Tentative Tract, the project will be subject to the regulations that were in place when the application was deemed complete.

In addition, see Staff Response to Appeal Point B-7.

### **B. CPC-2018-7344-GPAJ-VZCJ-HD-SP-SPP-CDP-MEL-SPR-PHP-1A APPEAL POINTS AND STAFF RESPONSE**

#### **Appeal Point No. B-1**

*The City failed to provide a Fair Hearing at both Advisory Agency and City Planning Commission levels and Violated the Brown Act at the City Planning Commission meeting.*

**Staff Response**

See Staff Response to Appeal Point A-1

**Appeal Point No. B-2**

*The Project is Inconsistent with the General and Specific Plan.*

**Staff Response**

The Appellant contends “the City’s failure to first consider the legislative changes required the entitlements to be denied.” The Los Angeles Municipal Code Section 12.36 allows for the concurrent processing of legislative and quasi-judicial actions. LAMC 12.36 states:

“If an applicant files for a project that requires multiple Legislative and/or Quasi-judicial Approvals, then the procedures set forth in this section shall govern. Applicants shall file applications at the same time for all approvals reasonably related and necessary to complete the project.”

Appellant does not offer any support for the contention that a legislative action for a project-based general plan amendment must proceed any quasi-judicial action for that same project.

Further, the appellant contends “the city is engaged in spot zoning.” The Los Angeles City Charter Section 555 states:

“The General Plan may be amended in its entirety, by subject elements or parts of subject elements, or by geographic areas, provided that the part or area involved has significant social, economic, or physical identity.”

As discussed in the Decision Letter, the Project Site has a significant social, economic, and physical identity in that it is comprised of approximately 2.65 acres and 40 contiguous lots improved with a surface parking lot in an area developed with residential and commercial uses, near Venice Beach and adjacent to the Venice Canals.

Moreover, the proposed General Plan and Specific Plan amendments will result in a subject site that is consistent with the uses, height, and bulk of development in the surrounding area. The residential density for the subject site is consistent with the density of the adjacent parcels on North and South Venice Boulevard zoned R3. The Project’s commercial uses are consistent with those permitted on other commercial properties on Pacific Avenue. The Project’s three-story height (with a four-story architectural campanile located at the northwest corner of the Property), also is consistent with the development in the immediate vicinity, including the multi-family residential buildings that vary in height from 2 to 4-stories along both North and South Venice Boulevards.

Lastly, the appellant contends “the project was authorized by the City Council on the condition that it comply with the Venice Coastal Zone Specific Plan.” The applicant has sought the necessary entitlements for consistency with the Venice Coastal Zone Specific Plan. Those entitlements include a Specific Plan Amendment and Project Permit Compliance Review.

In short, the appellant does not provide substantial evidence to support their claims. As discussed in Finding No. 2, 8 and 9 of the CPC's Decision Letter, the proposed project is consistent with the General Plan and the Specific Plan.

### **Appeal Point No. B-3**

*The Project is not consistent with public necessity, convenience, general welfare and good zoning practice; the Project does not conform to the California Coastal Act of 1976*

### **Staff Response**

#### **General Plan Consistency**

The Appellant contends "the Project is not consistent with the General Plan Open Space and Conservation Element, Or the Venice Community Plan Open Space Provisions." As discussed in Finding No. 2 and 5 of the Decision Letter:

"The requested General Plan Amendment from Open Space and Low Medium II Residential to Neighborhood Commercial and the corresponding Vesting Zone Change/Height District Change from OS-1XL-O to the (T)(Q)C2-1L-O will allow the development of a permanent supportive housing development and further allow the City to address the pressing need for affordable housing in the City, specifically in the Coastal Zone.

The Open Space land use designation and zoning district are applied to parcels that are planned for or developed with park land, open space or habitat conservation. The existing use on the subject site is a surface parking lot and a four-unit multi-family residential building. The site is intended to provide parking for the approximately 320 acres of designated Open Space within Venice Beach, but the existing use does not correspond to the Open Space land use designation. Changing the zoning and land use designation from Open Space to Neighborhood Commercial would result in the reduction in the acreage designated for open space. However, the current use is an underutilized site where there are no plans for park development or habitat conservation.

The approval of the requested legislative action would facilitate the replacement and expansion of the existing 196-space surface parking lot and contribute to the supply of affordable housing in the Venice Community Plan area. The project balances the competing policy priorities to provide housing for all income segments and to provide open space opportunities for residents and visitors. The proposed project increases the number of public parking spaces while providing for Permanent Supportive Housing and affordable housing."

The Open Space and Conservation Element of the General Plan recognizes "open space conservation and development are often competing goals. Conserving ecologically and aesthetically important areas while meeting the needs of the developing community can create some difficult choices." The proposed project balances the need to provide critically needed supportive housing and to continue to provide necessary parking for coastal access. Overall, with the increase in the number of public parking spaces, the development of supportive and affordable housing and site improvements adjacent to Canal Street (Grand Canal), the proposed project achieves the appropriate balance, as envisioned in the Open Space and Conservation Element

#### **Public Access Policies**

The Appellant contends “the Project will not maintain and even harms existing Public Access. The project does not comply with the many Public Access provisions in the certified LUP. For example, the Finding does not consider the impact of the design aspect for the beach parking to be automated, which will severely slow and even discourage beach parking at this location. The Commission failed to consider the loss of beach parking during construction. Also, Public Access for Canal boating is a key provision of the Plans and it appears from the current project plans that canal boating will be less accessible. To restrict Access in these ways, especially for the purposes of a non-coastal-dependent or non-coastal related use is unacceptable and in violation of the LUP.”

The subject site is improved with a surface parking lot managed by LADOT serving the parking needs for visitors to Venice Beach. The subject site is designated Open Space in recognition of the important contribution the site provides in meeting the parking demand for Venice Beach. However, the primary parking facilities serving visitors to Venice Beach are the County-operated beach lots west of Ocean Front Walk. The subject site provides overflow parking for peak demand during the summer months. As indicated in the Venice Parking Study dated June 2020, the parking supply in the Parking Study Area is sufficient to meet the parking demand during the weekday but during “Holiday Midday,” the parking supply in the Parking Study Area is at capacity. As such, in general, the subject site (LADOT Lot 731) is underutilized for most of the year. Further, there are no plans to convert the subject site to parkland.

The proposed project provides an increase in the number of public parking spaces from 196 to 223 parking spaces within a three-level parking structure on the East Site. Further, the proposed project wraps the parking structure with 140 affordable housing units and commercial uses, minimizing what could have been a less visually appealing parking garage.

The parking structure is anticipated to meet the current and future demand for parking in Venice Beach. As indicated in the Venice Parking Study Addendum dated March 2021, within the next 20 years there will not be a significant increase in demand for parking in Venice due in part because of an increase in mobility options and an increase in parking efficiencies.

Although the proposed project does not provide a substantial open space area adjacent to Canal Street (Grand Canal), the project does provide substantial improvements to increase public access to the Venice Canal over the existing conditions. Canal Street (Grand Canal) adjacent to the subject site differs in character from the rest of the canal system and does not feature a landscape buffer. Rather, the Canal Street (Grand Canal) consists of concrete embankments and esplanade on both sides of Canal Street (Grand Canal) and abutting this esplanade is the surface parking lot of the subject site. The proposed project provides 5,600 square feet of open space adjacent to Canal Street, of which 1,645 square feet is landscaped. Further, as conditioned, this area is open to the public through an easement.

In addition, this segment of Canal Street (Grand Canal) contains a public boat launch with a surface parking lot, located on the subject site, providing vehicle access to the boat launch. The proposed project relocates vehicle access to the boat launch to the West Site and East Site garages. On-street access is provided by a new loading zone.



The improvements adjacent to Canal Street are a substantial improvement over the existing conditions and the improvements will provide a new gateway feature to the entire Venice Canal waterway. New signage will facilitate better access to the boat launch and the Venice canals.

Further, the City Planning Commission provides the following conditions of approval:

- Condition No. 19: Pedestrian Access Easement and Areas for Public Use. As shown on sheet A1.12 of Exhibit A, the applicant shall record a minimum 5-foot-wide pedestrian access easement from South Venice Boulevard and North Venice Boulevard to the Venice Canal and Short Line Bridge. To a minimum depth of 10 feet and a minimum of 4,530 square feet west of Canal Street and a minimum of 4,600 square feet east of Canal Street shall remain open and accessible to the public as a public recreation area, as shown in Exhibit A.
- Condition No. 20: Wayfinding Signage. Prior to the issuance of the certificate of occupancy, the applicant shall submit a pedestrian wayfinding sign program for on-site signage providing directional and distance information to the Venice Beach, Venice Canals and other points of interests to the satisfaction of the Director of Planning.
- Condition No. 21: Boat Launch Parking and Access. As shown on "Exhibit A," the project shall provide on-site and on-street (North Venice Boulevard) loading areas for the loading and unloading of watercrafts to the Venice Canal Public Boat Launch to the satisfaction of the Director of Planning. The on-street loading area shall be subject to the review and approval of the Department of Transportation. In the East Site parking garage, two parking spaces shall be designated as loading spaces for the loading and unloading of small watercrafts. Direct access shall be provided from the East Site parking garage to the boat launch, for the carrying of small watercrafts. In the West Site parking garage, one parking space shall be reserved to provide parking for vehicles with an attached trailer transporting small watercrafts. The dimensions of the parking space shall accommodate a vehicle with an attached small trailer. Access to the loading zone in East Site and the parking space in the West Site garages shall be consistent with the hours of operation for the Venice Canal Public Boat Launch.

### **Site Suitability**

The appellant contends *the site is not physically suitable for the proposed type of development.*

See Staff Response to Appeal Point A-6.

### **Incompatible with Surrounding Area**

The appellant contends "the Project is incompatible with the surrounding area." The appellant does not provide substantial evidence to support their claim. As discussed in Finding No. 9.a. of the Decision Letter:

The proposed project is visually compatible with the character of surrounding areas and sited and designed to protect views to the Grand Canal. The proposed development would replace a surface parking lot and two-story multi-family structure with two mixed use structures on site adjacent to Canal Street. The proposed structure on the West Site is

36,157 square feet, three-stories and 35 feet in height with a 59-foot in height architectural campanile located at the northwest corner of the subject site with a roof access structure resulting in a structure with a maximum of 67 feet in height and four stories with a mezzanine. The structure on the East Site is 67,800 square feet, three stories and 35 feet in height. The structures maintain 5-foot setbacks from the adjacent rights-of-way and a 10-foot setback from Canal Street. Both structures contain multilevel parking garages. However, the parking uses are wrapped with ground floor commercial uses and residential uses to ensure the structures are visually compatible with existing commercial and residential uses. Further, the proposed parking lifts located on the roof level do not exceed the height of the parapet walls.

The properties to the west and north are primarily developed with multi-family residential and commercial uses and zone R3, RD1.5 and C1.5. The properties to the south are developed with multi-family and single-family residential and zoned R3 and RW. There are 13 parcels to the north of the Project Site, across North Venice Boulevard that are developed with six (6) one-story structures, four (4) two-story structures and three (3) three-story structures. There are two parcels to the west of the Project Site, across Pacific Avenue that are developed with two (2) two-story structures. There are 15 parcels to the south of the Project Site, across South Venice Boulevard developed with two (2) one-story structures, seven (7) two-story structures and six (6) three-story structures. There are two parcels to the east of the Project Site, across Dell Avenue that developed with one (1) one-story structure.

#### **Site not Suitable for Proposed Density**

The appellant contends the Site is not suitable for the proposed density of development.

See Staff Response to Appeal Point A-6.

#### **Public Health Problems**

The appellant contends the design of the project and proposed improvements are likely to cause serious public health problems.

See Staff Response to Appeal Point A-7.

#### **Outdated Flood Information**

The appellant contends the City's approvals were based on erroneous, outdated flood information; new FEMA maps show that the site is in a Special Flood Hazard Area.

As discussed in Finding No. 13, the CPC's Determination was issued using the National Flood Insurance Program rate maps that were available at the time. Finding No. 13 states:

The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone AE, base flood elevations determination. As discussed in Finding No. 9 of the CPC's Determination, the project is located in an area that may be affected by Sea Level Rise. A Sea Level Rise Report was prepared by GeoSoils, Inc., dated December 28, 2020. No subterranean levels are proposed, and the project

is conditioned to require the lowest finished floor (FF) elevation (not garage floor) should be 2 feet, or more, above the street flow line until reaching elevation 11 feet NAVD88, and for street flow lines above +11 feet NAVD88 the FF elevation should be a minimum of 1 foot above the flow line or that the first floor and foundations be waterproofed. Further, as stated in letter dated October 20, 2021 submitted by GeoSoils, Inc.:

the coastal hazard study was based upon the pending FEMA FIRMs at that time. The FIRMs became effective on 4/21/2021 without any changes relevant to the coastal hazard study. It should be noted that the lowest finished floor proposed is above the base flood elevation (BFE).

Lastly, the subject site is subject to the regulations of the Flood Hazard Zone Specific Plan and requirements of the building code for development in flood zones.

Therefore, the project is consistent with public necessity, convenience, general welfare and good zoning practice. The necessary findings to approve a Coastal Development Permit were provided in the CPC's decision, determining the project conforms to the California Coastal Act of 1976, including the Chapter 3 policies.

**Appeal Point No. B-4**

*Mello Act Compliance Review Was Faulty*

**Staff Response**

The appellant contends the "HCIDLA did not review any data from August 2013 to August 2018...The City has a duty to verify this information and has provided inadequate documentation regarding the due diligence undertaken to gather this information." As discussed in Finding No. 10 of the CPC's Determination, the Housing and Community Investment Department (HCIDLA) issued a letter dated April 17, 2021, which determined that four Replacement Affordable Units are required. Due to the applicant's inability to provide sufficient income or rental documentation, HCIDLA was unable to verify the affordability of the four residential units at the subject site. Therefore, in lieu of this information, the applicant elected to have the four dwelling units be treated as affordable units and thereby, replaced. This resulted in the maximum number of Affordable Replacement Units for the subject site. As such, the appellant's contention is without merit.

**Appeal Point No. B-5**

*The Project is not eligible for an exemption from CEQA.*

**Staff Response**

See Staff Response to Appeal Point A-6.

**C. INTENT TO SUE FOR BROWN ACT AND DUE PROCESS VIOLATIONS (LETTER DATED JULY 29, 2021)**

**Issue No. C-1**

*Venice Vision, as representative of constitutionally affected persons, is entitled to due process.*

**Staff Response**

Pursuant to LAMC Sections 12.32, 17.06, and 12.20.2, on December 16, 2020, the City mailed Notices of Public Hearing to property owners and tenants within 500 feet of the subject site, mineral rights owners at the subject site and Interested Parties. In addition, Notices of Public Hearing were posted on the subject site on December 22, 2020, and published in the Daily Journal on December 18, 2020, for the joint public hearing. At the public hearing, all members of the public wishing to provide testimony were given one minute to speak. This public testimony was summarized in the City Planning Commission Recommendation Report.

On May 2, 2021, at the City Planning Commission hearing, supporters and opponents were provided one hour each to provide public testimony, where each member of the public was given one minute to speak. This practice is consistent with the City Planning Commission Rules and Operating Procedures. All salient issues were presented to the City Planning Commission in the Recommendation Report or during the City Planning Commission hearing.

**Issue No. C-2**

*Venice Vision, as a land use appellant, is also entitled to due process.*

**Staff Response**

Pursuant to LAMC Sections 12.32, 17.06, and 12.20.2, on December 16, 2020, the City mailed Notices of Public Hearing to property owners and tenants within 500 feet of the subject site, mineral rights owners at the subject site and Interested Parties. In addition, Notices of Public Hearing were posted on the subject site on December 22, 2020, and published in the Daily Journal on December 18, 2020, for the joint public hearing. Prior of the public hearing, members of the public were provided an opportunity to submit written comment without a limit to volume. As provided for in the City Planning Commission Rules and Operating Procedures Section 7.1, at the public hearing, all members of the public wishing to provide testimony were given one minute to speak.

The City Planning Commission includes working professionals in diverse fields such as urban design, real estate, law, and community development. City Planning Commissioner Helen Leung is the co-executive Director of LA-Mas, a nonprofit urban design organization that works in lower-income communities in Los Angeles. City Planning Commissioner Renee Dake Wilson is a principal and co-founder of Dake Wilson Architects, a small architectural firm with an environmental focus designing single-family residences, ADUs and institutional projects. Commissioner Wilson also serves on the board of directors for LA-Mas as vice-president.

The claim commissioners Wilson or Leung have bias towards this project or applicant because of their professional association is innuendo and speculation.

At the City Planning Commission hearing, supporters and opponents were provided one hour each to provide public testimony, where each member of the public was given one minute to speak. This practice is consistent with the City Planning Commission Rules and Operating Procedures. The issues raised during public testimony and in comment letters were summarized

in the Recommendation Report. In addition, all comment letters were provided as an exhibit in the Recommendation Report.

**Issue No. C-3**

*Commission member Renee Dake Wilson failed to disclose her board membership and major donor status to commission member Helen Leung's employer, LA-Más, Inc., an organization that has worked on issues, possibly linked to the project, with applicant Venice Housing Corporation.*

**Staff Response**

As previously discussed, the claim commissioner Wilson or Leung are biased regarding this application is innuendo and speculation. Commissioner Leung explained on the record during the hearing that LA Mas collaborated with Venice Community Housing on residential outreach for a housing program over two years ago. Further, Commission Leung explained LA Mas has no formal partnerships with Venice Community Housing and no stake in the proposed project.

**Issue No. C-4**

*The Los Angeles City Planning Department refused and continues to refuse to produce to Venice Vision all disclosable public records in its files relevant to the evaluation of the vesting tentative tract map and other quasi-judicial land use entitlements.*

**Staff Response**

As previously discussed in Staff Response to Appeal Point No. A-1, in response to Appellant's public records requests, the Department made the case file available prior to the hearing. After determining that some files that were responsive to these requests were not previously released in response to public records requests, the Department supplemented its response to these records on October 6, 2021.

**Issue No. C-5**

*Venice Vision was denied the opportunity to submit the withheld documents to the administrative record before the Advisory Agency in order to fully develop all issues, including environmental impacts of the project.*

**Staff Response**

As previously discussed in Staff Response to Appeal Point No. A-1, in response to Appellant's public records requests, the Department made the case file available prior to the hearing. After determining that some files that were responsive to these requests were not previously released in response to public records requests, the Department supplemented its response to these records on October 6, 2021.

**Issue No. C-6**

*On appeal of the tract map to the City Planning Commission, the commission refused to remand the case to the Advisory Agency to require record production and fair opportunity to supplement the administrative record.*

**Staff Response**

As previously discussed in Staff Response to Appeal Point No. A-1, in response to Appellant's public records requests, the Department made the case file available prior to the hearing. After determining that some files that were responsive to these requests were not previously released in response to public records requests, the Department supplemented its response to these records on October 6, 2021.

**Issue No. C-7**

*On the new quasi-judicial entitlements considered for the first time, the City Planning Commission itself was denied the benefit of a complete administrative record before it, including an ability of constitutionally protected persons to impact decision making.*

**Staff Response**

At the joint public hearing, all members of the public wishing to provide testimony were given one minute to speak. The public testimony was summarized in the City Planning Commission Recommendation Report. At the City Planning Commission hearing, supporters and opponents were provided one hour each to provide public testimony, where each member of the public was given one minute to speak. This practice is consistent with the City Planning Commission Rules and Operating Procedures. Further, all comment letters were included as an exhibit in the Recommendation Report. All salient issues were presented to the City Planning Commission in the Recommendation Report or during the City Planning Commission hearing.

**Issue No. C-8**

*During the City Planning Commission Meeting, commissioners violated due process and their own rules by failing to demonstrate their objective virtual presence in the online meeting room, including times when the virtual meeting lacked a quorum.*

**Staff Response**

As previously discussed in Staff Response to Appeal Point No. A-1, the City Planning Commission President Millman monitors quorum for the City Planning Commission, and the public record shows the City Planning Commission president and seven commissioners logged-on to Zoom between 7:56 a.m. and 8:29 a.m. and all commissioners and the president logged-off at 3:00 p.m. As such, quorum was maintained for the entire length of the public hearing.

**Issue No. C-9**

*City Planning staff engaged in misconduct in the proceedings before the City Planning Commission by, after confrontation by Venice Vision, knowingly misrepresenting to the commission the number of letters of support; misrepresenting design review by volunteer architects; such misrepresentation is fraud on the Commission and denied a fair hearing.*

### **Staff Response**

As previously discussed in Staff Response to Appeal Point No. A-1, there was an accounting error in describing the number of letters of support that resulted in a double count. Instead of approximately 1,000 letters of support, the staff incorrectly reported 2,000 letters. The misstatement on the number of letters of support did not misrepresent the issues raised by the supporters of the project.

The Professional Volunteer Program (PVP) is an internal process where working architects provide design comments to Project Planning on development projects. The intent of the PVP design comment is to assist planning staff in elevating the design of development projects prior to the Planning Commission hearing. As such, those design comments are provided in the Recommendation Report as background information.

### **Issue No. C-10**

*Due to the fatal due process flaws in the underlying administrative proceedings, Venice Vision remains unable to correct the administrative record at the final level of administrative appeal and the City Council risks making final decisions without evidence Venice Vision to have a fair hearing before the final decision making body.*

### **Staff Response**

As previously discussed in Staff Response to Appeal Point No. A-1, in response to Appellant's public records requests, the Department made the case file available prior to the hearing. After determining that some files that were responsive to these requests were not previously released in response to public records requests, the Department supplemented its response to these records on October 6, 2021.

### **Issue No. C-11**

*The City Council is poised to deny Venice Vision a procedurally fair hearing of its land use appeals.*

### **Staff Response**

The issue raised here is conjecture about future events.

## **CONCLUSION**

Planning staff recommends that the City Council deny the appeals under Case No. VTT-82288-2A and CPC-2018-7344-GPAJ-VZCJ-HD-SP-SPP-CDP-MEL-SPR-PHP-1A and sustain the Determination of the City Planning Commission to approve the Vesting Tentative Tract Map and to approve the Project Permit Compliance Review, Coastal Development Permit, Mello Act Compliance Review, and Site Plan Review. Staff further recommends the City Council adopt the attached modified conditions to address minor technical corrections. Upon in-depth review and analysis of the issues raised by the appellants, no substantial evidence exists of errors or abuse

The Honorable City Council

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of discretion committed by the City Planning Commission in regard to the appeal points raised. The appeals cannot be substantiated and therefore should be denied.

Sincerely,

VINCENT P. BERTONI, AICP

Director of Planning

  
Juliet Oh  
Senior City Planner

VPB:FR:JO:EG:IB

Enclosures

- Modified (Q) Conditions
- Modified Conditions of Approval
- Biological Technical Report – March 2021
- Sea Level Rise Study – December 2020
- GeoSoils, Inc. letter – October 20, 2021
- Traffic Impact Study – November 2019
- Zoom Log – May 27, 2021



### (Q) QUALIFIED CONDITIONS OF APPROVAL

Pursuant to Section 12.32 G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the "Q" Qualified classification.

1. **Site Plan.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the Applicant, stamped Exhibit "A," and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, West/South Project Planning Division, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Los Angeles Municipal Code or the project conditions. The plans shall comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization.
2. **Affordable Housing.** Prior to the issuance of a building permit, projects of ten or more dwelling units shall submit proof of compliance with the Affordable Housing provisions of Los Angeles Municipal Code ("LAMC") Section 11.5.11 to the satisfaction of the Department of City Planning.
3. **Use.** The project shall be limited to a maximum density of 140 Permanent Supportive Housing and affordable housing units, including four (4) manager's units and supportive services, commercial uses comprised of art gallery, restaurant, and retail uses, and a public parking garage lot.
4. **Labor Requirement.** Pursuant to Los Angeles Municipal Code Section 11.5.11, certified by City Council on December 13, 2017 and codified as Section 5.522 of the Administrative Code, the applicant shall confer with Department of Public Works, Bureau of Contract Administration, Office of Contract Compliance, and shall provide the following to the Department of City Planning:
  - a) A signed Preconstruction Checklist Agreement between the Applicant and the Bureau of Contract Administration (maintained in the case file), prior to clearing any Building Permit, which covers the following:
    - i. **Licenses.** All building and construction work on the project will be performed at all tiers by contractors that are licensed by the State of California and the City of Los Angeles. The project will employ only construction workers that possess all licenses and certifications required by the State of California and the City of Los Angeles.
    - ii. **Local Hire.** At least 30% of all respective workforces' construction workers' hours of Project Work will be performed by permanent residents of the City of Los Angeles. Of these, at least 10% of all their respective workforces' construction workers' hours of Project Work shall be performed by Transitional Workers whose primary place of residence is within a 5-mile radius of the covered project. If such minimums are not met, evidence of a good faith effort to solicit such local workers shall be evidenced.

- iii. **Wages.** The project will pay construction workers performing Project Work hourly wage rates for those classifications in compliance with the applicable prevailing wage rate determination established pursuant to the California Labor Code.
  - iv. **Training.** At least 60% of construction workforces employed on the project will be:
    - a. Workers who graduated from a Joint Labor Management apprenticeship training program approved by the State of California.
    - b. Alternatively, workers employed that have minimum hours of on-the-job experience in the applicable craft which would be required to graduate from such a state-approved apprenticeship training program.
    - c. Workers who are registered apprentices in an apprenticeship training program approved by the State of California or an out-of-state, federally-approved apprenticeship program.
  - v. **Bond.** A Bond may be required to ensure compliance.
- b) After the project has completed construction, and prior to any Certificate of Occupancy, a signed report from the Bureau of Contract Administration that indicates compliance with the above licenses, local hire, wages and training requirements shall be added to the case file.

## CONDITIONS OF APPROVAL

Pursuant to Sections 11.5.11(e), 11.5.7, 12.20.2, and 16.05 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property.

### Entitlement Conditions

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the applicant, stamped Exhibit "A" attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Los Angeles Municipal Code or the project conditions.
2. **Dual Permit Jurisdiction Area.** The project is located within the Dual Permit Jurisdiction area of the California Coastal Zone. The applicant shall file an application for a second (or "dual") coastal development permit with the Coastal Commission and shall submit proof of a valid ("dual") permit issued by the Coastal Commission.
3. **Use.** The project site shall be limited to a Qualified Permanent Supportive Housing Project with commercial uses (art gallery and studio, retail and restaurant), and a public parking **garage lot**.
4. **Residential Density.** The project shall be limited to a maximum density of 140 dwelling units including 34 Joint Living and Work Quarters.
5. **Restricted Affordable Units.** A minimum of 136 units shall be designated as Restricted Affordable Units with 129 units reserved for Low-Income Households and seven (7) units reserved for Extremely Low Income Households, as defined by Government Code Section 65915(c)(2). Four (4) unrestricted manager's units may be provided.
6. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to reserve 129 units for Low Income Households and seven (7) units for ~~Very Low~~ **Extremely Low** Income Households for rent, as determined to be affordable to such households by HCIDLA for a period of 55 years or sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years as determined by HCD. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The Applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the HCIDLA.
7. **Replacement Affordable Units. Prior to the issuance of a building permit, the Applicant shall provide a copy of the Project's AB 2556 Determination Letter to the Department of City Planning. The Applicant shall comply with all Los Angeles Housing and Community Investment Department (HCID) requirements in accordance with the Project's AB 2556 determination. A total of four (4) replacement affordable**

**units are required.**

8. **Changes in Restricted Units.** Deviations that change the composition of units shall be consistent with LAMC Section 11.5.11(a)(3).
9. **Qualified Permanent Supportive Housing.** A minimum of 68 units shall be occupied by the Target Population, as defined by Section 50675.14 of the Health and Safety Code.
10. **Supportive Services Plan.** The applicant shall submit a plan for providing supportive services, to the satisfaction of the Department of City Planning, with documentation demonstrating that supportive services will be provided onsite to residents in the project. The description of those services shall include all of the following:
  - a. The name of the proposed entity or entities that will provide supportive services.
  - b. The funding sources or proposed funding sources for the onsite supportive services.
  - c. Proposed staffing levels.
11. **Onsite Supportive Services.** At least 3 percent of the total nonresidential floor area shall be provided for onsite supportive services that are limited to tenant use, including, but not limited to, community rooms, case management offices, computer rooms, and community kitchens. The project will provide a minimum of 685 square feet of case management services, as provided in Exhibit "A".
12. **Developer Incentives:**
  - a. **Residential Parking.** The project shall provide 57 residential parking spaces pursuant to AB744.
  - b. **Off-site Residential Parking.** Residential parking for the building on the East Site may be located in the building on the West Site.
  - c. **Side Yards.** The project shall provide RAS3 side yard requirements per LAMC 12.10.5 in lieu of the yard requirements in the underlying C2 zone.
13. **Height.** The proposed buildings shall be subject to the following height limits as shown in "Exhibit A":
  - a. **West Site.** The structure west of Grand Canal (West Site) shall not exceed a maximum height of 59 feet, measured to the highest point of the solid parapet wall. The Roof Access Structure is limited to 8 feet with a maximum height of 67 feet measured from the centerline of North Venice Boulevard.
  - b. **East Site.** The structure east of Grand Canal (East Site) shall not exceed a maximum height of 35 feet, measured to the highest point of the solid parapet wall.
14. **Setbacks:** An average setback of 15 feet, but not less than ten feet shall be maintained in

the front yard adjacent to the property line which faces the canal.

15. **Roof Structures.** Chimneys, exhaust ducts, ventilation shafts, and other similar devices essential for building function may exceed the height limit by a maximum of five feet. The Roof Access Structures and shade structures are limited to 12 feet above the parapet wall.
16. **Parking and Access.** As shown in “Exhibit A” and as approved by the Department of Building and Safety, the project shall provide 357 parking spaces; all vehicle access shall be from South Venice Boulevard and North Venice Boulevard.
  - a. **Residential Parking** (Developer Incentive). Vehicle parking for the Affordable Housing Units shall be provided consistent with AB 744 providing 57 parking spaces.
  - b. **Commercial Parking.** 10 parking spaces are required for the 2,255 square-foot retail use (1/225 SF), 11 parking spaces are required for the 2,875 square-foot art studio (1/250 SF), and 21 parking spaces are required for the restaurant use. The restaurant shall be limited to 1,060 of Service Floor (1/50 SF).
  - c. **Beach Impact Zone (BIZ).** 27 BIZ parking spaces shall be provided, one space for each 640 square feet of Ground Floor Commercial area and one space for each 1,000 square feet of Ground Floor Residential area.
  - d. **Public Parking.** A minimum of 226 public parking spaces shall be provided. As shown in “Exhibits A,” a minimum of 3 parking spaces shall be designated as loading spaces for the public boat launch.
17. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.
18. **Commercial Use.** As shown in “Exhibit A,” the proposed development shall provide a mix of commercial uses as follows:
  - a. **Restaurant Uses (Service Floor Area).** The 810 square-foot restaurant shall be limited to 1,060 square feet of combined indoor and outdoor Service Floor area.
  - b. **Retail.** The development shall be limited to a maximum of 2,255 square feet of retail use.
  - c. **Art Studio.** The development shall be limited to a maximum of 2,875 square feet of art studio use.
19. **Floor Area Ratio (FAR).** The proposed project shall be limited to a maximum FAR of 1.15:1.
20. **Pedestrian Access Easement and Areas for Public Use.** As shown on sheet A1.12 of Exhibit A, the applicant shall record a minimum 5-foot-wide pedestrian access easement from South Venice Boulevard and North Venice Boulevard to the Venice Canal and Short Line Bridge. To a minimum depth of 10 feet and a minimum of 4,530 square feet west of Canal Street and a minimum of 4,600 square feet east of Canal Street shall remain open and accessible to the public as a public recreation area, as shown in Exhibit A.

21. **Wayfinding Signage.** Prior to the issuance of the certificate of occupancy, the applicant shall submit a pedestrian wayfinding sign program for on-site signage providing directional and distance information to the Venice Beach, Venice Canals and other points of interests to the satisfaction of the Director of Planning.
22. **Boat Launch Parking and Access.** As shown on "Exhibit A," the project shall provide on-site and on-street (North Venice Boulevard) loading areas for the loading and unloading of watercrafts to the Venice Canal Public Boat Launch to the satisfaction of the Director of Planning. The on-street loading area shall be subject to the review and approval of the Department of Transportation. In the East Site parking garage, two parking spaces shall be designated as loading spaces for the loading and unloading of small watercrafts. Direct access shall be provided from the East Site parking garage to the boat launch, for the carrying of small watercrafts. In the West Site parking garage, one parking space shall be reserved to provide parking for vehicles with an attached trailer transporting small watercrafts. The dimensions of the parking space shall accommodate a vehicle with an attached small trailer. Access to the loading zone in East Site and the parking space in the West Site garages shall be consistent with the hours of operation for the Venice Canal Public Boat Launch.
23. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC Section 12.21- A.16.
24. **Open Space.** The project shall provide open space consistent with LAMC Section 12.21-G.
25. **Street Trees.** New street trees shall be planted within the public right-of-way, where feasible, at a ratio of at least one (1) tree for every 25 feet of lot length, to the satisfaction of the Bureau of Street Services, Urban Forestry Division, Department of Public Works.
26. **Trees:** The Board of Public Works approval shall be obtained prior to the issuance of the Certificate of Occupancy for the proposed project for the removal of any trees in the existing or proposed public right-of-way. The Bureau of Street Services, Urban Forestry Division is the lead agency for obtaining Board of Public Works approval for the removal of such trees.
27. **Landscaping.** A final landscape plan shall be submitted that is substantial conformance with the landscape plan in Exhibit "A". Open areas not used for buildings, driveways, parking areas, recreational facilities, pedestrian amenities, or walkways shall be landscaped. The landscape plan shall include an irrigation plan. Landscaping shall be maintained in good health for the life of the project.
28. **Permeable Yard.** An open Permeable yard with an area of at least 15 times the lot width and a minimum area of 450 square feet shall be maintained between the property line that faces the canal and the front of any structure. No Fill nor building extensions, including stairs and balconies, shall be placed in or over the required Permeable front yard area.
29. **Finished Floor.** The lowest finished floor (FF) elevation (not garage floor) shall be 2 feet, or more, above the street flow line until reaching elevation 11 feet NAVD88, and for street

flow lines above + 11 feet NAVD88 the FF elevation should be a minimum of 1 foot above the flow line, unless other adaptive waterproofing alternatives are incorporated in the design.

30. **Stormwater/irrigation.** The project shall implement on-site stormwater infiltration as feasible based on the site soils conditions, the geotechnical recommendations, and the City of Los Angeles Department of Building and Safety Guidelines for Storm Water Infiltration. If on-site infiltration is deemed infeasible, the project shall analyze the potential for stormwater capture and reuse for irrigation purposes based on the City Low Impact Development (LID) guidelines.
31. **Solar Panels.** The project shall dedicate a minimum of 15% of the available rooftop space, for the installation of a solar power system as part of an operational photovoltaic system to be maintained for the life of the project, in substantial conformance with the plans stamped "Exhibit A".
32. **Solar and Electric Generator.** Generators used during the construction process shall be electric or solar powered. Solar generator and electric generator equipment shall be located as far away from sensitive uses as feasible.
33. **Solar-ready Buildings.** The Project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.
34. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.
35. **Lighting Design.** Areas where nighttime uses are located shall be maintained to provide sufficient illumination of the immediate environment so as to render objects or persons clearly visible for the safety of the public and emergency response personnel. All pedestrian walkways, storefront entrances, and vehicular access ways shall be illuminated with lighting fixtures. Lighting fixtures shall be harmonious with the building design. Wall mounted lighting fixtures to accent and complement architectural details at night shall be installed on the building to provide illumination to pedestrians and motorists.
36. **Graffiti.** All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.
37. **Vesting Tentative Tract.** The project shall comply with the Conditions of the Approval outlined in case no. VTT-82288, which are incorporated herein by reference.
38. **The Coastal Development Permit, Site Plan Review, Mello Act Compliance Review, and Project Permit Compliance Review shall be contingent upon City Council's approval of the General Plan Amendment, Zone Change, Height District Change, and Specific Plan Amendment. Prior to the issuance of any building permit pursuant to the Coastal Development Permit, Site Plan Review, Mello Act Compliance Review, and Project Permit Compliance Review, a copy of the City Council's approval of the**

**above referenced legislative actions shall be submitted to the satisfaction of City Planning. In the event the legislative actions are not approved, the Coastal Development Permit, Site Plan Review, Mello Act Compliance Review, and Project Permit Compliance Review shall not be relied upon to issue building permits.**

39. **The project approvals shall not be effectuated until the California Coastal Commission certifies the amendment to the Venice Land Use Plan.**
40. A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety for purposes of having a building permit issued at any time during the term of this grant.
41. ~~**Prior to the effectuation of this grant**, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Department of City Planning for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided for inclusion in case file. Fees required per LAMC Section 19.01-E,3 for Monitoring of Conditional Use Permits and Inspection and Field Compliance Review of Operations shall be paid to the City prior to the final clearance of this condition.~~

#### **Administrative Conditions**

42. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building & Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building & Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building & Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.
43. **Notations on Plans.** Plans submitted to the Department of Building & Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.
44. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.
45. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.



46. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.
47. **Department of Building & Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building & Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building & Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
48. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
49. Indemnification and Reimbursement of Litigation Costs.

Applicant shall do all of the following:

  - (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
  - (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
  - (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
  - (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

- (v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition

**BIOLOGICAL TECHNICAL REPORT**

**FOR**

**REESE DAVIDSON COMMUNITY DEVELOPMENT  
PROJECT**

**LOCATED IN VENICE,  
LOS ANGELES COUNTY, CALIFORNIA**

**Prepared For:**

Hollywood Community Housing  
5020 Santa Monica Boulevard  
Los Angeles, California 90029-2412  
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Report Preparer: Tony Bomkamp, Senior Biologist

**March 2021**

## INFORMATION SUMMARY

- A. Report Date:** March 2021
- B. Report Title:** Biological Technical Report for Reese Davidson  
Community Development Project
- C. Project Site  
Location:** Venice, Los Angeles County, California
- D. Owner/Applicant:** Hollywood Community Housing  
Eleanor Atkins  
Senior Project Manager  
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Report Preparer: Tony Bomkamp, Senior Biologist
- F. Individuals Conducting Fieldwork:** April Nakagawa and Tony Bomkamp

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## **1.0 INTRODUCTION**

### **1.1 Background and Scope of Work**

This document provides the results of general biological surveys and focused biological surveys for the approximately 2.84-acre Reese Davidson Community Development project (Project) located in Venice, Los Angeles, California. This report identifies and evaluates impacts to biological resources associated with the proposed Project in the context of the California Environmental Quality Act (CEQA), and State and Federal regulations such as the Endangered Species Act (ESA), Clean Water Act (CWA), the California Coastal Act (CCA), and the California Fish and Game Code.

The scope of this report includes a discussion of existing conditions for the approximately 2.84 acre Project Site, all methods employed regarding the general biological surveys and focused biological surveys, the documentation of botanical and wildlife resources identified (including special-status species), and an analysis of impacts to biological resources. Methods of the study include a review of relevant literature, field surveys, and a Geographical Information System (GIS)-based analysis of vegetation communities. As appropriate, this report is consistent with accepted scientific and technical standards and survey guideline requirements issued by the U.S. Fish and Wildlife Service (USFWS), the California Department of Fish and Wildlife (CDFW), the California Native Plant Society (CNPS), and other applicable agencies/organizations.

The field study focused on a number of primary objectives that would comply with CEQA requirements, including (1) general reconnaissance survey and vegetation mapping; (2) general biological surveys; (3) habitat assessments for special-status plant species; and (4) habitat assessments for special-status wildlife species. Observations of all plant and wildlife species were recorded during the general biological surveys and are included as Appendix A: Floral Compendium and Appendix B: Faunal Compendium.

### **1.2 Project Location**

The Project Site comprises approximately 2.84 acres in Venice, Los Angeles County, California [Exhibit 1 – Regional Map] and is located within an unsectioned portion of Township 2 South, Range 15 West, of the U.S. Geological Survey (USGS) 7.5” quadrangle map Venice, California (dated 1964 and photorevised in 1981) [Exhibit 2 – Vicinity Map]. The Project Site is bordered by North Venice Boulevard to the north, Dell Avenue to the east, South Venice Boulevard to the south, and Pacific Avenue to the west. The northernmost segment of the Grand Canal bisects the western area of the site from the eastern area in an approximately northwesterly direction. These areas of the Project Site are referred to herein as the West Site and East Site.

### **1.3 Project Description**

The Project would provide a total of 140 residential units, which would consist of up to 136 affordable and permanent supportive housing units, along with up to four units for on-site property management staff, and 685 square feet of supporting (social services) offices. The Project would also provide 2,255 square feet of retail uses, an 810-square-foot restaurant, and an



additional 500 square feet of outdoor seating for the restaurant. These new uses would be located in two three-story buildings with an approximate height of 35 feet and a 59-foot architectural campanile located in the northwest corner of the Property (intersection of North Venice Boulevard and Pacific Avenue), with a railing, elevator, and roof access structure extending to a height of approximately 67 feet.

Specifically, the West Site would include the construction of a three-story building with 63 residential units, common areas, supportive services for low-income residents, and ground floor retail/restaurant uses. The northwest corner of this building would include a five-story architectural campanile. The uses in the West Building would surround a three-level parking structure with a partially below grade level that would reach a height of 35 feet. The East Site would include the construction of a three-story building with 77 residential units, common areas, supportive services for low-income residents, and community arts/community meeting spaces. The uses in the East Building would surround a five-level parking structure with a partially below grade level that would reach a height of 35 feet. The Project would provide full driveway accesses on North Venice Boulevard and South Venice Boulevard with two driveways west of the canal and two driveways east of the canal.

Parking for all residential uses on the Project Site as well as commercial uses would be provided on the West Site and would include up to 108 vehicular parking spaces. In addition, up to 252 vehicular parking spaces would be provided in a public parking structure on the East Site and would include the replacement parking for the 196 existing surface parking spaces, as well as beach impact parking. The public parking structure would be operated by the LADOT. In addition, up to 38 non-required vehicular parking spaces would be provided by the Project.

To accommodate the new uses, the existing surface parking lot, currently owned and operated by LADOT, and the existing two-story, four-unit multi-family residential building located on the northern portion of the Project Site, would be removed.

For this report, the term *Project Site* is defined as that area proposed for direct impact by the proposed Project and equaling approximately 2.84 acres [Exhibit 3 – Site Map]. The term *Study Area* includes all portions of the Project Site plus a visual buffer of approximately 500 additional feet of the Grand Canal beyond the Project Site to the southeast to provide context.

## **2.0 METHODOLOGY**

To adequately identify biological resources in accordance with the requirements of CEQA, Glenn Lukos Associates (GLA) assembled biological data consisting of two main components:

- Performance of vegetation-land-use/land cover mapping for the Project Site; and
- Performance of habitat assessments, and site-specific biological surveys to evaluate the presence/absence of special-status species in accordance with the requirements of CEQA.

Due to existing developed site conditions there are no natural vegetation alliances or associations fitting or approaching criteria for membership rules in *A Manual of California Vegetation*, Second Edition or MCVII (Baldwin et al. 2012), which is the California expression of the

National Vegetation Classification. Vegetation present is relatively sparse and consists of ornamental plantings (e.g. nonnative trees) or opportunistic, herb-dominated weedy species strongly adapted to anthropogenic disturbance. Vegetation and land use/land cover was mapped directly onto a 200-scale (1"= 200') aerial photograph.

**2.1 Summary of Surveys**

GLA conducted biological studies to identify and analyze actual or potential impacts to biological resources associated with development of the Project Site. Observations of all plant and wildlife species were recorded during each of the survey efforts listed in Table 2-1 below [Appendix A: Floral Compendium and Appendix B: Faunal Compendium]. The studies conducted include the following:

- Performance of vegetation-land-use/land cover mapping;
- Performance of site-specific habitat assessments and biological surveys to evaluate the potential presence/absence of special-status species (or potentially suitable habitat) to the satisfaction of CEQA and federal and state regulations; and
- Delineation of aquatic resources (including wetlands and riparian habitat) potentially subject to the jurisdiction of the U.S. Army Corps of Engineers (Corps), Regional Water Quality Control Board (Regional Board), CDFW, and California Coastal Commission (CCC).

Table 2-1 provides a summary list of survey dates, survey types and personnel.

**Table 2-1. Summary of Biological Surveys for the Project Site.**

<b>Survey Type</b>	<b>2018 Survey Dates</b>	<b>Biologists</b>
Focused Least Tern Surveys	7/20, 7/27, 8/03, 8/10	AN
Vegetation/Land Use Mapping	7/20	AN
Habitat Assessment	7/20	AN
Jurisdictional Delineation	9/21	TB

AN = April Nakagawa, TB = Tony Bomkamp

Individual plants and wildlife species are evaluated in this report based on their “special-status.” For this report, plants were considered “special-status” based on one or more of the following criteria:

- Listing through the Federal and/or State Endangered Species Act (ESA);
- Occurrence in the CNPS Rare Plant Inventory (Rank 1A/1B, 2A/2B, 3, or 4); and/or
- Occurrence in the CNDDDB inventory.

Wildlife species were considered “special-status” based on one or more of the following criteria:

- Listing through the Federal and/or State ESA; and
- Designation by the State as a Species of Special Concern (SSC) or California Fully Protected (CFP) species.

Vegetation communities and habitats were considered of “special status” based on their occurrence in the CNDDDB inventory.

## **2.2 Botanical Resources**

A site-specific survey program was designed to accurately document the botanical resources within the Project Site, and consisted of five components: (1) a literature search; (2) preparation of a list of target special-status plant species and sensitive vegetation communities that could occur within the Project Site; (3) general field reconnaissance surveys; (4) vegetation-land use/land cover mapping according to the List of Vegetation Alliances and Associations (where appropriate); and (5) habitat assessments and focused surveys for special-status plants.

### **2.2.1 Literature Search**

Prior to conducting fieldwork, pertinent literature on the flora of the region was examined. A thorough archival review was conducted using available literature and other historical records. These resources included the following:

- California Native Plant Society, Rare Plant Program 2018. Inventory of Rare and Endangered Plants of California (online edition, v8-03 0.39) (CNPS 2018); and
- CNDDDB for the USGS 7.5’ quadrangle: Venice (CNDDDB 2018).

### **2.2.2 Vegetation – Land Use/Land Cover Mapping**

Due to developed conditions there are no natural vegetation alliances or associations fitting or consistent with criteria for membership rules in A Manual of California Vegetation, Second Edition or MCVII (Baldwin et al. 2012), which is the California expression of the National Vegetation Classification. Vegetation present is relatively sparse overall and consists of ornamental plantings (e.g. nonnative trees) or opportunistic, herb-dominated weedy species strongly adapted to anthropogenic disturbance. Vegetation or land use/land cover was mapped directly onto a 200-scale (1”= 200’) aerial photograph. A land use/land cover map is included as Exhibit 4. Representative site photographs are included as Exhibit 7.

### **2.2.3 Special-Status Plant Species and Habitats Evaluated for the Project Site**

A literature search was conducted to obtain a list of special status plants with the potential to occur within the Project Site. The CNDDDB was initially consulted to determine well-known occurrences of plants and habitats of special concern in the region. Other sources used to develop a list of target species for the survey program included the CNPS online inventory (2015).

Based on this information, vegetation profiles and a list of target sensitive plant species and habitats that could occur within the Project Site were developed and incorporated into a mapping and survey program to achieve the following goals: (1) characterize the vegetation associations and land use; (2) prepare a detailed floristic compendium; (3) identify the potential for any

special status plants that may occur within the Project Site; and (4) prepare a map showing the distribution of any sensitive botanical resources associated with the Project Site, if applicable.

#### **2.2.4 Botanical Surveys**

GLA biologist April Nakagawa visited the site on July 20, 2018 and GLA senior biologist Tony Bomkamp visited the site on September 21, 2018 to conduct focused habitat evaluations for sensitive plants, the results of which indicated that focused botanical surveys would not be necessary (refer to Section 4.0, Table 4-2 for supporting information). An aerial photograph, a soil map, and/or a topographic map were used to determine the community types and other physical features that may support sensitive and uncommon taxa or communities within the Project Site. The focused evaluations were conducted walking the Project Site and reviewing site disturbances, soils, hydrology (or lack thereof). All plant species encountered during the field surveys were identified and recorded following the above-referenced guidelines adopted by CNPS (2010) and CDFW by Nelson (1984). A complete list of the plant species observed is provided in Appendix A. Scientific nomenclature and common names used in this report follow Baldwin et al (2012), and Munz (1974).

### **2.3 Wildlife Resources**

Wildlife species were evaluated and detected during field surveys by sight, call, tracks, and scat. Site reconnaissance was conducted in such a manner as to allow inspection of the entire Project Site by direct observation, including the use of binoculars. Observations of physical evidence and direct sightings of wildlife were recorded in field notes during the visit. A complete list of wildlife species observed within the Project Site is provided in Appendix B. Scientific nomenclature and common names for vertebrate species referred to in this report follow the Complete List of Amphibian, Reptile, Bird, and Mammal Species in California (CDFG 2008), Standard Common and Scientific Names for North American Amphibians, Turtles, Reptiles, and Crocodylians 6<sup>th</sup> Edition, Collins and Taggart (2009) for amphibians and reptiles, and the American Ornithologists' Union Checklist 7<sup>th</sup> Edition (2009) for birds. The methodology (including any applicable survey protocols) utilized to conduct general surveys, habitat assessments, and/or focused surveys for special-status animals are included below.

#### **2.3.1 General Surveys**

##### **Birds**

During the general biological and reconnaissance survey within the Project Site, birds were detected incidentally by direct observation and/or by vocalizations, with identifications recorded in field notes.

##### **Mammals**

During general biological and reconnaissance survey within the Project Site, mammals were identified and detected incidentally by direct observations and/or by the presence of diagnostic sign (i.e., tracks, burrows, scat, etc.).

## Reptiles and Amphibians

During general biological and reconnaissance surveys within the Project Site, reptiles and amphibians were identified incidentally by direct observations and/or by the presence of diagnostic reptile sign (i.e., shed skins, scat, tracks, snake prints, and lizard tail drag marks). All reptiles and amphibian species observed, as well as diagnostic sign, were recorded in field notes.

### 2.3.2 Special-Status Animal Species Reviewed

A literature search was conducted in order to obtain a list of special-status wildlife species with the potential to occur within the Project Site. Species were evaluated based on two factors: 1) species identified by the CNDDDB as occurring (either currently or historically) on or in the vicinity of the Project Site, and 2) any other special-status animals that are known to occur within the vicinity of the Project Site, or for which potentially suitable habitat occurs on the Project Site.

### 2.3.3 Habitat Assessment for Special Status Animal Species

GLA biologist April Nakagawa conducted habitat assessments for special-status animal species on July 20, 2018. An aerial photograph, soil map and/or topographic map were used to determine the potential community types and other physical features that may support special-status and uncommon taxa within the Project Site.

### 2.3.4 Focused Surveys for Special-Status Animals Species

#### California Least Tern (*Sterna antillarum brownii*)

GLA biologist April Nakagawa conducted focused surveys for the California least tern (*Sterna antillarum brownii*) for all suitable habitat areas within the Project Site. Surveys were conducted by visually surveying the onsite portion of the Grand Canal using binoculars for presence of foraging California least tern. The offsite portion of the Grand Canal was also visually surveyed including a buffer of approximately 500 feet [Exhibit 5 – Least Tern Survey Area]. Focused surveys were conducted on July 20 and 27 and August 3 and 10, 2018. Weather conditions during the surveys were conducive to optimal bird activity. Table 2-2 summarizes the least tern survey visits. The results of the least tern surveys are documented in Section 4.0 of this report.

**Table 2-2. Summary of California Least Tern Surveys**

Survey Date	Biologist	Start/End Time	Start/End Temperature	Start/End Wind Speed (mph)	Cloud Cover
7/20/18	AN	9:45 A.M. / 1:45 P.M.	71/74	3-5	Mostly sunny
7/27/18	AN	9:30 A.M. / 2:00 P.M.	73/80	1-3	Overcast
8/03/18	AN	9:30 A.M. / 2:00 P.M.	76/76	1-3	Clear
8/10/18	AN	9:30 A.M. / 2:00 P.M.	80/85	0-4	Clear

AN = April Nakagawa

## **2.4 Jurisdictional Delineation**

A desktop preview of the Project Site as well as past historic aerial photography, was performed prior to the site visit. Then on July 20, 2018, GLA biologist April Nakagawa performed a Project Site visit to evaluate the presence of potential jurisdictional waters and wetlands regulated under the Corps pursuant to Section 404 of the CWA, the CDFW pursuant to Section 1602 of the Fish and Game Code, and the Regional Board pursuant to Section 401 of the CWA.

On September 21, 2018 GLA Biologist and Wetland Specialist Tony Bomkamp conducted a site visit to delineate the limits of jurisdictional waters regulated under the Corps pursuant to Section 404 of the CWA and Section 10 of the Rivers and Harbors Act, the CDFW pursuant to Section 1602 of the Fish and Game Code, and the Regional Board pursuant to Section 401 of the CWA.

## **3.0 REGULATORY SETTING**

The proposed Project is subject to state and federal regulations associated with a number of regulatory programs. These programs often overlap and were developed to protect natural resources, including: state- and federally listed plants and animals; aquatic resources including rivers and creeks, ephemeral streambeds, wetlands, and areas of riparian habitat; other special-status species which are not listed as threatened or endangered by the state or federal governments; and other special-status vegetation communities.

### **3.1 State and/or Federally Listed Plants or Animals**

#### **3.1.1 State of California Endangered Species Act**

California's Endangered Species Act (CESA) defines an endangered species as "a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant which is in serious danger of becoming extinct throughout all, or a significant portion, of its range due to one or more causes, including loss of habitat, change in habitat, overexploitation, predation, competition, or disease." The State defines a threatened species as "a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that, although not presently threatened with extinction, is likely to become an Endangered species in the foreseeable future in the absence of the special protection and management efforts required by this chapter. Any animal determined by the commission as rare on or before January 1, 1985 is a threatened species." Candidate species are defined as "a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that the commission has formally noticed as being under review by the department for addition to either the list of endangered species or the list of threatened species, or a species for which the commission has published a notice of proposed regulation to add the species to either list." Candidate species may be afforded temporary protection as though they were already listed as threatened or endangered at the discretion of the Fish and Game Commission. Unlike the Federal Endangered Species Act (FESA), CESA does not list invertebrate species.

Article 3, Sections 2080 through 2085, of the CESA addresses the taking of threatened, endangered, or candidate species by stating "No person shall import into this state, export out of

this state, or take, possess, purchase, or sell within this state, any species, or any part or product thereof, that the commission determines to be an endangered species or a threatened species, or attempt any of those acts, except as otherwise provided.” Under the CESA, “take” is defined as “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill.”

Exceptions authorized by the state to allow “take” require permits or memoranda of understanding and can be authorized for endangered species, threatened species, or candidate species for scientific, educational, or management purposes and for take incidental to otherwise lawful activities. Sections 1901 and 1913 of the California Fish and Game Code provide that notification is required prior to disturbance.

### **3.1.2 Federal Endangered Species Act**

The FESA of 1973 defines an endangered species as “any species that is in danger of extinction throughout all or a significant portion of its range.” A threatened species is defined as “any species that is likely to become an Endangered species within the foreseeable future throughout all or a significant portion of its range.” Under provisions of Section 9(a)(1)(B) of the FESA it is unlawful to “take” any listed species. “Take” is defined in Section 3(18) of FESA: “...harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct.” Further, the USFWS, through regulation, has interpreted the terms “harm” and “harass” to include certain types of habitat modification that result in injury to, or death of species as forms of “take.” These interpretations, however, are generally considered and applied on a case-by-case basis and often vary from species to species. In a case where a property owner seeks permission from a Federal agency for an action that could affect a federally listed plant and animal species, the property owner and agency are required to consult with USFWS. Section 9(a)(2)(b) of the FESA addresses the protections afforded to listed plants.

### **3.1.3 State and Federal Take Authorizations for Listed Species**

Federal or state authorizations of impacts to or incidental take of a listed species by a private individual or other private entity would be granted in one of the following ways:

- Section 7 of the FESA stipulates that any federal action that may affect a species listed as threatened or endangered requires a formal consultation with USFWS to ensure that the action is not likely to jeopardize the continued existence of the listed species or result in destruction or adverse modification of designated critical habitat. 16 U.S.C. 1536(a)(2).
- In 1982, the FESA was amended to give private landowners the ability to develop Habitat Conservation Plans (HCP) pursuant to Section 10(a) of the FESA. Upon development of an HCP, the USFWS can issue incidental take permits for listed species where the HCP specifies at minimum, the following: (1) the level of impact that will result from the taking, (2) steps that will minimize and mitigate the impacts, (3) funding necessary to implement the plan, (4) alternative actions to the taking considered by the applicant and the reasons why such alternatives were not chosen, and (5) such other measures that the Secretary of the Interior may require as being necessary or appropriate for the plan.
- Sections 2090-2097 of the CESA require that the state lead agency consult with CDFW on projects with potential impacts on state-listed species. These provisions also require CDFW to coordinate consultations with USFWS for actions involving federally listed as

well as state-listed species. In certain circumstances, Section 2080.1 of the California Fish and Game Code allows CDFW to adopt the federal incidental take statement or the 10(a) permit as its own based on its findings that the federal permit adequately protects the species under state law.

### **3.2 California Environmental Quality Act**

#### **3.2.1 CEQA Guidelines Section 15380**

CEQA requires evaluation of a project's impacts on biological resources and provides guidelines and thresholds for use by lead agencies for evaluating the significance of proposed impacts. Sections 5.1.1 and 5.2.2 below set forth these thresholds and guidelines. Furthermore, pursuant to the CEQA Guidelines Section 15380, CEQA provides protection for non-listed species that could potentially meet the criteria for state listing. For plants, CDFW recognizes that plants on Lists 1A, 1B, or 2 of the CNPS *Inventory of Rare and Endangered Plants in California* may meet the criteria for listing and should be considered under CEQA. CDFW also recommends protection of plants, which are regionally important, such as locally rare species, disjunct populations of more common plants, or plants on the CNPS Lists 3 or 4.

#### **3.2.2 Special-Status Plants, Wildlife and Vegetation Communities Evaluated Under CEQA**

##### **Federally Designated Special-Status Species**

Within recent years, the USFWS instituted changes in the listing status of candidate species. Former C1 (candidate) species are now referred to simply as candidate species and represent the only candidates for listing. Former C2 species (for which the USFWS had insufficient evidence to warrant listing) and C3 species (either extinct, no longer a valid taxon or more abundant than was formerly believed) are no longer considered as candidate species. Therefore, these species are no longer maintained in list form by the USFWS, nor are they formally protected. This term is employed in this document but carries no official protections. All references to federally protected species in this report (whether listed, proposed for listing, or candidate) include the most current published status or candidate category to which each species has been assigned by USFWS.

For this report the following acronyms are used for federal special-status species:

- FE                Federally listed as Endangered
- FT                Federally listed as Threatened
- FPE              Federally proposed for listing as Endangered
- FPT              Federally proposed for listing as Threatened
- FC                Federal Candidate Species (former C1 species)
- FSC              Federal Species of Concern (former C2 species)



## State-Designated Special-Status Species

Some mammals and birds are protected by the state as Fully Protected (SFP) Mammals or Fully Protected Birds, as described in the California Fish and Game Code, Sections 4700 and 3511, respectively. California SSC are designated as vulnerable to extinction due to declining population levels, limited ranges, and/or continuing threats. This list is primarily a working document for the CDFW’s CNDDDB project. Informally listed taxa are not protected but warrant consideration in the preparation of biotic assessments. For some species, the CNDDDB is only concerned with specific portions of the life history, such as roosts, rookeries, or nest sites.

For this report the following acronyms are used for State special-status species:

- SE State-listed as Endangered
- ST State-listed as Threatened
- SR State-listed as Rare
- SCE State Candidate for listing as Endangered
- SCT State Candidate for listing as Threatened
- FP State Fully Protected
- SP State Protected
- SSC State Species of Special Concern

## California Native Plant Society

The CNPS is a private plant conservation organization dedicated to the monitoring and protection of sensitive species in California. The CNPS’s Eighth Edition of the *California Native Plant Society’s Inventory of Rare and Endangered Plants of California* separates plants of interest into five ranks. CNPS has compiled an inventory comprised of the information focusing on geographic distribution and qualitative characterization of Rare, Threatened, or Endangered vascular plant species of California. The list serves as the candidate list for listing as threatened and endangered by CDFW. CNPS has developed five categories of rarity that are summarized in Table 3-1.

**Table 3-1. CNPS Ranks 1, 2, 3, & 4, and Threat Code Extensions**

CNPS Rank	Comments
Rank 1A – Plants Presumed Extirpated in California and Either Rare or Extinct Elsewhere	Thought to be extinct in California based on a lack of observation or detection for many years.
Rank 1B – Plants Rare, Threatened, or Endangered in California and Elsewhere	Species, which are generally rare throughout their range that are also judged to be vulnerable to other threats such as declining habitat.
Rank 2A – Plants presumed Extirpated in California, But Common Elsewhere	Species that are presumed extinct in California but more common outside of California
Rank 2B – Plants Rare, Threatened or Endangered in	Species that are rare in California but more common outside of California

California, But More Common Elsewhere	
Rank 3 – Plants About Which More Information Is Needed (A Review List)	Species that are thought to be rare or in decline but CNPS lacks the information needed to assign to the appropriate list. In most instances, the extent of surveys for these species is not sufficient to allow CNPS to accurately assess whether these species should be assigned to a specific rank. In addition, many of the Rank 3 species have associated taxonomic problems such that the validity of their current taxonomy is unclear.
Rank 4 – Plants of Limited Distribution (A Watch List)	Species that are currently thought to be limited in distribution or range whose vulnerability or susceptibility to threat is currently low. In some cases, as noted above for Rank 3 species, CNPS lacks survey data to accurately determine status in California. Many species have been placed on Rank 4 in previous editions of the “Inventory” and have been removed as survey data has indicated that the species are more common than previously thought. CNPS recommends that species currently included on this list should be monitored to ensure that future substantial declines are minimized.
<b>Extension</b>	<b>Comments</b>
.1 – Seriously endangered in California	Species with over 80% of occurrences threatened and/or have a high degree and immediacy of threat.
.2 – Fairly endangered in California	Species with 20-80% of occurrences threatened.
.3 – Not very endangered in California	Species with <20% of occurrences threatened or with no current threats known.

### 3.3 Jurisdictional Waters

#### 3.3.1 Army Corps of Engineers

##### 3.3.1.1 Section 404 of the CWA

Pursuant to Section 404 of the Clean Water Act, the Corps regulates the discharge of dredged and/or fill material into waters of the United States. The term "waters of the United States" is defined in Corps regulations at 33 CFR Part 328.3(a), pursuant to the *Navigable Waters Protection Rule*<sup>1</sup> (NWPR), as:

(a) Jurisdictional waters. For purposes of the Clean Water Act, 33 U.S.C. 1251 *et seq.* and its implementing regulations, subject to the exclusions in paragraph (b) of this section, the term “waters of the United States” means:

- (1) *The territorial seas, and waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including waters which are subject to the ebb and flow of the tide;*
- (2) *Tributaries;*
- (3) *Lakes and ponds, and impoundments of jurisdictional waters; and*
- (4) *Adjacent wetlands.*

<sup>1</sup> U.S. Environmental Protection Agency & Department of Defense. 2020. Federal Register / Vol. 85, No. 77 / Tuesday, April 21, 2020 / Rules and Regulations.

(b) Non-jurisdictional waters. The following are not “waters of the United States”:

- (1) *Waters or water features that are not identified in paragraph (a)(1), (2), (3), or (4) of this section;*
- (2) *Groundwater, including groundwater drained through subsurface drainage systems;*
- (3) *Ephemeral features, including ephemeral streams, swales, gullies, rills, and pools;*
- (4) *Diffuse stormwater run-off and directional sheet flow over upland;*
- (5) *Ditches that are not waters identified in paragraph (a)(1) or (2) of this section, and those portions of ditches constructed in waters identified in paragraph (a)(4) of this section that do not satisfy the conditions of paragraph (c)(1) of this section;*
- (6) *Prior converted cropland;*
- (7) *Artificially irrigated areas, including fields flooded for agricultural production, that would revert to upland should application of irrigation water to that area cease;*
- (8) *Artificial lakes and ponds, including water storage reservoirs and farm, irrigation, stock watering, and log cleaning ponds, constructed or excavated in upland or in non-jurisdictional waters, so long as those artificial lakes and ponds are not impoundments of jurisdictional waters that meet the conditions of paragraph (c)(6) of this section;*
- (9) *Water-filled depressions constructed or excavated in upland or in non-jurisdictional waters incidental to mining or construction activity, and pits excavated in upland or in non-jurisdictional waters for the purpose of obtaining fill, sand, or gravel;*
- (10) *Stormwater control features constructed or excavated in upland or in non-jurisdictional waters to convey, treat, infiltrate, or store stormwater runoff;*
- (11) *Groundwater recharge, water reuse, and wastewater recycling structures, including detention, retention, and infiltration basins and ponds, constructed or excavated in upland or in non-jurisdictional waters; and*
- (12) *Waste treatment systems.*

In the absence of wetlands, the limits of Corps jurisdiction in non-tidal waters, such as intermittent streams, extend to the OHWM which is defined at 33 CFR 328.3(e) as:

*...that line on the shore established by the fluctuation of water and indicated by physical characteristics such as clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas.*

The term “wetlands” (a subset of “waters of the United States”) is defined at 33 CFR 328.3(b) as “those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support...a prevalence of vegetation typically adapted for life in saturated soil conditions.” In 1987 the Corps published a manual to guide its field personnel in determining jurisdictional wetland boundaries. The methodology set forth in the 1987 Wetland Delineation Manual and the Arid West Supplement generally require that, in order to be considered a wetland, the vegetation, soils, and hydrology of an area exhibit at least minimal hydric characteristics. While the manual and Supplement provide great detail in methodology

and allow for varying special conditions, a wetland should normally meet each of the following three criteria:

- more than 50 percent of the dominant plant species at the site must be typical of wetlands (i.e., rated as facultative or wetter in the National List of Plant Species that Occur in Wetlands<sup>2</sup>);
- soils must exhibit physical and/or chemical characteristics indicative of permanent or periodic saturation (e.g., a gleyed color, or mottles with a matrix of low chroma indicating a relatively consistent fluctuation between aerobic and anaerobic conditions); and
- Whereas the 1987 Manual requires that hydrologic characteristics indicate that the ground is saturated to within 12 inches of the surface for at least five percent of the growing season during a normal rainfall year, the Arid West Supplement does not include a quantitative criteria with the exception for areas with “problematic hydrophytic vegetation”, which require a minimum of 14 days of ponding to be considered a wetland.

### **3.3.1.2 Section 10 of the 1899 Rivers and Harbors Act**

Section 10 of the Rivers and Harbors Act of 1899 requires that regulated activities conducted below the Ordinary High Water (OHW) elevation of navigable waters of the United States be approved/permitted by the U.S. Army Corps of Engineers. Regulated activities include the placement/removal of structures, work involving dredging, disposal of dredged material, filling, excavation, or any other disturbance of soils/sediments or modification of a navigable waterway. Navigable waters of the United States are those waters of the U.S. that are subject to the ebb and flow of the tide shoreward to the mean high water mark and/or are presently used, or have been used in the past or may be susceptible to use to transport interstate or foreign commerce [see attached list]. Navigable waters of the U.S. are not necessarily the same as state navigable waterways. Tributaries and backwater areas associated with navigable waters of the U.S., and located below the OHW elevation of the adjacent navigable waterway, are also regulated under Section 10.

### **3.3.2 Regional Water Quality Control Board**

Section 401 of the Clean Water Act requires any applicant for a Section 404 permit to obtain certification from the State that the discharge (and the operation of the facility being constructed) will comply with the applicable effluent limitation and water quality standards. In California 401 certification is obtained from the Regional Water Quality Control Board. The Corps, by law, cannot issue a Section 404 permit until a 401 certification is issued or waived.

### **3.3.3 California Department of Fish and Wildlife**

Pursuant to Division 2, Chapter 6, Sections 1600-1603 of the California Fish and Game Code, the CDFW regulates all diversions, obstructions, or changes to the natural flow or bed, channel, or bank of any river, stream, or lake, which supports fish or wildlife.

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<sup>2</sup> Lichvar, R. W. 2013. *The National Wetland Plant List: 2013 wetland ratings*. Phytoneuron 2013-49: 1-241.

CDFW defines a "stream" (including creeks and rivers) as "a body of water that flows at least periodically or intermittently through a bed or channel having banks and supports fish or other aquatic life. This includes watercourses having surface or subsurface flow that supports or has supported riparian vegetation." CDFW's definition of "lake" includes "natural lakes or man-made reservoirs."

CDFW jurisdiction within altered or artificial waterways is based upon the value of those waterways to fish and wildlife. CDFW Legal Advisor has prepared the following opinion<sup>3</sup>:

- Natural waterways that have been subsequently modified and which have the potential to contain fish, aquatic insects and riparian vegetation will be treated like natural waterways...
- Artificial waterways that have acquired the physical attributes of natural stream courses and which have been viewed by the community as natural stream courses, should be treated by [CDFW] as natural waterways
- Artificial waterways without the attributes of natural waterways should generally not be subject to Fish and Game Code provisions...

Thus, CDFW jurisdictional limits closely mirror those of the Corps. Exceptions are CDFW's addition of artificial stock ponds and irrigation ditches constructed on uplands, and the addition of riparian habitat supported by a river, stream, or lake regardless of the riparian area's federal wetland status.

### **3.3.4 California Coastal Commission**

Pursuant to the California Coastal Act, the California Coastal Commission (CCC) regulates planning and development within the California Coastal Zone. In Venice, CCC planning and regulation are carried out via the Local Coastal Program Land Use Plan (LUP). The LUP addresses the following sections of the California Coastal Act:

***Section 30230.** Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.*

***Section 30231.** The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water*

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<sup>3</sup> California Department of Fish and Game. Environmental Services Division (ESD). 1994. *A Field Guide to Lake and Streambed Alteration Agreements, Sections 1600-1607, California Fish and Game Code.*

*supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.*

**Section 30240.**

*a. Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on such resources shall be allowed within such areas.*

*b. Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas.*

The LUP also includes the following policies in addition to the above-referenced California Coast Act policies:

***Policy IV. A. 1. Canals Rehabilitation Project.*** *The canal area north of Washington Boulevard shall continue to be maintained as a unique coastal, environmental and social resource, as provided by the Venice Canals Rehabilitation Plan approved by Coastal Commission Coastal Development Permit 5-91-584. The goals and objectives of the rehabilitation plan shall continue to be implemented in order to improve water quality, bank stability, public access, and biological productivity. The canal tidal gates located beneath the Washington Boulevard bridge shall be operated in a manner that sustains and enhances biological productivity in the canals by ensuring maximum water circulation.*

***Policy IV. A. 2. Permitted Uses.*** *Uses permitted in or adjacent to the canals shall be implemented in a manner to protect the biological productivity of marine resources and maintain healthy populations of marine organisms. Such uses as open space, habitat management, controlled nature study and interpretation, and passive public recreation use of walkways for birdwatching, photography, and strolling shall be encouraged and promoted.*

***Policy IV. A. 3. Venice Canals Landscape Buffer.*** *To protect the marine habitat, a one and one-half to two-foot-wide safety landscape buffer strip shall continue to be provided and maintained between the canal banks and sidewalks. Landscaping in the buffer strip shall consist of native coastal strand marshland or wetland vegetation as specified in the Venice Canals Rehabilitation Plan approved by Coastal Commission Coastal Development Permit 5-91-584.*

***Policy IV. A. 4. Venice Canals Setback and Yard Area.*** *In order to provide a setback for access, to protect visual quality and the biological productivity of the canals, and to limit water runoff, a setback with an average depth of 15 feet (and a minimum depth at any point of 10 feet) shall be provided and maintained in the front yard areas of private residences (adjacent to the canal property line). This setback shall provide a permeable*

yard with an area at least 15 feet times the width of the lot line at the canal side. (See also Policy I.A.4a for details).

**Policy IV. D. 1. Venice Canals Habitat.** *The Venice Canals have been identified by the Least Tern Recovery Team as a foraging habitat for the Least Tern. Development within or adjacent to the canals that might affect this foraging habitat shall not be permitted.*

**Implementation Strategies.** *The California Department of Fish and Game and the U.S. Fish and Wildlife Service shall make the final determination as to whether or not there is an adverse impact to the habitat in accordance with the Endangered Species Act of 1973 and the U.S. Fish and Wildlife Coordination Act of 1976.*

**Policy IV. E. 1.** *The banks, waterways and public walkways of the Venice Canals, Ballona Lagoon and Grand Canal south of Washington Boulevard shall be periodically maintained by the City or other appropriate entity, to keep these areas free of accumulated trash and wastes, thereby maintaining the biological, water quality, recreational and aesthetic resources of these areas.*

## 4.0 RESULTS

This section provides the results of general biological surveys, vegetation mapping, habitat assessments and focused surveys for special-status plants and animals, and a jurisdictional delineation for Waters of the United States (including wetlands) subject to the jurisdiction of the Corps and Regional Board, and streams (including riparian vegetation) and lakes subject to the jurisdiction of CDFW.

### 4.1 Existing Conditions

The Project Site is approximately 2.84 acres and is separated into a West Portion and East Portion by the end of the Grand Canal (which becomes Canal Street north of North Venice Boulevard). An existing bridge over the Canal connects the East and West Portions. Except for a small residential building on North Venice Boulevard containing five units, the Project Site is presently used as a public, surface parking lot owned and operated by LADOT.

The onsite portion of the Grand Canal, an artificially constructed waterway, is regularly cleaned and maintained such that there is minimal aquatic vegetation. Elevation on the Project Site is just above mean sea level.

As the Project Site exists within the greater metropolitan area of Los Angeles and is already heavily developed, the Soil Conservation Service (SCS)<sup>4</sup> has not mapped soil types onto the Project Site.

### 4.2 Vegetation

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<sup>4</sup> SCS is now known as the National Resource Conservation Service or NRCS.

During vegetation mapping of the Project Site, no native vegetation alliances were identified. Table 4-1 provides a summary of land use/land cover and the corresponding acreage. Detailed descriptions of each land cover type are summarized in the table. A land use/land cover map is attached as Exhibit 4. Photographs depicting the various vegetation types and land uses are attached as Exhibit 7.

**Table 4-1. Summary of Land Use/Land Cover Types for the Project Site**

LAND USE/LAND COVER TYPE	ACREAGE
Disturbed/Developed	2.63
Prostrate Knotweed Provisional Herbaceous Alliance	0.06
Grand Canal	0.15
<b>TOTAL</b>	<b>2.84</b>

#### **4.2.1 Disturbed/Developed**

Approximately 2.63 acres of the Project Site are comprised of disturbed/developed land use consisting of a paved parking lot and bridge, a small residential development located in the approximate center of the Project Site, and mostly non-native ornamental vegetation. Ornamental vegetation on the Project Site includes American century plant (*Agave americana*), Canary Island date palm (*Phoenix canariensis*), canary ivy (*Hedera canariensis*), fern pine (*Afrocarpus falcatus*), firestick plant (*Euphorbia tirucalli*), giant reed (*Arundo donax*), great bougainvillea (*Bougainvillea spectabilis*), Indian laurel fig (*Hedera canariensis*), Italian stone pine (*Pinus pinea*), natal plum (*Carissa macricarpa*), oleander (*Nerium oleander*), red flowering gum (*Corymbia ficifolia*), tipa (*Tipuana tipu*), and western sycamore (*Platanus racemosa*) [Exhibit 7, Photographs 1 and 2].

#### **4.2.2 Prostrate Knotweed Provisional Herbaceous Alliance**

Approximately 0.06 acre of the Project Site are comprised of prostrate knotweed provisional herbaceous alliance located on two small areas on either side of the Grand Canal. This vegetation alliance is used for descriptive purposes only following MCVII convention; note that while the dominant plant species in these areas is prostrate knotweed (*Polygonum aviculare*), the majority of these areas is comprised of bare ground. Other plant species observed in this areas of the Project Site include weedy species such as beach bur (*Ambrosia chamissonis*), bermuda grass (*Cynodon dactylon*), bur clover (*Medicago polymorpha*), cheeseweed mallow (*Malva parviflora*), giant horseweed (*Erigeron canadensis*), lamb’s quarters (*Chenopodium album*), London rocket (*Sisymbrium irio*), prickly lettuce (*Lactuca serriola*), red brome (*Bromus madritensis*), and spiny sowthistle (*Sonchus asper*) [Exhibit 7, Photographs 3 and 4].

#### **4.2.3 Grand Canal**

Approximately 0.15 acre of the Project Site are comprised of the northernmost portion of the Grand Canal. As the Grand Canal is regularly cleaned and maintained, this area is largely devoid of aquatic vegetation. Assorted *Chlorophyta* and *Phaeophyta* algae species occur within the channel but are regularly cleaned out [Exhibit 7, Photographs 5 and 6].



### 4.3 Special-Status Vegetation Communities (Habitats)

The CNDDDB identifies the following two special-status vegetation communities for the Venice quadrangle map: southern coastal salt marsh and southern dune scrub. The Project Site does not contain any special-status vegetation types, including those identified by the CNDDDB.

### 4.4 Special-Status Plants

No special-status plants were detected at the Project Site. Species with Table 4-2 provides a list of special-status plants evaluated for the Project Site through general biological surveys, habitat assessments, and focused surveys. Species were evaluated based on the following factors: 1) species identified by the CNDDDB and CNPS as occurring (either currently or historically) on or in the vicinity of the Project Site, and 2) any other special-status plants that are known to occur within the vicinity of the Project Site, or for which potentially suitable habitat occurs within the site.

**Table 4-2. Special-Status Plants Evaluated for the Project Site**

<b><u>Status</u></b>	
<b>Federal</b>	<b>State</b>
FE – Federally Endangered	SE – State Endangered
FT – Federally Threatened	ST – State Threatened
FC – Federal Candidate	
<b>CNPS</b>	
Rank 1A – Plants presumed extirpated in California and either rare or extinct elsewhere.	
Rank 1B – Plants rare, threatened, or endangered in California and elsewhere.	
Rank 2A – Plants presumed extirpated in California, but common elsewhere.	
Rank 2B – Plants rare, threatened, or endangered in California, but more common elsewhere.	
Rank 3 – Plants about which more information is needed (a review list).	
Rank 4 – Plants of limited distribution (a watch list).	
<b>CNPS Threat Code extension</b>	
.1 – Seriously endangered in California (over 80% occurrences threatened)	
.2 – Fairly endangered in California (20-80% occurrences threatened)	
.3 – Not very endangered in California (<20% of occurrences threatened or no current threats known)	
<b><u>Occurrence</u></b>	
<ul style="list-style-type: none"><li>• Does not occur – The site does not contain habitat for the species and/or the site does not occur within the geographic range of the species.</li><li>• Absent – The site contains suitable habitat for the species, but the species has been confirmed absent through focused surveys.</li><li>• Not expected to occur – The species is not expected to occur onsite due to low habitat quality, however absence cannot be ruled out.</li><li>• Potential to occur – The species has a potential to occur onsite based on suitable habitat, however its presence/absence could not be confirmed.</li></ul>	

- Present – The species was detected onsite incidentally or through focused surveys.

<b>Species Name</b>	<b>Status</b>	<b>Habitat Requirements</b>	<b>Occurrence</b>
Ballona cinquefoil <i>Potentilla multijuga</i>	Federal: None State: None CNPS: Rank 1A	Meadows and seeps (brackish).	Does not occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types.
Beach spectaclepod <i>Dithyrea maritima</i>	Federal: None State: ST CNPS: Rank 1B.1	Coastal dunes, coastal scrub (sandy).	Does not occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types.
Brand's star phacelia <i>Phacelia stellaris</i>	Federal: None State: None CNPS: Rank 1B.1	Coastal dunes and coastal sage scrub.	Does not occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types.
Coastal goosefoot <i>Chenopodium littoreum</i>	Federal: None State: None CNPS: Rank 1B.2	Coastal dunes.	Does not occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types.
Coulter's goldfields <i>Lasthenia glabrata</i> ssp. <i>coulteri</i>	Federal: None State: None CNPS: Rank 1B.1	Playas, vernal pools, marshes and swamps (coastal salt).	Does not occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types.

Species Name	Status	Habitat Requirements	Occurrence
Estuary seablite <i>Suaeda esteroa</i>	Federal: None State: None CNPS: Rank 1B.2	Coastal salt marsh and swamps. Occuring in sandy soils	Does not occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types.
Lewis' evening-primrose <i>Camissoniopsis lewisii</i>	Federal: None State: None CNPS: Rank 3	Sandy or clay soils in coastal bluff scrub, cismontane woodland, coastal dunes, coastal scrub, and valley and foothill grassland.	Does not occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types.
Many-stemmed dudleya <i>Dudleya multicaulis</i>	Federal: None State: None CNPS: Rank 1B.2	Chaparral, coastal sage scrub, valley and foothill grassland. Often occurring in clay soils.	Does not occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types.
Mesa horkelia <i>Horkelia cuneata</i> var. <i>puberula</i>	Federal: None State: None CNPS: Rank 1B.1	Sandy or gravelly soils in chaparral (maritime), cismontane woodland, and coastal scrub.	Does not occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types.
Orcutt's pincushion <i>Chaenactis glabriuscula</i> var. <i>orcuttiana</i>	Federal: None State: None CNPS: Rank 1B.1	Coastal bluff scrub (sandy soils) and coastal dunes.	Does not occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types.

<b>Species Name</b>	<b>Status</b>	<b>Habitat Requirements</b>	<b>Occurrence</b>
Paniculate tarplant <i>Deinandra paniculata</i>	Federal: None State: None CNPS: Rank 4.2	Usually in vernal mesic, sometimes sandy soils in coastal scrub, valley and foothill grassland, and vernal pools.	Does not occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types.
Prostrate vernal pool navarretia <i>Navarretia prostrata</i>	Federal: None State: None CNPS: Rank 1B.1	Coastal sage scrub, valley and foothill grassland (alkaline), vernal pools. Occurring in mesic soils.	Does not occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types.
Red sand-verbena <i>Abronia maritima</i>	Federal: None State: None CNPS: Rank 4.2	Coastal dunes.	Does not occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types.
Salt marsh bird's-beak <i>Chloropyron maritimum</i> ssp. <i>maritimum</i>	Federal: FE State: SE CNPS: Rank 1B.2	Coastal dune, coastal salt marshes and swamps.	Does not occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types.
Salt Spring checkerbloom <i>Sidalcea neomexicana</i>	Federal: None State: None CNPS: Rank 2B.2	Mesic, alkaline soils in chaparral, coastal sage scrub, lower montane coniferous forest, Mojavean desert scrub, and playas.	Does not occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types.

Species Name	Status	Habitat Requirements	Occurrence
San Diego button-celery <i>Eryngium aristulatum</i> var. <i>parishii</i>	Federal: FE State: SE CNPS: Rank 1B.1	Mesic soils in vernal pools, valley and foothill grasslands, coastal sage scrub.	Does not occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types.
San Fernando Valley spineflower <i>Chorizanthe parryi</i> var. <i>fernandina</i>	Federal: Candidate State: SE CNPS: Rank 1B.1	Coastal sage scrub, occurring on sandy soils.	Does not occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types.
South coast branching phacelia <i>Phacelia ramosissima</i> var. <i>australitoralis</i>	Federal: None State: None CNPS: Rank 3.2	Sandy, sometimes rocky soils in chaparral, coastal dunes, coastal scrub, and marshes and swamps (coastal salt)	Does not occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types.
Southern tarplant <i>Centromadia parryi</i> ssp. <i>australis</i>	Federal: None State: None CNPS: Rank 1B.1	Disturbed habitats, margins of marshes and swamps, vernal mesic valley and foothill grassland, vernal pools.	Does not occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types. The Project Site does not exhibit the appropriate hydrology or soil type for this species.

Species Name	Status	Habitat Requirements	Occurrence
Southwestern spiny rush <i>Juncus acutus</i> ssp. <i>leopoldii</i>	Federal: None State: None CNPS: Rank 4.2	Coastal dunes (mesic), meadows and seeps (alkaline seeps), and marshes and swamps (coastal salt).	Does not occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types.
Suffrutescent wallflower <i>Erysimum suffrutescens</i>	Federal: None State: None CNPS: Rank 4.2	Coastal bluff scrub, chaparral (maritime), coastal dunes, coastal scrub.	Does not occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types.
Ventura Marsh milk-vetch <i>Astragalus pycnostachyus</i> var. <i>lanosissimus</i>	Federal: FE State: SE CNPS: Rank 1B.1	Coastal dunes, coastal scrub, marshes and swamps (edges, coastal salt or brackish)	Does not occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types.
Vernal barley <i>Hordeum intercedens</i>	Federal: None State: None CNPS: Rank 3.2	Coastal dunes, coastal sage scrub, valley and foothill grassland (saline flats and depressions), vernal pools.	Does not occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types.
Western dichondra <i>Dichondra occidentalis</i>	Federal: None State: None CNPS: Rank 4.2	Chaparral, cismontane woodland, coastal scrub, valley and foothill grassland.	Does not occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types.

Species Name	Status	Habitat Requirements	Occurrence
Woolly seablite <i>Suaeda taxifolia</i>	Federal: None State: None CNPS: Rank 4.2	Coastal bluff scrub, coastal dunes, marshes and swamps (margins of coastal salt).	Does not occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types.

#### 4.4.1 Special-Status Plants Detected at the Project Site

No special-status plant species were detected at the Project Site.

#### 4.5 Special-Status Animals

No special-status animals were detected at the Project Site. Table 4-3 provides a list of special-status animals evaluated for the Project Site through general biological surveys, habitat assessments, and focused surveys. Species were evaluated based on the following factors, including: 1) species identified by the CNDDDB as occurring (either currently or historically) on or in the vicinity of the Project Site, and 2) any other special-status animals that are known to occur within the vicinity of the Project Site, for which potentially suitable habitat occurs on the site.

**Table 4-3. Special-Status Animals Evaluated for the Project Site**

<b>Status</b>	
<b>Federal</b>	<b>State</b>
FE – Federally Endangered	SE – State Endangered
FT – Federally Threatened	ST – State Threatened
FPT – Federally Proposed Threatened	SC – State Candidate
FC – Federal Candidate	CFP – California Fully-Protected Species
BGEPA – Bald and Golden Eagle Protection Act	SSC – Species of Special Concern
<b>Western Bat Working Group (WBWG)</b>	
H – High Priority	
LM – Low-Medium Priority	
M – Medium Priority	
MH – Medium-High Priority	
<b>Occurrence</b>	
<ul style="list-style-type: none"> <li>• Absent – The species is absent from the site, either because the site lacks suitable habitat for the species, the site is located outside of the known range of the species, or focused surveys has confirmed the absence of the species.</li> <li>• Not expected to occur – The species is not expected to occur onsite due to low habitat quality, however absence cannot be ruled out.</li> <li>• Potential to occur – The species has a potential to occur onsite based on suitable habitat, however its presence/absence could not be confirmed.</li> <li>• Present – The species was detected onsite incidentally or through focused surveys.</li> </ul>	

Species Name	Status	Habitat Requirements	Occurrence
<b>Invertebrates</b>			
Belkin's dune tabanid fly <i>Brenmania belkini</i>	Federal: None State: None	Inhabits coastal sand dunes of Southern California.	Does not occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types.
Busck's gallmoth <i>Carolella busckana</i>	Federal: None State: None	Coastal scrub dunes, presumed extirpated.	Does not occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types.
Crotch bumble bee <i>Bombus crotchii</i>	Federal: None State: None	Relatively warm and dry sites, including the inner Coast Range of California and margins of the Mojave Desert.	Does not occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of



Species Name	Status	Habitat Requirements	Occurrence
			naturally-occurring habitat types.
Dorothy's El Segundo Dune weevil <i>Trigonoscuta dorothea dorothea</i>	Federal: None State: None	Sand dunes in El Segundo, CA.	Does not occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types.
El Segundo blue butterfly <i>Euphilotes battoides allyni</i>	Federal: FE State: None	Dune habitats with dune buckwheat ( <i>Eriogonum parviflorum</i> ).	Does not occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types.
Globose dune beetle <i>Coelus globosus</i>	Federal: None State: None	Burrows under vegetation in coastal sand dunes	Does not occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types.
Henne's eucosman moth <i>Eucosma hennei</i>	Federal: None State: None	Undisturbed sand dunes with native vegetation including open areas of open sand and fairly dense shrubs and herbs, including the caterpillar host <i>Phacelia</i> .	Does not occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types.
Lange's El Segundo Dune weevil <i>Onychobaris langei</i>	Federal: None State: None	Sand dunes.	Does not occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types.
Mimic tryonia (=California brackishwater snail) <i>Tryonia imitator</i>	Federal: None State: None	Coastal areas with brackish waters.	Low potential to occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types. Species typically occurs in pickleweed ( <i>Salicornia</i> sp.) marsh which does not occur onsite.

<b>Species Name</b>	<b>Status</b>	<b>Habitat Requirements</b>	<b>Occurrence</b>
Monarch butterfly (California overwintering population) <i>Danaus plexippus pop. 1</i>	Federal: None State: None	Roosts in winter in wind-protected tree groves along the California coast from northern Mendocino to Baja California, Mexico.	Does not occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types.
Riverside fairy shrimp <i>Streptocephalus woottoni</i>	Federal: FE State: None	Restricted to deep seasonal vernal pools, vernal pool-like ephemeral ponds, and stock ponds.	Does not occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types.
Sandy beach tiger beetle <i>Cicindela hirticollis grvida</i>	Federal: None State: None	Forages in open unvegetated areas such as marsh plannes and levees. Larvae burrow in moist unvegetated substrates.	Does not occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types. The Project Site does not exhibit the appropriate soil type for this species.
Senile tiger beetle <i>Cicindela senilis frosti</i>	Federal: None State: None	Open, unvegetated areas in or near salt marshes.	Does not occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types. The Project Site does not exhibit the appropriate hydrology or soil type for this species.
Wandering (=saltmarsh) skipper <i>Panoquina errans</i>	Federal: None State: None	Ocean bluffs and other open areas near the ocean.	Low potential to occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types. Species typically occurs in saltgrass ( <i>Distichlis spicata</i> ) marsh which does not occur onsite.
<b>Reptiles</b>			
Southern California legless lizard <i>Anniella stebbinsi</i>	Federal: None State: SSC	Broadleaved upland forest, chaparral, coastal dunes, coastal scrub; found in a	Does not occur onsite due to a lack of suitable habitat. The Project Site is

Species Name	Status	Habitat Requirements	Occurrence
		broader range of habitats that any of the other species in the genus. Often locally abundant, specimens are found in coastal sand dunes and a variety of interior habitats, including sandy washes and alluvial fans	highly developed and maintained such that it is largely devoid of naturally-occurring habitat types.
Western pond turtle <i>Emys marmorata</i>	Federal: None State: SSC	Slow-moving permanent or intermittent streams, small ponds and lakes, reservoirs, abandoned gravel pits, permanent and ephemeral shallow wetlands, stock ponds, and treatment lagoons. Abundant basking sites and cover necessary, including logs, rocks, submerged vegetation, and undercut banks.	Does not occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types.
<b>Birds</b>			
Belding's savannah sparrow <i>Passerculus sandwichensis beldingi</i>	Federal: None State: SE	Coastal Marshes	Does not occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types.
Burrowing owl (burrow sites & some wintering sites) <i>Athene cunicularia</i>	Federal: None State: SSC	Shortgrass prairies, grasslands, lowland scrub, agricultural lands (particularly rangelands), coastal dunes, desert floors, and some artificial, open areas as a year-long resident. Occupies abandoned ground squirrel burrows as well as artificial structures such as culverts and underpasses.	Does not occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types.
California black rail <i>Laterallus jamaicensis coturniculus</i>	Federal: BCC State: ST, FP	Nests in high portions of salt marshes, shallow freshwater marshes, wet meadows, and flooded grassy vegetation.	Does not occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types.
California brown pelican (nesting colony & communal roosts)	Federal: Delisted State: Delisted, FP	Breed on dry, rocky offshore islands. Forage in estuaries and coastal	Does not nest or roost onsite due to a lack of suitable habitat. The

<b>Species Name</b>	<b>Status</b>	<b>Habitat Requirements</b>	<b>Occurrence</b>
<i>Pelecanus occidentalis californicus</i>		marine habitats. Nests on islands free of land predators.	Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types. Low foraging potential onsite due to the regularly maintained nature of the Grand Canal.
California least tern (nesting colony) <i>Sterna antillarum browni</i>	Federal: FE State: SE, FP	Flat, vegetated substrates near the coast. Occurs near estuaries, bays, or harbors where fish is abundant.	Does not nest onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types. Low foraging potential onsite due to the regularly maintained nature of the Grand Canal.
Coastal California gnatcatcher <i>Polioptila californica californica</i>	Federal: FT State: SSC	Low elevation coastal sage scrub and coastal bluff scrub.	Does not occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types.
Least Bell's vireo (nesting) <i>Vireo bellii pusillus</i>	Federal: FE State: SE	Dense riparian habitats with a stratified canopy, including southern willow scrub, mule fat scrub, and riparian forest.	Does not occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types.
Western snowy plover (nesting) <i>Charadrius alexandrinus nivosus</i>	Federal: FT, BCC State: SSC	Sandy or gravelly beaches along the coast, estuarine salt ponds, alkali lakes, and at the Salton Sea.	Does not nest onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types.
Yellow rail <i>Coturnicops noveboracensis</i>	Federal: BCC State: SSC	Shallow marshes, and wet meadows; in winter, drier freshwater and brackish marshes, as well as dense, deep grass, and rice fields.	Does not occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types.
<b>Mammals</b>			

<b>Species Name</b>	<b>Status</b>	<b>Habitat Requirements</b>	<b>Occurrence</b>
Pacific pocket mouse <i>Perognathus longimembris pacificus</i>	Federal: FE State: SSC	Fine, alluvial soils along the coastal plain. Scarcely in rocky soils of scrub habitats.	Does not occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types.
South coast marsh vole <i>Microtus californicus stephensi</i>	Federal: None State: SSC	Tidal marshes in Los Angeles, Orange and southern Ventura Counties.	Does not occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types.
Southern California saltmarsh shrew <i>Sorex ornatus salicoricus</i>	Federal: None State: SSC	Coastal marshes. Requires dense vegetation and woody debris for cover.	Does not occur onsite due to a lack of suitable habitat. The Project Site is highly developed and maintained such that it is largely devoid of naturally-occurring habitat types.

#### 4.5.1 Special-Status Wildlife Species Observed within the Project Site

No special-status wildlife species were detected at the Project Site.

#### 4.5.2 Special-Status Wildlife Species Not Observed but with a Potential to Occur at the Project Site

##### **California Brown Pelican (*Pelecanus occidentalis californicus*)**

The California brown pelican was classified as federally endangered in 1970 and as endangered by the state of California in 1971. The California brown pelican was delisted as a state and federally listed species in 2009. This species is currently a fully protected (FP) species under California Fish and Game Code (FGC) Section 3511.

In California, the California brown pelican breeds between December and August with exact timing heavily influenced by food availability. Nesting typically occurs low to the ground on steep slopes away from predators and human disturbance; California brown pelicans nest most commonly on the Channel Islands and at the Salton Sea.

Historically, pesticides have posed a major risk to California brown pelican survivorship and population abundance, though this has generally improved in recent years following environmental regulation of pesticide use. Current threats to California brown pelican

populations include development and associated human disturbance, pollution via oil spills and other chemical exposure, and bycatch through the fishing industry (Burkett et. al, 2007).

There is low potential for California brown pelican to forage within the onsite portion of the Grand Canal. However, there is no potential for this species to nest or roost onsite due to the highly disturbed and developed nature of the Project Site.

### **California Least Tern (*Sterna antillarum browni*)**

The California least tern was classified as federally endangered in 1970 and as endangered by the state of California in 1971. This species is currently a FP species under California FGC Section 3511.

In California, the California least tern nests between April and September. California least terns nest most commonly on beaches along the west coast, particularly in Los Angeles, Orange, and San Diego Counties. Nesting typically occurs in shallow depressions on sparsely vegetated sandy beaches.

Current threats to California least tern populations include development and associated human disturbance and predation (particularly by Corvids and raptors) (Frost, 2013).

There is low potential for California least tern to forage within the onsite portion of the Grand Canal. However, there is no potential for this species to nest onsite due to the highly disturbed and developed nature of the Project Site. No California least tern were observed foraging on the Project Site or within the 500-foot buffer during focused surveys. Furthermore, the closest known observation of California least tern is approximately 2,061 feet southeast of the Project Site [Exhibit 5] (eBird, 2018).

### **4.5.3 Critical Habitat**

The Project Site is not located within any USFWS designated or proposed critical habitat areas.

### **4.6 Raptor Use**

The Project Site does not provide suitable foraging or breeding habitat for raptors, including special-status raptor species, due to the heavily developed nature of the Project Site and a lack of large trees with dense canopies.

### **4.7 Nesting Birds**

The Project Site contains trees, shrubs, and ground cover that provide marginally suitable habitat for nesting migratory birds. Impacts to nesting birds are prohibited under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code.<sup>5</sup>

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<sup>5</sup> The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in 50 C.F.R. Part 10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations

## **4.8 Jurisdictional Delineation**

### **4.8.1 U.S. Army Corps of Jurisdiction**

The Grand Canal is subject to Section 404 of the CWA as well as Section 10 of the 1899 Rivers and Harbors Act. Section 404 and Section 10 jurisdiction are coincident, totaling 0.15 acre. [Exhibit 6A – Corps/RWQCB Jurisdictional Delineation Map]

### **4.8.2 Regional Water Quality Control Board**

The Grand Canal is subject to Section 401 of the CWA and is coincident with Corps jurisdiction totaling 0.15 acre [Exhibit 6A].

### **4.8.3 California Department of Fish and Game**

The Grand Canal is subject to Section 1602 of the Fish and Game Code and is coincident with Corps jurisdiction totaling 0.15 acre [Exhibit 6B – CDFW Jurisdictional Delineation Map].

### **4.8.4 California Coastal Act**

The Grand Canal is subject to the California Coastal Act totaling 0.15 acre.

## **5.0 IMPACT ANALYSIS**

The following discussion examines the potential impacts to plant and wildlife resources that would occur as a result of the proposed project. Impacts (or effects) can occur in two forms, direct and indirect. Direct impacts are considered those that involve the loss, modification or disturbance of plant communities, which in turn, directly affect the flora and fauna of those habitats. Direct impacts also include the destruction of individual plants or animals, which may also directly affect regional population numbers of a species or result in the physical isolation of populations thereby reducing genetic diversity and population stability.

Indirect impacts pertain to those impacts that result in a change to the physical environment, but which is not immediately related to a project. Indirect (or secondary) impacts are those that are reasonably foreseeable and caused by a project but occur at a different time or place. Indirect impacts can occur at the urban/wildland interface of projects, to biological resources located downstream from projects, and other offsite areas where the effects of the project may be experienced by plants and wildlife. Examples of indirect impacts include the effects of increases in ambient levels of noise or light; predation by domestic pets; competition with exotic plants and animals; introduction of toxics, including pesticides; and other human disturbances such as hiking, off-road vehicle use, unauthorized dumping, etc. Indirect impacts are often attributed to the subsequent day-to-day activities associated with project build-out, such as increased noise, the use of artificial light sources, and invasive ornamental plantings that may encroach into

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(50 C.F.R.21). In addition, sections 3505, 3503.5, and 3800 of the California Department of Fish and Game Code prohibit the take, possession, or destruction of birds, their nests or eggs.

native areas. Indirect effects may be both short-term and long-term in their duration. These impacts are commonly referred to as “edge effects” and may result in a slow replacement of native plants by non-native invasives, as well as changes in the behavioral patterns of wildlife and reduced wildlife diversity and abundance in habitats adjacent to project sites.

Cumulative impacts refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. A cumulative impact can occur from multiple individual effects from the same project, or from several projects. The cumulative impact from several projects is the change in the environment resulting from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

## **5.1 California Environmental Quality Act (CEQA)**

### **5.1.1 Thresholds of Significance**

Environmental impacts to biological resources are assessed using impact significance threshold criteria, which reflect the policy statement contained in CEQA, Section 21001(c) of the California Public Resources Code. Accordingly, the State Legislature has established it to be the policy of the State of California:

*“Prevent the elimination of fish or wildlife species due to man’s activities, ensure that fish and wildlife populations do not drop below self-perpetuating levels, and preserve for future generations representations of all plant and animal communities...”*

Determining whether a project may have a significant effect, or impact, plays a critical role in the CEQA process. According to CEQA, Section 15064.7 (Thresholds of Significance), each public agency is encouraged to develop and adopt (by ordinance, resolution, rule, or regulation) thresholds of significance that the agency uses in the determination of the significance of environmental effects. A threshold of significance is an identifiable quantitative, qualitative or performance level of a particular environmental effect, non-compliance with which means the effect will normally be determined to be significant by the agency and compliance with which means the effect normally will be determined to be less than significant. In the development of thresholds of significance for impacts to biological resources CEQA provides guidance primarily in Section 15065, Mandatory Findings of Significance, and the CEQA Guidelines, Appendix G, Environmental Checklist Form. Section 15065(a) states that a project may have a significant effect where:

*“The project has the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or wildlife community, reduce the number or restrict the range of an endangered, rare, or threatened species, ...”*



Therefore, for the purpose of this analysis, impacts to biological resources are considered potentially significant (before considering offsetting mitigation measures) if one or more of the following criteria discussed below would result from implementation of the proposed project.

### 5.1.2 Criteria for Determining Significance Pursuant to CEQA

Appendix G of the 2017 State CEQA guidelines indicate that a project may be deemed to have a significant effect on the environment if the project is likely to:

Based on the criteria set forth in the City of Los Angeles CEQA Thresholds Guide (2006)<sup>6</sup> the Project would have a significant biota impact if it results in the following:

- The loss of individuals, or the reduction of existing habitat, of a state or federally listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern;
- The loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated habitat or plant community;
- Interference with wildlife movement/migration corridors that may diminish the chances for long-term survival of a sensitive species;
- The alteration of an existing wetland habitat; or
- Interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise, light) to a degree that may diminish the chances for long-term survival of the sensitive species.

### 5.2 Impacts to Vegetation/Land Use

Table 5-1 provides a summary of vegetation and land use/land cover impacts. The proposed Project will permanently impact approximately 2.63 acres of disturbed/developed lands and 0.06 acres of ruderal vegetation. The Grand Canal and existing concrete boat ramp are not impacted by the Project. Temporary impacts to these vegetation and land use/land cover types are not proposed. Impacts to these communities/land uses are not significant pursuant to CEQA. The proposed Project will not result in temporary or permanent impacts to special-status vegetation communities.

**Table 5-1. Summary of Land Use/Land Cover Impacts**

Land Use/Land Cover Type	Permanent Impacts	Temporary Impacts	Avoided
Disturbed/Developed	2.63	0.00	0.00
Prostrate Knotweed Provisional Herbaceous Alliance	0.06	0.00	0.00
Grand Canal	0.00	0.00	0.150

<sup>6</sup> City of Los Angeles. 2006. LA CEQA Thresholds Guide: Your Resource for Preparing CEQA Analyses in Los Angeles.

### **5.3 Impacts to Special-Status Plants**

The proposed Project will not result in impacts to special-status plant species.

### **5.4 Impacts to Special-Status Animals**

The proposed Project will not result in impacts to special-status animal species.

### **5.5 Impacts to Critical Habitat**

The proposed Project will not impact lands designated as critical habitat by the USFWS.

### **5.6 Impacts to Nesting Birds**

The Project has the potential to impact active bird nests if vegetation is removed during the nesting season (March 15 to August 31). Impacts to nesting birds are prohibited by the MBTA and California Fish and Game Code. A project-specific mitigation measure is identified in Section 6.0 of this report to avoid impacts to nesting birds.

### **5.7 Impacts to Jurisdictional Waters**

The Project will result not result impacts to the onsite segment of the Grand Canal . Therefore, the Project will not require authorizations from the Corps pursuant to Section 404 of the CWA or pursuant to Section 10 of the 1899 Rivers and Harbors Act, notification and authorization from CDFW pursuant to Section 1602 of the Fish and Game Code, or Certification from the Regional Board pursuant to Section 401 of the CWA.

### **5.8 Impacts to Environmentally Sensitive Habitat Area**

The segment of the Grand Canal that bisects the Project Site is designated as Environmentally Sensitive Habitat Area (ESHA) in the Venice LUP. As discussed above, the Project proposes to fully avoid the onsite segment of the Grand Canal. Therefore, the Project would not result in direct impact to ESHA.

In addressing potential indirect impacts to ESHA, it is important to note that the Project Site is already “developed”, consisting of an asphalt parking lot with additional areas of hardscape and limited areas vegetated with ornamental trees and shrubs, as well as small areas of disturbed ground that support non-native weedy annual species adapted to human disturbance. The Project Site supports no native habitat.

In addition, as described above, the segment of the Grand Canal that bisects the site is characterized by trapezoidal walls and a natural substrate bottom. This segment is the terminal segment of the Grand Canal and ranges in depth from one or two feet to over four feet during high tides. The segment exhibits limited biological values. In order to ensure that potential indirect impacts to ESHA are minimized and/or avoided, the Project has been designed to be consistent with the Venice LUP Policies related to water quality and biological resources:

***Policy IV. A. 2. Permitted Uses.*** *Uses permitted in or adjacent to the canals shall be implemented in a manner to protect the biological productivity of marine resources and maintain healthy populations of marine organisms. Such uses as open space, habitat management, controlled nature study and interpretation, and passive public recreation use of walkways for birdwatching, photography, and strolling shall be encouraged and promoted.*

As noted, the proposed Project Site is currently developed as a paved parking lot with overhead lights. While the proposed project would convert the land use from parking lot to housing, this change would not result in meaningful increased indirect impacts due to lighting, noise or runoff. The onsite segment of the Grand Canal is already subject to indirect impacts due to its constructed and maintained nature, and due to its urbanized location. The conversion of land use and subsequent development associated with the proposed Project would not result in new impacts to ESHA beyond what the onsite segment of the Grand Canal experiences in its current condition.

Therefore, the Project is in compliance with this policy of the Venice LUP.

***Policy IV. A. 3. Venice Canals Landscape Buffer.*** *To protect the marine habitat, a one and one-half to two-foot-wide safety landscape buffer strip shall continue to be provided and maintained between the canal banks and sidewalks. Landscaping in the buffer strip shall consist of native coastal strand marshland or wetland vegetation as specified in the Venice Canals Rehabilitation Plan approved by Coastal Commission Coastal Development Permit 5-91-584.*

The onsite portion of the Grand Canal differs in character from the rest of the canal system, and does not feature a landscape buffer. Rather, the onsite segment consists of concrete embankments directly adjacent to concrete sidewalks that run along either side of the canal. The Venice Canal system is a historic resource listed on the National Register of Historic Places. The current configuration must remain in order to comply with the Secretary of the Interior's Standards, and therefore a new landscaped buffer strip cannot be provided between the canal banks and sidewalk. Beyond the boundary of the historic zone, a combination of landscaping and grade change are used to provide a buffer between the Canal Walk and the Project..

***Policy IV. A. 4. Venice Canals Setback and Yard Area.*** *In order to provide a setback for access, to protect visual quality and the biological productivity of the canals, and to limit water runoff, a setback with an average depth of 15 feet (and a minimum depth at any point of 10 feet) shall be provided and maintained in the front yard areas of private residences (adjacent to the canal property line). This setback shall provide a permeable yard with an area at least 15 feet times the width of the lot line at the canal side. (See also Policy I.A.4a for details).*

The Project has been designed with a minimum 10-foot setback to protect water quality and will incorporate permeable surfaces within the setback. Given the highly developed nature of the Project Site in its current condition, as well as the disturbed nature of the onsite segment of the

Grand Canal as discussed above, the Project as proposed will not result in significant impacts to the visual quality and/or biological productivity of the Grand Canal. Therefore, the Project is in compliance with this policy of the Venice LUP.

***Policy IV. D. 1. Venice Canals Habitat.*** *The Venice Canals have been identified by the Least Tern Recovery Team as a foraging habitat for the Least Tern. Development within or adjacent to the canals that might affect this foraging habitat shall not be permitted.*

GLA conducted focused surveys for foraging California least tern within the segment of the Grand Canal that bisects the Project Site. The surveys were extended a minimum of 500-feet to the south. Foraging least terns were not detected using the Grand Canal on the site or within the abovementioned 500-foot buffer of the site. As noted, the Project would convert the land use from the existing developed parking lot to housing. Given the low value of the site for foraging least terns, the Project would not have significant indirect impacts on least tern foraging. Additionally, as noted above, the condition and configuration of the onsite portion of the Grand Canal cannot be significantly altered due to its historic status.

***Implementation Strategies.*** *The California Department of Fish and Game and the U.S. Fish and Wildlife Service shall make the final determination as to whether or not there is an adverse impact to the habitat in accordance with the Endangered Species Act of 1973 and the U.S. Fish and Wildlife Coordination Act of 1976.*

GLA conducted focused surveys for foraging California least tern within the segment of the Grand Canal that bisects the Project Site. The surveys were extended a minimum of 500-feet to the south. Foraging least terns were not detected using the Grand Canal on the site or within 500 feet of the site. As noted, the project would convert the land use from the existing developed parking lot to housing. Given the low value of the site for foraging least terns, the project would not have significant indirect impacts on least tern foraging. The applicant will obtain letters of concurrence from CDFW and USFWS that the project would not result in harm to the California least tern.

***Policy IV. E. 1.*** *The banks, waterways and public walkways of the Venice Canals, Ballona Lagoon and Grand Canal south of Washington Boulevard shall be periodically maintained by the City or other appropriate entity, to keep these areas free of accumulated trash and wastes, thereby maintaining the biological, water quality, recreational and aesthetic resources of these areas.*

Maintenance of the segment of the Grand Canal that bisects the site would not result in significant impacts to special-status biological resources, including the California least tern, as special-status biological species do not occur on the Project Site.

## **5.9 Indirect Impacts to Biological Resources**

In the context of biological resources, indirect effects are those effects associated with developing areas adjacent to adjacent native open space. Potential indirect effects associated with development include water quality impacts associated with drainage into adjacent open

space/downstream aquatic resources; lighting effects; noise effects; invasive plant species from landscaping; and effects from human access into adjacent open space, such as recreational activities (including off-road vehicles and hiking), pets, dumping, etc. Temporary, indirect effects may also occur as a result of construction-related activities.

The Project has the potential for both temporary and permanent indirect effects as a result of construction and the conversion of land use from a paved parking lot to residential housing. However, compliance with the Venice LUP Policies IV.A.2, IV.A.3, IV.A.3, and IV.D.1 as set forth above will reduce temporary and permanent indirect effects to below a level of significance under CEQA.

## **5.9 Cumulative Impacts to Biological Resources**

Cumulative impacts are defined as the direct and indirect effects of a proposed project which, when considered alone, would not be deemed a substantial impact, but when considered in addition to the impacts of related projects in the area, would be considered potentially significant. "Related projects" refers to past, present, and reasonably foreseeable probable future projects, which would have similar impacts to the proposed project.

As stated above, the Grand Canal is a constructed and maintained feature surrounded on all sides by development. Given that areas along the Grand Canal are fully built-out and heavily disturbed, there are no reasonable, foreseeable probable future projects that would contribute to significant cumulative impacts to biological resources.

## **6.0 MITIGATION/AVOIDANCE/REGULATORY COMPLIANCE MEASURES**

The following discussion provides project-specific mitigation/avoidance measures for actual or potential impacts to special-status resources.

### **6.1 Nesting Birds (Regulatory Compliance Measure)**

Vegetation clearing necessary to remove the limited amounts of ornamental trees and shrubs on the site should be conducted outside of the nesting season (March 15 through August 31). If avoidance of the nesting season is not feasible, then a qualified biologist shall conduct a nesting bird survey within three days prior any disturbance of the site, including cutting, demolition activities, and grading. If active nests are identified, the biologist shall establish suitable buffers around the nests, and the buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests.

### **6.2 Jurisdictional Waters**

The project will not impact the Grand Canal and thus, no impacts to jurisdictional waters would occur that require mitigation.

### 6.3 Environmentally Sensitive Habitat Area

The Project will not result in permanent impacts to ESHA and mitigation would not be required. In addition, as discussed above in Section 5.8, compliance with the Venice LUP will lower any potential indirect impacts to ESHA to below a level of significance pursuant to CEQA.

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## **8.0 CERTIFICATION**

*I hereby certify that the statements furnished above and in the attached exhibits present data and information required for this biological evaluation, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.*

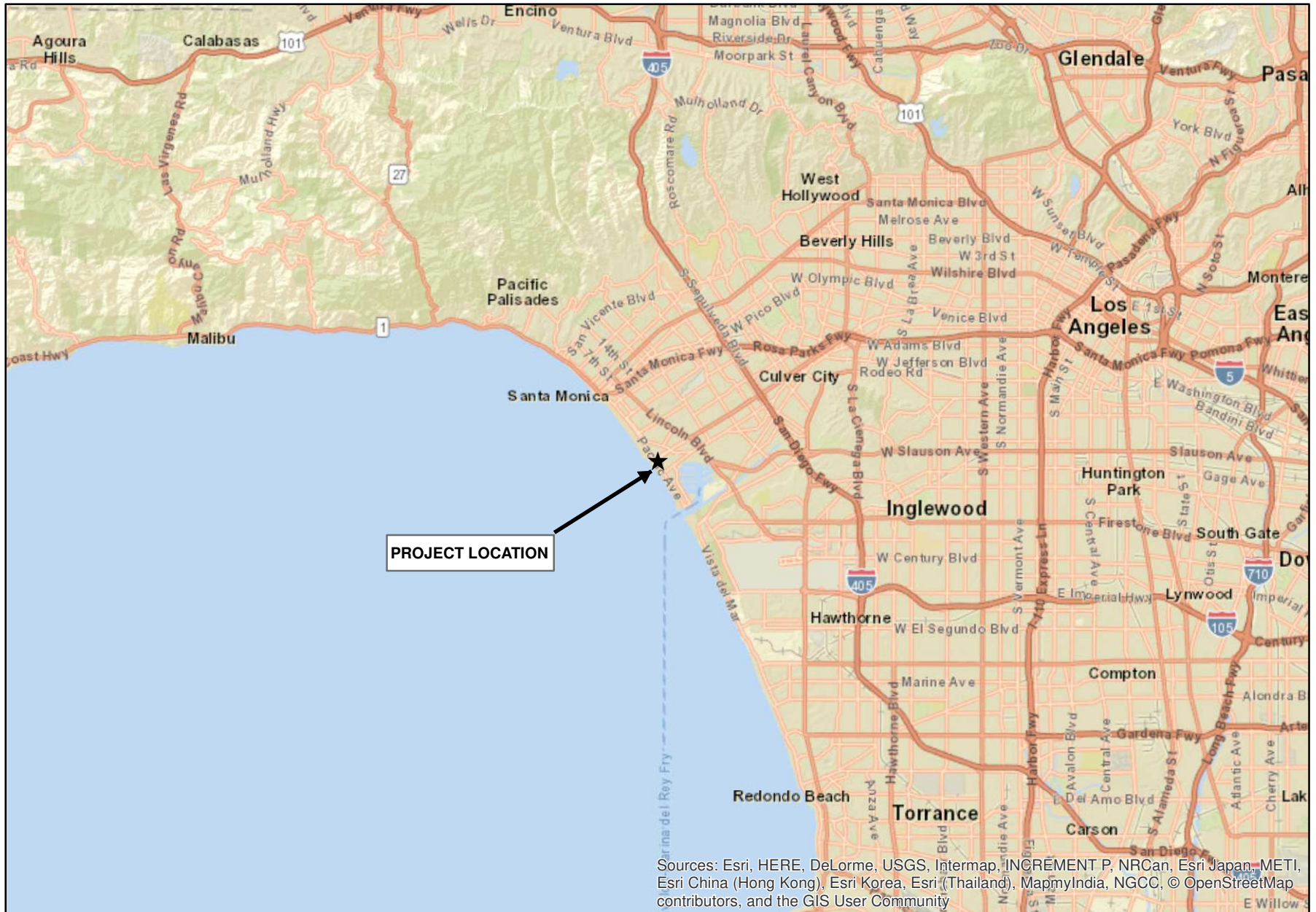
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Date: March 25, 2021

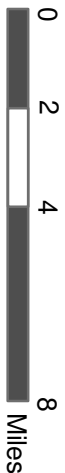
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Source: ESRI World Street Map



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**REESE DAVIDSON COMMUNITY  
DEVELOPMENT PROJECT**

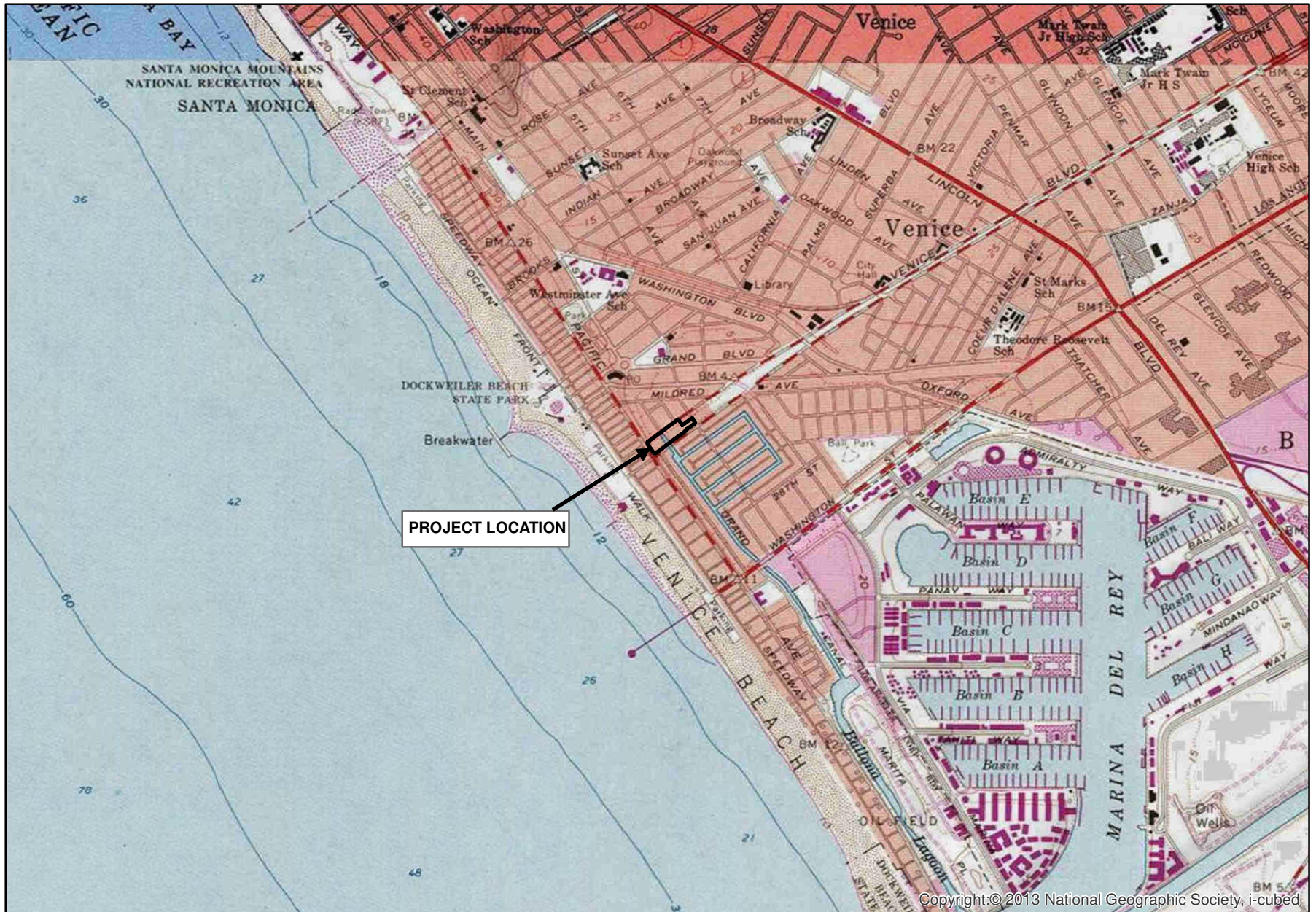
Regional Map

**GLENN LUKOS ASSOCIATES**



Exhibit 1

Adapted from USGS Venice, CA quadrangle



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# REESE DAVIDSON COMMUNITY DEVELOPMENT PROJECT

Vicinity Map

## GLENN LUKOS ASSOCIATES

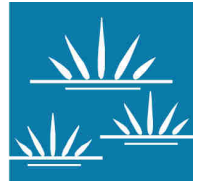
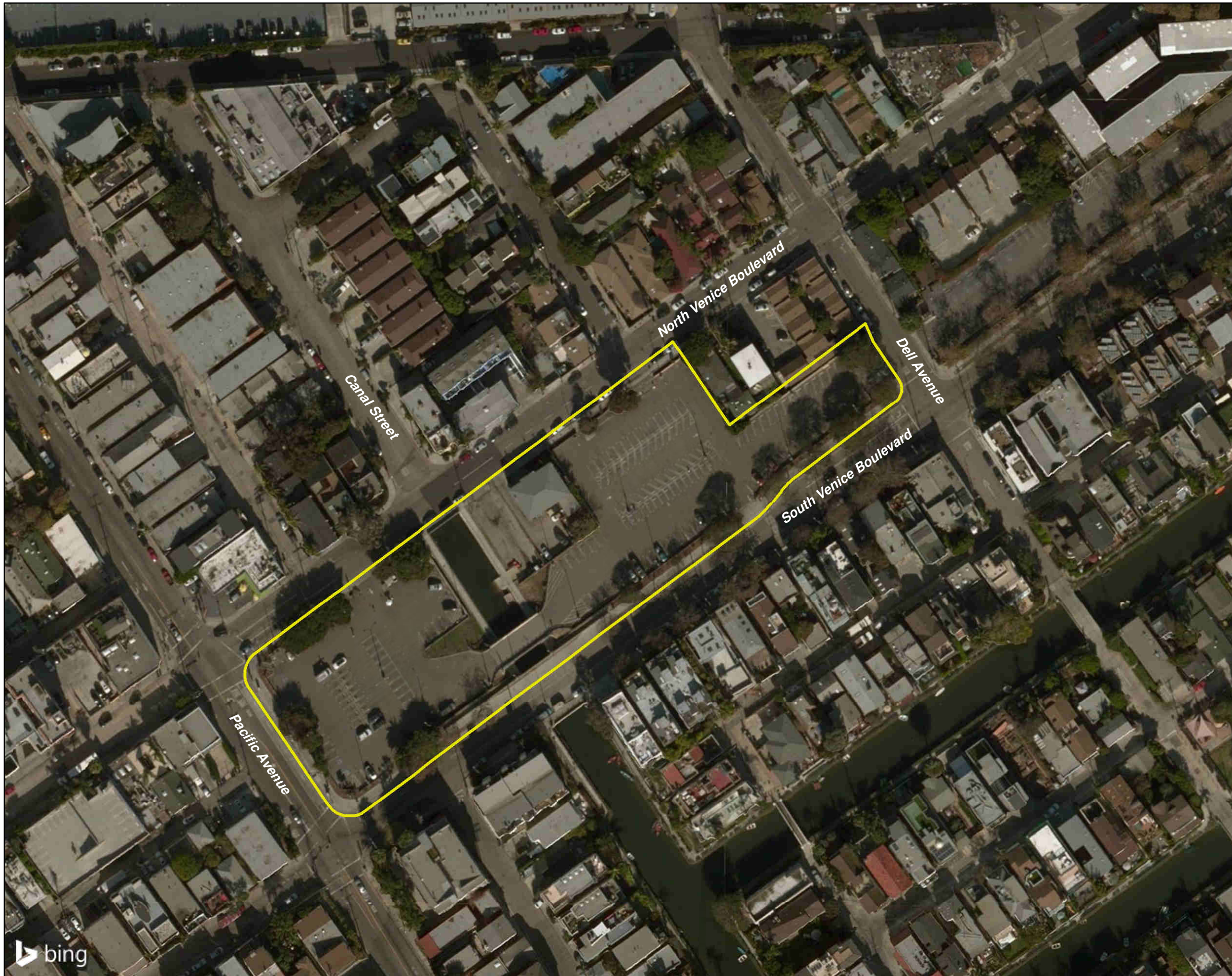
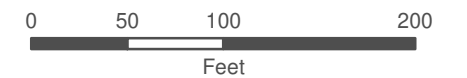


Exhibit 2



 Project Boundary



1 inch = 100 feet

Coordinate System: State Plane 5 NAD 83  
Projection: Lambert Conformal Conic  
Datum: NAD83  
Map Prepared by: K. Kartunen, GLA  
Date Prepared: December 17, 2018

## REESE DAVIDSON COMMUNITY DEVELOPMENT PROJECT

Site Map

GLENN LUKOS ASSOCIATES

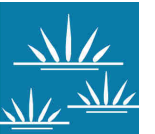
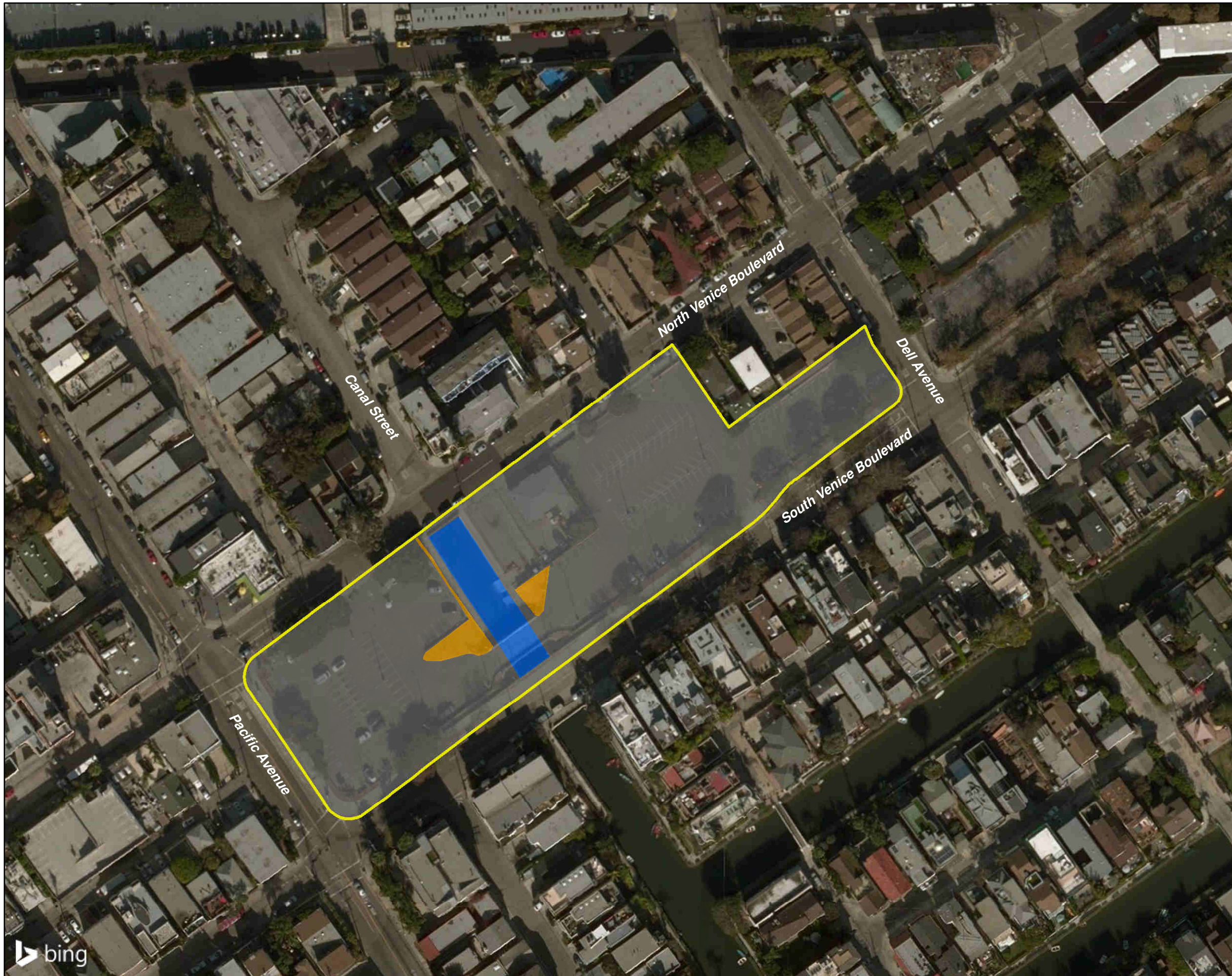




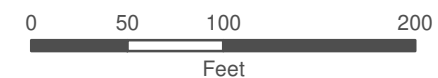


Exhibit 3



-  Project Boundary
-  Disturbed/Developed
-  Grand Canal
-  Prostrate Knotweed Provisional Herbaceous Alliance



1 inch = 100 feet

Coordinate System: State Plane 5 NAD 83  
 Projection: Lambert Conformal Conic  
 Datum: NAD83  
 Map Prepared by: K. Kartunen, GLA  
 Date Prepared: December 17, 2018

## REESE DAVIDSON COMMUNITY DEVELOPMENT PROJECT

Land Use/Land Cover Map

GLENN LUKOS ASSOCIATES

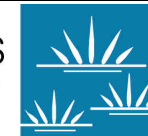
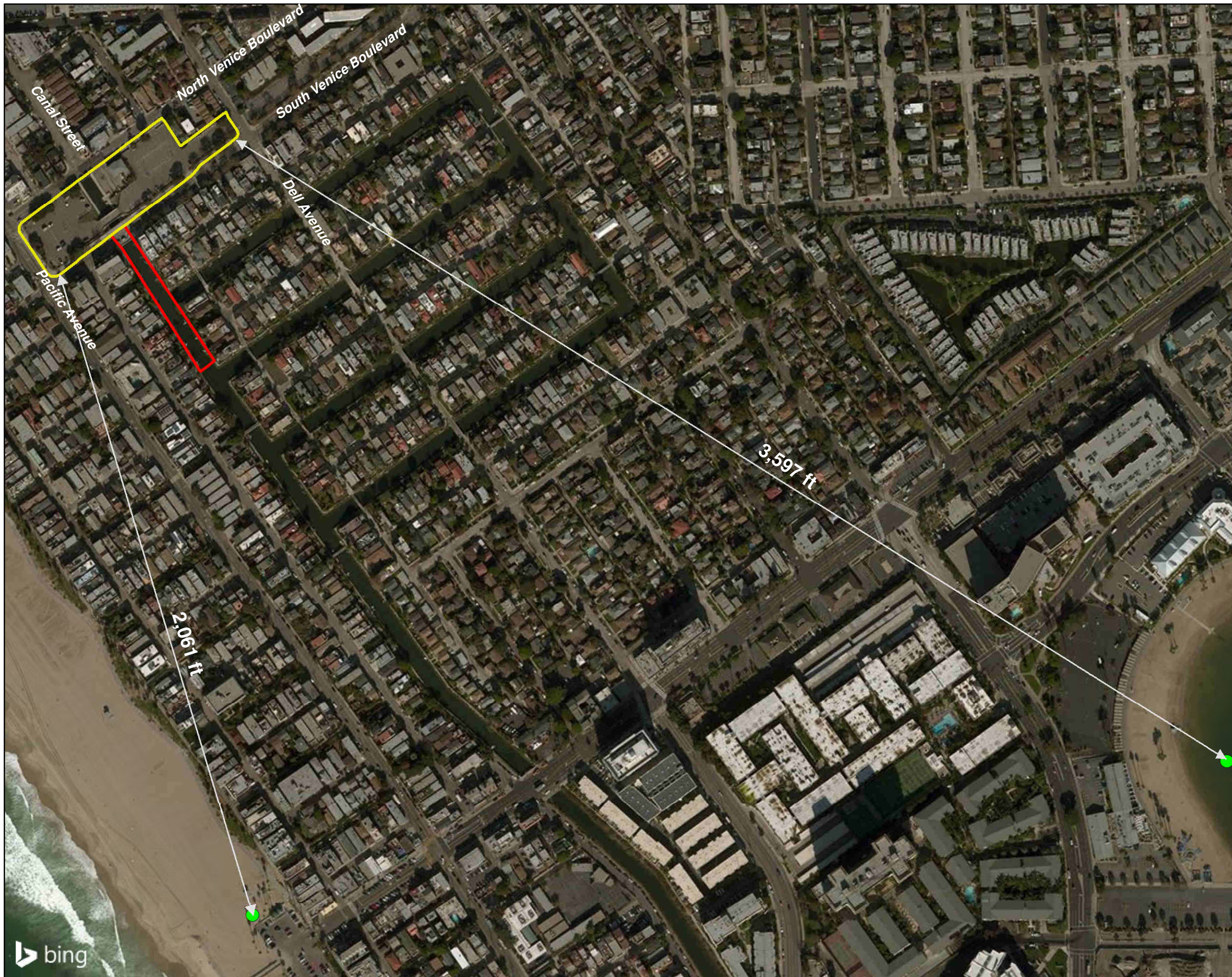


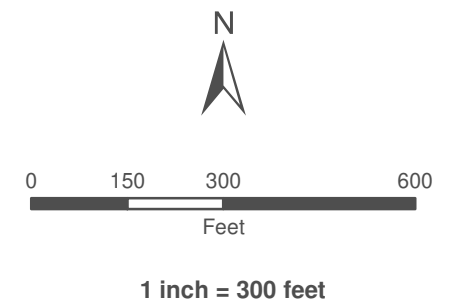
Exhibit 4





- Project Boundary
- 500 ft Survey Buffer
- Least Tern Location\*

\*Bird Locations via eBird Species Map, 2018



Coordinate System: State Plane 5 NAD 83  
 Projection: Lambert Conformal Conic  
 Datum: NAD83  
 Map Prepared by: C. Lukos, GLA  
 Date Prepared: September 24, 2018

## REESE DAVIDSON COMMUNITY DEVELOPMENT PROJECT

Least Tern Survey Area Map

GLENN LUKOS ASSOCIATES

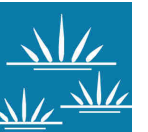
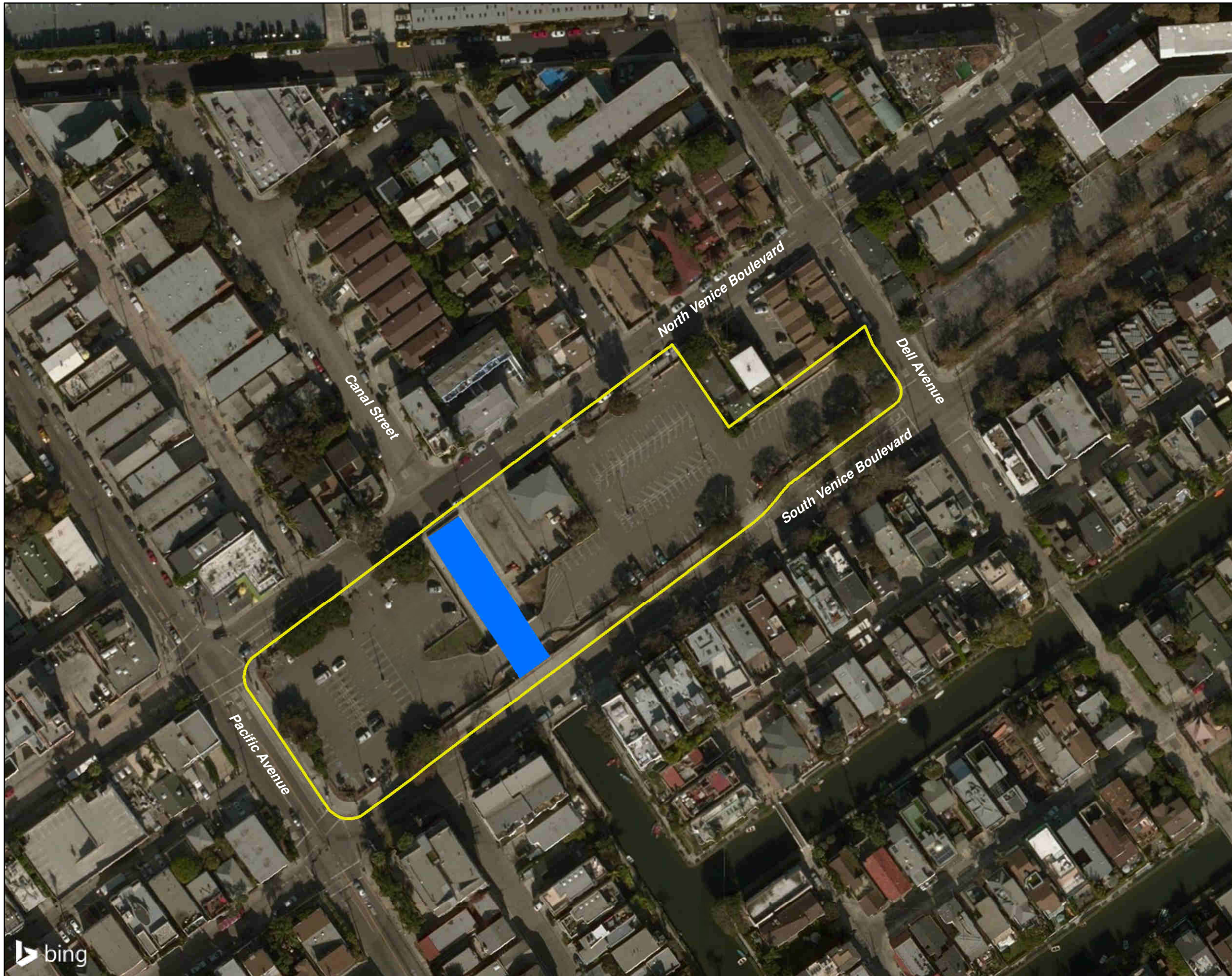


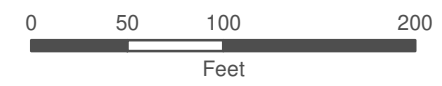


Exhibit 5





-  Project Boundary
-  Corps/RWQCB Non-Wetland Waters



1 inch = 100 feet

Coordinate System: State Plane 5 NAD 83  
Projection: Lambert Conformal Conic  
Datum: NAD83  
Map Prepared by: K. Kartunen, GLA  
Date Prepared: December 17, 2018

## REESE DAVIDSON COMMUNITY DEVELOPMENT PROJECT

Corps/RWQCB Jurisdictional Delineation

GLENN LUKOS ASSOCIATES

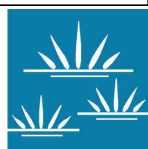
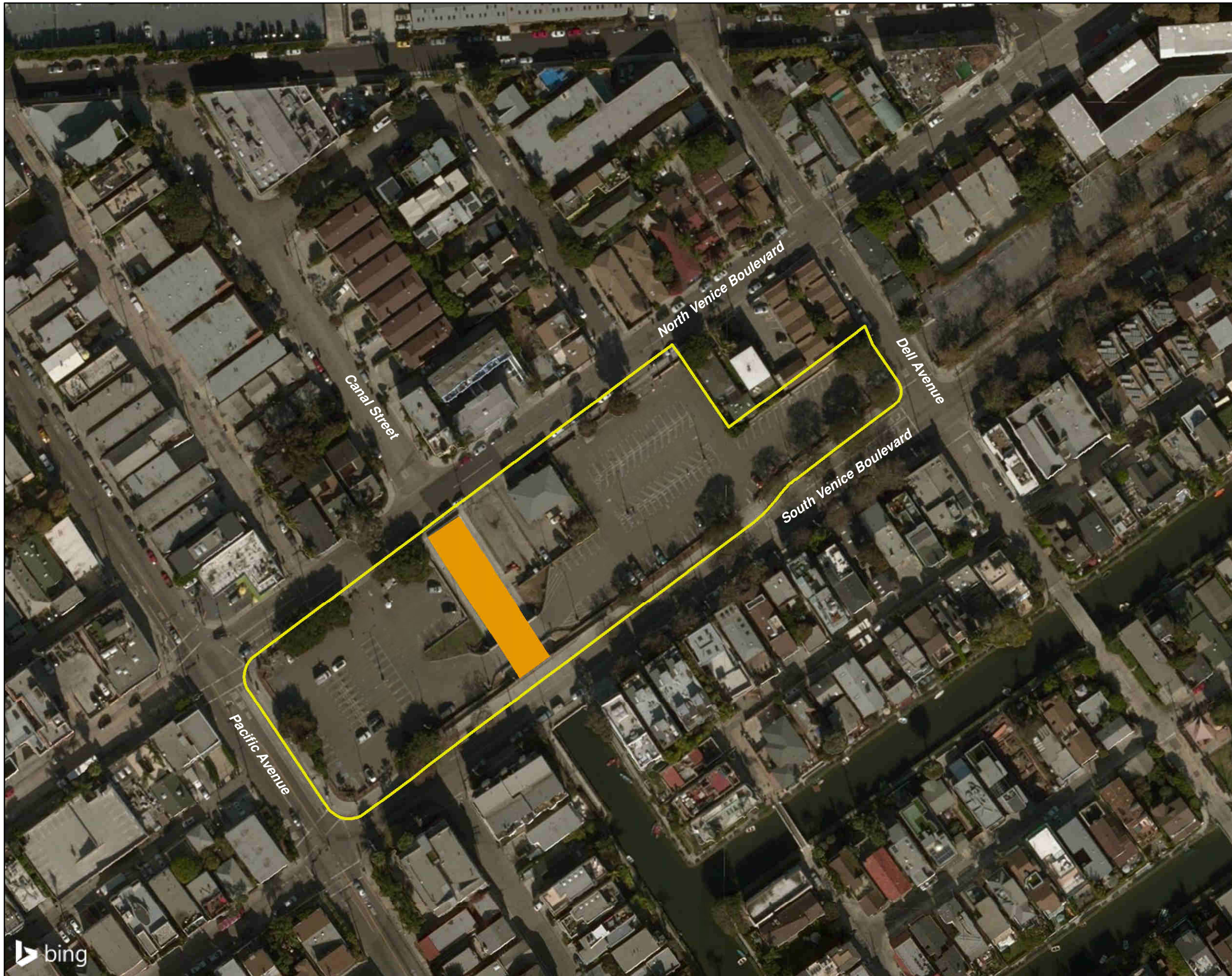


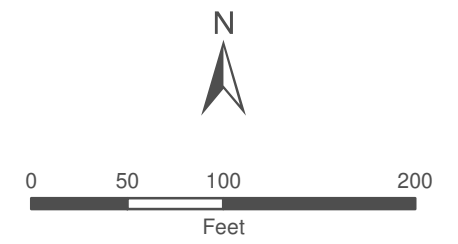


Exhibit 6A





-  Project Boundary
-  CDFW Non-Riparian Streambed



1 inch = 100 feet

Coordinate System: State Plane 5 NAD 83  
 Projection: Lambert Conformal Conic  
 Datum: NAD83  
 Map Prepared by: K. Kartunen, GLA  
 Date Prepared: December 17, 2018

**REESE DAVIDSON COMMUNITY DEVELOPMENT PROJECT**

CDFW Jurisdictional Delineation

GLENN LUKOS ASSOCIATES 

Exhibit 6B 





Photograph 1: View of the Project site facing approximately southwest depicting disturbed/developed land use that comprises the majority of the site.



Photograph 2: View of the Project site facing approximately northeast depicting disturbed/developed land use that comprises the majority of the site.



GLENN LUKOS ASSOCIATES

Exhibit 7

**REESE DAVIDSON COMMUNITY  
DEVELOPMENT PROJECT**

Site Photographs





Photograph 3: View of the Project site facing approximately west depicting prostrate knotweed provisional herbaceous alliance in the foreground and middleground with disturbed/developed land use visible in the background.



Photograph 4: View of the Project site facing approximately northeast depicting the onsite portion of the Grand Canal in the foreground, prostrate knotweed provisional herbaceous alliance in the middleground, and disturbed/developed land use in the background.



GLENN LUKOS ASSOCIATES

Exhibit 7

REESE DAVIDSON COMMUNITY  
DEVELOPMENT PROJECT

Site Photographs



Photograph 5: View of the Project site facing approximately northwest depicting the onsite portion of the Grana Canal. Note the presence of water staining along the concrete walls of the Canal.



Photograph 6: View of the Project site facing approximately west depicting the onsite portion of the Grana Canal with prostrate knotweed provisional herbaceous alliance visible in the foreground and background.

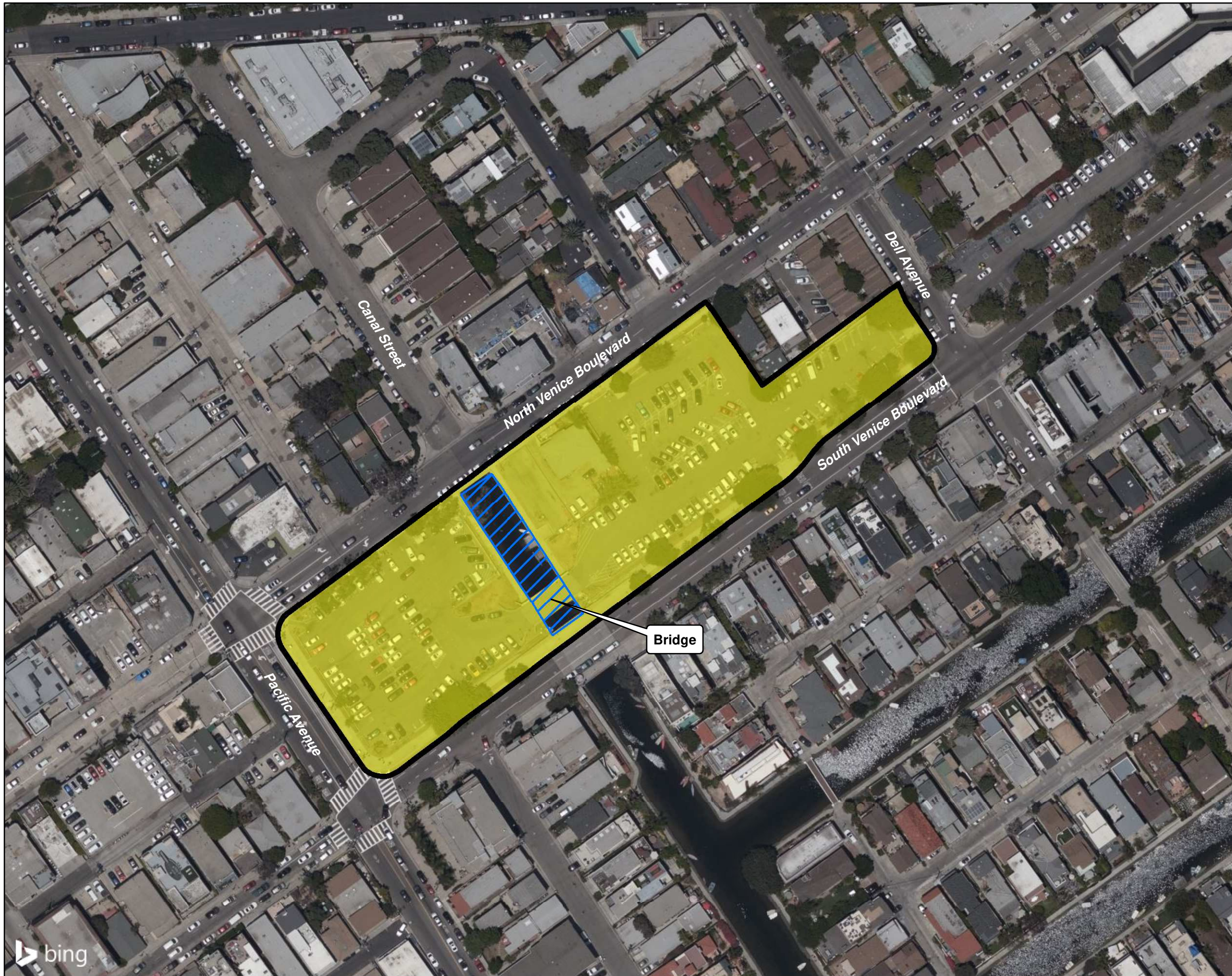



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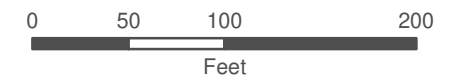
Exhibit 7

REESE DAVIDSON COMMUNITY  
DEVELOPMENT PROJECT

Site Photographs



-  Project Boundary
-  Development Footprint
-  Corps / RWQCB / CDFW Jurisdiction



1 inch = 100 feet

Coordinate System: State Plane 5 NAD 83  
 Projection: Lambert Conformal Conic  
 Datum: NAD83  
 Map Prepared by: B. Gale, GLA  
 Date Prepared: March 25, 2021

**REESE DAVIDSON COMMUNITY DEVELOPMENT PROJECT**  
 Impact Map

GLENN LUKOS ASSOCIATES



Exhibit 8



# APPENDIX A: FLORAL COMPENDIUM

The floral compendium lists all species identified during floristic level plant surveys conducted for the Project site. Taxonomy typically follows Jepson Flora Project (2013)<sup>1</sup>. An asterisk (\*) denotes a non-native species.

## EUDICOTS

### Agavaceae – Agave Family

- \* *Agave americana*, American Century Plant

### Apocynaceae – Dogbane Family

- \* *Carissa macricarpa*, Natal Plum
- \* *Nerium oleander*, Oleander

### Araliaceae – Ginseng Family

- \* *Hedera canariensis*, Canary Ivy

### Asteraceae – Sunflower Family

- Ambrosia chamissonis*, Beach Bur
- Erigeron canadensis*, Giant Horseweed
- \* *Lactuca serriola*, Prickly Lettuce
- \* *Sonchus asper*, Spiny Sowthistle

### Areaceae – Palm Tree Family

- \* *Phoenix canariensis*, Canary Island Date Palm

### Brassicaceae – Mustard Family

- \* *Sisymbrium irio*, London Rocket

### Chenopodiaceae – Goosefoot Family

- \* *Chenopodium album*, Lamb's Quarters

### Euphorbiaceae – Spurge Family

- \* *Euphorbia tirucalli*, Firestick Plant

### Fabaceae – Pea Family

- \* *Medicago polymorpha*, Bur Clover

### Malvaceae – Mallow Family

- \* *Malva parviflora*, Cheeseweed Mallow

### Moraceae – Fig Family

- \* *Hedera canariensis*, Indian Laurel Fig

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<sup>1</sup> Jepson Flora Project (B. D. Baldwin, D. J. Keil, S. Markos, B. D. Mishler, R. Patterson, T. J. Rosatti, and D. H. Wilken, eds.) [JFP]. 2013. *Jepson Flora Project*. Accessed through 31 Oct 2014. Facets of this extensive online resource include the Jepson eFlora, available at <http://ucjeps.berkeley.edu/IJM.html> and Jepson Online Interchange (JOI), available at <http://ucjeps.berkeley.edu/interchange.html>. The latter enables searches of the Index to California Plant Names (ICPN) for nomenclature, status, and relationships, often with links to helpful details and discussion. All information incorporated here was accessed after, or confirmed accurate through, inclusion of the "Errata and Small Changes" at [http://ucjeps.berkeley.edu/JM12\\_errata.html](http://ucjeps.berkeley.edu/JM12_errata.html) (dated 01 Jul 2013) and "Supplement 1 to" TJM2 at [http://ucjeps.berkeley.edu/IJM\\_suppl\\_summary.html](http://ucjeps.berkeley.edu/IJM_suppl_summary.html), (dated Jul 2013).

**Myrtaceae – Myrtle Family**

- \* *Corymbia ficifolia*, Red Flowering Gum

**Nyctaginaceae – Four O'clock Family**

- \* *Bougainvillea spectabilis*, Great Bougainvillea

**Pinaceae – Pine Family**

- \* *Pinus pinea*, Italian Stone Pine

**Platanaceae – Plane Tree Family**

- \* *Tipuana tipu*, Tipa
- Platanus racemosa*, Western Sycamore

**Podocarpaceae – Yellow-wood Family**

- \* *Afrocarpus falcatus*, Fern Pine

**Polygonaceae – Knotweed Family**

- \* *Polygonum aviculare*, Prostrate Knotweed

**MONOCOTS**

**Poaceae – Grass Family**

- \* *Arundo donax*, Giant Reed
- \* *Bromus madritensis*, Red Brome
- \* *Cynodon dactylon*, Bermuda Grass

# APPENDIX B: FAUNAL COMPENDIUM

The faunal compendium lists species that were either observed within or adjacent to the Project site. Taxonomy and common names are taken from Pelham (2008)<sup>2</sup> for butterflies, AOU (1998 et seq.)<sup>3</sup> for birds, Crother (2012)<sup>4</sup> for amphibian, turtle, and reptile taxonomy, and Wilson and Reeder (2005)<sup>5</sup> for mammals.

## ANEMONE

### **Haliplanellidae – Sea Anemone Family**

\* *Haliplanella luciae*, Striped Anemone

## BEETLES

### **Scarabaeidae – Scarab Beetles**

*Cotinus mutabilis*, Green Fruit Beetle

## BUTTERFLIES

### **Papilionidae – Swallowtails**

*Papilio rutulus*, Western Swallowtail

### **Nymphalidae - Brush-Footed Butterflies**

*Danaus plexippus*, Monarch

*Vanessa cardui*, painted lady

### **Hesperiidae – Skippers**

*Hesperia comma*, Common Branded Skipper

### **Pieridae - Whites and Sulphurs**

\* *Pieris rapae*, cabbage white

## CRUSTACEANS

### **Grapsidae – Shore Crab Family**

*Pachygrapsus crassipes*, Striped Shore Crab

## MOLLUSKS

### **Potamididae – Potamidid Family**

*Cerithidea californica*, California Horn Snail

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<sup>2</sup> Jonathan Pelham. 2008. Catalogue of the Butterflies of the United States and Canada. Journal of Research on the Lepidoptera 40: xiv + 658 pp.

<sup>3</sup> American Ornithologists' Union 1998. The A.O.U. Checklist of North American Birds, seventh edition. American Ornithologists' Union, Washington D.C.; and 2000, 2002, 2003, and 2004 supplements.

<sup>4</sup> Crother, B. I., ed. 2012. *Scientific and Standard English Names of Amphibians and Reptiles of North America North of Mexico, with Comments Regarding Confidence in Our Understanding, 7th Edition*. SSAR Herpetological Circular 39:1-92. Shoreview, MN: Society for the Study of Amphibians and Reptiles, Committee On Standard English And Scientific Names.

<sup>5</sup> Wilson, D. E., and D. M. Reeder, eds. 2005. *Mammal Species of the World: A Taxonomic and Geographic Reference, 3rd Edition*. Baltimore, MD: Johns Hopkins University Press. Available online at <http://www.bucknell.edu/msw3/browse.asp>. No separate corrigenda or updates since initial publication.

## **FISH**

### **Fundulidae – Arrowfish and Killifish Family**

*Fundulus parvipinnis*, California Killifish

### **Atherinopsidae – Neotropical Silverside Family**

*Atherinops affinis*, Topsmelt

### **Oxudercidae – Goby Family**

*Clevelandia ios*, Arrow Goby

## **BIRDS**

### **Laridae – Gull and Tern Family**

*Larus occidentalis*, Western Gull

### **Phalacrocoracidae – Cormorant Family**

*Phalacrocorax auratus*, Double-crested Cormorant

### **Anatidae – Duck, Geese, and Swan Family**

*Anas platyrhynchos*, Mallard

### **Columbidae – Pigeon and Dove Family**

*Patagioenas fasciata*, Band-tailed Pigeon

\* *Columba livia*, Rock Pigeon

*Zenaida macroura*, Mourning Dove

### **Trochilidae – Hummingbird Family**

*Calypte anna*, Anna's Hummingbird

### **Tyrannidae – Tyrant Flycatcher Family**

*Sayornis nigricans*, Black Phoebe

### **Corvidae – Jay and Crow Family**

*Corvus brachyrhynchos*, American Crow

### **Aegithalidae – Bushtit Family**

*Psaltriparus minimus*, Bushtit

### **Mimidae – Thrasher Family**

*Mimus polyglottos*, Northern Mockingbird

### **Fringillidae – Finch Family**

*Haemorhous mexicanus*, House Finch

*Spinus psaltria*, Lesser Goldfinch

### **Passeridae – Old World Sparrow Family**

\* *Passer domesticus*, House Sparrow



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December 28, 2020

WO 7986

Hollywood Community Housing Corporation  
5020 Santa Monica Blvd  
Los Angeles, CA 90029

Venice Community Housing  
200 Lincoln Blvd  
Los Angeles, CA 90291

ATTENTION: Sarah Letts and Becky Dennison

SUBJECT: Sea Level Rise Hazard Discussion for Reese Davidson Community, 2102-2120 S. Pacific Avenue, 116-302 E. North Venice Blvd, 2106-2116 S. Canal Street, and 319 E. South Venice Blvd.

Dear Ms. Letts and Ms. Dennison:

In accordance with your request and authorization, GeoSoils, Inc. (GSI) is pleased to provide this report regarding the potential coastal hazards, for the proposed mixed use project that is primarily a multi-family residential project with some commercial space. The purpose of this report is to provide the hazard information typically requested by the California Coastal Commission (CCC). Our scope of work includes a review of the State of California Sea-Level Rise (SLR) Policy Guidance document (March 2018), CCC SLR Guidance Update (November 2018), a discussion of the proposed development plans, a site inspection, and preparation of this report.

## **INTRODUCTION**

The proposed project is a multi family residential building project with a small commercial use element, and associated parking structures. Figure 1, downloaded from Bing Maps (Bird's Eye View), shows the site in relation to the adjacent streets and properties, and the area of the proposed development. The site is divided into two unequal areas by the Grand Canal (Canal Street). The Grand Canal is a small water channel in the Venice Canal area. The site is within the Venice Canals District which mitigates flooding in about a 300 acre low lying area. The actual canals and adjacent area are protected from flooding through a dual tide gate system. The first tide gate is the Marina del Rey tide gate, which connects the Ballona Lagoon to the Pacific Ocean. The second gate is located at Washington Boulevard and connects the Venice Canals to the Grand Canal, which opens to Ballona Lagoon. Both tide gates are owned and operated by the City of Los Angeles,



and mute the upper and lower limits of the ocean tidal range in the Venice Canals. The reduction in tide range allows for increased storm water drainage capacity and prevents flooding that would otherwise occur during extreme high tides.

The proposed finished first floor (FF) elevations of various buildings vary based upon the adjacent grades (sidewalks, driveways, and canal front). The proposed projects lowest FF will be at or above elevation  $\sim+8.25$  feet North American Vertical Datum (NAVD88) and will be to the northeast of the Grand Canal. The higher FF elevations will be at or above elevation  $\sim+10.5$  feet NAVD88 and will be to the west of the Grand Canal. The site is located over 1,100 feet from the Pacific Ocean to the west.



Figure 1. Subject site, adjacent properties, and area of proposed development.

## DATUM & INFORMATION

The datum used in this report is NAVD88, which is about -2.59 feet Mean Sea Level (MSL), and is +0.18 feet Mean Lower Low Water (MLLW). The units of measurement in this report are feet (ft), pounds force (lbs), and seconds (sec). Site elevations, relative to NAVD88, were taken from the site topographic map prepared by the Mollenhauer Group. Proposed development plans were provided by Eric Owen Moss Architects, the project designer. The existing site and development is in the FEMA Shaded X zone with no base flood elevation (BFE). The preliminary FIRM (not effective at this date) has the portion of the site mapped west of the Canal in the FEMA X Zone with no BFE. The preliminary FIRM has the majority of the site to the east of the Canal in the FEMA AE Zone with a BFE

of +8 feet NAVD88. The National Oceanographic and Atmospheric Administration (NOAA) National Ocean Survey tidal data station closest to the site is the Santa Monica station (NOAA, 2013).

The approximate elevations are as follows:

Highest Water November 30, 1982	8.3 feet
Mean Higher High Water	5.23 feet
Mean High Water	4.48 feet
Mean Sea Level (MSL)	2.59 feet
Mean Low Water	0.74 feet
NAVD88	0.0
Mean Lower Low Water	-0.18 feet

## HAZARD ANALYSIS

There are typically three different potential coastal hazards for coastal development: shoreline movement/erosion, waves and wave runup, and flooding. Because the site is over 1,100 feet from the ocean, the hazards of shoreline erosion and wave runup flooding are not possible. The site is too far away for shoreline erosion and wave runup to impact the site.

### **Current Flooding Hazard**

Some areas of Venice are relatively low lying and currently prone to flooding. The USGS has also developed a model called the Coastal Storm Modeling System (CoSMoS) for assessment of the vulnerability of coastal areas to SLR and the 100-year storm, [http://walrus.wr.usgs.gov/coastal\\_processes/cosmos/](http://walrus.wr.usgs.gov/coastal_processes/cosmos/). It should be noted that the disclaimer for CoSMoS usage is that it is not to be used for permitting. In some coastal settings the CoSMoS model predicts flooding with no SLR (current conditions) in areas that have never been historically flooded. However, the modeling can be used to conservatively assess the flooding vulnerability of the site to different SLR scenarios. Figure 2 provides the CoSMoS output for the current (no SLR) vulnerability of the site to flooding. Green areas denote flood prone areas with no estimated flood depth. The CoSMoS output shows the potential for flooding is only in the Canal with no actual flooding of the site where development will occur. Figure 2 also shows that the subject site is away from the shoreline and well beyond the reach of the coastal hazards of shoreline erosion and wave runup. This CoSMoS output is consistent with the current FEMA and pending preliminary FEMA flood insurance rate map designations.

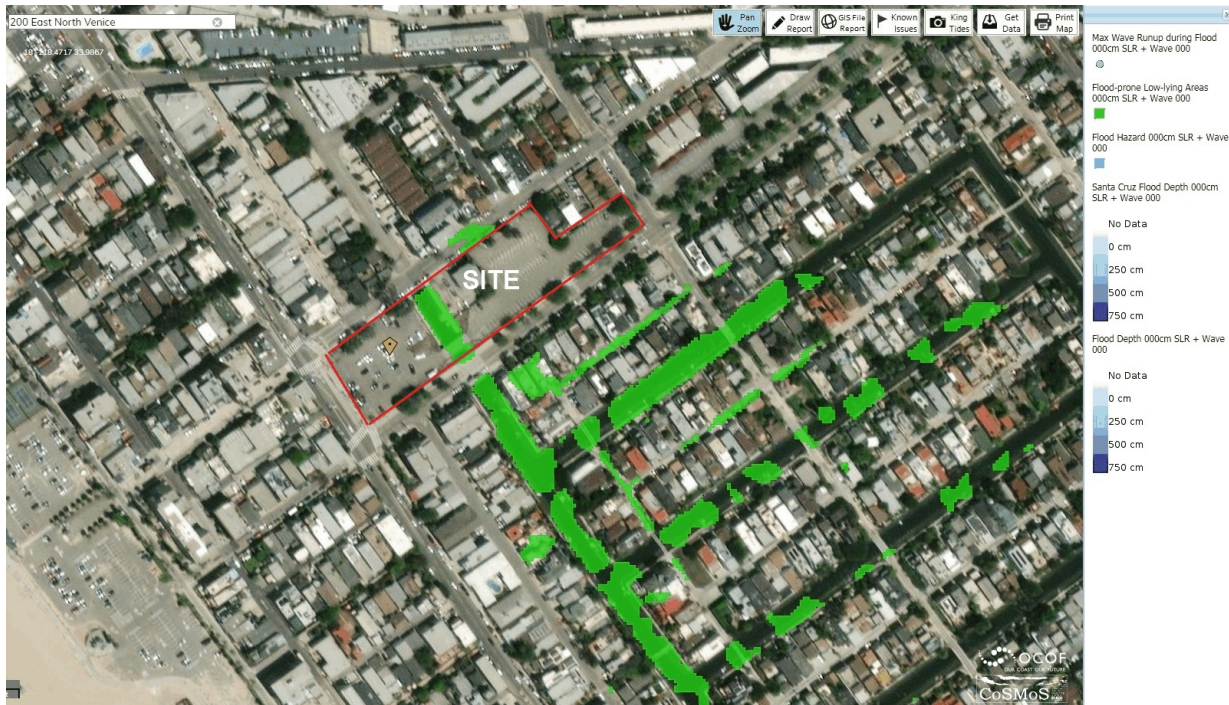


Figure 2. CoSMoS output for the site with no SLR and 100 year storm.

## **Future Flooding Levels Due to Sea Level Rise**

### **SEA LEVEL RISE**

There has recently been new information published regarding the estimates and probability of sea level rise (SLR). The California Coastal Commission (CCC) had initially adopted the National Research Council (NRC) 2012 SLR estimates of 16.56 inches to 65.76 inches over the time period from 2000 to 2100. The NRC is no longer considered the best available science for assessing the magnitude of SLR in the marine science communities. The California Ocean Protection Council (OPC) adopted an update to the State's Sea-Level Rise Guidance in March 2018. This is the SLR data used in the CCC November 2018 SLR Policy Guidance update. These new estimates are based upon a 2014 report entitled "Probabilistic 21st and 22nd century sea-level projections at a global network of tide-gauge sites" (Kopp et al., 2014). This update included SLR estimates and probabilities for Santa Monica, the closest SLR estimates to Venice. The report provides SLR estimates based upon various carbon emission scenarios known as a "representative concentration pathway" or RCP. Figure 3 provides the March 2018 OPC data (from the Kopp et al., 2014) with the latest SLR adopted estimates (in feet) and the probabilities of those estimate to meet or exceed the 1991-2009 mean, based upon the best available science.

		Probabilistic Projections (in feet) (based on Kopp et al. 2014)				H++ scenario (Sweet et al. 2017) *Single scenario
		MEDIAN	LIKELY RANGE	1-IN-20 CHANCE	1-IN-200 CHANCE	
		50% probability sea-level rise meets or exceeds...	66% probability sea-level rise is between...	5% probability sea-level rise meets or exceeds...	0.5% probability sea-level rise meets or exceeds...	
				Low Risk Aversion	Medium - High Risk Aversion	Extreme Risk Aversion
High emissions	2030	0.4	0.3 - 0.5	0.6	0.8	1
	2040	0.6	0.4 - 0.8	0.9	1.2	1.7
	2050	0.8	0.6 - 1.1	1.3	1.9	2.6
Low emissions	2060	0.9	0.6 - 1.2	1.5	2.3	
High emissions	2060	1.1	0.8 - 1.4	1.8	2.6	3.8
Low emissions	2070	1.0	0.7 - 1.4	1.9	3.0	
High emissions	2070	1.3	1.0 - 1.8	2.3	3.4	5.1
Low emissions	2080	1.2	0.8 - 1.7	2.3	3.8	
High emissions	2080	1.7	1.1 - 2.3	2.9	4.4	6.5
Low emissions	2090	1.3	0.8 - 2.0	2.7	4.6	
High emissions	2090	2.0	1.3 - 2.8	3.5	5.5	8.1
Low emissions	2100	1.5	0.9 - 2.3	3.1	5.5	
High emissions	2100	2.3	1.5 - 3.3	4.3	6.8	10.0

Figure 3. Latest SLR estimates from the State of California, 2018.

The proposed mixed use project has an expected design life of 75 years. Using Figure 3, interpolating and averaging between the “Likely Range” and the “5% probability,” and the low and high emission numbers, the probable SLR (above the 1991 to 2009 mean) in the year 2095 is approximately 3.1 feet. Based upon the 2018 OPC SLR report, probable SLR for the project over the design life is 3.0 feet or less. Figure 3 also shows that there is a 0.5% chance the SLR could be in the range of 5.05 feet to 6.15 feet in the year 2095. The average of this range is 5.6 feet of SLR in the year 2095.

The 2018 CCC SLR Guidance also provides a table (Table G-9) for the projected SLR in Santa Monica. This table only looks at the more extreme RCP scenarios, which are possible, but not statistically probable SLR estimates. Table G-9 provides a 0.5% probability of 5.5 feet of SLR in the year 2090 and 6.8 feet in the year 2100. The SLR estimate for the year 2095 can be interpolated to be 6.15 feet.

The City of Los Angeles recognizes that there are areas in the Venice community that are vulnerable to flooding due to SLR. The City has taken steps toward developing a plan to mitigate this vulnerability. In May 2018 the City released a Venice Sea Level Rise Vulnerability Assessment completed by Moffatt & Nichol, funded in part by the CCC. The assessment used the CoSMoS modeling tool. The report does state that assets in low lying areas (3-8 feet NAVD88) are vulnerable to inland flooding. However, the Project site is not considered low lying since it is at or above elevation 8.25 NAVD88. The USGS CoSMoS program can be used to establish SLR thresholds for flooding of the site if no community/regional flooding mitigation action is taken. It should be noted that the CoSMoS methodology doesn't accurately capture the benefits of the dual tide gate operation, which significantly mitigates flooding potential on the project site. Therefore, the flooding estimates from CoSMoS are conservative. The areas shown in green are prone to flooding just because they are low lying, whereas the areas in shades of blue are actually flooded. Flooding due to SLR will be tidal driven. The CoSMoS analysis considers the highest tide

and SLR. This means that the flooding only occurs at the peak high tide for a short duration until the tide recedes. The key on the left side of each figure explains the flood depth estimates. Figure 4 provides the CoSMoS output for 75 cm (2.5 feet) of SLR in the site area. It shows that with 2.5 feet SLR the site does not actually flood but the portion of the site on N. Venice Blvd is prone to flooding. It also shows that much of Venice is prone to flooding at this level of SLR, while only the north area and canal area at the site is flood prone.



Figure 4. CoSMoS output for 2.5 feet of SLR at the site in the Venice Area.

Figure 5 shows the CoSMoS output for 175 cm (5.7 feet). It indicates that the majority of the site with the exception of the western portion on S. Pacific Avenue is vulnerable to flooding. However, there is no actual flooding predicted. The source of flooding in this scenario is likely the Venice Grand Canal, which has mitigation measures already in place with the two flood gates. It should also be noted that the potential for flooding does not come from the ocean. The predicted wave flooding across the beach does not reach the site. Finally, it shows that most of the area landward of the site is prone to flooding. Figure 6 provides the CoSMoS output for the next increment of SLR allowed in the program, 200 cm or 6.6 feet. This output shows a very large area of Venice as flooded, including the site. However, based upon the flood depth legend, the flooding appears to be less than 2 feet. The proposed FF elevations (except the parking garage) are recommended to be 2 feet or more above the adjacent street flow lines when the street flow line is below elevation 11 feet NAVD88. For street flow lines above + 11 feet NAVD88 the FF elevation should be a minimum of 1 foot above the flow line. Finally, the flooding from the ocean does not reach the site. S. Pacific Avenue is at a sufficient elevation to prevent ocean flooding at the site.



Figure 5. CoSMoS output for 5.7 feet of SLR at the site in the Venice Area.



Figure 6. CoSMoS output for 6.6 feet of SLR at the site in the Venice Area.

In terms of the threshold for actual site flooding due to SLR, it appears to occur between 5.7 feet of SLR and 6.6 feet of SLR. Using Figure 4, for the “likely” SLR probabilistic projection (66% SLR) and the 1 in 20 probabilistic projection (5% SLR) this amount of SLR would be beyond the year 2100. For the 0.5% probabilistic projection this would be about the year 2095 or at the end of a typical 75 year design life.

## Tsunami

Tsunami are waves generated by submarine earthquakes, landslides, or volcanic action. The maximum tsunami runup in the Venice Beach open coast area is less than 1 meter in height. Any tsunami that approaches the site it will be modified and reduced in height by the development and tide gates as it travels towards the site. Due to the infrequent nature and the relatively low 500-year recurrence interval tsunami wave height, and the elevation of the proposed improvements, the site is reasonably safe from tsunami hazards.

It should be noted that the site is mapped within the limits of the California Office of Emergency Services tsunami inundation map, Venice Quadrangle (State of California, 2009). The tsunami inundation maps are very specific as to their use. Their use is for evacuation planning only. The limitation on the use of the maps is clearly stated in the **PURPOSE OF THIS MAP** on every quadrangle of California coastline. In addition, the following paragraph is taken from the CalOES Local Planning Guidance on Tsunami Response concerning the use of the tsunami inundation maps.

*Inundation projections and resulting planning maps are to be used for emergency planning purposes only. They are not based on a specific earthquake and tsunami. Areas actually inundated by a specific tsunami can vary from those predicted. The inundation maps are not a prediction of the performance, in an earthquake or tsunami, of any structure within or outside of the projected inundation area.*

The CalOES maps model the inundation of a tsunami with an approximate 1,000 year recurrence interval (0.1% event). The Science Application for Risk Reduction (SAFRR) tsunami study headed by USGS investigated a tsunami scenario with a 200-240 year recurrence interval. The SAFRR modeling output is shown in Figure 7 and reveals that the site is not within the more probable (0.4% event) tsunami inundation zone. The City of Los Angeles has clearly marked tsunami evacuation routes for the entire area.



Figure 7. SAFRR tsunami output for the site area.

## GROUNDWATER & SLR

In general, ocean tides impact groundwater elevations when the site is very near the ocean. The driving of the groundwater by the tide is typically attenuated the further away the site is from the ocean. A scientific paper in the *Journal of Hydrology: Regional Studies* (Hoover, et al., 2015) provides a study on the impact of sea level rise on groundwater for three California coastal sites: Arcata, Stinson Beach, and Malibu Lagoon. The paper, available online, concludes that “additional groundwater emergence/shoaling due to tidal forcing seems unlikely to be a major factor.” The study at the Malibu Lagoon included data on well (groundwater) tidal response that suggests only modest response. The report states that significant damping of tidal response occurs with distance from the shoreline, with about 15% of the tidal signal visible in a well 60 meters (200 feet) from the shore and about 1% of the tidal signal visible in a well 115 meters (380 feet) from the shore.

The report concludes that direct marine inundation will be the dominant mechanism of inundation of low lying areas of the California Coast. This would be in areas where the level of the ocean is above the ground surface elevation and there is a path for ocean waters to travel into the inland area. The study also points out that in many low lying coastal areas transient events will produce more severe conditions than SLR impacts. Heavy rain can cause short-lived increases in groundwater levels from direct infiltration and up gradient areas. Once again, the project site is about 1,100 feet from the ocean. At this distance, the groundwater is not measurably impacted by the tides. Based upon the project geotechnical consultant report, the maximum historical groundwater level in this area is at about 5 feet to 6 feet below ground surface.

With up to 6 feet of SLR in 75 years, the future maximum groundwater elevation at the site would be the typical groundwater elevation plus at most .06 feet (1% of 6 feet SLR) which is still about elevation 5 feet to 6 feet below grade. The proposed lowest garage floor will be below this elevation. Groundwater may impact the garage foundation during construction. To prevent future groundwater issues, we recommend that all below grade foundations be waterproofed.

## CONCLUSIONS

- Using the latest SLR projections, the maximum (0.5%) SLR over the next 75 years is about 5.6 feet. It is possible, but not probable, that SLR could be 6.15 feet in 75 years.
- The site is not currently vulnerable to flooding. The vulnerability of the site to flooding will be increased with SLR. However, based upon the CoSMoS modeling SLR would need to be in excess of ~6.0 feet before the buildings (with the exception of the below grade improvements) may be subject to flooding. This is unlikely to occur during the project's 75 year design life under the Medium-High Risk Aversion



scenario in the 2018 CCC SLR Guidance. The site is too far away from the ocean to be subject to direct marine inundation.

- There is no need for shore protection over the life of the development. In addition, there is no need for flood prevention measures for the development.

## RECOMMENDATIONS

The lowest finished floor (FF) elevation (not garage floor) should be 2 feet, or more, above the street flow line until reaching elevation 11 feet NAVD88, and for street flow lines above + 11 feet NAVD88 the FF elevation should be a minimum of 1 foot above the flow line, unless other adaptive waterproofing alternatives are incorporated in the design. This elevation is sufficient to mitigate the vulnerability of the development to emergent groundwater with SLR. Finally, the design and materials of the proposed development should be such that waterproofing could be retrofitted in the future, if necessary. Final plans for the development are subject to review and approval of the project for conformance with the recommendations herein.

The opportunity to be of service is sincerely appreciated. If you should have any questions, please do not hesitate to contact me.

Respectfully submitted,



**GeoSoils, Inc.**  
David W. Skelly MS, PE  
RCE#47857



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October 20, 2021

WO 7986

Hollywood Community Housing Corporation  
5020 Santa Monica Blvd  
Los Angeles, CA 90029

Venice Community Housing  
200 Lincoln Blvd  
Los Angeles, CA 90291

ATTENTION: Sarah Letts and Becky Dennison

SUBJECT: FEMA Clarification/Discussion for Reese Davidson Community.

REFERENCE: "Sea Level Rise Hazard Discussion for Reese Davidson Community, 2102-2120 S. Pacific Avenue, 116-302 E. North Venice Blvd, 2106-2116 S. Canal Street, and 319 E. South Venice Blvd," by GeoSoils, Inc. Dated December 28, 2020.

Dear Ms. Letts and Ms. Dennison:

GeoSoils, Inc. (GSI) is pleased to provide this clarification regarding the FEMA flood insurance rate maps (FIRMs) considered for the above referenced coastal hazard study. The coastal hazard study was based upon the pending FEMA FIRMs at that time. The FIRMs became effective on 4/21/2021 without any changes relevant to the coastal hazard study. It should be noted that the lowest finished floor proposed is above the new FIRMs base flood elevation (BFE).

The opportunity to be of service is sincerely appreciated. If you should have any questions, please do not hesitate to contact me.

Respectfully submitted,

A handwritten signature in blue ink that reads 'David W. Skelly'.

**GeoSoils, Inc.**  
David W. Skelly MS, PE  
RCE#47857



# TRAFFIC IMPACT STUDY Reese Davidson Community Project

November 2019

*Prepared For:*

**Hollywood Community Housing  
Corporation and Venice Community  
Housing**

5020 Santa Monica Boulevard  
Los Angeles, CA 90029

JB71191

*Rev. 5*



*Prepared by:*



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# 1. INTRODUCTION

The Hollywood Community Housing Corporation and Venice Community Housing have partnered to propose the development of a mixed-use affordable housing that includes a café, retail, and community space. KOA Corporation has been retained to analyze the potential traffic impacts associated with the proposed project.

Prior to the start of the study, KOA coordinated with staff from the City of Los Angeles Department of Transportation (LADOT) to obtain consensus on the traffic scope, methodology and assumptions. A Memorandum of Understanding (MOU) was prepared and reviewed by LADOT staff. A copy of the final MOU is provided in Appendix A.

## 1.1 PROJECT DESCRIPTION

The Reese Davidson Community Project (Project) proposes a new mixed-use development on an approximate 115,674 square-foot site (Project Site) located at 204-208 E North Venice Boulevard, in the Venice Community Plan Area of the City of Los Angeles (City). The northernmost section of the Venice Canal system (also known as the Grand Canal) traverses the Project Site and bisects the Project Site into two portions. These areas of the Project Site are referred to herein as the West Site and East Site.

The Project would provide a total of 140 residential units, which would consist of up to 136 affordable and permanent supportive housing units, along with up to four units for on-site property management staff, and 685 square feet of associated affordable resident services<sup>1</sup> to be operated by a non-profit entity. The Project would also provide 3,155 square feet of community arts/community meeting space and 2,255 square feet for retail uses. In addition, the proposed restaurant uses would include 810 square feet of café space and 500 square feet of outdoor café seating. These new uses would be located in two three-story buildings with an approximate height of 35 feet. A 59-foot architectural campanile would be located at the corner of North Venice Boulevard and Pacific Avenue.

Specifically, the West Site would include the construction of a five-story building with 63 residential units, restaurant and retail uses, as well as an above-ground parking structure. The northwest corner of this building would include a five-story architectural campanile containing residential uses on the first three stories and community rooms on the two stories above. The East Site would include the construction of a three-story building with 77 residential units and an art studio, as well as an above-ground parking structure. The Project would provide full driveway accesses on North Venice Boulevard and South Venice Boulevard with two driveways west of the canal and two driveways east of the canal.

Table 1 summarizes the breakdown of the required parking spaces per City's Municipal Code and parking spaces provided for the Project. The Project is required to provide 314 parking spaces for the residential and commercial uses, including 61 residential parking stalls, 44 commercial parking stalls, 23 Beach Impact Parking stalls and the 188 replacement public parking stalls.

Parking for all residential uses on the Project Site as well as commercial uses provided on the West Site would include up to 108 vehicular parking spaces. In addition, up to 293 vehicular parking spaces would be provided in a public parking structure on the East Site, including the replacement parking for the 188 existing surface spaces, and up to 105 additional public parking spaces. The public parking structure would be operated by the LADOT. The additional 105 non-required parking spaces include 23 Beach Impact spaces and 82 non-required public parking spaces. The parking structures would reach a

---

<sup>1</sup> These services include counseling services.



maximum height of 35 feet and would be wrapped by the proposed uses.

A total of 401 parking spaces will be provided on the project site, largely exceeds the required number of parking spaces.

**Table 1 – Vehicle Parking Spaces**

	Required	WEST SITE Provided	EAST SITE Provided
Residential Spaces	61	61	-
Art Studio Spaces	6	6	-
Retail Spaces	18	10	-
Restaurant Spaces	20	26	-
Beach Impact Spaces	23	-	23
Replace Existing Public Spaces	188	-	188
Additional Spaces	0	5	82
<b>GRAND TOTAL</b>	<b>314</b>	<b>108</b>	<b>293</b>

In addition, a total of 136 bicycle parking spaces will be provided on-site, with 60 bicycle parking spaces located at the West Site and 76 bicycle parking spaces located at the East Site. Table 2 summarizes the breakdown of the bicycle parking stalls provided for the Project:

**Table 2 – Bicycle Parking Spaces**

TYPE	RATIO	WEST SITE		EAST SITE		TOTAL REQUIRED
		D.U./SQ. FT.	TOTAL	D.U./SQ. FT.	TOTAL	
Long Term Residential	1 /1 unit (1-25)	25	25	25	25	50
	1 /1.5 unit (26-100)	31	21	59	40	61
Long Term Retail	1 /2,000 sq.ft. (2 min.)	4,065	2	-	-	2
Long Term Restaurant	2 /restaurant < 1,000 sq.ft.	1	2	-	-	2
Long Term Commercial	1 /10,000 sq.ft. (2 min.)	-	-	3,155	2	2
Long Term Subtotal			50		67	117
Short Term Residential	1 /10 unit (1-25)	25	3	25	3	50
	1 /15 unit (26-100)	31	3	59	4	61
Short Term Retail	1 /2,000 sq.ft. (2 min.)	4,065	2	-	-	2
Short Term Restaurant	2 /restaurant < 1,000 sq.ft.	1	2	-	-	2
Short Term Commercial	1 /10,000 sq.ft. (2 min.)	-	-	3,155	2	2
Short Term Subtotal			10		9	117
<b>NET TOTAL</b>			<b>60</b>		<b>76</b>	<b>136</b>

The area is accessible by public transportation, being serviced by Metro Bus Lines, Culver City Bus, and Santa Monica Big Blue Bus. Any incremental traffic impacts of the Project will be lessened by this availability of transit and the potential related reduction in vehicle trips that could occur.

To accommodate the new uses, the existing surface parking lot, currently owned and operated by LADOT, and the existing two-story, four-unit multi-family residential building located on the northern portion of the Project Site, would be removed. The Project is anticipated to be completed and operational by the end of the year 2023. The proposed Project site plan is illustrated on Figure 1.

## 1.2 PROJECT STUDY AREA

The project study area includes the following eight (8) study intersections:

1. Pacific Avenue & Westminster Avenue
2. Pacific Avenue & Windward Avenue
3. Pacific Avenue & North Venice Boulevard
4. Pacific Avenue & South Venice Boulevard
5. Ocean Avenue & North Venice Boulevard
6. Ocean Avenue & South Venice Boulevard
7. Abbot Kinney Boulevard & Venice Boulevard
8. Pacific Avenue & Washington Avenue

Figure 2 illustrates the study area and the locations of the study intersections.

## 1.3 ANALYZED SCENARIOS

Traffic impacts associated with operations of the proposed Project were analyzed at the study intersections for a weekday A.M. and P.M. peak-hour, as well as a Saturday mid-day peak-hour. These periods were analyzed for Project operations due to typical commuting patterns and recreational activities on the weekends. The study included the analysis of the following traffic scenarios:

- Existing Conditions
- Existing with-Project Conditions
- Future (2023) without-Project Conditions
- Future (2023) with-Project Conditions
- Future (2023) with-Project Construction Period

Figure 1: Project Site Plan  
Reese Davidson Community

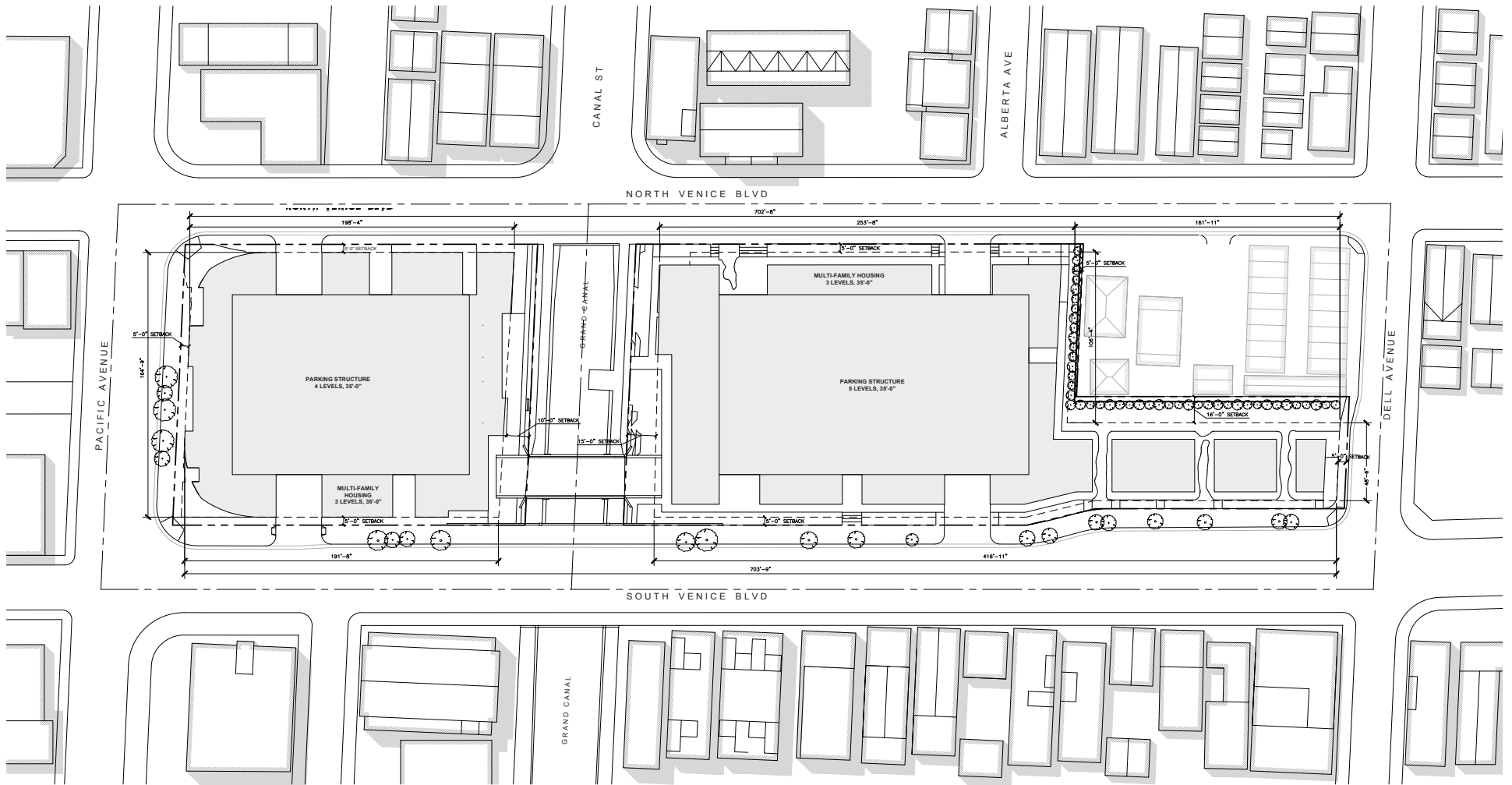
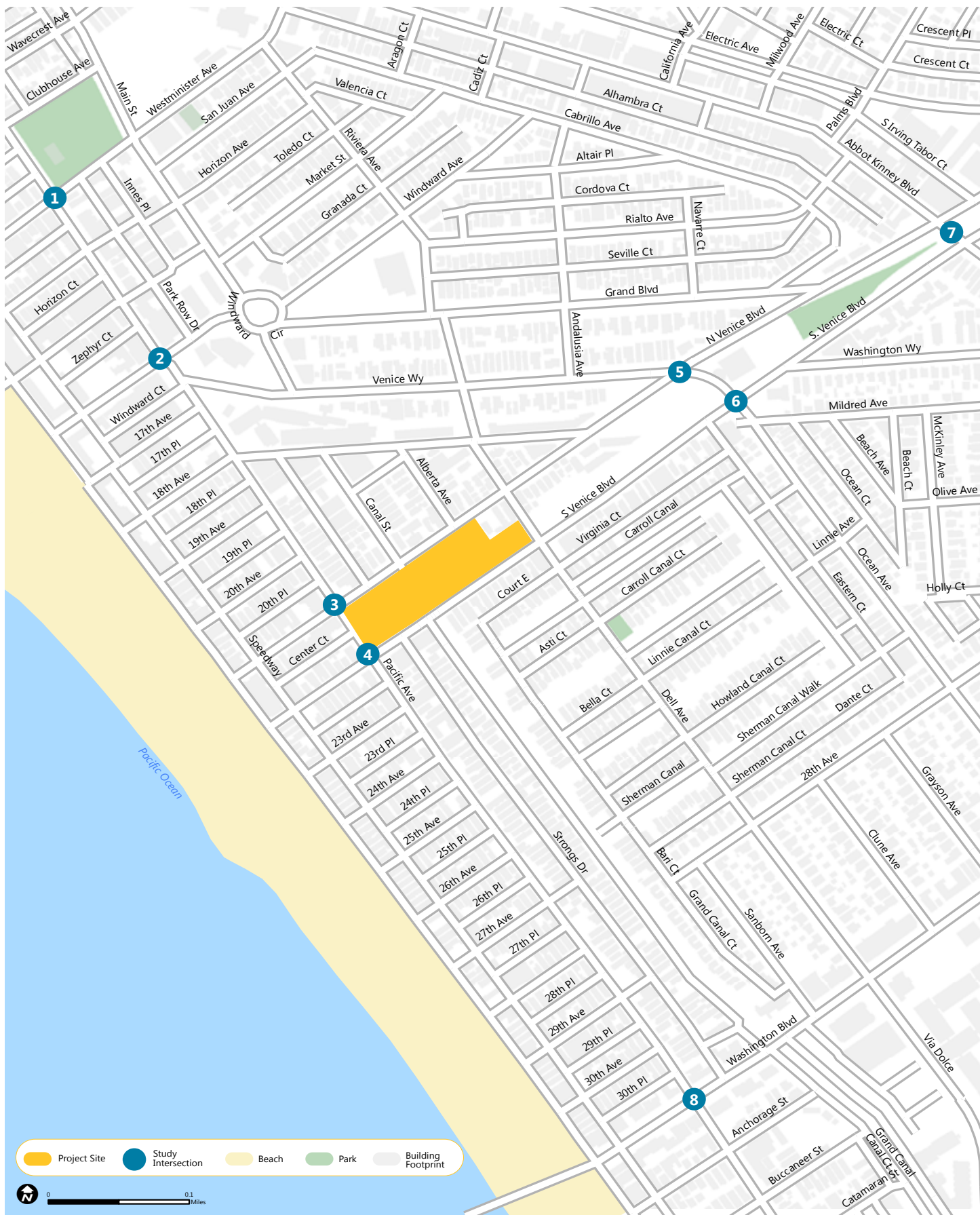


Figure 2: Study Area Map  
Reese Davidson Community



## 1.4 ANALYSIS METHODOLOGY

The proposed Project site is located within the City of Los Angeles, in the community of Venice. KOA coordinated with LADOT at the start of this study to achieve consensus on assumptions such as study intersections, trip generation and trip distribution.

The general methodology and assumptions contained in this report are based on the LADOT Transportation Impact Study Guidelines document of December 2016. A Memorandum of Understanding (MOU) that included all major traffic study assumptions was submitted to LADOT. An approved MOU dated September 26, 2019 was received from LADOT.

The list of study intersections is finalized through this process, as are the trip generation and trip distribution assumptions. The following text describes the methodology for this report as defined in the MOU document.

### Vehicle-Miles-Traveled (VMT) Analysis

The VMT of the project was estimated by utilizing the VMT calculator released by LADOT in February 2019. The excel calculator powered by Visual Basic Application (VBA) takes various mixes and intensities of land use as inputs; incorporates transportation demand management (TDM) strategies and mitigations; and estimates resulting VMT generated by the project. The VMT calculator also displays the relationship of the project's estimated VMT to local significant criteria.

The VMT estimation of the project is discussed in Section 2 of the report.

### Existing Conditions

Traffic counts for the eight signalized study intersections were conducted on a typical weekday from 6:00 a.m. to 9:00 a.m., and from 4:00 p.m. to 7:00 p.m. on May 30, 2018. In addition, summer weekend traffic counts were conducted at the eight signalized study intersections on a typical Saturday from 1:00 p.m. to 6:00 p.m. on August 25, 2018. To be conservative, the year-2018 traffic counts were factored up by one-percent to reflect existing 2019 conditions.

Parking generation surveys were conducted for two weekdays and two Saturdays at the Project site to capture the existing parking generation rate at the Project site. The parking surveys were collected on the following days:

- Thursday, July 18, 2019
- Saturday, July 20, 2019
- Wednesday, July 24, 2019
- Saturday, July 27, 2019

The traffic counts were used to determine existing traffic conditions. Fieldwork within the study area was undertaken to identify the condition of key study area roadways including traffic control and approach lane configurations at each study intersection, and on-street parking restrictions.

The existing level of service (LOS) at each of the study intersections is discussed in Section 3 of this report.

## [Project Trip Generation and Distribution](#)

Project trip generation was based on land use intensities and trip rates defined by *Trip Generation, 10<sup>th</sup> Edition*, published by the Institute of Transportation Engineers (ITE). LADOT defined trip generation rates for affordable housing projects within the City Los Angeles. These rates are based on vehicle trips collected at affordable housing sites in the City of Los Angeles. The trip generation and distribution calculations are discussed in Section 4 of this report.

## [Existing with-Project Conditions](#)

Based on the projected Project traffic and the traffic count totals, an Existing plus-Proposed Project conditions scenario was analyzed per the *Sunnyvale* and *Smart Rail* California Environmental Quality Act (CEQA) court case decisions that determined that project impacts should be analyzed against existing conditions.

The level of service for existing with-Project conditions at the study intersections is discussed in Section 5 of this report.

## [Future without-Project Conditions](#)

In order to account for traffic growth in the study area, an ambient/background traffic growth rate of 1% per year was reviewed and approved by the City of Los Angeles. In addition, traffic from related/area projects (approved and pending developments) was also added to the study area. The levels of service at the study intersections for future without-Project conditions are discussed in Section 6 of this report.

## [Future with-Project Conditions](#)

Based on the future without-Project volumes plus traffic from the proposed Project, the future with-Project traffic volume conditions were determined and analyzed. The levels of service for this scenario are discussed in Section 7 of this report.

## [Level of Service Methodology](#)

For analysis of Level of Service (LOS) at signalized intersections, LADOT has designated the Circular 212 Planning methodology as the desired tool. The concept of roadway level of service under the Circular 212 methodology is calculated as the volume of vehicles that pass through the facility divided by the capacity of that facility. A facility is "at capacity" (V/C of 1.00 or greater) when extreme congestion occurs. This volume/capacity ratio value is a function of hourly volumes, signal phasing, and approach lane configuration on each leg of the intersection.

Level of service (LOS) values range from LOS A to LOS F. LOS A indicates excellent operating conditions with little delay to motorists, whereas LOS F represents congested conditions with excessive vehicle delay. LOS E is typically defined as the operating "capacity" of a roadway. Table 3 defines the level of service criteria applied to the study intersections.

**Table 3 – Level of Service Definitions**

LEVEL OF SERVICE	DEFINITION	SIGNALIZED Volume to Capacity Ratio	UNSIGNALIZED Delay per Vehicle (seconds)
A	Excellent operation. Free-flow speeds prevail. Vehicles are almost unimpeded in their ability to maneuver within the traffic stream.	0.00-0.600	<10
B	Very good operation. Reasonably free-flow speeds are maintained. The ability to maneuver within traffic is only slightly restricted.	0.601-0.700	>10 and <15
C	Good operation. Flow with speeds at or near free-flow speed of the roadway. Freedom to maneuver within the traffic stream is noticeably restricted and lane changes require more care and vigilance on the part of the driver.	0.701-0.800	>15 and <25
D	Fair operation. Speeds begin to decline slightly with increasing flows. In this range, density begins to increase somewhat more quickly with increasing flow. Freedom to maneuver within the traffic stream is noticeably limited.	0.801-0.900	>25 and <35
E	Poor operation. Operation at capacity with no usable gaps in the traffic stream. Any disruption to the traffic stream has little or no room to dissipate.	0.901-1.000	>35 and <50
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movements of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	Over 1.000	>50

*Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, Washington D.C., 2000 and Interim Materials on Highway Capacity, NCHRP Circular 2012, 1982*

### Significant Traffic Impacts

Traffic impacts are identified if a proposed development will result in a significant change in traffic conditions at a study intersection. A significant impact is typically identified if project-related traffic will cause service levels to deteriorate beyond a threshold limit specified by the overseeing agency. Impacts can also be significant if an intersection is already operating below acceptable level of service values and project traffic will cause a further decline below a threshold.

As defined by the LADOT traffic study guidelines, significant impacts of a proposed project on a facility must be mitigated to a level of insignificance, where feasible. Determination of potential significant traffic impacts due to the proposed Project is discussed in Section 8 of this report.

### 1.5 CALTRANS ANALYSIS

The scope of analysis for this Project was developed in consultation with LADOT. As part of the MOU review process, a review of the freeway impact analysis screening criteria on the California Department of Transportation (Caltrans) facilities (freeway and ramp segments) was prepared based on the "Caltrans Agreement" with LADOT, dated December 15, 2015. The signed copy of the MOU demonstrates that the Caltrans freeway facilities would not exceed the thresholds. Therefore, further Caltrans analysis is not required.

## 2. VMT ANALYSIS

The VMT of the project was estimated by utilizing the VMT calculator released by LADOT in February 2019. This Excel calculator powered by Visual Basic Application (VBA) takes various mixes and intensities of land use as inputs, incorporates the Transportation Demand Management (TDM) strategies and mitigations, and estimates the resulting VMT anticipated to be generated by the proposed project.

The Project would provide a total of 140 residential units, which would consist of up to 136 affordable and permanent supportive housing units, along with up to four units for on-site property management staff. In the VMT calculator, the residential land use is coded as 140 units of Affordable Housing – Family.

The Project would also provide 3,155 square feet of community arts/meeting space and 2,255 square feet for retail uses. In the VMT calculator, there is no land use category for community arts/meeting space. Therefore, the space is coded as general retail. A total of  $(3,155+2,255)/1,000 = 5.41$  ksf is added into the project land use in the calculator.

In addition, the proposed restaurant uses would include 810 square feet of café space and 500 square feet of outdoor café seating. In the VMT calculator,  $(810+500)/1,000 = 1.31$  ksf of High-Turnover Sit-Down Restaurant is coded to represent this land use.

Currently, the Project site provides 188 existing public parking spaces, which will be replaced by the an above-ground parking garage on the East Site of the proposed Project. The Project proposes to provide 105 additional public parking spaces beyond the existing amount. According to the parking surveys conducted at the existing parking spaces on a typical weekday, a combined total of 256 trips were generated from 7:00 a.m. to 10:00 a.m. and from 3:00 p.m. to 6:00 p.m. The average hourly trip generation rate is calculated as follows:

$$345 \text{ trips}/6 \text{ hours}/188 \text{ spaces} = 0.306 \text{ trips}/\text{hour}/\text{space}$$

On a typical Saturday when the parking demand survey was taken, the existing parking spaces generated a total of 416 trips from 1:00 p.m. to 6:00 p.m. The average hourly trip generation rate is calculated as follows:

$$416 \text{ trips}/5 \text{ hours}/188 \text{ spaces} = 0.443 \text{ trips}/\text{hour}/\text{space}$$

To be conservative, using the Saturday hourly trip generation rate and assuming 12 hours a day for active parking trips, the 105 additional public parking spaces will generate the following daily trips:

$$0.443 \text{ trips}/\text{hour}/\text{space} * 12 \text{ hours} * 105 \text{ spaces} = 558 \text{ trips.}$$

Table 4 shows the coded land use category and intensity of the Project in the VMT calculator.

The parking surveys are discussed in detail in Section 3 of the report.



**Table 4 – Coded Land Use Type and Intensity for the Proposed Project in the LADOT VMT Calculator**

Land Use Type	Value	Unit
Retail   High-Turnover Sit-Down Restaurant		ksf
Retail   General Retail	5.41	ksf
Retail   High-Turnover Sit-Down Restaurant	1.31	ksf
Housing   Affordable Housing - Family	140	DU
(custom) Public Beach Parking   Retail/Non-Retail	0	LU type
(custom) Public Beach Parking   Residents	0	Person
(custom) Public Beach Parking   Employees	0	Person
(custom) Public Beach Parking   Daily	558	Trips
(custom) Public Beach Parking   HBW-Attractiveness	0	Percent
(custom) Public Beach Parking   HBO-Attractiveness	100	Percent
(custom) Public Beach Parking   NHB-Attractiveness	0	Percent
(custom) Public Beach Parking   HBW-Productivity	0	Percent

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

Table 5 shows the VMT calculation results of the proposed Project. The Project is estimated to generate a total daily VMT of 8,486. The daily household VMT per capita is estimated to be 7.0 and the daily work VMT per employee is estimated to be 6.6. In the Area Planning Commission (APC) in which the project site is located, the threshold of significant VMT impact is 7.4 for daily household VMT per capita and 11.1 for daily work VMT per employee. Therefore, the Project is not anticipated to have significant VMT impact and no TDM strategies need to be taken for mitigation.

**Table 5 – Proposed Project VMT Estimation Results**

Proposed Project	With Mitigation
<b>1,219</b> Daily Vehicle Trips	<b>1,219</b> Daily Vehicle Trips
<b>8,486</b> Daily VMT	<b>8,486</b> Daily VMT
<b>7.0</b> Household VMT per Capita	<b>7.0</b> Household VMT per Capita
<b>6.6</b> Work VMT per Employee	<b>6.6</b> Work VMT per Employee
<b>Significant VMT Impact?</b>	
<b>Household: No</b> Threshold = 7.4 15% Below APC	<b>Household: No</b> Threshold = 7.4 15% Below APC
<b>Work: No</b> Threshold = 11.1 15% Below APC	<b>Work: No</b> Threshold = 11.1 15% Below APC

The VMT analysis worksheets are provided in Appendix B.

### 3. EXISTING CONDITIONS

This section describes the existing conditions within the study area in terms of roadway facilities, transit service and traffic operating conditions.

#### 3.1 EXISTING ROADWAY SYSTEM

The characteristics of the key roadways within the study area are provided in Table 6. The tabular summary is limited to specific roadways that traverse the study intersections and border the Project site. Figure 3 illustrates the existing traffic controls and approach lane configurations at the study intersections.

**Table 6 – Existing Roadway Description**

Roadway	Classification	# of Lanes		Median Type	Posted Speed Limit (mph)	General Land Use
		NB/EB	SB/WB			
North Venice Avenue	Boulevard II	-	2	-	NP	Residential/ Open Space
South Venice Avenue	Boulevard II	2	-	-	NP	Residential/ Open Space
Pacific Avenue	Secondary Highway	1	1	DY	30	Residential/ Commercial
Dell Avenue	Local	1	1	-	NP	Residential/ Open Space
Westminster Avenue	Secondary Highway	1	-	-	NP	Commercial/ Residential
Abbot Kinney Boulevard	Secondary Highway	1	1	DY	30	Commercial
Windward Avenue	Secondary Highway	1	1	DY	NP	Commercial/ Residential
Ocean Avenue	Collector	1	1	DY	15	Residential
Venice Boulevard	Boulevard II	2	2	Raised	NP	Residential
West Washington Boulevard	Boulevard II	2	2	DY	35	Commercial/ Residential

Source: Navigate LA & Zimas. City of Los Angeles

DY - Double Yellow Centerline

NP - Not Posted

### 3.2 EXISTING TRANSIT SERVICE

The Project study area is served by bus transit lines operated by the Los Angeles County Metropolitan Transportation Authority (Metro), Culver City Bus, and Santa Monica Big Blue Bus. Table 7 summarizes the transit services in the Project vicinity.

**Table 7 – Existing Transit Service**

Agency	Line	From	To	Via	Peak Period Frequency
Metro	733	Downtown LA	Santa Monica	Venice Blvd	16
	33	Downtown LA	Santa Monica	Venice Blvd	16
Culver City Bus	1	Culver City	Venice Beach	Washington Blvd	13
Santa Monica Big Blue Bus	1	Venice Beach	UCLA	Main St & Santa Monica Blvd	12
	18	Marina del Rey	UCLA	Venice, Santa Monica, Westwood	20

Source: Metro, Culver City Bus, Santa Monica Big Blue Bus.

The routes of these transit services are illustrated on Figure 4.

### 3.3 EXISTING BICYCLE FACILITIES

The City of Los Angeles Active Transportation Division documents the existing bicycle facilities in the City. Bicycle facilities are provided in the vicinity of the Project site. The following summarizes the existing facilities:

Bicycle lanes are provided on the following segments within the study area:

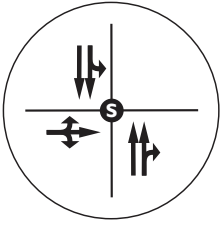
- **North Venice Boulevard**, east of Ocean Avenue
- **South Venice Boulevard**, east of Pacific Avenue
- **Windward Avenue**, east of Pacific Avenue
- **Venice Way**, Pacific Avenue to North Venice Boulevard
- **Washington Boulevard**, east of Pacific Avenue

Sharrows are provided on the following segments within the study area:

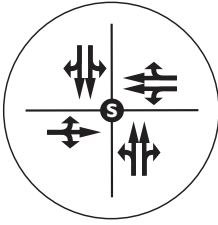
- **North Venice Boulevard**, Ocean Front Walk to Ocean Avenue/Venice Way
- **South Venice Boulevard**, Ocean Front Walk to Pacific Avenue
- **Pacific Avenue**, Windward Avenue to Washington Boulevard
- **Ocean Avenue**, South Venice Boulevard to Washington Boulevard
- **Washington Boulevard**, Ocean Front Walk to Pacific Avenue
- **Abbot Kinney Boulevard**, North Venice Boulevard to Washington Boulevard
- **Mildred Avenue**, Ocean Avenue to Washington Boulevard

# Figure 3: Existing Lane Configuration Reese Davidson Community

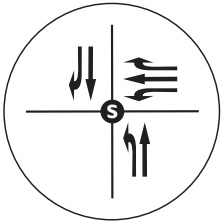
**1** Pacific Ave. & Westmister Ave.



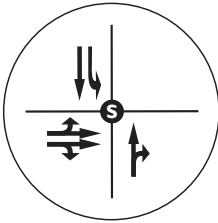
**2** Pacific Ave. & Windward Ave.



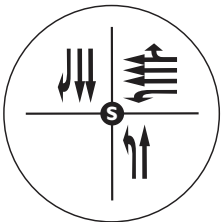
**3** Pacific Ave. & N. Venice Blvd.



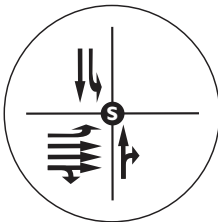
**4** Pacific Ave. & S. Venice Blvd.



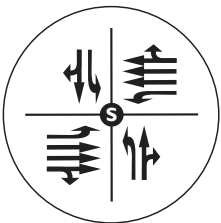
**5** Ocean Ave. & N. Venice Blvd.



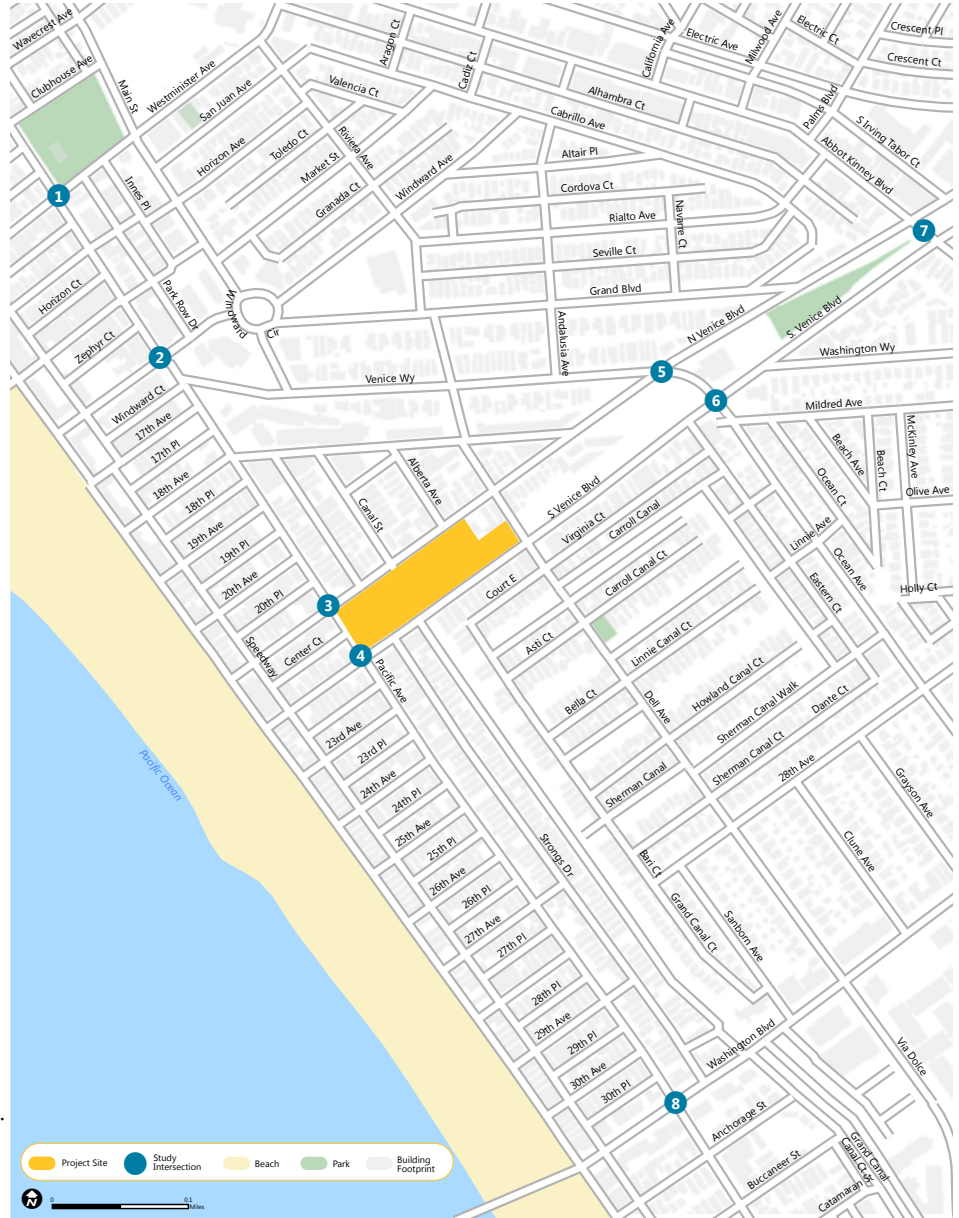
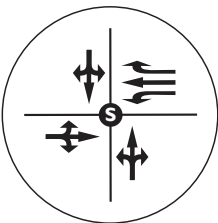
**6** Ocean Ave. & S. Venice Blvd.



**7** Abbot Kinney Blvd. & Venice Blvd.



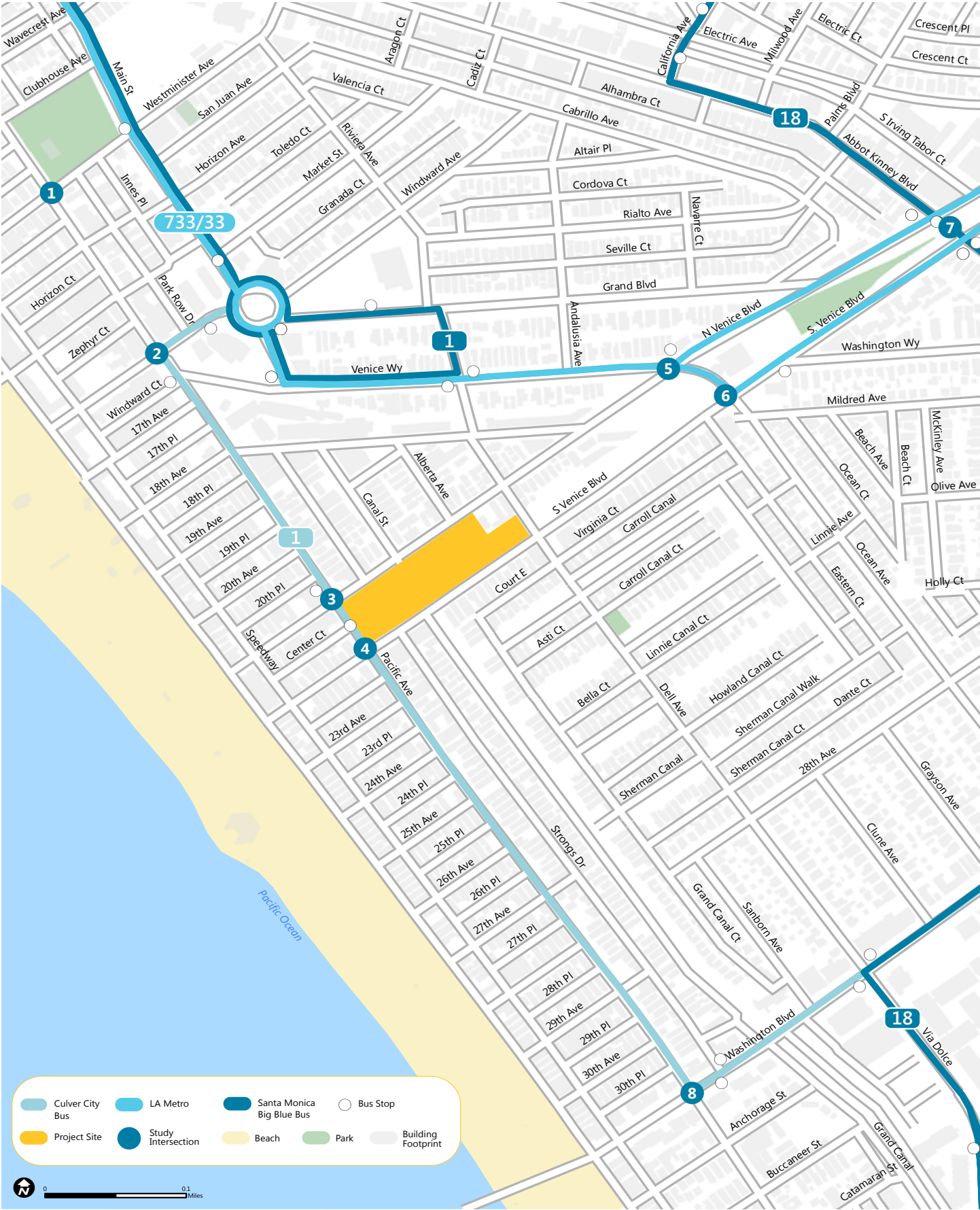
**8** Pacific Ave. & Washington Blvd.



**LANE CONFIGURATION**

- Signalized Intersection
- Intersection Lane Geometry

Figure 4: Existing Transit Services  
 Reese Davidson Community



### 3.4 EXISTING PEDESTRIAN FACILITIES

The walkability of existing facilities is based on the availability of pedestrian access provided without the use of automobiles. The Project site is located within a very walkable neighborhood, where sidewalks are provided along Venice Boulevard, Dell Avenue, and Pacific Avenue. Sidewalks are provided on all sides on Venice Boulevard North and Venice Boulevard South, and on Dell Avenue. Sidewalks are only provided on the east side of Pacific Avenue. Crosswalks are available at major intersections, which connect pedestrian access to alternative forms of transit within walking distance of the Project site.

Based on Walk Score<sup>2</sup>, the Venice neighborhood walk score is 82, which is considered a very walkable neighborhood. Compared to other neighborhoods in Los Angeles City, Venice is the 16<sup>th</sup> most walkable neighborhood.

### 3.5 EXISTING TRAFFIC VOLUMES

Traffic counts for the eight signalized study intersections were conducted on a typical weekday from 6:00 a.m. to 9:00 a.m. on May 30, 2018, and from 4:00 p.m. to 7:00 p.m. on May 30, 2018. In addition, summer weekend traffic counts were conducted at the eight signalized study intersections on a typical Saturday from 1:00 p.m. to 6:00 p.m. on August 25, 2018. To be conservative, the year-2018 traffic counts were factored up by one-percent to reflect existing 2019 conditions.

Parking surveys were conducted for two weekdays and Saturdays at the Project site to capture the existing parking generation at the Project site. The parking surveys were collected on the following days:

- Thursday, July 18, 2019
- Wednesday, July 24, 2019
- Saturday, July 20, 2019
- Saturday, July 27, 2019

The traffic count data worksheets are provided in Appendix C, and the parking generation surveys are provided in Appendix D.

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<sup>2</sup> Walk Score - [https://www.walkscore.com/CA/Los\\_Angeles/Venice](https://www.walkscore.com/CA/Los_Angeles/Venice)

### 3.6 EXISTING INTERSECTION LEVEL OF SERVICE

Volume-to-capacity ratios and corresponding levels of service (LOS) were determined for each of the study intersections during the weekday a.m. and p.m. peak hour and the Saturday mid-day peak hour. These calculations are based on the intersection lane configurations and the existing traffic volumes.

Table 8 summarizes the volume-to-capacity ratios and LOS values for the existing traffic conditions.

**Table 8 – Intersection Performance – Existing Conditions**

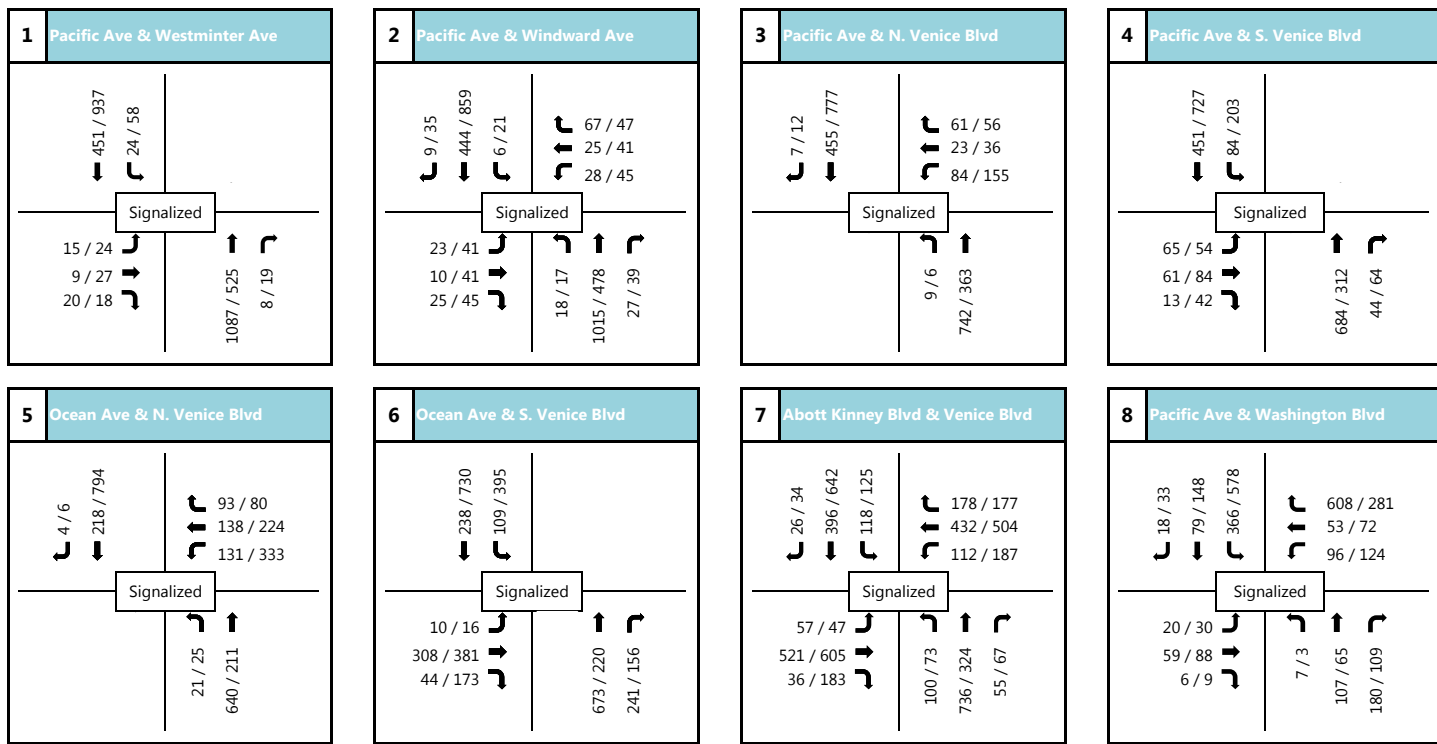
Study Intersections		AM Peak		PM Peak		SAT Midday	
		V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
1	Pacific Ave & Westminster Ave	0.311	A	0.297	A	0.255	A
2	Pacific Ave & Windward Ave	0.323	A	0.338	A	0.324	A
3	Pacific Ave & N. Venice Blvd	0.480	A	0.558	A	0.375	A
4	Pacific Ave & S. Venice Blvd	0.519	A	0.473	A	0.501	A
5	Ocean Ave & N. Venice Blvd	0.414	A	0.403	A	0.347	A
6	Ocean Ave & S. Venice Blvd	0.660	B	0.537	A	0.638	B
7	Abbot Kinney Blvd & Venice Blvd	0.755	C	0.726	C	0.660	B
8	Pacific Ave & Washington Blvd	0.615	B	0.733	C	0.695	B

LOS = Level of Service; V/C = Volume-to-Capacity Ratio

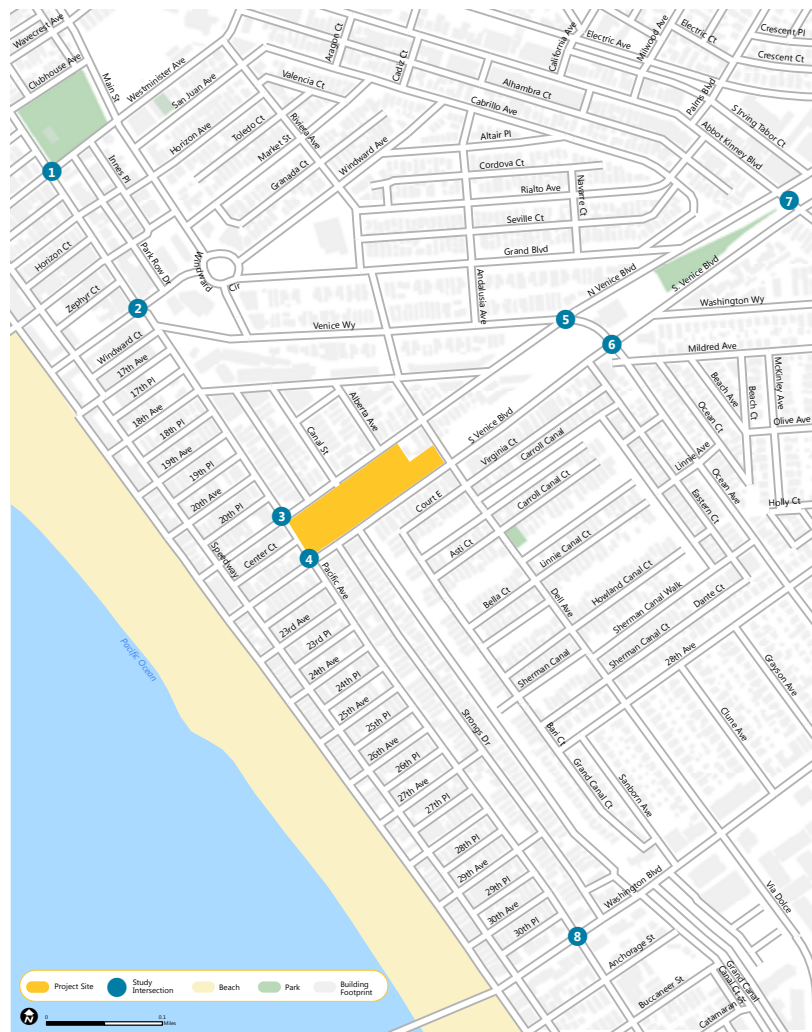
As shown in Table 8, all eight of the study intersections are currently operating at acceptable LOS D or better during the weekday AM/PM peak hour and Saturday mid-day peak hour.

The existing weekday AM/PM and Saturday mid-day peak-hour turning movement volumes are illustrated on Figure 5 and Figure 6, respectively. The existing traffic analysis scenario worksheets are provided in Appendix E.

# Figure 5: Existing - Weekday AM/PM Peak Hour Traffic Volumes Reese Davidson Community

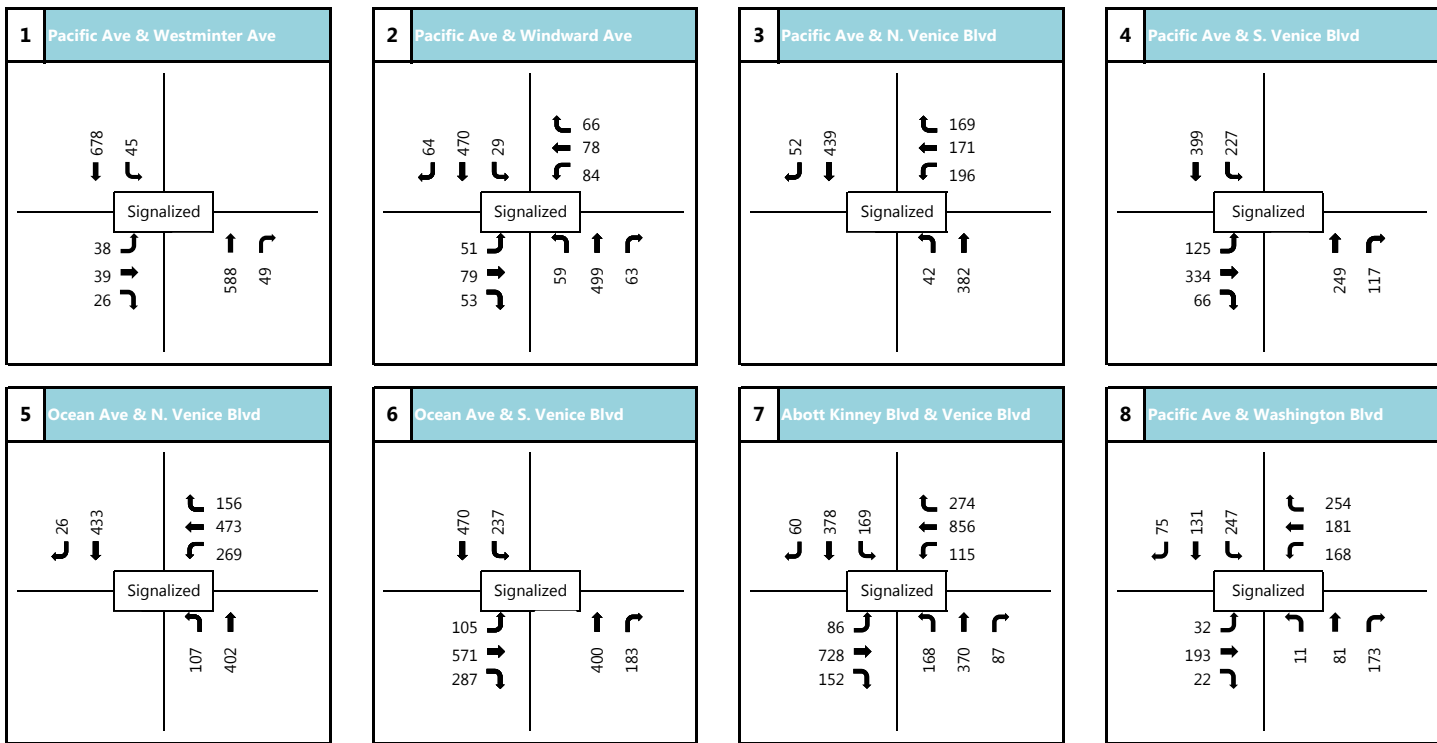


x/x = AM/PM Peak Hour Traffic Volumes

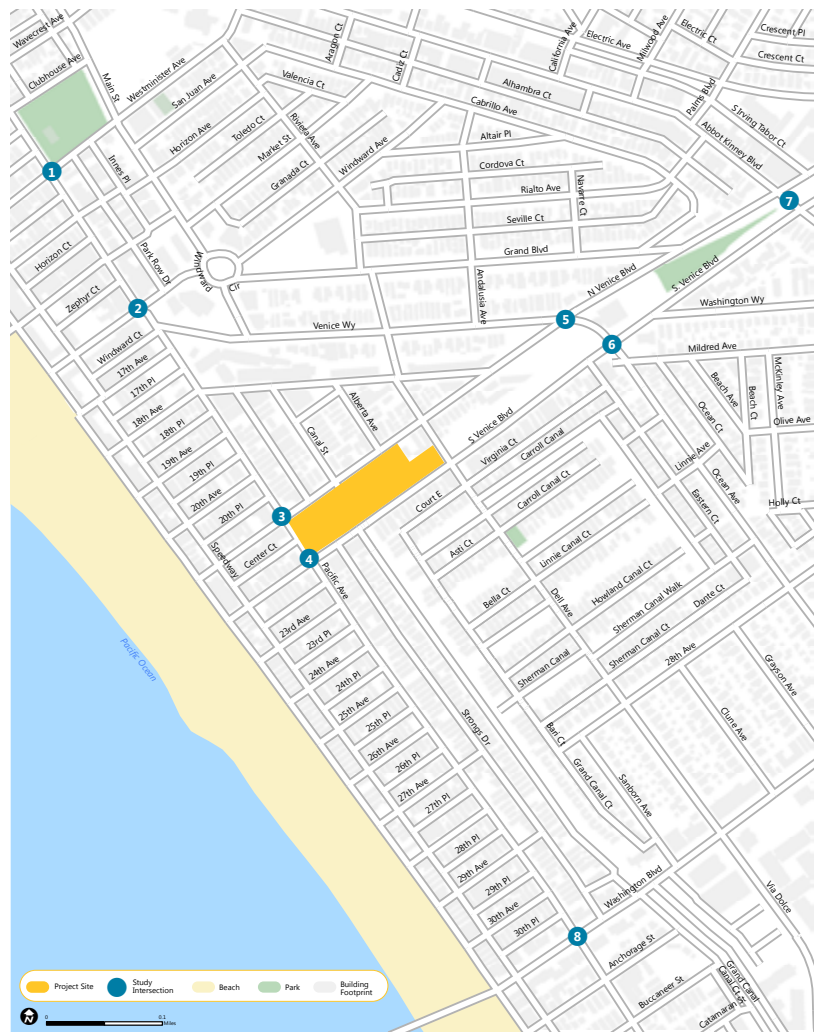




# Figure 6: Existing - Saturday MD Peak Hour Traffic Volumes Reese Davidson Community



x = MD Peak Hour Traffic Volumes



## 4. PROJECT TRAFFIC

This section defines the traffic that would be generated by the proposed Project in a three-step process including trip generation, trip distribution and trip assignment.

### 4.1 PROJECT TRIP GENERATION

The trip generation of the Project was calculated using nationally-accepted rates defined by *Trip Generation (10<sup>th</sup> edition)*, published by the Institute of Transportation Engineers (ITE), and is provided in Table 9. LADOT defined trip generation rates for affordable housing projects within the City Los Angeles. These rates are based on vehicle trips collected at affordable housing sites in the City of Los Angeles.

The Project site is within proximity to transit lines including Metro bus lines, Culver City Bus and Santa Monica Big Blue Bus. A 10 percent transit credit was included in the trip generation, and was applied to the commercial uses only, assuming LADOT's affordable housing trip generation rates already take the transit credit into consideration. In addition, internal capture credits were based on the National Cooperative Highway Research Program (NCHRP) Report 684: *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*. Internal trip capture estimation worksheets for the Project land uses are provided in Appendix F.

Currently, the Project site consist of 188 existing public parking spaces, which will be replaced by the Project at the above-ground parking garage on the East Site. The Project proposed to provide an additional of 105 public parking spaces. A parking survey was conducted to capture the existing parking generation, which was utilized to calculate the parking rates for the proposed additional 105 public parking spaces. The details of the parking rate calculation are provided in Appendix D.

Table 9 summarizes the net total of vehicle trips generated by the Project.

**Table 9 – Project Trip Generation**

Land Use	Rates	Intensity	Units	Weekday Daily Total	AM Peak			PM Peak			Saturday Daily Total	Mid-day Peak		
					Total	In	Out	Total	In	Out		Total	In	Out
<b>Trip Generation Rates</b>														
Affordable Apartments <sup>1</sup>	LADOT	-	DU	4.08	0.5	40%	60%	0.34	55%	45%	4.91	0.44	50%	50%
Shopping Center <sup>2</sup>	ITE 820	-	KSF	37.75	0.94	62%	38%	14.6	48%	52%	46.12	4.5	52%	48%
High Turn-over (Sit-Down) Restaurant <sup>3</sup>	ITE 932	-	KSF	112.18	9.94	55%	45%	10.9	62%	38%	122.40	11.19	51%	49%
Recreational Community Center	ITE 495	-	KSF	28.82	1.76	66%	34%	2.31	47%	53%	9.10	1.07	54%	46%
Public Parking <sup>4</sup>	N/A	-	SPACES	N/A	0.14	54%	46%	0.42	47%	53%	N/A	0.50	63%	37%
<b>Trip Generation Estimates or Proposed Land Use</b>														
Affordable Apartments	LADOT	140	DU	571	70	28	42	48	26	22	687	62	31	31
Commercial Retails	ITE 820	2.255	KSF	85	2	1	1	33	16	17	104	10	5	5
Café	ITE 932	1.310	KSF	147	13	7	6	14	9	5	160	15	8	7
Community Art Space	ITE 495	3.155	KSF	91	6	4	2	7	3	4	29	3	2	1
Public Parking	N/A	105	SPACES	-	15	8	7	44	21	23	-	53	33	20
<b>Subtotal</b>				<b>894</b>	<b>106</b>	<b>48</b>	<b>58</b>	<b>146</b>	<b>75</b>	<b>71</b>	<b>980</b>	<b>143</b>	<b>79</b>	<b>64</b>
<b>Credits</b>														
Existing Affordable Housing	LADOT	4	DU	(16)	(2)	(1)	(1)	(1)	(1)	0	(20)	(2)	(1)	(1)
Internal Trip Capture <sup>5</sup> - Commercial <sup>6</sup>				-	(3)	(1)	(2)	(13)	(4)	(9)	-	(7)	(4)	(3)
Internal Trip Capture - Café <sup>7</sup>				-	(3)	(2)	(1)	(7)	(4)	(3)	-	(7)	(3)	(4)
Internal Trip Capture - Residential <sup>8</sup>				-	(3)	(1)	(2)	(11)	(7)	(4)	-	(5)	(3)	(2)
Transit Reduction - 10%				-	(2)	(1)	(1)	(3)	(2)	(1)	-	(2)	(1)	(1)
<b>Total</b>				<b>878</b>	<b>93</b>	<b>42</b>	<b>51</b>	<b>111</b>	<b>57</b>	<b>54</b>	<b>960</b>	<b>120</b>	<b>67</b>	<b>53</b>

Source: Trip generation rates were from ITE Trip Generation Manual, 10<sup>th</sup> Edition unless otherwise noted.

Note 1: The weekday peak hour rates for affordable apartments is based on the LADOT Transportation Impact Study Guidelines, December 2016 (LADOT Guidelines). The LADOT Guidelines do not include Saturday daily or peak hour rates for affordable apartments. For purposes of establishing daily and peak hour rates for affordable housing, this trip generation table utilizes ITE 221 Saturday daily and peak hour rates for mid-rise multifamily housing.

Note 2: The PM trip generation rate is according to the Coastal Transportation Corridor Specific Plan.

Note 3: The PM trip generation rate is according to the Venice Coastal Zone Specific Plan.

Note 4: The rates were based on the existing parking demand survey of the existing 188 public spaces conducted on-site for two consecutive weekdays and Saturdays.

Note 5: Internal trip capture credits were based on the NCHRP 684 Internal Trip Capture Estimation Tool as described in the ITE Trip Generation Handbook, 3rd Edition. Daily and weekend trips credited were not provided in the handbook, and the data were available for AM and PM peak period only. To be conservative, Saturday mid-day internal trip credits were based on the data from the weekday PM peak period.

Note 6: Commercial credits - AM (29% in and 50% out), PM (22% in and 41% out), Saturday Mid-day (50% in and 50% out)

Note 7: Café credits - AM (30% in and 13% out), PM (46% in and 57% out), Saturday Mid-day (36% in and 60% out)

Note 8: Residential credits - AM (3% in and 5% out), PM (25% in and 16% out), Saturday Mid-day (9% in and 7% out)

The Project would generate 878 weekday daily trips, including 93 vehicle trips during the weekday AM peak hour (42 inbound trips and 51 outbound trips), and 111 vehicle trips during the weekday PM peak-hour (57 inbound trips and 54 outbound trips). On a typical Saturday, the proposed Project would generate 960 daily trips, of which 120 vehicle trips would occur during the mid-day peak hour (67 inbound trips and 53 outbound trips.)

## 4.2 PROJECT TRIP DISTRIBUTION

Trip distribution is the process of assigning the directions from which traffic will access the Project site. Trip distribution is dependent upon the land use characteristics of the Project, the local roadway network, and the general locations of other land uses to which Project trips would originate or terminate.

Figure 7 illustrates the commercial use trip distribution percentages that were utilized for the Project traffic. Figure 8 illustrates the residential use trip distribution percentages that were utilized for the Project traffic.

### 4.3 PROJECT TRIP ASSIGNMENT

Based on the trip generation and distribution assumptions described above, Project traffic was assigned to the roadway system. The Project trip assignments are illustrated on Figure 9 (weekday AM peak hour in/out project trips), Figure 10 (weekday PM peak hour in/out Project trips), and Figure 11 (Saturday mid-day in/out Project trips).

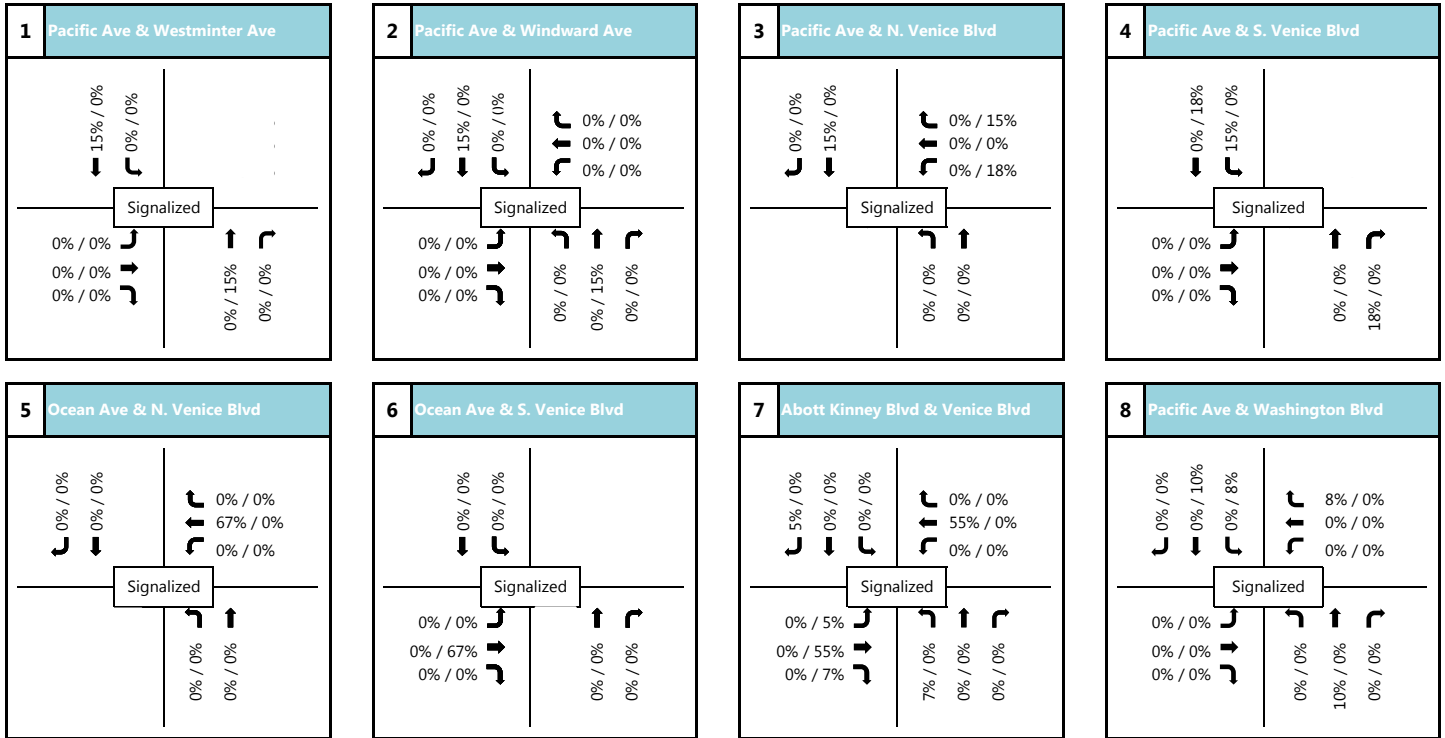
### 4.4 PROJECT SITE ACCESS AND CIRCULATION

Parking for the Project would be provided on-site by two above-ground parking structures located on the East and West parcels. Vehicle access to the parking garages would be provided at the four driveways located at:

- West of the canal on North Venice Boulevard
- West of the canal on South Venice Boulevard
- East of the canal on North Venice Boulevard
- East of the canal on South Venice Boulevard

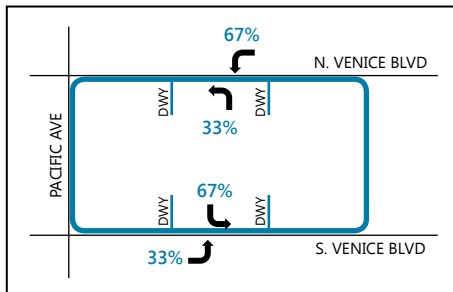
North Venice Boulevard is a westbound one-way street and South Venice is an eastbound one-way street. All four of the driveways are two-way traffic, providing ingress/egress access. Two driveways will serve the west parcel and the other two driveways will serve the east parcel. All the four driveways will have left-turn in and left-turn out only on North Venice Boulevard, and left-turn in and left-turn out only on South Venice Boulevard as well.

# Figure 7: Project Trip Distribution - Commercial Reese Davidson Community

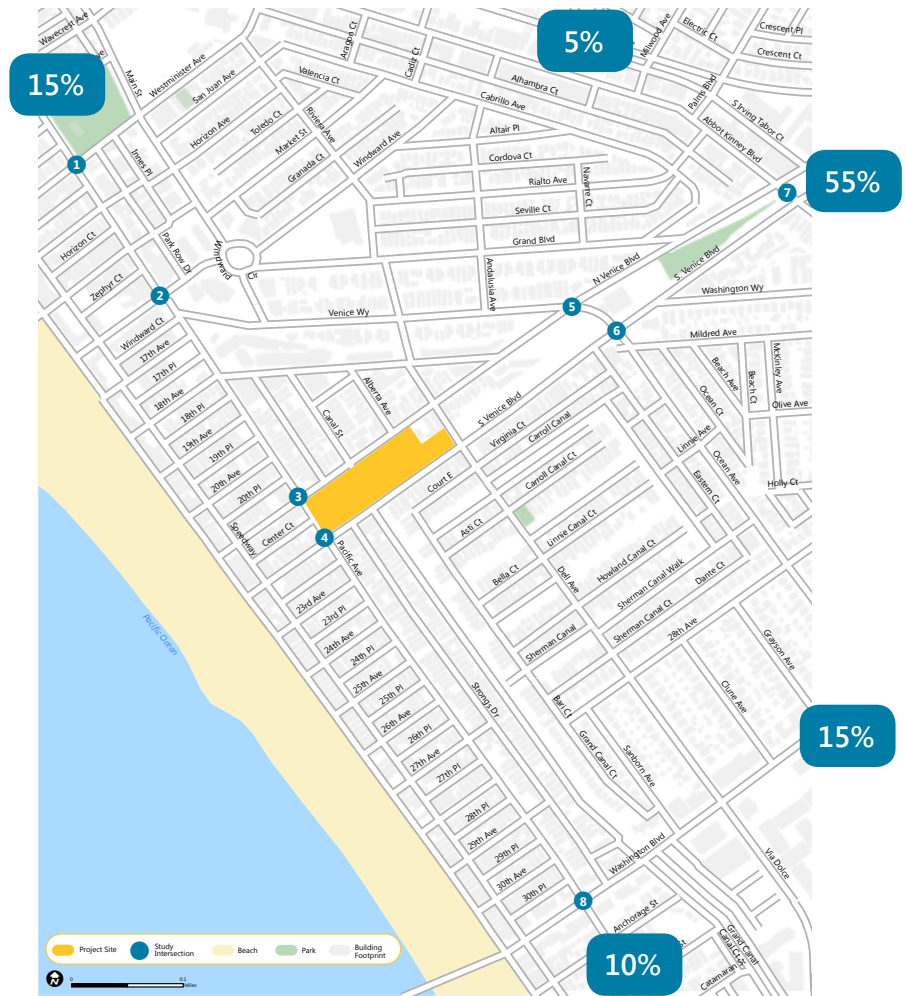


x/x = In/Out Distribution Percentages

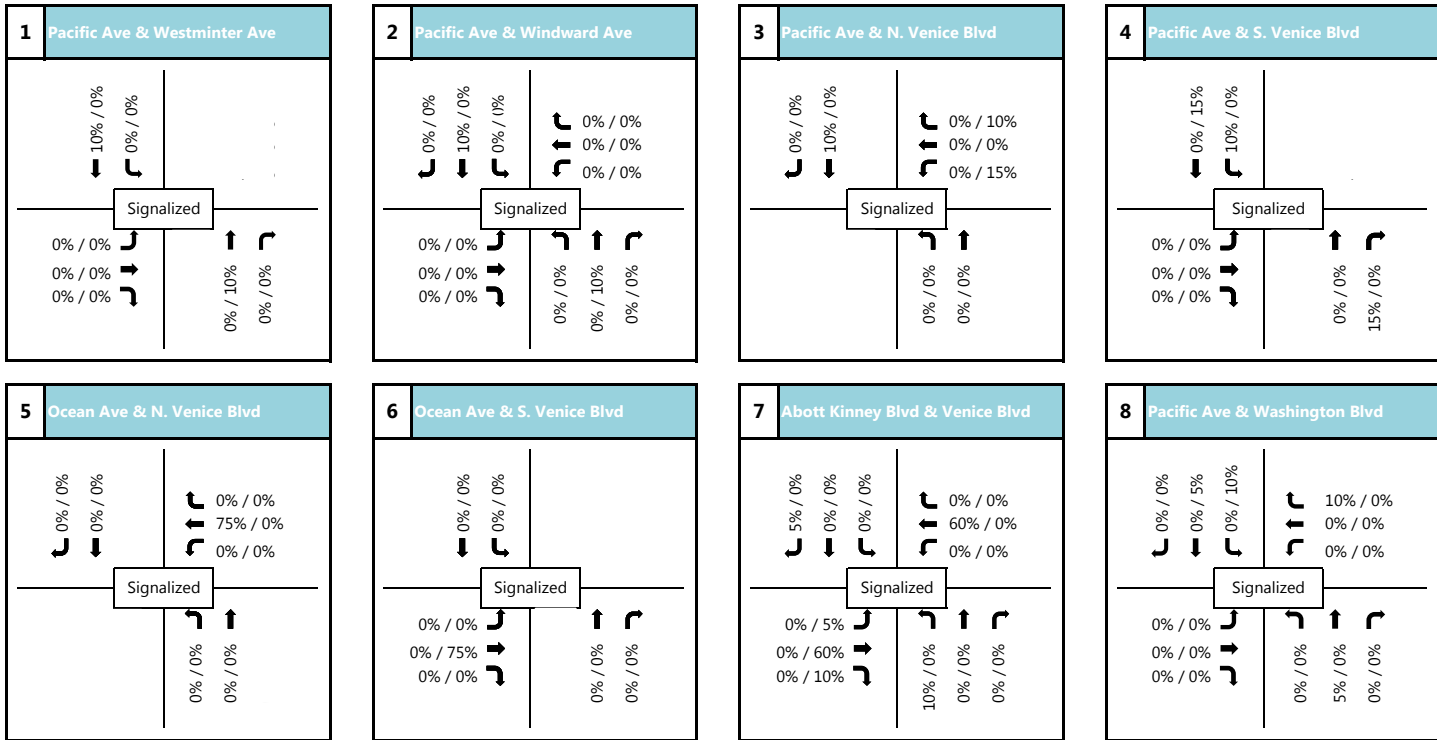
### PROJECT DRIVEWAY



DWY = Project Driveway  
 Note: Percentages represent Project trips entering and exiting all Project driveways

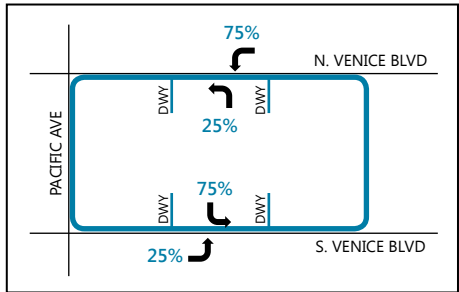


# Figure 8: Project Trip Distribution - Residential Reese Davidson Community

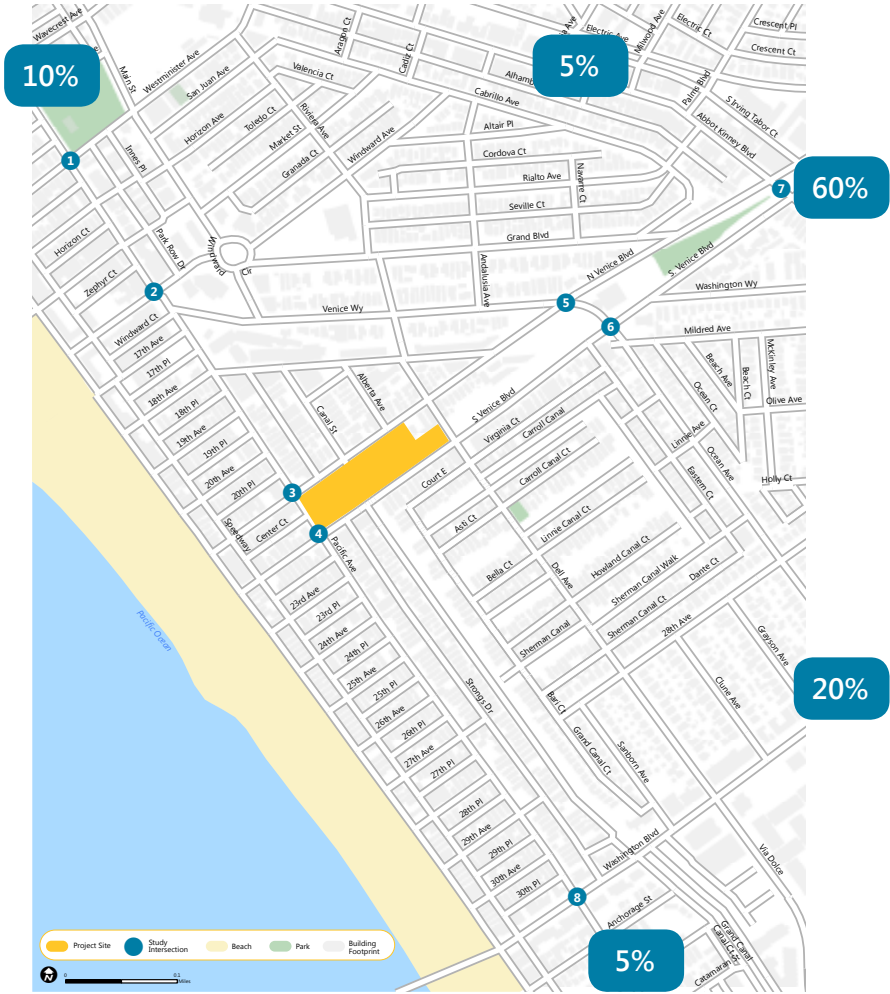


x/x = In/Out Distribution Percentages

### PROJECT DRIVEWAY

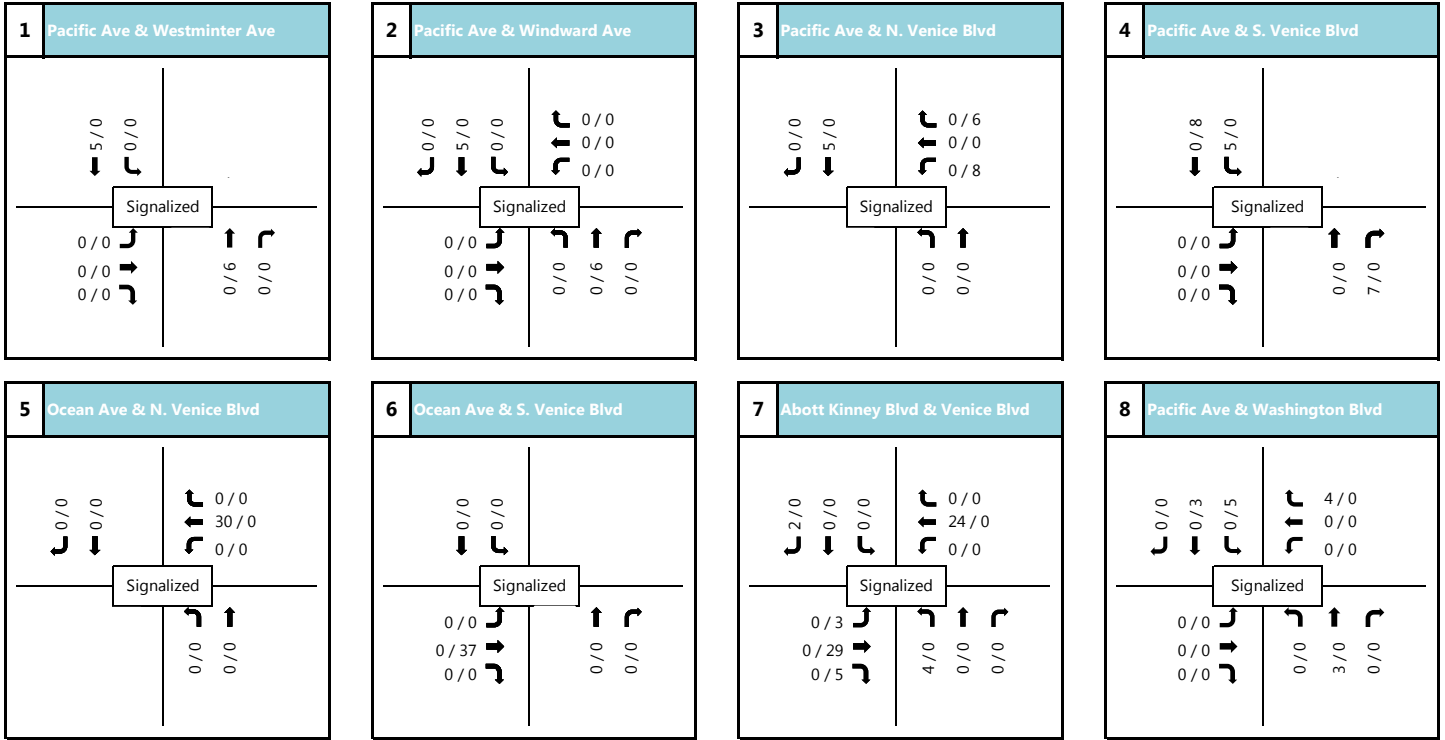


DWY = Project Driveway  
Note: Percentages represent Project trips entering and exiting all Project driveways



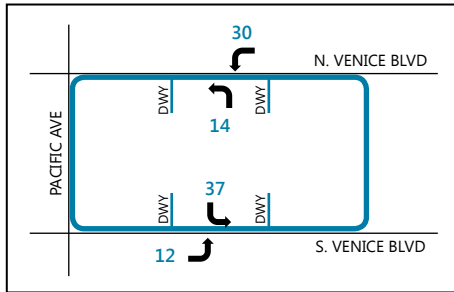
# Figure 9: Project Trip Assignment - Weekday AM Peak Hour Traffic Volumes

## Reese Davidson Community

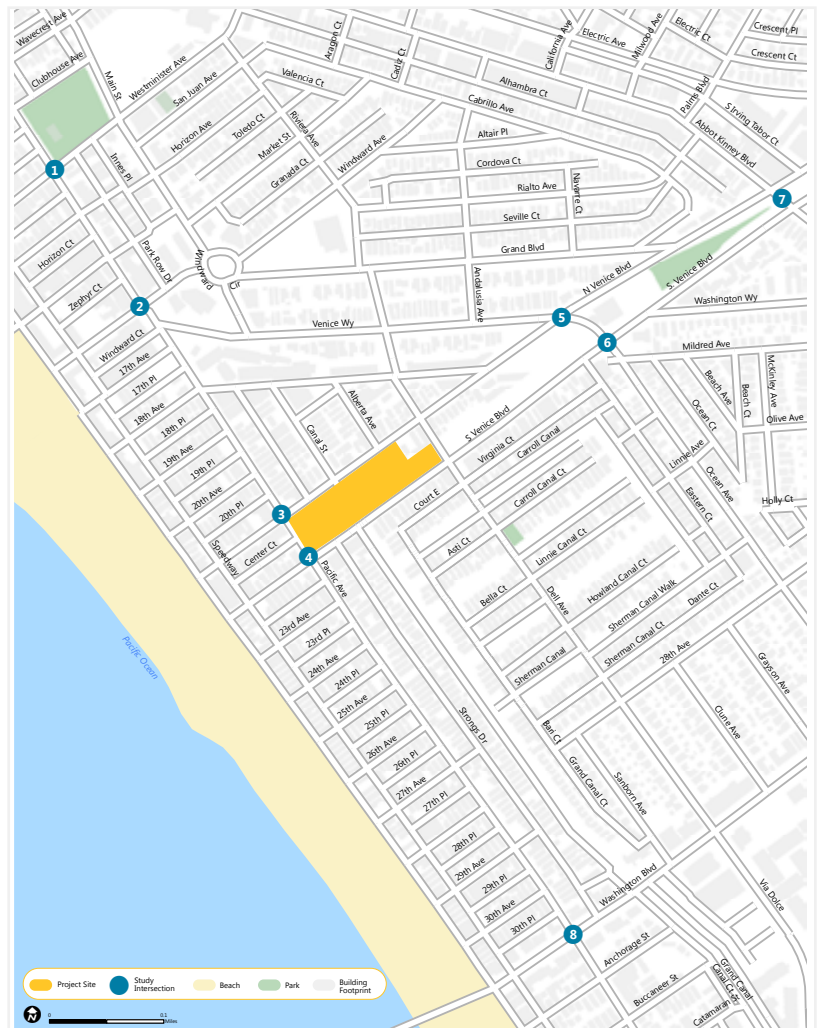


x/x = In/Out Peak Hour Volumes

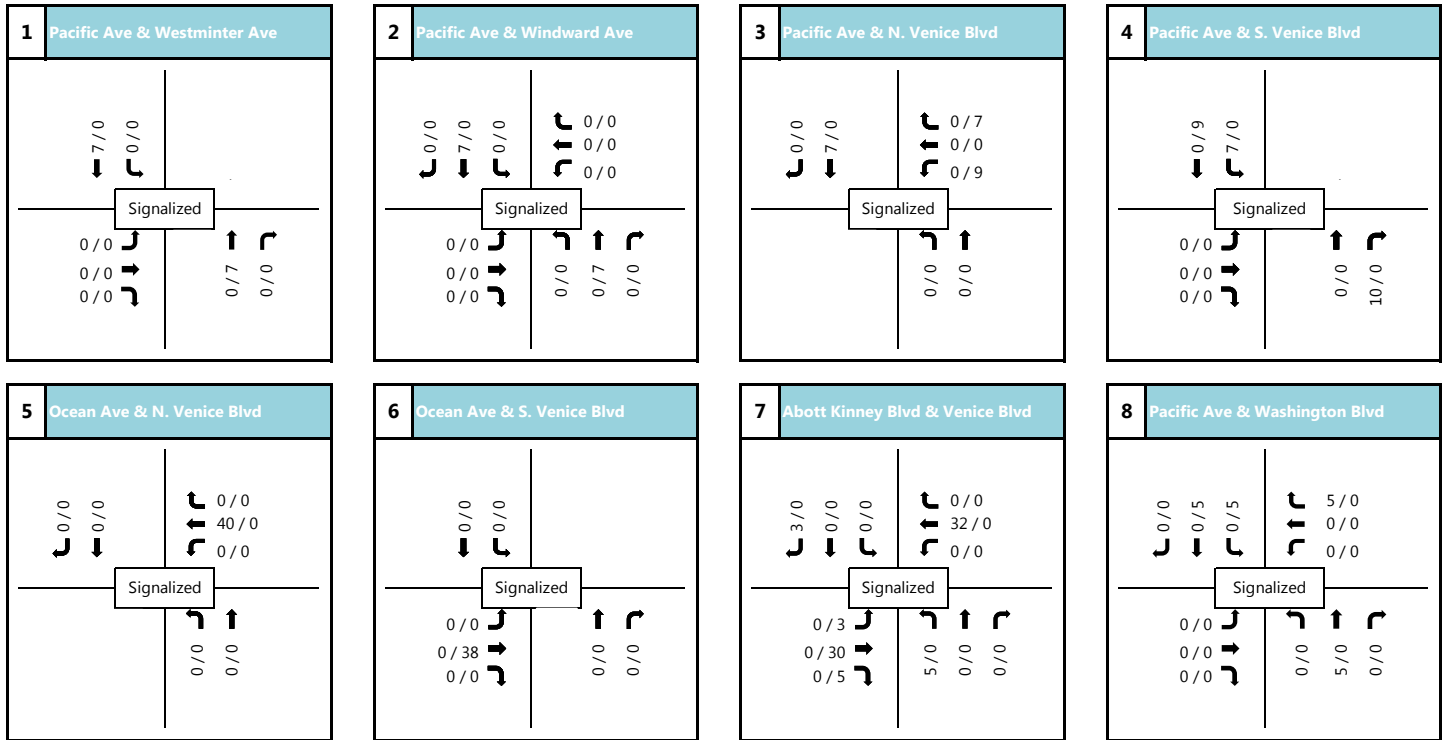
### PROJECT DRIVEWAY



DWY = Project Driveway  
 Note: Project trips entering and exiting represents all Project driveways

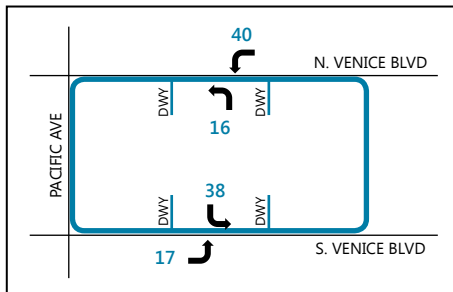


# Figure 10: Project Trip Assignment - Weekday PM Peak Hour Traffic Volumes Reese Davidson Community

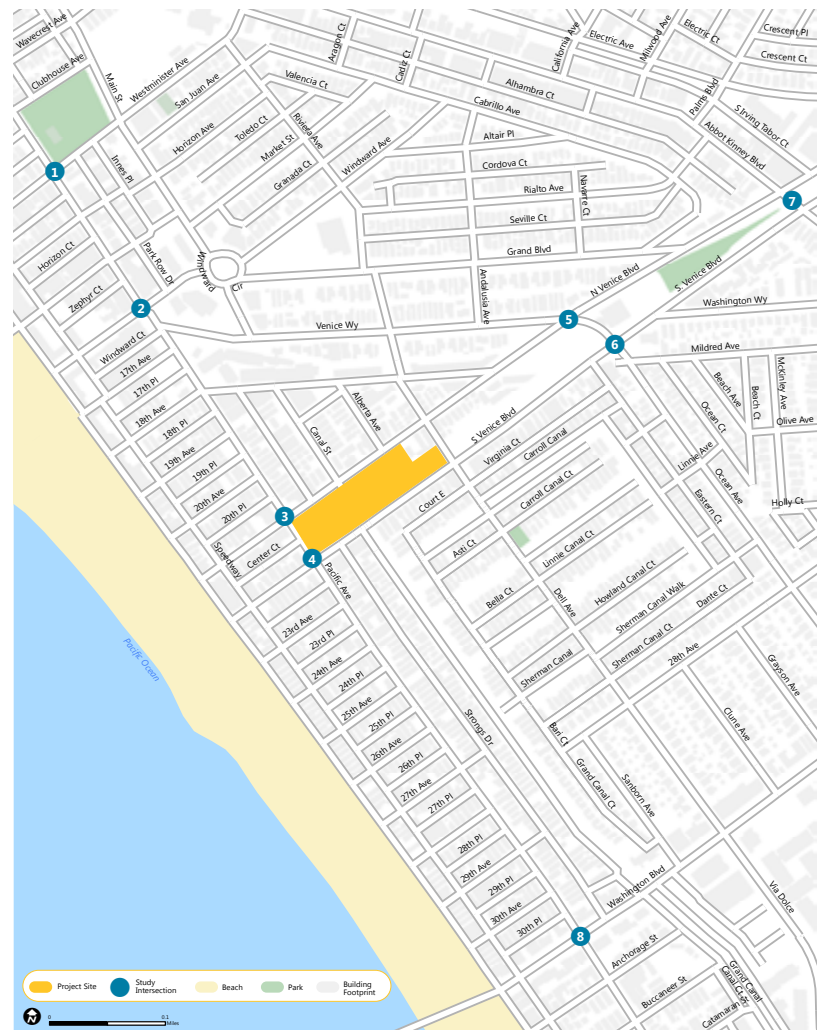


x/x = In/Out Peak Hour Volumes

### PROJECT DRIVEWAY

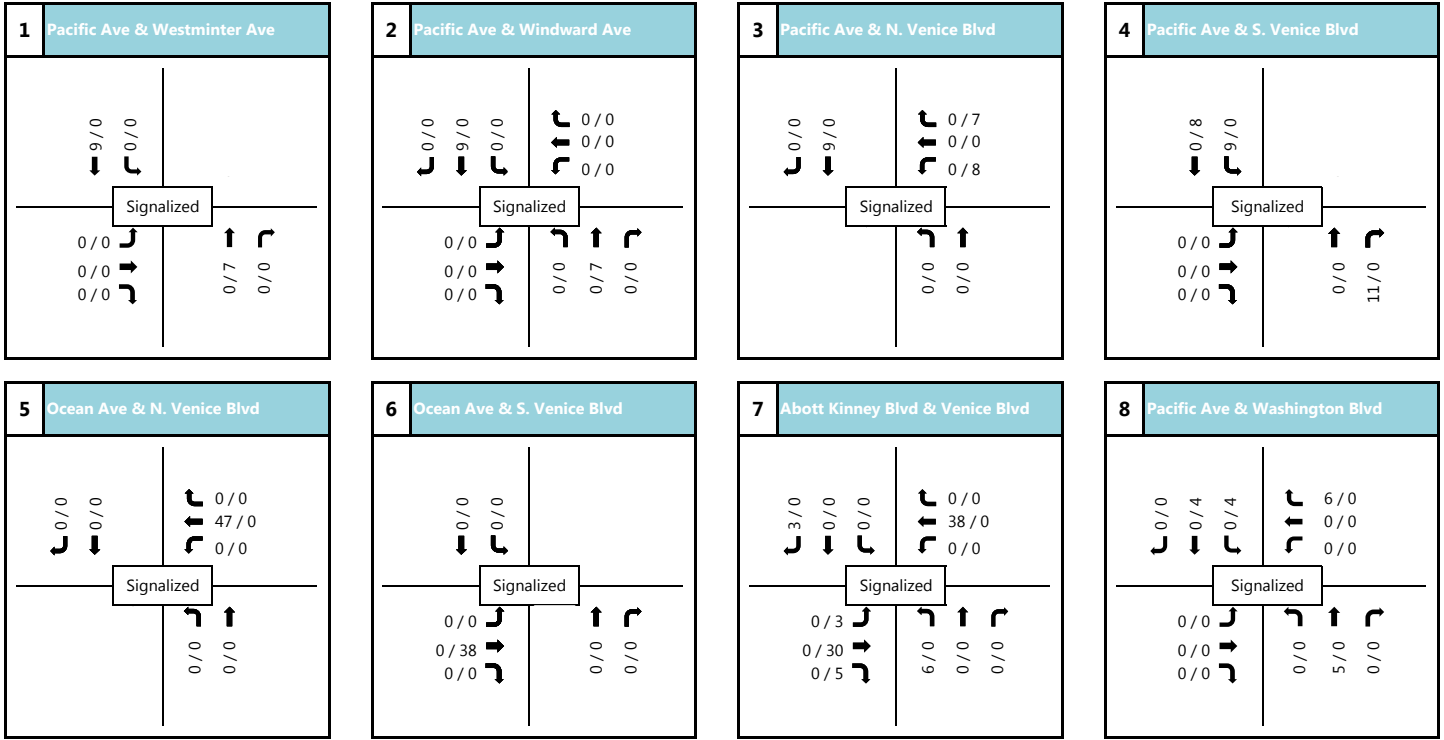


DWY = Project Driveway  
Note: Project trips entering and exiting represents all Project driveways



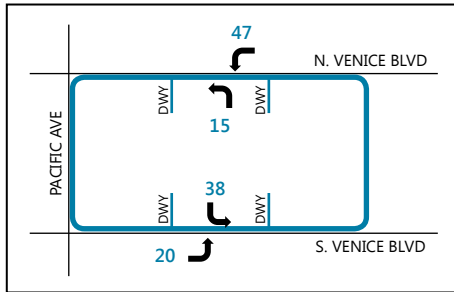


# Figure 11: Project Trip Assignment - Saturday MD Peak Hour Traffic Volumes Reese Davidson Community

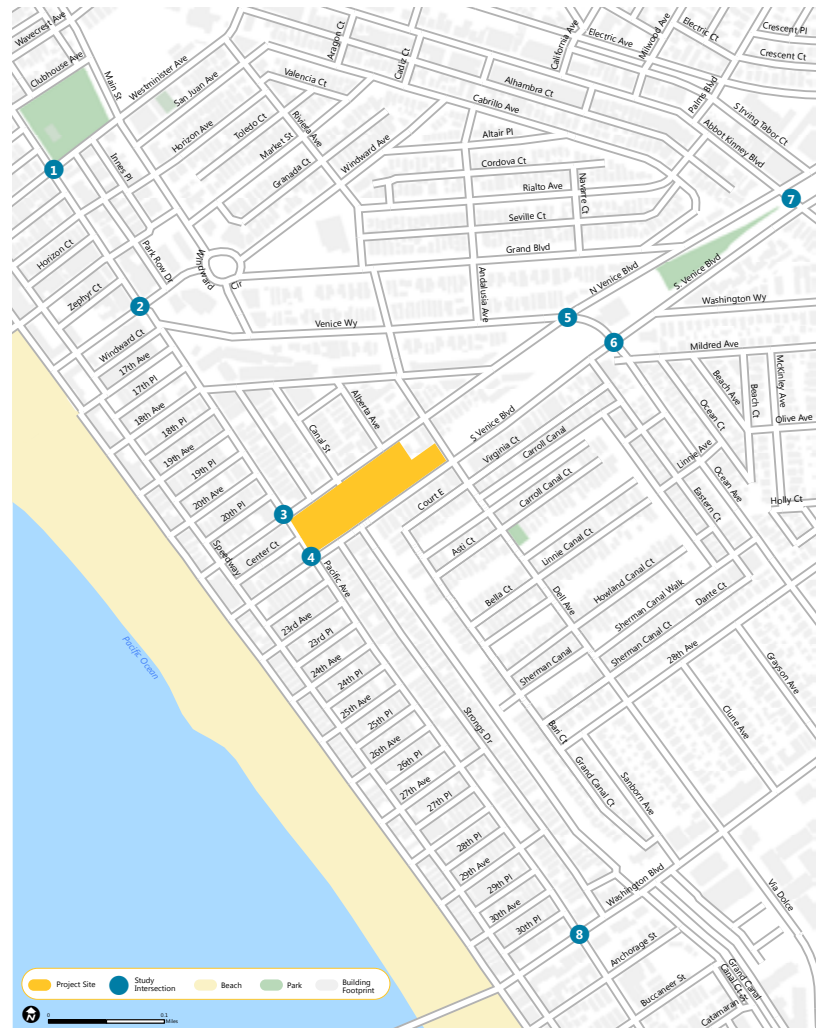


x/x = In/Out Peak Hour Volumes

### PROJECT DRIVEWAY



DWY = Project Driveway  
Note: Project trips entering and exiting represents all Project driveways



# 5. EXISTING WITH-PROJECT CONDITIONS

This section documents existing traffic conditions at the study intersections with the addition of Project-generated traffic. Traffic volumes for these conditions were derived by adding Project trips to the existing traffic volumes.

Table 10 summarizes the resulting operational data for the study intersections under existing with-Project conditions. The existing with-Project traffic analysis worksheets for this scenario are provided in Appendix E.

**Table 10 – Intersection Performance – Existing With-Project**

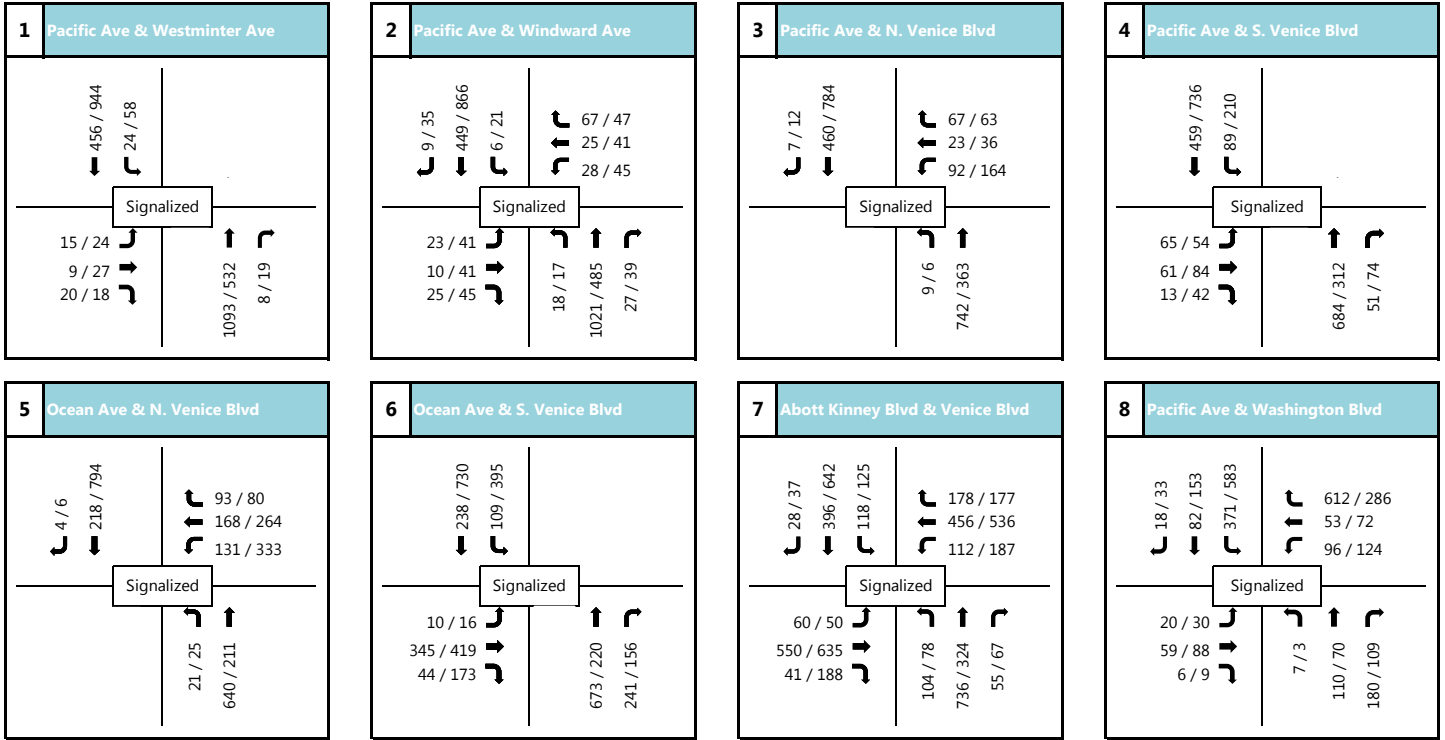
Study Intersections		AM Peak		PM Peak		SAT Midday	
		V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
1	Pacific Ave & Westminster Ave	0.313	A	0.299	A	0.258	A
2	Pacific Ave & Windward Ave	0.325	A	0.341	A	0.327	A
3	Pacific Ave & N. Venice Blvd	0.485	A	0.569	A	0.387	A
4	Pacific Ave & S. Venice Blvd	0.527	A	0.480	A	0.515	A
5	Ocean Ave & N. Venice Blvd	0.414	A	0.403	A	0.347	A
6	Ocean Ave & S. Venice Blvd	0.669	B	0.545	A	0.646	B
7	Abbot Kinney Blvd & Venice Blvd	0.764	C	0.741	C	0.675	B
8	Pacific Ave & Washington Blvd	0.622	B	0.744	C	0.704	C

LOS = Level of Service; V/C = Volume-to-Capacity Ratio

All of the study intersections would continue to operate at an acceptable LOS D or better during the weekday AM/PM peak hour and the Saturday mid-day peak hour under the existing with-Project conditions.

The existing with-Project weekday AM/PM and Saturday mid-day traffic volumes for the analyzed peak hours are illustrated on Figure 12 and Figure 13, respectively.

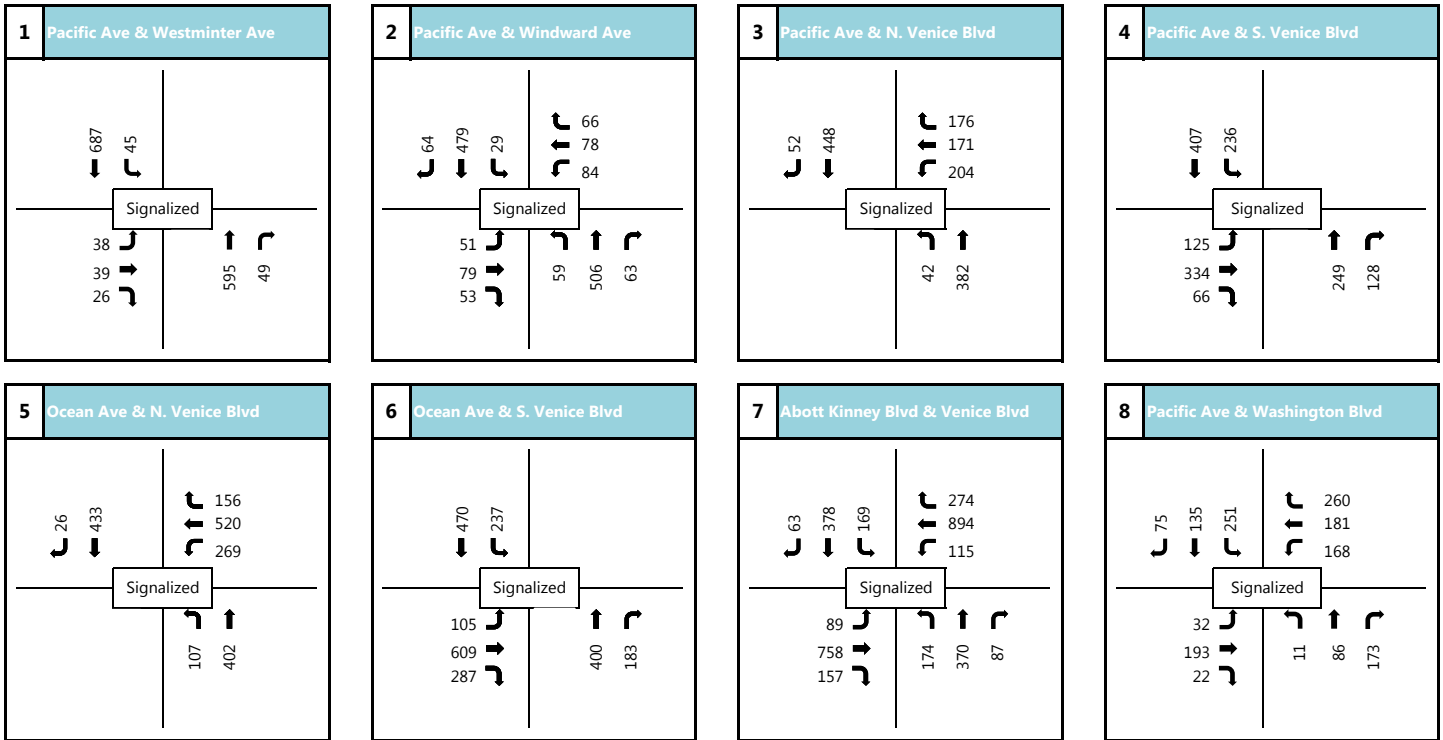
# Figure 12: Existing with-Project - Weekday AM/PM Peak Hour Traffic Volumes Reese Davidson Community



x/x = AM/PM Peak Hour Traffic Volumes



# Figure 13: Existing with-Project - Saturday MD Peak Hour Traffic Volumes Reese Davidson Community



x = MD Peak Hour Traffic Volumes



## 6. FUTURE WITHOUT-PROJECT CONDITIONS

This section provides an analysis of future traffic conditions in the study area with related/area project trips and background growth added, but without-Project traffic. The proposed Project is anticipated to be completed by 2023, and therefore this defines the future analysis year.

### 6.1 AMBIENT GROWTH

In order to acknowledge regional population and employment growth outside of the study area, an ambient/background traffic growth rate was applied to the existing traffic counts. The Regional Statistical Area 16 of the Los Angeles County Congestion Management Program recommends an annual growth rate of 0.19 percent. However, to be conservative, the annual growth rate of one percent was utilized.

### 6.2 RELATED/AREA PROJECTS

In addition to the application of the ambient traffic growth rate, traffic from related/area projects (approved and pending developments) was also included in the analysis. Twenty-one related projects were located within Project vicinity and were included in the traffic impact analysis. The list was provided by LADOT and reviewed by the Department of City Planning. In addition, the list was also based on related project information provided by the City of Santa Monica and the County of Los Angeles (for the Marina Del Rey community).

Table 11 provides the trip generation estimates for the related projects, and the project locations are illustrated on Figure 14. LADOT provided the net vehicle trips of several of the related projects, and trip generation rates defined by ITE *Trip Generation (10<sup>th</sup> edition) Manual* were utilized to forecast the total related trips.

The related project trip assignment volumes for the AM/PM and Saturday mid-day peak hours are provided on Figure 15 and Figure 16, respectively.

**Table 11 – Area Projects Trip Generation Estimate**

Project	Location	Land use	Size	Units	Weekday Daily Total	Weekday AM Peak			Weekday PM Peak			Saturday Mid-Day				
						Total	In	Out	Total	In	Out	Daily	Total	In	Out	
City of Los Angeles																
1	MDR-LCP Admendment	1 Marina Expressway	Residential	2,044	d.u.	21,050	1,707	622	1,085	2,503	1,378	1,125	9,259	736	405	331
			Senior Housing - Attached	129,000	d.u.								0	35	16	19
			Hotel	505,000	rooms								4,136	364	204	160
			Shopping Center	273,741	k.s.f.								12,625	1,232	641	591
			Turnover Sit-Down Restaurant (S	1323,000	seats								7,409	701	372	329
			General Office Building	26,000	k.s.f.								57	14	7	7
			Library	3,000	k.s.f.								240	38	20	18
			Dry Stack Spaces	0,375	k.s.f.								0	0	0	0
2	House Pies	1020 E Venice Blvd	High-Turnover Restaurant	8,895	k.s.f.	396	33	18	15	33	20	13	50	5	2	3
3	Bakery with Retail & Restaurant	320 E Sunset Ave	Retail /Restaruant	4,675	k.s.f.	861	46	21	25	81	56	25	830	48	25	23
4	Mixed-Use	4040 S Del Rey Ave	Apartments	195	d.u.	1,839	88	-50	139	121	149	-28	957	86	42	44
			Mini-Warehouse	80,000	k.s.f.								156	25	15	10
5	New 3-Story Manufacturing & Retail	595 Venice Blvd	Office	25,150	k.s.f.	556	56	50	6	85	15	70	56	13	7	6
			Retail	5,028	k.s.f.								232	23	12	11
6	Mixed-Use (Inclave)	4065 S Glencoe Ave	Office	35,206	k.s.f.	-191	105	67	38	101	2	99	78	19	10	9
			Retail	1,500	k.s.f.								69	7	4	3
			Apartments	49,000	d.u.								399	34	17	17
7	Mixed-Use	825 S Hampton Dr	Condominium	8	d.u.	493	34	18	16	49	28	21	65	6	3	3
			Retail	2,430	k.s.f.								112	11	6	5
			Restaurant	4,100	k.s.f.								502	46	23	23
			Gym	2,780	k.s.f.								25	9	4	5
8	Mixed-Use	1033 S. Abbot Kinney	Hotel	78	Rooms	525	35	20	15	44	22	22	639	56	31	25
			Multifamily Housing (Mid-Rise)	4,000	d.u.	23	2	0	2	3	2	1	20	2	1	1
			Shopping Center	4,670	k.s.f.	160	4	2	2	11	5	6	215	21	11	10
			Quality Restaurant	3,810	k.s.f.	238	3	2	1	15	12	3	343	41	24	17
			General Office Building	2,0270	k.s.f.	9	3	3	0	7	2	5	4	1	1	0
9	Apartments	1015 E. Venice	Multifamily Housing (Mid-Rise)	56	d.u.	305	20	5	15	25	15	10	275	25	12	13
10	Apartments	13488 W. Maxella	Mid-Rise Residential with 1st-Floor Commercial	65	d.u.	224	20	6	14	23	16	7	319	56	28	28
11	Mixed-Use	13400 W Maxella Ave	Shopping Center	27,300	k.s.f.	1,031	26	16	10	104	50	54	1,259	123	64	59
			Multifamily Housing (High-Rise)	592	d.u.	2,634	184	44	140	213	130	83	2,682	213	117	96
			Affordable Housing	66	d.u.	269	33	13	20	22	12	10	537	46	23	23
12	Apartments	718 E. Rose	Affordable Housing	35	d.u.	143	18	7	11	12	7	5	285	25	13	12
13	MTA Lot	Pacific/Main Ave, s/o Sunset Ave	Assisted Living	154	Beds	400	29	18	11	52	23	29	451	42	19	23
14	Thatcher Yard	3233 Thatcher Ave	Affordable Housing	98	d.u.	400	49	20	29	33	18	15	798	69	35	34

Continued on next page...

**Table 11 – Area Projects Trip Generation Estimate (continued)**

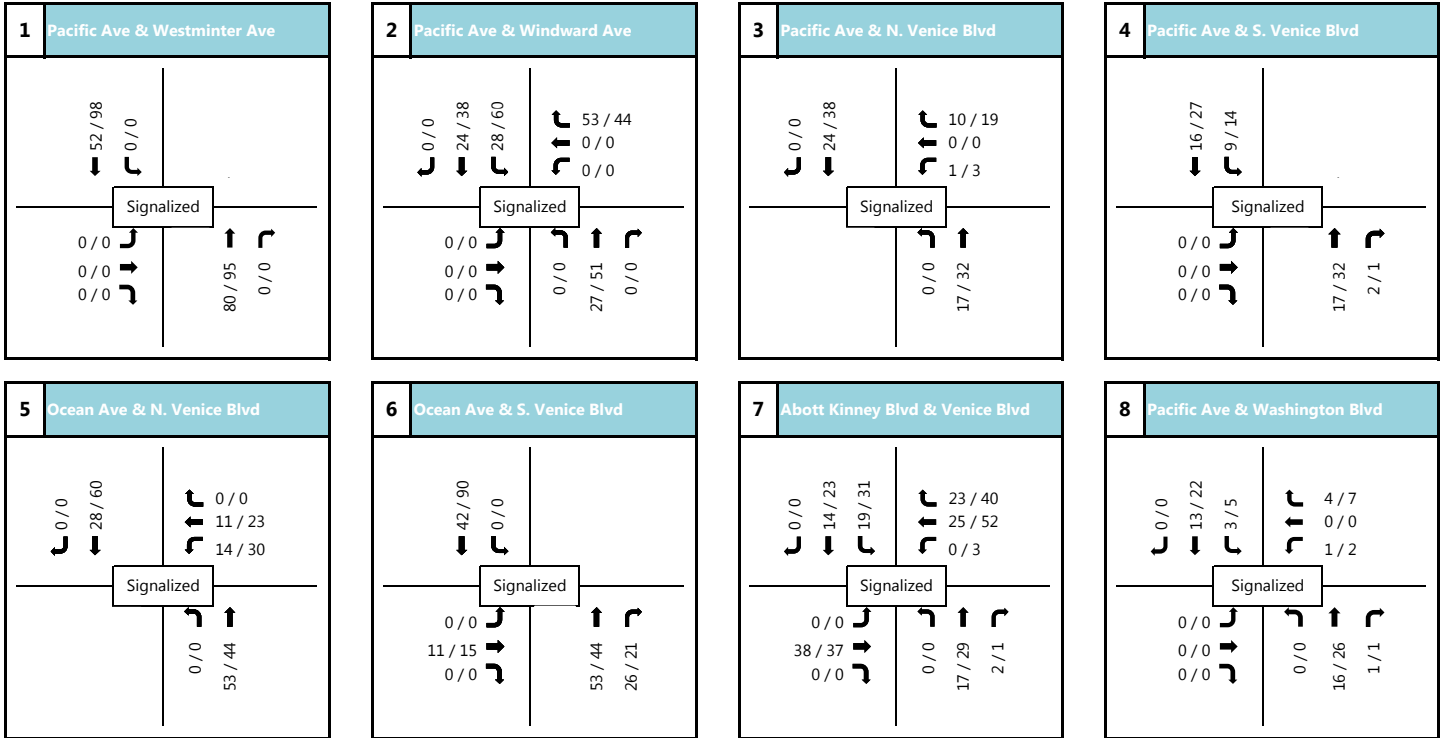
Project	Location	Land use	Size	Units	Weekday Daily Total	Weekday AM Peak			Weekday PM Peak			Saturday Mid-Day				
						Total	In	Out	Total	In	Out	Daily	Total	In	Out	
<b>County of Los Angeles</b>																
15	Risdiential	Via Marina and Marquesas Way	Multifamily Housing (Mid-Rise)	526	d.u.	2,861	189	49	140	231	141	90	2,583	231	113	118
16	Mixed-Use	13443 Bali Street	Shopping Center	6.30	k.s.f.	238	6	4	2	24	12	12	291	28	15	13
			Quality Restaurant	7.50	k.s.f.	629	5	-	-	59	40	19	675	80	47	33
			General Office Building	3.05	k.s.f.	30	4	3	1	4	1	3	7	2	1	1
17	Mixed-Use	13967 Marquesas Way	Multifamily Housing (Mid-Rise)	585.00	d.u.	3,182	211	55	156	257	157	100	2,872	257	126	131
			Shopping Center	8.00	k.s.f.	302	8	5	3	30	14	16	369	36	19	17
18	Commercial Building	13650 Mindanao Street	Shopping Center	83.00	k.s.f.	3,133	78	48	30	316	152	164	3,828	374	194	180
19	Hotel	Via Marina and Tahiti Way	Hotel	288.00	rooms	2,408	135	80	55	173	88	85	2,359	207	116	91
<b>City of Santa Monica</b>																
20	Commercial Building	3280 Lincoln Boulevard	Shopping Center	3.898	k.s.f.	147	4	2	2	15	7	8	180	18	9	9
21	2740 Main Street	2740 Main Street	Shopping Center	4.833	k.s.f.	182	5	3	2	18	9	9	223	22	11	11
<b>TOTAL</b>						<b>44,477</b>	<b>3,140</b>	<b>1,151</b>	<b>1,985</b>	<b>4,664</b>	<b>2,583</b>	<b>2,081</b>	<b>58,471</b>	<b>5,427</b>	<b>2,865</b>	<b>2,562</b>

Figure 14: Location of Area Projects  
Reese Davidson Community





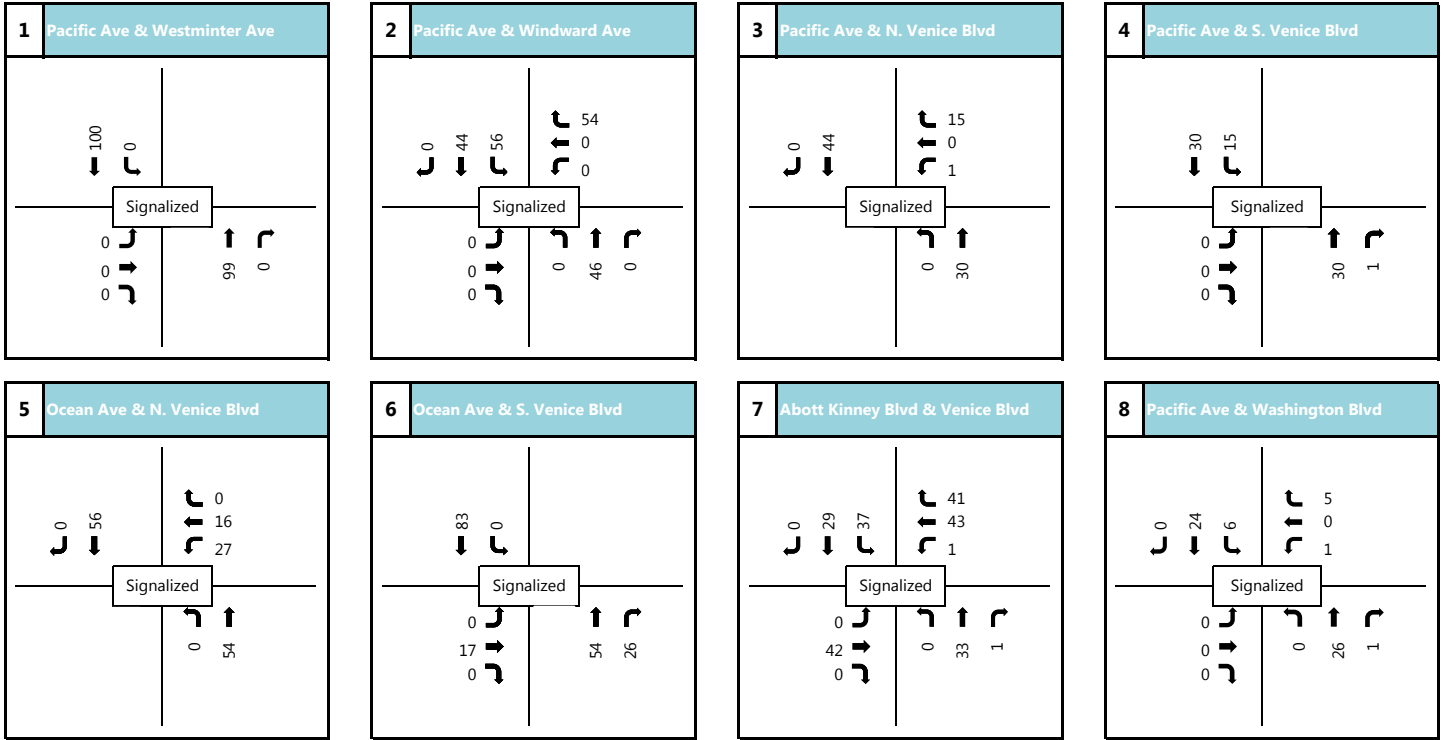
Figure 15: Area Project Tip Assignment - Weekday AM/PM Peak Hour Traffic Volumes  
 Reese Davidson Community



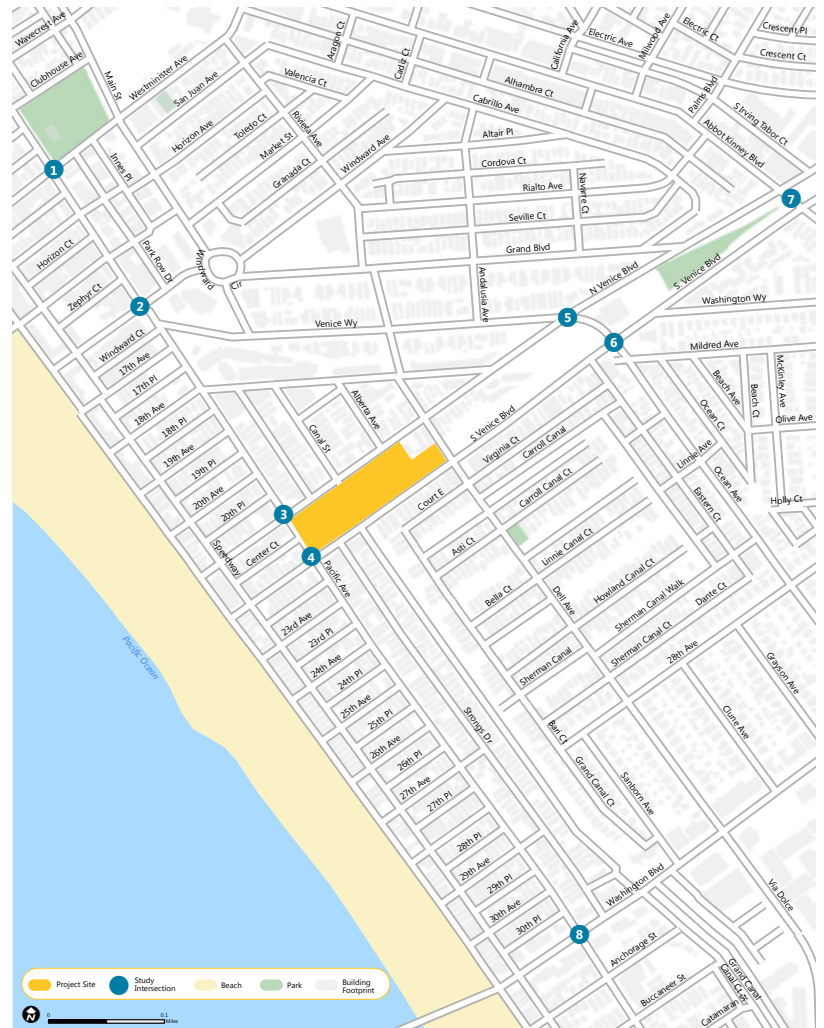
x/x = AM/PM Peak Hour Traffic Volumes



Figure 16: Area Project Tip Assignment - Saturday MD Peak Hour Traffic Volumes  
 Reese Davidson Community



x = MD Peak Hour Traffic Volumes



### 6.3 FUTURE WITHOUT-PROJECT INTERSECTION LEVEL OF SERVICE

Table 12 summarizes the resulting operational data at the study intersections under this scenario. The future without-Project traffic analysis worksheets are provided in Appendix E of this report.

**Table 12 – Intersection Performance – Future without-Project**

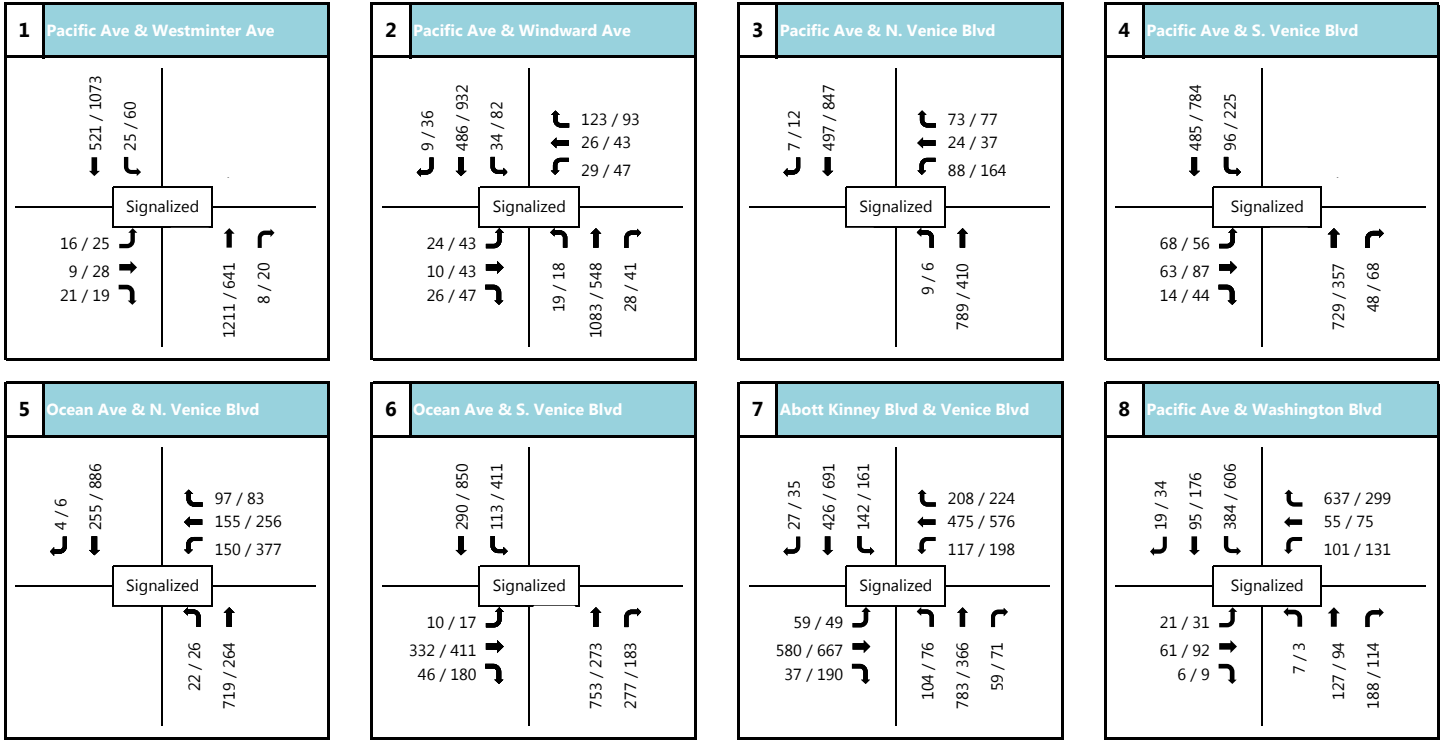
Study Intersections		AM Peak		PM Peak		SAT Midday	
		V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
1	Pacific Ave & Westminster Ave	0.354	A	0.386	A	0.303	A
2	Pacific Ave & Windward Ave	0.404	A	0.409	A	0.440	A
3	Pacific Ave & N. Venice Blvd	0.515	A	0.614	B	0.426	A
4	Pacific Ave & S. Venice Blvd	0.564	A	0.516	A	0.558	A
5	Ocean Ave & N. Venice Blvd	0.479	A	0.464	A	0.419	A
6	Ocean Ave & S. Venice Blvd	0.746	C	0.609	B	0.724	C
7	Abbot Kinney Blvd & Venice Blvd	0.827	D	0.789	C	0.753	C
8	Pacific Ave & Washington Blvd	0.668	B	0.805	D	0.767	C

LOS = Level of Service; V/C = Volume-to-Capacity Ratio

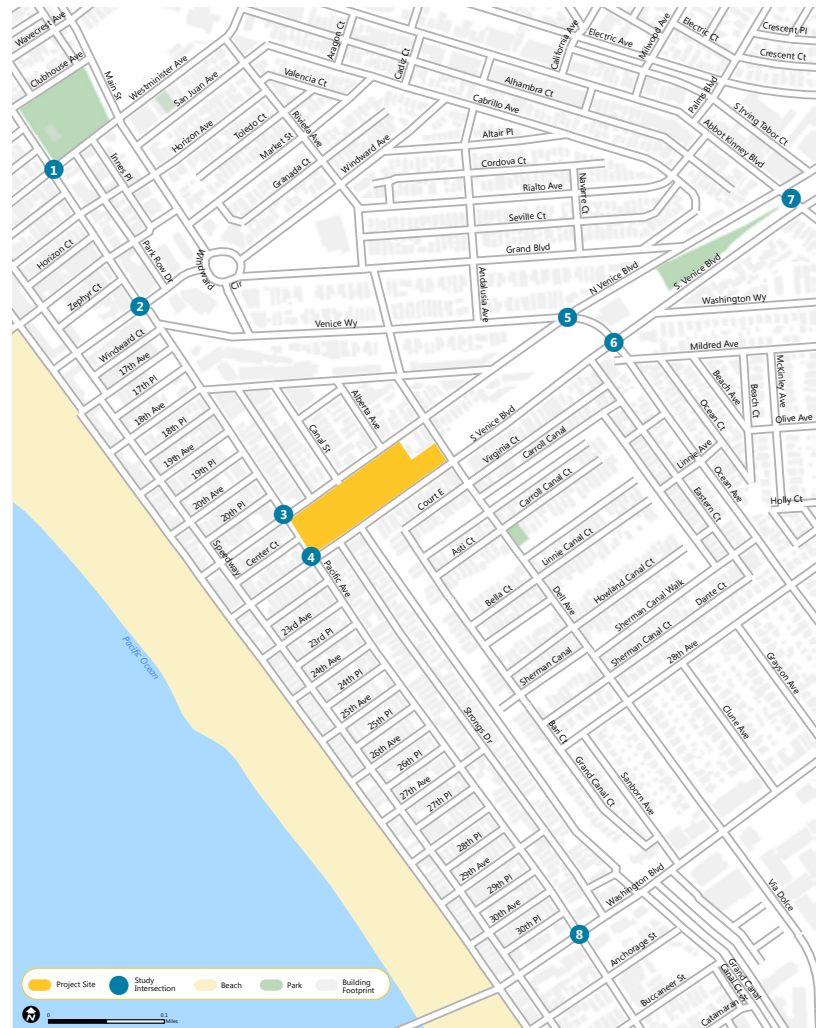
Under Future without-Project conditions, all of the eight study intersections would operate at a LOS D or better after the addition of background traffic and related project traffic growth.

The future without-Project traffic volumes for the weekday AM/PM. and Saturday mid-day peak hours are illustrated on Figure 17 and Figure 18, respectively.

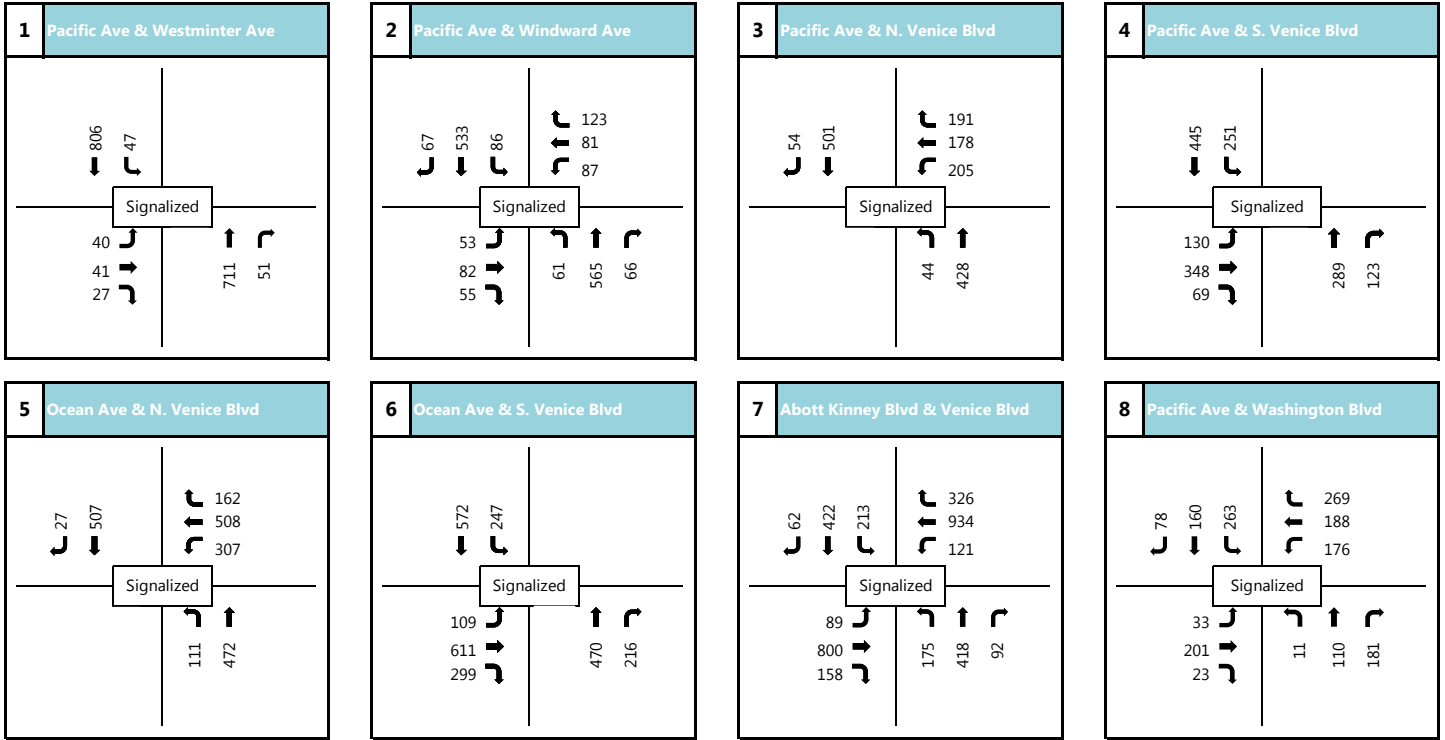
# Figure 17: Future without-Project - Weekday AM/PM Peak Hour Traffic Volumes Reese Davidson Community



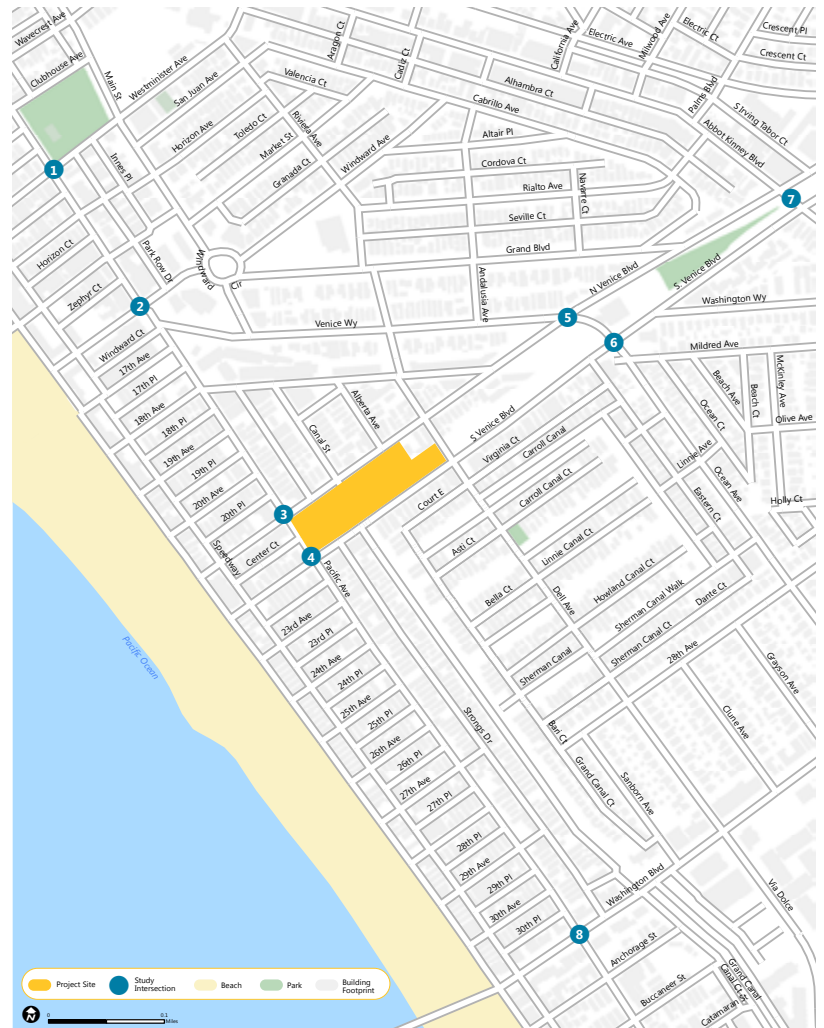
x/x = AM/PM Peak Hour Traffic Volumes



# Figure 18: Future without-Project - Saturday MD Peak Hour Traffic Volumes Reese Davidson Community



x = MD Peak Hour Traffic Volumes



## 7. FUTURE WITH-PROJECT CONDITIONS

This section documents future traffic conditions at the study intersections with the addition of Project-generated traffic. Traffic volumes for these conditions were derived by adding Project trips to the future without-Project scenario volumes.

Table 13 summarizes the resulting operational data at the study intersections for future with-Project traffic conditions. The analysis worksheets are provided in Appendix E of this report.

**Table 13 – Intersection Performance – Future with-Project**

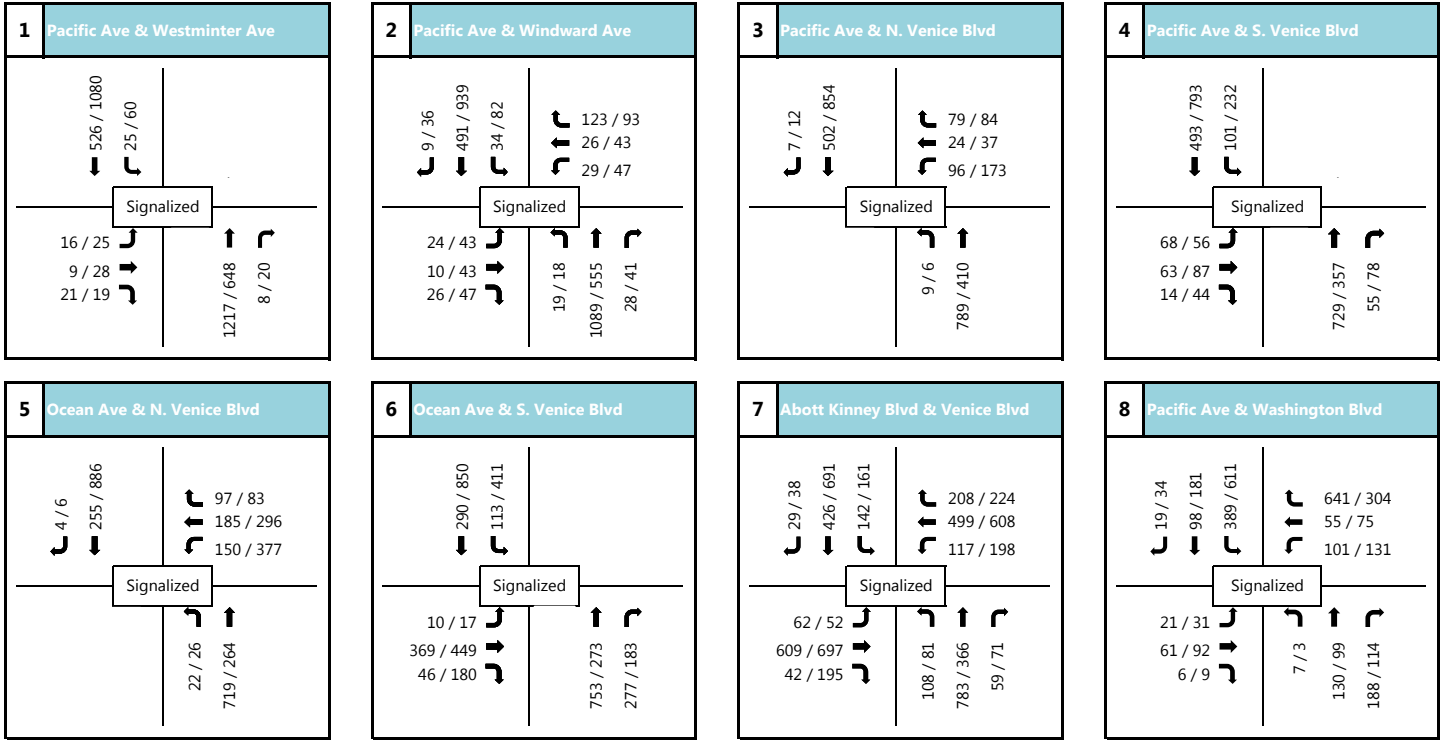
Study Intersections		AM Peak		PM Peak		SAT Midday	
		V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
1	Pacific Ave & Westminster Ave	0.356	A	0.388	A	0.307	A
2	Pacific Ave & Windward Ave	0.406	A	0.412	A	0.443	A
3	Pacific Ave & N. Venice Blvd	0.521	A	0.625	B	0.438	A
4	Pacific Ave & S. Venice Blvd	0.572	A	0.522	A	0.572	A
5	Ocean Ave & N. Venice Blvd	0.479	A	0.464	A	0.419	A
6	Ocean Ave & S. Venice Blvd	0.754	C	0.618	B	0.733	C
7	Abbot Kinney Blvd & Venice Blvd	0.837	D	0.805	D	0.767	C
8	Pacific Ave & Washington Blvd	0.675	B	0.816	D	0.776	C

*LOS = Level of Service; V/C = Volume-to-Capacity Ratio*

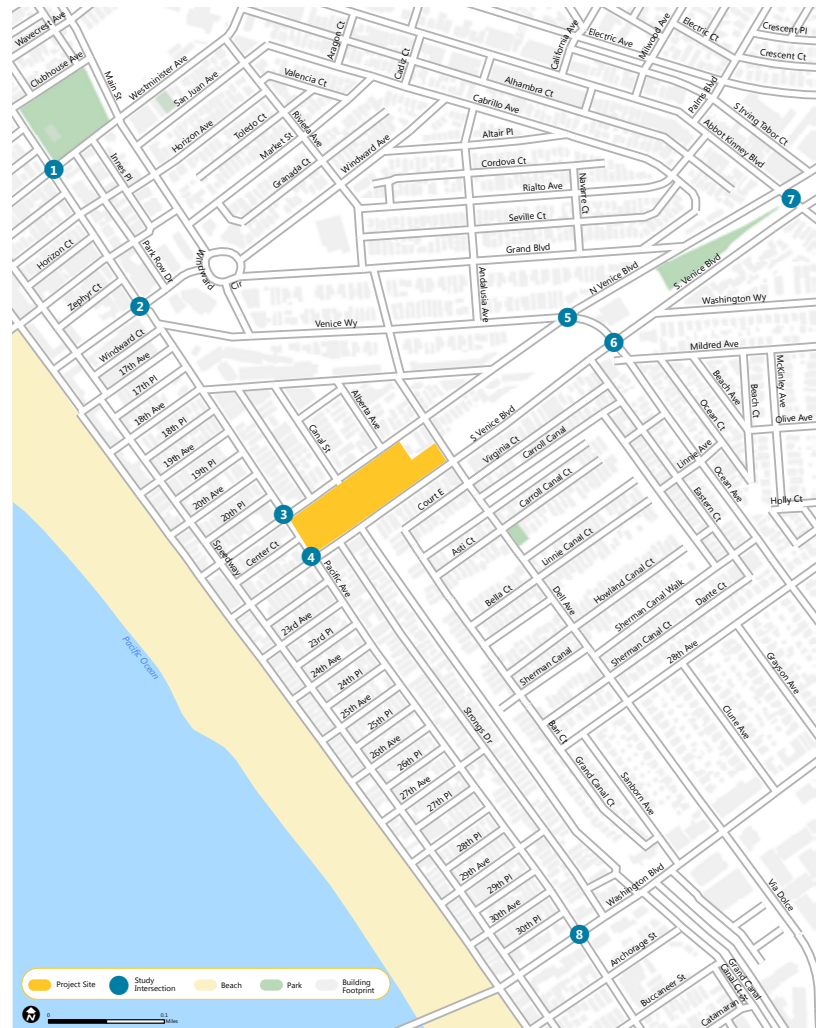
Under Future with-Project conditions, all eight of the study intersections would operate at an acceptable LOS D or better after the addition of Project traffic.

The future with-Project traffic volumes for the weekday AM/PM and Saturday mid-day peak hour periods are illustrated on Figure 19 and Figure 20, respectively.

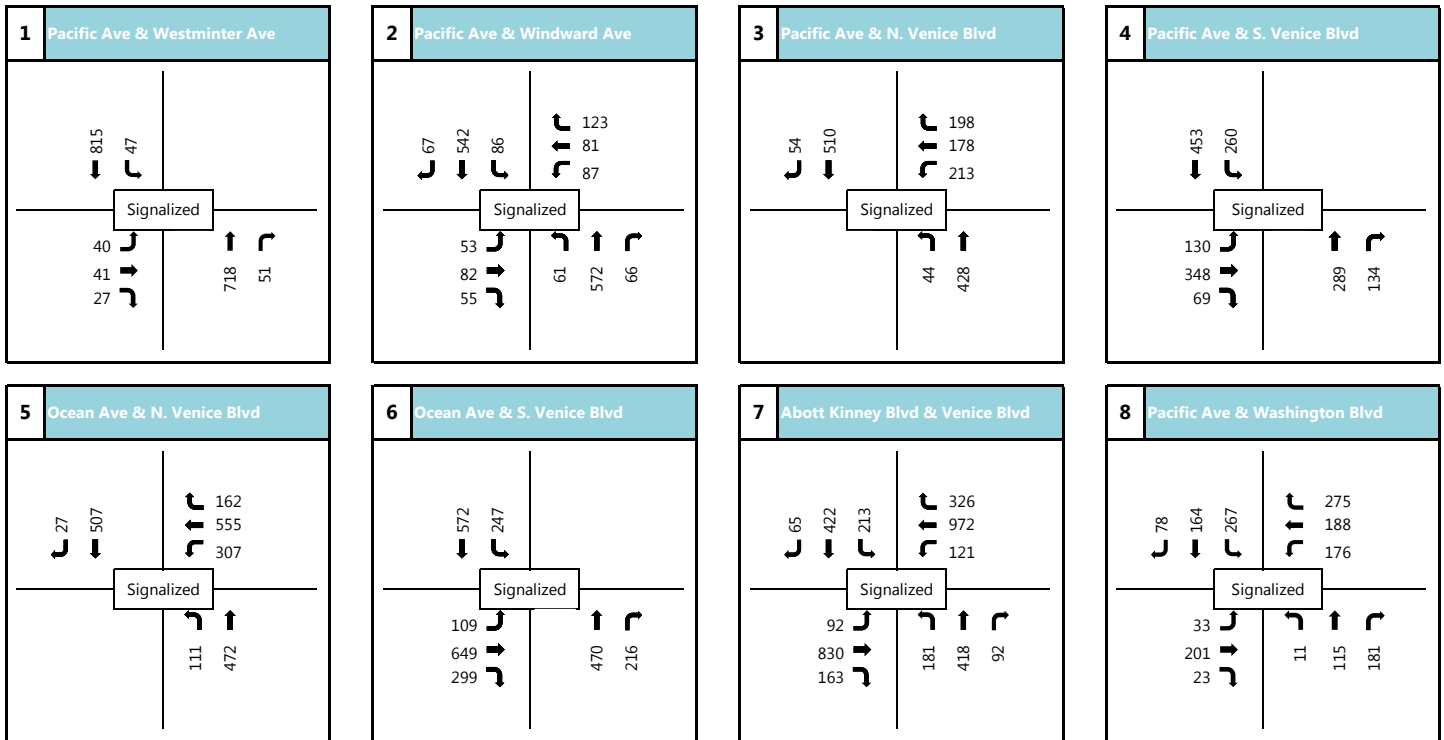
# Figure 19: Future with-Project - Weekday AM/PM Peak Hour Traffic Volumes Reese Davidson Community



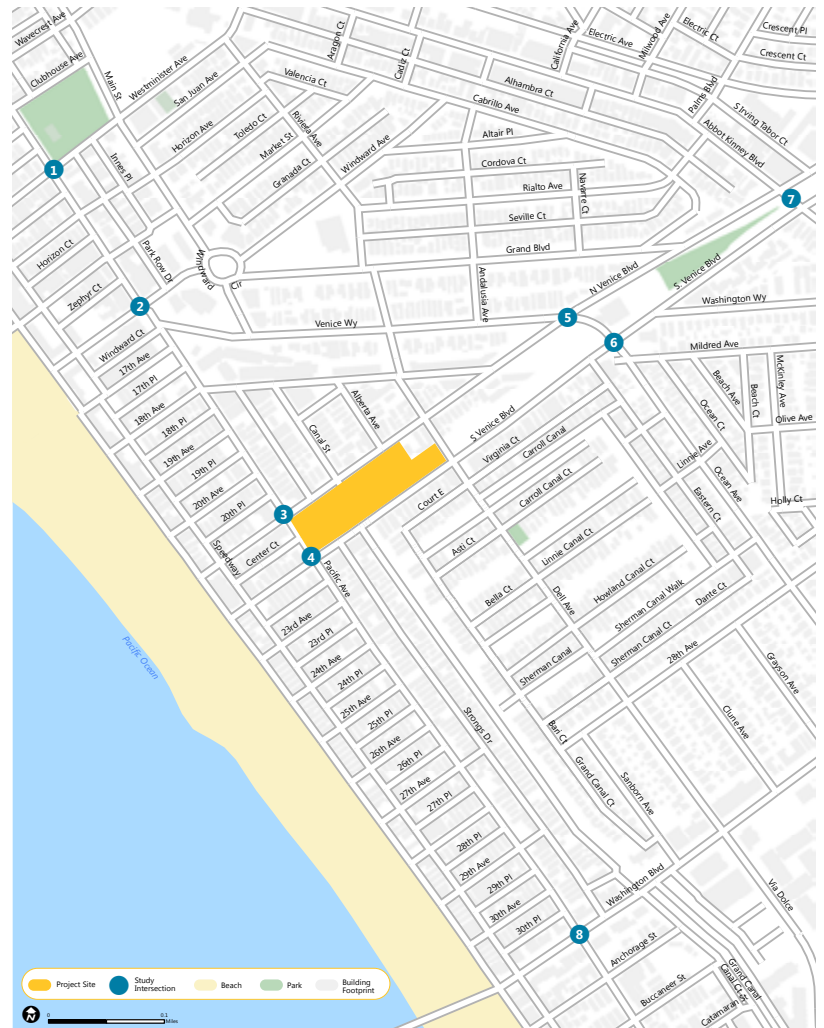
x/x = AM/PM Peak Hour Traffic Volumes



# Figure 20: Future with-Project - Saturday MD Peak Hour Traffic Volumes Reese Davidson Community



x = MD Peak Hour Traffic Volumes





## 8. PROJECT TRAFFIC IMPACTS

### 8.1 PROJECT TRAFFIC SUMMARY – EXISTING PLUS PROJECT

Table 14 provides a summary of the Project impacts under existing conditions. Traffic impacts created by the proposed Project were determined by comparing the existing scenario conditions to the existing with-Project scenario conditions.

The proposed Project would be operating at acceptable levels of service D or better at the signalized intersections under existing with-Project conditions during the weekday AM/PM or Saturday mid-day peak hours. Therefore, the effects of traffic would be presumed to have less than significant impacts on transportation.

**Table 14 – Project Traffic – Existing With-Project Conditions**

Study Intersections	Peak Hour	Existing (2019) Condition		Existing (2019) with-Project		Change in V/C
		V/C	LOS	V/C	LOS	
1 Pacific Ave & Westminster Ave	Weekday AM	0.311	A	0.313	A	0.002
	Weekday PM	0.297	A	0.299	A	0.002
	Saturday MD	0.255	A	0.258	A	0.003
2 Pacific Ave & Windward Ave	Weekday AM	0.323	A	0.325	A	0.002
	Weekday PM	0.338	A	0.341	A	0.003
	Saturday MD	0.324	A	0.327	A	0.003
3 Pacific Ave & N. Venice Blvd	Weekday AM	0.480	A	0.485	A	0.005
	Weekday PM	0.558	A	0.569	A	0.011
	Saturday MD	0.375	A	0.387	A	0.012
4 Pacific Ave & S. Venice Blvd	Weekday AM	0.519	A	0.527	A	0.008
	Weekday PM	0.473	A	0.480	A	0.007
	Saturday MD	0.501	A	0.515	A	0.014
5 Ocean Ave & N. Venice Blvd	Weekday AM	0.414	A	0.414	A	0.000
	Weekday PM	0.403	A	0.403	A	0.000
	Saturday MD	0.347	A	0.347	A	0.000
6 Ocean Ave & S. Venice Blvd	Weekday AM	0.660	B	0.669	B	0.009
	Weekday PM	0.537	A	0.545	A	0.008
	Saturday MD	0.638	B	0.646	B	0.008
7 Abbot Kinney Blvd & Venice Blvd	Weekday AM	0.755	C	0.764	C	0.009
	Weekday PM	0.726	C	0.741	C	0.015
	Saturday MD	0.660	B	0.675	B	0.015
8 Pacific Ave & Washington Blvd	Weekday AM	0.615	B	0.622	B	0.007
	Weekday PM	0.733	C	0.744	C	0.011
	Saturday MD	0.695	B	0.704	C	0.009

LOS = Level of Service, V/C = Volume-to-Capacity Ratio

## 8.2 PROJECT TRAFFIC SUMMARY – FUTURE WITH-PROJECT

Table 15 provides a summary of the Project impacts under future conditions. Traffic impacts created by the Project were determined by comparing the future without-Project conditions to the future with-Project conditions.

The proposed Project would be operating at acceptable levels of service D or better at the signalized intersections under future with-Project conditions during the weekday AM/PM or Saturday mid-day peak hours. Therefore, the effects of traffic would be presumed to have less than significant impacts on transportation.

**Table 15 – Project Traffic – Future With-Project Conditions**

Study Intersections	Peak Hour	Existing (2019) Condition		Future (2023) without-Project		Future (2023) with-Project		Change in V/C
		V/C	LOS	V/C	LOS	V/C	LOS	
1 Pacific Ave & Westminster Ave	Weekday AM	0.311	A	0.354	A	0.356	A	0.002
	Weekday PM	0.297	A	0.386	A	0.388	A	0.002
	Saturday MD	0.255	A	0.303	A	0.307	A	0.004
2 Pacific Ave & Windward Ave	Weekday AM	0.323	A	0.404	A	0.406	A	0.002
	Weekday PM	0.338	A	0.409	A	0.412	A	0.003
	Saturday MD	0.324	A	0.440	A	0.443	A	0.003
3 Pacific Ave & N. Venice Blvd	Weekday AM	0.480	A	0.515	A	0.521	A	0.006
	Weekday PM	0.558	A	0.614	B	0.625	B	0.011
	Saturday MD	0.375	A	0.426	A	0.438	A	0.012
4 Pacific Ave & S. Venice Blvd	Weekday AM	0.519	A	0.564	A	0.572	A	0.008
	Weekday PM	0.473	A	0.516	A	0.522	A	0.006
	Saturday MD	0.501	A	0.558	A	0.572	A	0.014
5 Ocean Ave & N. Venice Blvd	Weekday AM	0.414	A	0.479	A	0.479	A	0.000
	Weekday PM	0.403	A	0.464	A	0.464	A	0.000
	Saturday MD	0.347	A	0.419	A	0.419	A	0.000
6 Ocean Ave & S. Venice Blvd	Weekday AM	0.660	B	0.746	C	0.754	C	0.008
	Weekday PM	0.537	A	0.609	B	0.618	B	0.009
	Saturday MD	0.638	B	0.724	C	0.733	C	0.009
7 Abbot Kinney Blvd & Venice Blvd	Weekday AM	0.755	C	0.827	D	0.837	D	0.010
	Weekday PM	0.726	C	0.789	C	0.805	D	0.016
	Saturday MD	0.660	B	0.753	C	0.767	C	0.014
8 Pacific Ave & Washington Blvd	Weekday AM	0.615	B	0.668	B	0.675	B	0.007
	Weekday PM	0.733	C	0.805	D	0.816	D	0.011
	Saturday MD	0.695	B	0.767	C	0.776	C	0.009

LOS = Level of Service, V/C = Volume-to-Capacity Ratio

## 8.3 PEDESTRIAN AND BICYCLE FACILITIES IMPACTS

The project vicinity is connected to the beach where pedestrians and bicyclists would be accessing the roadways via Venice Boulevard and Pacific Avenue to the beach. Pedestrian walkways are provided on Venice Boulevard, Dell Avenue and Pacific Avenue. There is no sidewalk along the west side of Pacific Avenue, south of South Venice Boulevard. As sidewalks and pedestrian crossings are generally provided within the study area, pedestrian impacts are anticipated to be minimal.

Designated sharrows bike lanes are provided within the project site vicinity which includes Pacific Avenue and Venice Boulevard. The detailed bicycle facilities are summarized in Section 2.3 of the report. As Class II bike lanes and bike sharrows lane are generally provided within the study area, bicycle impacts are anticipated to be minimal.

### 8.4 QUEUING ANALYSIS

A vehicle queuing analysis for the Project was conducted for informational purposes only, which was not required by LADOT but as a result of comments from the Notice of Preparation. For the purpose of this analysis, peak hour queue lengths were calculated at the following two intersections:

- #3 Pacific Avenue and North Venice Boulevard
- #4 Pacific Avenue and South Venice Boulevard

Peak hour 95-percentile queue length was used to measure the maximum vehicle queues at the analyzed approach lane. Table 16 summarizes the queuing analysis results for all the analyzed scenarios.

The westbound left turn movement at the Pacific Avenue and North Venice Boulevard intersection exceeded the design storage length under the existing conditions. The longest queuing occurred during the weekday PM peak hour. Assuming approximately 25 feet per vehicle and a maximum queue of 164 feet, this movement would have approximately two vehicles queued past the turn pocket storage length under the future with-Project conditions. This movement would not affect the existing traffic queue as the through lane would be able to accommodate the spillover of three vehicles since the queues on the westbound through movement will not extend past Dell Avenue.

**Table 16 – Vehicle Queuing Summary**

Movement	Peak Hour	Storage Length (Feet)	Existing		Existing with Project		Future No Project		Future with Project	
			Storage Length (Feet)	# Vehicles queued past storage	Storage Length (Feet)	# Vehicles queued past storage	Storage Length (Feet)	# Vehicles queued past storage	Storage Length (Feet)	# Vehicles queued past storage
<b>#3 PACIFIC AVE / NORTH VENICE BLVD</b>										
WBL	Weekday AM	115	73	-	78	-	76	-	81	-
	Weekday PM		146	2	155	2	155	2	164	2
	Sat MD		123	1	130	1	128	1	134	1
WBT	Weekday AM	705	28	-	28	-	29	-	29	-
	Weekday PM		42	-	42	-	43	-	43	-
	Sat MD		96	-	98	-	99	-	99	-
NBL	Weekday AM	25	6	-	6	-	6	-	4	-
	Weekday PM		10	-	10	-	8	-	8	-
	Sat MD		23	-	23	-	22	-	21	-
NBT	Weekday AM	163	68	-	47	-	96	-	96	-
	Weekday PM		55	-	55	-	56	-	57	-
	Sat MD		78	-	72	-	69	-	68	-
SBT	Weekday AM	630	263	-	262	-	295	-	299	-
	Weekday PM		573	-	616	-	699	3	708	4
	Sat MD		243	-	285	-	330	-	338	-
<b>#4 PACIFIC AVE / SOUTH VENICE</b>										
NBT	Weekday AM	660	576	-	563	-	631	-	638	-
	Weekday PM		248	-	253	-	273	-	278	-
	Sat MD		227	-	256	-	275	-	287	-
SBL	Weekday AM	88	93	1	98	1	101	1	105	1
	Weekday PM		183	4	186	4	188	4	191	5
	Sat MD		207	5	216	6	207	5	214	6
SBT	Weekday AM	165	51	-	56	-	53	-	57	-
	Weekday PM		107	-	113	-	112	-	129	-
	Sat MD		78	-	80	-	80	-	82	-

The existing southbound left turn movement at the Pacific Avenue and South Venice Boulevard intersection exceeded the design storage length under existing conditions. The storage length for the left turn movement is 88 feet, which accommodates approximately three vehicles (assuming 25 feet per vehicle). The longest queuing occurred during the Saturday mid-day peak hour. Vehicles already queued past the storage length under the existing conditions, with approximately five vehicles exceeding the turn lane queueing at the through-lane. The maximum queue at the southbound left turn would be at 214 feet, which is equivalent to approximately six vehicles under the future year with-Project conditions. Spillover of six vehicles would potentially extend past North Venice Boulevard.

Due to existing traffic within the project vicinity, the overall southbound movement on Pacific Avenue has extensive long vehicle queues. Vehicle queue impact with the proposed project will be minimal since the proposed project would add approximately one additional vehicle to the existing queues.

The queuing analysis worksheets are provided in Appendix G of this report.

## 9. CONSTRUCTION ANALYSIS

This section provides an analysis of potential construction period traffic and parking impacts. Potential temporary traffic impacts that would be caused during the project construction period were analyzed based on the number of anticipated hauling/delivery trucks and employee vehicle trips that would occur during peak hours. The construction of the project is anticipated to take approximately two years to complete, with an anticipated construction start date in Spring 2021 and estimated completion date in Summer 2023.

Pursuant to the Los Angeles Municipal Code, construction activities are limited to the hours from 7:00 AM to 9:00 PM on weekdays and from 8:00 AM to 6:00 PM on Saturdays and holidays. No construction is permitted on Sundays.

### 9.1 PROJECT CONSTRUCTION ACCESS

Based on the anticipated construction schedule, the peak activities with the most trips generated per day is year 2021. However, to be conservative, the construction period analysis in determination of construction impacts is analyzed for year 2023 when the construction completes. Truck route during construction period is anticipated to take Venice Boulevard to the I-405 north, then to the I-10 east, and then to the I-605 north, ending the final destination at Irwindale Land Fill.

To be conservative, the analysis assumes 100-percent haul truck trips will be using North Venice Boulevard and South Venice Boulevard. It also assumes the majority of the employees will be utilizing North Venice Boulevard and South Venice Boulevard, and some of the employees will be using Pacific Avenue.

Construction ingress for loading and unloading will occur at the curb on North Venice Boulevard, and egress will turn-around via Pacific Avenue and continue onto South Venice Boulevard to the I-405 freeway. Due to the limited spacing, loading/unloading will occur at the curb on Venice Boulevard, rather than on-site.

The nearest Metro bus stop is located at North Venice Boulevard and Venice Way. Metro transit service will not be impacted during the construction period. However, the Culver City transit route 1 traverses on Pacific Avenue and a bus stop is located on the east side of Pacific Avenue between North Venice Boulevard and South Venice Boulevard. The bus stop would be temporarily relocated to the adjacent street for the construction period.

In addition, the existing public parking lot will be demolished, and vehicles parked at the parking lot will be relocated to park at adjacent parking areas. The loss of access for beach parking will be temporarily, and once construction is completed, a new parking facility will be provided for public and private (residential and commercial) uses.

## 9.2 PROJECT DESIGN FEATURE TO ADDRESS TEMPORARY CONSTRUCTION ACCESS

The Project would implement the following project design features:

Prior to the start of construction, the Project Applicant will prepare a Construction Traffic Management Plan and submit it to LADOT for review and approval. The Construction Traffic Management Plan will include street closure information, a detour plan, haul routes, and a staging plan. The Construction Traffic Management Plan will also include a Worksite Traffic Control Plan, which will facilitate traffic and pedestrian movement, and minimize the potential conflicts between construction activities, street traffic, bicyclists, and pedestrians. Furthermore, the Construction Traffic Management Plan will include, but not be limited to, the following measures:

- Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation.
- Temporary pedestrian, bicycle, and vehicular traffic controls during all construction activities adjacent to the Project Site, to ensure traffic safety on public rights of way. These controls shall include, but not be limited to, flag people trained in pedestrian and bicycle safety at the Project Site's driveways.
- Temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g., flag men).
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets.
- Potential sequencing of construction activity for the Project to reduce the amount of construction-related traffic on arterial streets.
- Containment of construction activity within the Project Site boundaries, per the Worksite Traffic Control Plan.
- Prohibition on construction-related vehicles/equipment parking on surrounding public streets.
- Coordination with the transit provider to address the relocation of the bus layover stop adjacent to the Project Site.
- Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers shall be implemented as appropriate.
- Schedule delivery of construction materials and hauling/transport of oversize loads to non-peak travel periods, to the extent possible. No hauling or transport shall be allowed during nighttime hours, Sundays, or federal holidays unless required by LADOT.
- Installation of appropriate traffic signs around the Project Site to ensure pedestrian, bicycle, and vehicle safety.
- No staging of hauling trucks on any streets adjacent to the Project, unless specifically approved as a condition of an approved haul route.
- Spacing of trucks so as to discourage a convoy effect.
- Installation of truck crossing signs within 300 feet of the exit of the Project Site in each direction.
- Securing of loads by trimming and watering or covering to prevent the spilling or blowing of the earth material.
- Cleaning of trucks and loads at the export site to prevent blowing dirt and spilling of loose earth.

- Maintenance of a log documenting the dates of hauling and the number of trips (i.e., trucks) per day available on the job site at all times.
- Identification of a construction manager and provision of a telephone number for any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading, and construction.

Typically LADOT requires Worksite Traffic Control Plans to ensure that any construction-related effects are minimal. As part of the Project, the following construction design features will be adopted to address potential construction-related issues:

- Worksite Traffic Control Plan
- Construction Traffic Management Plan
- Construction-Period Pedestrian Routing Plan
- Construction Worker Parking Plan

The four plans listed above will facilitate traffic and pedestrian movement, and minimize the potential conflicts between construction activities, street traffic, bicyclists, and pedestrians.

The Worksite Traffic Control Plan includes temporary traffic control during all construction activities adjacent to project site to improve traffic flow on public roadways (e.g., flag people directing construction trucks ingress or egress of the project site).

The Construction Traffic Management Plan includes temporary street closure on North Venice Boulevard or South Venice Boulevard would be necessary during the loading/unloading time period of the equipment. On-street parking is currently permitted on both sides of North Venice Boulevard, and prohibited on the north side of South Venice Boulevard (south of the Project site).

During the construction period, on-street parking on the south side of North Venice Boulevard would be prohibited as construction vehicles would be accessing the parking lane. Temporary lane closure is anticipated when certain construction activities take place. The longest lane closure would occur the day when the contractor pours concrete for the foundation. The duration of the closure could last up to half a day on North Venice Boulevard and half a day on South Venice Boulevard.

The Pedestrian Routing Plan includes providing sidewalk access for pedestrians, and a pedestrian canopy may be provided as necessary to protect pedestrians. As a result, impacts to sidewalk access will be minimal during the construction period.

The Construction Worker Parking Plan includes locations where workers may be allowed to park. Generally, worker parking is the contractor's responsibility. Workers will park on-site whenever parking spaces are available. After the parking structure is completed, the workers will park their cars on-site. When necessary, the construction contractor would arrange off-site parking for workers.

The proposed Project will develop a Construction Traffic Management Plan and submit LADOT prior to commencement of construction. All the plans mentioned above will be submitted to LADOT in order to ensure that the traffic associated with construction activities would not have significant impacts on existing pedestrian access and address transportation safety issues around the Project site.

### 9.3 CONSTRUCTION TRIP GENERATION

The construction trip generation was based on the planned intensity of truck hauling and construction employment intensities during the peak period of construction. The inputs to the analysis included 125 construction trucks per day and 10 employees on-site during the construction period. LADOT’s definition of AM/PM peak hour is the four busiest consecutive 15 minutes between 7-10AM in the morning and 3-6PM in the afternoon. Construction workers typically arrive at the construction side by 7AM and leave by 3PM. Based on this working schedule, these employee trips would not fall into the AM/PM peak hours. Therefore, employee trips are not included in the trip generation during the construction period.

Table 17 provides the trip generation calculations for the peak hours of construction – when the most construction trips would be generated by trucks and construction crew vehicles. Round-trip truck trips were divided into an eight-hour workday, multiplied by two to create inbound and outbound one-way trips, and then multiplied by 2.5 to provide Passenger Car Equivalent (PCE) volumes due to vehicle size and speed and effect on traffic flow.

**Table 17 – Construction Trip Generation**

TRIP GENERATION	WEEKDAY									SATURDAY					
	DAILY TRIPS			AM PEAK HOUR			PM PEAK HOUR			DAILY TRIPS			MID-DAY PEAK HOUR		
				Total Trips	Employee & Truck Trips		Total Trips	Employee & Truck Trips					Total Trips	Employee & Truck Trips	
	Trucks*	Employee	Total		In	Out		In	Out	Trucks*	Employee	Total		In	Out
Field Personnel	0	20	20	-	-	-	-	-	-	0	20	20	<b>10</b>	0	10
Construction Truck *	625	0	625	<b>156</b>	78	78	<b>156</b>	78	78	625	0	625	<b>156</b>	78	78
<b>TOTAL TRIPS</b>	<b>625</b>	<b>20</b>	<b>645</b>	<b>156</b>	<b>78</b>	<b>78</b>	<b>156</b>	<b>78</b>	<b>78</b>	<b>625</b>	<b>20</b>	<b>645</b>	<b>166</b>	<b>78</b>	<b>88</b>

\* Truck trips include a Passenger Car Equivalency (PCE) factor of 2.5.

Notes:

Field Personnel - Maximum of 10 construction work crews will be on site.

Trucks - Maximum of 250 daily construction truck round trips (125x2) during the most intense construction period. Daily totals were multiplied by the PCE factor, and peak hour was based on total PCE divided by an eight-hour shift.

Typically construction activities would occur on weekdays only, and as-needed on Saturdays. Traffic counts for Saturday mid-day peak analysis were collected from 1:00 PM to 6:00 PM. To be conservative, the Saturday construction period will analyze the peak inbound/outbound truck trips and employee trips outbound only (since the employees arrive on-site prior to 1:00 PM).

The project construction period would generate 645 daily trips, including 156 trips during the AM peak hour (78 inbound trips and 78 outbound trips), and 156 vehicle trips during the PM peak-hour (78 inbound trips and 78 outbound trips). The project construction would generate a net total of 645 trips for the Saturday daily trips, and the mid-day peak with 166 trips (78 inbound trips and 88 outbound trips).



## 9.4 CONSTRUCTION IMPACTS

For construction projects, impacts are temporary and only occur during peak construction activities. LADOT's impact guidelines do not specify impact thresholds for construction activities during peak periods. However, LADOT accepts the threshold for construction impact analysis that intersection operations with LOS value E or F during peak construction activities would be considered as creating a significant impact.

Table 18 provides the analysis of a worst-case scenario, which is based on the future conditions scenario. Based on the construction route, the analyzed construction intersections would operate at LOS D or better. Therefore, the construction period trips generated will not create temporary significant impacts. Traffic mitigation measures during the construction period are therefore not recommended.

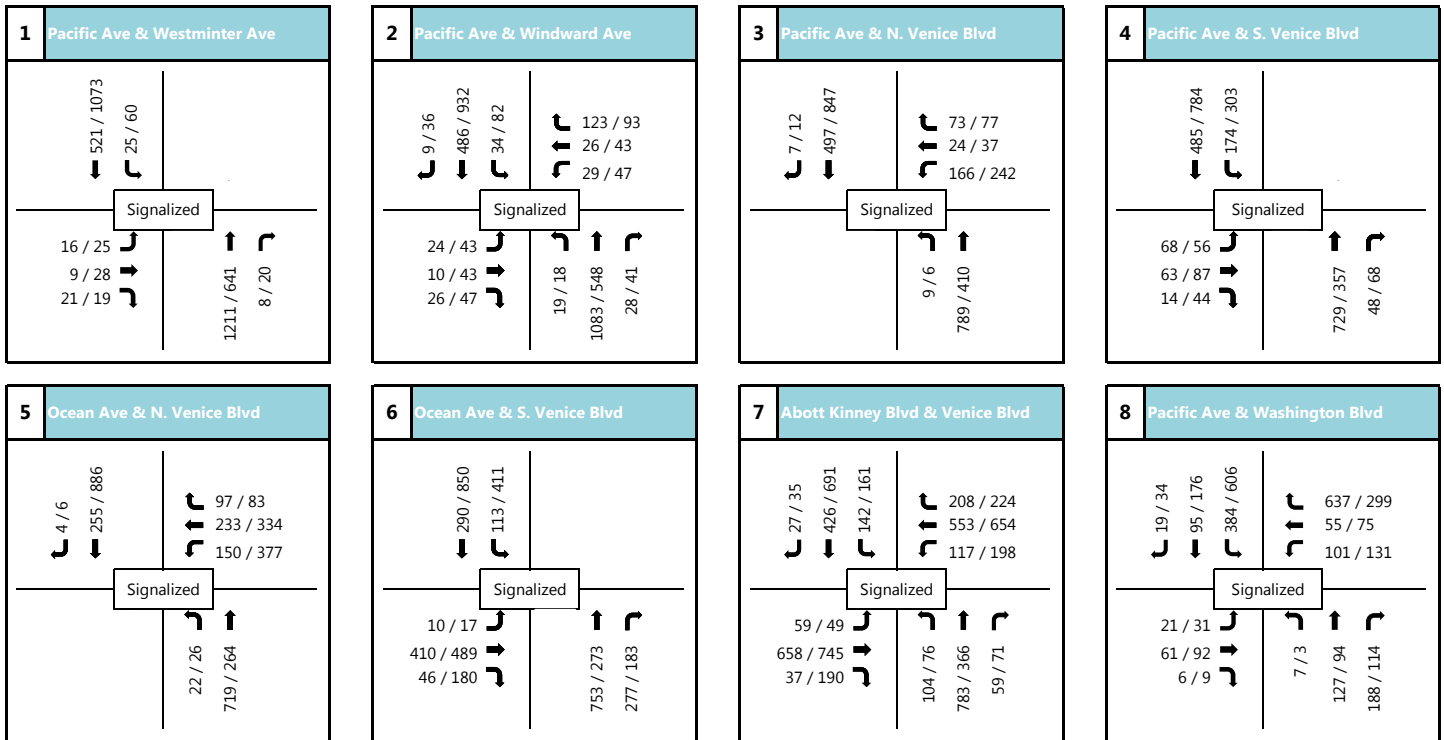
**Table 18 – Project Construction Impacts**

Study Intersections	Peak Hour	Existing (2019) Condition		Future (2023) No Construction		Future (2023) with Construction		Change in V/C
		V/C	LOS	V/C	LOS	V/C	LOS	
1 Pacific Ave & Westminster Ave	Weekday AM	0.311	A	0.354	A	0.354	A	0.000
	Weekday PM	0.297	A	0.386	A	0.386	A	0.000
	Saturday MD	0.255	A	0.303	A	0.303	A	0.000
2 Pacific Ave & Windward Ave	Weekday AM	0.323	A	0.404	A	0.404	A	0.000
	Weekday PM	0.338	A	0.409	A	0.409	A	0.000
	Saturday MD	0.324	A	0.440	A	0.440	A	0.000
3 Pacific Ave & N. Venice Blvd	Weekday AM	0.480	A	0.515	A	0.570	A	0.055
	Weekday PM	0.558	A	0.614	B	0.668	B	0.054
	Saturday MD	0.375	A	0.426	A	0.487	A	0.061
4 Pacific Ave & S. Venice Blvd	Weekday AM	0.519	A	0.564	A	0.619	B	0.055
	Weekday PM	0.473	A	0.516	A	0.516	A	0.000
	Saturday MD	0.501	A	0.558	A	0.618	B	0.060
5 Ocean Ave & N. Venice Blvd	Weekday AM	0.414	A	0.479	A	0.479	A	0.000
	Weekday PM	0.403	A	0.464	A	0.464	A	0.000
	Saturday MD	0.347	A	0.419	A	0.419	A	0.000
6 Ocean Ave & S. Venice Blvd	Weekday AM	0.660	B	0.746	C	0.763	C	0.017
	Weekday PM	0.537	A	0.609	B	0.627	B	0.018
	Saturday MD	0.638	B	0.724	C	0.743	C	0.019
7 Abbot Kinney Blvd & Venice Blvd	Weekday AM	0.755	C	0.827	D	0.853	D	0.026
	Weekday PM	0.726	C	0.789	C	0.815	D	0.026
	Saturday MD	0.660	B	0.753	C	0.779	C	0.026
8 Pacific Ave & Washington Blvd	Weekday AM	0.615	B	0.668	B	0.668	B	0.000
	Weekday PM	0.733	C	0.805	D	0.805	D	0.000
	Saturday MD	0.695	B	0.767	C	0.768	C	0.001

LOS = Level of Service, V/C = Volume-to-Capacity Ratio

The future with-Project construction traffic volumes for the weekday AM/PM and Saturday mid-day peak hour periods are illustrated on Figure 21 and Figure 22, respectively. LOS calculation worksheets for this construction-period analysis are provided in Appendix H.

Figure 21: Future 2023 with-Project Construction - Weekday AM/PM Peak Hour Traffic Volumes  
 Reese Davidson Community



x/x = AM/PM Peak Hour Traffic Volumes

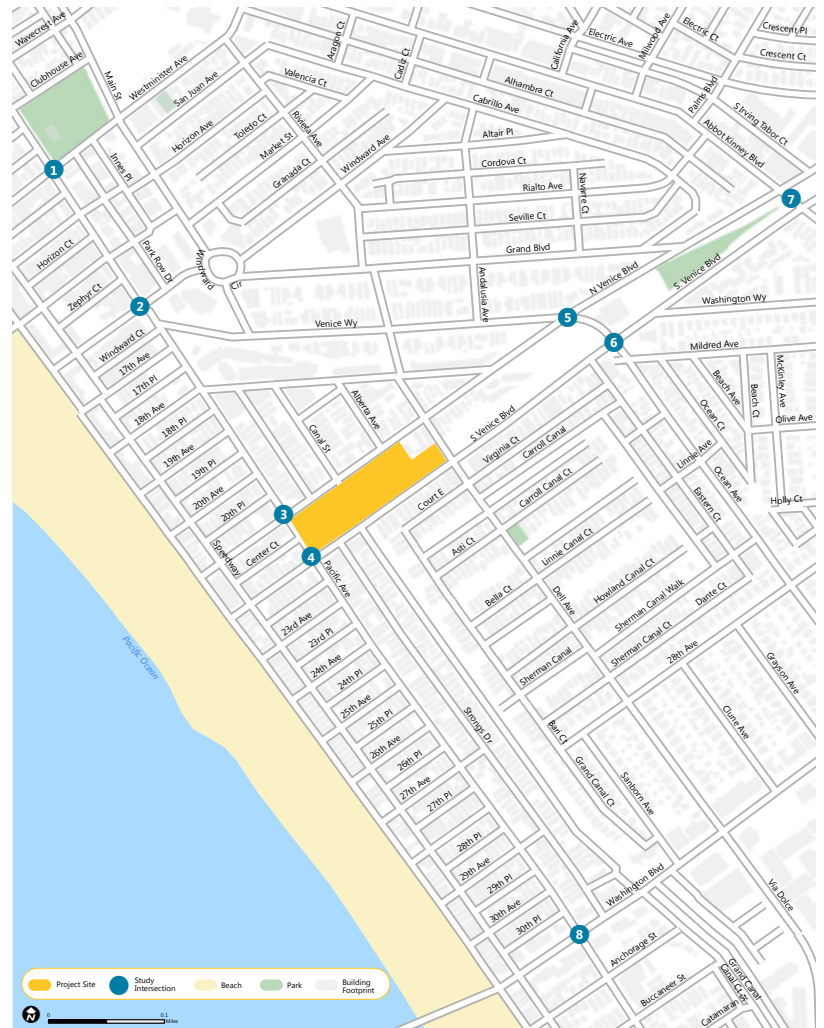
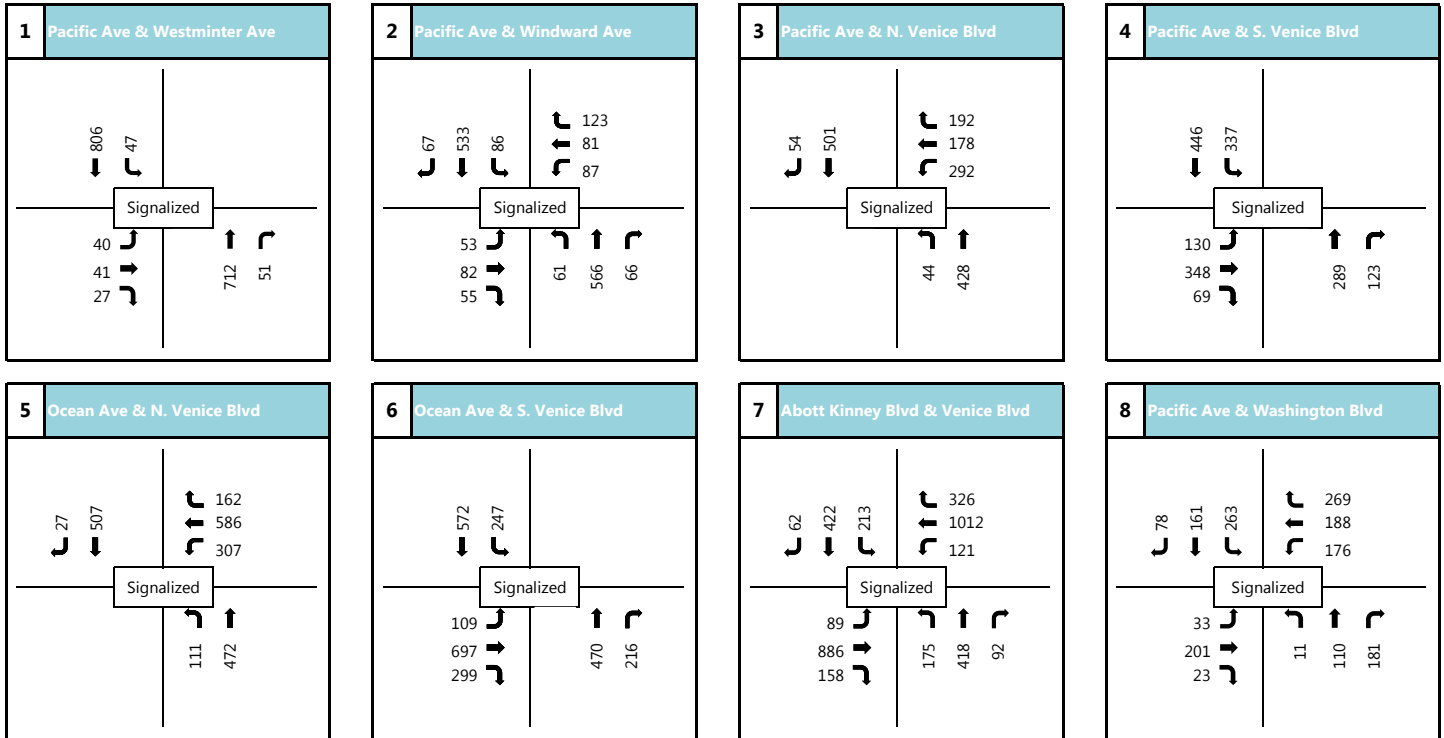
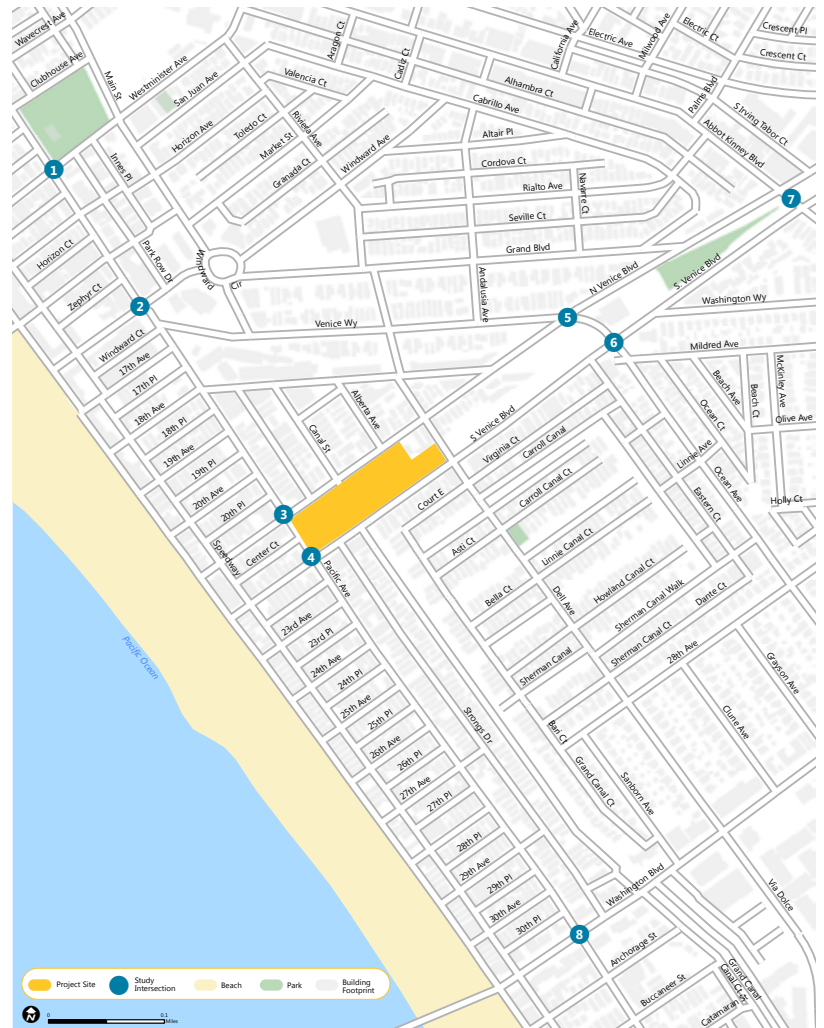


Figure 22: Future 2023 with-Project Construction - Saturday Mid-Day Peak Hour Traffic Volumes  
 Reese Davidson Community



x = MD Peak Hour Traffic Volumes



## 10. CONGESTION MANAGEMENT PROGRAM

This section provides study conformance with the regional impact analysis procedures mandated by the County of Los Angeles Congestion Management Program (CMP).

The CMP was created statewide because of Proposition 111 and was implemented locally by the Los Angeles County Metropolitan Transportation Authority (Metro). The CMP for Los Angeles County requires that the traffic impact of individual development projects of potentially regional significance be analyzed. A specific system of arterial roadways plus all freeways comprises the CMP system. Per CMP Transportation Impact Analysis (TIA) Guidelines, a traffic impact analysis is conducted where:

- At CMP arterial monitoring intersections, including freeway on-ramps or off-ramps, where the proposed Project will add 50 or more vehicle trips during either a.m. or p.m. weekday peak hours.
- At CMP mainline freeway-monitoring locations, where the Project will add 150 or more trips, in either direction, during the either the a.m. or p.m. weekday peak hours.

### Roadway Facility Impacts

Based on the trip generation defined in Table 9, the Project is not expected to add 50 or more new Project trips per hour to the nearest CMP intersections. Therefore, no further analysis of potential CMP impacts is required.

- CMP ID 49 – Lincoln Boulevard and Marina Freeway, approximately 1.5 miles southeast of the Project site
- CMP ID 50 – Lincoln Boulevard and Venice Boulevard, approximately 1.1 miles east of the Project site

In addition, the proposed Project is expected to add less than 150 new trips per hour, in either direction, to the I-10 (San Bernardino) freeway segments based on the Project trip generation defined in Table 9. Therefore, no further analysis of CMP freeway monitoring stations is required.

- CMP ID 1010 – Lincoln Boulevard, south of I-10 Freeway, approximately 2.5 miles northeast of the Project site

### Transit Service Impacts

There are five existing public bus transit routes that are within close vicinity to the Project site, including a Metro local bus route, and a Rapid Bus (limited stop) route, two Santa Monica Big Blue Bus routes, and Culver City Bus route. The two Metro routes are designated CMP transit routes and are monitored for performance under the CMP program.

Weekday peak hour Project generated trips were utilized to calculate the regional transit service impacts. Saturday transit utilization is usually lower compared to weekday. Therefore, Saturday regional transit service impacts were not analyzed.

The project will generate, as defined in Section 3, 3,878 daily weekday trips, 93 trips during the AM peak hour, and 111 trips during the PM peak hour.

The CMP provides adjusted values to be used to evaluate the calculated project trip generation. The transit adjustment is as follows:

- Assumes an average vehicle occupancy factor of 1.4
- Assumes a mode split of 3.5 percent of all the person trips for the transit service

The following calculations were made, based on the defined CMP methodology:

- The Project is estimated to generate 1,229 person trips (1.4 times vehicle trips) on a typical weekday, including 130 trips during the AM peak hour and 155 trips during the PM peak hour.
- Using a 3.5 percent mode split, the Project is estimated to generate 43 daily transit trips on a typical weekday, including five transit trips during the AM peak hour and five transit trips during the PM peak hour.

Table 19 summarizes the existing transit service patronage near the project site. KOA compiled bus capacity and number of bus runs during the AM and PM peak period. KOA also obtained daily ridership or maximum bus load at the bus stops near the project site, based on data availability. As shown in Table 19, all five bus routes have ample of capacity at the stops near the proposed Project. The residual capacity in the AM or PM peak hour of each bus route largely exceeds the estimated transit trips generated by the Project during the peak hours. Therefore, the Project would not exceed regional transit capacity and transit impacts would be less than significant. Furthermore, it is assumed that public transit providers would add additional service when required in order to accommodate cumulative demand in the region. Therefore, cumulative impacts on public transit would be less than significant.

**Table 19 – Existing Transit Service Patronage  
Lines Serving Project Periphery**

AM Peak Period (6-9AM)							
Agency	Route	Number of Runs in Peak Period	Capacity	Maximum Load	Load Factor (Maximum Load / Capacity)	Residual Capacity per Run	Residual Capacity in Peak Hour
Metro	733	22	75	66	0.88	9	66
	33	26	50	43	0.86	7	61
Culver City Bus	1	20	50	16	0.32	34	227
Santa Monica	1	28	57	6	0.11	51	476
Big Blue Bus	18	7	57	7	0.12	50	117
PM Peak Period (3-7PM)							
Agency	Route	Number of Runs in Peak Period	Capacity	Maximum Load	Load Factor (Maximum Load / Capacity)	Residual Capacity per Run	Residual Capacity in Peak Hour
Metro	733	27	75	71	0.95	4	27
	33	35	50	42	0.84	8	70
Culver City Bus	1	28	50	18	0.36	32	224
Santa Monica	1	40	57	7	0.12	50	500
Big Blue Bus	18	11	57	7	0.12	50	138

**Data Source and Assumptions:**

KOA obtained 2019 first quarter average daily ridership by route from Metro's website.

Route 33's daily ridership was 9,620 and Route 733's daily ridership was 7,436.

Assumed AM and PM peak hour is 10 percent of the daily ridership

To be conservative, assumed maximum load is 50 percent of the hourly ridership

KOA obtained peak hour ridership data in the first half of 2019 for Route 1 from Culver City Transit

To be conservative, assumed maximum load is 50 percent of the hourly ridership

KOA obtained bus stop ridership and max load data between March 2019 and June 2019 from Santa Monica Big Blue Bus.

Route 1's busiest stop near the project site is the westbound stop at Main Street and Venice Way

Route 18's busiest stop near the project site is the eastbound stop at Abbott Kinney and Venice Blvd

# 11. ANALYSIS SUMMARY AND CONCLUSIONS

The following summarizes the traffic study results, conclusions and recommendations:

- The proposed Project consists of a new mixed-use affordable housing development with a restaurant/café, retail and community space in the heart of Venice Beach.
- The following summarizes the proposed Project uses:
  - ✓ Residential: 140 apartment units (including 4 managers' units)
  - ✓ Restaurant: 1,310 sq. ft. (including 500 sq. ft of outdoor space)
  - ✓ Retail: 2,255 sq. ft.
  - ✓ Community Art Space: 3,155 sq. ft.
  - ✓ Vehicle Parking: 401 stalls
  - ✓ Bicycle Parking: 136 racks
- The Project is anticipated to be completed and occupied by the end of the year 2023. Construction of the project is anticipated to take approximately two years to complete, from Spring 2021 to Summer 2023.
- The Project would generate 878 daily trips, including 93 vehicle trips during the weekday A.M. peak-hour (42 inbound trips and 51 outbound trips) and 111 vehicle trips during the P.M. peak-hour (57 inbound and 54 outbound trips). During the weekend on Saturday, the project is expected to generate 960 daily trips, including 120 vehicle trips during the mid-day hour-peak (67 inbound and 53 outbound trips).
- The Project daily household VMT per capita is estimated to be 7.0 and the daily work VMT per employee is estimated to be 6.6. Therefore, the Project is not anticipated to have significant VMT impact and TDM strategies are not needed for mitigation.
- Based on LADOT transportation assessment guidelines, the proposed Project would be operating at acceptable LOS D or better at the study intersections under existing with-Project conditions. Under the future with-Project conditions, the proposed Project would be operating at acceptable LOS at the study intersections as well. The effects of traffic would be presumed to have less than significant impacts on transportation for both existing and future with-Project scenarios.
- Traffic conditions during the construction period would not create any temporary traffic impacts at the study intersections.
- The proposed Project is not anticipated to cause a significant traffic impact on any CMP arterial monitoring intersections and mainline freeway monitoring locations. The existing transit services within the Project area would be able to accommodate the Project generated transit trips.

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**APPENDIX A**  
**Memorandum of Understanding**

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## 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: \_\_\_\_\_

Project Address: \_\_\_\_\_

Project Description: \_\_\_\_\_

LADOT Project Case Number: \_\_\_\_\_ Project Site Plan attached? (Required)  Yes  No

### II. TRIP GENERATION

Geographic Distribution: Commercial: N \_\_\_\_\_ % S \_\_\_\_\_ % E \_\_\_\_\_ % W \_\_\_\_\_ %  
 Residential: 15% 5% 80% 0%

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

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

	Yes	No
Transit Usage	<input type="checkbox"/>	<input type="checkbox"/>
Transportation Demand Management	<input type="checkbox"/>	<input type="checkbox"/>
Existing Active Land Use	<input type="checkbox"/>	<input type="checkbox"/>
Previous Land Use	<input type="checkbox"/>	<input type="checkbox"/>
Internal Trip	<input type="checkbox"/>	<input type="checkbox"/>
Pass-By Trip	<input type="checkbox"/>	<input type="checkbox"/>

Source of Trip Generation Rate(s)? ITE 9<sup>th</sup> Edition Other: \_\_\_\_\_

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

	<u>IN</u>	<u>OUT</u>	<u>TOTAL</u>
AM Trips	_____	_____	_____
PM Trips	_____	_____	_____
SAT MD Trips	67	53	120

### III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: \_\_\_\_\_ Ambient or CMP Growth Rate: \_\_\_\_\_ % Per Yr.

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

Subject to Freeway Impact Analysis, in addition to CMP Analysis? (Freeway analysis screening filter must be included in this MOU; selecting “yes” implies that at least one criteria was satisfied)  Yes  No

Map of Study Intersections attached? (May be subject to LADOT revision after initial impact analysis)  Yes  No

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







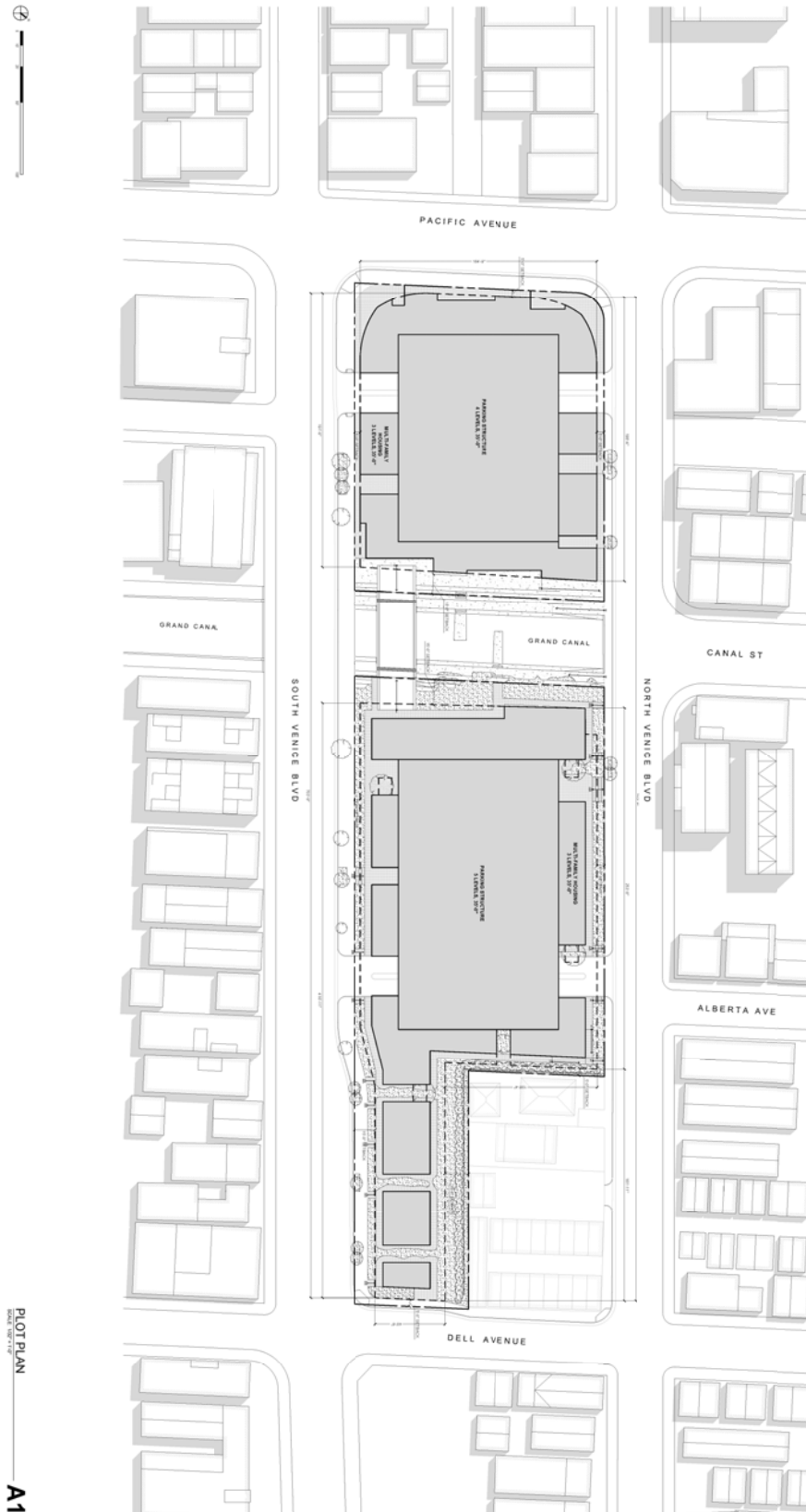
**IV. CONTACT INFORMATION**

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Phone Number: (323) 260 - 4703  
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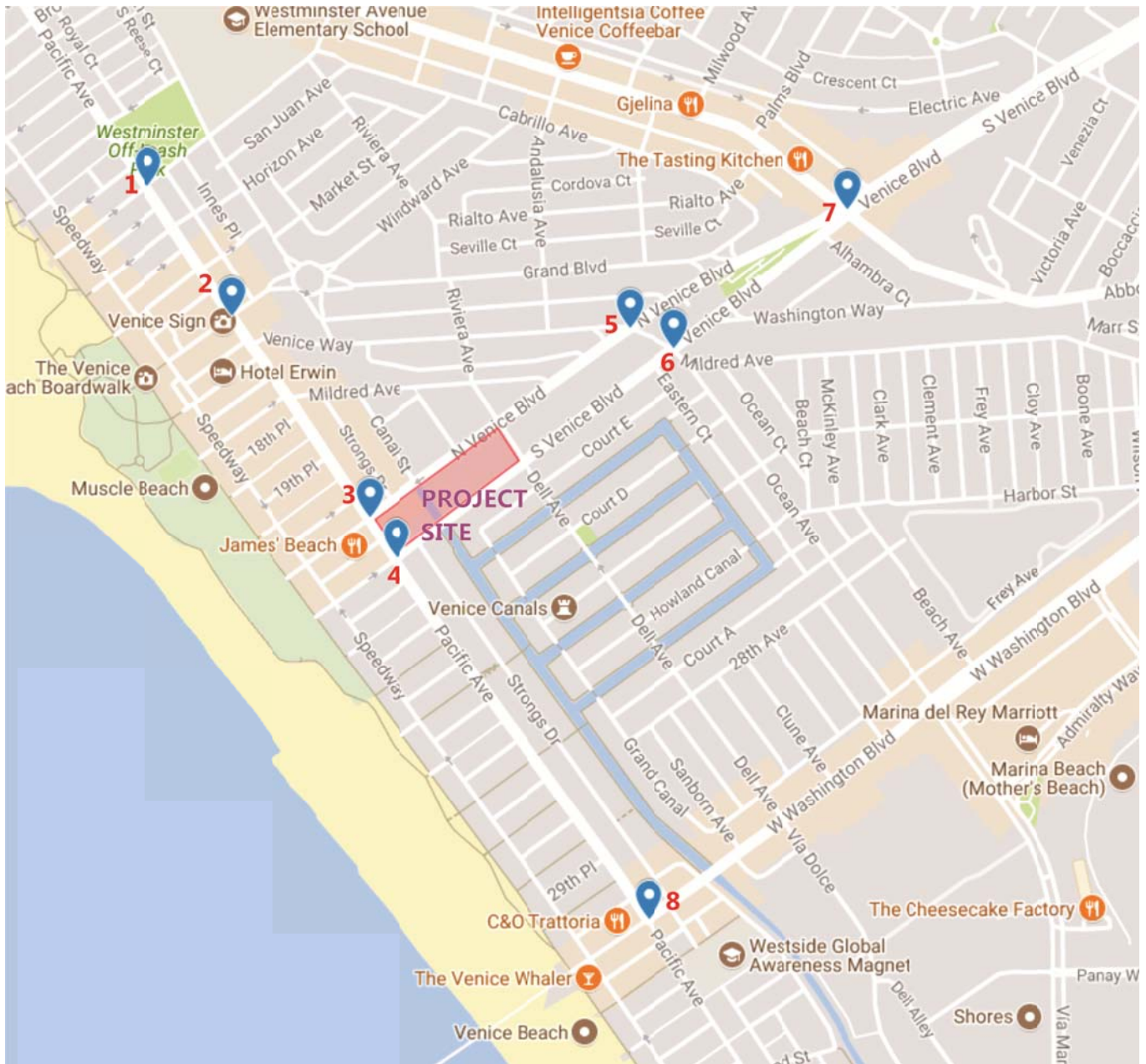
DEVELOPER  
Name: Anup Patel, Venice Community Housing  
Address: 720 Rose, Los Angeles, CA 90291  
Phone Number: (424) 268 - 5119  
E-Mail: apatel@vchcorp.org

Approved by: x		8/30/2019	x		9/26/19
	Consultant's Representative	Date		LADOT Representative	Date

ATTACHMENT A  
Project Site Plan



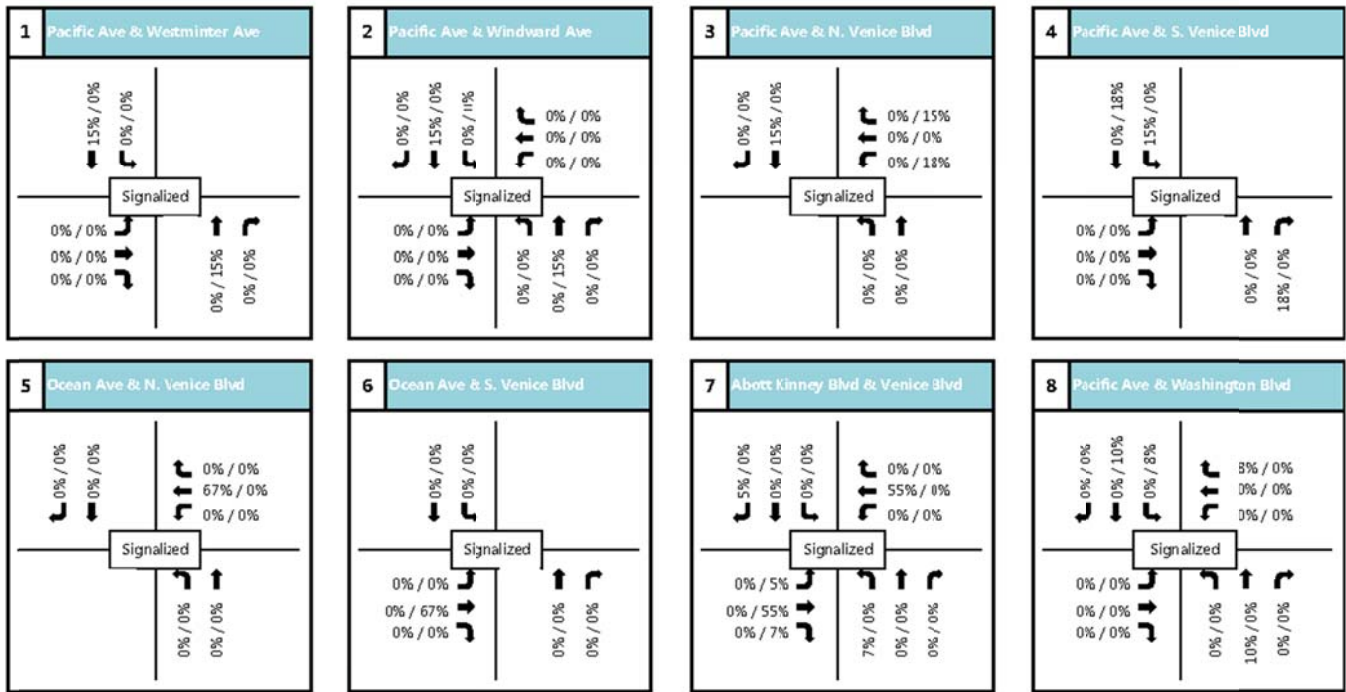
ATTACHMENT B  
Study Intersection



1. Pacific Ave & Westminster Ave
2. Pacific Ave & Windward Ave
3. Pacific Ave & Venice Blvd N
4. Pacific Ave & Venice Blvd S
5. Ocean Ave & Venice Blvd N
6. Ocean Ave & Venice Blvd S
7. Abott Kinney Blvd & Venice Blvd
8. Pacific Ave & Washington Ave

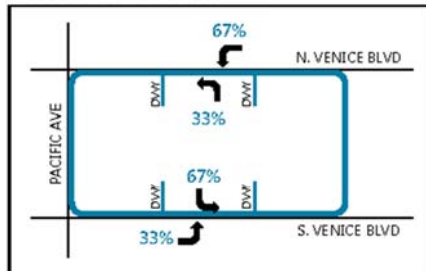
# ATTACHMENT B

## Project Trip Distribution – Commercial Use



x/x = In/Out Distribution Percentages

### PROJECT DRIVEWAY

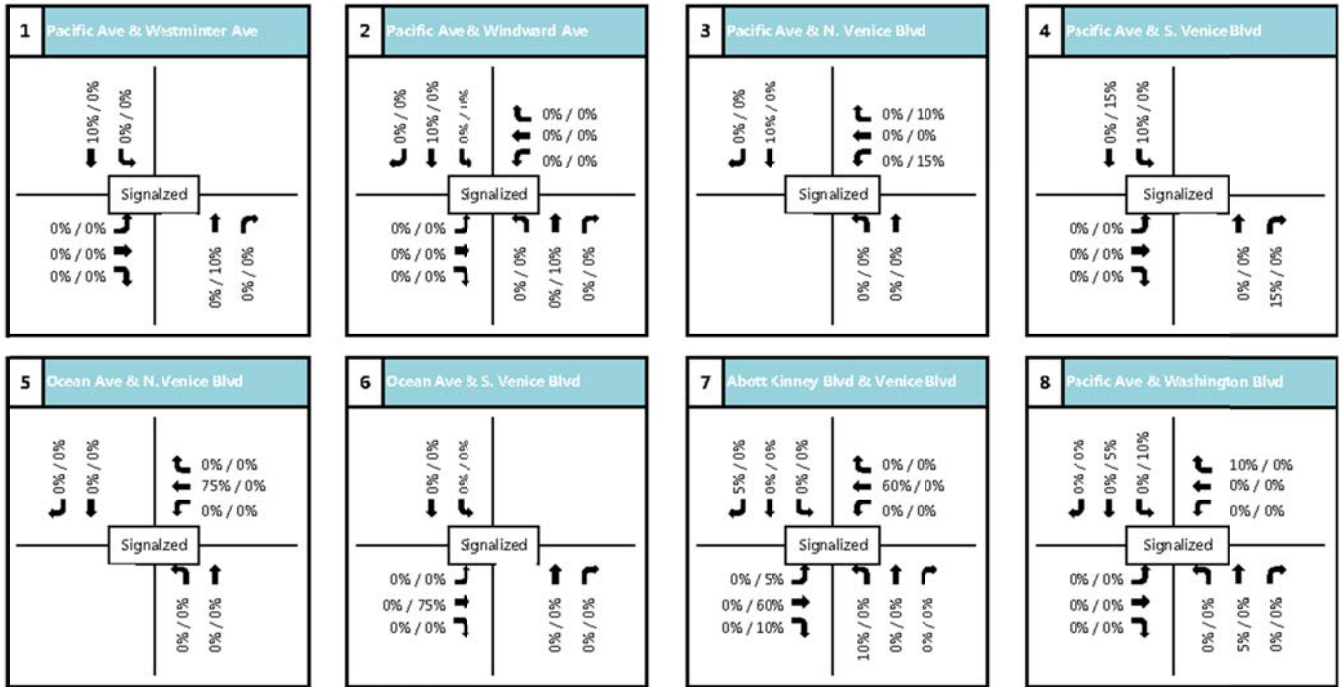


DWY = Project driveway  
 Note: Percentages represent Project trips entering and exiting all Project driveways



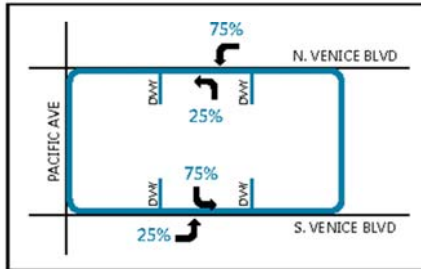
# ATTACHMENT B

## Project Trip Distribution – Residential Use



x/x = In/Out Distribution Percentages

### PROJECT DRIVEWAY



DWY = Project Driveway  
 Note: Percentages represent Project trips entering and exiting all Project driveways



## ATTACHMENT C Project Trip Generation

Land Use	Rates	Intensity	Units	Weekday Daily Total	AM Peak			PM Peak			Saturday Daily Total	Mid-day Peak		
					Total	In	Out	Total	In	Out		Total	In	Out
<b>Trip Generation Rates</b>														
Affordable Apartments <sup>1</sup>	LADOT	-	DU	4.08	0.5	40%	60%	0.34	55%	45%	4.91	0.44	50%	50%
Shopping Center <sup>2</sup>	ITE 820	-	KSF	37.75	0.94	62%	38%	14.6	48%	52%	46.12	4.5	52%	48%
High Turn-over (Sit-Down) Restaurant <sup>3</sup>	ITE 932	-	KSF	112.18	9.94	55%	45%	10.9	62%	38%	122.40	11.19	51%	49%
Recreational Community Center	ITE 495	-	KSF	28.82	1.76	66%	34%	2.31	47%	53%	9.10	1.07	54%	46%
Public Parking <sup>4</sup>	N/A	-	SPACES	N/A	0.14	54%	46%	0.42	47%	53%	N/A	0.50	63%	37%
<b>Trip Generation Estimates or Proposed Land Use</b>														
Affordable Apartments	LADOT	140	DU	571	70	28	42	48	26	22	687	62	31	31
Commercial Retails	ITE 820	2.255	KSF	85	2	1	1	33	16	17	104	10	5	5
Café	ITE 932	1.310	KSF	147	13	7	6	14	9	5	160	15	8	7
Community Art Space	ITE 495	3.155	KSF	91	6	4	2	7	3	4	29	3	2	1
Public Parking	N/A	105	SPACES	-	15	8	7	44	21	23	-	53	33	20
<b>Subtotal</b>				<b>894</b>	<b>106</b>	<b>48</b>	<b>58</b>	<b>146</b>	<b>75</b>	<b>71</b>	<b>980</b>	<b>143</b>	<b>79</b>	<b>64</b>
<b>Credits</b>														
Existing Affordable Housing	LADOT	4	DU	(16)	(2)	(1)	(1)	(1)	(1)	0	(20)	(2)	(1)	(1)
Internal Trip Capture <sup>5</sup> - Commercial <sup>6</sup>				-	(3)	(1)	(2)	(13)	(4)	(9)	-	(7)	(4)	(3)
Internal Trip Capture - Café <sup>7</sup>				-	(3)	(2)	(1)	(7)	(4)	(3)	-	(7)	(3)	(4)
Internal Trip Capture - Residential <sup>8</sup>				-	(3)	(1)	(2)	(11)	(7)	(4)	-	(5)	(3)	(2)
Transit Reduction - 10%				-	(2)	(1)	(1)	(3)	(2)	(1)	-	(2)	(1)	(1)
<b>Total</b>				<b>878</b>	<b>93</b>	<b>42</b>	<b>51</b>	<b>111</b>	<b>57</b>	<b>54</b>	<b>960</b>	<b>120</b>	<b>67</b>	<b>53</b>

Source: Trip generation rates were from ITE Trip Generation Manual, 10<sup>th</sup> Edition unless otherwise noted.

Note 1: The weekday peak hour rates for affordable apartments is based on the LADOT Transportation Impact Study Guidelines, December 2016 (LADOT Guidelines). The LADOT Guidelines do not include Saturday daily or peak hour rates for affordable apartments. For purposes of establishing daily and peak hour rates for affordable housing, this trip generation table utilizes ITE 221 Saturday daily and peak hour rates for mid-rise multifamily housing.

Note 2: The PM trip generation rate is according to the Coastal Transportation Corridor Specific Plan.

Note 3: The PM trip generation rate is according to the Venice Coastal Zone Specific Plan.

Note 4: The rates were based on the existing parking demand survey of the existing 188 public spaces conducted on-site for two consecutive weekdays and Saturdays.

Note 5: Internal trip capture credits were based on the NCHRP 684 Internal Trip Capture Estimation Tool as described in the ITE Trip Generation Handbook, 3rd Edition. Daily and weekend trips credited were not provided in the handbook, and the data were available for AM and PM peak period only. To be conservative, Saturday mid-day internal trip credits were based on the data from the weekday PM peak period.

Note 6: Commercial credits - AM (29% in and 50% out), PM (22% in and 41% out), Saturday Mid-day (50% in and 50% out)

Note 7: Café credits - AM (30% in and 13% out), PM (46% in and 57% out), Saturday Mid-day (36% in and 60% out)

Note 8: Residential credits - AM (3% in and 5% out), PM (25% in and 16% out), Saturday Mid-day (9% in and 7% out)

This project includes weekday and Saturday mid-day traffic count collection. Weekday traffic counts were collected from 7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 6:00 p.m. Saturday mid-day traffic counts were collected during summertime between the hours of 1 p.m. and 6:00 p.m. Traffic counts were collected at the following dates:

- Wednesday, May 30, 2018 (weekday a.m. and p.m. peak hours)
- Saturday, August 25, 2018 (Saturday mid-day)

The Project will provide additional 105 public parking spaces on-site. A parking survey was collected on-site in order to calculate the rates for the proposed parking demand. Attachment F summarizes the parking survey results collected on the following days:

- Thursday, July 18, 2019
- Wednesday, July 24, 2019
- Saturday, July 20, 2019
- Saturday, July 27, 2019

# ATTACHMENT D

## Related Projects Map



## ATTACHMENT E

### Related Projects Trip Generation

Project	Location	Land use	Size	Units	Weekday Daily Total	Weekday AM Peak			Weekday PM Peak			Saturday Mid-Day				
						Total	In	Out	Total	In	Out	Daily	Total	In	Out	
<b>City of Los Angeles</b>																
1	MDR-LCP Admendment	1 Marina Expressway	Residential	2,044	d.u.	21,050	1,707	622	1,085	2,503	1,378	1,125	9,259	736	405	331
			Senior Housing - Attached	129,000	d.u.								0	35	16	19
			Hotel	505,000	rooms								4,136	364	204	160
			Shopping Center	273,741	k.s.f.								12,625	1,232	641	591
			Turnover Sit-Down Restaurant	1323,000	seats								7,409	701	372	329
			General Office Building	26,000	k.s.f.								57	14	7	7
			Library	3,000	k.s.f.								240	38	20	18
		Dry Stack Spaces	375	spaces	0	0	0	0								
2	House Pies	1020 E Venice Blvd	High-Turnover Restaurant	8,895	k.s.f.	396	33	18	15	33	20	13	50	5	2	3
3	Bakery with Retail & Restaurant	320 E Sunset Ave	Retail /Restaruant	4,675	k.s.f.	861	46	21	25	81	56	25	830	48	25	23
4	Mixed-Use	4040 S Del Rey Ave	Apartments	195	d.u.	1,839	88	-50	139	121	149	-28	957	86	42	44
			Mini-Warehouse	80,000	k.s.f.								156	25	15	10
5	New 3-Story Manufacturing & Retail	595 Venice Blvd	Office	25,150	k.s.f.	556	56	50	6	85	15	70	56	13	7	6
			Retail	5,028	k.s.f.								232	23	12	11
6	Mixed-Use (Inclave)	4065 S Glencoe Ave	Office	35,206	k.s.f.	-191	105	67	38	101	2	99	78	19	10	9
			Retail	1,500	k.s.f.								69	7	4	3
			Apartments	49,000	d.u.								399	34	17	17
7	Mixed-Use	825 S Hampton Dr	Condominium	8	d.u.	493	34	18	16	49	28	21	65	6	3	3
			Retail	2,430	k.s.f.								112	11	6	5
			Restaurant	4,100	k.s.f.								502	46	23	23
			Gym	2,780	k.s.f.								25	9	4	5
8	Mixed-Use	1033 S. Abbot Kinney	Hotel	78	Rooms	525	35	20	15	44	22	22	639	56	31	25
			Multifamily Housing (Mid-Rise)	4,000	d.u.	23	2	0	2	3	2	1	20	2	1	1
			Shopping Center	4,670	k.s.f.	160	4	2	2	11	5	6	215	21	11	10
			Quality Restaurant	3,810	k.s.f.	238	3	2	1	15	12	3	343	41	24	17
			General Office Building	2,0270	k.s.f.	9	3	3	0	7	2	5	4	1	1	0
9	Apartments	1015 E. Venice	Multifamily Housing (Mid-Rise)	56	d.u.	305	20	5	15	25	15	10	275	25	12	13
10	Apartments	13488 W. Maxella	Mid-Rise Residential with 1st-Floor Commercial	65	d.u.	224	20	6	14	23	16	7	319	56	28	28
11	Mixed-Use	13400 W Maxella Ave	Shopping Center	27,300	k.s.f.	1,031	26	16	10	104	50	54	1,259	123	64	59
			Multifamily Housing (High-Rise)	592	d.u.	2,634	184	44	140	213	130	83	2,682	213	117	96
			Affordable Housing	66	d.u.	269	33	13	20	22	12	10	537	46	23	23
12	Apartments	718 E. Rose	Affordable Housing	35	d.u.	143	18	7	11	12	7	5	285	25	13	12
13	MTA Lot	Pacific/Main Ave, s/o Sunset Ave	Assisted Living	154	Beds	400	29	18	11	52	23	29	451	42	19	23
14	Thatcher Yard	3233 Thatcher Ave	Affordable Housing	98	d.u.	400	49	20	29	33	18	15	798	69	35	34
<b>County of Los Angeles</b>																
15	Risidential	Via Marina and Marquesas Way	Multifamily Housing (Mid-Rise)	526	d.u.	2,861	189	49	140	231	141	90	2,583	231	113	118
16	Mixed-Use	13443 Bali Street	Shopping Center	6.30	k.s.f.	238	6	4	2	24	12	12	291	28	15	13
			Quality Restaurant	7.50	k.s.f.	629	5	-	-	59	40	19	675	80	47	33
			General Office Building	3.05	k.s.f.	30	4	3	1	4	1	3	7	2	1	1
17	Mixed-Use	13967 Marquesas Way	Multifamily Housing (Mid-Rise)	585.00	d.u.	3,182	211	55	156	257	157	100	2,872	257	126	131
			Shopping Center	8.00	k.s.f.	302	8	5	3	30	14	16	369	36	19	17
18	Commercial Building	13650 Mindanao Street	Shopping Center	83.00	k.s.f.	3,133	78	48	30	316	152	164	3,828	374	194	180
19	Hotel	Via Marina and Tahiti Way	Hotel	288.00	rooms	2,408	135	80	55	173	88	85	2,359	207	116	91
<b>City of Santa Monica</b>																
20	Commercial Building	3280 Lincoln Boulevard	Shopping Center	3,898	k.s.f.	147	4	2	2	15	7	8	180	18	9	9
21	2740 Main Street	2740 Main Street	Shopping Center	4,833	k.s.f.	182	5	3	2	18	9	9	223	22	11	11
<b>TOTAL</b>						<b>44,477</b>	<b>3,140</b>	<b>1,151</b>	<b>1,985</b>	<b>4,664</b>	<b>2,583</b>	<b>2,081</b>	<b>58,471</b>	<b>5,427</b>	<b>2,865</b>	<b>2,562</b>



ATTACHMENT F  
Parking Survey Summary

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**Existing spaces on-site: 188**

**Proposed new spaces: 105**

**Existing Parking Deman Summary**

PEAK HOUR	TOTAL	IN	OUT
AM	26	14	12
PM	79	37	42
SAT MD	94	59	35

**Rate Calculation**

PEAK HOUR	TOTAL	IN	OUT
AM	0.14	0.54	0.46
PM	0.42	0.47	0.53
SAT MD	0.50	0.63	0.37

**Proposed Peak Hour Parking Demand**

PEAK HOUR	TOTAL	IN	OUT
AM	15	8	7
PM	44	21	23
SAT MD	53	33	20

## ATTACHMENT F

### Parking Survey Data – Weekday

#### SURVEY DATA WEEKDAY 7/18

AM	Inbound Total	Outbound 1	Outbound 2	Outbound 3	Outbound Total	Total
7:00 AM	0	0	0	0	0	0
7:15 AM	2	0	2	0	2	4
7:30 AM	2	0	0	1	1	3
7:45 AM	2	0	1	0	1	3
8:00 AM	2	1	0	0	1	3
8:15 AM	5	2	4	0	6	11
8:30 AM	4	2	2	0	4	8
8:45 AM	2	0	1	1	2	4
9:00 AM	1	0	0	0	0	1
9:15 AM	3	0	1	0	1	4
9:30 AM	5	0	2	0	2	7
9:45 AM	2	1	0	0	1	3
<b>Total:</b>	<b>30</b>	<b>6</b>	<b>13</b>	<b>2</b>	<b>21</b>	<b>51</b>

#### SURVEY DATA WEEKDAY 7/24

AM	Inbound Total	Outbound 1	Outbound 2	Outbound 3	Outbound Total	Total
7:00 AM	1	0	1	0	1	2
7:15 AM	2	0	0	0	0	2
7:30 AM	1	0	1	0	1	2
7:45 AM	2	0	0	0	0	2
8:00 AM	2	0	0	2	2	4
8:15 AM	2	1	0	0	1	3
8:30 AM	3	2	1	0	3	6
8:45 AM	3	1	0	0	1	4
9:00 AM	4	1	3	0	4	8
9:15 AM	2	4	0	0	4	6
9:30 AM	5	0	2	0	2	7
9:45 AM	4	2	0	0	2	6
<b>Total:</b>	<b>31</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>21</b>	<b>52</b>

PM	Inbound Total	Outbound 1	Outbound 2	Outbound 3	Outbound Total	Total
3:00 PM	14	7	3	0	10	24
3:15 PM	11	5	1	4	10	21
3:30 PM	4	6	1	4	11	15
3:45 PM	6	10	0	2	12	18
4:00 PM	6	3	6	4	13	19
4:15 PM	5	6	2	3	11	16
4:30 PM	4	4	2	0	6	10
4:45 PM	9	12	3	4	19	28
5:00 PM	3	4	1	2	7	10
5:15 PM	9	7	3	3	13	22
5:30 PM	5	8	1	0	9	14
5:45 PM	7	4	1	1	6	13
<b>Total:</b>	<b>83</b>	<b>76</b>	<b>24</b>	<b>27</b>	<b>127</b>	<b>210</b>

PM	Inbound Total	Outbound 1	Outbound 2	Outbound 3	Outbound Total	Total
3:00 PM	9	6	0	2	8	17
3:15 PM	4	6	3	0	9	13
3:30 PM	9	5	2	1	8	17
3:45 PM	13	8	2	3	13	26
4:00 PM	3	8	1	1	10	13
4:15 PM	7	10	0	2	12	19
4:30 PM	2	6	0	2	8	10
4:45 PM	3	4	2	2	8	11
5:00 PM	5	5	0	1	6	11
5:15 PM	2	3	1	0	4	6
5:30 PM	3	8	1	2	11	14
5:45 PM	3	9	1	2	12	15
<b>Total:</b>	<b>63</b>	<b>78</b>	<b>13</b>	<b>18</b>	<b>109</b>	<b>172</b>

#### SUMMARY WEEKDAY 7/18

AM	Inbound Total	Outbound Total	NET Total
7:00 AM	1	1	2
7:15 AM	2	1	4
7:30 AM	2	1	4
7:45 AM	2	1	4
8:00 AM	2	2	6
8:15 AM	4	4	7
8:30 AM	4	4	10
8:45 AM	3	2	7
9:00 AM	3	2	11
9:15 AM	3	3	9
9:30 AM	5	2	12
9:45 AM	3	2	9
<b>Total:</b>	<b>34</b>	<b>25</b>	<b>89</b>

#### RESULTS PEAK HOUR

AM	Inbound Total	Outbound Total	NET Total
7:00 AM	7	4	11
7:15 AM	8	5	13
7:30 AM	10	8	18
7:45 AM	12	11	23
8:00 AM	13	12	25
8:15 AM	14	12	26
8:30 AM	13	11	24
8:45 AM	14	9	23
9:00 AM	14	9	23

PM	Inbound Total	Outbound Total	Total
3:00 PM	12	9	30
3:15 PM	8	10	22
3:30 PM	7	10	25
3:45 PM	10	13	37
4:00 PM	5	12	19
4:15 PM	6	12	26
4:30 PM	3	7	14
4:45 PM	6	14	18
5:00 PM	4	7	16
5:15 PM	6	9	13
5:30 PM	4	10	19
5:45 PM	5	9	21
<b>Total:</b>	<b>76</b>	<b>122</b>	<b>256</b>

PM	Inbound Total	Outbound Total	Total
3:00 PM	37	42	79
3:15 PM	30	45	75
3:30 PM	28	47	75
3:45 PM	24	44	68
4:00 PM	20	45	65
4:15 PM	19	40	59
4:30 PM	19	37	56
4:45 PM	20	40	60
5:00 PM	19	35	54

## ATTACHMENT F

### Parking Survey Data – Saturday

#### SURVEY DATA SATURDAY 7/20

AM	Inbound Total	Outbound 1	Outbound 2	Outbound 3	Outbound Total	Total
1:00 PM	10	3	3	1	7	17
1:15 PM	18	2	2	4	8	26
1:30 PM	17	0	4	1	5	22
1:45 PM	13	4	3	5	12	25
2:00 PM	15	3	1	2	6	21
2:15 PM	2	7	7	1	15	17
2:30 PM	13	2	6	2	10	23
2:45 PM	11	6	4	2	12	23
3:00 PM	5	6	4	1	11	16
3:15 PM	10	4	4	4	12	22
3:30 PM	10	3	2	2	7	17
3:45 PM	9	4	7	3	14	23
4:00 PM	4	4	6	3	13	17
4:15 PM	10	4	6	7	17	27
4:30 PM	9	2	7	4	13	22
4:45 PM	9	4	6	1	11	20
5:00 PM	8	2	2	4	8	16
5:15 PM	9	4	7	3	14	23
5:30 PM	11	7	1	3	11	22
5:45 PM	8	2	2	8	12	20
<b>Total:</b>	<b>201</b>	<b>73</b>	<b>84</b>	<b>61</b>	<b>218</b>	<b>419</b>

#### SURVEY DATA SATURDAY 7/27

AM	Inbound Total	Outbound 1	Outbound 2	Outbound 3	Outbound Total	Total
1:00 PM	8	3	0	0	3	11
1:15 PM	19	5	1	0	6	25
1:30 PM	12	4	0	0	4	16
1:45 PM	16	5	2	1	8	24
2:00 PM	19	3	1	1	5	24
2:15 PM	17	2	2	0	4	21
2:30 PM	21	6	2	0	8	29
2:45 PM	12	4	0	4	8	20
3:00 PM	17	1	3	3	7	24
3:15 PM	13	4	2	1	7	20
3:30 PM	4	7	4	1	12	16
3:45 PM	10	3	0	0	3	13
4:00 PM	9	1	2	4	7	16
4:15 PM	11	4	4	1	9	20
4:30 PM	10	3	9	3	15	25
4:45 PM	7	5	4	3	12	19
5:00 PM	6	3	4	4	11	17
5:15 PM	3	5	3	1	9	12
5:30 PM	2	5	8	3	16	18
5:45 PM	5	9	4	3	16	21
<b>Total:</b>	<b>221</b>	<b>82</b>	<b>55</b>	<b>33</b>	<b>170</b>	<b>391</b>

#### SUMMARY

##### AVERAGE SATURDAY

AM	Inbound AVG	Outbound AVG	NET Total
1:00 PM	9	5	14
1:15 PM	19	7	26
1:30 PM	15	5	20
1:45 PM	15	10	25
2:00 PM	17	6	23
2:15 PM	10	10	20
2:30 PM	17	9	26
2:45 PM	12	10	22
3:00 PM	11	9	20
3:15 PM	12	10	22
3:30 PM	7	10	17
3:45 PM	10	9	19
4:00 PM	7	10	17
4:15 PM	11	13	24
4:30 PM	10	14	24
4:45 PM	8	12	20
5:00 PM	7	10	17
5:15 PM	6	12	18
5:30 PM	7	14	21
5:45 PM	7	14	21
<b>Total:</b>	<b>217</b>	<b>199</b>	<b>416</b>

#### RESULTS

##### MID-DAY PEAK HOUR

AM	Inbound AVG	Outbound AVG	NET Total
1:00 PM	58	27	85
1:15 PM	66	28	94
1:30 PM	57	31	88
1:45 PM	59	35	94
2:00 PM	56	35	91
2:15 PM	50	38	88
2:30 PM	52	38	90
2:45 PM	42	39	81
3:00 PM	40	38	78
3:15 PM	36	39	75
3:30 PM	35	42	77
3:45 PM	38	46	84
4:00 PM	36	49	85
4:15 PM	36	49	85
4:30 PM	31	48	79
4:45 PM	28	48	76
5:00 PM	27	50	77

**ATTACHMENT G**  
Initial Freeway Impact Analysis Screening

**Mainline**

Location	Peak Hour	Project Trips		Freeway Mainline Capacity [a]		Caltrans Criteria for Impact Analysis [b]		Freeway Impact Analysis Required?
		NB/WB	SB/EB	NB/WB	SB/EB	NB/WB	SB/EB	
SR-90 Freeway Lincoln Blvd	AM	2	3	6,000	4,000	60	40	<b>NO</b>
	PM	3	3	6,000	4,000	60	40	<b>NO</b>
	SAT	2	3	6,000	4,000	60	40	<b>NO</b>
I-10 Freeway e/o Lincoln Blvd	AM	4	5	6,000	6,000	60	60	<b>NO</b>
	PM	6	5	6,000	6,000	60	60	<b>NO</b>
	SAT	7	5	6,000	6,000	60	60	<b>NO</b>
I-405 Freeway s/o Venice Blvd	AM	8	10	12,000	12,000	120	120	<b>NO</b>
	PM	11	11	12,000	12,000	120	120	<b>NO</b>
	SAT	13	11	12,000	12,000	120	120	<b>NO</b>

NB = northbound, WB = westbound, SB = southbound, EB = eastbound

[a] The freeway capacity is 2,000 vehicles per hour per lane.

[b] A 1% or more increase to the freeway mainline capacity for a freeway segment operating at LOS E or F would require a freeway impact analysis.

**Off-ramp**

Location	Peak Hour	Project Trips	Freeway Off-Ramp Capacity [a]	Caltrans 1% Criteria for Impact Analysis [b]	Caltrans 2% Criteria for Impact Analysis [c]	Off-Ramp Impact Analysis Required?
SR-90 Freeway, Westbound Off-Ramp at Lincoln Blvd	AM	2	3,400	34	68	<b>NO</b>
	PM	3	3,400	34	68	<b>NO</b>
	SAT	3	3,400	34	68	<b>NO</b>
I-10 Freeway, Westbound Off-Ramp at Olympic Blvd	AM	4	1,700	17	34	<b>NO</b>
	PM	6	1,700	17	34	<b>NO</b>
	SAT	7	1,700	17	34	<b>NO</b>
I-405 Freeway, Northbound Off-Ramp at Sepulveda Blvd	AM	8	1,700	17	34	<b>NO</b>
	PM	11	1,700	17	34	<b>NO</b>
	SAT	13	1,700	17	34	<b>NO</b>
I-405 Freeway, Southbound Off-Ramp at Sawtelle Blvd	AM	8	1,700	17	34	<b>NO</b>
	PM	11	1,700	17	34	<b>NO</b>
	SAT	13	1,700	17	34	<b>NO</b>

[a] The freeway off-ramp capacity is 850 vehicles per hour per lane.

[b] A 1% or more increase to the capacity of a freeway off-ramp operating at LOS E or F would require a freeway impact analysis.

[c] A 2% or more increase to the capacity of a freeway off-ramp operating at LOS D would require a freeway impact analysis.

---

**APPENDIX B**  
**VMT Analysis**

---

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.0

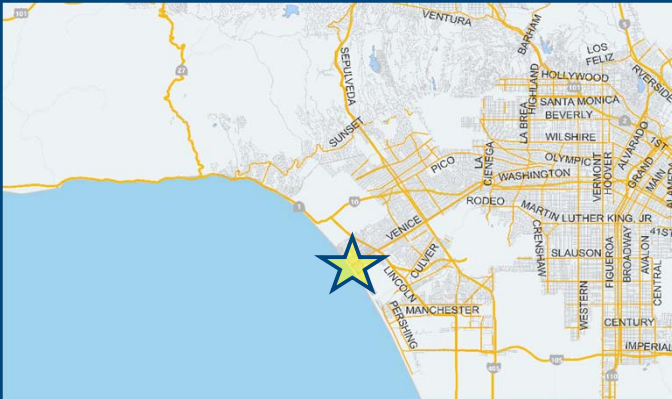


## Project Information

Project:

Scenario:  [WWW](#)

Address:



Land Use Type	Value	Unit
Retail   High-Turnover Sit-Down Restaurant		ksf
Retail   General Retail	5.41	ksf
Retail   High-Turnover Sit-Down Restaurant	1.31	ksf
(custom) Public Beach Parking   Daily	558	Trips
(custom) Public Beach Parking   HBW-Attracti	0	Percent
(custom) Public Beach Parking   HBO-Attractio	100	Percent
(custom) Public Beach Parking   NHB-Attractio	0	Percent
(custom) Public Beach Parking   HBW-Product	0	Percent
(custom) Public Beach Parking   HBO-Producti	0	Percent
(custom) Public Beach Parking   NHB-Producti	0	Percent
(custom) Public Beach Parking   Daily	0	Residents

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

## TDM Strategies

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

### A Parking

Proposed Prj  Mitigation

Reduce Parking Supply  city code parking provision for the project site  
 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 Mitigation
<b>1,219</b> Daily Vehicle Trips	<b>1,219</b> Daily Vehicle Trips
<b>8,486</b> Daily VMT	<b>8,486</b> Daily VMT
<b>7.0</b> Household VMT per Capita	<b>7.0</b> Household VMT per Capita
<b>6.6</b> Work VMT per Employee	<b>6.6</b> Work VMT per Employee
<b>Significant VMT Impact?</b>	
<b>Household: No</b> Threshold = 7.4 15% Below APC	<b>Household: No</b> Threshold = 7.4 15% Below APC
<b>Work: No</b> Threshold = 11.1 15% Below APC	<b>Work: No</b> Threshold = 11.1 15% Below APC



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: October 7, 2019

Project Name: Reese Davidson Affordable Housing

Project Scenario: The Project

Project Address: 204 E NORTH VENICE BLVD, 90291



Version 1.0

Project Information			
	<i>Land Use Type</i>	<i>Value</i>	<i>Units</i>
<i>Housing</i>	<i>Single Family</i>	0	DU
	<i>Multi Family</i>	0	DU
	<i>Townhouse</i>	0	DU
	<i>Hotel</i>	0	Rooms
	<i>Motel</i>	0	Rooms
<b>Affordable Housing</b>	<b>Family</b>	<b>140</b>	<b>DU</b>
	<i>Senior</i>	0	DU
	<i>Special Needs</i>	0	DU
	<i>Permanent Supportive</i>	0	DU
<b>Retail</b>	<b>General Retail</b>	<b>5.410</b>	<b>ksf</b>
	<i>Furniture Store</i>	0.000	ksf
	<i>Pharmacy/Drugstore</i>	0.000	ksf
	<i>Supermarket</i>	0.000	ksf
	<i>Bank</i>	0.000	ksf
	<i>Health Club</i>	0.000	ksf
	<b>High-Turnover Sit-Down Restaurant</b>	<b>1.310</b>	<b>ksf</b>
	<i>Fast-Food Restaurant</i>	0.000	ksf
	<i>Quality Restaurant</i>	0.000	ksf
	<i>Auto Repair</i>	0.000	ksf
	<i>Home Improvement Superstore</i>	0.000	ksf
	<i>Free-Standing Discount</i>	0.000	ksf
	<i>Movie Theater</i>	0	Seats
	<i>Office</i>	<i>General Office</i>	0
<i>Medical Office</i>		0.000	ksf
<i>Industrial</i>	<i>Light Industrial</i>	0.000	ksf
	<i>Manufacturing</i>	0.000	ksf
	<i>Warehousing/Self-Storage</i>	0.000	ksf
<i>School</i>	<i>University</i>	0	Students
	<i>High School</i>	0	Students
<b>Other</b>	<b>Public Beach Parking</b>	<b>558</b>	<b>Trips</b>

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: October 7, 2019

Project Name: Reese Davidson Affordable Housing

Project Scenario: The Project

Project Address: 204 E NORTH VENICE BLVD, 90291



Version 1.0

<b>Analysis Results</b>			
<i>Total Employees: 16</i> <i>Total Population: 440</i>			
<b>Proposed Project</b>		<b>With Mitigation</b>	
1,219	Daily Vehicle Trips	1,219	Daily Vehicle Trips
8,486	Daily VMT	8,486	Daily VMT
7	Household VMT per Capita	7	Household VMT per Capita
6.6	Work VMT per Employee	6.6	Work VMT per Employee
<b>Significant VMT Impact?</b>			
<i>APC: West Los Angeles</i>			
Impact Threshold: 15% Below APC Average Household = 7.4 Work = 11.1			
<b>Proposed Project</b>		<b>With Mitigation</b>	
<i>VMT Threshold</i>	<i>Impact</i>	<i>VMT Threshold</i>	<i>Impact</i>
<i>Household &gt; 7.4</i>	No	<i>Household &gt; 7.4</i>	No
<i>Work &gt; 11.1</i>	No	<i>Work &gt; 11.1</i>	No



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: October 7, 2019  
 Project Name: Reese Davidson Affordable Housing  
 Project Scenario: The Project  
 Project Address: 204 E NORTH VENICE BLVD, 90291



Version 1.0

### TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		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	
<b>Parking</b>	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
<b>Transit</b>	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Appendix B, 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%	
<b>Education &amp; Encouragement</b>	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Appendix B, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
<b>Commute Trip Reductions</b>	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Appendix B, Commute Trip Reductions sections 1 - 4
	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%	
<b>Shared Mobility</b>	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	Appendix B, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: October 7, 2019

Project Name: Reese Davidson Affordable Housing

Project Scenario: The Project

Project Address: 204 E NORTH VENICE BLVD, 90291



Version 1.0

### TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

		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	
		<b>Bicycle Infrastructure</b>	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%	
	Bike parking per LAMC	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
<b>Neighborhood Enhancement</b>	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%	Appendix B, 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
	<b>COMBINED TOTAL</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>MAX. TDM EFFECT</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

$$= \text{Minimum}(X\%, 1 - (1-[a])*(1-[b]))$$

where: X%=

	urban center	75%
<b>PLACE</b>	urban	75%
<b>TYPE</b>	compact infill	40%
<b>MAX:</b>	suburban center	20%
	suburban	15%

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 4: MXD Methodology

Date: October 7, 2019

Project Name: Reese Davidson Affordable Housing

Project Scenario: The Project

Project Address: 204 E NORTH VENICE BLVD, 90291



Version 1.0

### MXD Methodology - Existing Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	179	-36.6%	113	8.8	1,577	1,001
Home Based Other Production	479	-29.4%	338	6.2	2,958	2,091
Non-Home Based Other Production	74	-12.2%	65	6.5	484	425
Home-Based Work Attraction	23	-53.9%	11	9.7	226	106
Home-Based Other Attraction	815	-28.5%	583	6.9	5,633	4,032
Non-Home Based Other Attraction	122	-11.2%	109	7.6	935	830

### MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	113	1,001	0.0%	113	1,001
Home Based Other Production	0.0%	338	2,091	0.0%	338	2,091
Non-Home Based Other Production	0.0%	65	425	0.0%	65	425
Home-Based Work Attraction	0.0%	11	106	0.0%	11	106
Home-Based Other Attraction	0.0%	583	4,032	0.0%	583	4,032
Non-Home Based Other Attraction	0.0%	109	830	0.0%	109	830

### MXD VMT Methodology Per Capita & Per Employee

Total Population: 440

Total Employees: 16

APC: West Los Angeles

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	<b>3,092</b>	<b>3,092</b>
<i>Total Home Based Work Attraction VMT</i>	<b>106</b>	<b>106</b>
<i>Total Home Based VMT Per Capita</i>	<b>7.0</b>	<b>7.0</b>
<i>Total Work Based VMT Per Employee</i>	<b>6.6</b>	<b>6.6</b>

---

**APPENDIX C**  
**Traffic Count Data**

---

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

**DATE:**  
Wed, May 30, 18

**LOCATION:**  
NORTH & SOUTH:  
EAST & WEST:

Venice  
Pacific  
Westminster

**PROJECT #:** SC1777  
**LOCATION #:** 8  
**CONTROL:** SIGNAL

NOTES:	AM PM MD OTHER OTHER	◀ W E ▶	▲ N S ▼
--------	----------------------------------	------------	------------

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	X	2	0	0	2	X	0	1	0	X	X	X	

AM	7:00 AM	0	177	2	0	41	0	4	0	3	0	0	0	227
	7:15 AM	0	216	6	2	58	0	4	1	1	0	0	0	288
	7:30 AM	0	202	7	7	65	0	5	0	0	0	0	0	286
	7:45 AM	0	203	12	8	66	0	3	3	3	0	0	0	298
	8:00 AM	0	286	9	5	95	0	6	2	2	0	0	0	405
	8:15 AM	0	246	1	4	107	0	8	0	4	0	0	0	370
	8:30 AM	0	300	1	7	107	0	2	0	6	0	0	0	423
	8:45 AM	0	235	2	6	126	1	6	3	2	0	0	0	381
	9:00 AM	0	255	4	6	111	0	5	4	5	0	0	0	390
	9:15 AM	0	286	1	5	103	0	2	2	7	0	0	0	406
	9:30 AM	0	236	6	10	107	0	6	4	2	0	0	0	371
	9:45 AM	0	211	1	4	98	0	6	2	4	0	0	0	326
	VOLUMES	0	2,853	52	64	1,084	1	57	21	39	0	0	0	4,171
APPROACH %	0%	98%	2%	6%	94%	0%	49%	18%	33%	0%	0%	0%		
APP/DEPART	2,905	/	2,910	1,149	/	1,123	117	/	137	0	/	1	0	
BEGIN PEAK HR		8:30 AM												
VOLUMES	0	1,076	8	24	447	1	15	9	20	0	0	0	1,600	
APPROACH %	0%	99%	1%	5%	95%	0%	34%	20%	45%	0%	0%	0%		
PEAK HR FACTOR		0.900				0.887		0.786			0.000		0.946	
APP/DEPART	1,084	/	1,091	472	/	467	44	/	41	0	/	1	0	
PM	03:00 PM	0	109	7	12	203	0	6	3	4	0	0	0	344
	3:15 PM	0	139	6	13	225	0	7	5	5	0	0	0	400
	3:30 PM	0	140	5	7	227	0	6	5	4	0	0	0	394
	3:45 PM	0	116	4	17	262	1	7	10	6	0	0	0	423
	4:00 PM	0	125	4	20	214	0	4	7	3	0	0	0	377
	4:15 PM	0	111	4	24	230	0	5	14	3	0	0	0	391
	4:30 PM	0	128	8	23	197	0	3	4	6	0	0	0	369
	4:45 PM	0	125	3	20	212	0	5	5	6	0	0	0	376
	5:00 PM	0	111	8	18	224	0	2	7	9	0	0	0	379
	5:15 PM	0	137	10	17	210	0	3	6	1	0	0	0	384
	5:30 PM	0	117	5	22	242	0	6	6	3	0	0	0	401
	5:45 PM	0	125	7	34	217	0	4	5	5	0	0	0	397
	VOLUMES	0	1,483	71	227	2,663	1	58	77	55	0	0	0	4,635
APPROACH %	0%	95%	5%	8%	92%	0%	31%	41%	29%	0%	0%	0%		
APP/DEPART	1,554	/	1,541	2,891	/	2,718	190	/	375	0	/	1	0	
BEGIN PEAK HR		3:15 PM												
VOLUMES	0	520	19	57	928	1	24	27	18	0	0	0	1,594	
APPROACH %	0%	96%	4%	6%	94%	0%	35%	39%	26%	0%	0%	0%		
PEAK HR FACTOR		0.929				0.880		0.750			0.000		0.942	
APP/DEPART	539	/	544	986	/	946	69	/	103	0	/	1	0	





City Of Los Angeles  
 Department Of Transportation  
**MANUAL TRAFFIC COUNT SUMMARY**

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

STREET: \_\_\_\_\_ Pacific \_\_\_\_\_

East/West \_\_\_\_\_ Westminster \_\_\_\_\_

Day: Wednesday, May 30, 2018 Weather Sunny

Hours:

School Day: Yes District I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	0	0	0
BIKES	0	0	0	0
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	301	8:30:00 AM	133	8:45:00 AM	14	9:00:00 AM	0	9:45:00 AM
PM PK 15 MIN	147	5:15:00 PM	280	5:30:00 PM	23	3:45:00 PM	0	5:45:00 PM
AM PK HOUR	1084	8:30:00 AM	475	8:45:00 AM	49	9:00:00 AM	0	
PM PK HOUR	539	3:15:00 PM	1002	3:30:00 PM	74	3:30:00 PM	0	

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	798	27	825
8-9	0	1067	13	1080
9-10	0	988	12	1000
3-4	0	504	22	526
4-5	0	489	19	508
5-6	0	490	30	520
TOTAL	0	4336	123	4459

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	17	230	0	247
8-9	22	435	1	458
9-10	25	419	0	444
3-4	49	917	1	967
4-5	87	853	0	940
5-6	91	893	0	984
TOTAL	291	3747	2	4040

TOTAL

N-S	XING S/L		XING N/L	
	Ped	Sch	Ped	Sch
1072	0	0	0	0
1538	0	0	0	0
1444	0	0	0	0
1493	0	0	0	0
1448	0	0	0	0
1504	0	0	0	0
TOTAL	0	0	0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	16	4	7	27
8-9	22	5	14	41
9-10	19	12	18	49
3-4	26	23	19	68
4-5	17	30	18	65
5-6	15	24	18	57
TOTAL	115	98	94	307

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	0	0	0	0

TOTAL

E-W	XING W/L		XING E/L	
	Ped	Sch	Ped	Sch
27	0	0	0	0
41	0	0	0	0
49	0	0	0	0
68	0	0	0	0
65	0	0	0	0
57	0	0	0	0
TOTAL	0	0	0	0

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

**DATE:**  
Sat, Aug 25, 18  
SATURDAY

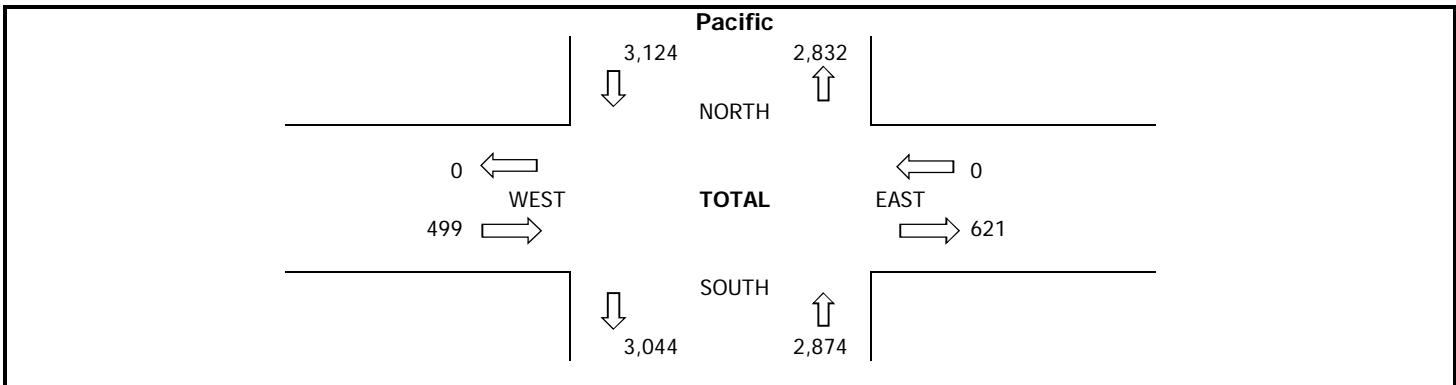
**LOCATION:** Venice Beach  
**NORTH & SOUTH:** Pacific  
**EAST & WEST:** Westminster

**PROJECT #:** SC1874  
**LOCATION #:** 8  
**CONTROL:** SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W	S	E ▶
	OTHER		▼	
	OTHER			

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Pacific			Pacific			Westminster			Westminster			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	X	2	0	0	2	X	0	1	0	X	X	X	

INTERSECTION TURNING MOVEMENT COUNTS													TOTAL	
	1:00 PM	0	135	11	10	170	0	8	6	5	0	0	0	345
	1:15 PM	0	140	22	6	138	0	12	4	4	0	0	0	326
	1:30 PM	0	121	10	9	112	0	4	16	9	0	0	0	281
	1:45 PM	0	121	9	8	113	0	4	5	7	0	0	0	267
	2:00 PM	0	138	11	7	157	0	4	7	6	0	0	0	330
	2:15 PM	0	134	16	11	129	0	12	10	8	0	0	0	320
	2:30 PM	0	123	10	14	143	0	10	12	9	0	0	0	321
	2:45 PM	0	89	11	9	156	0	12	9	7	0	0	0	293
	3:00 PM	0	142	10	9	159	0	8	5	8	0	0	0	341
	3:15 PM	0	144	13	8	158	0	11	7	8	0	0	0	349
	3:30 PM	0	152	12	22	169	0	12	19	7	0	0	0	393
	3:45 PM	0	144	14	6	185	0	7	8	3	0	0	0	367
	4:00 PM	0	112	10	12	148	0	8	11	4	0	0	0	305
	4:15 PM	0	120	11	20	137	0	12	11	3	0	0	0	314
	4:30 PM	0	139	7	10	149	0	11	10	8	0	0	0	334
	4:45 PM	0	146	17	15	158	0	11	5	13	0	0	0	365
	5:00 PM	0	134	8	8	151	0	11	12	4	0	0	0	328
	5:15 PM	0	134	9	8	132	0	11	4	1	0	0	0	299
	5:30 PM	0	129	10	5	138	0	9	12	7	0	0	0	310
5:45 PM	0	146	9	9	115	0	11	12	5	0	0	0	307	
VOLUMES	0	2,643	230	206	2,917	0	188	185	126	0	0	0	6,497	
APPROACH %	0%	92%	8%	7%	93%	0%	38%	37%	25%	0%	0%	0%		
APP/DEPART	2,874	/	2,832	3,124	/	3,044	499	/	621	0	/	0	0	
BEGIN PEAK HR	3:00 PM													
VOLUMES	0	582	49	45	671	0	38	39	26	0	0	0	1,450	
APPROACH %	0%	92%	8%	6%	94%	0%	37%	38%	25%	0%	0%	0%		
PEAK HR FACTOR	0.962			0.937			0.678			0.000			0.922	
APP/DEPART	631	/	620	716	/	697	103	/	133	0	/	0	0	



# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

**DATE:**  
Wed, May 30, 18

**LOCATION:**  
NORTH & SOUTH:  
EAST & WEST:

Venice  
Pacific  
Windward

**PROJECT #:** SC1777  
**LOCATION #:** 1  
**CONTROL:** SIGNAL

NOTES:	AM PM MD OTHER OTHER	◀ W E ▶	▲ N S ▼
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	Pacific		SL	Pacific		EL	Windward		WL	Windward		
	0	2	0	0	2	0	0	1	0	0	2	0	

<b>AM</b>	7:00 AM	1	177	3	2	37	3	2	2	2	6	3	8	246
	7:15 AM	2	206	10	0	51	2	2	2	1	5	5	8	294
	7:30 AM	3	210	11	2	59	1	1	7	3	4	2	7	310
	7:45 AM	1	219	13	0	65	0	1	6	2	8	5	8	328
	8:00 AM	2	254	10	3	88	3	4	2	4	4	6	17	397
	8:15 AM	2	237	7	2	103	2	3	10	2	9	8	9	394
	8:30 AM	5	284	3	0	110	1	5	2	6	9	5	14	444
	8:45 AM	6	215	8	1	120	3	6	3	6	8	6	20	402
	9:00 AM	4	239	9	0	108	4	7	3	8	6	4	14	406
	9:15 AM	3	267	7	5	102	1	5	2	5	5	10	18	430
	9:30 AM	3	234	7	1	99	1	4	8	6	11	11	18	403
	9:45 AM	14	196	10	1	85	6	8	7	6	10	12	13	368
	VOLUMES	46	2,738	98	17	1,027	27	48	54	51	85	77	154	4,422
APPROACH %	2%	95%	3%	2%	96%	3%	31%	35%	33%	27%	24%	49%		
APP/DEPART	2,882	/	2,940	1,071	/	1,163	153	/	169	316	/	150	0	
BEGIN PEAK HR	8:30 AM													
VOLUMES	18	1,005	27	6	440	9	23	10	25	28	25	66	1,682	
APPROACH %	2%	96%	3%	1%	97%	2%	40%	17%	43%	24%	21%	55%		
PEAK HR FACTOR	0.899			0.917			0.806			0.875			0.947	
APP/DEPART	1,050	/	1,094	455	/	493	58	/	43	119	/	52	0	
<b>PM</b>	03:00 PM	6	99	15	1	192	6	8	8	10	13	10	9	377
	3:15 PM	6	120	10	5	203	12	11	11	7	11	9	16	421
	3:30 PM	2	127	6	7	226	9	12	6	13	9	9	14	440
	3:45 PM	4	108	8	4	221	10	7	14	16	10	13	8	423
	4:00 PM	5	118	15	5	200	4	11	10	9	15	10	9	411
	4:15 PM	4	91	12	4	212	5	8	12	13	21	6	17	405
	4:30 PM	4	112	10	3	208	6	14	13	9	18	7	10	414
	4:45 PM	8	114	11	0	190	4	7	13	8	16	9	9	389
	5:00 PM	6	102	10	3	197	8	13	16	11	14	6	7	393
	5:15 PM	4	124	10	1	205	8	11	8	14	16	8	4	413
	5:30 PM	2	111	5	0	224	5	11	6	9	18	8	6	405
	5:45 PM	10	110	8	4	204	10	12	14	8	17	10	10	417
	VOLUMES	61	1,336	120	37	2,482	87	125	131	127	178	105	119	4,908
APPROACH %	4%	88%	8%	1%	95%	3%	33%	34%	33%	44%	26%	30%		
APP/DEPART	1,517	/	1,580	2,606	/	2,787	383	/	288	402	/	253	0	
BEGIN PEAK HR	3:15 PM													
VOLUMES	17	473	39	21	850	35	41	41	45	45	41	47	1,695	
APPROACH %	3%	89%	7%	2%	94%	4%	32%	32%	35%	34%	31%	35%		
PEAK HR FACTOR	0.958			0.936			0.858			0.924			0.963	
APP/DEPART	529	/	561	906	/	940	127	/	101	133	/	93	0	







**City Of Los Angeles**  
**Department Of Transportation**  
**MANUAL TRAFFIC COUNT SUMMARY**

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

STREET: \_\_\_\_\_ Pacific \_\_\_\_\_  
 North / South  
 East/West \_\_\_\_\_ Windward \_\_\_\_\_

Day: Wednesday, May 30, 2018 Weather Sunny

Hours:

School Day: Yes District I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	0	0	0
BIKES	0	0	0	0
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	292	8:30 AM	124	8:45 AM	21	9:45 AM	40	9:30 AM
PM PK 15 MIN	138	5:15 PM	242	5:30 PM	40	5:00 PM	44	5:45 PM
AM PK HOUR	1050	8:30 AM	455	8:30 AM	69	9:00 AM	132	9:00 AM
PM PK HOUR	529	3:15 PM	907	3:30 PM	137	4:30 PM	147	4:00 PM

**NORTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	7	812	37	856
8-9	15	990	28	1033
9-10	24	936	33	993
3-4	18	454	39	511
4-5	21	435	48	504
5-6	22	447	33	502
<b>TOTAL</b>	<b>107</b>	<b>4074</b>	<b>218</b>	<b>4399</b>

**SOUTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	4	212	6	222
8-9	6	421	9	436
9-10	7	394	12	413
3-4	17	842	37	896
4-5	12	810	19	841
5-6	8	830	31	869
<b>TOTAL</b>	<b>54</b>	<b>3509</b>	<b>114</b>	<b>3677</b>

**TOTAL**

**XING S/L**

**XING N/L**

N-S	Ped	Sch	Ped	Sch
1078	0	0	0	0
1469	0	0	0	0
1406	0	0	0	0
1407	0	0	0	0
1345	0	0	0	0
1371	0	0	0	0
<b>8076</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**EASTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	6	17	8	31
8-9	18	17	18	53
9-10	24	20	25	69
3-4	38	39	46	123
4-5	40	48	39	127
5-6	47	44	42	133
<b>TOTAL</b>	<b>173</b>	<b>185</b>	<b>178</b>	<b>536</b>

**WESTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	23	15	31	69
8-9	30	25	60	115
9-10	32	37	63	132
3-4	43	41	47	131
4-5	70	32	45	147
5-6	65	32	27	124
<b>TOTAL</b>	<b>263</b>	<b>182</b>	<b>273</b>	<b>718</b>

**TOTAL**

**XING W/L**

**XING E/L**

E-W	Ped	Sch	Ped	Sch
100	0	0	0	0
168	0	0	0	0
201	0	0	0	0
254	0	0	0	0
274	0	0	0	0
257	0	0	0	0
<b>1254</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

**DATE:**  
Sat, Aug 25, 18  
SATURDAY

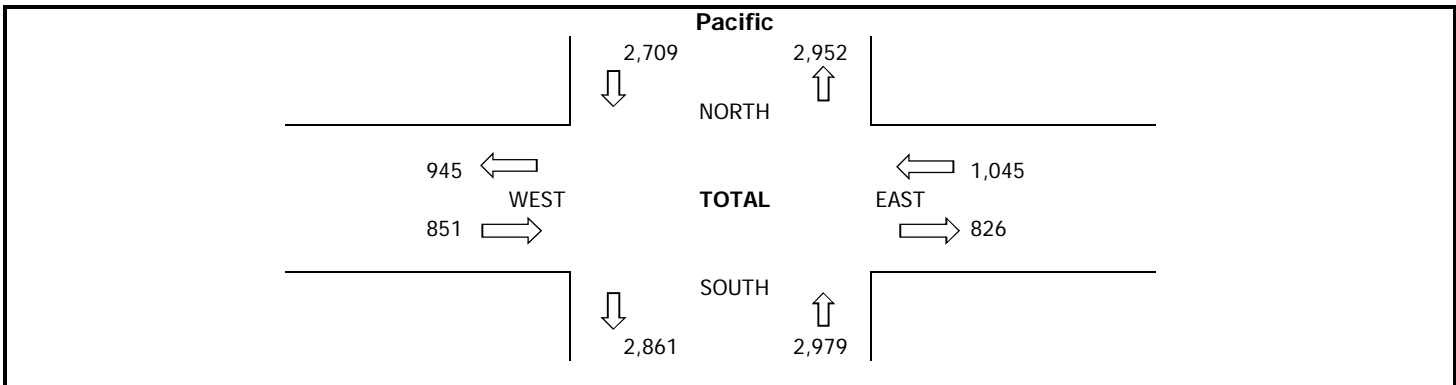
**LOCATION:** Venice Beach  
**NORTH & SOUTH:** Pacific  
**EAST & WEST:** Windward

**PROJECT #:** SC1874  
**LOCATION #:** 1  
**CONTROL:** SIGNAL

NOTES:  <div style="text-align: center; color: blue; font-weight: bold;">Queue EB/NB</div>	AM	▲	
	PM	N	
	MD	◀ W	E ▶
	OTHER	S	
	OTHER	▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Pacific			Pacific			Windward			Windward			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
<b>LANES:</b>	0	2	0	0	2	0	0	1	0	0	2	0	

INTERSECTION TURNING MOVEMENT COUNTS	INTERSECTION TURNING MOVEMENT COUNTS													
	1:00 PM	13	115	11	8	126	17	8	17	11	17	13	17	373
	1:15 PM	10	125	10	6	121	10	9	21	7	15	16	27	377
	1:30 PM	13	111	13	12	91	9	11	20	9	13	16	18	336
	1:45 PM	16	110	10	4	106	13	12	21	12	15	18	17	354
	2:00 PM	15	121	14	11	110	13	11	16	19	21	18	24	393
	2:15 PM	21	103	20	7	105	13	22	17	12	13	21	19	373
	2:30 PM	16	101	13	10	112	16	10	21	15	20	20	14	368
	2:45 PM	13	99	17	8	105	18	8	16	9	16	29	14	352
	3:00 PM	15	117	7	7	132	14	15	18	15	18	17	12	387
	3:15 PM	16	143	10	10	122	15	5	15	11	17	13	22	399
	3:30 PM	13	130	14	11	112	21	19	14	11	15	19	15	394
	3:45 PM	19	119	19	10	127	12	8	16	16	11	21	14	392
	4:00 PM	13	102	18	8	107	20	11	23	13	20	15	20	370
	4:15 PM	16	112	18	6	126	11	12	21	18	23	18	19	400
	4:30 PM	14	139	12	10	112	19	11	14	6	21	12	12	382
	4:45 PM	12	123	13	7	113	15	12	21	19	21	25	19	400
5:00 PM	16	120	19	6	114	18	15	22	9	18	22	15	394	
5:15 PM	14	140	23	10	120	4	10	19	8	19	18	12	397	
5:30 PM	15	120	18	5	117	10	13	25	15	10	17	14	379	
5:45 PM	21	135	14	5	88	14	9	15	13	21	14	15	364	
VOLUMES	301	2,385	293	161	2,266	282	231	372	248	344	362	339	7,584	
APPROACH %	10%	80%	10%	6%	84%	10%	27%	44%	29%	33%	35%	32%		
APP/DEPART	2,979	/	2,952	2,709	/	2,861	851	/	826	1,045	/	945	0	
BEGIN PEAK HR	4:15 PM													
VOLUMES	58	494	62	29	465	63	50	78	52	83	77	65	1,576	
APPROACH %	9%	80%	10%	5%	83%	11%	28%	43%	29%	37%	34%	29%		
PEAK HR FACTOR	0.867			0.974			0.865			0.865			0.985	
APP/DEPART	614	/	609	557	/	602	180	/	169	225	/	196	0	



### INTERSECTION TURNING MOVEMENT COUNTS

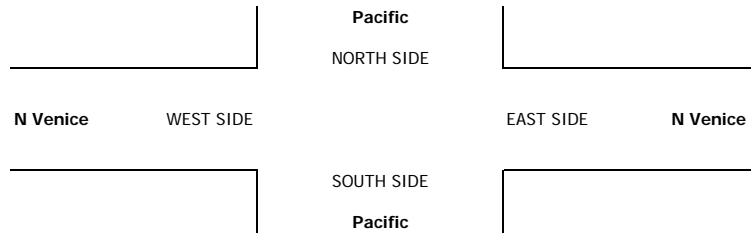
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<b>DATE:</b> Wed, May 30, 18	<b>LOCATION:</b> NORTH & SOUTH: EAST & WEST:	Venice Pacific N Venice	<b>PROJECT #:</b> SC1777 <b>LOCATION #:</b> 2 <b>CONTROL:</b> SIGNAL
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<b>NOTES:</b>	AM PM MD OTHER OTHER	◀ W E ▶	▲ N S ▼
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Pacific			Pacific			N Venice			N Venice			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

<b>AM</b>	7:00 AM	0	156	0	0	39	0	0	0	13	4	9	221	
	7:15 AM	2	174	0	0	54	2	0	0	12	1	18	263	
	7:30 AM	0	172	0	0	64	0	0	0	10	2	8	256	
	7:45 AM	2	191	0	0	68	0	0	0	25	10	13	309	
	8:00 AM	1	195	0	0	75	4	0	0	21	5	10	311	
	8:15 AM	3	175	0	0	106	4	0	0	19	4	9	320	
	8:30 AM	2	190	0	0	115	0	0	0	28	5	10	350	
	8:45 AM	3	169	0	0	130	2	0	0	15	5	16	340	
	9:00 AM	1	186	0	0	107	2	0	0	16	7	19	338	
	9:15 AM	3	190	0	0	98	3	0	0	24	6	15	339	
	9:30 AM	3	179	0	0	107	3	0	0	17	9	25	343	
	9:45 AM	7	155	0	0	82	1	0	0	20	11	17	293	
	<b>VOLUMES</b>	27	2,132	0	0	1,045	21	0	0	0	220	69	169	3,683
	<b>APPROACH %</b>	1%	99%	0%	0%	98%	2%	0%	0%	0%	48%	15%	37%	
	<b>APP/DEPART</b>	2,159	/	2,301	1,066	/	1,265	0	/	0	458	/	117	0
<b>BEGIN PEAK HR</b>	8:30 AM													
<b>VOLUMES</b>	9	735	0	0	450	7	0	0	0	83	23	60	1,367	
<b>APPROACH %</b>	1%	99%	0%	0%	98%	2%	0%	0%	0%	50%	14%	36%		
<b>PEAK HR FACTOR</b>	0.964			0.866			0.000			0.922			0.976	
<b>APP/DEPART</b>	744	/	795	457	/	533	0	/	0	166	/	39	0	
<b>PM</b>	03:00 PM	6	87	0	0	175	7	0	0	26	8	17	326	
	3:15 PM	2	83	0	0	179	7	0	0	28	16	12	327	
	3:30 PM	9	95	0	0	181	7	0	0	26	13	10	341	
	3:45 PM	2	93	0	0	182	6	0	0	36	16	12	347	
	4:00 PM	2	93	0	0	190	6	0	0	29	12	13	345	
	4:15 PM	1	77	0	0	195	6	0	0	33	15	17	344	
	4:30 PM	4	89	0	0	195	4	0	0	31	10	15	348	
	4:45 PM	5	90	0	0	183	3	0	0	34	9	16	340	
	5:00 PM	1	89	0	0	180	5	0	0	44	14	14	347	
	5:15 PM	1	83	0	0	193	5	0	0	46	7	14	349	
	5:30 PM	2	95	0	0	202	1	0	0	28	4	15	347	
	5:45 PM	2	92	0	0	194	1	0	0	35	11	12	347	
	<b>VOLUMES</b>	37	1,066	0	0	2,249	58	0	0	0	396	135	167	4,108
	<b>APPROACH %</b>	3%	97%	0%	0%	97%	3%	0%	0%	0%	57%	19%	24%	
	<b>APP/DEPART</b>	1,103	/	1,233	2,307	/	2,645	0	/	0	698	/	230	0
<b>BEGIN PEAK HR</b>	5:00 PM													
<b>VOLUMES</b>	6	359	0	0	769	12	0	0	0	153	36	55	1,390	
<b>APPROACH %</b>	2%	98%	0%	0%	98%	2%	0%	0%	0%	63%	15%	23%		
<b>PEAK HR FACTOR</b>	0.941			0.962			0.000			0.847			0.996	
<b>APP/DEPART</b>	365	/	414	781	/	922	0	/	0	244	/	54	0	





**City Of Los Angeles**  
**Department Of Transportation**  
**MANUAL TRAFFIC COUNT SUMMARY**

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

STREET: North / South \_\_\_\_\_ Pacific \_\_\_\_\_  
 East/West \_\_\_\_\_ N Venice \_\_\_\_\_

Day: Wednesday, May 30, 2018 Weather Sunny

Hours:

School Day: Yes District I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	0	0	0
BIKES	0	0	0	0
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	196	8:00:00 AM	132	8:45:00 AM	0		51	
PM PK 15 MIN	104	5:30:00 PM	203	5:30:00 PM	0		72	
AM PK HOUR	759	7:45:00 AM	466	8:15:00 AM	0		186	9:00:00 AM
PM PK HOUR	379	3:15:00 PM	784	3:45:00 PM	0		254	4:30:00 PM

**NORTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	4	693	0	697
8-9	9	729	0	738
9-10	14	710	0	724
3-4	19	358	0	377
4-5	12	349	0	361
5-6	6	359	0	365
<b>TOTAL</b>	<b>64</b>	<b>3198</b>	<b>0</b>	<b>3262</b>

**SOUTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	0	225	2	227
8-9	0	426	10	436
9-10	0	394	9	403
3-4	0	717	27	744
4-5	0	763	19	782
5-6	0	769	12	781
<b>TOTAL</b>	<b>0</b>	<b>3294</b>	<b>79</b>	<b>3373</b>

**TOTAL**

N-S
924
1174
1127
1121
1143
1146
<b>6635</b>

**EASTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**WESTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	60	17	48	125
8-9	83	19	45	147
9-10	77	33	76	186
3-4	116	53	51	220
4-5	127	46	61	234
5-6	153	36	55	244
<b>TOTAL</b>	<b>616</b>	<b>204</b>	<b>336</b>	<b>1156</b>

**TOTAL**

E-W
125
147
186
220
234
244
<b>1156</b>

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

**DATE:**  
Sat, Aug 25, 18  
SATURDAY

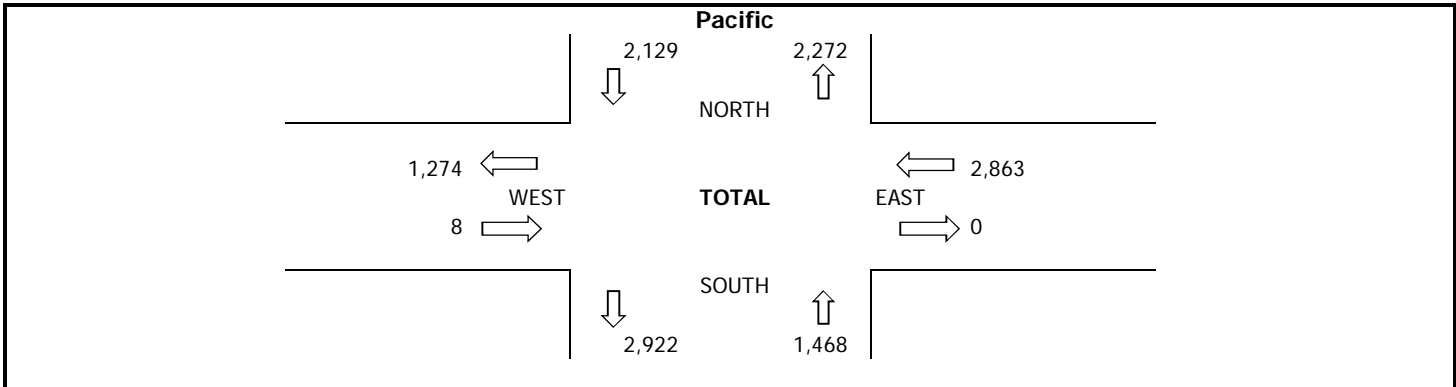
**LOCATION:** Venice Beach  
**NORTH & SOUTH:** Pacific  
**EAST & WEST:** North Venice

**PROJECT #:** SC1874  
**LOCATION #:** 2  
**CONTROL:** SIGNAL

NOTES:  <p style="text-align: center; color: blue;">EL/ER illegal</p>	AM PM MD OTHER OTHER	▲ N ◀ W S ▼	E ▶
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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Pacific			Pacific			North Venice			North Venice			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	X	X	1	1	X	X	X	0.5	1	0.5	

INTERSECTION TURNING MOVEMENT COUNTS	1:00 PM	3	33	0	0	73	9	0	0	1	44	61	52	276
	1:15 PM	4	35	0	0	72	10	0	0	0	49	61	50	281
	1:30 PM	11	33	0	0	74	19	0	0	0	46	59	50	292
	1:45 PM	4	38	0	0	57	10	0	0	1	58	52	61	281
	2:00 PM	1	24	0	0	86	20	0	0	0	53	63	56	303
	2:15 PM	3	48	0	0	76	17	0	0	0	61	45	63	313
	2:30 PM	4	29	0	0	80	6	0	0	1	50	40	57	267
	2:45 PM	4	39	0	0	89	6	0	0	0	70	49	61	318
	3:00 PM	2	80	0	0	98	8	0	0	0	65	36	28	317
	3:15 PM	8	97	0	0	103	18	0	0	0	51	42	48	367
	3:30 PM	15	100	0	0	98	6	0	0	0	46	53	42	360
	3:45 PM	6	101	0	0	117	10	0	0	1	43	48	32	358
	4:00 PM	13	80	0	0	117	17	0	0	0	54	26	45	352
	4:15 PM	9	82	0	0	93	17	0	0	0	46	35	42	324
	4:30 PM	7	88	0	0	110	12	0	0	0	54	38	33	342
	4:45 PM	7	90	0	0	111	11	0	0	1	58	43	44	365
5:00 PM	6	77	0	0	97	16	1	0	0	51	42	36	326	
5:15 PM	5	103	0	0	113	10	0	0	0	45	44	41	361	
5:30 PM	3	74	0	0	117	11	0	0	1	46	37	42	331	
5:45 PM	6	96	0	0	107	7	0	0	1	37	39	40	333	
VOLUMES	121	1,347	0	0	1,888	240	1	0	7	1,027	913	923	6,468	
APPROACH %	8%	92%	0%	0%	89%	11%	13%	0%	88%	36%	32%	32%		
APP/DEPART	1,468	/	2,272	2,129	/	2,922	8	/	0	2,863	/	1,274	0	
BEGIN PEAK HR	3:15 PM													
VOLUMES	42	378	0	0	435	51	0	0	1	194	169	167	1,437	
APPROACH %	10%	90%	0%	0%	90%	10%	0%	0%	100%	37%	32%	32%		
PEAK HR FACTOR	0.913			0.907			0.250			0.940			0.979	
APP/DEPART	420	/	545	486	/	630	1	/	0	530	/	262	0	



# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<b>DATE:</b> Wed, May 30, 18	LOCATION: NORTH & SOUTH: EAST & WEST:	Venice Pacific S Venice	PROJECT #: LOCATION #: CONTROL:
			SC1777 3 SIGNAL

NOTES:	AM PM MD OTHER OTHER	◀ W	▲ N S ▼	E ▶
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	S Venice	S Venice	S Venice	S Venice	S Venice		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

AM	7:00 AM	0	153	12	4	52	0	3	7	1	0	0	0	232
	7:15 AM	0	163	5	8	55	0	13	4	1	0	0	0	249
	7:30 AM	0	168	6	9	69	0	6	15	1	0	0	0	274
	7:45 AM	0	175	16	17	72	0	13	11	3	0	0	0	307
	8:00 AM	0	172	15	17	81	0	18	11	6	0	0	0	320
	8:15 AM	0	172	9	19	103	0	11	13	5	0	0	0	332
	8:30 AM	0	176	8	20	119	0	12	13	3	0	0	0	351
	8:45 AM	0	165	17	21	122	0	13	12	6	0	0	0	356
	9:00 AM	0	170	8	19	106	0	12	22	2	0	0	0	339
	9:15 AM	0	166	11	23	100	0	27	13	2	0	0	0	342
	9:30 AM	0	163	11	15	105	0	12	16	3	0	0	0	325
	9:45 AM	0	158	12	22	78	0	14	19	8	0	0	0	311
	VOLUMES	0	2,001	130	194	1,062	0	154	156	41	0	0	0	3,738
	APPROACH %	0%	94%	6%	15%	85%	0%	44%	44%	12%	0%	0%	0%	
	APP/DEPART	2,131	/	2,157	1,256	/	1,103	351	/	478	0	/	0	0
BEGIN PEAK HR	8:30 AM													
VOLUMES	0	677	44	83	447	0	64	60	13	0	0	0	1,388	
APPROACH %	0%	94%	6%	16%	84%	0%	47%	44%	9%	0%	0%	0%		
PEAK HR FACTOR	0.980			0.927			0.815			0.000			0.975	
APP/DEPART	721	/	743	530	/	460	137	/	185	0	/	0	0	
PM	03:00 PM	0	79	22	25	174	0	14	28	13	0	0	0	355
	3:15 PM	0	79	12	39	166	0	9	20	11	0	0	0	336
	3:30 PM	0	85	7	51	158	0	17	31	13	0	0	0	362
	3:45 PM	0	81	22	48	171	0	15	20	13	0	0	0	370
	4:00 PM	0	71	15	50	166	0	20	18	13	0	0	0	353
	4:15 PM	0	68	12	45	185	0	11	28	16	0	0	0	365
	4:30 PM	0	73	10	51	172	0	21	32	5	0	0	0	364
	4:45 PM	0	75	9	32	182	0	21	26	8	0	0	0	353
	5:00 PM	0	74	18	37	187	0	15	28	16	0	0	0	375
	5:15 PM	0	71	20	47	190	0	14	16	6	0	0	0	364
	5:30 PM	0	87	10	60	168	0	10	20	11	0	0	0	366
	5:45 PM	0	77	15	57	175	0	14	19	9	0	0	0	366
	VOLUMES	0	920	172	542	2,094	0	181	286	134	0	0	0	4,329
	APPROACH %	0%	84%	16%	21%	79%	0%	30%	48%	22%	0%	0%	0%	
	APP/DEPART	1,092	/	1,102	2,636	/	2,228	601	/	999	0	/	0	0
BEGIN PEAK HR	5:00 PM													
VOLUMES	0	309	63	201	720	0	53	83	42	0	0	0	1,471	
APPROACH %	0%	83%	17%	22%	78%	0%	30%	47%	24%	0%	0%	0%		
PEAK HR FACTOR	0.959			0.972			0.754			0.000			0.981	
APP/DEPART	372	/	363	921	/	762	178	/	346	0	/	0	0	





**City Of Los Angeles**  
**Department Of Transportation**  
**MANUAL TRAFFIC COUNT SUMMARY**

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

STREET: North / South \_\_\_\_\_ Pacific \_\_\_\_\_  
 East/West \_\_\_\_\_ S Venice \_\_\_\_\_

Day: Wednesday, May 30, 2018 Weather Sunny

Hours:

School Day: Yes District I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	0	0	0
BIKES	0	0	0	0
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	191	7:45:00 AM	143	8:45:00 AM	42	9:15:00 AM	0	9:45:00 AM
PM PK 15 MIN	103	5:30:00 PM	237	5:15:00 PM	61	5:00:00 PM	0	5:45:00 PM
AM PK HOUR	743	7:45:00 AM	530	8:30:00 AM	150	9:00:00 AM	0	
PM PK HOUR	387	3:00:00 PM	921	5:00:00 PM	227	4:15:00 PM	0	

**NORTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	0	659	39	698
8-9	0	685	49	734
9-10	0	657	42	699
3-4	0	324	63	387
4-5	0	287	46	333
5-6	0	309	63	372
<b>TOTAL</b>	<b>0</b>	<b>2921</b>	<b>302</b>	<b>3223</b>

**SOUTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	38	248	0	286
8-9	77	425	0	502
9-10	79	389	0	468
3-4	163	669	0	832
4-5	178	705	0	883
5-6	201	720	0	921
<b>TOTAL</b>	<b>736</b>	<b>3156</b>	<b>0</b>	<b>3892</b>

**TOTAL**

N-S
984
1236
1167
1219
1216
1293
<b>7115</b>

**EASTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	35	37	6	78
8-9	54	49	20	123
9-10	65	70	15	150
3-4	55	99	50	204
4-5	73	104	42	219
5-6	53	83	42	178
<b>TOTAL</b>	<b>335</b>	<b>442</b>	<b>175</b>	<b>952</b>

**WESTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**TOTAL**

E-W
78
123
150
204
219
178
<b>952</b>

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

**DATE:**  
Sat, Aug 25, 18  
SATURDAY

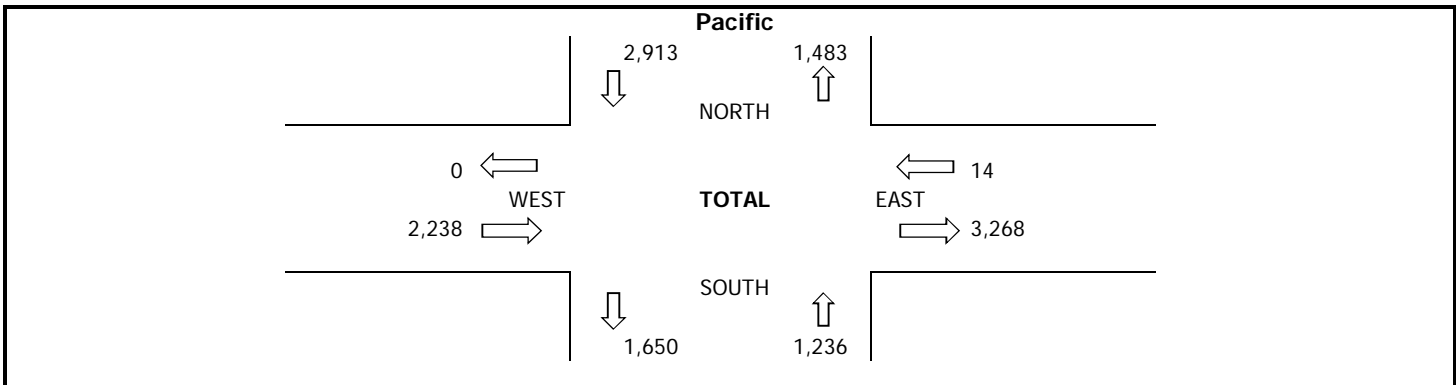
**LOCATION:** Venice Beach  
**NORTH & SOUTH:** Pacific  
**EAST & WEST:** South Venice

**PROJECT #:** SC1874  
**LOCATION #:** 3  
**CONTROL:** SIGNAL

NOTES:  <p style="text-align: center; color: blue;">Closed 1-2:40 PM SB. WR illegal</p>	AM PM MD OTHER OTHER	▲ N ◀ W S ▼	E ▶
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Pacific			Pacific			South Venice			South Venice			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	X	1	0	1	1	X	0.5	1	0.5	X	X	X	

INTERSECTION TURNING MOVEMENT COUNTS													TOTAL	
	1:00 PM	0	3	14	121	3	0	35	83	0	0	0	1	260
	1:15 PM	0	3	16	105	10	0	35	74	2	0	0	2	247
	1:30 PM	0	4	6	108	3	0	46	83	0	0	0	1	251
	1:45 PM	0	1	9	129	3	0	15	71	0	0	0	1	229
	2:00 PM	0	4	10	119	10	0	35	72	1	0	0	0	251
	2:15 PM	0	1	9	117	11	0	36	67	0	0	0	2	243
	2:30 PM	0	7	11	96	47	0	23	67	4	0	0	3	258
	2:45 PM	0	27	14	54	105	0	33	57	21	0	0	2	313
	3:00 PM	0	70	35	47	120	0	21	40	20	0	0	0	353
	3:15 PM	0	73	26	54	87	0	38	57	13	0	0	0	348
	3:30 PM	0	76	24	52	101	0	36	58	24	0	0	0	371
	3:45 PM	0	66	24	45	111	0	30	73	23	0	0	0	372
	4:00 PM	0	56	24	52	111	0	31	59	14	0	0	0	347
	4:15 PM	0	70	19	52	87	0	32	54	18	0	0	0	332
	4:30 PM	0	62	20	67	97	0	32	70	14	0	0	0	362
	4:45 PM	0	66	23	55	111	0	29	53	19	0	0	0	356
5:00 PM	0	55	25	52	99	0	32	77	19	0	0	0	359	
5:15 PM	0	74	21	53	112	0	32	113	18	0	0	0	423	
5:30 PM	0	51	29	60	94	0	29	59	13	0	0	1	336	
5:45 PM	0	67	41	60	90	0	31	82	15	0	0	0	386	
VOLUMES	0	836	400	1,498	1,412	0	631	1,369	238	0	0	13	6,401	
APPROACH %	0%	68%	32%	51%	48%	0%	28%	61%	11%	0%	0%	93%		
APP/DEPART	1,236	/	1,483	2,913	/	1,650	2,238	/	3,268	14	/	0	0	
BEGIN PEAK HR	5:00 PM													
VOLUMES	0	247	116	225	395	0	124	331	65	0	0	1	1,504	
APPROACH %	0%	68%	32%	36%	64%	0%	24%	64%	13%	0%	0%	100%		
PEAK HR FACTOR	0.840			0.939			0.798			0.250			0.889	
APP/DEPART	363	/	372	620	/	460	520	/	672	1	/	0	0	





### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<b>DATE:</b> Wed, May 30, 18	LOCATION: NORTH & SOUTH: EAST & WEST:	Venice Ocean N Venice	PROJECT #: SC1777 LOCATION #: 4 CONTROL: SIGNAL
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NOTES:	AM PM MD OTHER OTHER	◀ W E ▶	▲ N S ▼
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LANES:	NORTHBOUND <small>Ocean</small>			SOUTHBOUND <small>Ocean</small>			EASTBOUND <small>N Venice</small>			WESTBOUND <small>N Venice</small>			TOTAL
	NL 1	NT 1	NR X	SL X	ST 2	SR 1	EL X	ET X	ER X	WL 1	WT 3	WR 0	

AM	7:00 AM	0	97	0	0	21	0	0	0	0	15	21	9	163
	7:15 AM	4	107	0	0	24	0	0	0	0	18	19	8	180
	7:30 AM	5	161	0	0	19	1	0	0	0	16	18	15	235
	7:45 AM	4	157	0	0	37	0	0	0	0	30	32	14	274
	8:00 AM	5	160	0	0	56	1	0	0	0	28	25	15	290
	8:15 AM	7	174	0	0	62	3	0	0	0	32	36	20	334
	8:30 AM	4	168	0	0	42	0	0	0	0	34	32	21	301
	8:45 AM	6	150	0	0	64	1	0	0	0	27	27	29	304
	9:00 AM	4	142	0	0	48	0	0	0	0	37	42	22	295
	9:15 AM	6	148	0	0	59	2	0	0	0	41	33	13	302
	9:30 AM	14	138	0	0	53	0	0	0	0	16	54	21	296
	9:45 AM	15	107	0	0	44	0	0	0	0	35	45	32	278
	VOLUMES	74	1,709	0	0	529	8	0	0	0	329	384	219	3,252
	APPROACH %	4%	96%	0%	0%	99%	1%	0%	0%	0%	35%	41%	23%	
	APP/DEPART	1,783	/	1,928	537	/	858	0	/	0	932	/	466	0
BEGIN PEAK HR	8:15 AM													
VOLUMES	21	634	0	0	216	4	0	0	0	130	137	92	1,234	
APPROACH %	3%	97%	0%	0%	98%	2%	0%	0%	0%	36%	38%	26%		
PEAK HR FACTOR	0.905			0.846			0.000			0.889			0.924	
APP/DEPART	655	/	726	220	/	346	0	/	0	359	/	162	0	
PM	03:00 PM	4	59	0	0	188	2	0	0	0	62	38	21	374
	3:15 PM	8	53	0	0	159	2	0	0	0	60	53	27	362
	3:30 PM	1	58	0	0	199	1	0	0	0	55	37	18	369
	3:45 PM	4	47	0	0	198	0	0	0	0	59	58	24	390
	4:00 PM	4	44	0	0	185	4	0	0	0	72	43	25	377
	4:15 PM	5	61	0	0	201	1	0	0	0	58	50	18	394
	4:30 PM	8	62	0	0	205	1	0	0	0	74	47	28	425
	4:45 PM	7	52	0	0	193	2	0	0	0	91	51	20	416
	5:00 PM	4	42	0	0	191	3	0	0	0	81	61	14	396
	5:15 PM	6	53	0	0	197	0	0	0	0	84	63	17	420
	5:30 PM	5	47	0	0	207	1	0	0	0	81	43	22	406
	5:45 PM	3	48	0	0	221	2	0	0	0	68	45	17	404
	VOLUMES	59	626	0	0	2,344	19	0	0	0	845	589	251	4,733
	APPROACH %	9%	91%	0%	0%	99%	1%	0%	0%	0%	50%	35%	15%	
	APP/DEPART	685	/	877	2,363	/	3,189	0	/	0	1,685	/	667	0
BEGIN PEAK HR	4:30 PM													
VOLUMES	25	209	0	0	786	6	0	0	0	330	222	79	1,657	
APPROACH %	11%	89%	0%	0%	99%	1%	0%	0%	0%	52%	35%	13%		
PEAK HR FACTOR	0.836			0.961			0.000			0.962			0.975	
APP/DEPART	234	/	288	792	/	1,116	0	/	0	631	/	253	0	





**City Of Los Angeles**  
**Department Of Transportation**  
**MANUAL TRAFFIC COUNT SUMMARY**

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

STREET: North / South Ocean  
 East/West N Venice

Day: Wednesday, May 30, 2018 Weather Sunny

Hours:

School Day: Yes District I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	0	0	0
BIKES	0	0	0	0
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	181	8:15:00 AM	65	8:45:00 AM	0		112	
PM PK 15 MIN	70	4:30:00 PM	223	5:45:00 PM	0		164	
AM PK HOUR	679	7:45:00 AM	229	8:00:00 AM	0		391	9:00:00 AM
PM PK HOUR	243	4:00:00 PM	822	5:00:00 PM	0		631	4:30:00 PM

**NORTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	13	522	0	535
8-9	22	652	0	674
9-10	39	535	0	574
3-4	17	217	0	234
4-5	24	219	0	243
5-6	18	190	0	208
<b>TOTAL</b>	<b>133</b>	<b>2335</b>	<b>0</b>	<b>2468</b>

**SOUTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	0	101	1	102
8-9	0	224	5	229
9-10	0	204	2	206
3-4	0	744	5	749
4-5	0	784	8	792
5-6	0	816	6	822
<b>TOTAL</b>	<b>0</b>	<b>2873</b>	<b>27</b>	<b>2900</b>

**TOTAL**

N-S
637
903
780
983
1035
1030
<b>5368</b>

**EASTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**WESTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	79	90	46	215
8-9	121	120	85	326
9-10	129	174	88	391
3-4	236	186	90	512
4-5	295	191	91	577
5-6	314	212	70	596
<b>TOTAL</b>	<b>1174</b>	<b>973</b>	<b>470</b>	<b>2617</b>

**TOTAL**

E-W
215
326
391
512
577
596
<b>2617</b>

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

**DATE:**  
Sat, Aug 25, 18  
SATURDAY

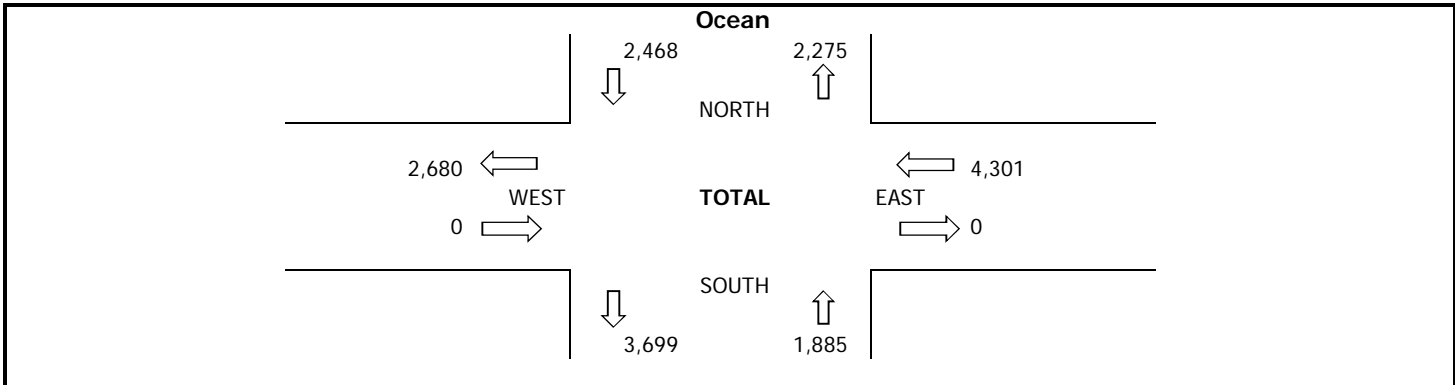
**LOCATION:** Venice Beach  
**NORTH & SOUTH:** Ocean  
**EAST & WEST:** North Venice

**PROJECT #:** SC1874  
**LOCATION #:** 4  
**CONTROL:** SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Ocean			Ocean			North Venice			North Venice			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
<b>LANES:</b>	1	1	X	X	2	1	X	X	X	1	2.5	0.5	

INTERSECTION TURNING MOVEMENT COUNTS	1:00 PM	1:15 PM	1:30 PM	1:45 PM	2:00 PM	2:15 PM	2:30 PM	2:45 PM	3:00 PM	3:15 PM	3:30 PM	3:45 PM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	VOLUMES	APPROACH %	APP/DEPART	BEGIN PEAK HR	VOLUMES	APPROACH %	PEAK HR FACTOR	APP/DEPART
	13	84	0	0	0	113	4	0	0	0	64	122	35	435														
	22	106	0	0	0	110	5	0	0	0	64	119	35	461														
	26	98	0	0	0	120	3	0	0	0	69	109	37	462														
	34	95	0	0	0	86	9	0	0	0	71	118	42	455														
	24	99	0	0	0	113	9	0	0	0	62	122	40	469														
	31	89	0	0	0	110	3	0	0	0	48	99	37	417														
	19	92	0	0	0	116	1	0	0	0	62	128	37	455														
	28	63	0	0	0	119	9	0	0	0	82	119	42	462														
	13	74	0	0	0	113	12	0	0	0	60	113	34	419														
	22	71	0	0	0	114	3	0	0	0	68	104	42	424														
	13	63	0	0	0	116	3	0	0	0	74	111	43	423														
	21	53	0	0	0	138	9	0	0	0	67	118	42	448														
	8	85	0	0	0	127	9	0	0	0	64	98	30	421														
	15	69	0	0	0	131	3	0	0	0	57	83	32	390														
	12	58	0	0	0	122	2	0	0	0	69	108	33	404														
	14	71	0	0	0	116	4	0	0	0	69	116	35	425														
18	60	0	0	0	125	6	0	0	0	81	104	42	436															
15	50	0	0	0	128	2	0	0	0	69	107	35	406															
17	70	0	0	0	128	2	0	0	0	76	110	47	450															
6	64	0	0	0	115	10	0	0	0	63	93	41	392															
VOLUMES	371	1,514	0	0	2,360	108	0	0	0	1,339	2,201	761	8,654															
APPROACH %	20%	80%	0%	0%	96%	4%	0%	0%	0%	31%	51%	18%																
APP/DEPART	1,885	/	2,275	2,468	/	3,699	0	/	0	4,301	/	2,680	0															
BEGIN PEAK HR	1:15 PM																											
VOLUMES	106	398	0	0	429	26	0	0	0	266	468	154	1,847															
APPROACH %	21%	79%	0%	0%	94%	6%	0%	0%	0%	30%	53%	17%																
PEAK HR FACTOR	0.977			0.925			0.000			0.961			0.985															
APP/DEPART	504	/	552	455	/	695	0	/	0	888	/	600	0															



### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

**DATE:**  
Wed, May 30, 18

**LOCATION:**  
NORTH & SOUTH:  
EAST & WEST:

Venice  
Ocean  
S Venice

**PROJECT #:** SC1777  
**LOCATION #:** 5  
**CONTROL:** SIGNAL

NOTES:	AM PM MD OTHER OTHER	◀ W S ▶ E	▲ N S ▼
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LANES:	NORTHBOUND <small>Ocean</small>			SOUTHBOUND <small>Ocean</small>			EASTBOUND <small>S Venice</small>			WESTBOUND <small>S Venice</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	X	1	0	1	1	X	1	3	0	X	X	X	

AM	7:00 AM	0	97	22	7	29	0	0	39	2	0	0	0	196
	7:15 AM	0	107	39	17	25	0	5	29	0	0	0	0	222
	7:30 AM	0	162	53	11	23	0	4	53	9	0	0	0	315
	7:45 AM	0	158	73	26	40	0	4	54	5	0	0	0	360
	8:00 AM	0	164	80	27	57	0	1	78	6	0	0	0	413
	8:15 AM	0	179	55	28	66	0	2	70	10	0	0	0	410
	8:30 AM	0	170	56	19	57	0	3	73	11	0	0	0	389
	8:45 AM	0	153	48	34	56	0	4	84	17	0	0	0	396
	9:00 AM	0	144	62	28	57	0	2	69	13	0	0	0	375
	9:15 AM	0	151	62	32	67	0	3	87	11	0	0	0	413
	9:30 AM	0	153	48	35	33	0	0	59	16	0	0	0	344
	9:45 AM	0	121	55	29	50	0	2	65	9	0	0	0	331
	VOLUMES	0	1,759	653	293	560	0	30	760	109	0	0	0	4,164
	APPROACH %	0%	73%	27%	34%	66%	0%	3%	85%	12%	0%	0%	0%	
	APP/DEPART	2,412	/	1,789	853	/	669	899	/	1,706	0	/	0	0
BEGIN PEAK HR		8:00 AM												
VOLUMES	0	666	239	108	236	0	10	305	44	0	0	0	1,608	
APPROACH %	0%	74%	26%	31%	69%	0%	3%	85%	12%	0%	0%	0%		
PEAK HR FACTOR		0.927				0.915		0.855			0.000		0.973	
APP/DEPART	905	/	676	344	/	280	359	/	652	0	/	0	0	
PM	03:00 PM	0	62	40	70	179	0	2	87	26	0	0	0	466
	3:15 PM	0	54	41	76	143	0	7	70	20	0	0	0	411
	3:30 PM	0	55	49	83	170	0	4	88	24	0	0	0	473
	3:45 PM	0	50	52	81	175	0	1	100	33	0	0	0	492
	4:00 PM	0	45	43	77	180	0	3	100	27	0	0	0	475
	4:15 PM	0	62	37	78	181	0	5	89	27	0	0	0	479
	4:30 PM	0	65	32	90	189	0	5	86	38	0	0	0	505
	4:45 PM	0	57	35	107	176	0	2	91	41	0	0	0	509
	5:00 PM	0	43	49	93	178	0	3	95	42	0	0	0	503
	5:15 PM	0	53	38	101	180	0	6	105	50	0	0	0	533
	5:30 PM	0	48	36	79	209	0	4	86	32	0	0	0	494
	5:45 PM	0	47	38	91	197	0	5	91	43	0	0	0	512
	VOLUMES	0	641	490	1,026	2,157	0	47	1,088	403	0	0	0	5,852
	APPROACH %	0%	57%	43%	32%	68%	0%	3%	71%	26%	0%	0%	0%	
	APP/DEPART	1,131	/	688	3,183	/	2,560	1,538	/	2,604	0	/	0	0
BEGIN PEAK HR		4:30 PM												
VOLUMES	0	218	154	391	723	0	16	377	171	0	0	0	2,050	
APPROACH %	0%	59%	41%	35%	65%	0%	3%	67%	30%	0%	0%	0%		
PEAK HR FACTOR		0.959				0.984		0.876			0.000		0.962	
APP/DEPART	372	/	234	1,114	/	894	564	/	922	0	/	0	0	





**City Of Los Angeles**  
**Department Of Transportation**  
**MANUAL TRAFFIC COUNT SUMMARY**

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

STREET: North / South Ocean  
 East/West S Venice

Day: Wednesday, May 30, 2018 Weather Sunny

Hours:

School Day: Yes District I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	0	0	0
BIKES	0	0	0	0
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	244	8:00:00 AM	99	9:15:00 AM	105	8:45:00 AM	0	9:45:00 AM
PM PK 15 MIN	104	12:00:00 AM	288	5:45:00 PM	161	5:15:00 PM	0	5:45:00 PM
AM PK HOUR	935	7:45:00 AM	350	8:30:00 AM	377	8:30:00 AM	0	
PM PK HOUR	403	3:00:00 PM	1128	5:00:00 PM	564	4:30:00 PM	0	

**NORTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	0	524	187	711
8-9	0	666	239	905
9-10	0	569	227	796
3-4	0	221	182	403
4-5	0	229	147	376
5-6	0	191	161	352
<b>TOTAL</b>	<b>0</b>	<b>2400</b>	<b>1143</b>	<b>3543</b>

**SOUTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	61	117	0	178
8-9	108	236	0	344
9-10	124	207	0	331
3-4	310	667	0	977
4-5	352	726	0	1078
5-6	364	764	0	1128
<b>TOTAL</b>	<b>1319</b>	<b>2717</b>	<b>0</b>	<b>4036</b>

**TOTAL**

N-S
889
1249
1127
1380
1454
1480
<b>7579</b>

**EASTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	13	175	16	204
8-9	10	305	44	359
9-10	7	280	49	336
3-4	14	345	103	462
4-5	15	366	133	514
5-6	18	377	167	562
<b>TOTAL</b>	<b>77</b>	<b>1848</b>	<b>512</b>	<b>2437</b>

**WESTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**TOTAL**

E-W
204
359
336
462
514
562
<b>2437</b>

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

**DATE:**  
Sat, Aug 25, 18  
SATURDAY

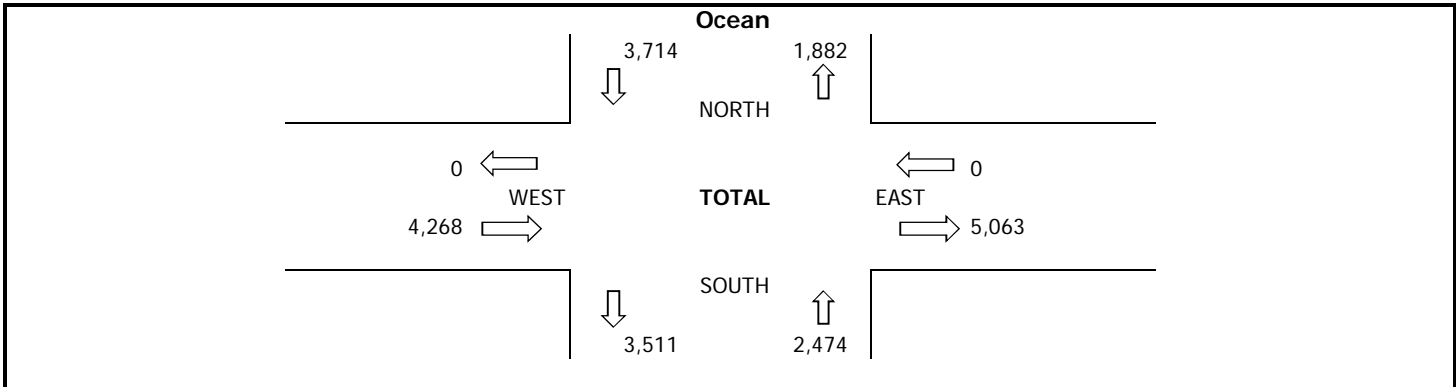
**LOCATION:** Venice Beach  
**NORTH & SOUTH:** Ocean  
**EAST & WEST:** South Venice

**PROJECT #:** SC1874  
**LOCATION #:** 5  
**CONTROL:** SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Ocean			Ocean			South Venice			South Venice			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
<b>LANES:</b>	X	1	0	1	1	X	0.5	2	0.5	X	X	X	

INTERSECTION TURNING MOVEMENT COUNTS													TOTAL	
	1:00 PM	0	82	40	64	106	0	19	138	71	0	0	0	520
	1:15 PM	0	94	46	53	128	0	28	140	69	0	0	0	558
	1:30 PM	0	100	46	74	113	0	26	130	76	0	0	0	565
	1:45 PM	0	104	48	54	103	0	25	145	59	0	0	0	538
	2:00 PM	0	98	41	54	121	0	25	150	80	0	0	0	569
	2:15 PM	0	89	39	50	102	0	26	146	71	0	0	0	523
	2:30 PM	0	87	39	54	122	0	25	157	79	0	0	0	563
	2:45 PM	0	72	47	63	152	0	22	120	44	0	0	0	520
	3:00 PM	0	67	63	57	112	0	21	133	42	0	0	0	495
	3:15 PM	0	64	59	58	127	0	27	124	47	0	0	0	506
	3:30 PM	0	59	49	72	113	0	13	133	42	0	0	0	481
	3:45 PM	0	59	52	76	138	0	21	128	40	0	0	0	514
	4:00 PM	0	77	49	62	127	0	15	142	35	0	0	0	507
	4:15 PM	0	75	52	67	128	0	8	127	43	0	0	0	500
	4:30 PM	0	52	48	66	121	0	16	136	43	0	0	0	482
	4:45 PM	0	61	55	59	124	0	26	147	46	0	0	0	518
5:00 PM	0	67	58	70	142	0	12	143	39	0	0	0	531	
5:15 PM	0	48	55	68	131	0	14	159	43	0	0	0	518	
5:30 PM	0	60	59	70	137	0	28	139	42	0	0	0	535	
5:45 PM	0	59	55	60	116	0	11	175	37	0	0	0	513	
VOLUMES	0	1,474	1,000	1,251	2,463	0	408	2,812	1,048	0	0	0	10,456	
APPROACH %	0%	60%	40%	34%	66%	0%	10%	66%	25%	0%	0%	0%		
APP/DEPART	2,474	/	1,882	3,714	/	3,511	4,268	/	5,063	0	/	0	0	
BEGIN PEAK HR	1:15 PM													
VOLUMES	0	396	181	235	465	0	104	565	284	0	0	0	2,230	
APPROACH %	0%	69%	31%	34%	66%	0%	11%	59%	30%	0%	0%	0%		
PEAK HR FACTOR	0.949			0.936			0.934			0.000			0.980	
APP/DEPART	577	/	500	700	/	749	953	/	981	0	/	0	0	







City Of Los Angeles  
 Department Of Transportation  
**MANUAL TRAFFIC COUNT SUMMARY**

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

STREET: North / South Abbot Kinney

East/West Venice

Day: Wednesday, May 30, 2018 Weather Sunny

Hours:

School Day: Yes District I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	175	151	153	169
BIKES	158	128	110	113
BUSES	23	29	56	

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	236	9:00:00 AM	143	9:00:00 AM	169	9:15:00 AM	204	9:45:00 AM
PM PK 15 MIN	175	5:45:00 PM	208	5:30:00 PM	226	4:45:00 PM	231	5:30:00 PM
AM PK HOUR	885	7:45:00 AM	536	8:30:00 AM	627	8:30:00 AM	736	9:00:00 AM
PM PK HOUR	611	3:00:00 PM	800	5:00:00 PM	831	4:30:00 PM	866	5:00:00 PM

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	65	689	55	809
8-9	89	711	68	868
9-10	119	658	84	861
3-4	112	409	90	611
4-5	92	328	68	488
5-6	83	338	63	484
TOTAL	560	3133	428	4121

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	60	202	24	286
8-9	125	371	24	520
9-10	126	344	23	493
3-4	180	549	43	772
4-5	138	616	31	785
5-6	133	635	32	800
TOTAL	762	2717	177	3656

TOTAL

N-S	XING S/L		XING N/L	
	Ped	Sch	Ped	Sch
1095	8	3	16	1
1388	19	3	21	3
1354	12	4	24	1
1383	57	1	116	6
1273	39	4	93	1
1284	20	4	79	2
7777	155	19	349	14

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	38	346	35	419
8-9	78	498	39	615
9-10	39	495	51	585
3-4	47	579	104	730
4-5	70	571	155	796
5-6	36	570	179	785
TOTAL	308	3059	563	3930

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	67	224	144	435
8-9	111	401	160	672
9-10	102	448	186	736
3-4	126	458	185	769
4-5	148	463	160	771
5-6	203	486	177	866
TOTAL	757	2480	1012	4249

TOTAL

E-W	XING W/L		XING E/L	
	Ped	Sch	Ped	Sch
854	23	3	20	3
1287	33	1	20	4
1321	48	0	35	8
1499	92	7	52	10
1567	73	4	70	11
1651	74	0	55	9
8179	343	15	252	45



# INTERSECTION TURNING MOVEMENT COUNTS

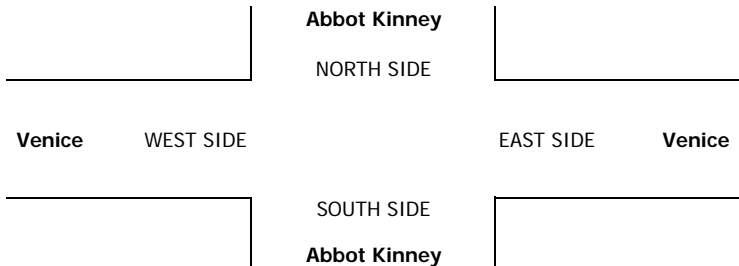
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<b>DATE:</b> 5/30/18 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Venice Abbot Kinney Venice	PROJECT #: LOCATION #: CONTROL:	SC1777 7 SIGNAL
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<b>CLASS 1:</b> PASSENGER VEHICLES	<b>NOTES:</b>	AM PM MD OTHER OTHER	◀ W E ▶	▲ N S ▼
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		NB	SB	EB	WB	TTL

<b>AM</b>	7:00 AM	11	128	9	14	33	8	5	59	4	9	46	30	356	0	0	0	1	1
	7:15 AM	12	180	14	8	30	2	7	64	6	16	43	20	402	0	0	1	3	4
	7:30 AM	15	168	13	11	67	5	8	96	8	16	55	50	512	0	0	0	2	2
	7:45 AM	21	183	14	20	63	5	15	114	16	24	66	32	573	0	0	0	7	7
	8:00 AM	23	167	24	33	84	3	27	118	19	17	68	28	611	0	0	1	6	7
	8:15 AM	20	169	21	28	87	3	9	129	7	26	95	41	635	0	0	0	10	10
	8:30 AM	19	174	10	25	87	14	22	101	5	34	89	35	615	0	0	2	2	4
	8:45 AM	27	158	9	29	98	4	17	128	5	33	109	43	660	0	0	1	8	9
	9:00 AM	33	181	13	27	108	5	5	132	15	16	94	44	673	0	0	0	5	5
	9:15 AM	17	144	24	35	81	4	12	132	15	34	105	35	638	0	0	1	7	8
	9:30 AM	22	167	22	34	79	4	12	97	5	22	101	44	609	0	0	1	7	8
	9:45 AM	42	129	18	28	57	7	6	108	12	24	117	46	594	0	0	0	8	8
	VOLUMES	262	1,948	191	292	874	64	145	1,278	117	271	988	448	6,878	0	0	7	66	73
	APPROACH %	11%	81%	8%	24%	71%	5%	9%	83%	8%	16%	58%	26%						
APP/DEPART	2,401	/	2,534	1,230	/	1,196	1,540	/	1,827	1,707	/	1,321	0						
BEGIN PEAK HR	8:30 AM																		
VOLUMES	96	657	56	116	374	27	52	493	40	95	397	157	2,586						
APPROACH %	12%	81%	7%	22%	72%	5%	9%	84%	7%	14%	59%	23%							
PEAK HR FACTOR	0.891			0.923			0.926			0.907			0.961						
APP/DEPART	809	/	866	517	/	509	589	/	687	671	/	524	0						
<b>PM</b>	03:00 PM	24	116	27	40	136	11	12	130	19	32	104	42	693	0	0	2	6	8
	3:15 PM	36	84	18	39	136	10	11	109	26	20	111	43	643	0	0	0	4	4
	3:30 PM	23	87	19	41	130	10	11	150	28	33	96	45	673	0	0	1	7	8
	3:45 PM	26	105	20	47	122	10	10	151	26	37	125	43	722	0	0	1	4	5
	4:00 PM	18	83	16	34	134	4	26	137	30	25	104	38	649	0	0	2	4	6
	4:15 PM	26	88	22	35	151	5	11	130	27	36	104	37	672	0	0	1	2	3
	4:30 PM	26	73	12	32	148	11	13	124	37	47	118	45	686	0	0	5	3	8
	4:45 PM	16	75	14	30	152	10	17	148	50	37	114	38	701	0	0	2	3	5
	5:00 PM	17	75	19	21	159	11	9	159	40	34	120	48	712	0	0	1	2	3
	5:15 PM	19	80	13	30	147	5	8	140	49	56	121	39	707	0	0	1	6	7
	5:30 PM	18	80	19	39	154	8	12	125	33	55	127	48	718	0	0	2	1	3
	5:45 PM	25	92	11	39	148	7	6	122	45	56	102	37	690	0	0	0	4	4
	VOLUMES	274	1,038	210	427	1,717	102	146	1,625	410	468	1,346	503	8,266	0	0	18	46	64
	APPROACH %	18%	68%	14%	19%	76%	5%	7%	75%	19%	20%	58%	22%						
APP/DEPART	1,522	/	1,669	2,246	/	2,549	2,181	/	2,308	2,317	/	1,740	0						
BEGIN PEAK HR	4:45 PM																		
VOLUMES	70	310	65	120	612	34	40	572	172	170	482	173	2,838						
APPROACH %	16%	70%	15%	16%	80%	4%	5%	72%	22%	20%	58%	21%							
PEAK HR FACTOR	0.951			0.953			0.919			0.910			0.988						
APP/DEPART	445	/	523	766	/	954	790	/	769	837	/	592	0						



# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<b>DATE:</b> 5/30/18 WEDNESDAY	<b>LOCATION:</b> NORTH & SOUTH: EAST & WEST:	Venice Abbot Kinney Venice	<b>PROJECT #:</b> <b>LOCATION #:</b> <b>CONTROL:</b>	SC1777 7 SIGNAL
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<b>CLASS 2:</b> 2-AXLE WORK VEHICLES/ TRUCKS	<b>NOTES:</b>	AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Abbot Kinney			Abbot Kinney			Venice			Venice			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	1	1	0	1	3	0	1	3	0	

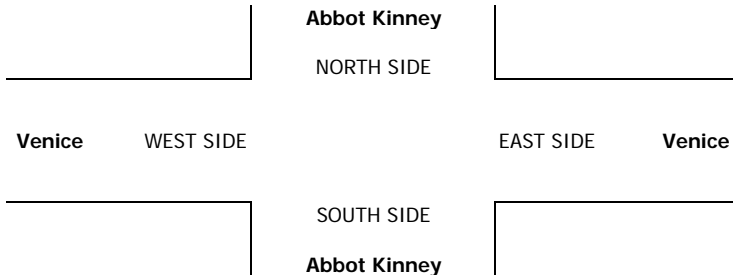
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

<b>AM</b>	7:00 AM	0	6	2	3	1	0	0	1	0	0	3	3	19
	7:15 AM	0	8	1	1	2	2	2	1	0	2	0	4	23
	7:30 AM	2	6	1	0	0	1	0	2	1	0	2	3	18
	7:45 AM	3	5	1	1	2	1	1	3	0	0	1	2	20
	8:00 AM	0	5	3	1	2	0	1	1	0	0	6	3	22
	8:15 AM	0	13	0	0	3	0	0	4	0	1	11	3	35
	8:30 AM	0	6	0	4	2	0	0	3	1	0	7	6	29
	8:45 AM	0	16	1	1	2	0	2	9	2	0	5	1	39
	9:00 AM	0	8	0	0	2	0	1	5	1	1	5	2	25
	9:15 AM	0	7	2	0	4	2	2	5	0	2	4	4	32
	9:30 AM	3	9	2	0	6	0	0	1	2	0	5	5	33
	9:45 AM	2	10	3	2	4	1	0	8	1	3	6	5	45
VOLUMES	10	99	16	13	30	7	9	43	8	9	55	41	340	
APPROACH %	8%	79%	13%	26%	60%	14%	15%	72%	13%	9%	52%	39%		
APP/DEPART	125	/	148	50	/	47	60	/	72	105	/	73	0	
BEGIN PEAK HR	9:00 AM													
VOLUMES	5	34	7	2	16	3	2	19	4	6	20	16	135	
APPROACH %	11%	74%	15%	10%	76%	14%	8%	73%	15%	14%	48%	38%		
PEAK HR FACTOR	0.767			0.750			0.722			0.750			0.750	
APP/DEPART	46	/	52	21	/	26	26	/	28	42	/	29	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1

<b>PM</b>	03:00 PM	0	5	1	3	11	0	0	6	0	1	5	4	36
	3:15 PM	1	5	2	3	4	0	1	7	1	0	3	3	30
	3:30 PM	1	1	2	3	4	1	2	3	2	1	3	2	25
	3:45 PM	1	1	1	3	3	1	0	9	1	1	3	2	26
	4:00 PM	3	2	2	4	12	0	0	7	1	0	6	0	37
	4:15 PM	1	2	1	1	4	1	2	7	5	0	3	1	28
	4:30 PM	2	0	1	1	7	0	1	2	1	2	2	1	20
	4:45 PM	0	2	0	1	5	0	0	5	2	1	4	0	20
	5:00 PM	1	5	0	0	6	0	0	5	1	2	4	1	25
	5:15 PM	1	0	1	1	6	0	1	4	2	0	3	0	19
	5:30 PM	0	1	0	2	4	0	0	4	3	0	0	1	15
	5:45 PM	2	2	0	1	8	1	0	4	4	0	2	3	27
VOLUMES	13	26	11	23	74	4	7	63	23	8	38	18	308	
APPROACH %	26%	52%	22%	23%	73%	4%	8%	68%	25%	13%	59%	28%		
APP/DEPART	50	/	48	101	/	105	93	/	97	64	/	58	0	
BEGIN PEAK HR	3:15 PM													
VOLUMES	6	9	7	13	23	2	2	26	5	2	15	7	118	
APPROACH %	27%	41%	32%	34%	61%	5%	6%	76%	15%	8%	63%	29%		
PEAK HR FACTOR	0.688			0.594			0.850			1.000			0.797	
APP/DEPART	22	/	18	38	/	30	34	/	46	24	/	24	0	

0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	3	0	3



# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<b>DATE:</b> 5/30/18 WEDNESDAY	<b>LOCATION:</b> NORTH & SOUTH: EAST & WEST:	Venice Abbot Kinney Venice	<b>PROJECT #:</b> SC1777 <b>LOCATION #:</b> 7 <b>CONTROL:</b> SIGNAL
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<b>CLASS 3:</b> 3-AXLE TRUCKS	<b>NOTES:</b>	AM PM MD OTHER OTHER	▲ N ◀ W      E ▶ S ▼
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Abbot Kinney			Abbot Kinney			Venice			Venice			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	1	1	0	1	3	0	1	3	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

<b>AM</b>	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

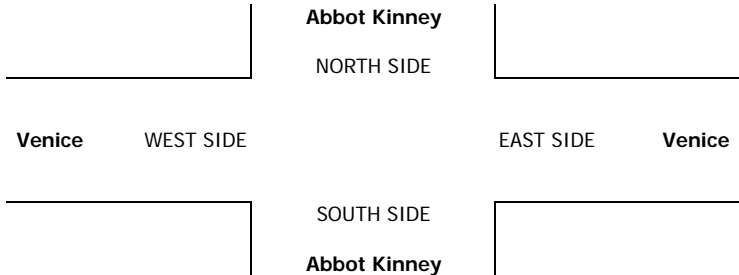
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	7:00 AM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

<b>PM</b>	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	3:00 PM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0



# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<b>DATE:</b> 5/30/18 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Venice Abbot Kinney Venice	PROJECT #: LOCATION #: CONTROL:	SC1777 7 SIGNAL
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<b>CLASS 4:</b> 4 OR MORE AXLE TRUCKS	<b>NOTES:</b>	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Abbot Kinney			Abbot Kinney			Venice			Venice			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	1	1	0	1	3	0	1	3	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

<b>AM</b>	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	

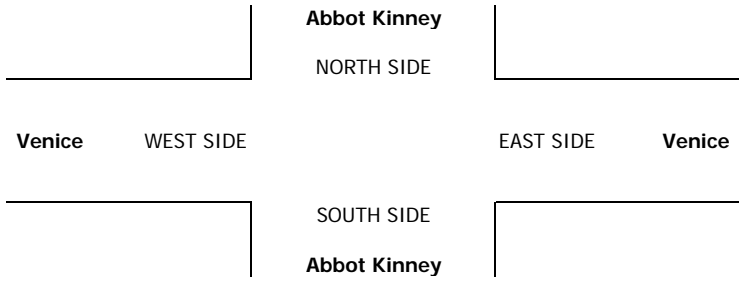
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	7:00 AM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

<b>PM</b>	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	3:00 PM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0



# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 5/30/18 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Venice Abbot Kinney Venice	PROJECT #: LOCATION #: CONTROL:	SC1777 7 SIGNAL
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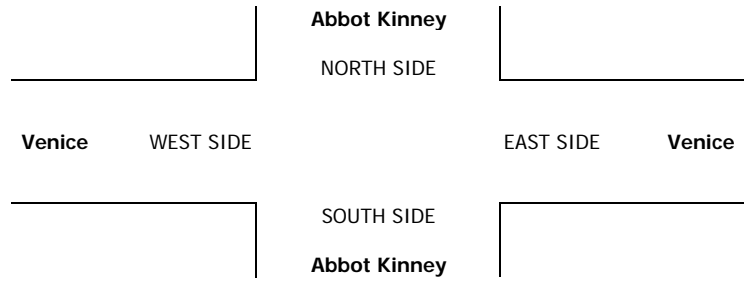
<b>CLASS 5:</b> RV	<b>NOTES:</b>	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS				
	Abbot Kinney			Abbot Kinney			Venice			Venice				NB	SB	EB	WB	TTL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR						

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	0			
BEGIN PEAK HR	7:00 AM												0				
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000				
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	0			
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	0			
BEGIN PEAK HR	3:00 PM												0				
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000				
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	0			

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<b>DATE:</b> 5/30/18 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Venice Abbot Kinney Venice	PROJECT #: LOCATION #: CONTROL:	SC1777 7 SIGNAL
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<b>CLASS 6:</b>  BUSES	<b>NOTES:</b>	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Abbot Kinney			Abbot Kinney			Venice			Venice			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

<b>AM</b>		7:00 AM	0	3	0	0	1	0	0	2	0	0	3	0	9
		7:15 AM	0	0	0	1	1	0	0	2	0	0	1	0	5
		7:30 AM	0	1	0	1	0	0	0	2	0	0	3	0	7
		7:45 AM	1	1	0	0	2	0	0	0	0	0	1	0	5
		8:00 AM	0	0	0	1	4	0	0	2	0	0	1	0	8
		8:15 AM	0	1	0	3	1	0	0	1	0	0	3	0	9
		8:30 AM	0	1	0	0	1	0	0	0	0	0	4	0	6
		8:45 AM	0	1	0	0	0	0	0	2	0	0	3	0	6
		9:00 AM	0	1	0	0	1	0	0	2	0	0	3	1	8
		9:15 AM	0	1	0	0	0	0	1	2	0	0	2	0	6
		9:30 AM	0	0	0	0	1	0	0	1	0	0	3	0	5
		9:45 AM	0	1	0	0	1	0	0	2	0	0	3	0	7

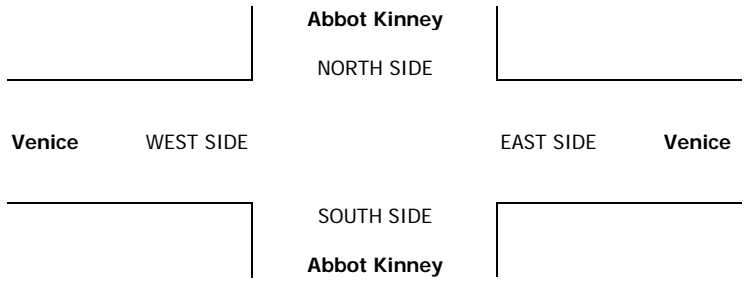
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

VOLUMES	1	11	0	6	13	0	1	18	0	0	30	1	81
APPROACH %	8%	92%	0%	32%	68%	0%	5%	95%	0%	0%	97%	3%	
APP/DEPART	12	/	13	19	/	13	19	/	24	31	/	31	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	0	4	0	3	3	0	0	5	0	0	13	1	29
APPROACH %	0%	100%	0%	50%	50%	0%	0%	100%	0%	0%	93%	7%	
PEAK HR FACTOR	0.500			0.300			0.625			0.875			0.806
APP/DEPART	4	/	5	6	/	3	5	/	8	14	/	13	0

<b>PM</b>		03:00 PM	0	2	0	1	2	0	0	5	0	0	0	1	11
		3:15 PM	0	1	0	0	0	0	0	4	1	1	3	0	10
		3:30 PM	0	0	0	0	1	0	0	3	0	0	2	0	6
		3:45 PM	0	2	0	0	0	0	0	2	0	0	3	0	7
		4:00 PM	0	1	0	0	1	0	0	2	1	0	3	0	8
		4:15 PM	0	1	0	0	1	0	0	2	0	0	1	0	5
		4:30 PM	0	0	0	0	0	0	0	3	1	0	2	0	6
		4:45 PM	0	1	0	0	1	0	0	4	0	0	2	0	8
		5:00 PM	0	1	0	0	0	0	0	1	1	0	3	0	6
		5:15 PM	0	1	0	0	1	0	0	3	0	0	1	0	6
		5:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	2
		5:45 PM	0	1	0	0	1	0	0	2	1	0	3	0	8

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

VOLUMES	0	11	0	1	9	0	0	32	5	1	23	1	83
APPROACH %	0%	100%	0%	10%	90%	0%	0%	86%	14%	4%	92%	4%	
APP/DEPART	11	/	12	10	/	15	37	/	33	25	/	23	0
BEGIN PEAK HR	3:00 PM												
VOLUMES	0	5	0	1	3	0	0	14	1	1	8	1	34
APPROACH %	0%	100%	0%	25%	75%	0%	0%	93%	7%	10%	80%	10%	
PEAK HR FACTOR	0.625			0.333			0.750			0.625			0.773
APP/DEPART	5	/	6	4	/	5	15	/	15	10	/	8	0



# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

**DATE:**  
Sat, Aug 25, 18  
SATURDAY

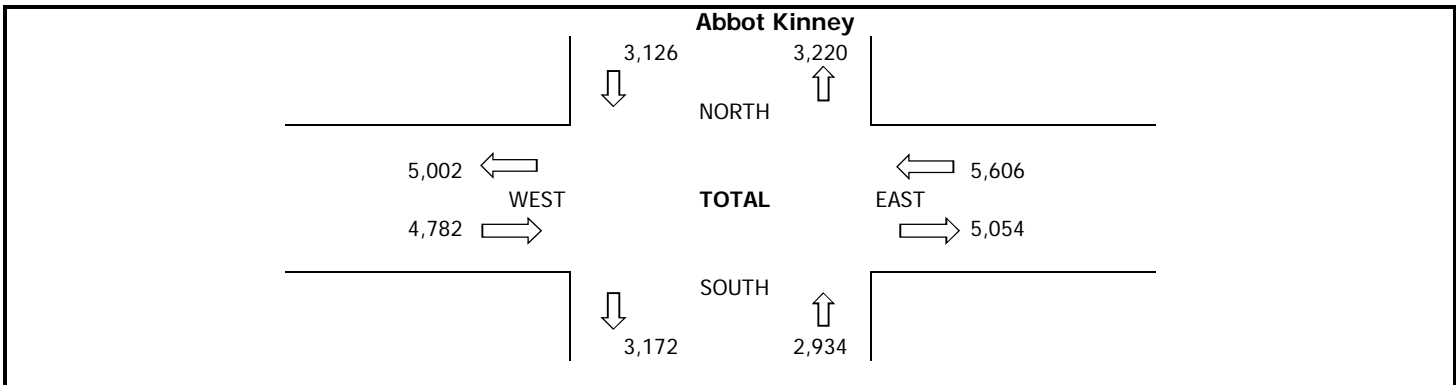
**LOCATION:** Venice Beach  
**NORTH & SOUTH:** Abbot Kinney  
**EAST & WEST:** Venice

**PROJECT #:** SC1874  
**LOCATION #:** 7  
**CONTROL:** SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Abbot Kinney			Abbot Kinney			Venice			Venice			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	1	1	0	1	1	0	1	2	1	1	3	0	

INTERSECTION TURNING MOVEMENT COUNTS	1:00 PM	1:15 PM	1:30 PM	1:45 PM	2:00 PM	2:15 PM	2:30 PM	2:45 PM	3:00 PM	3:15 PM	3:30 PM	3:45 PM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	VOLUMES	APPROACH %	APP/DEPART	BEGIN PEAK HR	VOLUMES	APPROACH %	PEAK HR FACTOR	APP/DEPART
	53	106	14	37	93	9	20	154	31	26	180	72	795															
	42	98	20	44	84	11	17	180	40	27	222	72	857															
	34	74	21	39	104	13	24	195	28	32	220	67	851															
	47	112	29	46	92	19	17	162	47	23	195	69	858															
	43	82	16	38	94	16	27	184	35	32	211	63	841															
	40	100	16	44	116	11	17	148	42	24	178	55	791															
	36	85	19	55	93	16	26	191	27	29	219	45	841															
	43	83	15	49	94	15	25	156	32	32	207	45	796															
	38	95	18	40	88	10	18	194	31	25	182	43	782															
	44	86	18	45	105	12	17	178	25	32	192	59	813															
	44	85	17	49	104	17	16	191	25	33	200	56	837															
	41	83	23	45	109	7	10	193	25	21	218	63	838															
	38	87	19	33	90	7	19	206	38	26	165	71	799															
	27	92	18	39	119	12	17	171	34	27	170	42	768															
	32	91	22	35	106	11	17	197	33	22	211	52	829															
	27	77	17	33	115	12	19	190	40	41	207	45	823															
30	95	24	36	129	8	23	183	39	31	196	45	839																
33	93	20	49	113	7	19	222	41	23	199	53	872																
43	85	17	46	101	11	25	199	38	27	192	56	840																
44	61	22	51	89	11	15	219	30	22	170	44	778																
VOLUMES	779	1,770	385	853	2,038	235	388	3,713	681	555	3,934	1,117	16,448															
APPROACH %	27%	60%	13%	27%	65%	8%	8%	78%	14%	10%	70%	20%																
APP/DEPART	2,934	/	3,220	3,126	/	3,172	4,782	/	5,054	5,606	/	5,002	0															
BEGIN PEAK HR	1:15 PM																											
VOLUMES	166	366	86	167	374	59	85	721	150	114	848	271	3,407															
APPROACH %	27%	59%	14%	28%	62%	10%	9%	75%	16%	9%	69%	22%																
PEAK HR FACTOR	0.822			0.955			0.968			0.960			0.993															
APP/DEPART	618	/	710	600	/	615	956	/	997	1,233	/	1,085	0															



# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

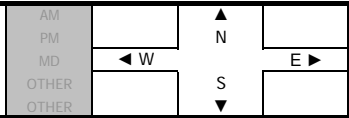
**DATE:**  
Wed, May 30, 18

**LOCATION:**  
NORTH & SOUTH:  
EAST & WEST:

Venice  
Pacific  
Washington

**PROJECT #:** SC1777  
**LOCATION #:** 6  
**CONTROL:** SIGNAL

NOTES:



LANES:	NORTHBOUND <small>Pacific</small>			SOUTHBOUND <small>Pacific</small>			EASTBOUND <small>Washington</small>			WESTBOUND <small>Washington</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	1	0	1	1	1	

<b>AM</b>	7:00 AM	1	33	17	35	6	7	5	14	1	11	5	142	277
	7:15 AM	1	33	22	46	12	5	4	9	0	16	4	142	294
	7:30 AM	1	44	34	46	8	3	0	6	0	24	9	155	330
	7:45 AM	0	41	48	64	18	3	3	19	1	22	12	148	379
	8:00 AM	2	28	45	70	14	4	5	13	3	26	13	151	374
	8:15 AM	0	18	43	83	9	5	4	11	1	26	17	159	376
	8:30 AM	1	26	31	102	24	4	3	14	1	26	11	151	394
	8:45 AM	0	32	52	109	18	4	7	19	1	24	13	139	418
	9:00 AM	0	31	43	79	13	4	6	13	1	21	13	157	381
	9:15 AM	6	17	52	72	23	6	4	12	3	24	15	155	389
	9:30 AM	0	25	41	92	18	9	3	15	4	26	16	130	379
	9:45 AM	1	22	34	59	13	6	2	7	3	26	19	122	314
	VOLUMES	13	350	462	857	176	60	46	152	19	272	147	1,751	4,305
	APPROACH %	2%	42%	56%	78%	16%	5%	21%	70%	9%	13%	7%	81%	
APP/DEPART	825	/	2,147	1,093	/	466	217	/	1,472	2,170	/	220	0	
BEGIN PEAK HR	8:30 AM													
VOLUMES	7	106	178	362	78	18	20	58	6	95	52	602	1,582	
APPROACH %	2%	36%	61%	79%	17%	4%	24%	69%	7%	13%	7%	80%		
PEAK HR FACTOR	0.866			0.874			0.778			0.965			0.946	
APP/DEPART	291	/	728	458	/	178	84	/	599	749	/	77	0	
<b>PM</b>	03:00 PM	1	25	35	143	26	4	8	19	0	29	18	67	375
	3:15 PM	0	16	40	140	30	10	6	20	3	40	18	69	392
	3:30 PM	0	17	29	145	26	13	5	25	2	35	17	73	387
	3:45 PM	0	30	28	122	29	8	7	29	0	31	13	69	366
	4:00 PM	0	12	20	141	33	6	5	25	0	29	20	68	359
	4:15 PM	1	20	35	138	25	6	5	23	1	31	25	57	367
	4:30 PM	2	20	26	143	39	9	3	28	4	29	20	63	386
	4:45 PM	2	12	29	143	34	9	9	16	4	31	19	68	376
	5:00 PM	0	19	23	145	34	13	8	25	2	31	19	64	383
	5:15 PM	1	19	20	134	46	6	8	20	2	23	19	76	374
	5:30 PM	1	13	35	151	34	8	9	19	2	32	12	76	392
	5:45 PM	1	13	30	142	33	6	5	23	3	37	21	62	376
	VOLUMES	9	216	350	1,687	389	98	78	272	23	378	221	812	4,533
	APPROACH %	2%	38%	61%	78%	18%	5%	21%	73%	6%	27%	16%	58%	
APP/DEPART	575	/	1,106	2,174	/	788	373	/	2,311	1,411	/	328	0	
BEGIN PEAK HR	4:45 PM													
VOLUMES	3	64	108	572	147	33	30	87	9	123	71	278	1,525	
APPROACH %	2%	37%	62%	76%	20%	4%	24%	69%	7%	26%	15%	59%		
PEAK HR FACTOR	0.893			0.974			0.900			0.983			0.973	
APP/DEPART	175	/	372	752	/	279	126	/	767	472	/	107	0	







**City Of Los Angeles**  
**Department Of Transportation**  
**MANUAL TRAFFIC COUNT SUMMARY**

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

STREET: North / South Pacific  
 East/West Washington

Day: Wednesday, May 30, 2018 Weather Sunny

Hours:

School Day: Yes District I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	0	0	0
BIKES	0	0	0	0
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	89	7:45:00 AM	131	8:45:00 AM	27	8:45:00 AM	202	8:15:00 AM
PM PK 15 MIN	61	#####	193	5:30:00 PM	36	3:45:00 PM	127	5:45:00 PM
AM PK HOUR	304	7:30:00 AM	458	8:30:00 AM	88	8:45:00 AM	762	7:45:00 AM
PM PK HOUR	221	3:00:00 PM	757	4:45:00 PM	130	3:45:00 PM	482	3:15:00 PM

**NORTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	3	151	121	275
8-9	3	104	171	278
9-10	7	95	170	272
3-4	1	88	132	221
4-5	5	64	110	179
5-6	3	64	108	175
<b>TOTAL</b>	<b>22</b>	<b>566</b>	<b>812</b>	<b>1400</b>

**SOUTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	191	44	18	253
8-9	364	65	17	446
9-10	302	67	25	394
3-4	550	111	35	696
4-5	565	131	30	726
5-6	572	147	33	752
<b>TOTAL</b>	<b>2544</b>	<b>565</b>	<b>158</b>	<b>3267</b>

**TOTAL**

N-S
528
724
666
917
905
927
<b>4667</b>

**EASTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	12	48	2	62
8-9	19	57	6	82
9-10	15	47	11	73
3-4	26	93	5	124
4-5	22	92	9	123
5-6	30	87	9	126
<b>TOTAL</b>	<b>124</b>	<b>424</b>	<b>42</b>	<b>590</b>

**WESTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	73	30	587	690
8-9	102	54	600	756
9-10	97	63	564	724
3-4	135	66	278	479
4-5	120	84	256	460
5-6	123	71	278	472
<b>TOTAL</b>	<b>650</b>	<b>368</b>	<b>2563</b>	<b>3581</b>

**TOTAL**

E-W
752
838
797
603
583
598
<b>4171</b>

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

**DATE:**  
Sat, Aug 25, 18  
SATURDAY

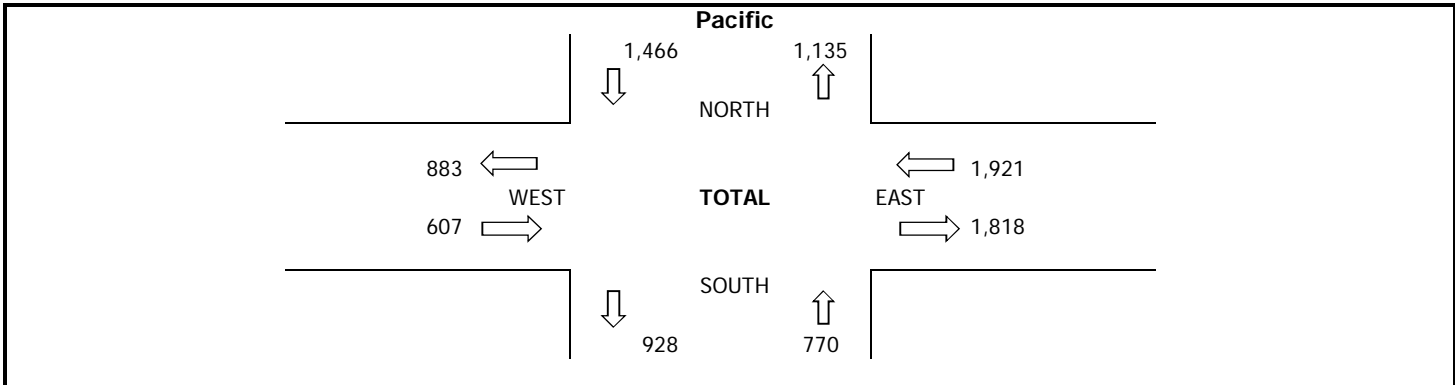
**LOCATION:** Venice Beach  
**NORTH & SOUTH:** Pacific  
**EAST & WEST:** Washington

**PROJECT #:** SC1874  
**LOCATION #:** 6  
**CONTROL:** SIGNAL

<b>NOTES:</b>  <p style="text-align: center; color: blue;">Closed PM 1-2:30 ALL Bounds; Queue WB/PM 4-6</p>	AM PM MD OTHER OTHER	▲ N ◀ W S ▼	▶ E
---	----------------------------------	-------------------------	--------

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Pacific			Pacific			Washington			Washington			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
<b>LANES:</b>	0	1	0	0	1	0	0	1	0	1	1	1	

INTERSECTION TURNING MOVEMENT COUNTS	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:30 PM	2	5	27	6	3	1	0	0	0	0	0	2	46	
	2:45 PM	0	20	28	46	23	25	1	9	1	4	16	14	187	
	3:00 PM	0	16	34	51	26	31	3	21	5	38	50	74	349	
	3:15 PM	1	16	32	60	39	14	4	40	3	33	36	77	355	
	3:30 PM	0	15	37	59	33	26	4	27	7	40	49	81	378	
	3:45 PM	3	10	36	65	38	23	5	32	3	36	45	88	384	
	4:00 PM	2	10	40	62	29	15	6	41	6	36	63	65	375	
	4:15 PM	3	10	38	70	24	19	3	34	4	43	52	70	370	
	4:30 PM	2	19	44	82	26	15	7	31	10	31	51	56	374	
	4:45 PM	0	16	42	69	21	16	4	44	7	45	57	73	394	
	5:00 PM	0	16	43	62	27	20	4	49	5	38	34	57	355	
5:15 PM	2	16	42	53	30	25	6	49	1	37	50	76	387		
5:30 PM	3	16	45	72	39	15	4	48	7	48	46	54	397		
5:45 PM	6	32	41	58	34	14	18	45	9	43	49	64	413		
VOLUMES	24	217	529	815	392	259	69	470	68	472	598	851	4,764		
APPROACH %	3%	28%	69%	56%	27%	18%	11%	77%	11%	25%	31%	44%			
APP/DEPART	770	/	1,135	1,466	/	928	607	/	1,818	1,921	/	883	0		
BEGIN PEAK HR	5:00 PM														
VOLUMES	11	80	171	245	130	74	32	191	22	166	179	251	1,552		
APPROACH %	4%	31%	65%	55%	29%	16%	13%	78%	9%	28%	30%	42%			
PEAK HR FACTOR	0.829			0.891			0.851			0.914			0.939		
APP/DEPART	262	/	362	449	/	315	245	/	610	596	/	265	0		



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**APPENDIX D**  
**Parking Generation Survey Data**

---

For **CITY OF LOS ANGELES**  
 Location **South Venice Blvd & Dell Ave**  
 Task **Parking Counts** AM/PM **7/18/2019 Thursday**

	<i>AM</i>				
	Inbound	Outbound1	Outbound2	Outbound3	Total
7:00 AM	0	0	0	0	0
7:15 AM	2	0	2	0	4
7:30 AM	2	0	0	1	3
7:45 AM	2	0	1	0	3
8:00 AM	2	1	0	0	3
8:15 AM	5	2	4	0	11
8:30 AM	4	2	2	0	8
8:45 AM	2	0	1	1	4
9:00 AM	1	0	0	0	1
9:15 AM	3	0	1	0	4
9:30 AM	5	0	2	0	7
9:45 AM	2	1	0	0	3
Total:	30	6	13	2	51

	<i>PM</i>				
	Inbound	Outbound1	Outbound2	Outbound3	Total
3:00 PM	14	7	3	0	24
3:15 PM	11	5	1	4	21
3:30 PM	4	6	1	4	15
3:45 PM	6	10	0	2	18
4:00 PM	6	3	6	4	19
4:15 PM	5	6	2	3	16
4:30 PM	4	4	2	0	10
4:45 PM	9	12	3	4	28
5:00 PM	3	4	1	2	10
5:15 PM	9	7	3	3	22
5:30 PM	5	8	1	0	14
5:45 PM	7	4	1	1	13
Total:	83	76	24	27	210

For **CITY OF LOS ANGELES**  
 Location **South Venice Blvd & Dell Ave**  
 Task **Parking Counts** PM **7/20/2019 Saturday**

--	--	--	--

	<i>PM</i>				
	Inbound	Outbound1	Outbound2	Outbound3	Total
1:00 PM	10	3	3	1	17
1:15 PM	18	2	2	4	26
1:30 PM	17	0	4	1	22
1:45 PM	13	4	3	5	25
2:00 PM	15	3	1	2	21
2:15 PM	2	7	7	1	17
2:30 PM	13	2	6	2	23
2:45 PM	11	6	4	2	23
3:00 PM	5	6	4	1	16
3:15 PM	10	4	4	4	22
3:30 PM	10	3	2	2	17
3:45 PM	9	4	7	3	23
4:00 PM	4	4	6	3	17
4:15 PM	10	4	6	7	27
4:30 PM	9	2	7	4	22
4:45 PM	9	4	6	1	20
5:00 PM	8	2	2	4	16
5:15 PM	9	4	7	3	23
5:30 PM	11	7	1	3	22
5:45 PM	8	2	2	8	20
Total:	201	73	84	61	419

For **CITY OF LOS ANGELES**  
 Location **South Venice Blvd & Dell Ave**  
 Task **Parking Counts** AM/PM **7/24/2019 Wednesday**

	<i>AM</i>				
	Inbound	Outbound1	Outbound2	Outbound3	Total
7:00 AM	1	0	1	0	2
7:15 AM	2	0	0	0	2
7:30 AM	1	0	1	0	2
7:45 AM	2	0	0	0	2
8:00 AM	2	0	0	2	4
8:15 AM	2	1	0	0	3
8:30 AM	3	2	1	0	6
8:45 AM	3	1	0	0	4
9:00 AM	4	1	3	0	8
9:15 AM	2	4	0	0	6
9:30 AM	5	0	2	0	7
9:45 AM	4	2	0	0	6
Total:	31	11	8	2	52

	<i>PM</i>				
	Inbound	Outbound1	Outbound2	Outbound3	Total
3:00 PM	9	6	0	2	17
3:15 PM	4	6	3	0	13
3:30 PM	9	5	2	1	17
3:45 PM	13	8	2	3	26
4:00 PM	3	8	1	1	13
4:15 PM	7	10	0	2	19
4:30 PM	2	6	0	2	10
4:45 PM	3	4	2	2	11
5:00 PM	5	5	0	1	11
5:15 PM	2	3	1	0	6
5:30 PM	3	8	1	2	14
5:45 PM	3	9	1	2	15
Total:	63	78	13	18	172

For **CITY OF LOS ANGELES**  
 Location **South Venice Blvd & Dell Ave**  
 Task **Parking Counts** PM **7/27/2019 Saturday**

--	--	--	--

	<i>PM</i>				
	Inbound	Outbound1	Outbound2	Outbound3	Total
1:00 PM	8	3	0	0	11
1:15 PM	19	5	1	0	25
1:30 PM	12	4	0	0	16
1:45 PM	16	5	2	1	24
2:00 PM	19	3	1	1	24
2:15 PM	17	2	2	0	21
2:30 PM	21	6	2	0	29
2:45 PM	12	4	0	4	20
3:00 PM	17	1	3	3	24
3:15 PM	13	4	2	1	20
3:30 PM	4	7	4	1	16
3:45 PM	10	3	0	0	13
4:00 PM	9	1	2	4	16
4:15 PM	11	4	4	1	20
4:30 PM	10	3	9	3	25
4:45 PM	7	5	4	3	19
5:00 PM	6	3	4	4	17
5:15 PM	3	5	3	1	12
5:30 PM	2	5	8	3	18
5:45 PM	5	9	4	3	21
Total:	221	82	55	33	391

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**APPENDIX E**  
**LOS Calculation Worksheets**

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SCENARIOS:

Existing AM/PM/SAT MD

Existing with-Project AM/PM/SAT MD

Future No Project AM/PM/SAT MD

Future with-Project AM/PM/SAT MD



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Pacific Ave		Year of Count:	2019		Ambient Growth: (%):	1		Conducted by:	KOA Corp		Date:	9/16/19					
	1	East-West Street:	Westminster Ave		Projection Year:	2023		Peak Hour:	AM		Reviewed by:	IH		Project:	Reese Davidson Community TIS				
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2			2			2						
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	NB-- 0	SB-- 0				
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 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				
Override Capacity				2			2			2			2						
				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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through																		
	Through	1087	1	548	6	1093	551	80	1211	1	610	6	1217	1	613	0	1217	1	613
	Through-Right																		
	Right	8	0	8	0	8	8	0	8	0	8	0	8	0	8	0	8	0	8
	Left-Through-Right																		
SOUTHBOUND	Left	24	0	24	0	24	24	0	25	0	25	0	25	0	25	0	25	0	25
	Left-Through																		
	Through	451	1	298	5	456	300	52	521	1	336	5	526	1	338	0	526	1	338
	Through-Right																		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right																		
EASTBOUND	Left	15	0	15	0	15	15	0	16	0	16	0	16	0	16	0	16	0	16
	Left-Through																		
	Through	9	0	44	0	9	44	0	9	0	46	0	9	0	46	0	9	0	46
	Through-Right																		
	Right	20	0	0	0	20	0	0	21	0	0	0	21	0	0	0	21	0	0
	Left-Through-Right																		
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through																		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right																		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right																		
CRITICAL VOLUMES		North-South:		572	North-South:		575	North-South:		635	North-South:		638	North-South:		638	North-South:		638
		East-West:		44	East-West:		44	East-West:		46	East-West:		46	East-West:		46	East-West:		46
		SUM:		616	SUM:		619	SUM:		681	SUM:		684	SUM:		684	SUM:		684
VOLUME/CAPACITY (V/C) RATIO:				0.411			0.413			0.454			0.456			0.456			0.456
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.311			0.313			0.354			0.356			0.356			0.356
LEVEL OF SERVICE (LOS):				A			A			A			A			A			A

REMARKS: Scenario: Weekday

**EXISTING + PROJECT IMPACT**

Change in v/c due to project: **0.002**  
Significant impacted? **NO**

**PROJECT IMPACT**

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

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	North-South Street: <b>Pacific Ave</b>		Year of Count: <b>2019</b>		Ambient Growth: (%): <b>1</b>		Conducted by: <b>KOA Corp</b>		Date: <b>9/16/19</b>											
	East-West Street: <b>Westminster Ave</b>		Projection Year: <b>2023</b>		Peak Hour: <b>PM</b>		Reviewed by: <b>IH</b>		Project: <b>Reese Davidson Community TIS</b>											
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?			0		0		0		0		0		0							
ATSAC-1 or ATSAC+ATCS-2?			2		2		2		2		2		2							
Override Capacity			0		0		0		0		0		0							
<b>MOVEMENT</b>			<b>EXISTING CONDITION</b>			<b>EXISTING PLUS PROJECT</b>			<b>FUTURE CONDITION W/O PROJECT</b>				<b>FUTURE CONDITION W/ PROJECT</b>				<b>FUTURE W/ PROJECT W/ MITIGATION</b>			
			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
<b>NORTHBOUND</b>	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through																			
	Through	525	1	272	7	532	276	95	641	1	331	7	648	1	334	0	648	1	334	
	Through-Right																			
	Right	19	0	19	0	19	19	0	20	0	20	0	20	0	20	0	20	0	20	
	Left-Through-Right																			
Left-Right																				
<b>SOUTHBOUND</b>	Left	58	0	58	0	58	58	0	60	0	60	0	60	0	60	0	60	0	60	
	Left-Through																			
	Through	937	1	527	7	944	530	98	1073	1	657	7	1080	1	660	0	1080	1	660	
	Through-Right																			
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right																			
Left-Right																				
<b>EASTBOUND</b>	Left	24	0	24	0	24	24	0	25	0	25	0	25	0	25	0	25	0	25	
	Left-Through																			
	Through	27	0	69	0	27	69	0	28	0	72	0	28	0	72	0	28	0	72	
	Through-Right																			
	Right	18	0	0	0	18	0	0	19	0	0	0	19	0	0	0	19	0	0	
	Left-Through-Right																			
Left-Right																				
<b>WESTBOUND</b>	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through																			
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right																			
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right																			
Left-Right																				
<b>CRITICAL VOLUMES</b>			<i>North-South:</i> 527		<i>North-South:</i> 530		<i>North-South:</i> 657		<i>North-South:</i> 660		<i>North-South:</i> 660		<i>North-South:</i> 660		<i>East-West:</i> 69		<i>East-West:</i> 69		<i>East-West:</i> 72	
			<i>East-West:</i> 69		<i>East-West:</i> 69		<i>East-West:</i> 72		<i>East-West:</i> 72		<i>East-West:</i> 72		<i>East-West:</i> 72		<i>SUM:</i> 596		<i>SUM:</i> 599		<i>SUM:</i> 729	
			<i>SUM:</i> 596		<i>SUM:</i> 599		<i>SUM:</i> 729		<i>SUM:</i> 732		<i>SUM:</i> 732		<i>SUM:</i> 732		<i>SUM:</i> 732		<i>SUM:</i> 732		<i>SUM:</i> 732	
<b>VOLUME/CAPACITY (V/C) RATIO:</b>			0.397		0.399		0.486		0.488		0.488		0.488		0.488		0.488		0.488	
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>			0.297		0.299		0.386		0.388		0.388		0.388		0.388		0.388		0.388	
<b>LEVEL OF SERVICE (LOS):</b>			<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>	

REMARKS: Scenario: Weekday

**EXISTING + PROJECT IMPACT**

Change in v/c due to project: **0.002**  
Significant impacted? **NO**

**PROJECT IMPACT**

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

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b> <b>1</b>	<b>North-South Street:</b> <b>Pacific Ave</b>	<b>Year of Count:</b> <b>2019</b>	<b>Ambient Growth: (%):</b> <b>1</b>	<b>Conducted by:</b> <b>KOA Corp</b>	<b>Date:</b> <b>9/16/19</b>														
	<b>East-West Street:</b> <b>Westmister Ave</b>	<b>Projection Year:</b> <b>2023</b>	<b>Peak Hour:</b> <b>MD</b>	<b>Reviewed by:</b> <b>IH</b>	<b>Project:</b> <b>Reese Davidson Community TIS</b>														
<b>No. of Phases</b>																			
<b>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?</b>																			
<b>Right Turns: FREE-1, NRTOR-2 or OLA-3?</b>																			
<b>ATSAC-1 or ATSAC+ATCS-2?</b>																			
<b>Override Capacity</b>																			
<b>MOVEMENT</b>		<b>EXISTING CONDITION</b>		<b>EXISTING PLUS PROJECT</b>		<b>FUTURE CONDITION W/O PROJECT</b>		<b>FUTURE CONDITION W/ PROJECT</b>		<b>FUTURE W/ PROJECT W/ MITIGATION</b>									
		<b>Volume</b>	<b>No. of Lanes</b>	<b>Lane Volume</b>	<b>Project Traffic</b>	<b>Total Volume</b>	<b>Lane Volume</b>	<b>Added Volume</b>	<b>Total Volume</b>	<b>No. of Lanes</b>	<b>Lane Volume</b>	<b>Added Volume</b>	<b>Total Volume</b>	<b>No. of Lanes</b>	<b>Lane Volume</b>	<b>Added Volume</b>	<b>Total Volume</b>	<b>No. of Lanes</b>	<b>Lane Volume</b>
<b>NORTHBOUND</b>	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through																		
	Through	588	1	319	7	595	322	99	711	1	381	7	718	1	385	0	718	1	385
	Through-Right																		
	Right	49	0	49	0	49	49	0	51	0	51	0	51	0	51	0	51	0	51
	Left-Through-Right																		
<b>SOUTHBOUND</b>	Left	45	0	45	0	45	45	0	47	0	47	0	47	0	47	0	47	0	47
	Left-Through																		
	Through	678	1	429	9	687	434	100	806	1	497	9	815	1	502	0	815	1	502
	Through-Right																		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right																		
<b>EASTBOUND</b>	Left	38	0	38	0	38	38	0	40	0	40	0	40	0	40	0	40	0	40
	Left-Through																		
	Through	39	0	103	0	39	103	0	41	0	108	0	41	0	108	0	41	0	108
	Through-Right																		
	Right	26	0	0	0	26	0	0	27	0	0	0	27	0	0	0	27	0	0
	Left-Through-Right																		
<b>WESTBOUND</b>	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through																		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right																		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right																		
<b>CRITICAL VOLUMES</b>																			
		<i>North-South:</i>		429	<i>North-South:</i>		434	<i>North-South:</i>		497	<i>North-South:</i>		502	<i>North-South:</i>		502	<i>North-South:</i>		502
		<i>East-West:</i>		103	<i>East-West:</i>		103	<i>East-West:</i>		108	<i>East-West:</i>		108	<i>East-West:</i>		108	<i>East-West:</i>		108
		<b>SUM:</b>		532	<b>SUM:</b>		537	<b>SUM:</b>		605	<b>SUM:</b>		610	<b>SUM:</b>		610	<b>SUM:</b>		610
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.355			0.358				0.403				0.407				0.407
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				0.255			0.258				0.303				0.307				0.307
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>A</b>				<b>A</b>				<b>A</b>				<b>A</b>

REMARKS: Scenario: Saturday MD

Version: 1I Beta; 8/4/2011

### EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.003**  
Significant impacted? **NO**

### PROJECT IMPACT

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

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b> 2	North-South Street:	Pacific Ave			Year of Count:	2019			Ambient Growth: (%):	1			Conducted by:	KOA Corp			Date:	9/16/19			
	East-West Street:	Windward Ave			Projection Year:	2023			Peak Hour:	AM			Reviewed by:	IH			Project:	Reese Davidson Community TIS			
No. of Phases																					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	2	SB--	2	NB--	2	SB--	2	NB--	2	SB--	2	NB--	2	SB--	2	NB--	2	SB--	2
		EB--	2	WB--	2	EB--	2	WB--	2	EB--	2	WB--	2	EB--	2	WB--	2	EB--	2	WB--	2
ATSAC-1 or ATSAC+ATCS-2?																					
Override Capacity																					
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	18	0	18	0	18	18	0	19	0	19	0	19	0	19	0	19	0	19		
	Left-Through		1							1			1			1			1		
	Through	1015	0	539	6	1021	542	27	1083	0	575	6	1089	0	578	0	1089	0	578		
	Through-Right		1							1			1			1			1		
	Right	27	0	539	0	27	542	0	28	0	575	0	28	0	578	0	28	0	578		
Left-Through-Right		0							0				0			0			0		
Left-Right		0							0				0			0			0		
SOUTHBOUND	Left	6	0	6	0	6	6	28	34	0	34	0	34	0	34	0	34	0	34		
	Left-Through		1							1			1			1			1		
	Through	444	0	245	5	449	247	24	486	0	350	5	491	0	352	0	491	0	352		
	Through-Right		1							1			1			1			1		
	Right	9	0	245	0	9	247	0	9	0	350	0	9	0	352	0	9	0	352		
Left-Through-Right		0							0				0			0			0		
Left-Right		0							0				0			0			0		
EASTBOUND	Left	23	0	23	0	23	23	0	24	0	24	0	24	0	24	0	24	0	24		
	Left-Through		0							0			0			0			0		
	Through	10	0	58	0	10	58	0	10	0	60	0	10	0	60	0	10	0	60		
	Through-Right		0							0			0			0			0		
	Right	25	0	0	0	25	0	0	26	0	0	0	26	0	0	0	26	0	0		
Left-Through-Right		1							1			1			1			1			
Left-Right		0							0				0			0			0		
WESTBOUND	Left	28	0	28	0	28	28	0	29	0	29	0	29	0	29	0	29	0	29		
	Left-Through		1							1			1			1			1		
	Through	25	0	53	0	25	53	0	26	0	55	0	26	0	55	0	26	0	55		
	Through-Right		0							0			0			0			0		
	Right	67	1	67	0	67	67	53	123	1	123	0	123	1	123	0	123	1	123		
Left-Through-Right		0							0				0			0			0		
Left-Right		0							0				0			0			0		
CRITICAL VOLUMES		North-South: 545			North-South: 548			North-South: 609				North-South: 612				North-South: 612					
		East-West: 90			East-West: 90			East-West: 147				East-West: 147				East-West: 147					
		SUM: 635			SUM: 638			SUM: 756				SUM: 759				SUM: 759					
VOLUME/CAPACITY (V/C) RATIO:		0.423			0.425			0.504				0.506				0.506					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.323			0.325			0.404				0.406				0.406					
LEVEL OF SERVICE (LOS):		A			A			A				A				A					

REMARKS: Scenario: Weekday

### EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.002**  
Significant impacted? **NO**

### PROJECT IMPACT

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

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	North-South Street: <b>Pacific Ave</b>		Year of Count: <b>2019</b>		Ambient Growth: (%): <b>1</b>		Conducted by: <b>KOA Corp</b>		Date: <b>9/16/19</b>										
	East-West Street: <b>Windward Ave</b>		Projection Year: <b>2023</b>		Peak Hour: <b>PM</b>		Reviewed by: <b>IH</b>		Project: <b>Reese Davidson Community TIS</b>										
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2 0		2 0		2 0		2 0		2 0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2 SB-- 2 EB-- 2 WB-- 2		NB-- 2 SB-- 2 EB-- 2 WB-- 2		NB-- 2 SB-- 2 EB-- 2 WB-- 2		NB-- 2 SB-- 2 EB-- 2 WB-- 2		NB-- 2 SB-- 2 EB-- 2 WB-- 2									
ATSAC-1 or ATSAC+ATCS-2?		2 2		2 2		2 2		2 2		2 2									
Override Capacity		0		0		0		0		0									
<b>MOVEMENT</b>		<b>EXISTING CONDITION</b>			<b>EXISTING PLUS PROJECT</b>			<b>FUTURE CONDITION W/O PROJECT</b>				<b>FUTURE CONDITION W/ PROJECT</b>				<b>FUTURE W/ PROJECT W/ MITIGATION</b>			
		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
<b>NORTHBOUND</b>	Left	17	0	17	0	17	17	0	18	0	18	0	18	0	18	0	18	0	18
	Left-Through		1							1			1			1		1	
	Through	478	0	293	7	485	296	51	548	0	331	7	555	0	334	0	555	0	334
	Through-Right		1							1			1			1		1	
	Right	39	0	293	0	39	296	0	41	0	331	0	41	0	334	0	41	0	334
Left-Through-Right		0							0			0			0		0		
Left-Right		0							0			0			0		0		
<b>SOUTHBOUND</b>	Left	21	0	21	0	21	21	60	82	0	82	0	82	0	82	0	82	0	82
	Left-Through		1							1			1			1		1	
	Through	859	0	468	7	866	472	38	932	0	566	7	939	0	570	0	939	0	570
	Through-Right		1							1			1			1		1	
	Right	35	0	468	0	35	472	0	36	0	566	0	36	0	570	0	36	0	570
Left-Through-Right		0							0			0			0		0		
Left-Right		0							0			0			0		0		
<b>EASTBOUND</b>	Left	41	0	41	0	41	41	0	43	0	43	0	43	0	43	0	43	0	43
	Left-Through		0							0			0			0		0	
	Through	41	0	127	0	41	127	0	43	0	133	0	43	0	133	0	43	0	133
	Through-Right		0							0			0			0		0	
	Right	45	0	0	0	45	0	0	47	0	0	0	47	0	0	0	47	0	0
Left-Through-Right		1							1			1			1		1		
Left-Right		0							0			0			0		0		
<b>WESTBOUND</b>	Left	45	0	45	0	45	45	0	47	0	47	0	47	0	47	0	47	0	47
	Left-Through		1							1			1			1		1	
	Through	41	0	86	0	41	86	0	43	0	90	0	43	0	90	0	43	0	90
	Through-Right		0							0			0			0		0	
	Right	47	1	47	0	47	47	44	93	1	93	0	93	1	93	0	93	1	93
Left-Through-Right		0							0			0			0		0		
Left-Right		0							0			0			0		0		
<b>CRITICAL VOLUMES</b>		<i>North-South:</i> 485 <i>East-West:</i> 172 <i>SUM:</i> 657		<i>North-South:</i> 489 <i>East-West:</i> 172 <i>SUM:</i> 661		<i>North-South:</i> 584 <i>East-West:</i> 180 <i>SUM:</i> 764		<i>North-South:</i> 588 <i>East-West:</i> 180 <i>SUM:</i> 768		<i>North-South:</i> 588 <i>East-West:</i> 180 <i>SUM:</i> 768		<i>North-South:</i> 588 <i>East-West:</i> 180 <i>SUM:</i> 768							
<b>VOLUME/CAPACITY (V/C) RATIO:</b>		0.438		0.441		0.509		0.512		0.512		0.512							
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>		<b>0.338</b>		<b>0.341</b>		<b>0.409</b>		<b>0.412</b>		<b>0.412</b>		<b>0.412</b>							
<b>LEVEL OF SERVICE (LOS):</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>							

REMARKS: Scenario: Weekday

Version: 1I Beta; 8/4/2011

**EXISTING + PROJECT IMPACT**

Change in v/c due to project: **0.003**  
Significant impacted? **NO**

**PROJECT IMPACT**

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

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Pacific Ave			Year of Count:	2019			Ambient Growth: (%):	1			Conducted by:	KOA Corp			Date:	9/16/19			
	2	East-West Street:	Windward Ave			Projection Year:	2023			Peak Hour:	MD			Reviewed by:	IH			Project:	Reese Davidson Community TIS		
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			0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	2	SB--	2	NB--	2	SB--	2	NB--	2	SB--	2	NB--	2	SB--	2	NB--	2	SB--	2
		EB--	2	WB--	2	EB--	2	WB--	2	EB--	2	WB--	2	EB--	2	WB--	2	EB--	2	WB--	2
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	59	0	59	0	59	59	0	61	0	61	0	61	0	61	0	61	0	61		
	Left-Through		1							1			1			1			1		
	Through	499	0	340	7	506	344	46	565	0	438	7	572	0	441	0	572	0	441		
	Through-Right		1							1			1			1			1		
	Right	63	0	340	0	63	344	0	66	0	438	0	66	0	441	0	66	0	441		
Left-Through-Right		0							0				0				0		0		
Left-Right		0							0				0				0		0		
SOUTHBOUND	Left	29	0	29	0	29	29	56	86	0	86	0	86	0	86	0	86	0	86		
	Left-Through		1							1			1			1			1		
	Through	470	0	296	9	479	301	44	533	0	472	9	542	0	477	0	542	0	477		
	Through-Right		1							1			1			1			1		
	Right	64	0	296	0	64	301	0	67	0	472	0	67	0	477	0	67	0	477		
Left-Through-Right		0							0				0				0		0		
Left-Right		0							0				0				0		0		
EASTBOUND	Left	51	0	51	0	51	51	0	53	0	53	0	53	0	53	0	53	0	53		
	Left-Through		0							0			0			0			0		
	Through	79	0	183	0	79	183	0	82	0	190	0	82	0	190	0	82	0	190		
	Through-Right		0							0			0			0			0		
	Right	53	0	0	0	53	0	0	55	0	0	0	55	0	0	0	55	0	0		
Left-Through-Right		1							1			1			1			1			
Left-Right		0							0				0				0		0		
WESTBOUND	Left	84	0	84	0	84	84	0	87	0	87	0	87	0	87	0	87	0	87		
	Left-Through		1							1			1			1			1		
	Through	78	0	162	0	78	162	0	81	0	168	0	81	0	168	0	81	0	168		
	Through-Right		0							0			0			0			0		
	Right	66	1	66	0	66	66	54	123	1	123	0	123	1	123	0	123	1	123		
Left-Through-Right		0							0				0				0		0		
Left-Right		0							0				0				0		0		
CRITICAL VOLUMES		North-South:		369	North-South:		373	North-South:		533	North-South:		538	North-South:		538	North-South:		538		
		East-West:		267	East-West:		267	East-West:		277	East-West:		277	East-West:		277	East-West:		277		
		SUM:		636	SUM:		640	SUM:		810	SUM:		815	SUM:		815	SUM:		815		
VOLUME/CAPACITY (V/C) RATIO:		0.424			0.427			0.540				0.543				0.543					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.324			0.327			0.440				0.443				0.443					
LEVEL OF SERVICE (LOS):		A			A			A				A				A					

REMARKS: Scenario: Saturday MD

**EXISTING + PROJECT IMPACT**

Change in v/c due to project: **0.003**  
Significant impacted? **NO**

**PROJECT IMPACT**

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

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	North-South Street: <b>Pacific Ave</b>		Year of Count: <b>2019</b>		Ambient Growth: (%): <b>1</b>		Conducted by: <b>KOA Corp</b>		Date: <b>9/16/19</b>											
	East-West Street: <b>N Venice Blvd</b>		Projection Year: <b>2023</b>		Peak Hour: <b>AM</b>		Reviewed by: <b>IH</b>		Project: <b>Reese Davidson Community TIS</b>											
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?			0		0		0		0		0									
ATSAC-1 or ATSAC+ATCS-2?			2		2		2		2		2									
Override Capacity			0		0		0		0		0									
<b>MOVEMENT</b>			<b>EXISTING CONDITION</b>			<b>EXISTING PLUS PROJECT</b>			<b>FUTURE CONDITION W/O PROJECT</b>				<b>FUTURE CONDITION W/ PROJECT</b>				<b>FUTURE W/ PROJECT W/ MITIGATION</b>			
			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
<b>NORTHBOUND</b>	Left	9	1	9	0	9	9	0	9	1	9	0	9	1	9	0	9	1	9	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	742	1	742	0	742	742	17	789	1	789	0	789	1	789	0	789	1	789	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>SOUTHBOUND</b>	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	455	1	455	5	460	460	24	497	1	497	5	502	1	502	0	502	1	502	
	Through-Right	7	1	7	0	7	7	0	7	1	7	0	7	1	7	0	7	1	7	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>EASTBOUND</b>	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	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>WESTBOUND</b>	Left	84	1	84	8	92	92	1	88	1	88	8	96	1	96	0	96	1	96	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	23	1	23	0	23	23	0	24	1	24	0	24	1	24	0	24	1	24	
	Through-Right	61	1	61	6	67	67	10	73	1	73	6	79	1	79	0	79	1	79	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>CRITICAL VOLUMES</b>			North-South: 742		North-South: 742		North-South: 789		North-South: 789		North-South: 789		North-South: 789		North-South: 789		North-South: 789			
			East-West: 84		East-West: 92		East-West: 88		East-West: 88		East-West: 96		East-West: 96		East-West: 96		East-West: 96			
			SUM: 826		SUM: 834		SUM: 877		SUM: 877		SUM: 885		SUM: 885		SUM: 885		SUM: 885			
<b>VOLUME/CAPACITY (V/C) RATIO:</b>			0.580		0.585		0.615		0.615		0.621		0.621		0.621		0.621			
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>			0.480		0.485		0.515		0.515		0.521		0.521		0.521		0.521			
<b>LEVEL OF SERVICE (LOS):</b>			<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>			

REMARKS: Scenario: Weekday

**EXISTING + PROJECT IMPACT**

Change in v/c due to project: **0.005**  
Significant impacted? **NO**

**PROJECT IMPACT**

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

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: <b>Pacific Ave</b>		Year of Count: <b>2019</b>		Ambient Growth: (%): <b>1</b>		Conducted by: <b>KOA Corp</b>		Date: <b>9/16/19</b>											
	<b>3</b>	East-West Street: <b>N Venice Blvd</b>		Projection Year: <b>2023</b>		Peak Hour: <b>PM</b>		Reviewed by: <b>IH</b>		Project: <b>Reese Davidson Community TIS</b>										
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?		0		0		0		0		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		
																			Volume	No. of Lanes
NORTHBOUND	Left	6	1	6	0	6	6	0	6	1	6	0	6	1	6	0	6	1	6	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	363	1	363	0	363	363	32	410	1	410	0	410	1	410	0	410	1	410	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	777	1	777	7	784	784	38	847	1	847	7	854	1	854	0	854	1	854	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	12	1	12	0	12	12	0	12	1	12	0	12	1	12	0	12	1	12	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	155	1	155	9	164	164	3	164	1	164	9	173	1	173	0	173	1	173	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	36	1	36	0	36	36	0	37	1	37	0	37	1	37	0	37	1	37	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	56	1	56	7	63	63	19	77	1	77	7	84	1	84	0	84	1	84	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 783		North-South: 790		North-South: 853		North-South: 860		North-South: 860		North-South: 860		North-South: 860		North-South: 860		North-South: 860		
		East-West: 155		East-West: 164		East-West: 164		East-West: 173		East-West: 173		East-West: 173		East-West: 173		East-West: 173		East-West: 173		
		SUM: 938		SUM: 954		SUM: 1017		SUM: 1033		SUM: 1033		SUM: 1033		SUM: 1033		SUM: 1033		SUM: 1033		
VOLUME/CAPACITY (V/C) RATIO:		0.658		0.669		0.714		0.725		0.725		0.725		0.725		0.725		0.725		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.558		0.569		0.614		0.625		0.625		0.625		0.625		0.625		0.625		
LEVEL OF SERVICE (LOS):		<b>A</b>		<b>A</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		

REMARKS: Scenario: Weekday

### EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.011**  
Significant impacted? **NO**

### PROJECT IMPACT

Change in v/c due to project: **0.011**      Δv/c after mitigation: **0.011**  
Significant impacted? **NO**                      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	North-South Street: <b>Pacific Ave</b>		Year of Count: <b>2019</b>		Ambient Growth: (%): <b>1</b>		Conducted by: <b>KOA Corp</b>		Date: <b>9/16/19</b>										
	East-West Street: <b>N Venice Blvd</b>		Projection Year: <b>2023</b>		Peak Hour: <b>MD</b>		Reviewed by: <b>IH</b>		Project: <b>Reese Davidson Community TIS</b>										
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			3	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			3	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			3								
Right Turns: FREE-1, NRTOR-2 or OLA-3?			0	Right Turns: FREE-1, NRTOR-2 or OLA-3?			0	Right Turns: FREE-1, NRTOR-2 or OLA-3?			0								
ATSAC-1 or ATSAC+ATCS-2?			2	ATSAC-1 or ATSAC+ATCS-2?			2	ATSAC-1 or ATSAC+ATCS-2?			2								
Override Capacity			0	Override Capacity			0	Override Capacity			0								
<b>MOVEMENT</b>		<b>EXISTING CONDITION</b>			<b>EXISTING PLUS PROJECT</b>			<b>FUTURE CONDITION W/O PROJECT</b>				<b>FUTURE CONDITION W/ PROJECT</b>				<b>FUTURE W/ PROJECT W/ MITIGATION</b>			
		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	42	1	42	0	42	42	0	44	1	44	0	44	1	44	0	44	1	44
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	382	1	382	0	382	382	30	428	1	428	0	428	1	428	0	428	1	428
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	439	1	439	9	448	448	44	501	1	501	9	510	1	510	0	510	1	510
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	52	1	52	0	52	52	0	54	1	54	0	54	1	54	0	54	1	54
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	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	196	1	196	8	204	204	1	205	1	205	8	213	1	213	0	213	1	213
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	171	1	171	0	171	171	0	178	1	178	0	178	1	178	0	178	1	178
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	169	1	169	7	176	176	15	191	1	191	7	198	1	198	0	198	1	198
<b>CRITICAL VOLUMES</b>		North-South: 481		North-South: 490		North-South: 545		North-South: 554		North-South: 554		North-South: 554		North-South: 554		North-South: 554		North-South: 554	
		East-West: 196		East-West: 204		East-West: 205		East-West: 213		East-West: 213		East-West: 213		East-West: 213		East-West: 213		East-West: 213	
		SUM: 677		SUM: 694		SUM: 750		SUM: 767		SUM: 767		SUM: 767		SUM: 767		SUM: 767		SUM: 767	
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.475		0.487		0.526		0.538		0.538		0.538		0.538		0.538	
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				0.375		0.387		0.426		0.438		0.438		0.438		0.438		0.438	
<b>LEVEL OF SERVICE (LOS):</b>				A		A		A		A		A		A		A		A	

REMARKS: Scenario: Saturday MD

Version: 1I Beta; 8/4/2011

### EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.012**  
Significant impacted? **NO**

### PROJECT IMPACT

Change in v/c due to project: **0.012**      Δv/c after mitigation: **0.012**  
Significant impacted? **NO**                      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>4</b>	North-South Street: <b>Pacific Ave</b>			Year of Count: <b>2019</b>	Ambient Growth: (%): <b>1</b>		Conducted by: <b>KOA Corp</b>		Date: <b>9/16/19</b>										
	East-West Street: <b>S Venice Blvd</b>			Projection Year: <b>2023</b>	Peak Hour: <b>AM</b>		Reviewed by: <b>IH</b>		Project: <b>Reese Davidson Community TIS</b>										
No. of Phases Opposed $\emptyset$ ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				<b>3</b>	<b>3</b>		<b>3</b>		<b>3</b>										
		NB-- <b>0</b>	SB-- <b>0</b>	NB-- <b>0</b>	SB-- <b>0</b>	NB-- <b>0</b>	SB-- <b>0</b>	NB-- <b>0</b>	SB-- <b>0</b>	NB-- <b>0</b>	SB-- <b>0</b>								
		EB-- <b>2</b>	WB-- <b>0</b>	EB-- <b>2</b>	WB-- <b>0</b>	EB-- <b>2</b>	WB-- <b>0</b>	EB-- <b>2</b>	WB-- <b>0</b>	EB-- <b>2</b>	WB-- <b>0</b>								
			<b>2</b>		<b>2</b>		<b>2</b>		<b>2</b>		<b>2</b>								
			<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>								
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	684	0	728	0	684	735	17	729	0	777	0	729	0	784	0	729	0	784
	Through-Right	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0
	Right	44	0	0	7	51	0	2	48	0	0	7	55	0	0	0	55	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left	84	1	84	5	89	89	9	96	1	96	5	101	1	101	0	101	1	101
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	451	1	451	8	459	459	16	485	1	485	8	493	1	493	0	493	1	493
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	65	0	65	0	65	65	0	68	0	68	0	68	0	68	0	68	0	68
	Left-Through	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Through	61	0	70	0	61	70	0	63	0	73	0	63	0	73	0	63	0	73
	Through-Right	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right	13	0	70	0	13	70	0	14	0	73	0	14	0	73	0	14	0	73
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRITICAL VOLUMES		North-South: 812		North-South: 824		North-South: 873		North-South: 885		North-South: 885		North-South: 885		North-South: 885		North-South: 885		North-South: 885	
		East-West: 70		East-West: 70		East-West: 73		East-West: 73		East-West: 73		East-West: 73		East-West: 73		East-West: 73		East-West: 73	
		SUM: 882		SUM: 894		SUM: 946		SUM: 958		SUM: 958		SUM: 958		SUM: 958		SUM: 958		SUM: 958	
VOLUME/CAPACITY (V/C) RATIO:		0.619		0.627		0.664		0.672		0.672		0.672		0.672		0.672		0.672	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.519		0.527		0.564		0.572		0.572		0.572		0.572		0.572		0.572	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS: Scenario: Weekday

**EXISTING + PROJECT IMPACT**

Change in v/c due to project: **0.008**  
Significant impacted? **NO**

**PROJECT IMPACT**

Change in v/c due to project: **0.008**       $\Delta$ v/c after mitigation: **0.008**  
Significant impacted? **NO**                      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Pacific Ave		Year of Count:	2019		Ambient Growth: (%):	1		Conducted by:	KOA Corp		Date:	9/16/19					
	4	East-West Street:	S Venice Blvd		Projection Year:	2023		Peak Hour:	PM		Reviewed by:	IH		Project:	Reese Davidson Community TIS				
No. of Phases			3		3		3		3		3		3		3				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0		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	NB-- 0	SB-- 0			
ATSAC-1 or ATSAC+ATCS-2?			EB-- 2	WB-- 0	EB-- 2	WB-- 0	EB-- 2	WB-- 0	EB-- 2	WB-- 0	EB-- 2	WB-- 0	EB-- 2	WB-- 0	EB-- 2	WB-- 0			
Override Capacity			2		2		2		2		2		2		2				
			0		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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	312	0	376	0	312	386	32	357	0	425	0	357	0	435	0	357	0	435
	Through-Right	64	1	0	10	74	0	1	68	0	0	10	78	0	0	0	78	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	203	1	203	7	210	210	14	225	1	225	7	232	1	232	0	232	1	232
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	727	1	727	9	736	736	27	784	1	784	9	793	1	793	0	793	1	793
EASTBOUND	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	54	0	54	0	54	54	0	56	0	56	0	56	0	56	0	56	0	56
WESTBOUND	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES	North-South:	727		North-South:	736		North-South:	784		North-South:	793		North-South:	793					
	East-West:	90		East-West:	90		East-West:	94		East-West:	94		East-West:	94					
	SUM:	817		SUM:	826		SUM:	878		SUM:	887		SUM:	887					
VOLUME/CAPACITY (V/C) RATIO:			0.573		0.580		0.616				0.622				0.622				
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.473		0.480		0.516				0.522				0.522				
LEVEL OF SERVICE (LOS):			A		A		A				A				A				

REMARKS: Scenario: Weekday

**EXISTING + PROJECT IMPACT**

Change in v/c due to project: **0.007**  
Significant impacted? **NO**

**PROJECT IMPACT**

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

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Pacific Ave		Year of Count:	2019		Ambient Growth: (%):	1		Conducted by:	KOA Corp		Date:	9/16/19					
	4	East-West Street:	S Venice Blvd		Projection Year:	2023		Peak Hour:	MD		Reviewed by:	IH		Project:	Reese Davidson Community TIS				
No. of Phases						3								3					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						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				
ATSAC-1 or ATSAC+ATCS-2?		EB--	2	WB--	0	EB--	2	WB--	0	EB--	2	WB--	0	EB--	2				
Override Capacity						2								2					
						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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through																		
	Through	249	0	366	0	249	30	289	0	412	0	289	0	423	0	289	0	423	
	Through-Right		1						1				1				1		
	Right	117	0	0	11	128	0	1	123	0	0	11	134	0	0	0	134	0	0
Left-Through-Right																			
Left-Right																			
SOUTHBOUND	Left	227	1	227	9	236	15	251	1	251	9	260	1	260	0	260	1	260	
	Left-Through																		
	Through	399	1	399	8	407	30	445	1	445	8	453	1	453	0	453	1	453	
	Through-Right																		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Through-Right																			
Left-Right																			
EASTBOUND	Left	125	0	125	0	125	0	130	0	130	0	130	0	130	0	130	0	130	
	Left-Through		1						1				1				1		
	Through	334	0	263	0	334	0	348	0	274	0	348	0	274	0	348	0	274	
	Through-Right		1						1				1				1		
	Right	66	0	263	0	66	263	0	69	0	274	0	69	0	274	0	69	0	274
Left-Through-Right																			
Left-Right																			
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through																		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right																		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Through-Right																			
Left-Right																			
CRITICAL VOLUMES		North-South: 593		North-South: 613		North-South: 663		North-South: 683		North-South: 683		North-South: 683		North-South: 683		North-South: 683		North-South: 683	
		East-West: 263		East-West: 263		East-West: 274		East-West: 274		East-West: 274		East-West: 274		East-West: 274		East-West: 274		East-West: 274	
		SUM: 856		SUM: 876		SUM: 937		SUM: 957		SUM: 957		SUM: 957		SUM: 957		SUM: 957		SUM: 957	
VOLUME/CAPACITY (V/C) RATIO:		0.601		0.615		0.658		0.672		0.672		0.672		0.672		0.672		0.672	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.501		0.515		0.558		0.572		0.572		0.572		0.572		0.572		0.572	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS: Scenario: Saturday MD

Version: 1I Beta; 8/4/2011

**EXISTING + PROJECT IMPACT**

Change in v/c due to project: **0.014**  
Significant impacted? **NO**

**PROJECT IMPACT**

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

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Ocean Ave	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	9/16/19									
5	East-West Street:	N Venice Blvd	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	IH	Project:	Reese Davidson Community TIS									
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									
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0									
Override Capacity		2		2		2		2		2									
		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	21	1	21	0	21	21	0	22	1	22	0	22	1	22	0	22	1	22
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	640	1	640	0	640	640	53	719	1	719	0	719	1	719	0	719	1	719
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	218	2	109	0	218	109	28	255	2	128	0	255	2	128	0	255	2	128
	Through-Right	4	1	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4
	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	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	131	1	131	0	131	131	14	150	1	150	0	150	1	150	0	150	1	150
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	138	2	69	30	168	84	11	155	2	78	30	185	2	93	0	185	2	93
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	93	1	93	0	93	93	0	97	1	97	0	97	1	97	0	97	1	97
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 640		North-South: 640		North-South: 719		North-South: 719		North-South: 719		North-South: 719		North-South: 719		North-South: 719		North-South: 719	
		East-West: 131		East-West: 131		East-West: 150		East-West: 150		East-West: 150		East-West: 150		East-West: 150		East-West: 150		East-West: 150	
		SUM: 771		SUM: 771		SUM: 869		SUM: 869		SUM: 869		SUM: 869		SUM: 869		SUM: 869		SUM: 869	
VOLUME/CAPACITY (V/C) RATIO:		0.514		0.514		0.579		0.579		0.579		0.579		0.579		0.579		0.579	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.414		0.414		0.479		0.479		0.479		0.479		0.479		0.479		0.479	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS: Scenario: Weekday

**EXISTING + PROJECT IMPACT**

Change in v/c due to project: **0.000**  
Significant impacted? **NO**

**PROJECT IMPACT**

Change in v/c due to project: **0.000**      Δv/c after mitigation: **0.000**  
Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	North-South Street: <b>Ocean Ave</b>	Year of Count: <b>2019</b>	Ambient Growth: (%): <b>1</b>	Conducted by: <b>KOA Corp</b>	Date: <b>9/16/19</b>														
<b>5</b>	East-West Street: <b>N Venice Blvd</b>	Projection Year: <b>2023</b>	Peak Hour: <b>PM</b>	Reviewed by: <b>IH</b>	Project: <b>Reese Davidson Community TIS</b>														
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	NB-- 0 SB-- 0 EB-- 0 WB-- 0		2														
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		0														
ATSAC-1 or ATSAC+ATCS-2?		2	NB-- 0 SB-- 0 EB-- 0 WB-- 0		2														
Override Capacity		0	NB-- 0 SB-- 0 EB-- 0 WB-- 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	1	25	0	25	25	0	26	1	26	0	26	1	26	0	26	1	26	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	1	211	0	211	211	44	264	1	264	0	264	1	264	0	264	1	264	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	2	397	0	794	397	60	886	2	443	0	886	2	443	0	886	2	443	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	1	6	0	6	6	0	6	1	6	0	6	1	6	0	6	1	6	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	1	333	0	333	333	30	377	1	377	0	377	1	377	0	377	1	377	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	2	112	40	264	132	23	256	2	128	40	296	2	148	0	296	2	148	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	1	80	0	80	80	0	83	1	83	0	83	1	83	0	83	1	83	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>CRITICAL VOLUMES</b>		North-South: 422 East-West: 333 SUM: 755		North-South: 422 East-West: 333 SUM: 755		North-South: 469 East-West: 377 SUM: 846		North-South: 469 East-West: 377 SUM: 846		North-South: 469 East-West: 377 SUM: 846		North-South: 469 East-West: 377 SUM: 846							
<b>VOLUME/CAPACITY (V/C) RATIO:</b>		0.503		0.503		0.564		0.564		0.564		0.564							
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>		0.403		0.403		0.464		0.464		0.464		0.464							
<b>LEVEL OF SERVICE (LOS):</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>							

REMARKS: Scenario: Weekday

### EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.000**  
 Significant impacted? **NO**

### PROJECT IMPACT

Change in v/c due to project: **0.000**      Δv/c after mitigation: **0.000**  
 Significant impacted? **NO**                      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: <b>Ocean Ave</b>		Year of Count: <b>2019</b>		Ambient Growth: (%): <b>1</b>		Conducted by: <b>KOA Corp</b>		Date: <b>9/16/19</b>											
	6	East-West Street: <b>S Venice Blvd</b>		Projection Year: <b>2023</b>		Peak Hour: <b>AM</b>		Reviewed by: <b>IH</b>		Project: <b>Reese Davidson Community TIS</b>										
No. of Phases			2			2			2											
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0											
Right Turns: FREE-1, NRTOR-2 or OLA-3?			0			0			0											
ATSAC-1 or ATSAC+ATCS-2?			2			2			2											
Override Capacity			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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through	673	0	914	0	673	914	53	753	0	1030	0	753	0	1030	0	753	0	1030	
	Through-Right	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	
	Right	241	0	0	0	241	0	26	277	0	0	0	277	0	0	0	277	0	0	
Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left	109	1	109	0	109	109	0	113	1	113	0	113	1	113	0	113	1	113	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	238	1	238	0	238	238	42	290	1	290	0	290	1	290	0	290	1	290	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	10	1	10	0	10	10	0	10	1	10	0	10	1	10	0	10	1	10	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	308	2	117	37	345	130	11	332	2	126	37	369	2	138	0	369	2	138	
	Through-Right	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	
	Right	44	0	44	0	44	44	0	46	0	46	0	46	0	46	0	46	0	46	
Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	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	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES			North-South: 1023 East-West: 117 SUM: 1140			North-South: 1023 East-West: 130 SUM: 1153			North-South: 1143 East-West: 126 SUM: 1269				North-South: 1143 East-West: 138 SUM: 1281				North-South: 1143 East-West: 138 SUM: 1281			
VOLUME/CAPACITY (V/C) RATIO:			0.760			0.769			0.846				0.854				0.854			
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.660			0.669			0.746				0.754				0.754			
LEVEL OF SERVICE (LOS):			<b>B</b>			<b>B</b>			<b>C</b>				<b>C</b>				<b>C</b>			

REMARKS: Scenario: Weekday

**EXISTING + PROJECT IMPACT**

Change in v/c due to project: **0.009**  
Significant impacted? **NO**

**PROJECT IMPACT**

Change in v/c due to project: **0.008**      Δv/c after mitigation: **0.008**  
Significant impacted? **NO**                      Fully mitigated? **N/A**







# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Ocean Ave	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	9/16/19								
6	East-West Street:	S Venice Blvd	Projection Year:	2023	Peak Hour:	MD	Reviewed by:	IH	Project:	Reese Davidson Community TIS								
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?		0	0		0		0		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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through	400	0	583	0	400	583	54	470	0	686	0	470	0	686	0	470	0	686
Through-Right	183	1	0	0	183	0	26	216	0	0	0	216	0	0	0	216	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	237	1	237	0	237	237	0	247	1	247	0	247	1	247	0	247	1	247
Left-Through	470	0	470	0	470	470	83	572	1	572	0	572	0	572	0	572	0	572
Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	105	1	105	0	105	105	0	109	1	109	0	109	1	109	0	109	1	109
Left-Through	571	0	286	38	609	299	17	611	2	303	38	649	2	316	0	649	2	316
Through-Right	287	1	287	0	287	287	0	299	1	299	0	299	0	299	0	299	0	299
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 820 East-West: 287 SUM: 1107	North-South: 820 East-West: 299 SUM: 1119	North-South: 933 East-West: 303 SUM: 1236	North-South: 933 East-West: 316 SUM: 1249	North-South: 933 East-West: 316 SUM: 1249	North-South: 933 East-West: 316 SUM: 1249	North-South: 933 East-West: 316 SUM: 1249	North-South: 933 East-West: 316 SUM: 1249	North-South: 933 East-West: 316 SUM: 1249								
VOLUME/CAPACITY (V/C) RATIO:		0.738	0.746	0.824	0.833	0.833	0.833	0.833	0.833	0.833								
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.638	0.646	0.724	0.733	0.733	0.733	0.733	0.733	0.733								
LEVEL OF SERVICE (LOS):		B	B	C	C	C	C	C	C	C								

*REMARKS: Scenario: Saturday MD*

Version: 1I Beta; 8/4/2011

**EXISTING + PROJECT IMPACT**

Change in v/c due to project: **0.008**  
Significant impacted? **NO**

**PROJECT IMPACT**

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

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: <b>Abott Kinney Blvd</b>		Year of Count: <b>2019</b>		Ambient Growth: (%): <b>1</b>		Conducted by: <b>KOA Corp</b>		Date: <b>9/16/19</b>										
	7	East-West Street: <b>Venice Blvd</b>		Projection Year: <b>2023</b>		Peak Hour: <b>AM</b>		Reviewed by: <b>IH</b>		Project: <b>Reese Davision Community TIS</b>									
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
Right Turns: FREE-1, NRTOR-2 or OLA-3?																			
ATSAC-1 or ATSAC+ATCS-2?																			
Override Capacity																			
MOVEMENT	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	100	1	100	4	104	104	0	104	1	104	4	108	1	108	0	108	1	108
	Left-Through		0							0				0				0	
	Through	736	0	791	0	736	791	17	783	0	842	0	783	0	842	0	783	0	842
	Through-Right		1							1				1				1	
	Right	55	0	0	0	55	0	2	59	0	0	0	59	0	0	0	59	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	118	1	118	0	118	118	19	142	1	142	0	142	1	142	0	142	1	142
	Left-Through		0							0				0				0	
	Through	396	0	422	0	396	424	14	426	0	453	0	426	0	455	0	426	0	455
	Through-Right		1							1				1				1	
	Right	26	0	0	2	28	0	0	27	0	0	2	29	0	0	0	29	1	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	57	1	57	3	60	60	0	59	1	59	3	62	1	62	0	62	1	62
	Left-Through		0							0				0				0	
	Through	521	2	261	29	550	275	38	580	2	290	29	609	2	305	0	609	2	305
	Through-Right		0							0				0				0	
	Right	36	1	0	5	41	0	0	37	1	0	5	42	1	0	0	42	1	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	112	1	112	0	112	112	0	117	1	117	0	117	1	117	0	117	1	117
	Left-Through		0							0				0				0	
	Through	432	2	216	24	456	228	25	475	2	238	24	499	2	250	0	499	2	250
	Through-Right		0							0				0				0	
	Right	178	1	119	0	178	119	23	208	1	137	0	208	1	137	0	208	1	137
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 909		North-South: 909		North-South: 984		North-South: 984		North-South: 984		North-South: 984		North-South: 984		North-South: 984		North-South: 984	
		East-West: 373		East-West: 387		East-West: 407		East-West: 407		East-West: 422		East-West: 422		East-West: 422		East-West: 422		East-West: 422	
		SUM: 1282		SUM: 1296		SUM: 1391		SUM: 1391		SUM: 1406		SUM: 1406		SUM: 1406		SUM: 1406		SUM: 1406	
VOLUME/CAPACITY (V/C) RATIO:		0.855		0.864		0.927		0.927		0.937		0.937		0.937		0.937		0.937	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.755		0.764		0.827		0.827		0.837		0.837		0.837		0.837		0.837	
LEVEL OF SERVICE (LOS):		C		C		D		D		D		D		D		D		D	

REMARKS: Scenario: Weekday

Version: 1I Beta; 8/4/2011

**EXISTING + PROJECT IMPACT**

Change in v/c due to project: **0.009**  
Significant impacted? **NO**

**PROJECT IMPACT**

Change in v/c due to project: **0.010**      Δv/c after mitigation: **0.010**  
Significant impacted? **NO**                  Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	North-South Street: <b>Abott Kinney Blvd</b>			Year of Count: <b>2019</b>		Ambient Growth: (%): <b>1</b>		Conducted by: <b>KOA Corp</b>			Date: <b>1/0/00</b>								
	<b>7</b>	East-West Street: <b>Venice Blvd</b>			Projection Year: <b>2023</b>		Peak Hour: <b>PM</b>		Reviewed by: <b>IH</b>			Project: <b>Reese Davidson Community TIS</b>							
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
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		NB-- 0 SB-- 3					
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 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					
Override Capacity		2		2		2		2		2		2		2		2			
		0		0		0		0		0		0		0		0			
		2		2		2		2		2		2		2		2			
		0		0		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	73	1	73	5	78	78	0	76	1	76	5	81	1	81	0	81	1	81
	Left-Through		0							0				0				0	
	Through	324	0	391	0	324	391	29	366	0	437	0	366	0	437	0	366	0	437
	Through-Right		1							1				1				1	
	Right	67	0	0	0	67	0	1	71	0	0	0	71	0	0	0	71	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	125	1	125	0	125	125	31	161	1	161	0	161	1	161	0	161	1	161
	Left-Through		0							0				0				0	
	Through	642	0	676	0	642	679	23	691	0	726	0	691	0	729	0	691	0	729
	Through-Right		1							1				1				1	
	Right	34	0	0	3	37	0	0	35	0	0	3	38	0	0	0	38	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	47	1	47	3	50	50	0	49	1	49	3	52	1	52	0	52	1	52
	Left-Through		0							0				0				0	
	Through	605	2	303	30	635	318	37	667	2	334	30	697	2	349	0	697	2	349
	Through-Right		0							0				0				0	
	Right	183	1	147	5	188	149	0	190	1	152	5	195	1	155	0	195	1	155
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	187	1	187	0	187	187	3	198	1	198	0	198	1	198	0	198	1	198
	Left-Through		0							0				0				0	
	Through	504	2	252	32	536	268	52	576	2	288	32	608	2	304	0	608	2	304
	Through-Right		0							0				0				0	
	Right	177	1	115	0	177	115	40	224	1	144	0	224	1	144	0	224	1	144
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 749		North-South: 757		North-South: 802		North-South: 810		North-South: 810		North-South: 810		North-South: 810		North-South: 810		North-South: 810	
		East-West: 490		East-West: 505		East-West: 532		East-West: 547		East-West: 547		East-West: 547		East-West: 547		East-West: 547		East-West: 547	
		SUM: 1239		SUM: 1262		SUM: 1334		SUM: 1357		SUM: 1357		SUM: 1357		SUM: 1357		SUM: 1357		SUM: 1357	
VOLUME/CAPACITY (V/C) RATIO:				0.826		0.841		0.889		0.905		0.905		0.905		0.905		0.905	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.726		0.741		0.789		0.805		0.805		0.805		0.805		0.805	
LEVEL OF SERVICE (LOS):				C		C		C		D		D		D		D		D	

REMARKS: Scenario: Weekday

Version: 1I Beta; 8/4/2011

### EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.015**  
Significant impacted? **NO**

### PROJECT IMPACT

Change in v/c due to project: **0.016**      Δv/c after mitigation: **0.016**  
Significant impacted? **NO**                      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Abott Kinney Blvd		Year of Count:	2019		Ambient Growth: (%):	1		Conducted by:	KOA Corp		Date:	9/16/19					
	7	East-West Street:	Venice Blvd		Projection Year:	2023		Peak Hour:	MD		Reviewed by:	IH		Project:	Reese Davidson Community TIS				
No. of Phases						2										2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						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--	3		
ATSAC-1 or ATSAC+ATCS-2?		EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0		
Override Capacity						2										2			
						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	1	168	6	174	174	0	175	1	175	6	181	1	181	0	181	1	181
	Left-Through		0							0				0				0	
	Through	370	0	457	0	370	457	33	418	0	510	0	418	0	510	0	418	0	510
	Through-Right		1							1				1				1	
	Right	87	0	0	0	87	0	1	92	0	0	0	92	0	0	0	92	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	169	1	169	0	169	169	37	213	1	213	0	213	1	213	0	213	1	213
	Left-Through		0							0				0				0	
	Through	378	0	438	0	378	441	29	422	0	484	0	422	0	487	0	422	0	0
	Through-Right		1							1				1				0	
	Right	60	0	0	3	63	0	0	62	0	0	3	65	0	0	0	65	1	19
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	86	1	86	3	89	89	0	89	1	89	3	92	1	92	0	92	1	92
	Left-Through		0							0				0				0	
	Through	728	2	364	30	758	379	42	800	2	400	30	830	2	415	0	830	2	415
	Through-Right		0							0				0				0	
	Right	152	1	68	5	157	70	0	158	1	71	5	163	1	73	0	163	1	73
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	115	1	115	0	115	115	1	121	1	121	0	121	1	121	0	121	1	121
	Left-Through		0							0				0				0	
	Through	856	2	428	38	894	447	43	934	2	467	38	972	2	486	0	972	2	486
	Through-Right		0							0				0				0	
	Right	274	1	190	0	274	190	41	326	1	220	0	326	1	220	0	326	1	220
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South:	626		North-South:	626		North-South:	723		North-South:	723		North-South:	723		North-South:	723	
		East-West:	514		East-West:	536		East-West:	556		East-West:	578		East-West:	578		East-West:	578	
		SUM:	1140		SUM:	1162		SUM:	1279		SUM:	1301		SUM:	1301		SUM:	1301	
VOLUME/CAPACITY (V/C) RATIO:				0.760		0.775				0.853				0.867				0.867	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.660		0.675				0.753				0.767				0.767	
LEVEL OF SERVICE (LOS):				B		B				C				C				C	

REMARKS: Scenario: Saturday MD

**EXISTING + PROJECT IMPACT**

Change in v/c due to project: **0.015**  
Significant impacted? **NO**

**PROJECT IMPACT**

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

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b> 8	North-South Street: Pacific Ave	Year of Count: 2019	Ambient Growth: (%): 1		Conducted by: KOA Corp		Date: 9/16/19																			
	East-West Street: Washington Blvd	Projection Year: 2023	Peak Hour: AM		Reviewed by: IH		Project: Reese Davidson Community TIS																			
No. of Phases			3				3																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1				1																			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2    SB-- 2	EB-- 2    WB-- 3	NB-- 2    SB-- 2 EB-- 2    WB-- 3		NB-- 2    SB-- 2 EB-- 2    WB-- 3		NB-- 2    SB-- 2 EB-- 2    WB-- 3		NB-- 2    SB-- 2 EB-- 2    WB-- 3																	
ATSAC-1 or ATSAC+ATCS-2?			2				2																			
Override Capacity			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	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7							
	← Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	→ Through	107	0	294	3	110	297	16	127	0	322	3	130	0	325	0	130	0	325							
	→ Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	→ Right	180	0	0	0	180	0	1	188	0	0	0	188	0	0	0	188	0	0							
↔ Left-Through-Right	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1							
↔ Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
SOUTHBOUND	← Left	366	0	366	5	371	371	3	384	0	384	5	389	0	389	0	389	0	389							
	← Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	→ Through	79	0	463	3	82	471	13	95	0	498	3	98	0	506	0	98	0	506							
	→ Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	→ Right	18	0	0	0	18	0	0	19	0	0	0	19	0	0	0	19	0	0							
↔ Left-Through-Right	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1							
↔ Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
EASTBOUND	← 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	→ Through	59	0	85	0	59	85	0	61	0	88	0	61	0	88	0	61	0	88							
	→ Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	→ Right	6	0	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0							
↔ Left-Through-Right	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1							
↔ Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
WESTBOUND	← Left	96	1	96	0	96	96	1	101	1	101	0	101	1	101	0	101	1	101							
	← Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	→ Through	53	1	53	0	53	53	0	55	1	55	0	55	1	55	0	55	1	55							
	→ Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	→ Right	608	1	242	4	612	241	4	637	1	253	4	641	1	252	0	641	1	252							
↔ Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
↔ Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
CRITICAL VOLUMES	North-South: 757		East-West: 262		SUM: 1019		North-South: 768		East-West: 261		SUM: 1029		North-South: 820		East-West: 274		SUM: 1094		North-South: 831		East-West: 273		SUM: 1104			
VOLUME/CAPACITY (V/C) RATIO:			0.715			0.722			0.768			0.775			0.775			0.775			0.775					
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.615			0.622			0.668			0.675			0.675			0.675			0.675					
LEVEL OF SERVICE (LOS):			<b>B</b>			<b>B</b>			<b>B</b>			<b>B</b>			<b>B</b>			<b>B</b>			<b>B</b>			<b>B</b>		

REMARKS: Scenario: Weekday

Version: 1I Beta; 8/4/2011

**EXISTING + PROJECT IMPACT**

Change in v/c due to project: **0.007**  
Significant impacted? **NO**

**PROJECT IMPACT**

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

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	North-South Street: <b>Pacific Ave</b>		Year of Count: <b>2019</b>		Ambient Growth: (%): <b>1</b>		Conducted by: <b>KOA Corp</b>		Date: <b>9/16/19</b>											
	East-West Street: <b>Washington Blvd</b>		Projection Year: <b>2023</b>		Peak Hour: <b>PM</b>		Reviewed by: <b>IH</b>		Project: <b>Reese Davidson Community TIS</b>											
	No. of Phases																			
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2 SB-- 2		NB-- 2 SB-- 2		NB-- 2 SB-- 2		NB-- 2 SB-- 2		NB-- 2 SB-- 2		NB-- 2 SB-- 2							
	ATSAC-1 or ATSAC+ATCS-2?		EB-- 2 WB-- 3		EB-- 2 WB-- 3		EB-- 2 WB-- 3		EB-- 2 WB-- 3		EB-- 2 WB-- 3		EB-- 2 WB-- 3							
	Override Capacity		2		2		2		2		2		2							
			0		0		0		0		0		0							
<b>MOVEMENT</b>			<b>EXISTING CONDITION</b>			<b>EXISTING PLUS PROJECT</b>			<b>FUTURE CONDITION W/O PROJECT</b>				<b>FUTURE CONDITION W/ PROJECT</b>				<b>FUTURE W/ PROJECT W/ MITIGATION</b>			
			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
<b>NORTHBOUND</b>	Left	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3	
	Left-Through		0							0				0				0		
	Through	65	0	177	5	70	182	26	94	0	211	5	99	0	216	0	99	0	216	
	Through-Right		0							0				0				0		
	Right	109	0	0	0	109	0	1	114	0	0	0	114	0	0	0	114	0	0	
Left-Through-Right		1							1				1				1			
Left-Right		0							0				0				0			
<b>SOUTHBOUND</b>	Left	578	0	578	5	583	583	5	606	0	606	5	611	0	611	0	611	0	611	
	Left-Through		0							0				0				0		
	Through	148	0	759	5	153	769	22	176	0	816	5	181	0	826	0	181	0	826	
	Through-Right		0							0				0				0		
	Right	33	0	0	0	33	0	0	34	0	0	0	34	0	0	0	34	0	0	
Left-Through-Right		1							1				1				1			
Left-Right		0							0				0				0			
<b>EASTBOUND</b>	Left	30	0	30	0	30	30	0	31	0	31	0	31	0	31	0	31	0	31	
	Left-Through		0							0				0				0		
	Through	88	0	127	0	88	127	0	92	0	132	0	92	0	132	0	92	0	132	
	Through-Right		0							0				0				0		
	Right	9	0	0	0	9	0	0	9	0	0	0	9	0	0	0	9	0	0	
Left-Through-Right		1							1				1				1			
Left-Right		0							0				0				0			
<b>WESTBOUND</b>	Left	124	1	124	0	124	124	2	131	1	131	0	131	1	131	0	131	1	131	
	Left-Through		0							0				0				0		
	Through	72	1	72	0	72	72	0	75	1	75	0	75	1	75	0	75	1	75	
	Through-Right		0							0				0				0		
	Right	281	1	0	5	286	0	7	299	1	0	5	304	1	0	0	304	1	0	
Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0			
<b>CRITICAL VOLUMES</b>		<i>North-South:</i> 936		<i>North-South:</i> 951		<i>North-South:</i> 1027		<i>North-South:</i> 1042		<i>North-South:</i> 1042		<i>North-South:</i> 1042		<i>North-South:</i> 1042		<i>North-South:</i> 1042		<i>North-South:</i> 1042		
		<i>East-West:</i> 251		<i>East-West:</i> 251		<i>East-West:</i> 263		<i>East-West:</i> 263		<i>East-West:</i> 263		<i>East-West:</i> 263		<i>East-West:</i> 263		<i>East-West:</i> 263		<i>East-West:</i> 263		
		<i>SUM:</i> 1187		<i>SUM:</i> 1202		<i>SUM:</i> 1290		<i>SUM:</i> 1305		<i>SUM:</i> 1305		<i>SUM:</i> 1305		<i>SUM:</i> 1305		<i>SUM:</i> 1305		<i>SUM:</i> 1305		
<b>VOLUME/CAPACITY (V/C) RATIO:</b>			0.833		0.844		0.905				0.916				0.916					
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>			0.733		0.744		0.805				0.816				0.816					
<b>LEVEL OF SERVICE (LOS):</b>			<b>C</b>		<b>C</b>		<b>D</b>				<b>D</b>				<b>D</b>					

REMARKS: Scenario: Weekday

**EXISTING + PROJECT IMPACT**

Change in v/c due to project: **0.011**  
Significant impacted? **NO**

**PROJECT IMPACT**

Change in v/c due to project: **0.011**      Δv/c after mitigation: **0.011**  
Significant impacted? **NO**                      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	<b>North-South Street:</b> Pacific Ave	<b>Year of Count:</b> 2019	<b>Ambient Growth: (%):</b> 1	<b>Conducted by:</b> KOA Corp	<b>Date:</b> 9/16/19														
	<b>East-West Street:</b> Washington Blvd	<b>Projection Year:</b> 2023	<b>Peak Hour:</b> MD	<b>Reviewed by:</b> IH	<b>Project:</b> Reese Davidson Community TIS														
No. of Phases Opposed $\emptyset$ ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity	<b>NB--</b>	<b>SB--</b>	<b>NB--</b>	<b>SB--</b>	<b>NB--</b>	<b>SB--</b>	<b>NB--</b>	<b>SB--</b>											
	2	2	2	2	2	2	2	2											
	<b>EB--</b>	<b>WB--</b>	<b>EB--</b>	<b>WB--</b>	<b>EB--</b>	<b>WB--</b>	<b>EB--</b>	<b>WB--</b>											
	2	3	2	3	2	3	2	3											
	0	0	0	0	0	0	0	0											
<b>MOVEMENT</b>	<b>EXISTING CONDITION</b>			<b>EXISTING PLUS PROJECT</b>			<b>FUTURE CONDITION W/O PROJECT</b>				<b>FUTURE CONDITION W/ PROJECT</b>				<b>FUTURE W/ PROJECT W/ MITIGATION</b>				
	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	11	0	11	0	11	11	0	11	0	11	0	11	0	11	0	11	0	11
	Left-Through		0							0			0				0		
	Through	81	0	265	5	86	270	26	110	0	302	5	115	0	307	0	115	0	307
	Through-Right		0							0			0				0		
	Right	173	0	0	0	173	0	1	181	0	0	0	181	0	0	0	181	0	0
SOUTHBOUND	Left-Through-Right		1							1			1				1		
	Left-Right		0							0			0				0		
	Left	247	0	247	4	251	251	6	263	0	263	4	267	0	267	0	267	0	267
	Left-Through		0							0			0				0		
	Through	131	0	453	4	135	461	24	160	0	501	4	164	0	509	0	164	0	509
EASTBOUND	Through-Right		0							0			0				0		
	Right	75	0	0	0	75	0	0	78	0	0	0	78	0	0	0	78	0	0
	Left-Through-Right		1							1			1				1		
	Left-Right		0							0			0				0		
	Left	32	0	32	0	32	32	0	33	0	33	0	33	0	33	0	33	0	33
WESTBOUND	Left-Through		0							0			0				0		
	Through	193	0	247	0	193	247	0	201	0	257	0	201	0	257	0	201	0	257
	Through-Right		0							0			0				0		
	Right	22	0	0	0	22	0	0	23	0	0	0	23	0	0	0	23	0	0
	Left-Through-Right		1							1			1				1		
Left-Right		0							0			0				0			
<b>CRITICAL VOLUMES</b>	North-South:	718		718	North-South:	731	731	North-South:	803	803	North-South:	816	816	North-South:	816	816	North-South:	816	816
	East-West:	415		415	East-West:	415	415	East-West:	433	433	East-West:	433	433	East-West:	433	433	East-West:	433	433
	<b>SUM:</b>	1133		1133	<b>SUM:</b>	1146	1146	<b>SUM:</b>	1236	1236	<b>SUM:</b>	1249	1249	<b>SUM:</b>	1249	1249	<b>SUM:</b>	1249	1249
<b>VOLUME/CAPACITY (V/C) RATIO:</b>		0.795			0.804			0.867				0.876				0.876			
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>		0.695			0.704			0.767				0.776				0.776			
<b>LEVEL OF SERVICE (LOS):</b>		<b>B</b>			<b>C</b>			<b>C</b>				<b>C</b>				<b>C</b>			

REMARKS: Scenario: Saturday MD

**EXISTING + PROJECT IMPACT**

Change in v/c due to project: **0.009**  
 Significant impacted? **NO**

**PROJECT IMPACT**

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



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**APPENDIX F**  
**Internal Trip Capture Worksheets**

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NCHRP 8-51 Internal Trip Capture Estimation Tool					
<b>Project Name:</b>	Resse Davision Community			<b>Organization:</b>	
<b>Project Location:</b>	SEC of Pacific & Venice			<b>Performed By:</b>	
<b>Scenario Description:</b>				<b>Date:</b>	
<b>Analysis Year:</b>	2023			<b>Checked By:</b>	
<b>Analysis Period:</b>	AM Street Peak Hour			<b>Date:</b>	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs <sup>1</sup>	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	820	5,410	SF	8	5	3
Restaurant	932	1,310	SF	13	7	6
Cinema/Entertainment				0		
Residential	N/A	140	DU	70	28	42
Hotel				0		
All Other Land Uses <sup>2</sup>	N/A	105	SPACES	15	8	7
<b>Total</b>				<b>106</b>	<b>48</b>	<b>58</b>

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.40	5%	5%	1.40	5%	5%
Restaurant	1.40	5%	5%	1.40	5%	5%
Cinema/Entertainment						
Residential	1.40	5%	5%	1.40	5%	5%
Hotel						
All Other Land Uses <sup>2</sup>	1.40	5%	5%	1.40	5%	5%

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		1	0	1	0
Restaurant	0	1		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	1	2	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	148	67	81
Internal Capture Percentage	8%	9%	7%
External Vehicle-Trips <sup>3</sup>	87	39	48
External Transit-Trips <sup>4</sup>	7	3	4
External Non-Motorized Trips <sup>4</sup>	7	3	4

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	29%	50%
Restaurant	30%	13%
Cinema/Entertainment	N/A	N/A
Residential	3%	5%
Hotel	N/A	N/A

<sup>1</sup>Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

<sup>2</sup>Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

<sup>3</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

<sup>4</sup>Person-Trips

\*Indicates computation that has been rounded to the nearest whole number.

*Estimation Tool Developed by the Texas Transportation Institute*

<b>Project Name:</b>	Resse Davision Community
<b>Analysis Period:</b>	AM Street Peak Hour

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.40	5	7	1.40	3	4
Restaurant	1.40	7	10	1.40	6	8
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.40	28	39	1.40	42	59
Hotel	1.00	0	0	1.00	0	0

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office	0	0	0	0	0	0
Retail	1	0	1	0	1	0
Restaurant	2	1	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	1	1	12	0	0	0
Hotel	0	0	0	0	0	0

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office	0	2	2	0	0	0
Retail	0	0	5	0	1	0
Restaurant	0	1	0	0	2	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	1	2	0	0	0
Hotel	0	0	1	0	0	0

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	2	5	7	4	0	0
Restaurant	3	7	10	5	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	1	38	39	24	2	2
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	11	11	6	1	1

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	2	2	4	1	0	0
Restaurant	1	7	8	5	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	3	56	59	36	3	3
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	10	10	6	1	1

<sup>1</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A  
<sup>2</sup>Person-Trips  
<sup>3</sup>Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator  
\*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool					
<b>Project Name:</b>	Resse Davision Community			<b>Organization:</b>	
<b>Project Location:</b>	SEC of Pacific & Venice			<b>Performed By:</b>	
<b>Scenario Description:</b>				<b>Date:</b>	
<b>Analysis Year:</b>	2023			<b>Checked By:</b>	
<b>Analysis Period:</b>	PM Street Peak Hour			<b>Date:</b>	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs <sup>1</sup>	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	820	5,410	SF	40	19	21
Restaurant	932	1,310	SF	14	9	5
Cinema/Entertainment				0		
Residential	N/A	140	DU	48	26	22
Hotel				0		
All Other Land Uses <sup>2</sup>	N/A	105	SPACES	44	21	23
<b>Total</b>				<b>146</b>	<b>75</b>	<b>71</b>

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.40	5%	5%	1.40	5%	5%
Restaurant	1.40	5%	5%	1.40	5%	5%
Cinema/Entertainment						
Residential	1.40	5%	5%	1.40	5%	5%
Hotel						
All Other Land Uses <sup>2</sup>	1.40	5%	5%	1.40	5%	5%

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		4	0	8	0
Restaurant	0	3		0	1	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	3	2	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	204	105	99
Internal Capture Percentage	21%	20%	21%
External Vehicle-Trips <sup>3</sup>	106	56	50
External Transit-Trips <sup>4</sup>	7	3	4
External Non-Motorized Trips <sup>4</sup>	7	3	4

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	22%	41%
Restaurant	46%	57%
Cinema/Entertainment	N/A	N/A
Residential	25%	16%
Hotel	N/A	N/A

<sup>1</sup>Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

<sup>2</sup>Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

<sup>3</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

<sup>4</sup>Person-Trips

\*Indicates computation that has been rounded to the nearest whole number.

*Estimation Tool Developed by the Texas Transportation Institute*

<b>Project Name:</b>	Resse Davision Community
<b>Analysis Period:</b>	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.40	19	27	1.40	21	29
Restaurant	1.40	9	13	1.40	5	7
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.40	26	36	1.40	22	31
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	1		8	1	8	1
Restaurant	0	3		1	1	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	13	7	0		1
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		2	0	0	1	0
Retail	0		4	0	17	0
Restaurant	0	14		0	6	0
Cinema/Entertainment	0	1	0		1	0
Residential	0	3	2	0		0
Hotel	0	1	1	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	6	21	27	14	1	1
Restaurant	6	7	13	5	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	9	27	36	18	1	1
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	29	29	19	1	1

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	12	17	29	11	1	1
Restaurant	4	3	7	2	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	5	26	31	17	1	1
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	32	32	20	2	2

<sup>1</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

<sup>2</sup>Person-Trips

<sup>3</sup>Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

\*Indicates computation that has been rounded to the nearest whole number.

Table 7.1a Adjusted Internal Trip Capture Rates for Trip Origins within a Multi-Use Development

Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
From OFFICE	To Office	0.0%	0.0%
	To Retail	28.0%	20.0%
	To Restaurant	63.0%	4.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	1.0%	2.0%
	To Hotel	0.0%	0.0%
From RETAIL	To Office	29.0%	2.0%
	To Retail	0.0%	0.0%
	To Restaurant	13.0%	29.0%
	To Cinema/Entertainment	0.0%	4.0%
	To Residential	14.0%	26.0%
	To Hotel	0.0%	5.0%
From RESTAURANT	To Office	31.0%	3.0%
	To Retail	14.0%	41.0%
	To Restaurant	0.0%	0.0%
	To Cinema/Entertainment	0.0%	8.0%
	To Residential	4.0%	18.0%
	To Hotel	3.0%	7.0%
From CINEMA/ENTERTAINMENT	To Office	0.0%	2.0%
	To Retail	0.0%	21.0%
	To Restaurant	0.0%	31.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	8.0%
	To Hotel	0.0%	2.0%
From RESIDENTIAL	To Office	2.0%	4.0%
	To Retail	1.0%	42.0%
	To Restaurant	20.0%	21.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	0.0%
	To Hotel	0.0%	3.0%
From HOTEL	To Office	75.0%	0.0%
	To Retail	14.0%	16.0%
	To Restaurant	9.0%	68.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	2.0%
	To Hotel	0.0%	0.0%

Table 7.2a Adjusted Internal Trip Capture Rates for Trip Destinations within a Multi-Use Development

Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
To OFFICE	From Office	0.0%	0.0%
	From Retail	4.0%	31.0%
	From Restaurant	14.0%	30.0%
	From Cinema/Entertainment	0.0%	6.0%
	From Residential	3.0%	57.0%
	From Hotel	3.0%	0.0%
To RETAIL	From Office	32.0%	8.0%
	From Retail	0.0%	0.0%
	From Restaurant	8.0%	50.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	17.0%	10.0%
	From Hotel	4.0%	2.0%
To RESTAURANT	From Office	23.0%	2.0%
	From Retail	50.0%	29.0%
	From Restaurant	0.0%	0.0%
	From Cinema/Entertainment	0.0%	3.0%
	From Residential	20.0%	14.0%
	From Hotel	6.0%	5.0%
To CINEMA/ENTERTAINMENT	From Office	0.0%	1.0%
	From Retail	0.0%	26.0%
	From Restaurant	0.0%	32.0%
	From Cinema/Entertainment	0.0%	0.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To RESIDENTIAL	From Office	0.0%	4.0%
	From Retail	2.0%	46.0%
	From Restaurant	5.0%	16.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To HOTEL	From Office	0.0%	0.0%
	From Retail	0.0%	17.0%
	From Restaurant	4.0%	71.0%
	From Cinema/Entertainment	0.0%	1.0%
	From Residential	0.0%	12.0%
	From Hotel	0.0%	0.0%

NCHRP 8-51 Internal Trip Capture Estimation Tool					
<b>Project Name:</b>	Resse Davision Community			<b>Organization:</b>	
<b>Project Location:</b>	SEC of Pacific & Venice			<b>Performed By:</b>	
<b>Scenario Description:</b>				<b>Date:</b>	
<b>Analysis Year:</b>	2023			<b>Checked By:</b>	
<b>Analysis Period:</b>	SAT Mid-Day Peak Hour			<b>Date:</b>	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs <sup>1</sup>	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	820	5,410	SF	13	7	6
Restaurant	932	1,310	SF	15	8	7
Cinema/Entertainment				0		
Residential	N/A	140	DU	62	31	31
Hotel				0		
All Other Land Uses <sup>2</sup>	N/A	105	SPACES	53	33	20
<b>Total</b>				<b>143</b>	<b>79</b>	<b>64</b>

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.40	5%	5%	1.40	5%	5%
Restaurant	1.40	5%	5%	1.40	5%	5%
Cinema/Entertainment						
Residential	1.40	5%	5%	1.40	5%	5%
Hotel						
All Other Land Uses <sup>2</sup>	1.40	5%	5%	1.40	5%	5%

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		2	0	2	0
Restaurant	0	4		0	2	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	1	2	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	199	110	89
Internal Capture Percentage	13%	12%	15%
External Vehicle-Trips <sup>3</sup>	115	64	51
External Transit-Trips <sup>4</sup>	7	4	3
External Non-Motorized Trips <sup>4</sup>	7	4	3

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	50%	50%
Restaurant	36%	60%
Cinema/Entertainment	N/A	N/A
Residential	9%	7%
Hotel	N/A	N/A

<sup>1</sup>Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

<sup>2</sup>Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

<sup>3</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

<sup>4</sup>Person-Trips

\*Indicates computation that has been rounded to the nearest whole number.

*Estimation Tool Developed by the Texas Transportation Institute*



<b>Project Name:</b>	Resse Davision Community
<b>Analysis Period:</b>	SAT Mid-Day Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.40	7	10	1.40	6	8
Restaurant	1.40	8	11	1.40	7	10
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.40	31	43	1.40	31	43
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		2	0	2	0
Restaurant	0	4		1	2	1
Cinema/Entertainment	0	0	0		0	0
Residential	2	18	9	0		1
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		1	0	0	2	0
Retail	0		3	0	20	0
Restaurant	0	5		0	7	0
Cinema/Entertainment	0	0	0		2	0
Residential	0	1	2	0		0
Hotel	0	0	1	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	5	5	10	4	0	0
Restaurant	4	7	11	5	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	4	39	43	25	2	2
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	46	46	30	2	2

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	4	4	8	3	0	0
Restaurant	6	4	10	3	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	3	40	43	26	2	2
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	28	28	19	1	1

<sup>1</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

<sup>2</sup>Person-Trips

<sup>3</sup>Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

\*Indicates computation that has been rounded to the nearest whole number.

Table 7.1a Adjusted Internal Trip Capture Rates for Trip Origins within a Multi-Use Development

Land Use Pairs		Saturday	
			MD Peak Hour
From OFFICE	To Office		0.0%
	To Retail		20.0%
	To Restaurant		4.0%
	To Cinema/Entertainment		0.0%
	To Residential		2.0%
	To Hotel		0.0%
From RETAIL	To Office		2.0%
	To Retail		0.0%
	To Restaurant		29.0%
	To Cinema/Entertainment		4.0%
	To Residential		26.0%
	To Hotel		5.0%
From RESTAURANT	To Office		3.0%
	To Retail		41.0%
	To Restaurant		0.0%
	To Cinema/Entertainment		8.0%
	To Residential		18.0%
	To Hotel		7.0%
From CINEMA/ENTERTAINMENT	To Office		2.0%
	To Retail		21.0%
	To Restaurant		31.0%
	To Cinema/Entertainment		0.0%
	To Residential		8.0%
	To Hotel		2.0%
From RESIDENTIAL	To Office		4.0%
	To Retail		42.0%
	To Restaurant		21.0%
	To Cinema/Entertainment		0.0%
	To Residential		0.0%
	To Hotel		3.0%
From HOTEL	To Office		0.0%
	To Retail		16.0%
	To Restaurant		68.0%
	To Cinema/Entertainment		0.0%
	To Residential		2.0%
	To Hotel		0.0%

Table 7.2a Adjusted Internal Trip Capture Rates for Trip Destinations within a Multi-Use Development

Land Use Pairs		Saturday	
			MD Peak Hour
To OFFICE	From Office		0.0%
	From Retail		31.0%
	From Restaurant		30.0%
	From Cinema/Entertainment		6.0%
	From Residential		57.0%
	From Hotel		0.0%
To RETAIL	From Office		8.0%
	From Retail		0.0%
	From Restaurant		50.0%
	From Cinema/Entertainment		4.0%
	From Residential		10.0%
	From Hotel		2.0%
To RESTAURANT	From Office		2.0%
	From Retail		29.0%
	From Restaurant		0.0%
	From Cinema/Entertainment		3.0%
	From Residential		14.0%
	From Hotel		5.0%
To CINEMA/ENTERTAINMENT	From Office		1.0%
	From Retail		26.0%
	From Restaurant		32.0%
	From Cinema/Entertainment		0.0%
	From Residential		0.0%
	From Hotel		0.0%
To RESIDENTIAL	From Office		4.0%
	From Retail		46.0%
	From Restaurant		16.0%
	From Cinema/Entertainment		4.0%
	From Residential		0.0%
	From Hotel		0.0%
To HOTEL	From Office		0.0%
	From Retail		17.0%
	From Restaurant		71.0%
	From Cinema/Entertainment		1.0%
	From Residential		12.0%
	From Hotel		0.0%

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**APPENDIX G**  
**Queueing Analysis**

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Queues  
3: Pacific Avenue & Venice North

Existing AM  
04/11/2019



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	91	25	66	9	773	523	8
v/c Ratio	0.35	0.09	0.25	0.06	0.57	0.49	0.01
Control Delay	31.4	26.4	6.1	21.7	3.1	12.6	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.5	0.2	0.0
Total Delay	31.4	26.4	6.1	21.7	3.6	12.8	0.0
Queue Length 50th (ft)	39	10	0	4	6	119	0
Queue Length 95th (ft)	73	28	20	m6	68	263	0
Internal Link Dist (ft)		707			145	659	
Turn Bay Length (ft)	115			24			102
Base Capacity (vph)	507	558	425	245	1349	1068	847
Starvation Cap Reductn	0	0	0	0	233	0	0
Spillback Cap Reductn	0	0	0	0	0	118	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.04	0.16	0.04	0.69	0.55	0.01

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues  
4: Venice South & Pacific Avenue

Existing AM  
04/11/2019



Lane Group	EBT	NBT	SBL	SBT
Lane Group Flow (vph)	169	743	90	485
v/c Ratio	0.32	0.72	0.42	0.37
Control Delay	26.6	21.1	39.8	4.7
Queue Delay	0.0	0.0	0.0	0.8
Total Delay	26.6	21.1	39.8	5.5
Queue Length 50th (ft)	34	237	46	148
Queue Length 95th (ft)	49	#576	93	51
Internal Link Dist (ft)	269	184		145
Turn Bay Length (ft)			88	
Base Capacity (vph)	968	1028	295	1323
Starvation Cap Reductn	0	0	0	519
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.17	0.72	0.31	0.60

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Queues  
3: Pacific Avenue & Venice North

Existing PM  
04/11/2019



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	182	42	66	6	386	809	13
v/c Ratio	0.71	0.12	0.29	0.05	0.29	0.73	0.01
Control Delay	49.0	29.0	9.4	46.0	6.7	19.5	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.9	1.7	0.0
Total Delay	49.0	29.0	9.4	46.0	7.6	21.2	0.0
Queue Length 50th (ft)	98	20	0	3	156	303	0
Queue Length 95th (ft)	146	42	24	m10	55	#573	0
Internal Link Dist (ft)		707			145	659	
Turn Bay Length (ft)	115			24			102
Base Capacity (vph)	344	465	279	224	1327	1110	910
Starvation Cap Reductn	0	0	0	0	654	0	0
Spillback Cap Reductn	0	0	0	0	0	154	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.09	0.24	0.03	0.57	0.85	0.01

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues  
4: Venice South & Pacific Avenue

Existing PM  
04/11/2019



Lane Group	EBT	NBT	SBL	SBT
Lane Group Flow (vph)	240	392	209	749
v/c Ratio	0.51	0.41	0.67	0.54
Control Delay	32.7	15.9	36.9	3.2
Queue Delay	0.0	0.3	32.9	1.3
Total Delay	32.7	16.2	69.7	4.5
Queue Length 50th (ft)	56	119	116	32
Queue Length 95th (ft)	67	248	m183	107
Internal Link Dist (ft)	269	184		145
Turn Bay Length (ft)			88	
Base Capacity (vph)	837	954	340	1400
Starvation Cap Reductn	0	0	132	419
Spillback Cap Reductn	2	167	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.29	0.50	1.00	0.76

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Queues  
3: Pacific Avenue & Venice North

Existing Saturday MD  
04/11/2019



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	209	182	180	46	420	482	57
v/c Ratio	0.66	0.39	0.59	0.22	0.37	0.61	0.09
Control Delay	29.9	20.4	13.7	21.2	3.7	18.7	1.1
Queue Delay	0.0	0.0	0.0	0.0	1.0	0.5	0.0
Total Delay	29.9	20.4	13.7	21.2	4.6	19.2	1.1
Queue Length 50th (ft)	66	53	8	18	55	134	0
Queue Length 95th (ft)	123	96	59	m23	m78	#243	6
Internal Link Dist (ft)		707			145	659	
Turn Bay Length (ft)	115			24			102
Base Capacity (vph)	381	558	337	236	1145	796	647
Starvation Cap Reductn	0	0	0	0	458	0	0
Spillback Cap Reductn	0	0	0	0	0	79	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.33	0.53	0.19	0.61	0.67	0.09

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues  
4: Pacific Avenue & Venice South

Existing Saturday MD  
04/11/2019



Lane Group	EBT	NBT	SBL	SBT
Lane Group Flow (vph)	657	435	241	424
v/c Ratio	0.73	0.72	0.80	0.39
Control Delay	23.3	25.2	45.4	7.3
Queue Delay	0.0	0.0	0.0	1.4
Total Delay	23.3	25.2	45.4	8.8
Queue Length 50th (ft)	102	126	101	54
Queue Length 95th (ft)	130	#227	#207	78
Internal Link Dist (ft)	269	184		145
Turn Bay Length (ft)			88	
Base Capacity (vph)	986	605	301	1074
Starvation Cap Reductn	0	0	0	447
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.67	0.72	0.80	0.68

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Queues  
3: Pacific Avenue & Venice North

Exist w Proj AM  
09/06/2019



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	100	25	73	9	773	529	8
v/c Ratio	0.36	0.08	0.27	0.05	0.57	0.49	0.01
Control Delay	31.2	25.9	7.2	21.1	2.9	12.3	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.5	0.2	0.0
Total Delay	31.2	25.9	7.2	21.1	3.4	12.5	0.0
Queue Length 50th (ft)	43	10	0	4	10	117	0
Queue Length 95th (ft)	78	28	24	m6	47	262	0
Internal Link Dist (ft)		707			145	659	
Turn Bay Length (ft)	115			24			102
Base Capacity (vph)	518	571	433	259	1362	1081	857
Starvation Cap Reductn	0	0	0	0	232	0	0
Spillback Cap Reductn	0	0	0	0	0	107	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.04	0.17	0.03	0.68	0.54	0.01

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues  
4: Venice South & Pacific Avenue

Exist w Proj AM  
09/06/2019



Lane Group	EBT	NBT	SBL	SBT
Lane Group Flow (vph)	169	750	96	494
v/c Ratio	0.31	0.71	0.42	0.36
Control Delay	26.0	19.5	38.9	4.5
Queue Delay	0.0	0.0	0.0	0.8
Total Delay	26.0	19.5	38.9	5.3
Queue Length 50th (ft)	34	230	47	104
Queue Length 95th (ft)	48	#563	98	56
Internal Link Dist (ft)	269	184		145
Turn Bay Length (ft)			88	
Base Capacity (vph)	990	1063	306	1363
Starvation Cap Reductn	0	0	0	539
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.17	0.71	0.31	0.60

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Queues  
3: Pacific Avenue & Venice North

Exist w Proj PM  
09/06/2019



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	193	42	74	6	386	817	13
v/c Ratio	0.73	0.12	0.32	0.05	0.29	0.74	0.01
Control Delay	50.0	28.6	10.9	45.5	6.8	20.3	0.0
Queue Delay	0.0	0.0	0.0	0.0	1.0	3.5	0.0
Total Delay	50.0	28.6	10.9	45.5	7.8	23.8	0.0
Queue Length 50th (ft)	103	20	0	3	164	316	0
Queue Length 95th (ft)	155	42	29	m10	55	#616	0
Internal Link Dist (ft)		707			145	659	
Turn Bay Length (ft)	115			24			102
Base Capacity (vph)	344	465	279	224	1317	1099	902
Starvation Cap Reductn	0	0	0	0	653	0	0
Spillback Cap Reductn	0	0	0	0	0	192	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.09	0.27	0.03	0.58	0.90	0.01

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues  
4: Venice South & Pacific Avenue

Exist w Proj PM  
09/06/2019



Lane Group	EBT	NBT	SBL	SBT
Lane Group Flow (vph)	240	402	216	759
v/c Ratio	0.51	0.43	0.68	0.54
Control Delay	32.7	16.1	37.3	3.3
Queue Delay	0.0	0.3	38.8	1.4
Total Delay	32.7	16.4	76.1	4.7
Queue Length 50th (ft)	56	123	120	28
Queue Length 95th (ft)	67	253	m186	113
Internal Link Dist (ft)	269	184		145
Turn Bay Length (ft)			88	
Base Capacity (vph)	837	943	341	1400
Starvation Cap Reductn	0	0	131	423
Spillback Cap Reductn	2	168	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.29	0.52	1.03	0.78

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues  
3: Pacific Avenue & Venice North

Exist w Proj Sat MD  
09/06/2019



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	217	182	187	46	420	492	57
v/c Ratio	0.70	0.40	0.62	0.23	0.37	0.64	0.09
Control Delay	32.6	20.8	15.7	21.7	3.7	20.4	1.2
Queue Delay	0.0	0.0	0.0	0.0	1.2	0.7	0.0
Total Delay	32.6	20.8	15.7	21.7	4.9	21.1	1.2
Queue Length 50th (ft)	69	53	11	18	57	143	0
Queue Length 95th (ft)	130	98	67	m23	m72	#285	6
Internal Link Dist (ft)		707			145	659	
Turn Bay Length (ft)	115			24			102
Base Capacity (vph)	370	543	330	218	1122	773	631
Starvation Cap Reductn	0	0	0	0	468	0	0
Spillback Cap Reductn	0	0	0	0	0	84	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.34	0.57	0.21	0.64	0.71	0.09

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

4: Pacific Avenue & Venice South



Lane Group	EBT	NBT	SBL	SBT
Lane Group Flow (vph)	657	448	251	433
v/c Ratio	0.75	0.80	0.87	0.42
Control Delay	24.5	31.9	54.5	7.6
Queue Delay	0.0	0.0	0.0	1.7
Total Delay	24.5	31.9	54.5	9.3
Queue Length 50th (ft)	103	138	105	55
Queue Length 95th (ft)	132	#256	m#216	80
Internal Link Dist (ft)	269	184		145
Turn Bay Length (ft)			88	
Base Capacity (vph)	960	558	287	1025
Starvation Cap Reductn	0	0	0	410
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.68	0.80	0.87	0.70

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Queues  
3: Pacific Avenue & Venice North

Fut no Proj AM  
04/11/2019



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	96	26	79	9	822	571	8
v/c Ratio	0.37	0.09	0.30	0.06	0.61	0.54	0.01
Control Delay	31.7	26.4	8.5	22.1	3.3	13.4	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.8	0.1	0.0
Total Delay	31.7	26.4	8.5	22.1	4.1	13.5	0.0
Queue Length 50th (ft)	42	11	0	4	1	135	0
Queue Length 95th (ft)	76	29	28	m6	96	295	0
Internal Link Dist (ft)		707			145	659	
Turn Bay Length (ft)	115			24			102
Base Capacity (vph)	507	558	425	245	1347	1067	846
Starvation Cap Reductn	0	0	0	0	242	0	0
Spillback Cap Reductn	0	0	0	0	0	73	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.05	0.19	0.04	0.74	0.57	0.01

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues  
4: Venice South & Pacific Avenue

Fut no Proj AM  
04/11/2019



Lane Group	EBT	NBT	SBL	SBT
Lane Group Flow (vph)	177	793	103	522
v/c Ratio	0.33	0.78	0.46	0.39
Control Delay	26.9	23.5	39.6	4.4
Queue Delay	0.0	0.0	0.2	0.7
Total Delay	26.9	23.5	39.7	5.1
Queue Length 50th (ft)	36	271	54	39
Queue Length 95th (ft)	51	#631	m101	53
Internal Link Dist (ft)	269	184		145
Turn Bay Length (ft)			88	
Base Capacity (vph)	968	1020	295	1323
Starvation Cap Reductn	0	0	18	457
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.18	0.78	0.37	0.60

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues  
3: Pacific Avenue & Venice North

Fut no Proj PM  
04/11/2019



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	193	44	91	6	436	882	13
v/c Ratio	0.73	0.12	0.37	0.05	0.33	0.80	0.01
Control Delay	50.0	28.7	11.0	42.7	6.5	23.2	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.8	40.8	0.0
Total Delay	50.0	28.7	11.0	42.7	7.4	64.0	0.0
Queue Length 50th (ft)	103	21	0	4	194	363	0
Queue Length 95th (ft)	155	43	33	m8	56	#699	0
Internal Link Dist (ft)		707			145	659	
Turn Bay Length (ft)	115			24			102
Base Capacity (vph)	344	465	291	224	1317	1099	902
Starvation Cap Reductn	0	0	0	0	578	0	0
Spillback Cap Reductn	0	0	0	0	0	281	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.09	0.31	0.03	0.59	1.08	0.01

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues  
4: Venice South & Pacific Avenue

Fut no Proj PM  
04/11/2019



Lane Group	EBT	NBT	SBL	SBT
Lane Group Flow (vph)	250	443	232	808
v/c Ratio	0.52	0.47	0.72	0.58
Control Delay	33.2	16.9	37.9	3.7
Queue Delay	0.0	0.3	59.2	1.9
Total Delay	33.2	17.3	97.1	5.6
Queue Length 50th (ft)	58	147	128	16
Queue Length 95th (ft)	70	273	m188	112
Internal Link Dist (ft)	269	184		145
Turn Bay Length (ft)			88	
Base Capacity (vph)	837	936	341	1398
Starvation Cap Reductn	0	0	129	412
Spillback Cap Reductn	1	142	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.30	0.56	1.09	0.82

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues  
3: Pacific Avenue & Venice North

Fut n Proj Sat MD  
04/11/2019



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	218	189	203	48	470	551	59
v/c Ratio	0.67	0.40	0.69	0.22	0.41	0.70	0.09
Control Delay	30.7	20.4	21.0	20.3	3.6	22.2	1.2
Queue Delay	0.0	0.0	0.0	0.0	1.2	1.3	0.0
Total Delay	30.7	20.4	21.0	20.3	4.8	23.5	1.2
Queue Length 50th (ft)	68	55	20	18	59	164	0
Queue Length 95th (ft)	128	99	#105	m22	m69	#330	7
Internal Link Dist (ft)		707			145	659	
Turn Bay Length (ft)	115			24			102
Base Capacity (vph)	381	558	325	236	1140	790	643
Starvation Cap Reductn	0	0	0	0	436	0	0
Spillback Cap Reductn	0	0	0	0	0	96	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.34	0.62	0.20	0.67	0.79	0.09

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

## 4: Pacific Avenue &amp; Venice South



Lane Group	EBT	NBT	SBL	SBT
Lane Group Flow (vph)	684	490	267	473
v/c Ratio	0.75	0.82	0.87	0.44
Control Delay	24.0	31.9	51.1	6.9
Queue Delay	0.0	0.0	0.0	2.3
Total Delay	24.0	31.9	51.1	9.2
Queue Length 50th (ft)	107	152	111	56
Queue Length 95th (ft)	136	#275	m#207	80
Internal Link Dist (ft)	269	184		145
Turn Bay Length (ft)			88	
Base Capacity (vph)	986	598	306	1069
Starvation Cap Reductn	0	0	0	446
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.69	0.82	0.87	0.76

## Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues  
3: Pacific Avenue & Venice North

Fut w Proj AM  
09/06/2019



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	104	26	86	9	822	577	8
v/c Ratio	0.40	0.09	0.33	0.06	0.61	0.54	0.01
Control Delay	32.3	26.3	9.5	21.8	3.3	13.5	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.9	0.2	0.0
Total Delay	32.3	26.3	9.5	21.8	4.1	13.7	0.0
Queue Length 50th (ft)	45	11	0	4	2	136	0
Queue Length 95th (ft)	81	29	32	m6	96	299	0
Internal Link Dist (ft)		707			145	659	
Turn Bay Length (ft)	115			24			102
Base Capacity (vph)	507	558	425	245	1346	1066	845
Starvation Cap Reductn	0	0	0	0	253	0	0
Spillback Cap Reductn	0	0	0	0	0	78	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.05	0.20	0.04	0.75	0.58	0.01

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues  
4: Venice South & Pacific Avenue

Fut w Proj AM  
09/06/2019



Lane Group	EBT	NBT	SBL	SBT
Lane Group Flow (vph)	177	800	109	530
v/c Ratio	0.33	0.79	0.48	0.40
Control Delay	26.9	24.1	40.3	4.6
Queue Delay	0.0	0.0	0.2	0.7
Total Delay	26.9	24.1	40.5	5.3
Queue Length 50th (ft)	36	277	57	43
Queue Length 95th (ft)	51	#638	m105	57
Internal Link Dist (ft)	269	184		145
Turn Bay Length (ft)			88	
Base Capacity (vph)	968	1016	295	1323
Starvation Cap Reductn	0	0	18	460
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.18	0.79	0.39	0.61

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Queues  
3: Pacific Avenue & Venice North

Fut w Proj PM  
09/06/2019



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	204	44	99	6	436	890	13
v/c Ratio	0.75	0.12	0.39	0.05	0.33	0.82	0.01
Control Delay	50.7	28.4	10.8	42.5	6.4	24.4	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.8	49.5	0.0
Total Delay	50.7	28.4	10.8	42.5	7.2	73.9	0.0
Queue Length 50th (ft)	109	21	0	4	191	378	0
Queue Length 95th (ft)	164	43	34	m8	57	#708	0
Internal Link Dist (ft)		707			145	659	
Turn Bay Length (ft)	115			24			102
Base Capacity (vph)	344	465	297	224	1305	1088	894
Starvation Cap Reductn	0	0	0	0	559	0	0
Spillback Cap Reductn	0	0	0	0	0	314	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.09	0.33	0.03	0.58	1.15	0.01

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues  
4: Venice South & Pacific Avenue

Fut w Proj PM  
09/06/2019



Lane Group	EBT	NBT	SBL	SBT
Lane Group Flow (vph)	250	453	239	818
v/c Ratio	0.52	0.49	0.73	0.59
Control Delay	33.2	17.2	38.2	3.8
Queue Delay	0.0	0.3	60.9	2.0
Total Delay	33.2	17.5	99.1	5.9
Queue Length 50th (ft)	58	153	132	7
Queue Length 95th (ft)	70	278	m191	m129
Internal Link Dist (ft)	269	184		145
Turn Bay Length (ft)			88	
Base Capacity (vph)	837	928	343	1398
Starvation Cap Reductn	0	0	130	412
Spillback Cap Reductn	1	120	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.30	0.56	1.12	0.83

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues  
3: Pacific Avenue & Venice North

Fut w Proj Sat MD  
09/06/2019



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	227	189	211	48	470	560	59
v/c Ratio	0.70	0.40	0.71	0.22	0.41	0.71	0.09
Control Delay	31.7	20.3	22.9	20.3	3.6	22.9	1.2
Queue Delay	0.0	0.0	0.0	0.0	1.3	1.8	0.0
Total Delay	31.7	20.3	22.9	20.3	4.9	24.6	1.2
Queue Length 50th (ft)	71	54	22	17	59	171	0
Queue Length 95th (ft)	134	99	#112	m21	m68	#338	7
Internal Link Dist (ft)		707			145	659	
Turn Bay Length (ft)	115			24			102
Base Capacity (vph)	381	558	325	236	1136	786	640
Starvation Cap Reductn	0	0	0	0	442	0	0
Spillback Cap Reductn	0	0	0	0	0	103	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.34	0.65	0.20	0.68	0.82	0.09

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

## 4: Pacific Avenue &amp; Venice South



Lane Group	EBT	NBT	SBL	SBT
Lane Group Flow (vph)	684	504	277	482
v/c Ratio	0.75	0.85	0.90	0.45
Control Delay	24.0	34.4	54.1	6.8
Queue Delay	0.0	0.0	0.0	2.5
Total Delay	24.0	34.4	54.1	9.3
Queue Length 50th (ft)	107	158	116	58
Queue Length 95th (ft)	136	#287	m#214	m82
Internal Link Dist (ft)	269	184		145
Turn Bay Length (ft)			88	
Base Capacity (vph)	986	594	308	1069
Starvation Cap Reductn	0	0	0	447
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.69	0.85	0.90	0.77

## Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

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**APPENDIX H**  
**Construction Period LOS Worksheets**

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SCENARIO:

Future with-Project Construction Weekday AM/PM

Future with-Project Construction Saturday MD

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	North-South Street:	Pacific Ave		Year of Count:	2019		Ambient Growth: (%):	1		Conducted by:	KOA Corp		Date:	9/16/19					
	East-West Street:	Westminster Ave		Projection Year:	2023		Peak Hour:	AM		Reviewed by:	IH		Project:	Reese Davidson Community TIS					
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				2 0 0	2 0 0	2 0 0	2 0 0	2 0 0	2 0 0	2 0 0	2 0 0	2 0 0	2 0 0	2 0 0	2 0 0	2 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	1087	1	548	0	1087	548	80	1211	1	610	0	1211	1	610	0	1211	1	610
	Through-Right	8	1	8	0	8	8	0	8	0	8	0	8	0	8	0	8	0	8
	Left-Through-Right Left-Right	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
SOUTHBOUND	Left	24	0	24	0	24	24	0	25	0	25	0	25	0	25	0	25	0	25
	Left-Through	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	Through	451	1	298	0	451	298	52	521	1	336	0	521	1	336	0	521	1	336
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right Left-Right	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
EASTBOUND	Left	15	0	15	0	15	15	0	16	0	16	0	16	0	16	0	16	0	16
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	9	0	44	0	9	44	0	9	0	46	0	9	0	46	0	9	0	46
	Through-Right	20	0	0	0	20	0	0	21	0	0	0	21	0	0	0	21	0	0
	Left-Through-Right Left-Right	0 0	1 0	0 0	0 0	0 0	0 0	0 0	0 0	1 0	0 0	0 0	1 0	0 0	0 0	0 0	1 0	0 0	0 0
WESTBOUND	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	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right Left-Right	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
CRITICAL VOLUMES		North-South: East-West: SUM:	572 44 616	North-South: East-West: SUM:	572 44 616	North-South: East-West: SUM:	635 46 681	North-South: East-West: SUM:	635 46 681	North-South: East-West: SUM:	635 46 681	North-South: East-West: SUM:	635 46 681	North-South: East-West: SUM:	635 46 681	North-South: East-West: SUM:	635 46 681		
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.411 <b>0.311</b> <b>A</b>		0.411 <b>0.311</b> <b>A</b>		0.454 <b>0.354</b> <b>A</b>		0.454 <b>0.354</b> <b>A</b>		0.454 <b>0.354</b> <b>A</b>		0.454 <b>0.354</b> <b>A</b>		0.454 <b>0.354</b> <b>A</b>		0.454 <b>0.354</b> <b>A</b>		

REMARKS: Scenario: Weekday Construction Period

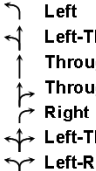
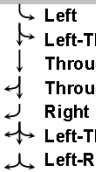
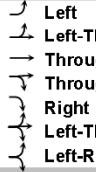
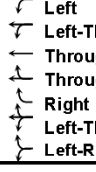
**EXISTING + PROJECT IMPACT**

Change in v/c due to project: **0.000**  
Significant impacted? **NO**

**PROJECT IMPACT**

Change in v/c due to project: **0.000**      Δv/c after mitigation: **0.000**  
Significant impacted? **NO**                      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)

I/S #:	North-South Street: Pacific Ave			Year of Count:	2019 <th>Ambient Growth: (%):</th> <td>1 <th colspan="3">Conducted by: KOA Corp</th> <th colspan="4">Date: 9/16/19</th> </td>	Ambient Growth: (%):	1 <th colspan="3">Conducted by: KOA Corp</th> <th colspan="4">Date: 9/16/19</th>	Conducted by: KOA Corp			Date: 9/16/19									
	1	East-West Street: Westminster Ave			Projection Year:	2023 <th colspan="3">Peak Hour: PM</th> <th colspan="3">Reviewed by: IH</th> <th colspan="4">Project: Reese Davidson Community TIS</th>	Peak Hour: PM			Reviewed by: IH			Project: Reese Davidson Community TIS							
No. of Phases						2						2				2				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				NB-- 0 SB-- 0		0		0		0		0		0		0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?				EB-- 0 WB-- 0		0		0		0		0		0		0				
ATSAC-1 or ATSAC+ATCS-2?				2		2		2		2		2		2		2				
Override Capacity				0		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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through																		
		Through	525	1	272	0	525	272	95	641	1	331	0	641	1	331	0	641	1	331
		Through-Right																		
		Right	19	0	19	0	19	19	0	20	0	20	0	20	0	20	0	20	0	20
		Left-Through-Right Left-Right																		
SOUTHBOUND		Left	58	0	58	0	58	58	0	60	0	60	0	60	0	60	0	60	0	60
		Left-Through																		
		Through	937	1	527	0	937	527	98	1073	1	657	0	1073	1	657	0	1073	1	657
		Through-Right																		
		Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Left-Through-Right Left-Right																		
EASTBOUND		Left	24	0	24	0	24	24	0	25	0	25	0	25	0	25	0	25	0	25
		Left-Through																		
		Through	27	0	69	0	27	69	0	28	0	72	0	28	0	72	0	28	0	72
		Through-Right																		
		Right	18	0	0	0	18	0	0	19	0	0	0	19	0	0	0	19	0	0
		Left-Through-Right Left-Right																		
WESTBOUND		Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Left-Through																		
		Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Through-Right																		
		Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Left-Through-Right Left-Right																		
CRITICAL VOLUMES			North-South: 527		North-South: 527		North-South: 657				North-South: 657				North-South: 657					
			East-West: 69		East-West: 69		East-West: 72				East-West: 72				East-West: 72					
			SUM: 596		SUM: 596		SUM: 729				SUM: 729				SUM: 729					
VOLUME/CAPACITY (V/C) RATIO:			0.397		0.397		0.486				0.486				0.486					
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.297		0.297		0.386				0.386				0.386					
LEVEL OF SERVICE (LOS):			A		A		A				A				A					

REMARKS: Scenario: Weekday Construction Period

### EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.000**  
Significant impacted? **NO**

### PROJECT IMPACT

Change in v/c due to project: **0.000**      ΔV/C after mitigation: **0.000**  
Significant impacted? **NO**                      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Pacific Ave		Year of Count:	2019		Ambient Growth: (%):	1		Conducted by:	KOA Corp		Date:	9/16/19					
	1	East-West Street:	Westminster Ave		Projection Year:	2023		Peak Hour:	MD		Reviewed by:	IH		Project:	Reese Davidson Community TIS				
No. of Phases						2													
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						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		NB-- 0 SB-- 0					
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 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					
Override Capacity						2													
						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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through																		
	Through	588	1	319	1	589	319	99	711	1	381	1	712	1	382	0	712	1	382
	Through-Right																		
	Right	49	0	49	0	49	49	0	51	0	51	0	51	0	51	0	51	0	51
	Left-Through-Right																		
Left-Right																			
SOUTHBOUND	Left	45	0	45	0	45	45	0	47	0	47	0	47	0	47	0	47	0	47
	Left-Through																		
	Through	678	1	429	0	678	429	100	806	1	497	0	806	1	497	0	806	1	497
	Through-Right																		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right																		
Left-Right																			
EASTBOUND	Left	38	0	38	0	38	38	0	40	0	40	0	40	0	40	0	40	0	40
	Left-Through																		
	Through	39	0	103	0	39	103	0	41	0	108	0	41	0	108	0	41	0	108
	Through-Right																		
	Right	26	0	0	0	26	0	0	27	0	0	0	27	0	0	0	27	0	0
	Left-Through-Right																		
Left-Right																			
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through																		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right																		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right																		
Left-Right																			
CRITICAL VOLUMES		North-South: 429		North-South: 429		North-South: 429		North-South: 497		North-South: 497		North-South: 497		North-South: 497		North-South: 497		North-South: 497	
		East-West: 103		East-West: 103		East-West: 103		East-West: 108		East-West: 108		East-West: 108		East-West: 108		East-West: 108		East-West: 108	
		SUM: 532		SUM: 532		SUM: 532		SUM: 605		SUM: 605		SUM: 605		SUM: 605		SUM: 605		SUM: 605	
VOLUME/CAPACITY (V/C) RATIO:		0.355		0.355		0.355		0.403		0.403		0.403		0.403		0.403		0.403	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.255		0.255		0.255		0.303		0.303		0.303		0.303		0.303		0.303	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS: Scenario: Saturday MD Construction Period

**EXISTING + PROJECT IMPACT**

Change in v/c due to project: **0.000**  
Significant impacted? **NO**

**PROJECT IMPACT**

Change in v/c due to project: **0.000**      Δv/c after mitigation: **0.000**  
Significant impacted? **NO**                      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	North-South Street:	Pacific Ave			Year of Count:	2019		Ambient Growth: (%):	1		Conducted by:	KOA Corp			Date:	9/16/19			
	East-West Street:	Windward Ave			Projection Year:	2023		Peak Hour:	AM		Reviewed by:	IH			Project:	Reese Davidson Community TIS			
	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--	2	SB--	2	NB--	2	SB--	2	NB--	2	SB--	2	NB--	2	SB--	2	2	
	ATSAC-1 or ATSAC+ATCS-2?	EB--	2	WB--	2	EB--	2	WB--	2	EB--	2	WB--	2	EB--	2	WB--	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	18	0	18	0	18	18	0	19	0	19	0	19	0	19	0	19	0	19
	Left-Through		1							1			1			1		1	
	Through	1015	0	539	0	1015	539	27	1083	0	575	0	1083	0	575	0	1083	0	575
	Through-Right		1							1			1			1		1	
	Right	27	0	539	0	27	539	0	28	0	575	0	28	0	575	0	28	0	575
SOUTHBOUND	Left-Through-Right		0							0			0			0		0	
	Left-Right		0							0			0			0		0	
	Left	6	0	6	0	6	6	28	34	0	34	0	34	0	34	0	34	0	34
	Left-Through		1							1			1			1		1	
	Through	444	0	245	0	444	245	24	486	0	350	0	486	0	350	0	486	0	350
EASTBOUND	Through-Right		1							1			1			1		1	
	Right	9	0	245	0	9	245	0	9	0	350	0	9	0	350	0	9	0	350
	Left-Through-Right		0							0			0			0		0	
	Left-Right		0							0			0			0		0	
	Left	23	0	23	0	23	23	0	24	0	24	0	24	0	24	0	24	0	24
WESTBOUND	Left-Through		0							0			0			0		0	
	Through	10	0	58	0	10	58	0	10	0	60	0	10	0	60	0	10	0	60
	Through-Right		0							0			0			0		0	
	Right	25	0	0	0	25	0	0	26	0	0	0	26	0	0	0	26	0	0
	Left-Through-Right		1							1			1			1		1	
CRITICAL VOLUMES	Left-Right		0							0			0			0		0	
	Left	28	0	28	0	28	28	0	29	0	29	0	29	0	29	0	29	0	29
	Left-Through		1							1			1			1		1	
	Through	25	0	53	0	25	53	0	26	0	55	0	26	0	55	0	26	0	55
	Through-Right		0							0			0			0		0	
VOLUME/CAPACITY (V/C) RATIO:	Right	67	1	67	0	67	67	53	123	1	123	0	123	1	123	0	123	1	123
	Left-Through-Right		0							0			0			0		0	
	Left-Right		0							0			0			0		0	
	North-South:	545			North-South:	545		North-South:	609		North-South:	609		North-South:	609		North-South:	609	
	East-West:	90			East-West:	90		East-West:	147		East-West:	147		East-West:	147		East-West:	147	
SUM:	635			SUM:	635		SUM:	756		SUM:	756		SUM:	756		SUM:	756		
V/C LESS ATSAC/ATCS ADJUSTMENT:	0.423			0.423			0.504			0.504			0.504						
LEVEL OF SERVICE (LOS):	A			A			A			A			A						

REMARKS: Scenario: Weekday Construction Period

**EXISTING + PROJECT IMPACT**

Change in v/c due to project: **0.000**  
Significant impacted? **NO**

**PROJECT IMPACT**

Change in v/c due to project: **0.000**      Δv/c after mitigation: **0.000**  
Significant impacted? **NO**                      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Pacific Ave			Year of Count:	2019			Ambient Growth: (%):	1			Conducted by:	KOA Corp			Date:	9/16/19			
2	East-West Street:	Windward Ave			Projection Year:	2023			Peak Hour:	PM			Reviewed by:	IH			Project:	Reese Davidson Community TIS			
No. of Phases																					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2			2			2			2				
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2    SB-- 2 EB-- 2    WB-- 2			NB-- 2    SB-- 2 EB-- 2    WB-- 2			NB-- 2    SB-- 2 EB-- 2    WB-- 2			NB-- 2    SB-- 2 EB-- 2    WB-- 2			NB-- 2    SB-- 2 EB-- 2    WB-- 2			NB-- 2    SB-- 2 EB-- 2    WB-- 2				
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	17	0	17	0	17	17	0	18	0	18	0	18	0	18	0	18	0	18		
	Left-Through		1							1			1			1			1		
	Through	478	0	293	0	478	293	51	548	0	331	0	548	0	331	0	548	0	331		
	Through-Right		1							1			1			1			1		
	Right	39	0	293	0	39	293	0	41	0	331	0	41	0	331	0	41	0	331		
	Left-Through-Right		0							0			0			0			0		
	Left-Right		0							0			0			0			0		
SOUTHBOUND	Left	21	0	21	0	21	21	60	82	0	82	0	82	0	82	0	82	0	82		
	Left-Through		1							1			1			1			1		
	Through	859	0	468	0	859	468	38	932	0	566	0	932	0	566	0	932	0	566		
	Through-Right		1							1			1			1			1		
	Right	35	0	468	0	35	468	0	36	0	566	0	36	0	566	0	36	0	566		
	Left-Through-Right		0							0			0			0			0		
	Left-Right		0							0			0			0			0		
EASTBOUND	Left	41	0	41	0	41	41	0	43	0	43	0	43	0	43	0	43	0	43		
	Left-Through		0							0			0			0			0		
	Through	41	0	127	0	41	127	0	43	0	133	0	43	0	133	0	43	0	133		
	Through-Right		0							0			0			0			0		
	Right	45	0	0	0	45	0	0	47	0	0	0	47	0	0	0	47	0	0		
	Left-Through-Right		1							1			1			1			1		
	Left-Right		0							0			0			0			0		
WESTBOUND	Left	45	0	45	0	45	45	0	47	0	47	0	47	0	47	0	47	0	47		
	Left-Through		1							1			1			1			1		
	Through	41	0	86	0	41	86	0	43	0	90	0	43	0	90	0	43	0	90		
	Through-Right		0							0			0			0			0		
	Right	47	1	47	0	47	47	44	93	1	93	0	93	1	93	0	93	1	93		
	Left-Through-Right		0							0			0			0			0		
	Left-Right		0							0			0			0			0		
CRITICAL VOLUMES		North-South:		485		North-South:		485		North-South:		584		North-South:		584		North-South:		584	
		East-West:		172		East-West:		172		East-West:		180		East-West:		180		East-West:		180	
		SUM:		657		SUM:		657		SUM:		764		SUM:		764		SUM:		764	
VOLUME/CAPACITY (V/C) RATIO:				0.438				0.438				0.509				0.509				0.509	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.338				0.338				0.409				0.409				0.409	
LEVEL OF SERVICE (LOS):				A				A				A				A				A	

REMARKS: Scenario: Weekday Construction Period

**EXISTING + PROJECT IMPACT**

Change in v/c due to project: **0.000**  
 Significant impacted? **NO**

**PROJECT IMPACT**

Change in v/c due to project: **0.000**      Δv/c after mitigation: **0.000**  
 Significant impacted? **NO**                      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)

<b>I/S #:</b>	North-South Street:	Pacific Ave			Year of Count:	2019		Ambient Growth: (%):	1		Conducted by:	KOA Corp			Date:	9/16/19					
	East-West Street:	Windward Ave			Projection Year:	2023		Peak Hour:	MD		Reviewed by:	IH			Project:	Reese Davidson Community TIS					
	No. of Phases		2																2		
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0																0		
	Right Turns: FREE-1, NRTOR-2 or OLA-3?		2		2		2		2		2		2		2		2		2		
	ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2		2		2		
	Override Capacity		0		0		0		0		0		0		0		0		0		
<b>MOVEMENT</b>		<b>EXISTING CONDITION</b>			<b>EXISTING PLUS PROJECT</b>			<b>FUTURE CONDITION W/O PROJECT</b>				<b>FUTURE CONDITION W/ PROJECT</b>				<b>FUTURE W/ PROJECT W/ MITIGATION</b>					
		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		
<b>NORTHBOUND</b>	←	Left	59	0	59	0	59	59	0	61	0	61	61	0	61	0	61	0	61		
	←→	Left-Through	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
	→	Through	499	0	340	1	500	341	46	565	0	438	438	1	566	0	438	0	566	0	438
	↘	Through-Right	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	→	Right	63	0	340	0	63	341	0	66	0	438	438	0	66	0	438	0	66	0	438
	↙→	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↘	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>SOUTHBOUND</b>	←	Left	29	0	29	0	29	29	56	86	0	86	86	0	86	0	86	0	86	0	86
	←→	Left-Through	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	→	Through	470	0	296	0	470	296	44	533	0	472	472	0	533	0	472	0	533	0	472
	↘	Through-Right	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	→	Right	64	0	296	0	64	296	0	67	0	472	472	0	67	0	472	0	67	0	472
	↙→	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↘	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>EASTBOUND</b>	←	Left	51	0	51	0	51	51	0	53	0	53	53	0	53	0	53	0	53	0	53
	←→	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	→	Through	79	0	183	0	79	183	0	82	0	190	190	0	82	0	190	0	82	0	190
	↘	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→	Right	53	0	0	0	53	0	0	55	0	0	0	0	55	0	0	0	55	0	0
	↙→	Left-Through-Right	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	↘	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>WESTBOUND</b>	←	Left	84	0	84	0	84	84	0	87	0	87	87	0	87	0	87	0	87	0	87
	←→	Left-Through	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	→	Through	78	0	162	0	78	162	0	81	0	168	168	0	81	0	168	0	81	0	168
	↘	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→	Right	66	1	66	0	66	66	54	123	1	123	123	0	123	1	123	0	123	1	123
	↙→	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↘	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>CRITICAL VOLUMES</b>		North-South:	369		North-South:	370		North-South:	533		North-South:	533		North-South:	533		North-South:	533		North-South:	533
		East-West:	267		East-West:	267		East-West:	277		East-West:	277		East-West:	277		East-West:	277		East-West:	277
		SUM:	636		SUM:	637		SUM:	810		SUM:	810		SUM:	810		SUM:	810		SUM:	810
<b>VOLUME/CAPACITY (V/C) RATIO:</b>			0.424			0.425			0.540			0.540			0.540			0.540			0.540
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>			0.324			0.325			0.440			0.440			0.440			0.440			0.440
<b>LEVEL OF SERVICE (LOS):</b>			A			A			A			A			A			A			A

REMARKS: Scenario: Saturday MD Construction Period

**EXISTING + PROJECT IMPACT**

Change in v/c due to project: 0.001  
Significant impacted? NO

**PROJECT IMPACT**

Change in v/c due to project: 0.000      Δv/c after mitigation: 0.000  
Significant impacted? NO                      Fully mitigated? N/A

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:		Year of Count:		Ambient Growth: (%)		Conducted by:		Date:										
	East-West Street:		Projection Year:		Peak Hour:		Reviewed by:		Project:										
3	Pacific Ave		2019		1		KOA Corp		9/16/19										
	N Venice Blvd		2023		AM		IH		Reese Davidson Community TIS										
No. of Phases			3		3		3		3										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?			0		0		0		0										
ATSAC-1 or ATSAC+ATCS-2?			2		2		2		2										
Override Capacity			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	9	1	9	0	9	9	0	9	1	9	0	9	1	9	0	9	1	9
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	742	1	742	0	742	742	17	789	1	789	0	789	1	789	0	789	1	789
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	455	1	455	0	455	455	24	497	1	497	0	497	1	497	0	497	1	497
EASTBOUND	Through-Right	7	1	7	0	7	7	0	7	1	7	0	7	1	7	0	7	1	7
	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES	Left-Right	84	1	84	78	162	162	1	88	1	88	78	166	1	166	0	166	1	166
	Through	23	1	23	0	23	23	0	24	1	24	0	24	1	24	0	24	1	24
	Through-Right	61	1	61	0	61	61	10	73	1	73	0	73	1	73	0	73	1	73
	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South:	742	North-South:	742	North-South:	789	North-South:	789	North-South:	789	North-South:	789	North-South:	789	North-South:	789	North-South:	789
		East-West:	84	East-West:	162	East-West:	88	East-West:	166	East-West:	166	East-West:	166	East-West:	166	East-West:	166	East-West:	166
		SUM:	826	SUM:	904	SUM:	877	SUM:	955	SUM:	955	SUM:	955	SUM:	955	SUM:	955	SUM:	955
VOLUME/CAPACITY (V/C) RATIO:		0.580		0.634		0.615		0.670		0.670		0.670		0.670		0.670		0.670	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.480		0.534		0.515		0.570		0.570		0.570		0.570		0.570		0.570	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS: Scenario: Weekday Construction Period

Version: 1I Beta; 8/4/2011

### EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.054**  
Significant impacted? **NO**

### PROJECT IMPACT

Change in v/c due to project: **0.055**      Δv/c after mitigation: **0.055**  
Significant impacted? **NO**                      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: Pacific Ave			Year of Count:	2019			Ambient Growth: (%):			1			Conducted by: KOA Corp			Date: 9/16/19			
	3	East-West Street: N Venice Blvd			Projection Year:	2023			Peak Hour: MD			Reviewed by: IH			Project: Reese Davidson Community TIS					
No. of Phases		3		3		3		3		3		3		3		3				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0		0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		0		0				
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2		2				
Override Capacity		1040		1040		1040		1040		1040		1040		1040		1040				
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	42	1	42	0	42	42	0	44	1	44	0	44	1	44	0	44	1	44	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	382	1	382	0	382	382	30	428	1	428	0	428	1	428	0	428	1	428	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	439	1	439	0	439	439	44	501	1	501	0	501	1	501	0	501	1	501	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	52	1	52	0	52	52	0	54	1	54	0	54	1	54	0	54	1	54	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	196	1	196	87	283	283	1	205	1	205	87	292	1	292	0	292	1	292	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	171	1	171	0	171	171	0	178	1	178	0	178	1	178	0	178	1	178	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	169	1	169	1	170	170	15	191	1	191	1	192	1	192	0	192	1	192	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 481		North-South: 481		North-South: 481		North-South: 545		North-South: 545		North-South: 545		North-South: 545		North-South: 545		North-South: 545		
		East-West: 196		East-West: 283		East-West: 283		East-West: 205		East-West: 205		East-West: 292		East-West: 292		East-West: 292		East-West: 292		
		SUM: 677		SUM: 764		SUM: 764		SUM: 750		SUM: 750		SUM: 837		SUM: 837		SUM: 837		SUM: 837		
VOLUME/CAPACITY (V/C) RATIO:		0.475		0.536		0.536		0.526		0.526		0.587		0.587		0.587		0.587		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.375		0.436		0.436		0.426		0.426		0.487		0.487		0.487		0.487		
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A		

REMARKS: Scenario: Saturday MD Construction Period

### EXISTING + PROJECT IMPACT

Change in v/c due to project: 0.061  
Significant impacted? NO

### PROJECT IMPACT

Change in v/c due to project: 0.061     ΔV/C after mitigation: 0.061  
Significant impacted? NO     Fully mitigated? N/A

# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>4</b>	North-South Street:	<b>Pacific Ave</b>			Year of Count:	<b>2019</b>			Ambient Growth: (%):	<b>1</b>			Conducted by:	<b>KOA Corp</b>			Date:	<b>9/16/19</b>		
	East-West Street:	<b>S Venice Blvd</b>			Projection Year:	<b>2023</b>			Peak Hour:	<b>AM</b>			Reviewed by:	<b>IH</b>			Project:	<b>Reese Davidson Community TIS</b>		
No. of Phases																				
Opposed 0'ing: N/S-1, E/W-2 or Both-3?		3			3			3			3			3			3			
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		
ATSAC-1 or ATSAC+ATCS-2?		EB-- 2	WB-- 0		EB-- 2	WB-- 0		EB-- 2	WB-- 0		EB-- 2	WB-- 0		EB-- 2	WB-- 0		EB-- 2	WB-- 0		
Override Capacity		2			2			2			2			2			2			
		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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through																			
	Through	684	0	728	0	684	728	17	729	0	777	0	729	0	777	0	729	0	777	
	Through-Right		1						1				1				1			
	Right	44	0	0	0	44	0	2	48	0	0	0	48	0	0	0	48	0	0	
Left-Through-Right		0						0				0				0				
Left-Right		0						0				0				0				
SOUTHBOUND	Left	84	1	84	78	162	162	9	96	1	96	78	174	1	174	0	174	1	174	
	Left-Through		0						0				0				0			
	Through	451	1	451	0	451	451	16	485	1	485	0	485	1	485	0	485	1	485	
	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	65	0	65	0	65	65	0	68	0	68	0	68	0	68	0	68	0	68	
	Left-Through		1						1				1				1			
	Through	61	0	70	0	61	70	0	63	0	73	0	63	0	73	0	63	0	73	
	Through-Right		1						1				1				1			
	Right	13	0	70	0	13	70	0	14	0	73	0	14	0	73	0	14	0	73	
Left-Through-Right		0						0				0				0				
Left-Right		0						0				0				0				
WESTBOUND	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				
CRITICAL VOLUMES		North-South: 812		North-South: 890		North-South: 873		North-South: 951		North-South: 951		North-South: 951		North-South: 951		North-South: 951		North-South: 951		
		East-West: 70		East-West: 70		East-West: 73		East-West: 73		East-West: 73		East-West: 73		East-West: 73		East-West: 73		East-West: 73		
		SUM: 882		SUM: 960		SUM: 946		SUM: 1024		SUM: 1024		SUM: 1024		SUM: 1024		SUM: 1024		SUM: 1024		
VOLUME/CAPACITY (V/C) RATIO:		0.619		0.674		0.664		0.719		0.719		0.719		0.719		0.719		0.719		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.519		0.574		0.564		0.619		0.619		0.619		0.619		0.619		0.619		
LEVEL OF SERVICE (LOS):		A		A		A		B		B		B		B		B		B		

REMARKS: Scenario: Weekday Construction Period

**EXISTING + PROJECT IMPACT**

Change in v/c due to project: **0.055**  
Significant impacted? **NO**

**PROJECT IMPACT**

Change in v/c due to project: **0.055**      ΔV/C after mitigation: **0.055**  
Significant impacted? **NO**                      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Pacific Ave	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	9/16/19								
	East-West Street:	S Venice Blvd	Projection Year:	2023	Peak Hour:	PM	Reviewed by:	IH	Project:	Reese Davidson Community TIS								
	No. of Phases			3						3								
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0						0								
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0		0	NB-- 0 SB-- 0		NB-- 0 SB-- 0		0	0								
	ATSAC-1 or ATSAC+ATCS-2?	EB-- 2 WB-- 0		0	EB-- 2 WB-- 0		EB-- 2 WB-- 0		0	0								
	Override Capacity			2					2	2								
				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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	312	0	376	0	312	32	357	0	425	0	357	0	425	0	357	0	425
	Through-Right	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	64	0	0	0	64	0	68	0	0	0	68	0	0	0	68	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	203	1	203	78	281	14	225	1	225	78	303	1	303	0	303	1	303
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	727	1	727	0	727	27	784	1	784	0	784	1	784	0	784	1	784
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	54	0	54	0	54	0	56	0	56	0	56	0	56	0	56	0	56
	Left-Through	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	Through	84	0	90	0	84	0	87	0	94	0	87	0	94	0	87	0	94
	Through-Right	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	Right	42	0	90	0	42	0	44	0	94	0	44	0	94	0	44	0	94
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES			North-South: 727 East-West: 90 SUM: 817	North-South: 727 East-West: 90 SUM: 817	North-South: 784 East-West: 94 SUM: 878	North-South: 784 East-West: 94 SUM: 878	North-South: 784 East-West: 94 SUM: 878	North-South: 784 East-West: 94 SUM: 878										
VOLUME/CAPACITY (V/C) RATIO:			0.573	0.573	0.616	0.616	0.616	0.616										
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.473	0.473	0.516	0.516	0.516	0.516										
LEVEL OF SERVICE (LOS):			A	A	A	A	A	A										

REMARKS: Scenario: Weekday Construction Period

### EXISTING + PROJECT IMPACT

Change in v/c due to project: 0.000  
Significant impacted? NO

### PROJECT IMPACT

Change in v/c due to project: 0.000  
Significant impacted? NO  
Δv/c after mitigation: 0.000  
Fully mitigated? N/A



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Pacific Ave		Year of Count:	2019		Ambient Growth: (%):	1		Conducted by:	KOA Corp		Date:	9/16/19							
	4	East-West Street:	S Venice Blvd		Projection Year:	2023		Peak Hour:	MD		Reviewed by:	IH		Project:	Reese Davidson Community TIS						
No. of Phases						3												3			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						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--	2	WB--	0	EB--	2	WB--	0	EB--	2	WB--	0	EB--	2	WB--	0	EB--	2	WB--	0
ATSAC-1 or ATSAC+ATCS-2?						2												2			
Override Capacity						1040												1040		1126	
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0						0			0		0		0		0		0	
	Through	249	0	366	0	249	366	30	289	0	412	0	289	0	412	0	289	0	412		
	Through-Right		1						1			1		1		1		1		1	
	Right	117	0	0	0	117	0	1	123	0	0	0	123	0	0	0	123	0	0		
	Left-Through-Right		0						0			0		0		0		0		0	
Left-Right		0						0			0		0		0		0		0		
SOUTHBOUND	Left	227	1	227	86	313	313	15	251	1	251	86	337	1	337	0	337	1	337		
	Left-Through		0						0			0		0		0		0			
	Through	399	1	399	1	400	400	30	445	1	445	1	446	1	446	0	446	1	446		
	Through-Right		0						0			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		0		0		0	
Left-Right		0						0			0		0		0		0		0		
EASTBOUND	Left	125	0	125	0	125	125	0	130	0	130	0	130	0	130	0	130	0	130		
	Left-Through		1						1			1		1		1		1			
	Through	334	0	263	0	334	263	0	348	0	274	0	348	0	274	0	348	0	274		
	Through-Right		1						1			1		1		1		1			
	Right	66	0	263	0	66	263	0	69	0	274	0	69	0	274	0	69	0	274		
	Left-Through-Right		0						0			0		0		0		0		0	
Left-Right		0						0			0		0		0		0		0		
WESTBOUND	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		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		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		0		0		0	
Left-Right		0						0			0		0		0		0		0		
CRITICAL VOLUMES		North-South: 593		North-South: 679		North-South: 663		North-South: 749		North-South: 749		North-South: 749		North-South: 749		North-South: 749		North-South: 749			
		East-West: 263		East-West: 263		East-West: 274		East-West: 274		East-West: 274		East-West: 274		East-West: 274		East-West: 274		East-West: 274			
		SUM: 856		SUM: 942		SUM: 937		SUM: 1023		SUM: 1023		SUM: 1023		SUM: 1023		SUM: 1023		SUM: 1023			
VOLUME/CAPACITY (V/C) RATIO:				0.601		0.661		0.658		0.718		0.718		0.718		0.718		0.718			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.501		0.561		0.558		0.618		0.618		0.618		0.618		0.618			
LEVEL OF SERVICE (LOS):				A		A		A		B		B		B		B		B			

REMARKS: Scenario: Saturday MD Construction Period

Version: 1I Beta; 8/4/2011

**EXISTING + PROJECT IMPACT**

Change in v/c due to project: **0.060**  
Significant impacted? **NO**

**PROJECT IMPACT**

Change in v/c due to project: **0.060**  
Significant impacted? **NO**  
Δv/c after mitigation: **0.060**  
Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Ocean Ave	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	9/16/19	
5	East-West Street:	N Venice Blvd	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	IH	Project:	Reese Davidson Community TIS	
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?		0		0		0		0		0	
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2	
Override Capacity		0		0		0		0		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	

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	21	1	21	0	21	21	0	22	1	22	0	22	1	22	0	22	1	22
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	640	1	640	0	640	640	53	719	1	719	0	719	1	719	0	719	1	719
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	218	2	109	0	218	109	28	255	2	128	0	255	2	128	0	255	2	128
	Through-Right	4	1	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4
	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	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	131	1	131	0	131	131	14	150	1	150	0	150	1	150	0	150	1	150
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	138	2	69	78	216	108	11	155	2	78	78	233	2	117	0	233	2	117
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	93	1	93	0	93	93	0	97	1	97	0	97	1	97	0	97	1	97
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 640		North-South: 640		North-South: 719		North-South: 719		North-South: 719		North-South: 719		North-South: 719		North-South: 719		North-South: 719	
		East-West: 131		East-West: 131		East-West: 150		East-West: 150		East-West: 150		East-West: 150		East-West: 150		East-West: 150		East-West: 150	
		SUM: 771		SUM: 771		SUM: 869		SUM: 869		SUM: 869		SUM: 869		SUM: 869		SUM: 869		SUM: 869	
VOLUME/CAPACITY (V/C) RATIO:		0.514		0.514		0.579		0.579		0.579		0.579		0.579		0.579		0.579	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.414		0.414		0.479		0.479		0.479		0.479		0.479		0.479		0.479	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS: Scenario: Weekday Construction Period

**EXISTING + PROJECT IMPACT**

Change in v/c due to project: **0.000**  
Significant impacted? **NO**

**PROJECT IMPACT**

Change in v/c due to project: **0.000**      Δv/c after mitigation: **0.000**  
Significant impacted? **NO**                      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Ocean Ave		Year of Count:	2019		Ambient Growth: (%):	1		Conducted by:	KOA Corp		Date:	9/16/19						
5	East-West Street:	N Venice Blvd		Projection Year:	2023		Peak Hour:	PM		Reviewed by:	IH		Project:	Reese Davidson Community TIS						
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						2													2	
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?				EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	0	0
Override Capacity						2													2	
						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	25	1	25	0	25	25	0	26	1	26	0	26	1	26	0	26	1	26	
	Left-Through		0							0				0				0		
	Through	211	1	211	0	211	211	44	264	1	264	0	264	1	264	0	264	1	264	
	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		
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	794	2	397	0	794	397	60	886	2	443	0	886	2	443	0	886	2	443	
	Through-Right		0							0				0				0		
	Right	6	1	6	0	6	6	0	6	1	6	0	6	1	6	0	6	1	6	
	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	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		
WESTBOUND	Left	333	1	333	0	333	333	30	377	1	377	0	377	1	377	0	377	1	377	
	Left-Through		0							0				0				0		
	Through	224	2	112	78	302	151	23	256	2	128	78	334	2	167	0	334	2	167	
	Through-Right		0							0				0				0		
	Right	80	1	80	0	80	80	0	83	1	83	0	83	1	83	0	83	1	83	
	Left-Through-Right		0							0				0				0		
	Left-Right		0							0				0				0		
CRITICAL VOLUMES				North-South:	422	North-South:	422	North-South:	469	North-South:	469	North-South:	469	North-South:	469	North-South:	469	North-South:	469	
				East-West:	333	East-West:	333	East-West:	377	East-West:	377	East-West:	377	East-West:	377	East-West:	377	East-West:	377	
				SUM:	755	SUM:	755	SUM:	846	SUM:	846	SUM:	846	SUM:	846	SUM:	846	SUM:	846	
VOLUME/CAPACITY (V/C) RATIO:					0.503		0.503		0.564		0.564		0.564		0.564		0.564		0.564	
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.403		0.403		0.464		0.464		0.464		0.464		0.464		0.464	
LEVEL OF SERVICE (LOS):					A		A		A		A		A		A		A		A	

REMARKS: Scenario: Weekday Construction Period

Version: 1I Beta; 8/4/2011

### EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.000**  
Significant impacted? **NO**

### PROJECT IMPACT

Change in v/c due to project: **0.000**      Δv/c after mitigation: **0.000**  
Significant impacted? **NO**                      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	North-South Street: <b>Ocean Ave</b>	Year of Count: <b>2019</b>	Ambient Growth: (%): <b>1</b>	Conducted by: <b>KOA Corp</b>	Date: <b>9/16/19</b>
<b>5</b>	East-West Street: <b>N Venice Blvd</b>	Projection Year: <b>2023</b>	Peak Hour: <b>MD</b>	Reviewed by: <b>IH</b>	Project: <b>Reese Davidson Community TIS</b>
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	NB-- 0 SB-- 0 EB-- 0 WB-- 0		2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?		2	NB-- 0 SB-- 0 EB-- 0 WB-- 0		2
Override Capacity		0	NB-- 0 SB-- 0 EB-- 0 WB-- 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	107	1	107	0	107	107	0	111	1	111	0	111	1	111	0	111	1	111		
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through	402	1	402	0	402	402	54	472	1	472	0	472	1	472	0	472	1	472		
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through	433	2	217	0	433	217	56	507	2	254	0	507	2	254	0	507	2	254		
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Right	26	1	26	0	26	26	0	27	1	27	0	27	1	27	0	27	1	27		
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WESTBOUND	Left	269	1	269	0	269	269	27	307	1	307	0	307	1	307	0	307	1	307		
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through	473	2	237	78	551	276	16	508	2	254	78	586	2	293	0	586	2	293		
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Right	156	1	156	0	156	156	0	162	1	162	0	162	1	162	0	162	1	162		
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>CRITICAL VOLUMES</b>		North-South: 402 East-West: 269 SUM: 671			North-South: 402 East-West: 276 SUM: 678			North-South: 472 East-West: 307 SUM: 779					North-South: 472 East-West: 307 SUM: 779					North-South: 472 East-West: 307 SUM: 779			
VOLUME/CAPACITY (V/C) RATIO:				0.447			0.452					0.519					0.519				
V/C LESS ATSAC/ATCS ADJUSTMENT:				<b>0.347</b>			<b>0.352</b>					<b>0.419</b>					<b>0.419</b>				
LEVEL OF SERVICE (LOS):				<b>A</b>			<b>A</b>					<b>A</b>					<b>A</b>				

REMARKS: Scenario: Saturday MD Construction Period

**EXISTING + PROJECT IMPACT**

Change in v/c due to project: **0.005**  
Significant impacted? **NO**

**PROJECT IMPACT**

Change in v/c due to project: **0.000**      ΔV/C after mitigation: **0.000**  
Significant impacted? **NO**                      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Ocean Ave		Year of Count:	2019		Ambient Growth: (%):	1		Conducted by:	KOA Corp		Date:	9/16/19					
	6	East-West Street:	S Venice Blvd		Projection Year:	2023		Peak Hour:	AM		Reviewed by:	IH		Project:	Reese Davidson Community TIS				
No. of Phases				2		2		2		2		2		2		2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0		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		
		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		2			
Override Capacity				0		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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through																		
	Through	673	0	914	0	673	914	53	753	0	1030	0	753	0	1030	0	753	0	1030
	Through-Right		1						1				1				1		
	Right	241	0	0	0	241	0	26	277	0	0	0	277	0	0	0	277	0	0
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
SOUTHBOUND	Left	109	1	109	0	109	109	0	113	1	113	0	113	1	113	0	113	1	113
	Left-Through		0							0				0				0	
	Through	238	1	238	0	238	238	42	290	1	290	0	290	1	290	0	290	1	290
	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	10	1	10	0	10	10	0	10	1	10	0	10	1	10	0	10	1	10
	Left-Through		0							0				0				0	
	Through	308	2	117	78	386	143	11	332	2	126	78	410	2	152	0	410	2	152
	Through-Right		1							1				1				1	
	Right	44	0	44	0	44	44	0	46	0	46	0	46	0	46	0	46	0	46
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	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		
CRITICAL VOLUMES		North-South:	1023	North-South:	1023	North-South:	1143	North-South:	1143	North-South:	1143	North-South:	1143	North-South:	1143	North-South:	1143	North-South:	1143
		East-West:	117	East-West:	143	East-West:	126	East-West:	152	East-West:	152	East-West:	152	East-West:	152	East-West:	152	East-West:	152
		SUM:	1140	SUM:	1166	SUM:	1269	SUM:	1295	SUM:	1295	SUM:	1295	SUM:	1295	SUM:	1295	SUM:	1295
VOLUME/CAPACITY (V/C) RATIO:				0.760		0.777				0.846		0.863				0.863		0.863	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.660		0.677				0.746		0.763				0.763		0.763	
LEVEL OF SERVICE (LOS):				B		B				C		C				C		C	

REMARKS: Scenario: Weekday Construction Period

### EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.017**  
Significant impacted? **NO**

### PROJECT IMPACT

Change in v/c due to project: **0.017**      ΔV/C after mitigation: **0.017**  
Significant impacted? **NO**                      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)

<b>I/S #:</b>	North-South Street: <b>Ocean Ave</b>		Year of Count: <b>2019</b>		Ambient Growth: (%): <b>1</b>		Conducted by: <b>KOA Corp</b>		Date: <b>9/16/19</b>											
<b>6</b>	East-West Street: <b>S Venice Blvd</b>		Projection Year: <b>2023</b>		Peak Hour: <b>PM</b>		Reviewed by: <b>IH</b>		Project: <b>Reese Davidson Community TIS</b>											
No. of Phases			<b>2</b>		<b>2</b>		<b>2</b>		<b>2</b>		<b>2</b>									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>									
Right Turns: FREE-1, NRTOR-2 or OLA-3?			<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>									
ATSAC-1 or ATSAC+ATCS-2?			<b>2</b>		<b>2</b>		<b>2</b>		<b>2</b>		<b>2</b>									
Override Capacity			<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>									
<b>MOVEMENT</b>			<b>EXISTING CONDITION</b>			<b>EXISTING PLUS PROJECT</b>			<b>FUTURE CONDITION W/O PROJECT</b>				<b>FUTURE CONDITION W/ PROJECT</b>				<b>FUTURE W/ PROJECT W/ MITIGATION</b>			
			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
<b>NORTHBOUND</b>	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	220	0	376	0	220	376	44	273	0	456	0	273	0	456	0	273	0	456	
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	
	Right	156	0	0	0	156	0	21	183	0	0	0	183	0	0	0	183	0	0	
<b>SOUTHBOUND</b>	Left	395	1	395	0	395	395	0	411	1	411	0	411	1	411	0	411	1	411	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	730	1	730	0	730	730	90	850	1	850	0	850	1	850	0	850	1	850	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>EASTBOUND</b>	Left	16	1	16	0	16	16	0	17	1	17	0	17	1	17	0	17	1	17	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	381	2	185	78	459	211	15	411	2	197	78	489	2	223	0	489	2	223	
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right	173	0	173	0	173	173	0	180	0	180	0	180	0	180	0	180	0	180	
<b>WESTBOUND</b>	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	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>CRITICAL VOLUMES</b>			North-South: 771		North-South: 771		North-South: 867		North-South: 867		North-South: 867		North-South: 867		North-South: 867		North-South: 867			
			East-West: 185		East-West: 211		East-West: 197		East-West: 197		East-West: 223		East-West: 223		East-West: 223		East-West: 223			
			SUM: 956		SUM: 982		SUM: 1064		SUM: 1064		SUM: 1090		SUM: 1090		SUM: 1090		SUM: 1090			
<b>VOLUME/CAPACITY (V/C) RATIO:</b>			0.637		0.655		0.709		0.709		0.727		0.727		0.727		0.727			
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>			<b>0.537</b>		<b>0.555</b>		<b>0.609</b>		<b>0.609</b>		<b>0.627</b>		<b>0.627</b>		<b>0.627</b>		<b>0.627</b>			
<b>LEVEL OF SERVICE (LOS):</b>			<b>A</b>		<b>A</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>			

**REMARKS:** Scenario: Weekday Construction Period

Version: 1I Beta; 8/4/2011

### EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.018**  
Significant impacted? **NO**

### PROJECT IMPACT

Change in v/c due to project: **0.018**      Δv/c after mitigation: **0.018**  
Significant impacted? **NO**                      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	North-South Street:	<b>Ocean Ave</b>	Year of Count:	<b>2019</b>	Ambient Growth: (%):	<b>1</b>	Conducted by:	<b>KOA Corp</b>	Date:	<b>9/16/19</b>									
<b>6</b>	East-West Street:	<b>S Venice Blvd</b>	Projection Year:	<b>2023</b>	Peak Hour:	<b>MD</b>	Reviewed by:	<b>IH</b>	Project:	<b>Reese Davidson Community TIS</b>									
No. of Phases		2	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	2 0 0 0 0 0										
ATSAC-1 or ATSAC+ATCS-2?		2	Override Capacity		0			NB-- 0 SB-- 0 EB-- 0 WB-- 0	2 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	
<b>NORTHBOUND</b>	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	400	0	583	0	400	583	54	470	0	686	0	470	0	686	0	470	0	686
	Through-Right	183	1	0	0	183	0	26	216	0	0	0	216	0	0	0	216	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>SOUTHBOUND</b>	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	237	1	237	0	237	237	0	247	1	247	0	247	1	247	0	247	1	247
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	470	1	470	0	470	470	83	572	1	572	0	572	1	572	0	572	1	572
<b>EASTBOUND</b>	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	105	1	105	0	105	105	0	109	1	109	0	109	1	109	0	109	1	109
<b>WESTBOUND</b>	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>CRITICAL VOLUMES</b>		<b>North-South:</b> 820 <b>East-West:</b> 287 <b>SUM:</b> 1107	<b>North-South:</b> 820 <b>East-West:</b> 315 <b>SUM:</b> 1135		<b>North-South:</b> 933 <b>East-West:</b> 303 <b>SUM:</b> 1236	<b>North-South:</b> 933 <b>East-West:</b> 332 <b>SUM:</b> 1265	<b>North-South:</b> 933 <b>East-West:</b> 332 <b>SUM:</b> 1265		<b>North-South:</b> 933 <b>East-West:</b> 332 <b>SUM:</b> 1265										
<b>VOLUME/CAPACITY (V/C) RATIO:</b>		0.738	0.757		0.824	0.843		0.843											
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>		<b>0.638</b>	<b>0.657</b>		<b>0.724</b>	<b>0.743</b>		<b>0.743</b>											
<b>LEVEL OF SERVICE (LOS):</b>		<b>B</b>	<b>B</b>		<b>C</b>	<b>C</b>		<b>C</b>											

REMARKS: Scenario: Saturday MD Construction Period

### EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.019**  
Significant impacted? **NO**

### PROJECT IMPACT

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

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Abott Kinney Blvd		Year of Count:	2019		Ambient Growth: (%):	1		Conducted by:	KOA Corp		Date:	9/16/19							
	7	East-West Street:	Venice Blvd		Projection Year:	2023		Peak Hour:	AM		Reviewed by:	IH		Project:	Reese Davidson Community TIS						
No. of Phases						2												2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						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--	3
ATSAC-1 or ATSAC+ATCS-2?		EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
Override Capacity						2												2			
						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	100	1	100	0	100	100	0	104	1	104	0	104	1	104	0	104	1	104		
	Left-Through		0							0				0				0			
	Through	736	0	791	0	736	791	17	783	0	842	0	783	0	842	0	783	0	842		
	Through-Right		1							1				1				1			
	Right	55	0	0	0	55	0	2	59	0	0	0	59	0	0	0	59	0	0		
Left-Through-Right		0							0				0				0				
Left-Right		0							0				0				0				
SOUTHBOUND	Left	118	1	118	0	118	118	19	142	1	142	0	142	1	142	0	142	1	142		
	Left-Through		0							0				0				0			
	Through	396	0	422	0	396	422	14	426	0	453	0	426	0	453	0	426	0	453		
	Through-Right		1							1				1				1			
	Right	26	0	0	0	26	0	0	27	0	0	0	27	0	0	0	27	1	0		
Left-Through-Right		0							0				0				0				
Left-Right		0							0				0				0				
EASTBOUND	Left	57	1	57	0	57	57	0	59	1	59	0	59	1	59	0	59	1	59		
	Left-Through		0							0				0				0			
	Through	521	2	261	78	599	300	38	580	2	290	78	658	2	329	0	658	2	329		
	Through-Right		0							0				0				0			
	Right	36	1	0	0	36	0	0	37	1	0	0	37	1	0	0	37	1	0		
Left-Through-Right		0							0				0				0				
Left-Right		0							0				0				0				
WESTBOUND	Left	112	1	112	0	112	112	0	117	1	117	0	117	1	117	0	117	1	117		
	Left-Through		0							0				0				0			
	Through	432	2	216	78	510	255	25	475	2	238	78	553	2	277	0	553	2	277		
	Through-Right		0							0				0				0			
	Right	178	1	119	0	178	119	23	208	1	137	0	208	1	137	0	208	1	137		
Left-Through-Right		0							0				0				0				
Left-Right		0							0				0				0				
CRITICAL VOLUMES		North-South: 909		North-South: 909		North-South: 984		North-South: 984		North-South: 984		North-South: 984		North-South: 984		North-South: 984		North-South: 984			
		East-West: 373		East-West: 412		East-West: 407		East-West: 407		East-West: 446		East-West: 446		East-West: 446		East-West: 446		East-West: 446			
		SUM: 1282		SUM: 1321		SUM: 1391		SUM: 1391		SUM: 1430		SUM: 1430		SUM: 1430		SUM: 1430		SUM: 1430			
VOLUME/CAPACITY (V/C) RATIO:		0.855		0.881		0.927		0.927		0.953		0.953		0.953		0.953		0.953			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.755		0.781		0.827		0.827		0.853		0.853		0.853		0.853		0.853			
LEVEL OF SERVICE (LOS):		C		C		D		D		D		D		D		D		D			

REMARKS: Scenario: Weekday Construction Period

Version: 1I Beta; 8/4/2011

**EXISTING + PROJECT IMPACT**

Change in v/c due to project: **0.026**  
Significant impacted? **NO**

**PROJECT IMPACT**

Change in v/c due to project: **0.026**      ΔV/C after mitigation: **0.026**  
Significant impacted? **YES**                      Fully mitigated? **NO**



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Abott Kinney Blvd		Year of Count:	2019		Ambient Growth: (%):	1		Conducted by:	KOA Corp		Date:	1/0/00					
	7	East-West Street:	Venice Blvd		Projection Year:	2023		Peak Hour:	PM		Reviewed by:	IH		Project:	Reese Davidson Community TIS				
No. of Phases						2								2					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						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--	3		
ATSAC-1 or ATSAC+ATCS-2?		EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0		
Override Capacity						2								2					
						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	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	324	0	391	0	324	391	29	366	0	437	0	366	0	437	0	366	0	437
	Through-Right		1							1				1				1	
	Right	67	0	0	0	67	0	1	71	0	0	0	71	0	0	0	71	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	125	1	125	0	125	125	31	161	1	161	0	161	1	161	0	161	1	161
	Left-Through		0							0				0				0	
	Through	642	0	676	0	642	676	23	691	0	726	0	691	0	726	0	691	0	726
	Through-Right		1							1				1				1	
	Right	34	0	0	0	34	0	0	35	0	0	0	35	0	0	0	35	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	47	1	47	0	47	47	0	49	1	49	0	49	1	49	0	49	1	49
	Left-Through		0							0				0				0	
	Through	605	2	303	78	683	342	37	667	2	334	78	745	2	373	0	745	2	373
	Through-Right		0							0				0				0	
	Right	183	1	147	0	183	147	0	190	1	152	0	190	1	152	0	190	1	152
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	187	1	187	0	187	187	3	198	1	198	0	198	1	198	0	198	1	198
	Left-Through		0							0				0				0	
	Through	504	2	252	78	582	291	52	576	2	288	78	654	2	327	0	654	2	327
	Through-Right		0							0				0				0	
	Right	177	1	115	0	177	115	40	224	1	144	0	224	1	144	0	224	1	144
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 749		North-South: 749		North-South: 802		North-South: 802		North-South: 802		North-South: 802		North-South: 802		North-South: 802		North-South: 802	
		East-West: 490		East-West: 529		East-West: 532		East-West: 532		East-West: 571		East-West: 571		East-West: 571		East-West: 571		East-West: 571	
		SUM: 1239		SUM: 1278		SUM: 1334		SUM: 1334		SUM: 1373		SUM: 1373		SUM: 1373		SUM: 1373		SUM: 1373	
VOLUME/CAPACITY (V/C) RATIO:				0.826		0.852		0.889		0.915		0.915		0.915		0.915		0.915	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.726		0.752		0.789		0.815		0.815		0.815		0.815		0.815	
LEVEL OF SERVICE (LOS):				C		C		C		D		D		D		D		D	

REMARKS: Scenario: Weekday Construction Period

**EXISTING + PROJECT IMPACT**

Change in v/c due to project: **0.026**  
Significant impacted? **NO**

**PROJECT IMPACT**

Change in v/c due to project: **0.026**      Δv/c after mitigation: **0.026**  
Significant impacted? **YES**                      Fully mitigated? **NO**

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	North-South Street:	Abott Kinney Blvd	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	9/16/19									
	East-West Street:	Venice Blvd	Projection Year:	2023	Peak Hour:	MD	Reviewed by:	IH	Project:	Reese Davidson Community TIS									
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?		0		0		0		0		3									
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	168	1	168	0	168	168	0	175	1	175	0	175	1	175	0	175	1	175
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	370	0	457	0	370	457	33	418	0	510	0	418	0	510	0	418	0	510
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0
	Right	87	0	0	0	87	0	1	92	0	0	0	92	0	0	0	92	0	0
SOUTHBOUND	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	169	1	169	0	169	169	37	213	1	213	0	213	1	213	0	213	1	213
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	378	0	438	0	378	438	29	422	0	484	0	422	0	484	0	422	0	484
EASTBOUND	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	60	0	0	0	60	0	0	62	0	0	0	62	0	0	0	62	1	18
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	86	1	86	0	86	86	0	89	1	89	0	89	1	89	0	89	1	89
WESTBOUND	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	728	2	364	86	814	407	42	800	2	400	86	886	2	443	0	886	2	443
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	152	1	68	0	152	68	0	158	1	71	0	158	1	71	0	158	1	71
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	115	1	115	0	115	115	1	121	1	121	0	121	1	121	0	121	1	121
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	856	2	428	78	934	467	43	934	2	467	78	1012	2	506	0	1012	2	506
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUME/CAPACITY (V/C) RATIO:			0.760			0.786				0.853				0.879					0.879
	V/C LESS ATSAC/ATCS ADJUSTMENT:		0.660			0.686				0.753				0.779					0.779
LEVEL OF SERVICE (LOS):			<b>B</b>			<b>B</b>				<b>C</b>				<b>C</b>					<b>C</b>

REMARKS: Scenario: Saturday MD Construction Period

### EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.026**  
Significant impacted? **NO**

### PROJECT IMPACT

Change in v/c due to project: **0.026**      Δv/c after mitigation: **0.026**  
Significant impacted? **NO**                      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b> <b>8</b>	North-South Street:	<b>Pacific Ave</b>		Year of Count:	<b>2019</b>		Ambient Growth: (%):	<b>1</b>		Conducted by:	<b>KOA Corp</b>		Date:	<b>9/16/19</b>					
	East-West Street:	<b>Washington Blvd</b>		Projection Year:	<b>2023</b>		Peak Hour:	<b>AM</b>		Reviewed by:	<b>IH</b>		Project:	<b>Reese Davidson Community TIS</b>					
No. of Phases		<b>3</b>				<b>3</b>						<b>3</b>				<b>3</b>			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		<b>1</b>				<b>1</b>						<b>1</b>				<b>1</b>			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<b>NB-- 2 SB-- 2</b>		<b>NB-- 2 SB-- 2</b>		<b>NB-- 2 SB-- 2</b>		<b>NB-- 2 SB-- 2</b>		<b>NB-- 2 SB-- 2</b>		<b>NB-- 2 SB-- 2</b>		<b>NB-- 2 SB-- 2</b>		<b>NB-- 2 SB-- 2</b>			
ATSAC-1 or ATSAC+ATCS-2?		<b>EB-- 2 WB-- 3</b>		<b>EB-- 2 WB-- 3</b>		<b>EB-- 2 WB-- 3</b>		<b>EB-- 2 WB-- 3</b>		<b>EB-- 2 WB-- 3</b>		<b>EB-- 2 WB-- 3</b>		<b>EB-- 2 WB-- 3</b>		<b>EB-- 2 WB-- 3</b>			
Override Capacity		<b>2</b>				<b>2</b>						<b>2</b>				<b>2</b>			
		<b>0</b>				<b>0</b>						<b>0</b>				<b>0</b>			
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	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	107	0	294	0	107	294	16	127	0	322	0	127	0	322	0	127	0	322
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	180	0	0	0	180	0	1	188	0	0	188	0	0	0	188	0	0	0
Left-Through-Right	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	366	0	366	0	366	366	3	384	0	384	0	384	0	384	0	384	0	384
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	79	0	463	0	79	463	13	95	0	498	0	95	0	498	0	95	0	498
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	18	0	0	0	18	0	0	19	0	0	19	0	0	0	19	0	0	0
Left-Through-Right	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	59	0	85	0	59	85	0	61	0	88	0	61	0	88	0	61	0	88
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	6	0	0	0	6	0	0	6	0	0	6	0	0	0	6	0	0	0
Left-Through-Right	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	96	1	96	0	96	96	1	101	1	101	0	101	1	101	0	101	1	101
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	53	1	53	0	53	53	0	55	1	55	0	55	1	55	0	55	1	55
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	608	1	242	0	608	242	4	637	1	253	0	637	1	253	0	637	1	253
Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		<i>North-South:</i> 757		<i>North-South:</i> 757		<i>North-South:</i> 757		<i>North-South:</i> 820		<i>North-South:</i> 820		<i>North-South:</i> 820		<i>North-South:</i> 820		<i>North-South:</i> 820		<i>North-South:</i> 820	
		<i>East-West:</i> 262		<i>East-West:</i> 262		<i>East-West:</i> 262		<i>East-West:</i> 274		<i>East-West:</i> 274		<i>East-West:</i> 274		<i>East-West:</i> 274		<i>East-West:</i> 274		<i>East-West:</i> 274	
		<i>SUM:</i> 1019		<i>SUM:</i> 1019		<i>SUM:</i> 1019		<i>SUM:</i> 1094		<i>SUM:</i> 1094		<i>SUM:</i> 1094		<i>SUM:</i> 1094		<i>SUM:</i> 1094		<i>SUM:</i> 1094	
VOLUME/CAPACITY (V/C) RATIO:				<b>0.715</b>		<b>0.715</b>		<b>0.768</b>		<b>0.768</b>		<b>0.768</b>		<b>0.768</b>		<b>0.768</b>		<b>0.768</b>	
V/C LESS ATSAC/ATCS ADJUSTMENT:				<b>0.615</b>		<b>0.615</b>		<b>0.668</b>		<b>0.668</b>		<b>0.668</b>		<b>0.668</b>		<b>0.668</b>		<b>0.668</b>	
LEVEL OF SERVICE (LOS):				<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>	

REMARKS: Scenario: Weekday Construction Period

**EXISTING + PROJECT IMPACT**

Change in v/c due to project: **0.000**  
Significant impacted? **NO**

**PROJECT IMPACT**

Change in v/c due to project: **0.000**      Δv/c after mitigation: **0.000**  
Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b> <b>8</b>	<b>North-South Street:</b>	<b>Pacific Ave</b>		<b>Year of Count:</b>	<b>2019</b>		<b>Ambient Growth: (%):</b>	<b>1</b>		<b>Conducted by:</b>	<b>KOA Corp</b>		<b>Date:</b>	<b>9/16/19</b>					
	<b>East-West Street:</b>	<b>Washington Blvd</b>		<b>Projection Year:</b>	<b>2023</b>		<b>Peak Hour:</b>	<b>PM</b>		<b>Reviewed by:</b>	<b>IH</b>		<b>Project:</b>	<b>Reese Davidson Community TIS</b>					
	<b>No. of Phases</b>		<b>3</b>		<b>3</b>		<b>3</b>		<b>3</b>		<b>3</b>		<b>3</b>		<b>3</b>				
	<b>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?</b>		<b>1</b>		<b>1</b>		<b>1</b>		<b>1</b>		<b>1</b>		<b>1</b>		<b>1</b>				
	<b>Right Turns: FREE-1, NRTOR-2 or OLA-3?</b>	<b>NB--</b>	<b>2</b>	<b>SB--</b>	<b>2</b>	<b>NB--</b>	<b>2</b>	<b>SB--</b>	<b>2</b>	<b>NB--</b>	<b>2</b>	<b>SB--</b>	<b>2</b>	<b>NB--</b>	<b>2</b>				
	<b>ATSAC-1 or ATSAC+ATCS-2?</b>	<b>EB--</b>	<b>2</b>	<b>WB--</b>	<b>3</b>	<b>EB--</b>	<b>2</b>	<b>WB--</b>	<b>3</b>	<b>EB--</b>	<b>2</b>	<b>WB--</b>	<b>3</b>	<b>EB--</b>	<b>2</b>				
	<b>Override Capacity</b>		<b>2</b>		<b>2</b>		<b>2</b>		<b>2</b>		<b>2</b>		<b>2</b>		<b>2</b>				
			<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>				
<b>MOVEMENT</b>	<b>EXISTING CONDITION</b>			<b>EXISTING PLUS PROJECT</b>			<b>FUTURE CONDITION W/O PROJECT</b>				<b>FUTURE CONDITION W/ PROJECT</b>				<b>FUTURE W/ PROJECT W/ MITIGATION</b>				
	<b>Volume</b>	<b>No. of Lanes</b>	<b>Lane Volume</b>	<b>Project Traffic</b>	<b>Total Volume</b>	<b>Lane Volume</b>	<b>Added Volume</b>	<b>Total Volume</b>	<b>No. of Lanes</b>	<b>Lane Volume</b>	<b>Added Volume</b>	<b>Total Volume</b>	<b>No. of Lanes</b>	<b>Lane Volume</b>	<b>Added Volume</b>	<b>Total Volume</b>	<b>No. of Lanes</b>	<b>Lane Volume</b>	
<b>NORTHBOUND</b>	Left	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through		0							0				0			0		
	Through	65	0	177	0	65	177	26	94	0	211	0	94	0	211	0	94	0	211
	Through-Right		0							0				0			0		
	Right	109	0	0	0	109	0	1	114	0	0	0	114	0	0	0	114	0	0
Left-Through-Right		1							1				1				1		
Left-Right		0							0				0				0		
<b>SOUTHBOUND</b>	Left	578	0	578	0	578	578	5	606	0	606	0	606	0	606	0	606	0	606
	Left-Through		0							0				0			0		
	Through	148	0	759	0	148	759	22	176	0	816	0	176	0	816	0	176	0	816
	Through-Right		0							0				0			0		
	Right	33	0	0	0	33	0	0	34	0	0	0	34	0	0	0	34	0	0
Left-Through-Right		1							1				1				1		
Left-Right		0							0				0				0		
<b>EASTBOUND</b>	Left	30	0	30	0	30	30	0	31	0	31	0	31	0	31	0	31	0	31
	Left-Through		0							0				0			0		
	Through	88	0	127	0	88	127	0	92	0	132	0	92	0	132	0	92	0	132
	Through-Right		0							0				0			0		
	Right	9	0	0	0	9	0	0	9	0	0	0	9	0	0	0	9	0	0
Left-Through-Right		1							1				1				1		
Left-Right		0							0				0				0		
<b>WESTBOUND</b>	Left	124	1	124	0	124	124	2	131	1	131	0	131	1	131	0	131	1	131
	Left-Through		0							0				0				0	
	Through	72	1	72	0	72	72	0	75	1	75	0	75	1	75	0	75	1	75
	Through-Right		0							0				0				0	
	Right	281	1	0	0	281	0	7	299	1	0	0	299	1	0	0	299	1	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
<b>CRITICAL VOLUMES</b>		<b>North-South:</b>	<b>936</b>	<b>North-South:</b>	<b>936</b>	<b>North-South:</b>	<b>1027</b>	<b>North-South:</b>	<b>1027</b>	<b>North-South:</b>	<b>1027</b>	<b>North-South:</b>	<b>1027</b>	<b>North-South:</b>	<b>1027</b>				
	<b>East-West:</b>	<b>251</b>	<b>East-West:</b>	<b>251</b>	<b>East-West:</b>	<b>263</b>	<b>East-West:</b>	<b>263</b>	<b>East-West:</b>	<b>263</b>	<b>East-West:</b>	<b>263</b>	<b>East-West:</b>	<b>263</b>					
	<b>SUM:</b>	<b>1187</b>	<b>SUM:</b>	<b>1187</b>	<b>SUM:</b>	<b>1290</b>	<b>SUM:</b>	<b>1290</b>	<b>SUM:</b>	<b>1290</b>	<b>SUM:</b>	<b>1290</b>	<b>SUM:</b>	<b>1290</b>					
<b>VOLUME/CAPACITY (V/C) RATIO:</b>			<b>0.833</b>		<b>0.833</b>		<b>0.905</b>		<b>0.905</b>		<b>0.905</b>		<b>0.905</b>		<b>0.905</b>				
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>			<b>0.733</b>		<b>0.733</b>		<b>0.805</b>		<b>0.805</b>		<b>0.805</b>		<b>0.805</b>		<b>0.805</b>				
<b>LEVEL OF SERVICE (LOS):</b>			<b>C</b>		<b>C</b>		<b>D</b>		<b>D</b>		<b>D</b>		<b>D</b>		<b>D</b>				

REMARKS: Scenario: Weekday Construction Period

**EXISTING + PROJECT IMPACT**

Change in v/c due to project: **0.000**  
Significant impacted? **NO**

**PROJECT IMPACT**

Change in v/c due to project: **0.000**      Δv/c after mitigation: **0.000**  
Significant impacted? **NO**                      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Pacific Ave	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	9/16/19									
8	East-West Street:	Washington Blvd	Projection Year:	2023	Peak Hour:	MD	Reviewed by:	IH	Project:	Reese Davidson Community TIS									
	No. of Phases Opposed 0'ing: N/S-1, E/W-2 or Both-3?	3	3	3	3	3	3	3	3	3									
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2 SB-- 2 EB-- 2 WB-- 3	NB-- 2 SB-- 2 EB-- 2 WB-- 3	NB-- 2 SB-- 2 EB-- 2 WB-- 3	NB-- 2 SB-- 2 EB-- 2 WB-- 3	NB-- 2 SB-- 2 EB-- 2 WB-- 3	NB-- 2 SB-- 2 EB-- 2 WB-- 3	NB-- 2 SB-- 2 EB-- 2 WB-- 3	NB-- 2 SB-- 2 EB-- 2 WB-- 3	NB-- 2 SB-- 2 EB-- 2 WB-- 3									
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity	2 0	2 0	2 0	2 0	2 0	2 0	2 0	2 0	2 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	11	0	11	0	11	11	0	11	0	11	0	11	0	11	0	11	0	11
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	81	0	265	0	81	265	26	110	0	302	0	110	0	302	0	110	0	302
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	173	0	0	0	173	0	1	181	0	0	0	181	0	0	0	181	0	0
	Left-Through-Right	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	247	0	247	0	247	247	6	263	0	263	0	263	0	263	0	263	0	263
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	131	0	453	1	132	454	24	160	0	501	1	161	0	502	0	161	0	502
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	75	0	0	0	75	0	0	78	0	0	0	78	0	0	0	78	0	0
	Left-Through-Right	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	32	0	32	0	32	32	0	33	0	33	0	33	0	33	0	33	0	33
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	193	0	247	0	193	247	0	201	0	257	0	201	0	257	0	201	0	257
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	22	0	0	0	22	0	0	23	0	0	0	23	0	0	0	23	0	0
	Left-Through-Right	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	168	1	168	0	168	168	1	176	1	176	0	176	1	176	0	176	1	176
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	181	1	181	0	181	181	0	188	1	188	0	188	1	188	0	188	1	188
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	254	1	7	0	254	7	5	269	1	6	0	269	1	6	0	269	1	6
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 718 East-West: 415 SUM: 1133	North-South: 719 East-West: 415 SUM: 1134	North-South: 803 East-West: 433 SUM: 1236	North-South: 804 East-West: 433 SUM: 1237	North-South: 804 East-West: 433 SUM: 1237	North-South: 804 East-West: 433 SUM: 1237	North-South: 804 East-West: 433 SUM: 1237	North-South: 804 East-West: 433 SUM: 1237	North-South: 804 East-West: 433 SUM: 1237									
VOLUME/CAPACITY (V/C) RATIO:		0.795		0.796		0.867		0.868		0.868									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.695		0.696		0.767		0.768		0.768									
LEVEL OF SERVICE (LOS):		<b>B</b>		<b>B</b>		<b>C</b>		<b>C</b>		<b>C</b>									

REMARKS: Scenario: Saturday MD Construction Period

### EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.001**  
Significant impacted? **NO**

### PROJECT IMPACT

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

Attendee Report

Report Generated:

6/9/2021 15:13

Topic	Webinar ID	Actual Start Time	Actual Duration (minutes)
City Planning Commission Meeting	829 8760 1208	5/27/2021 6:34	507

Panelist Details

Attended	User Name (Original Name)	Join Time	Leave Time	Time in Session (minutes)
Yes	Commissioner Hornstock	5/27/2021 8:19	5/27/2021 12:32	254
Yes	Commissioner Hornstock	5/27/2021 12:32	5/27/2021 15:00	148
Yes	Commissioner Leung (Helen Leung)	5/27/2021 8:18	5/27/2021 15:00	402
Yes	Commissioner Perlman (Dana Perlman)	5/27/2021 8:29	5/27/2021 15:00	392
Yes	Commissioner Lopez-Ledesma (Yvette Lopez-Ledesma)	5/27/2021 8:27	5/27/2021 15:00	394
Yes	Commissioner Choe (Caroline Choe)	5/27/2021 8:03	5/27/2021 15:00	417
Yes	President Millman (Samantha Millman)	5/27/2021 7:56	5/27/2021 15:00	425
Yes	Commissioner Dake Wilson (Renee Dake Wilson, AIA (she/her))	5/27/2021 8:08	5/27/2021 15:00	413
Yes	Commissioner Mack (karen mack)	5/27/2021 8:15	5/27/2021 15:00	406