ADDENDUM TO THE INITIAL STUDY / MITIGATED NEGATIVE DECLARATION FOR THE 2ND AND VIGNES PROJECT 929-939 E. 2ND STREET LOS ANGELES, CA 90012 CASE NO. ENV-2016-1081-MND

I. INTRODUCTION

This document was prepared pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code §§ 21000, *et seq*.) and the *State CEQA Guidelines* (California Code of Regulations, Title 14, §§ 15000, *et seq*.). This Addendum to the Initial Study / Mitigated Negative Declaration (IS/MND) for the 2nd and Vignes Project has been prepared to evaluate the potential environmental effects of modifications proposed for the 2nd and Vignes Project (Approved Project), which was adopted in February 2017. The Project Applicant is 929 E4 LLC (Project Applicant).

The Approved Project evaluated in the Adopted IS/MND consists of a renovation to the existing two-story commercial building with one subterranean level with the addition of five new levels above the existing building to create a seven-story, 131-foot high, 124,233-square-foot commercial development. The Project Applicant is proposing a modified project that would maintain the Approved Project's building height, but would relocate the parking from the fourth level of the building to the first level and basement level to create additional office space on the fourth level (which would now become two levels, the fourth level and fifth level). The additional level would result in six new levels above the existing building to create an eight-story commercial development (Modified Project). In addition to the relocation of the parking in the building, the Modified Project would add approximately 21,554 square feet of additional floor area to result in a total floor area of 124,233 square feet.

CEQA establishes the type of environmental documentation required when changes to a project occur after an MND is adopted. Specifically, *State CEQA Guidelines* Section 15164(b) states that:

> *An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.*

State CEQA Guidelines Section 15162 requires a Subsequent EIR or MND when an EIR has already been certified or MND adopted, and one or more of the following circumstances exist:

> *(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant*

environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Likewise, California Public Resources Code (PRC) Section 21166 states no subsequent or supplemental EIR or MND shall be required by the lead agency or by any responsible agency unless one or more of the following events occur:

(a) Substantial changes are proposed in the project which will require major revisions of the environmental impact report.

(b) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report.

(c) New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

This Addendum describes the proposed modifications to the Approved Project and provides a comparison of the potential environmental effects associated with those modifications to the impacts of the Approved Project, as identified in the Adopted IS/MND for each of the environmental issue areas evaluated in the IS/MND. As discussed above, the Project Applicant is proposing a modified project that would maintain the Approved Project's building height, but would relocate the parking from the fourth level of the building to the first level and basement level to create additional office space on the fourth level (which would now become two levels, the fourth level and fifth level). The additional level would result in six new levels above the existing building to create an eight-story commercial development. In addition to the relocation of the parking in the building, the Modified Project would add approximately

21,554 square feet of additional floor area to result in a total floor area of 124,233 square feet. The analysis demonstrates that the Modified Project would not result in any new additional significant impacts, nor would it substantially increase the severity of previously anticipated significant impacts. Rather, all of the impacts associated with the Modified Project are within the envelope of impacts addressed in the Adopted IS/MND and do not constitute a new or substantially increased significant impact. Based on this determination, the Modified Project does not meet the requirements for preparation of a Subsequent or Supplemental MND pursuant to *State CEQA Guidelines* Section 15162. Accordingly, this Addendum to the IS/MND is the appropriate type of environmental documentation required for the Modified Project. An addendum does not require circulation for public review but can be included in or attached to a final EIR or an adopted negative declaration.

APPROVED PROJECT DESCRIPTION

1. PROJECT LOCATION

Regionally, the Project Site is located in the City of Los Angeles (City) Arts District within Downtown Los Angeles; refer to **Figure 1**, *Regional Vicinity*. Bunker Hill in Downtown Los Angeles is located approximately one mile to the west, Little Tokyo is located approximately 0.25 mile to the west, and Chinatown is located approximately 0.75 mile to the north of the Project Site. The channelized Los Angeles River is located approximately 1,000 feet east of the Project Site. Locally, the Project Site is located within two parcels at the southwest intersection of East 2nd Street and South Vignes Street at 929-939 East 2nd Street (Project Site) (Assessor Parcel Numbers 5163-004-007 and 5163-004-011). The combined lot area totals approximately 29,798 square feet (0.68 acre). The Project Site is bounded by East 2nd Street to the south, South Vignes Street to the east, and 1st Street to the north; refer to **Figure 2**, *Project Location Map*. Regional access to the Project Site is provided via the US 101 Highway (US 101). Local access to the Project Site is via East 2nd Street and South Vignes Street.

2. SURROUNDING LAND USES

Land uses immediately adjacent to the Project Site consist of the following:

North: Service alley, surface parking lot, a two-story commercial building occupied by Environmental Contracting Corporation, and 1st Street.

East: South Vignes Street and a two-story brick commercial building occupied by commercial retail uses on the ground level.

South: East 2nd Street and a two-to four-story brick commercial building occupied by commercial retail, creative office and restaurant uses.

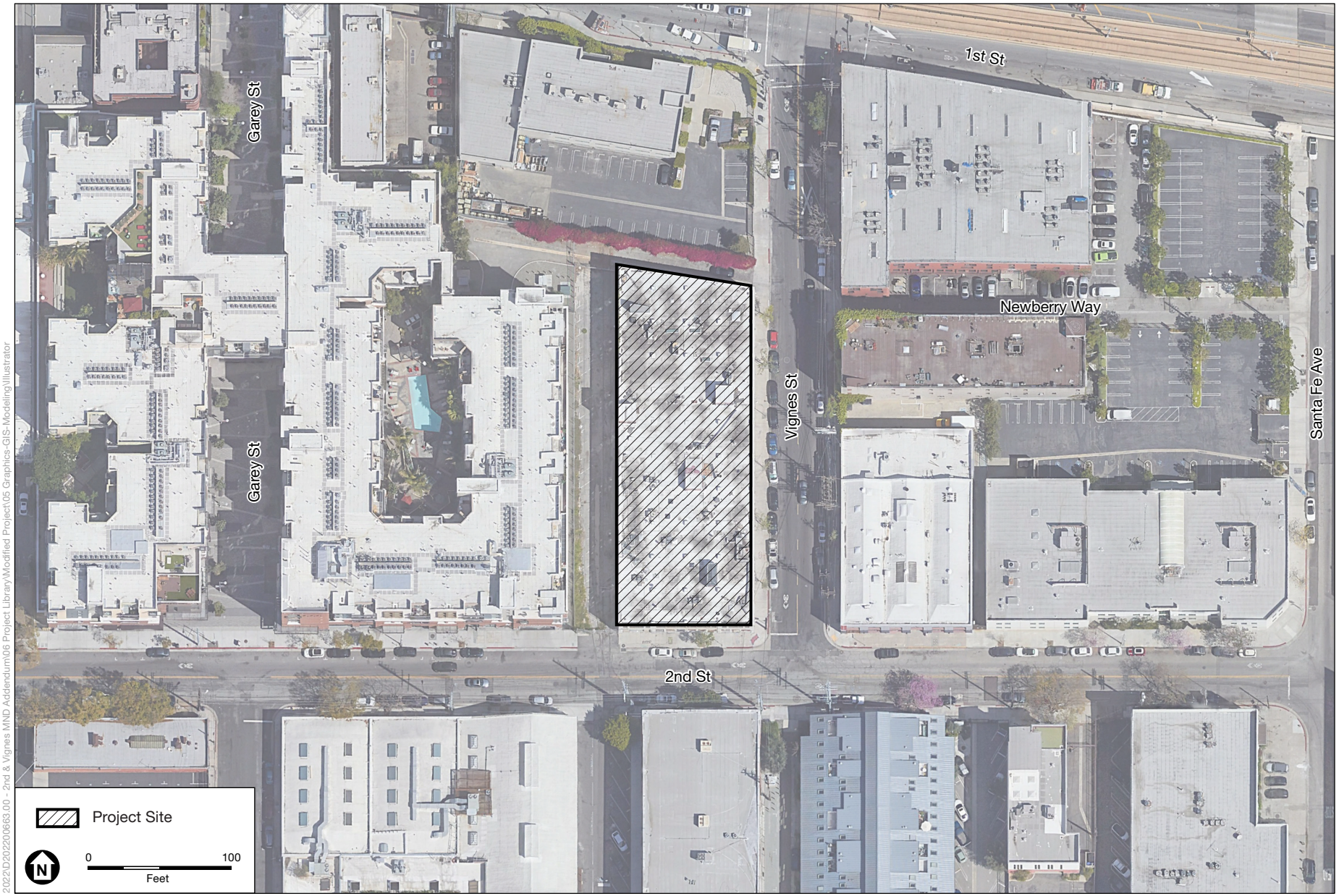
West: The Garey Building which is a five-story mixed-use development providing 320 apartment units and 15,290 square feet of retail and restaurant space.

SOURCE: ESRI

2nd and Vignes Project

Figure 1
Regional Vicinity

ESA



SOURCE: ESA, 2022; Google Earth, 2022

2nd and Vignes Project

Figure 2
Project Location Map

ESA

3. EXISTING SITE CONDITIONS

The earliest recorded non-agricultural use of the Project Site occurred in 1906 when the site was occupied by a lumber storage yard. The lumber yard was replaced in 1926 by the existing two-story utilitarian industrial building, when the Challenge Cream and Butter Association (CCBA) commissioned Los Angeles architect Charles F. Plummer to construct a new headquarters building. The existing two-story CCBA Building is a Class A reinforced concrete structure with foundations and walls made to support two additional levels, if needed. The CCBA Building rises to the heights of approximately 32 feet above the adjacent grade, excluding rooftop mechanical equipment and stairway/elevator enclosures. The CCBA Building contains approximately 66,663 square feet of gross building area. The building served as the main distributing plant and executive offices for the CCBA for approximately 38 years. In 1967, the property was purchases by Standard Oil, likely for oil rights only, since the building was left vacant during Standard Oil's ownership of the property. Oil wells were drilled near the property, but no oil extraction or development of wells occurs on the Project Site. The property changed owners in 1982 and the interior area was extensively renovated to accommodate 17 artist live/work lofts of varying size under a certificate of occupancy issued in 1988. Parking for the 17 artist live/work lofts was provided in the basement level and accessed via an entrance driveway and ramp on East 2nd Street. The basement level provides a total of 23 vehicle parking spaces.

4. GENERAL PLAN AND ZONING

The Project Site is located within the Central City North Community Plan (Community Plan) Area, one of 35 community plan areas within the City. The City's 35 community plans collectively comprise the Land Use Element of the City's General Plan. The Community Plan Land Use Map designates the Project Site as Regional Commercial with a corresponding zoning classification of (T)(Q)C2-2-RIO. The Project Site is located in the Arts District of the Los Angeles Business Improvement District (BID), which was historically a center of industrial, commercial industrial, and warehousing activity on the eastern edge of Downtown Los Angeles, but has since evolved to contain a more eclectic mix of uses including light industrial, commercial industrial, residential, warehouse, retail, live/work lofts, creative office, artist galleries, boutique retail stores, and restaurant/café uses.

5. PROJECT FEATURES OF THE APPROVED PROJECT

The Approved Project, as analyzed in the Adopted IS/MND, consists of a renovation to the existing two-story commercial building with one subterranean level and the addition of five new levels above the existing building to create a seven-story, 131-foot tall, 124,233-square-foot commercial development. The commercial development is comprised of a food market/restaurant, café, coffee bar, retail space, artist studios, and a private membership club providing spaces for offices, a screening room, retail, a gym, a pool, photo studios, events and a restaurant/lounge dispersed throughout the ground level, second, third, fifth, sixth and seventh levels. The Approved Project's uses generally fall within two categories: a private membership club and general commercial uses that are open to the public. Parking for 241 vehicles was to be provided in the basement level and fourth level, which consists of two levels

of the renovated existing building through the use of an automated lift and shuttle-carriage system accessed from an internal motorcourt along South Vignes Street. The Approved Project would provide 20 long-term bicycle spaces and 20 short-term bicycle spaces for a total of 40 bicycle parking spaces. The total project open space for the Approved Project totals 15,703 square feet, which includes the East 2nd Street Courtyard, retail terraces, and landscaped terraces for club members. Construction of the Approved Project is anticipated to take 18 months, with building construction and architectural coatings taking place in overlapping phases. The Project would require the excavation of 3,220 cubic yards of soil material from the Project Site, all of which would be exported off-site. The City of Los Angeles Planning Commission approved the Approved Project as described above in February 2017.

6. DESCRIPTION OF THE PROPOSED MODIFICATIONS TO THE PROJECT

After the City of Los Angeles Planning Commission approved the Approved Project in February 2017, the Project Applicant is proposing a modified project that would maintain the Approved Project's building height. Due to the changing economic conditions amid the global pandemic occurring post-entitlement of the Approved Project, some aspects of the Approved Project are proposed to be reconfigured to office uses to adequately address market demand, or lack thereof, for certain uses like a private club space, gym, spa, and retail.

2nd and Vignes (the Modified Project)

The Project Applicant is proposing a modified project that would maintain the Approved Project's building height. The Modified Project consists of a renovation to the existing two-story commercial building with one subterranean level with the addition of six new levels above the existing building to create an eight-story, 131-foot high, 124,233-square-foot commercial development; refer to **Figure 3**, *Project Site Plan* and **Figure 4**, *Building Section*. Additionally, the Modified Project would enhance the neighborhood aesthetics by relocating the parking (which will no longer be a mechanical automated parking system) from the fourth level of the building to the first level and basement level to create additional office space. The fourth level (which would now become two levels, the fourth level and fifth level) would now consist of office uses, art/photo studios, and screening room uses. When compared to the 33,961 square feet of office uses of the Approved Project, the Modified Project proposes 70,318 square feet of office uses resulting in the additional 36,357 square feet of office space. The Modified Project proposes 270 on-site vehicle spaces, 42 long-term bicycle spaces, and 19 short-term bicycle spaces resulting in an additional 29 on-site vehicle parking spaces, an additional 22 long-term bicycle spaces, and one less short-term bicycle space when compared to the Approved Project. Further, the Modified Project proposes 24,547 square feet of open space, resulting in an additional 8,844 square feet of open space compared to the Approved Project. In addition to the relocation of parking in the building, the Modified Project would add approximately 21,544 square feet of additional floor area, resulting in a total floor area of 124,233 square feet; please refer to **Table 1**, *Comparisons of Approved Project and Modified Project*. The Modified Project would maintain the current land use designation and zoning classification, but would change the Qualified Classification (Q Classification) to allow the increase in floor area of 21,544 square feet. The construction of the Modified Project is similar to the Approved

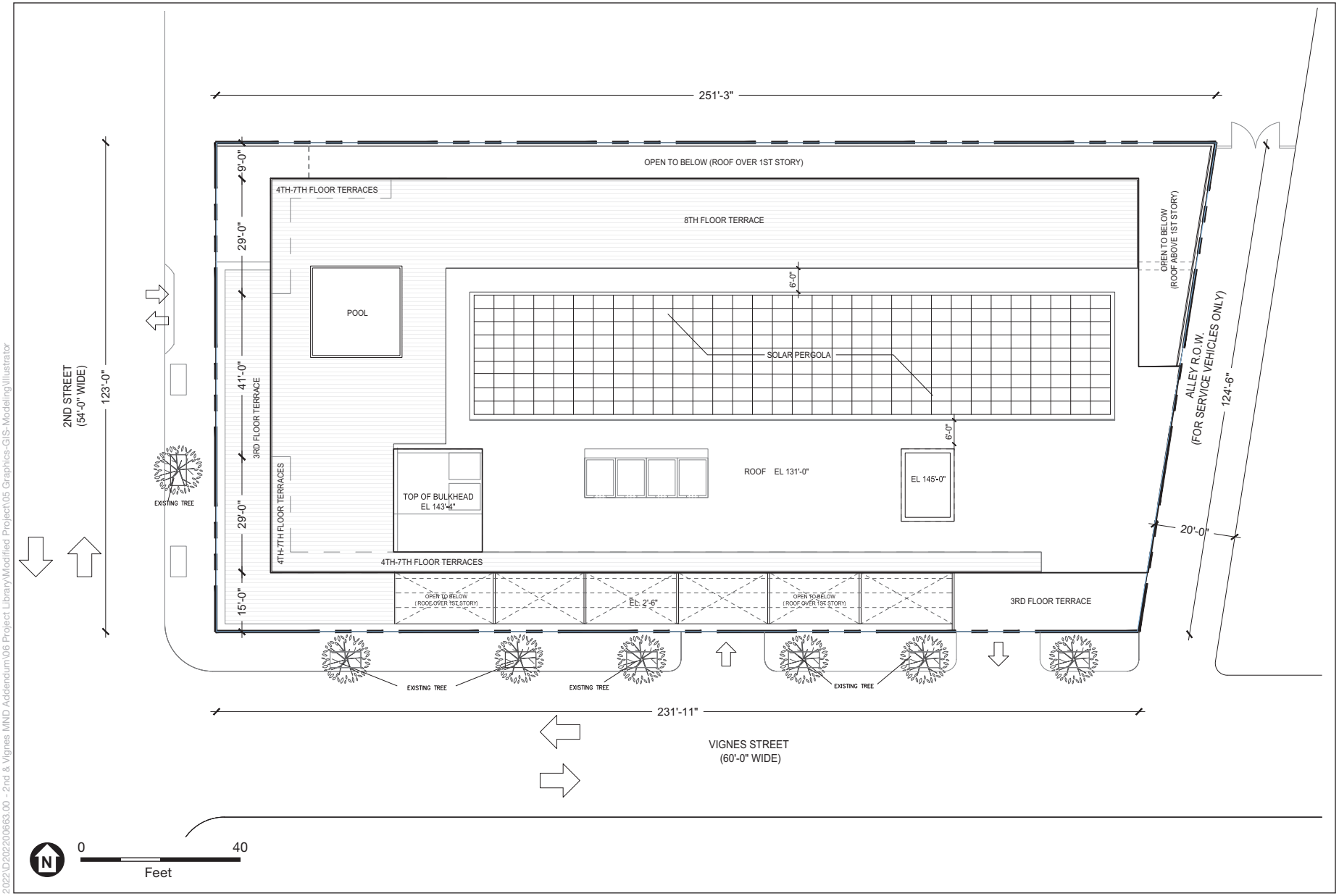
Project and is anticipated to take 18 months, with building construction and architectural coatings taking place in overlapping phases. Similar to the Approved Project, the Modified Project would require the excavation of 3,220 cubic yards of soil material from the Project Site, all of which would be exported off-site.

TABLE 1
COMPARISONS OF APPROVED PROJECT AND MODIFIED PROJECT

Approved Project			Modified Project			Difference in Square Feet (Modified – Approved)
Level	**Use**	**LAMC 12.03 (SF)**	**Level**	**Use**	**LAMC 12.03 (SF)**	
Basement	Mechanical Parking, MEP		**Basement**	Parking		
	Lobby	0		Lobby	—	
1st	Food Market/Café	6,054	**1st**	Restaurant	3,938	(2,116)
	Coffee Bar	550				(550)
	Retail	6,179				(6,179)
	Lobby/Member Services	1,534		Lobby	1,178	(356)
	Parking	0		Parking	—	0
2nd	Retail	10,630	**2nd**			(10,630)
	Artist Studios	1,000				(1,000)
	Screening Room	2,641				(2,641)
	Office	10,560		Office	19,653	9,093
3rd	Retail	3,712	**3rd**			(3,712)
	Café	1,859				(1,859)
	Member's Retail	985				(985)
	Gym	6,133				(6,133)
	Office	2,566		Office	16,135	13,569
	Terrace (covered)					0
	Terrace (uncovered)					
4th	Mechanical Parking	0	**4th**			0
				Office	17,265	17,265
			5th	Art/Photo Studio and Screening Room	17,265	17,265
5th	Office	18,871	**6th**			(18,871)
				Accessory Event Space	17,265	17,265
			6th Mezz	Accessory Event Space	3,735	3,735
6th	Photo Studio	9,064	**7th**			(9,064)
	Event	7,843				(7,843)
	Office	1,964		Office	17,265	15,301
7th	Dining Lounge	10,534	**8th**	Restaurant	10,534	0
Total		**102,679**			**124,233**	**21,554**

Note: If the use is left black under "Modified Project", this means the use is eliminated on that floor.

Source: Approved Project: Table 1 of CPC-2016-1080-GPA-ZC-HD-MCUP-ZA-SPR-1A; Modified Project: Morali Architects.



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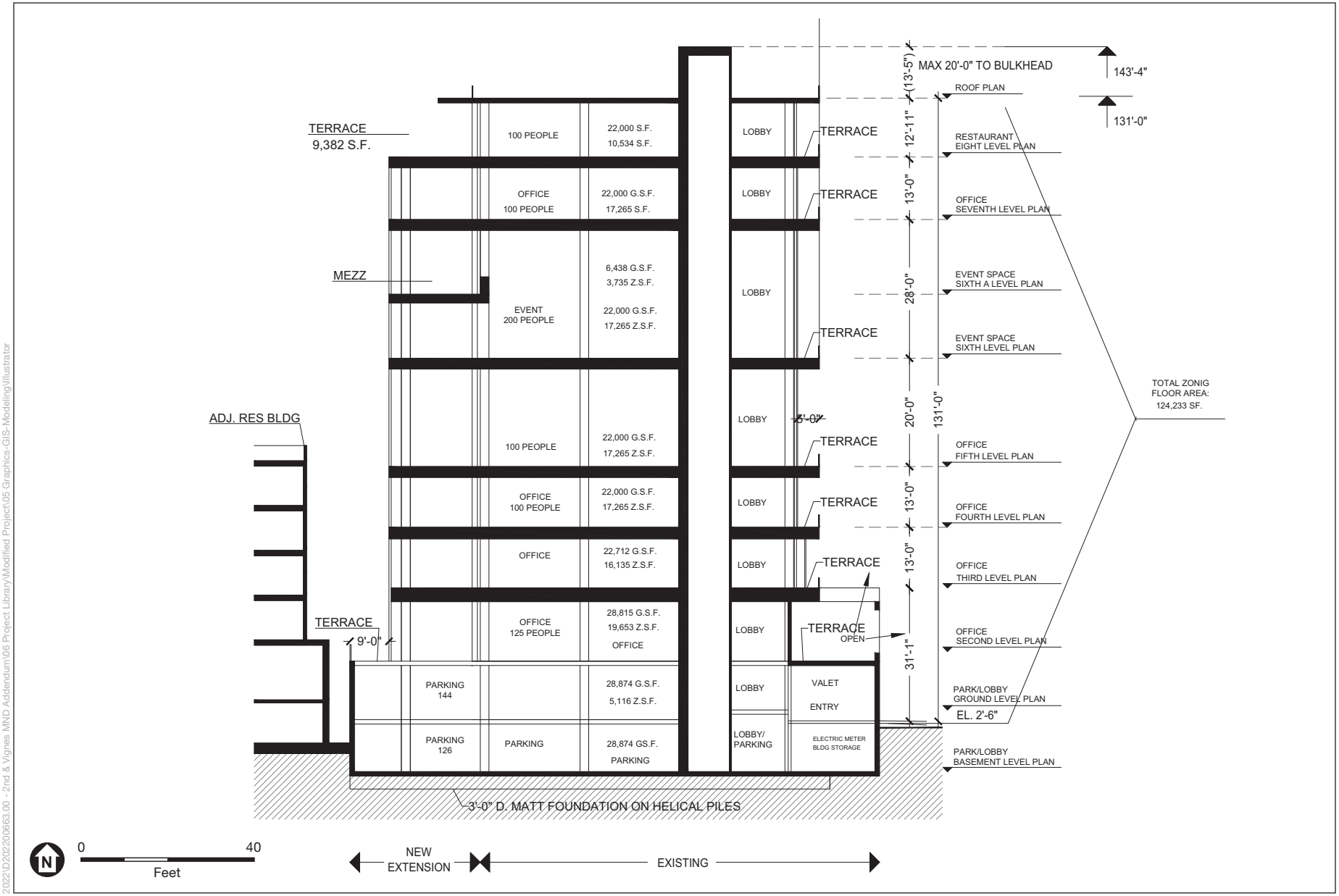
SOURCE: Morali Architects, 2022

2nd and Vignes Project

Figure 3
Project Site Plan

ESA



SOURCE: Morali Architects, 2022

2nd and Vignes Project

Figure 4
Building Section

ESA

II. ENVIRONMENTAL ANALYSIS

The following analysis addresses the environmental issues that were previously analyzed in the Adopted IS/MND for the Approved Project and determines if the Modified Project creates a new significant impact or increases the severity of an environmental impact as identified in the Adopted IS/MND. Provided below is an assessment of how changes to the Approved Project affect the conclusions of each respective environmental issue analyzed in the Modified Project. A summary of the Approved Project impact determination is provided for each threshold along with the Modified Project analysis. The thresholds of significance are based on the practices of the City of Los Angeles, the *L.A. CEQA Thresholds Guide*, and other sources as noted.

The City of Los Angeles Planning Commission approved the Approved Project as described above in February 2017. Subsequently, some threshold questions contained in Appendix G, Environmental Checklist Form, of the *State CEQA Guidelines* (Title 14, Division 6, Chapter 3) were updated and revised. The most recent updates became effective on December 28, 2018. Accordingly, this Addendum utilizes the updated Appendix G threshold questions. Where the updates result in a difference between the analysis contained in the Adopted IS/MND and this Addendum (for example, the relocation of the analysis of impacts to paleontological resources from the Cultural Resources Section to the Geology and Soils Section), the difference is described under the applicable analysis section.

The analysis presented in the following sections demonstrates that the Modified Project would not result in new significant impacts or a substantial increase in the severity of previously identified impacts

1. AESTHETICS

A. Approved Project

The Adopted IS/MND found that the Approved Project would not result in significant impacts related to aesthetics with the incorporation of project design features and the implementation of mitigation. The surrounding area is highly urbanized and the Adopted IS/MND concluded that the Approved Project would not adversely impact views of scenic vistas or resources. The Adopted IS/MND identified that while the proposed structures would be taller and greater in mass than the neighboring buildings, the Approved Project would be similar in size, scope and scale to many recently completed and proposed projects in the surrounding vicinity, including the Arts District. Scenic vistas would not be affected by the Approved Project as the general topography of the Project Site and surrounding area is flat with no substantial topographical variations. The Project Site is not located in a City-designated scenic vista. In addition, there are no State- or City-identified scenic highways in the surrounding Project area from which scenic vistas could be viewed. The Adopted IS/MND stated that although new views of the proposed retail/commercial uses would be visible from the surrounding properties and roadways, the Approved Project would not block significant scenic vistas. Based on the existing visual quality of the Project Site and its surroundings, the Adopted IS/MND concluded that the Approved Project would not

degrade the existing visual character or quality of the Project Site and its surroundings. **Project Design Features PDF-AES-1** through **PDF-AES-3** were included to ensure that attractive landscaping is provided and proper building and site maintenance, including maintaining a graffiti-free site, occurs during Project operation. The Adopted IS/MND found that nighttime illumination would be consistent with current levels, as the area is characterized by considerable levels of existing street lights in the urbanized environment. Further, the Approved Project would be subject to the regulations of nighttime illumination and lighting of the Los Angeles Municipal Code (LAMC). The Adopted IS/MND concluded that the Approved Project would not create a new source of substantial light which would adversely affect day or nighttime views in the Project area. Nonetheless, to further reduce Project-related illumination, project design features were included. **Project Design Features PDF-AES-4** and **PDF-AES-5** ensure outdoor lighting shall be designed to shine downward and installed with shielding and vehicles parked within the stacked parking system would not be permitted to have headlights on. The Adopted IS/MND concluded the Adopted Project would not create a substantial new source of glare which would adversely affect day or nighttime views in the Project Area. Incorporation of **Project Design Feature PDF-AES-6** would further reduce glare impacts by ensuring the exterior of the proposed building shall be constructed of materials such as high-performance low reflectively glass and pre-case concrete or fabricated wall surfaces. The Adopted IS/MND also included the implementation of **Mitigation Measure MM-AES-1** to minimize light spill beyond the Project Site. The Adopted IS/MND determined that impacts related to aesthetics would be less than significant with the incorporation of **Project Design Features PD-AES-1** through **PDF-AES-6** and the implementation of **Mitigation Measure MM-AES-1**.

B. Modified Project

The Modified Project would maintain the Approved Project's building height. The Modified Project consists of a renovation to the existing two-story commercial building with one subterranean level with the addition of six new levels above the existing building to create an eight-story, 131-foot high, 124,233-square-foot commercial development. The Modified Project proposes similar land uses as the Approved Project and would enhance the neighborhood aesthetic by relocating the parking (which will no longer be a mechanical automated parking system) from the fourth level of the building to the first level and basement level to create additional office space. In addition to the relocation of parking in the building, the Modified Project would add approximately 21,544 square feet of additional floor area, resulting in a total floor area of 124,233 square feet. Similar to the Approved Project, the Modified Project would not result in a significant impact on scenic resources, scenic highways, visual character or quality, or light and glare, as analysis of the additional eight levels of the building, and additional 21,544 square feet of floor area, proposed under the Modified Project is captured within analysis of the previously approved building envelope and façade of the Approved Project.

The Modified Project would be subject to the same regulatory compliance, required to incorporate the same **Project Design Features PDF-AES-1** through **PDF-AES-4** and **PDF-AES-6**, and required to implement the same **Mitigation Measure MM-AES-1** as identified for the Approved Project in the Adopted IS/MND. The Modified Project would not be subject to **Project Design Feature PDF-AES-5** due to the relocation of parking (which will no longer be a mechanical automated parking system) from the fourth level of the

building to the first level and basement level. The applicable project design features and mitigation measures listed in the Adopted IS/MND are included below and as Appendix A to this Addendum. The Modified Project would, consequently, not represent a new significant impact or substantial increase in the severity of previously identified impacts with respect to aesthetics. Thus, **Project Design Features PDF-AES-1** through **PDF-AES-4** and **PDF-AES-6**, and **Mitigation Measure MM-AES-1** from the Adopted IS/MND would be implemented by the Modified Project, and impacts associated with aesthetics would be less than significant.

C. Project Design Features and Mitigation Measure

The Adopted IS/MND for the Approved Project incorporated the following project design features related to aesthetics:

> **Project Design Feature PDF-AES-1:** The ground floor plaza along 2nd Street shall include attractive landscaping. It shall be maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker.
>
> **Project Design Feature PDF-AES-2:** Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
>
> **Project Design Feature PDF-AES-3:** During construction of the Project, the exterior of buildings and fences shall be free from graffiti when such graffiti is visible from a public street or alley, pursuant to Municipal Code Section 91.8104.15.
>
> **Project Design Feature PDF-AES-4:** Outdoor lighting shall be designed to shine downward and installed with shielding and be directed onto the Project Site, so that the light source does not directly illuminate any adjacent properties or the above night skies.
>
> **Project Design Feature PDF-AES-6:** The exterior of the proposed building shall be constructed of materials such as high-performance low reflectivity glass and pre-cast concrete or fabricated wall surfaces.

The Adopted IS/MND for the Approved Project implemented the following mitigation measure related to aesthetics:

> **Mitigation Measure MM-AES-1:** Exterior screening shall be installed to minimize the spill light from luminaires within open structure buildings from reaching beyond the Project Site. The screening shall also be installed so as to minimize the views and potential glare of headlights of motor vehicles within the garage from beyond the Project Site boundary. Screening measures

may include, but are not limited to, shielding attached to the luminaire, building, or site structures.

2. AGRICULTURE AND FORESTRY RESOURCES

A. Approved Project

The Adopted IS/MND identified that the Project Site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) and is not zoned for agricultural or forestry use. The Adopted IS/MND concluded that the Approved Project would not result in any potentially significant impacts to agricultural and forestry resources.

B. Modified Project

The Modified Project would be developed on the same Project Site as evaluated in the Adopted IS/MND. Accordingly, the Modified Project would not impact agricultural or forestry resources and, consequently, would not represent a new significant impact or substantial increase in the severity of previously identified impacts with respect to agricultural and forestry resources.

C. Mitigation Measures

No mitigation measures were required for agriculture and forestry resources in the Adopted IS/MND; no mitigation measures are required for the Modified Project.

3. AIR QUALITY

A. Approved Project

The Adopted IS/MND provided an air quality analysis for the Approved Project uses, which utilized the California Emissions Estimator Model (CalEEMod) to estimate air pollutant emissions for construction and operations, including from mobile sources. The emissions include volatile organic compounds (VOC), nitrogen oxides (NOx), carbon dioxide (CO), sulfur dioxide (SO_2), respirable particulate matter (PM10), and fine particulate matter (PM2.5). The emissions estimates were conducted to reflect 18-month construction and operational periods of the Approved Project.

The Approved Project is located within the 6,745-square-mile South Coast Air Basin (SoCAB). Therefore, the South Coast Air Quality Management District (SCAQMD) is required, pursuant to the Clean Air Act, to reduce emissions of criteria pollutants for which the SoCAB is in non-attainment (i.e., ozone, PM10, and PM2.5). The Adopted IS/MND for the Approved Project evaluated the potential for conflicts with the SCAQMD's 2016 Air Quality Management Plan (AQMP), which was the approved AQMP at the time of the analysis. The Adopted IS/MND determined that the implementation of the Approved Project would not be anticipated to conflict with or obstruct the implementation of the SCAQMD's 2016 Air Quality Management Plan (AQMP).

The Adopted IS/MND takes into consideration the Congestion Management Program (CMP). CMP was enacted by Metropolitan Transportation Authority (Metro) to address traffic congestion issues that could impact quality of life and economic vitality. The Adopted IS/MND shows that the Approved Project is expected to generate fewer than 50 trips during peak hour. As a result, the Approved Project would not exceed any CMP thresholds, and no impact to the CMP network would occur. Thus, the Approved Project would not conflict with or obstruct the implementation of the CMP.

Construction-related emissions associated with the Approved Project were estimated using CalEEMod. Construction of the Approved Project would generate emissions from the use of heavy-duty construction equipment, haul and vendor truck trips, and construction worker vehicles. Fugitive dust emissions would occur from demolition and soil handling activities. Fugitive VOC emissions would occur from the use of architectural coating products. The Adopted IS/MND determined that the mass daily regional emissions generated by the Approved Project's construction-related activities (Table B-1 of the Adopted IS/MND) would not exceed the SCAQMD significance thresholds for NOx, CO, SO_2, PM10, or PM2.5. However, the Adopted IS/MND determined that construction of the Approved Project would result in emissions of VOCs that would exceed the SCAQMD significance thresholds (unmitigated construction VOC emissions would be 125 pounds per day compared to the significance threshold of 75 pounds per day). The Adopted IS/MND found that with the implementation of **Mitigation Measure MM-AIR-1**, the Approved Project will limit the daily application of architectural coating applied on-site to 170 gallons per day with an average of 50 grams VOC per liter of coating. Implementation of **Mitigation Measure MM-AIR-1** would result in a reduction of VOC emissions from 125 pounds to approximately 71 pounds of VOC emissions per day, which would be less than the significance threshold of 75 pounds per day. Therefore, with the implementation of mitigation, construction of the Approved Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation.

Operational-related emissions associated with the Approved Project were estimated using CalEEMod. Operation of the Approved Project would generate mobile source emissions from the increase in the number of vehicle trips to and from the Project Site as compared to conditions with existing uses on-site. The Approved Project would also generate emissions from on-site area sources such as natural gas combustion, landscaping equipment, and use of consumer products. The Adopted IS/MND determined that the mass daily regional emissions generated by the Approved Project's operational activities (Table B-3 of the IS/MND) would not exceed the SCAQMD significance thresholds for VOC, NOx, CO, SO_2, PM10, or PM2.5. Therefore, operation of the Approved Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation.

The Adopted IS/MND also determined that that localized air pollutant emissions generated by construction and operation of the Approved Project (Tables B-2 and B-4 of the Adopted IS/MND) would not generate emissions in excess of the SCAQMD localized significance thresholds; therefore, the Approved Project would not expose sensitive receptors in the vicinity of the Project Site to substantial pollutant concentrations for emissions of CO, NOx, PM10, and PM2.5. Due to the small lot size, relatively short construction duration and low demand for heavy duty diesel construction equipment (e.g., limited

earthmoving activities) needed to complete the Approved Project, toxic air contaminant (TAC) emissions from construction activities would be minimal and would not result in long-term health risks to nearby sensitive populations. During long-term operations, TACs could be emitted as part of periodic maintenance operations, cleaning, painting, etc., and from periodic visits from delivery trucks and service vehicles. However, these uses are expected to be occasional and result in minimal exposure to off-site sensitive receptors. As a result, impacts would be less than significant and mitigation measures would not be required as it pertains to sensitive receptor exposure of air pollution.

The Adopted IS/MND determined that construction and operation of the Approved Project would not generate nuisance odors at nearby sensitive receptors including: (1) long-term health care facilities; (2) rehabilitation centers; (3) convalescent centers; (4) retirement homes; (5) residences; (6) schools; (7) parks and playgrounds; (8) childcare centers; and (9) athletic fields.

Thus, the Adopted IS/MND found that air quality impacts associated with the Approved Project would be less than significant with the implementation of **Mitigation Measure MM-AIR-1**.

B. Modified Project

The Modified Project would be developed on the same site as the Approved Project and subject to the same regulatory compliance and mitigation measure identified in the Adopted IS/MND. Similar to the Approved Project, the Modified Project consists of a renovation of an existing two-story building. The Modified Project proposes six levels to be added to the existing building, increasing to a total of eight levels, as opposed to the seven levels proposed as part of the Approved Project. The Modified Project would add approximately 21,554 square feet of additional floor area, increasing the total floor area to 124,233 square feet, as compared to 102,679 square feet under the Approved Project. The Modified Project would include additional office space as opposed to specific private club, gym, spa, and retail uses included in the Approved Project. The Modified Project does not propose any substantial new uses or activities that would result in immense changes to the findings of the Adopted IS/MND.

Although the Modified Project does include the addition of a building level and an additional 21,554 square feet of floor area, the Adopted IS/MND's analysis would still pertain to the Modified Project. The Modified Project would split the fourth level into two levels, adding an additional level to the Approved Project. However, the total building envelope of the Modified Project would mostly remain the same as the Approved Project, with changes to driveway locations, minor construction adjustments to the interior and painting, and increased open space are being proposed as part of the change. The Modified Project would still implement **Mitigation Measure MM-AIR-1** to reduce the VOC emissions, and overall, the minimal increase in interior construction work would not substantially increase daily construction emission-over-emission levels disclosed in the Adopted IS/MND.

The proposed increase in square footage and office space would likely increase the levels of operational emissions for the Modified Project, including those from vehicle mileage trips (VMT) and other related building emissions (energy, consumer product use, etc.). The *929 East 2nd Street Project – Supplemental Transportation Impact Analysis*, prepared by KOA and dated August 17, 2022 (revised Transportation

Memo), calculated VMT using the VMT calculator. The VMT calculator was developed by the Lost Angeles Department of Transportation (LADOT) and calculates daily vehicle trips, daily VMT, daily household VMT per capita and daily work VMT per employee for land use projects. The unmitigated VMT calculation of the Modified Project indicated a total of 4,557 net daily vehicle trips and a 30,125 net daily VMT per the screening analysis. The VMT calculator was then used to determine the VMT per capita and incorporate Transportation Demand Management (TDM) project design features to reduce VMT. These project design features included reducing parking supply and inclusion of bike parking per LAMC (§ 12.21 A.4 and § 12.21 A.16). The Modified Project meets both of the following TDM strategies. With mitigation, the Modified Project generates a total of 3,963 net daily vehicle trips and 26,195 net daily VMT. These additional operational emissions would be a minor increase to the Approved Project's operational emissions. There is not expected to be significant changes between the emission levels for the Approved Project and Modified Project. The emission levels for the Modified Project would still be below SCAQMD significant thresholds shown in Table B-3 of the Adopted IS/MND.

The Modified Project includes some minor changes to the proposed building, including an additional level and 21,554-square-foot increase in floor area, so it is expected to result in a minor increase in the Modified Project's localized operational emissions. These include an increase in generated emissions from sources such as natural gas heaters, landscaping equipment, and consumer products. As previously discussed, the changes to building design in the Modified Project are not expected to produce any substantial new uses or activities. Since the Approved Project's localized operational emissions in Table B-2 and Table B-4 of the Adopted IS/MND are very low and well below the significance thresholds for VOC, NOx, CO, SO2, PM10, and PM2.5, the Modified Project's localized operational emissions will similarly be very low and well below the significance thresholds. Therefore, the Modified Project would have a less than significant impact on localized air quality resulting from long-term operational emissions, and mitigation measures would not be required.

The Modified Project can have the potential to emit odors during construction and operational activities. However, the Adopted IS/MND determined that construction and operation of the Approved Project would not generate nuisance odors at nearby sensitive receptors and the Modified Project is assumed to minimally increase any potential sources of odors relative to the Approved Project. Therefore, potential odor impacts would be less than significant and mitigation measures would not be required.

The Modified Project would be required to implement the same **Mitigation Measure MM-AIR-1** as identified for the Approved Project in the Adopted IS/MND. The mitigation measure is listed in the Adopted IS/MND and is included below and as Appendix A to this Addendum. The Modified Project would, consequently, not represent a new significant impact or substantial increase in the severity of previously identified impacts with respect to air quality. Thus, **Mitigation Measure MM-AIR-1** from the Adopted IS/MND would be implemented by the Modified Project, and impacts associated with air quality would be less than significant.

C. Mitigation Measure

The Adopted IS/MND for the Approved Project implemented the following mitigation measure related to air quality:

> **Mitigation Measure MM-AIR-1:** The Project shall limit daily application of architectural coatings applied on-site to 170 gallons per day with an average of 50 grams VOC per liter of coating, less water and less exempt compounds, or equivalent usage resulting in similar or less VOC emissions. For example, stains, specialty primers, and industrial maintenance coatings allowed by Rule 1113 that contain VOCs at a level of 100 grams per liter of coating, less water and less exempt compounds would be limited to 85 gallons per day on site. Compliance with this measure would result in approximately 71 pounds of VOC emissions per day, which would be less than the threshold of 75 pounds per day.

4. BIOLOGICAL RESOURCES

A. Approved Project

The Adopted IS/MND identified that the Project Site is located in a highly urbanized area and is currently developed with a two-story commercial building. The channelized Los Angeles River is located east of the Project Site, but it is a vertical-walled, concrete-lined segment of the stream. The Project Site does not contain any drainage channels to the river, riparian habitat, or other sensitive natural communities, as indicated in the City or regional plans or in regulations by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS). Furthermore, the Project Site is not located in or adjacent to a Significant Ecological Area as defined by the City. Therefore, the Adopted IS/MND concluded that the Approved Project would not result in impacts to candidate, sensitive, or special status species and would not have an adverse effect on any riparian habitat or other sensitive natural community. The Adopted IS/MND also concluded that the Approved Project would not have an adverse effect on federally protected wetlands, as the Project Site does not contain any wetlands as defined by Section 404 of the Clean Water Act (CWA).

The Project Site does not contain substantial habitat for native resident or migratory species, or native nursery sites. Nonetheless, the Adopted IS/MND identified that the Project Site does include trees that could support raptor and/or songbird nests. Migratory nongame native bird species are protected under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section10.13). Sections 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). The Adopted IS/MND for the Approved Project concluded that implementation of **Mitigation Measures MM-BIO-1a** and **MM-BIO-1b** would reduce the potential impact to a less than significant level.

A Tree Assessment Letter Report was prepared for the Approved Project and provided as Appendix B of the Adopted IS/MND, and identified that no locally protected biological resources, such as oak trees or California walnut woodlands, or other trees protected under the City's Protected Tree Ordinance

(Chapter IV, Article 6 of the LAMC), exist on the Project Site. In addition, the Adopted IS/MND concluded that the Project Site is not located within a habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan, and no conflicts would occur.

B. Modified Project

The Modified Project would be developed on the same Project Site as evaluated in the Adopted IS/MND. The Project Site remains as a developed lot in a highly urbanized area that is devoid of native vegetation communities. Similar to the Approved Project, should trees slated for removal contain active bird nests, **Mitigation Measures MM-BIO-1a** and **MM-BIO-1b** would require a delay in tree removal to occur outside of nesting season, in accordance with the Federal Migratory Bird Treaty Act. The mitigation measures listed in the Adopted IS/MND are included below and as Appendix A to this Addendum. The Modified Project would, consequently, not represent a new significant impact or substantial increase in the severity of previously identified impacts with respect to biological resources. Thus, **Mitigation Measures MM-BIO-1a** and **MM-BIO-1b** from the Adopted IS/MND would be implemented by the Modified Project and impacts to biological resources would be less than significant.

C. Mitigation Measures

The Adopted IS/MND for the Approved Project implemented the following mitigation measures related to biological resources:

> **Mitigation Measure MM-BIO-1a:** Any construction activities that occur during the nesting season (February 15 to August 31) shall require that all suitable habitat (i.e., street trees and shrubs) be surveyed for the presence of nesting birds by a qualified biologist, retained by the Applicant as approved by the City of Los Angeles Building and Safety, before commencement of clearing and prior to grading permit issuance. The survey shall be conducted within 72 hours prior to the start of construction. A copy of the preconstruction survey shall be submitted to the City of Los Angeles Building and Safety.
>
> **Mitigation Measure MM-BIO-1b:** If the required pre-construction survey detects any active nests, an appropriate buffer as determined by the biological monitor, shall be delineated, flagged, and avoided until the qualified biological monitor has verified that the young have fledged or the nest has otherwise become inactive.

5. CULTURAL RESOURCES

A. Approved Project

Historical Resources

The Adopted IS/MND described that the Approved Project would rehabilitate and adaptively reuse the former Challenge Creamery and Butter Association (CCBA) Building as a mixed-use commercial space and construct a five-story addition, which would rise above the existing two-story commercial building.

Based on the analysis in the Historical Resources Assessment Report (HRA) prepared for the Adopted IS/MND, the CCBA Building is not individually eligible as a historic resource at the federal, state, and local levels but is eligible as a contributor to a historic district because a district may be considered eligible as historic if all of the components lack individual distinction but the group as a whole achieves significance within its historic context. Because the CCBA Building was identified as a contributor to the Los Angeles Industrial Historic District (District), the Adopted IS/MND identified that the Approved Project would incorporate **Project Design Feature PDF-CULT-1** that would avoid potential impacts to the District by retaining and rehabilitating the CCBA Building in accordance with the Secretary of the Interior's Standards for Rehabilitation. Although the Approved Project's design substantially reduces adverse effects on the CCBA Building, **Mitigation Measure MM-CULT-1** was proposed to record the existing appearance of the CCBA Building due to the addition, as well as adverse effects related to scale and massing. With the incorporation of **Project Design Feature PDF-CULT-1** and the implementation of **Mitigation Measure MM-CULT-1**, the Adopted IS/MND concluded that upon Project completion, the CCBA Building would remain eligible as a contributor to the District and the District would remain eligible at the national, state and local levels. As such, the impacts of the Approved Project on historical resources would be less than significant.

Archaeological and Resources

The Adopted IS/MND identified that proposed excavation (down to 10 feet below surface grade) for the small building addition that would be added to the west side of the existing CCBA Building has a high potential for encountering buried historic period archaeological resources (e.g., refuse heaps, privies, foundations, cellars, etc.) associated with the former uses of the Project Site. As a result, **Mitigation Measures MM-CULT-2** through **MM-CULT-4** were identified to be implemented to ensure that potentially significant impacts to previously unknown archaeological resources that are unexpectedly discovered during the implementation of the Approved Project would be reduced to a less than significant level.

Human Remains

The Adopted IS/MND concluded that in the event that previously unknown human remains are encountered during construction excavations, **Mitigation Measure MM-CULT-5** would be implemented to ensure that any associated significant impacts would be reduced to a less than significant level.

B. Modified Project

Historical Resources

The Modified Project would be developed on the same Project Site as evaluated in the Adopted IS/MND. No new historic resources have been identified on the Project Site since preparation of the Adopted

IS/MND.[1] Similar to the Approved Project, the Modified Project would retain, restore, and upgrade the primary features of the CCBA Building that contribute to the surrounding District. The Modified Project would be required incorporate the same **Project Design Feature PDF-CULT-1** and required to implement **Mitigation Measure MM-CULT-1** as identified for the Approved Project in the Adopted IS/MND. The project design feature and mitigation measure are listed in the Adopted IS/MND and are included below and as Appendix A to this Addendum. The Modified Project would, consequently, not represent a new significant impact or substantial increase in the severity of previously identified impacts with respect to historical resources. Thus, **Project Design Feature PDF-CULT-1** and **Mitigation Measure MM-CULT-1** from the Adopted IS/MND would be implemented by the Modified Project, and impacts associated with historical resources would be less than significant.

Archaeological Resources

The Modified Project would be developed on the same Project Site and would maintain the Approved Project's building height, but would relocate the parking from the fourth level of the building to the first level and basement level to create additional office space on the fourth level (which would now become two levels, the fourth level and fifth level). In addition to the relocation of the parking in the building, the Modified Project would add approximately 21,554 square feet of additional floor area to result in a total floor area of 124,233 square feet. Similar to the Approved Project, the Modified Project would require the excavation of 3,220 cubic yards of soil material. The Modified Project does not change the proposed subterranean excavation compared to the Approved Project. Similar to the Approved Project, the proposed excavation for the small building addition that would be added to the west side of the existing CCBA Building has a high potential for encountering buried historic period archaeological resources (e.g., refuse heaps, privies, foundations, cellars) associated with the former uses of the Project Site. The Modified Project would be required to implement the same **Mitigation Measures MM-CULT-2** through **MM-CULT-4** as identified for the Approved Project in the Adopted IS/MND. The mitigation measures are listed in the Adopted IS/MND and are included below and as Appendix A to this Addendum. The Modified Project would, consequently, not represent a new significant impact or substantial increase in the severity of previously identified impacts with respect to archaeological resources. Thus, **Mitigation Measures MM-CULT-2** through **MM-CULT-4** from the Adopted IS/MND would be implemented by the Modified Project, and impacts associated with archaeological resources would be less than significant.

Human Remains

The Modified Project would be developed on the same Project Site and would maintain the Approved Project's building height, but would relocate the parking from the fourth level of the building to the first level and basement level to create additional office space on the fourth level (which would now become two levels, the fourth level and fifth level). In addition to the relocation of the parking in the building,

[1] *City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: http://zimas.lacity.org, accessed August 2022.*

the Modified Project would add approximately 21,554 square feet of additional floor area to result in a total floor area of 124,233 square feet. Similar to the Approved Project, the Modified Project would require the excavation of 3,220 cubic yards of soil material. The Modified Project does not change the proposed subterranean excavation compared to the Approved Project. Similar to the Approved Project, in the event that previously unknown human remains are encountered during construction excavations, **Mitigation Measure MM-CULT-5** is prescribed to ensure that any associated significant impacts would be reduced to less than significant. The mitigation measure is listed in the Adopted IS/MND and is included below and as Appendix A to this Addendum. The Modified Project would, consequently, not represent a new significant impact or substantial increase in the severity of previously identified impacts with respect to disturbing human remains. Thus, **Mitigation Measure MM-CULT-5** from the Adopted IS/MND would be implemented by the Modified Project, and impacts associated with human remains would be less than significant.

C. Project Design Feature and Mitigation Measures

The Adopted IS/MND for the Approved Project incorporated the following project design feature related to cultural resources:

> **Project Design Feature PDF-CULT-1:** The Project shall incorporate design features that include preservation or in-kind replacement of the Building's windows, board-formed reinforced concrete exterior, and decorative cornice and frieze, as well as restoration of the original loading bay openings and primary (south and east) elevations in compliance with the Secretary of the Interior's Standards for Rehabilitation. The Project's plan for restoration of the Building's exterior features shall be developed in conjunction with a qualified architectural historian, historic architect, or historic preservation professional who satisfies the Secretary of the Interior's Professional Qualifications Standards for History, Architectural History, or Architecture, pursuant to 36 CFR 61.

The Adopted IS/MND for the Approved Project implemented the following mitigation measures related to cultural resources:

> **Mitigation Measure MM-CULT-1:** Prior to Project initiation, a recordation document prepared in accordance with Historic American Buildings Survey (HABS) Level III requirements shall be completed for the existing Building. The recordation document shall be prepared by a qualified architectural historian or historic preservation professional who satisfies the Secretary of the Interior's Professional Qualification Standards for Architectural History pursuant to 36 CFR 61. This document shall include a historical narrative on the architectural and historical importance of the Building, the Building's construction history, history of occupancy and use, association with the potential Los Angeles Industrial Historic District, and record the existing appearance of the Building in professional large format photographs. The Building's exteriors, representative interior spaces, character-defining features, as well as the property setting and contextual views shall be documented. All documentation components shall be completed in accordance with the

Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation (HABS standards). Copies of the completed report shall be distributed to the South Central Coastal Information Center at the California State University, Fullerton, City of Los Angeles Office of Historic Resources, and the City of Los Angeles Public Library Special Collections (Central Library).

Mitigation Measure MM-CULT-2: The Applicant shall retain a qualified archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards to oversee an archaeological monitor who shall be present during construction excavations such as demolition, clearing/grubbing, grading, trenching, or any other construction excavation activity associated with the Project. The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known archaeological resources, the materials being excavated (younger alluvium vs. older alluvium), and the depth of excavation, and if found, the abundance and type of archaeological resources encountered. Full-time monitoring may be reduced to part time inspections, or ceased entirely, if determined adequate by the archaeological monitor.

Mitigation Measure MM-CULT-3: In the event that archaeological resources are unearthed, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. An appropriate buffer area shall be established around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. All archaeological resources unearthed by Project construction activities shall be evaluated by a qualified archaeologist. The Applicant shall coordinate with the archaeologist and the City to develop an appropriate treatment plan for the resources if they are determined to be potentially eligible for the California Register of Historical Resources or potentially qualify as unique archaeological resources as defined in §15064.5(a) and §21083.2(g) of the Public Resources Code, respectively. If the archaeological resources are prehistoric or Native American in origin, the Applicant shall consult with a representative from the Gabrielino Tribe(s) to determine whether the resource qualifies as a tribal cultural resource pursuant to §21074(a) of the Public Resources Code and to determine appropriate treatment. If preservation in place or avoidance is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis of the artifacts. Any archaeological material collected shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be donated to a local school or historical society in the area for educational purposes.

Mitigation Measure MM-CULT-4: The archaeological monitor shall prepare a final report and appropriate California Department of Parks and Recreation Site Forms at the conclusion of archaeological monitoring. The report shall include a description of resources unearthed, if any, treatment of the resources, results of the artifact processing, analysis, and research, and evaluation of the resources with respect to the California Register of Historical Resources. The

report and the Site Forms shall be submitted by the Applicant to the City of Los Angeles, the South Central Coastal Information Center, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the Project and required mitigation measures.

Mitigation Measure MM-CULT-5: If human remains are encountered unexpectedly during implementation of the project, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC shall then identify the person(s) thought to be the Most Likely Descendent (MLD). The MLD may, with the permission of the land owner, or his or her authorized representative, inspect the site of the discovery of the Native American remains and may recommend to the owner or the person responsible for the excavation work means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The MLD shall complete their inspection and make their recommendation within 48 hours of being granted access by the land owner to inspect the discovery. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Upon the discovery of the Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred, as prescribed in this mitigation measure, with the MLD regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment.

Whenever the NAHC is unable to identify a MLD, or the MLD identified fails to make a recommendation, or the landowner or his or her authorized representative rejects the recommendation of the descendants and the mediation provided for in Subdivision (k) of Section 5097.94, if invoked, fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative shall inter the human remains and items associated with Native American human remains with appropriate dignity on the property in a location not subject to further and future subsurface disturbance.

6. ENERGY

Since Adoption of the Adopted IS/MND, *State CEQA Guidelines* Appendix G was revised to include Energy as a new, stand-alone impact issue area.

Would the project:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

A. Approved Project

Although Energy was not analyzed in the Adopted IS/MND, the Approved Project's contribution of greenhouse gas (GHG) emissions via Energy Sources is discussed for the Modified Project. GHG emissions associated with the Approved Project, as further discussed below, were found to be less than significant. The Modified Project is evaluated below as it pertains to the current Appendix G questions related to Energy

B. Modified Project

The Modified Project would be developed on the same site as the Approved Project. The Adopted IS/MND did not include energy as a specific area of analysis or discussion. Similar to the Approved Project, the Modified Project consists of a renovation of the existing two-story building. The Modified Project proposes six levels to be added to the existing building, increasing to a total to eight levels, as opposed to the seven levels proposed as part of the Approved Project. The Modified Project would add approximately 21,554 square feet of additional floor area increasing the total floor area to 124,233 square feet compared to 102,679 square feet under the Approved Project. The Modified Project would include additional office space as opposed to specific private club, gym, spa, and retail uses included in the Approved Project. The Modified Project does not propose any substantial new uses or activities that would result in significant changes in energy use (electricity and natural gas), which was not included in the Adopted IS/MND.

Electricity

Electricity transmission to the Project Site is provided and maintained by Los Angeles Department of Water and Power (LADWP). During construction of the Modified Project, electricity would be consumed to supply and convey water for dust control and, on a limited basis, may be used to power lighting, electronic equipment, and other construction activities necessitating electrical power. The Modified Project's construction electrical demand would be offset by the removal of existing uses, and electricity for construction would be obtained from the existing electrical lines that connect to the Project Site.

Construction-specific electricity demand at any given time would vary throughout the construction period based on the construction activities being performed and would cease upon completion of construction. When not in use, electric equipment would be powered off to avoid unnecessary energy consumption. Electricity use from construction would be short-term, limited to working hours, used for necessary construction-related activities, and represent a small fraction of the Modified Project's net annual operational electricity. Electrical construction equipment would also comply with California Code of Regulations, Title 24 (Title 24) requirements, which are a set of prescriptive standards establishing mandatory maximum energy consumption levels for buildings. Although Title 24 requirements typically apply to energy usage for buildings, long-term construction lighting (longer than 120 days) providing illumination for the Project Site and staging areas would also comply with applicable Title 24 requirements, which includes limits on the wattage allowed per specific area, resulting in the conservation of energy.[2] In addition, construction equipment would comply with energy efficiency requirements contained in the Federal Energy Independence and Security Act or previous Energy Policy Acts for electrical motors and equipment.[3] Therefore, construction of the Modified Project would not result in the wasteful, inefficient, or unnecessary consumption of electricity, especially as compared to the planned uses under the Approved Project, and the Modified Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Accordingly, impacts would be less than significant, and no mitigation measures would be required.

Project operation would result in the consumption of electricity (provided by LADWP). During operation, electricity would be supplied to the Project Site by LADWP from the existing electrical system. However, the Modified Project would require the installation of new on-site electrical distribution facilities and connection to the off-site electrical system. The Modified Project is required to comply with Title 24 standards and applicable California Code of Regulations, and Title 11 (CALGreen) requirements, which include the incorporation of energy efficient water features, lighting, and mechanical equipment to reduce energy consumption. In addition, LADWP would review the Modified Project's estimated electricity consumption in order to ensure that the estimated power requirement would be part of the total load growth forecast for the City and accounted for in the planned growth of the power system. Based on these factors, it is anticipated that LADWP's existing and planned electricity capacity and electricity supplies would be sufficient to serve the Modified Project's electricity demand. As energy supplies of the existing purveyors are sufficient to serve the Modified Project in addition to existing commitments, operation of the Modified Project would not affect the local and/or regional energy supplies and would not require additional capacity. The Modified Project would be required to comply with the most recent State Energy Conservation Standards contained in Title 24 of the CCR standards, which is a set of prescriptive standards establishing mandatory maximum energy consumption levels for buildings. Along with CALGreen requirements, these standards include minimum energy efficiency requirements related to building envelope, mechanical systems (e.g., heating, ventilation, and air conditioning [HVAC] and water heating systems), indoor and outdoor lighting, and illuminated signs.

[2] *California Building Energy Efficiency Standards, Title 24, Part 6, §110.9, §130.0, and §130.2.*

[3] *Energy Independence and Security Act of 2007. (Pub.L. 110-140).*

Specifically, as required by current Title 24 and CALGreen standards, the Modified Project would include installation of energy efficient heating and cooling systems, appliances (e.g., Energy Star®), equipment, and control systems, low-flow water-use fixtures, and energy-efficient pumps and motors for waste and storm water conveyance, fire water, and domestic water, reducing water consumption and water heating fuel (natural gas). Further, similar to the Approved Project, Project Design Feature PDF-LU-1 has been prescribed to include electric vehicles and charging stations for the Project. Implementation of Project Design Feature PDF-LU-1 would assist in reducing emissions generated by the Modified Project. The project design feature is listed in the Adopted IS/MND and is included below and as Appendix A to this Addendum. Therefore, operation of the Modified Project would not result in the wasteful, inefficient, or unnecessary consumption of electricity, especially when compared to the design changes relative to the Approved Project, discussed above. Also, the Modified Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Accordingly, impacts would be less than significant, and no mitigation measures would be required.

Natural Gas

Natural gas would be provided to the Project Site by Southern California Gas (SoCalGas). Construction activities, including the construction of new buildings and facilities, typically do not involve the consumption of natural gas. Thus, there would be no demand generated by construction, especially when compared to the design changes relative to the Approved Project, discussed above. Therefore, construction of the Modified Project would not result in the wasteful, inefficient, or unnecessary consumption of natural gas.

Natural gas required for the Modified Project operation would be supplied by SoCalGas from existing natural gas facilities. However, the Modified Project would require construction of new, on-site gas distribution lines to serve the new building and connection to existing off-site natural gas facilities. The Modified Project would be required to comply with Title 24 standards and CALGreen requirements, which includes the incorporation of energy efficient water features, lighting, and mechanical equipment to reduce energy consumption. Therefore, operation of the Modified Project would not result in the wasteful, inefficient, or unnecessary consumption of natural gas, especially when compared to the design changes relative to the Approved Project as discussed above. Accordingly, impacts would be less than significant, and no mitigation measures would be required.

C. Project Design Feature

The Adopted IS/MND for the Approved Project incorporated the following project design feature related to energy:

Project Design Feature PDF-LU-1: Of the total parking provided, five percent of spaces would be dedicated for electric vehicles and provide charging stations. In addition, twenty percent of spaces would be pre-wired for the future installation of electric charging stations.

7. GEOLOGY AND SOILS

Since Adoption of the IS/MND, *State CEQA Guidelines* Appendix G was revised to relocate the analysis of impacts to paleontological resources from the Cultural Resources Section to the Geology and Soils Section.

A. Approved Project

The Adopted IS/MND found that development on the Project Site would not expose people or structures to potentially adverse effects or otherwise result in significant impacts with respect to: surface fault rupture; seismicity and ground shaking; seismic-related ground failure and liquefaction; landslides; soil erosion or loss of topsoil; expansive soils; and soils incapable of supporting the use of septic tanks or alternative waste water disposal systems. However, the Adopted IS/MND identified that seismically-induced settlement or compaction of soil due to earthquake ground motion could result in damage, which would be considered a potentially significant impact to soil instability and unstable soils. The Adopted IS/MND concluded impacts would be reduced to a less than significant level through the implementation of **Mitigation Measure MM-GEO-1**, which requires all recommendations included in the Geotechnical Report prepared for the Approved Project to be followed. The Adopted IS/MND concluded that there are no known paleontological resources within the Project Site. The Project Site has surficial deposits of younger Quaternary Alluvium derived from the flood plain of the Los Angeles River. These deposits are not known for containing significant fossil vertebrates in the uppermost layers, but the underlying older Quaternary deposits found at varying depths have the possibility of yielding significant vertebrate fossils. However, the Adopted IS/MND identified that it is unlikely that excavations for the Project (excavation would not exceed 10 feet below the surface) would extend into the older sediments that would be conducive to retaining paleontological resources. The Adopted IS/MND concluded that no impacts would occur. Therefore, the Adopted IS/MND found that impacts associated with geology and soils would be less than significant with the implementation of mitigation.

B. Modified Project

The Modified Project would be developed on the same Project Site as evaluated in the Adopted IS/MND and would be subject to the same regulatory compliance and mitigation measure identified in the Adopted IS/MND. Similar to the Approved Project, the Modified Project would not expose people or structures to potentially adverse effects or otherwise result in significant impacts with respect to surface fault rupture; seismicity and ground shaking; seismic-related ground failure and liquefaction; landslides; soil erosion or loss of topsoil; expansive soils; soils incapable of supporting the use of septic tanks or alternative waste water disposal systems; or paleontological resources. The Modified Project would maintain the Approved Project's building height, but would relocate the parking from the fourth level of the building to the first level and basement level to create additional office space on the fourth level (which would now become two levels, the fourth level and fifth level). In addition to the relocation of the parking in the building, the Modified Project would add approximately 21,554 square feet of additional floor area to result in a total floor area of 124,233 square feet. Similar to the Approved

Project, the Modified Project would require the excavation of 3,220 cubic yards of soil material. The Modified Project does not change the proposed subterranean excavation compared to the Approved Project. Therefore, impacts associated with geology and soils during construction and operation of the Modified Project would be the same as under the Approved Project. To reduce potential impacts to soil instability and the result of unstable soils, the Modified Project would be required to implement the same **Mitigation Measure MM-GEO-1** as identified for the Approved Project in the Adopted IS/MND. The mitigation measure is listed in the Adopted IS/MND and is included below and as Appendix A to this Addendum. The Modified Project would, consequently, not represent a new significant impact or substantial increase in the severity of previously identified impacts with respect to geology and soils. Thus, **Mitigation Measure MM-GEO-1** from the Adopted IS/MND would be implemented by the Modified Project, and impacts associated with geology and soils would be less than significant.

C. Mitigation Measure

The Adopted IS/MND for the Approved Project implemented the following mitigation measure related to geology and soils:

> **Mitigation Measure MM-GEO-1:** All recommendations included in the Geotechnical Report prepared for the Project (provided in Appendix D of this MND) shall be followed. In regards to the foundation design, the existing foundations will need to be enlarged or strengthened as a result of the proposed addition and renovation. Where the existing footings will need to be enlarged, the new footings shall be designed to match the depth of the existing footings and shall bear into the underlying dense native soils. The proposed foundation plan shall be reviewed and approved by the geotechnical engineer and be in compliance with the City's Building Code. In regards to the slabs on grade, the concrete floor slabs should be a minimum of 5 inches in thickness. They should be cast over undisturbed natural geologic materials or properly controlled fill materials. Any materials loosened or over-excavated should be wasted from the site or properly compacted to 95 percent of the maximum dry density.

8. GREENHOUSE GAS EMISSIONS

A. Approved Project

The Adopted IS/MND found that the Approved Project's GHG emissions would be less than significant. Construction emissions were calculated similarly to those for the air quality study, using CalEEMod for fossil-fueled on-site construction equipment and off-site vehicles used to transport construction workers and supplies. For purposes of this analysis, it is considered reasonable and consistent with criteria pollutant calculations to consider the corresponding GHG emissions resulting from project-related incremental (net) increase in the use of on-road mobile vehicles, electricity, and natural gas as compared to existing conditions. This includes project construction activities such as demolition, hauling, and construction worker trips. Since potential impacts resulting from GHG emissions are long term rather than acute, GHG emissions are calculated on an annual basis. The results for the Greenhouse Gas

Impact Analysis are presented in Table B-5 of the Adopted IS/MND**,** *Construction Greenhouse Gas Emissions*. Construction and operations are analyzed together, and therefore, significance of construction related GHG emissions are discussed in conjunction with operational GHG emissions below.

The Approved Project's operational emissions were calculated using CalEEMod for mobile sources, area sources, building energy usage, water demand, and solid waste generation. The total annual GHG emissions, including 30-year amortization of construction, and annual operations, was 2,688 $MTCO_2e$ and have an efficiency of 2.81 $MTCO_2e$ of GHGs per service population member. This is substantially less than the SCAQMD's draft threshold of 4.8 $MTCO_2e$ per service population.[4] Therefore, the Adopted IS/MND found that the Approved Project would generate GHG emissions but would not exceed the draft thresholds of significance being considered by the SCAQMD. The Approved Project was able to reach low levels of GHG emissions due to application of building energy efficiency standards that include HVAC systems, lighting energy efficiency, and water efficient appliances and fixtures. In addition, the Approved Project is in compliance with City of Los Angeles Green Building Code Ordinance. The Los Angeles Green Building Code incorporates the mandatory portions of the California Green Building Standards (CALGreen) Code. The Approved Project would incorporate **Project Design Feature PDF-GHG-1** to implement additional GHG reduction measures.

The Adopted IS/MND found that the Approved Project would generate GHG emissions, but the emissions would not directly or indirectly, have a significant impact on the environment. Further, the Approved Project would be consistent with applicable plans to reduce GHG in California. Thus, the Adopted IS/MND found that the Approved Project would not result in significant impacts related to the generation of GHG emissions

B. Modified Project

The Modified Project would be developed on the same site as the Approved Project and subject to the same regulatory compliance and project design feature as discussed in the Adopted IS/MND. Similar to the Approved Project, the Modified Project consists of a renovation of the existing two-story building. The Modified Project proposes six levels to be added to the existing building, increasing to a total to eight levels, as opposed to the seven levels proposed as part of the Approved Project. The Modified Project would add approximately 21,554 square feet of additional floor area increasing the total floor area to 124,233 square feet compared to the 102,679 square feet under the Approved Project. Since the Modified Project has the same envelope of the Approved Project there is no expected significant change in total GHG emissions.

The Modified Project does not propose any new uses or activities that would result in significant changes to the findings of the Adopted IS/MND. The Modified Project includes the expansion of the proposed parking spaces and altering space designated for gym, club, spa, and retail use to emphasize

[4] *The 4.8 $MTCO_2e$ of GHGs per service population target is based on the same statewide 2020 GHG inventory in the CARB Scoping Plan, i.e., 295,530,000 $MTCO_2e/yr$*

office space. It includes an additional 20 long-term bicycle parking stalls and 23 more parking spaces. The proposed changes to building design between the Approved Project and the Modified Project would not affect the conclusions found in the Adopted IS/MND.

The Modified Project also reduces VMT by (1) Reduce Parking Supply: The LAMC, without consideration of parking reduction mechanisms, would require a total of 916 automobile parking spaces (§ 12.21 A.4). The Modified Project proposes to provide a total of 270 on-site automobile parking spaces, which represents a reduction of 646 automobile parking spaces from the amount required by direct compliance of the LAMC. (2) Include Bike Parking Per LAMC: The Modified Project meets City bicycle requirements per the LAMC (§ 12.21 A.16). These mitigation efforts would reduce net daily vehicle trips from 4,557 to 3,963. Like the Approved Project, the Modified Project will reduce VMT through the incorporation of project design features and the implementation of mitigation measures aligned with LAMC. Therefore, the Modified Project will not observe a significant increase of GHG emissions associated with VMT as compared to the Approved Project.

The Modified Project will observe similar GHG emissions as compared to the Approved Project for both construction and operation, and it will also institute measures to reduce GHG emissions. The Modified Project would generate GHG, but the emissions would not directly or indirectly have a significant impact on the environment. Further, there are no major changes in building or land use, or construction and operational activities, between the Approved and Modified Projects that could conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG. The Modified Project would be consistent with applicable plans to reduce GHG emissions in California. The Modified Project would be required to incorporate the same **Project Design Feature PDF-GHG-1** as identified for the Approved Project in the Adopted IS/MND. The project design feature is listed in the Adopted IS/MND and is included below and as Appendix A to this Addendum. The Modified Project would, consequently, not represent a new significant impact or substantial increase in the severity of previously identified impacts with respect to GHG emissions. Thus, **Project Design Feature PDF-GHG-1** from the Adopted IS/MND would be implemented by the Modified Project, and impacts associated with GHG emissions would be less than significant.

C. Project Design Feature

The Adopted IS/MND for the Approved Project incorporated the following project design feature related to GHG emissions:

> **Project Design Feature PDF-GHG-1:** The following will be implemented as GHG reduction measures.
>
> 1. The use of materials and finished that emit low quantities of volatile organic compounds, or VOCs';
>
> 2. The installation of modern heating, ventilation, and air conditioning (HVAC) systems that utilize ozone-friendly refrigerants;

3. High-efficiency Energy Star® appliances;

4. Drought-resistant landscaping, stormwater retention, and the incorporate of water conservation features (i.e., dual-flush toilets, low-flow faucets); and

5. The provision of bicycle parking.

9. HAZARDS AND HAZARDOUS MATERIALS

A. Approved Project

The Adopted IS/MND found that the Project would result in no impacts related to hazardous materials near schools; hazardous material site listings; safety hazards near airports; and wildland fires. The Adopted IS/MND identified that construction of the Approved Project would involve the temporary use of hazardous substances in the form of concrete, hydraulic fluids, paints, cleaning materials, and vehicle fuels, all of which would be used, stored, and disposed of in accordance with applicable laws and regulations and manufacturers' instructions. In addition, the Adopted IS/MND identified that operation of commercial and office uses, such as those proposed by the Approved Project, would use minimal amounts of hazardous materials for routine cleaning and maintenance, as well as for operation of the proposed artist studios and HVAC system. All hazardous materials would be used, stored, and disposed of in accordance with applicable laws and regulations and manufacturers' instructions during operation. Therefore, the Adopted IS/MND concluded that the Approved Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts were found to be less than significant.

The Adopted IS/MND found that the existing building contains asbestos containing materials (ACMs) in the roofing mastic and could contain polychlorinated biphenyls (PCBs) and lead based paint (LBP) due to the building's age. In addition, the Project Site was identified as being within a Methane Hazard Zone. The Adopted IS/MND identified that compliance with applicable rules and regulations related to ACMs, PCBs, and LBP; preparation and the implementation of an Asbestos Operations and Management Plan during demolition activities and a Health and Safety Plan during grading and construction; performance of a methane site investigation prior to grading activities; and inclusion of a methane mitigation system within the building would ensure that the Approved Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials. Impacts were concluded to be less than significant.

The Adopted IS/MND identified that construction activities associated with the Approved Project may temporarily affect access on portions of adjacent streets during certain periods of the day, which could potentially impair emergency access. Incorporation of **Project Design Features PDF-HAZ-1** and **PDF-HAZ-2** would ensure that potential short-term access impacts during construction would be less than significant. During operation, the Adopted IS/MND identified the Approved Project would not impair the implementation of or physically interfere with adopted emergency response or evacuation plans as the Approved Project design would be required to comply with City requirements and would be subject to

City review and approval prior to construction. Therefore, the Adopted IS/MND concluded that the Approved Project would result in less than significant impacts related to impairment or interference with emergency plans.

With the incorporation of **Project Design Features PDF-HAZ-1** and **PDF-HAZ-2**, the Adopted IS/MND concluded that impacts associated with hazards and hazardous materials would be less than significant.

B. Modified Project

The Modified Project would be developed on the same Project Site as evaluated in the Adopted IS/MND and would be subject to the regulatory compliance, project design features, and mitigation measures identified in the Adopted IS/MND The Modified Project would maintain the Approved Project's building height, but would relocate the parking from the fourth level of the building to the first level and basement level to create additional office space on the fourth level (which would now become two levels, the fourth level and fifth level). In addition to the relocation of the parking in the building, the Modified Project would add approximately 21,554 square feet of additional floor area to result in a total floor area of 124,233 square feet. The Modified Project would not impair or interfere with adopted emergency plans. Therefore, impacts associated with hazards and hazardous materials during construction and operation of the Modified Project would be the same as under the Approved Project. The Modified Project would be subject to the same regulatory compliance and required to incorporate the same **Project Design Features PDF-HAZ-1** and **PDF-HAZ-2**, as identified for the Approved Project in the Adopted IS/MND. The Modified Project would, consequently, not represent a new significant impact or substantial increase in the severity of previously identified impacts with respect to hazards and hazardous materials. Thus, **Project Design Features PDF-HAZ-1** and **PDF-HAZ-2** from the Adopted IS/MND would be implemented by the Modified Project and impacts to hazards and hazardous materials would be less than significant.

C. Project Design Features

The Adopted IS/MND for the Approved Project incorporated the following project design features related to hazards and hazardous materials:

> **Project Design Feature PDF-HAZ-1:** If construction activities affect access to portions of the streets adjacent to the Project Site, the Project would implement traffic control measures, such as construction flagmen or installation of signage to maintain flow and access in the vicinity of the Project.
>
> **Project Design Feature PDF-HAZ-2:** The Project would develop a Construction Management Plan, in accordance with City Requirements, during Project construction, which would include the designation of a haul route, to ensure that emergency access is maintained during construction.

10. HYDROLOGY AND WATER QUALITY

A. Approved Project

The Adopted IS/MND concluded that compliance with the applicable regulatory requirements related to water quality would ensure that the Approved Project would not violate any water quality standards or waste discharge requirements. In addition, through preparation of a Low Impact Development (LID) plan and the implementation of a proposed infiltration well, cistern and other appropriate BMPs, as provided in **Project Design Feature PDF-HYDRO-1**, operational water quality impacts of the Approved Project were concluded to be less than significant. Since the Approved Project would not install any groundwater wells, and would not otherwise directly withdraw any groundwater, and because groundwater is below the proposed depth of excavation for the Approved Project, the Adopted IS/MND concluded that impacts to groundwater would be less than significant. The Adopted IS/MND identified that although the Approved Project may result in the temporary alteration of existing onsite drainage patterns, these changes would not result in substantial erosion or siltation due to stringent controls imposed via City grading and building permit regulations. The Adopted IS/MND concluded that the Approved Project would not result in significant erosion or siltation impacts from changes to drainage patterns and would not have the potential to alter drainage patterns or increase runoff that would result in flooding. The Adopted IS/MND found that the Project Site is not located adjacent to any unchannelized stream or river, and Project runoff would continue to drain into existing City storm drain infrastructure. The Adopted IS/MND identified that the Approved Project is subject to regulatory compliance regarding water quality including Standard Urban Storm Water Mitigation Plan (SUSMP) and the City's LID Ordinance requirements. The Adopted IS/MND found that compliance with the applicable regulatory requirements would ensure that the Approved Project results in less than significant water quality impacts. The Project Site is not located within a flood zone or within a City-designated inundation hazard area. As such, the Adopted IS/MND concluded that a less than significant impact associated with flooding would occur.

B. Modified Project

Under the Modified Project, construction activities associated with the proposed development would have a similar potential to result in impacts related to degradation of water quality as the Approved Project. The Modified Project would be developed on the same Project Site and maintain the Approved Project's building height. The Modified Project would relocate the parking from the fourth level of the building to the first level and basement level to create additional office space on the fourth level (which would now become two levels, the fourth level and fifth level). In addition to the relocation of the parking in the building, the Modified Project would add approximately 21,554 square feet of additional floor area to result in a total floor area of 124,233 square feet. Similar to the Approved Project, the Modified Project would require the excavation of 3,220 cubic yards of soil material. The Modified Project does not change the proposed subterranean excavation parameters or impervious surf area, compared to the Approved Project. As such, there is no potential for new or additional impacts related to hydrology and water quality would occur.

The Los Angeles Department of Water and Power (LADWP) is the water purveyor for the City and as identified in the Adopted IS/MND would have sufficient water supply for construction and operation of the Approved Project and as such would not deplete groundwater supplies or result in a substantial net deficit in the aquifer volume or lowering of the local groundwater table. The Modified Project would not result in any changes which would increase the water supply demand at the Project site.

As discussed in the Adopted IS/MND, during operation, a dry well infiltration system would be utilized for storm water infiltration along with a detention tank with an overflow outlet directed to East 2nd Street. The overflow pipe would allow excess water to be discharged to appropriate discharge areas. With the implementation of the Approved Project's dry well system and compliance with applicable LID requirements, the Project is anticipated to decrease the quantity of stormwater leaving the Project Site.

The storm water pollution prevention plan (SWPPP) would contain BMPs to minimize primarily construction-related water quality impacts, but also contains some structural BMPs built into the Modified Project for ongoing water quality purposes over the life of the Modified Project. In addition, the Modified Project would be subject to the provisions of the SUSMP and LID requirements, designed to mitigate the impacts of increases in runoff and stormwater pollution as close to the source as possible. LID comprises a set of site design approaches and BMPs that promote the use of natural systems for infiltration, evapotranspiration, and use of stormwater. The Modified Project would be required to incorporate LID standards and practices to encourage the beneficial use of rain water and urban runoff; reduce stormwater runoff, promote rainwater harvesting; and allow for groundwater recharge. The Modified Project would be required to incorporate **Project Design Feature PDF-HYDRO-1** as identified for the Approved Project in the Adopted IS/MND. The project design feature is listed in the Adopted IS/MND and is included below as an Appendix A to this Addendum. The Modified Project would, consequently, not represent a new significant impact or substantial increase in the severity of previously identified impacts with respect to hydrology and water quality. Thus, **Project Design Feature PDF-HYDRO-1** from the Adopted IS/MND would be implemented by the Modified Project, and impacts associated with hydrology and water quality would be less than significant.

C. Project Design Feature

The Adopted IS/MND for the Approved Project incorporated the following project design feature related to hydrology and water quality:

> **Project Design Feature PDF-HYDRO-1:** The Project shall install a dry infiltration well system that would be designed in accordance with City of Los Angeles Guidelines to pretreat and infiltrate storm runoff before entering the storm drain system.

11. LAND USE AND PLANNING

A. Approved Project

The Adopted IS/MND found that the Approved Project would not physically divide an established community, as it would develop an existing commercial building within an established, heavily urbanized area. The Adopted IS/MND also found that with approval of the General Plan Amendment, Zone Change, and Height District Change, the Approved Project would be consistent with applicable land use policies and regulations set forth in applicable plans including the city of Los Angeles General Plan Framework Element Mobility Plan 2035, Plan for a Healthy Los Angeles Central City North Community Plan, City of Los Angeles municipal Code, City Planning Commission's Do Real Planning guidelines, Walkability Checklist, Southern California Association of Governments' (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and the Los Angeles River Revitalization Master Plan. The Adopted IS/MND identified that the Approved Project would be consistent with the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP) with the incorporation of **Project Design Feature PDF-LU-1** to reduce emissions generated by the Approved Project. Furthermore, the Adopted IS/MND concluded that the Approved Project would not conflict with an applicable habitat conservation plan (HCP) or natural community conservation plan (NCCP), as no such plans exist within the City. Although the channelized Los Angeles River is located east of the Project Site, the Project Site is devoid of vegetation and natural habitat, and thus does not support sensitive natural communities. Therefore, the Adopted IS/MND concluded that the Approved Project would result in less that significant impacts related to land use and planning.

B. Modified Project

The Modified Project would maintain the Approved Project's building height, but would relocate the parking from the fourth level of the building to the first level and basement level to create additional office space on the fourth level (which would now become two levels, the fourth level and fifth level). The fourth level (which would now become two levels, the fourth level and fifth level) would now consist of office uses, art/photo studios, and screening room uses. When compared to the 33,961 square feet of office uses of the Approved Project, the Modified Project proposes 70,318 square feet of office uses resulting in an additional 36,357 square feet of office space. The Modified Project proposes 270 on-site vehicle spaces, 42 long-term bicycle spaces, and 19 short-term bicycle spaces resulting in an additional 29 on-site vehicle parking spaces, an additional 22 long-term bicycle spaces, and one less short-term bicycle space when compared to the Approved Project. Further, the Modified Project proposes 24,547 square feet of open space, resulting in an additional 8,844 square feet of open space compared to the Approved Project. In addition to the relocation of the parking in the building, the Modified Project would add approximately 21,554 square feet of additional floor area to result in a total floor area of 124,233 square feet. The Project Site is located within the Central City North Community Plan and the RIO District. The General Plan designates the Site as Regional Commercial, which corresponds to the Site's current zoning designation of (T)(Q)C2-2-RIO. The Modified Project would maintain the current land use designation and zoning would change the Q Classification to allow an

increase in floor area from 102,679 square feet to 124,233 square feet. The zoning change would not conflict with any applicable land use policies or regulations as described in further detail below.

The Modified Project would not physically divide an established community and would not conflict with an applicable habitat conservation plan (HCP) or natural community conservation plan (NCCP). Similar to the Approved Project, **Project Design Feature PDF-LU-1** has been prescribed to include electric vehicles and charging stations for the Project. Implementation of **Project Design Feature PDF-LU-1** would assist in reducing emissions generated by the Modified Project. The project design feature is listed in the Adopted IS/MND and is included below and as Appendix A to this Addendum. The Modified Project would, consequently, not represent a new significant impact or substantial increase in the severity of previously identified impacts with respect to land use. Thus, **Project Design Feature PDF-LU-1** from the Adopted IS/MND would be implemented by the Modified Project, and impacts associated with land use and planning would be less than significant.

C. Project Design Feature

The Adopted IS/MND for the Approved Project incorporated the following project design feature related to land use and planning:

> **Project Design Feature PDF-LU-1:** Of the total parking provided, five percent of spaces would be dedicated for electric vehicles and provide charging stations. In addition, twenty percent of spaces would be pre-wired for the future installation of electric charging stations.

12. MINERAL RESOURCES

A. Approved Project

The Adopted IS/MND identified that according to the Conservation Element of the City's General Plan, states that potentially significant sand and gravel deposits which need to be conserved are located along the Los Angeles River flood plain, coastal plain, and other water bodies and courses and lie along the floodplain between the San Fernando Valley and Downtown Los Angeles. The Project Site is located approximately 1,000 feet west of the channelized Los Angeles River and is classified by the City as containing significant mineral deposits. However, the Project Site is not designated as an existing mineral resource extraction area by the State of California or the U.S. Geological Survey. The Adopted IS/MND identified that Project Site is located in a heavily urbanized area, and although it may be classified as containing mineral resources, urban uses are the dominant and highest value use of the area and it would be infeasible to use the Project Site for purposes of mineral extraction. As such, the Adopted IS/MND concluded that the Approved Project would not result in the loss of availability of a known mineral resource of value to the region and residents of the State, nor of a locally important mineral resource recovery site, as the Approved Project would not propose to extract mineral resources or prevent them from being extracted by other means in the future and no impact to mineral resources would result from the Approved Project.

B. Modified Project

The Modified Project would be developed on the same Project Site as evaluated in the Adopted IS/MND. Impacts of the Modified Project would be the same as the Approved Project. The Modified Project would, consequently, not represent a new significant impact or substantial increase in the severity of previously identified impacts with respect to mineral resources.

C. Mitigation Measures

No mitigation measures were required for mineral resources in the Adopted IS/MND; no mitigation measures are required for the Modified Project.

13. NOISE

A. Approved Project

The Adopted IS/MND found that the Approved Project requires compliance with noise regulations under Section 41.40 and 112.05 of the Los Angeles Municipal Code (LAMC). The Adopted IS/MND's noise analysis indicated that throughout an 18-month construction period, in accordance with Section 112.05 of the LAMC, construction activities, including delivery and haul routes, shall be restricted to the hours between 7:00 a.m. and 9:00 p.m. Monday through Friday and 8:00 a.m. and 6:00 p.m. on Saturday. No noise-generating construction activities shall take place on Sundays or national holidays. The Adopted IS/MND found that compliance with the noise regulations in Sections 41.40 and 112.05 of the LAMC would reduce any potential noise impacts to a less than significant level. The Adopted IS/MND found that the construction-related impacts of the Approved Project would, therefore, be less than significant with mitigation incorporated.

The Adopted IS/MND found that construction of the Approved Project would expose persons to or generate noise levels more than standards established by the City. Construction of the Approved Project would generate a substantial temporary or periodic increase in ambient noise levels within 500 feet of a residential zone to 75 dBA measured within 50 feet of source as seen in Table B-17 in the Adopted IS/MND's noise analysis. These sensitive receptors include the Garey Building, Newberry Lofts, Vignes Arts Building, and 923 East 3rd Street. The Garey Building is subject to the highest noise levels associated with the construction phase, 103 dBA. The highest contributor to noise is the concrete saw. The Approved Project proposed to implement various project designs and mitigation strategies to minimize noise impacts and produce less than significant impacts on nearby buildings to meet both LAMC regulations in Sections 41.40 and 112.05. These include **Project Design Feature PDF-NOISE-1** and **Mitigation Measures MM-NOISE-1** through **MM-NOISE-3**.

Mitigation Measures MM-NOISE-1 and **MM-NOISE-2** would reduce construction noise levels up to 5 dBA at off-site sensitive receptor locations. **Mitigation Measure MM-NOISE-3** would reduce

construction noise levels up to 20 dBA at residential uses east of the Project Site and up to 10 dBA at residential uses south and east of the Project Site. With the incorporation of **Project Design Feature PDF-NOISE-1** and **Mitigation Measures MM-NOISE-1** through **MM-NOISE-3**, the construction activities associated with the Approved Project would comply with the noise regulations established in Sections 41.40 and 112.05 of the LAMC. Therefore, with respect to the noise standards and regulations established in the LAMC, noise impacts during construction of the Approved Project would be reduced to less than significant.

The rapid attenuation characteristics of ground-borne vibration and distance of the related projects to the Approved Project Site shows there is no potential for the Approved Project to result in a cumulatively considerable contribution, when considered together with the related projects, to cumulatively significant construction-related or operational impacts. The Adopted IS/MND found that operation of the Approved Project would not generate a substantial permanent increase in ambient noise levels in the vicinity of the Project Site above levels existing without the Approved Project with project design features and mitigation measures including **Project Design Features PDF-NOISE-2** through **PDF-NOISE-4**, and **Mitigation Measures MM-NOISE-4** through **MM-NOISE-6**. Noise from construction of the Approved Project and related projects would be localized, thereby potentially affecting areas immediately within 500 feet from the construction site. Cumulative noise impacts would occur primarily as a result of increased traffic on local roadways due to the Approved Project and other projects in the Project vicinity. Therefore, cumulative traffic generated noise impacts have been assessed based on the contribution of the Approved Project to the future cumulative base traffic volumes in the Project vicinity.

Implementation of **Mitigation Measure MM-NOISE-5** would reduce the maximum vibration impact associated with construction activities to a less than 0.04 inches per second peak particle velocity (PPV). Incorporation of **Project Design Feature PDF-NOISE-4** would transmit an alarm to on-site personnel with authorization to halt work in the vicinity if vibration velocities in excess of the established threshold occur. Furthermore, in the event damage occurs to historic finish materials due to construction vibration, such materials would be repaired in consultation with a qualified preservation consultant in a manner that meets the Secretary of the Interior's Standards. Implementation of **Mitigation Measure MM-NOISE-6** would prevent the use of high vibratory construction equipment. Thus, vibration impacts on the on-site historic buildings would be less than significant. With the incorporation of **Project Design Feature PDF-NOISE-4** and **Mitigation Measures MM-NOISE-5** and **MM-NOISE-6**, vibration impacts would be less than significant.

The Approved Project would not expose people residing or working in the Project area to excessive noise levels within an area covered by an airport land use plan. The Approved Project would not expose people residing or working in the area to excessive noise levels in the vicinity of a private airstrip.

B. Modified Project

The Modified Project would be developed on the same site as the Approved Project and subject to the same regulatory compliance, project design features, and mitigation measures discussed in the Adopted IS/MND. The Modified Project would be completed within the 18-month construction period similar to the Approved Project. Similar to the Approved Project, the Modified Project consists of a renovation of the existing two-story building. The Modified Project proposes six levels to be added to the existing building, increasing to a total of eight levels, as opposed to the seven levels proposed as part of the Approved Project. The Modified Project would add approximately 21,554 square feet of additional floor area increasing the total floor area to 124,233 square feet compared to the 102,679 square feet under the Approved Project. The Modified Project would include additional office space as opposed to specific private club, gym, spa, and retail uses included in the Approved Project. The Modified Project does not propose any substantial new uses or activities that would result in immense changes to the findings of the Adopted IS/MND noise analysis. The Modified Project does not propose any new uses or activities that would result in changes to the findings of the Adopted IS/MND.

The Modified Project includes similar on-site construction activities identified in the Approved Project. Noise from construction activities would be generated by vehicles and equipment involved during various stages of construction operations: site clearing, site grading and excavation, foundation construction, and building construction. The Modified Project's addition of one level and 21,554 square feet of additional office and parking space will minimally increase the levels of ambient noise on surrounding sensitive receptors seen in the Adopted IS/MND Table B-17. Similar to the Approved Project, sensitive receptors include the Garey Building, Newberry Lofts, Vignes Arts Building, and 923 East 3rd Street. The Garey Building is subject to the highest noise levels associated with the construction phase, 103 dBA. The highest contributor to noise is the concrete saw. However, the Modified Project would be subject to all project design features and mitigation measures identified in the Adopted IS/MND's noise analysis that would result in less than significant impacts. **Project Design Feature PDF-NOISE-1** and **Mitigation Measures MM-NOISE-1** through **MM-NOISE-4** are required to reduce temporary construction impacts to a less than significant level.

The Modified Project would undergo the same off-site construction activities set in the Approved Project. The Modified Project would have an estimated 3,220 cubic yards of grading that would occur, the majority of which would be exported off-site. The excavation would require a maximum of 9 haul trucks trips per day. The Modified Project's haul trucks would increase traffic noise from approximately 59.6 dBA (CNEL) at 25 feet distance along South Vignes Street between 1st Street and East 2nd Street to approximately 64.6 dBA (CNEL). However, this increase would not exceed the significance threshold of 75 dBA for short-term construction impacts. Therefore, noise impacts from off-site construction traffic would be less than significant and no mitigation measures are required.

The Modified Project is also subject to operational noise and noise from VMT after the construction period. The additional 21,554 square feet added in the Modified Project would increase VMT as discussed in the *929 East 2nd Street Project – Supplemental Transportation Impact Analysis*, prepared by KOA and dated August 17, 2022. This results in increase traffic noise caused by 4,557 net daily vehicle trips and a 30,125 net daily VMT per screening analysis. However, since there are additional project design features and mitigation measures required to comply with the LAMC (§ 12.21 A.4 and § 12.21 A.16), the total net daily VMT decreases to 3,963 net daily vehicle trips and 26,195 net daily VMT. Additionally, the incorporation of the same project design features (**PDF-NOISE-1** through **PDF-NOISE-4**) and mitigation measures (**MM-NOISE-1** through **MM-NOISE-6**) implemented in the Approved Project significantly decrease the level of exposure to noise and vibration.

The construction and operational analyses demonstrate that noise impacts will be similar between the Approved Project and Modified Project. The Modified Project shows no significant difference in noise levels despite the inclusion of additional square feet and another building level, as compared to the Approved Project.

Overall, the Modified Project would be required to incorporate the same **Project Design Features PDF-NOISE-1** through **PDF-NOISE-4** and implement the same **Mitigation Measures MM-NOISE-1** through **MM-NOISE-6**, as identified for the Approved Project in the Adopted IS/MND. The project design features and mitigation measures are listed in the Adopted IS/MND and are included below and as Appendix A to this Addendum. The Modified Project would, consequently, not represent a new significant impact or substantial increase in the severity of previously identified impacts with respect to noise and vibration. Thus, **Project Design Features PDF-NOISE-1** through **PDF-NOISE-4** and **Mitigation Measures MM-NOISE-1** through **MM-NOISE-6** from the Adopted IS/MND would be implemented by the Modified Project, and impacts associated with noise and vibration would be less than significant.

C. Project Design Features and Mitigation Measures

The Adopted IS/MND for the Approved Project incorporated the following project design features related to noise and vibration:

> **Project Design Feature PDF-NOISE-1:** The Applicant shall designate a construction relations officer to serve as a liaison with surrounding residents and property owners who is responsible for responding to any concerns regarding construction noise and vibration. The liaison's telephone number(s) shall be prominently displayed at the Project Site. Signs shall also be posted at the Project Site that includes permitted construction days and hours.
>
> **Project Design Feature PDF-NOISE-2:** All mechanical equipment used would be designed with appropriate noise control devices, such as sound attenuators, acoustics louvers, or sound screen/parapet walls to comply with noise limitation requirements provided in Section 112.02 of the LAMC.

Project Design Feature PDF-NOISE-3: The proposed facility shall incorporate noise-attenuating features (physical as well as operational) designed by a licensed acoustical sound engineer to minimize operational sounds beyond the property line. Measure shall include, but are not limited to, the use of wall and floor-ceiling assemblies separating commercial tenant spaces and public places that shall have a Sound Transmission Class (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413.

Project Design Feature PDF-NOISE-4: During construction, the contractor shall install and maintain at least two continuously operational automated vibrational monitors on the on-site historic building. The monitors must be capable of being programmed with two predetermined vibratory velocities levels: a first-level alarm equivalent to a level of 0.45 inches per second at the face of the building and a regulatory alarm level equivalent to a level of 0.5 inches per second at the face of the building. The monitoring system must produce real-time specific alarms (via text message and/or email to on-site personnel) when velocities exceed either of the predetermined levels. In the event of a first-level alarm, feasible steps to reduce vibratory levels shall be undertaken, including but not limited to halting/staggering concurrent activities and utilizing lower-vibratory techniques. In the event of an exceedance of the regulatory level, work in the vicinity shall be halted and the onsite historic building visually inspected for damage. Results of the inspection must be logged. In the event damage occurs to historic finish materials due to construction vibration, such materials shall be repaired in consultation with a qualified preservation consultant, and if warranted, in a manner that meets the Secretary of the Interior's Standards.

The Adopted IS/MND for the Approved Project implemented the following mitigation measures related to noise and vibration:

Mitigation Measure NOISE-1: Noise-generating equipment operated at the Project Site shall be equipped with the most effective and technologically feasible noise control devices, such as mufflers, lagging (enclosures for exhaust pipes), and/or motor enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

Mitigation Measure NOISE-2: Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously.

Mitigation Measure NOISE-3: Temporary noise barriers (e.g., sound blankets) shall be used to block the line-of-site between construction equipment and noise-sensitive receptors (residences) during Project construction. Noise barriers shall be a minimum of 20-feet tall along the west, and 10-feet tall along the south and east boundaries, which are adjacent to residential uses.

Mitigation Measure NOISE-4: Amplified music from speakers located in the outdoor seating area at the southwest corner of the project may not exceed 75 dBA during the daytime or 63

dBA during the nighttime as measured at the southwestern property line adjacent to the Garey Building. Measurements shall be taken using a calibrated handheld or in-place noise monitor that meets the American National Standard Institute (ANSI) S1.4 specifications for sound level meters or equivalent. Sound system or speaker volume settings should be tested prior to the installation of permanent speakers or prior to the beginning of an event for temporary speakers. The maximum allowed sound system or speaker volume settings, based on the results of the measurements, shall be labeled on the settings controls and on-site personnel shall be required to comply with the maximum allowed volume settings. Speakers shall not be directed towards the Garey Building and shall be directed towards the interior of the Project Site.

Mitigation Measure NOISE-5: Heavy equipment shall not be used within 60 feet of the neighboring residential structures. Heavy equipment is defined as equipment with an engine size of 600 horsepower or greater and includes large dozers, large excavators, and large loaders).

Mitigation Measure NOISE-6: High vibratory construction equipment, such as use of a pile driver, shall not be used.

14. POPULATION AND HOUSING

A. Approved Project

The Adopted IS/MND found that construction of the Approved Project would not result in significant impacts related to population or housing. The Adopted IS/MND identified that the Approved Project would not have indirect effects on growth through such mechanisms as the extension of roads and infrastructure and did not propose residential uses. As such, population growth associated with the Approved Project would be less than significant and no mitigation measures are required. The Adopted IS/MND identified that the Approved Project would provide up to 102,679 square feet of market, retail, restaurant, and office uses, which would generate new employment on the Project Site. However, the projected Approved Project increase in employment is consistent with anticipated SCAG growth projections for the Central City North Community Plan area and the City. The Adopted IS/MND concluded that construction and operation jobs would be filled by employees within the region and projected employment growth associated with the Approved Project would be less than significant. The Approved Project does not include the extension of roads or other infrastructure, which could induce population growth. Furthermore, the Project Site does not contain any existing dwelling units, and therefore, the Approved Project would not displace any residents or dwelling units. The Adopted IS/MND determined that impacts related to population and housing would be less than significant.

B. Modified Project

The Modified Project would not have indirect effects on growth through such mechanisms as the extension of roads and infrastructure. Because there are no proposed residential uses, the Modified Project would only contribute to increasing the number of employees when compared to the Approved

Project. The Modified Project would provide up to 124,233 square feet of office, event, studio, restaurant, and lobby uses which would generate additional employment on the Project Site. The Modified Project's contribution to employment opportunities is summarized in **Table 2**, *Modified Project Increases in Employment*. As seen in Table 2, the Modified Project would result in 40 new retail/restaurant employees and 526 new office employees for a total generation of 566 new employees, an increase of 174 employees over the projected 392 employees anticipated under the Approved Project. The projected increase in employment of the Modified Project is compared to growth projections in the SCAG 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy for the Central City North Community Plan area and the City of Los Angeles in **Table 3**, *Project Employment Impacts*. As seen in Table 3, the increase in population generated from the Modified Project would remain consistent with the growth projections in the SCAG 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy. Consequently, the Modified Project would not represent a new significant impact or substantial increase in the severity of previously identified impacts with respect to population and housing.

C. Mitigation Measures

No mitigation measures were required for population and housing in the Adopted IS/MND; no mitigation measures are required for the Modified Project.

TABLE 2

MODIFIED PROJECT INCREASES IN EMPLOYMENT

Use	Amount	Employment Generation Factor (per sq. ft.)[a]	Number of Employees
Retail/Restaurant (sq. ft.)[b]	14,472	0.00271	39
Office (sq. ft.)	109,761	0.00479	526
Total			566

[a] The employee generation factors for the listed uses are taken from the Los Angeles Unified School District, 2014 Developer Fee Justification Study, March 2014.
[b] As a separate rate is not provided for restaurant uses, the retail factor (Neighborhood Shopping Centers) was used. The total includes the restaurant uses on the first level and the eight level.
[c] The rate for standard commercial office was used for the offices, screening room, artist studios, photo studios, event space and lobbies.
Source: ESA, 2022

TABLE 3

PROJECT EMPLOYMENT IMPACTS

	Project Increase[a]	SCAG Projected Growth[b]	Project Percentage of Growth
Employment			
2016 - 2019 Buildout[c]			
Central City North Community Plan Area	566	1,880	30%
City of Los Angeles	566	76,176	0.7%
2016 - 2040 Projection Horizon			
Central City North Community Plan Area	566	8,925	6.3%
City of Los Angeles	566	371,143	0.2%

[a] From Table 2, Modified Project Increases in Employment.
[b] From Table B-20 in Appendix A of the Adopted IS/MND.

Source: ESA, 2022. Based on SCAG 2016 RTP/SCS projections.

15. PUBLIC SERVICES

A. Approved Project

The Adopted IS/MND identified that although the Approved Project could potentially increase demand for fire protection services, impacts would be less than significant through compliance with applicable regulatory requirements regarding building design, fire safety features, emergency safety provisions, Los Angeles Fire Department (LAFD) access, construction measures, and plot plan review. The Adopted IS/MND identified that the Approved Project would introduce new structures, visitors, and employees to the Project Site which could result in greater demand on Los Angeles Police Department (LAPD) police protection services. During construction of the Approved Project, potential conflicts with traffic on local streets could occur, as well as theft or vandalism to equipment, materials, vehicles, and facilities located on the Project Site, potentially requiring LAPD involvement. The Adopted IS/MND found that the incorporation of **Project Design Features PDF-PS-1** through **PDF-PS-10** would reduce potential impacts during Project construction and operation to a less than significant level.

The Adopted IS/MND found that in accordance with California Government Code Section 65995 and Education Code Section 17620, payment of statutory developer fees required through the implementation of **Mitigation Measure MM-PS-1** would provide full and complete mitigation related to potential impacts to school services for purposes of CEQA. Therefore, the Adopted IS/MND concluded that potential impacts related to school services would be less than significant with the implementation of mitigation.

The Adopted IS/MND found that the Project would provide public open space through the provision of the East 2nd Street Courtyard and retail terraces as well as private recreational amenities for club

members, which would reduce the Approved Project's limited demand for use of existing public recreational and park facilities. Therefore, the Adopted IS/MND found that potential impacts on park facilities would be considered less than significant.

The Adopted IS/MND found that potential new library visitors, if any, would include employees or visitors to the Project Site. The addition of new employees to the Project Site would not materially change demand on local libraries, as three libraries are located within 1.2 miles of the Project Site for their use. The Adopted IS/MND described that workers traveling to work may stop at a library that is outside of their residential neighborhood; however, such library stops would be incidental and typical of workers throughout the region. Therefore, the Adopted IS/MND concluded that a substantial increase in demand for library services such that the construction or expansion of library facilities would be required would not occur. Impacts were concluded to be less than significant.

The Adopted IS/MND found that the Approved Project would not substantially increase demand for public services or substantially degrade any public facility and as such, impacts were concluded to be less than significant.

B. Modified Project

The Modified Project would maintain the Approved Project's building height, but would relocate the parking from the fourth level of the building to the first level and basement level to create additional office space on the fourth level (which would now become two levels, the fourth level and fifth level). In addition to the relocation of the parking in the building, the Modified Project would add approximately 21,554 square feet of additional floor area to result in a total floor area of 124,233 square feet of event, studio, restaurant, and office uses which would generate new employment on the Project Site. Because there are no proposed residential uses, the Modified Project would only contribute to increasing the number of employees. The Modified Project would result in 566 new employees, an increase of 174 employees over the projected 392 employees anticipated under the Approved Project which may result in an increased demand for fire protection, police protection, park, and library services. Similar to the Approved Project, the Modified Project would have less than significant impacts related to increased demand for fire and police protection services through compliance with applicable regulatory requirements and the incorporation of **Project Design Features PDF-PS-1** through **PDF-PS-3**, **PDF-PS-5**, and **PDF-PS-7** through **PDF-PS-10.** The Modified Project would not be subject to **Project Design Features PDF-PS-4** and **PDF-PS-6** due to the removal of private membership club and retail uses.

Due to the additional 174 employees generated from the Modified Project, the number of students could slightly increase. However, compliance with California Government Code Section 65995, which would require the Project Applicant to pay all applicable school facility development fees prior to issuance of a building permit, would ensure that potential impacts on schools are less than significant. The Modified Project proposes 24,547 square feet of open space, resulting in an additional 8,844 square feet of open space compared to the Approved Project. Therefore, the Modified Project's limited demand for use of existing public recreational and park facilities would be further reduced compared to

the Approved Project, and potential impacts on park facilities would be less than significant. Similar to the Approved Project, the Modified Project would not result in a notable increase in the demand for library services. Further, three libraries are located within 1.2 miles of the Project Site to accommodate construction workers or employees generated by the Modified Project. Therefore, potential impacts on libraries would be less than significant. The Modified Project would be required to incorporate **Project Design Features PDF-PS-1** through **PDF-PS-3**, **PDF-PS-5**, and **PDF-PS**-7 through **PDF-PS-10,** as identified for the Approved Project in the Adopted IS/MND. The project design features are listed in the Adopted IS/MND and are included below and as Appendix A to this Addendum. The Modified Project would, consequently, not represent a new significant impact or substantial increase in the severity of previously identified impacts with respect to public services. Thus, **Project Design Features PDF-PS-1** through **PDF-PS-3**, **PDF-PS-5**, and **PDF-PS-7** through **PDF-PS-10** from the Adopted IS/MND would be implemented by the Modified Project, and impacts associated with public services would be less than significant.

C. Project Design Features and Mitigation Measure

The Adopted IS/MND for the Approved Project incorporated the following project design features related to public services:

Project Design Feature PDF-PS-1: The Project would incorporate a security program to ensure the safety of employees and site visitors. The design considers guidelines per the "Design out Crime Guidelines: Crime Prevention Through Environmental Design" published by the Los Angeles Police Department's Crime Prevention Section (located at Parker Center, 150 N. Los Angeles Street, Room 818, Los Angeles, (213) 485-3134). This measure would be approved by the LAPD prior to issuance of building permits.

Project Design Feature PDF-PS-2: Private security personnel would monitor vehicle and pedestrian access to the construction areas and patrol the Project Site.

Project Design Feature PDF-PS-3: Construction fencing with gated and locked entry would be installed around the perimeter of the construction site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

Project Design Feature PDF-PS-5: The Project Site would be well-illuminated by security lighting in entryways, public areas, and parking facilities.

Project Design Feature PDF-PS-7: Valet staff would also be present to assist in parking vehicles and to monitor site activity, and vehicles would be parked within a controlled-access area not open to the public, visitors, or guests.

Project Design Feature PDF-PS-8: The Project proposes to provide closed-circuit television camera security systems, onsite security guards posted at the proposed alcohol uses, an alarm system installed as needed, pedestrian appropriate illumination at entryways, alleys, etc., and controlled access into and out of the parking garage.

Project Design Feature PDF-PS-9: All alcohol sales employees will receive STAR training in responsible alcohol sales; age verification devices and prompts will be part of the Point of Sale system to assist cashiers in prevention of sales to minors.

Project Design Feature PDF-PS-10: Potential effects on adjacent accessibility would be reduced with flagging and traffic control personnel.

The Adopted IS/MND for the Approved Project implemented the following mitigation measure related to public services:

Mitigation Measure MM-PS-1: Prior to issuance of a building permit, the General Manager of the City of Los Angeles, Department of Building and Safety, or designee, shall ensure that the Applicant has paid all applicable school facility development fees in accordance with California Government Code Section 65995.

16. RECREATION

A. Approved Project

The Adopted IS/MND found that because the Approved Project does not include residential uses, it would have minimal demand on existing park and recreational facilities. Although new visitors and employees to the Project Site would potentially increase demand and use of existing recreational facilities, the Approved Project would provide public open spaces through the provision of the East 2nd Street Courtyard, which includes decorative hardscapes, ornamental trees, landscaped planters and patio tables, the facilities would reduce the Project's limited demand for use of existing public recreational and park facilities. Therefore, the Adopted IS/MND concluded that impacts on parks or recreational facilities would be less than significant under the Approved Project, and no mitigation measures were required.

B. Modified Project

The Modified Project would maintain the Approved Project's building height, but would relocate the parking from the fourth level of the building to the first level and basement level to create additional office space on the fourth level (which would now become two levels, the fourth level and fifth level). In addition to the relocation of the parking in the building, the Modified Project would add approximately 21,554 square feet of additional floor area to result in a total floor area of 124,233 square feet of event, studio, restaurant, and office uses which would generate new employment on the Project Site. Because there are no proposed residential uses, the Modified Project would only contribute to increasing the number of employees. The Modified Project would result in 566 new employees, an increase of 174 employees over the projected 392 employees anticipated under the Approved Project. This increase in employees could potentially increase demand for recreational facilities and services compared to the Approved Project. However, the Modified Project proposes 24,547 square feet of open space, resulting in an additional 8,844 square feet of open space compared to the Approved Project. As such, the

Modified Project would not result in an increased demand for recreational facilities. The Modified Project would, consequently, not represent a new significant impact or substantial increase in the severity of previously identified impacts with respect to recreation.

C. Mitigation Measures

No mitigation measures were required for recreation in the Adopted IS/MND; no mitigation measures are required for the Modified Project.

17. TRANSPORTATION

A. Approved Project

The Adopted IS/MND did not identify any significant impacts on transportation facilities that would result from the implementation of the Approved Project. Consistent with the *State CEQA Guidelines* that were effective at the time of publication, the Adopted IS/MND evaluated the Approved Project's consistency with plans, ordinances, or policies related to transportation facilities (including the Los Angeles County Congestion Management Plan [CMP]), impacts to air traffic patterns, potential to increase hazards or introduce incompatible uses, and impacts to emergency access. Although no significant impacts were identified, the Adopted IS/MND did identify implementation of **Project Design Feature PDF-TRAF-1**, which would serve to further reduce less-than-significant impacts related to temporary Project-related construction impacts to emergency access.

Among the transportation topics evaluated in the Adopted IS/MND, several are no longer applicable based on updates to the *State CEQA Guidelines* since the Adopted IS/MND was approved. The first is related to intersection operations, which was formerly evaluated as part of the evaluation of consistency with plans, ordinances, or policies. The Adopted IS/MND evaluated the Approved Project's impact on traffic operations at ten signalized study intersections near the Site; the intersection impact analysis was based on the performance measures of vehicle delay and level of service (LOS). Since approval of the Adopted IS/MND, the *State CEQA Guidelines* have been revised (Public Resources Code, section 21099, subdivision [b][3]) and these performance measures can no longer be used to determine the significance of a transportation impact under CEQA. Following this change, vehicle miles traveled (VMT) is now used by the City to assess vehicle-related impacts and, for this reason, this Addendum evaluates impacts to passenger vehicle travel using VMT rather than vehicle delay and LOS.

Consistency with the Los Angeles County Congestion Management Program (CMP) is also no longer applicable. The Los Angeles County CMP was previously a state-mandated program that was enacted by the California State Legislature with the passage of Proposition 111 in 1990 that primarily utilized an LOS performance metric. Pursuant to California Government Code Section 65088.3, local jurisdictions may opt out of the CMP requirement without penalty if a majority of the local jurisdictions representing a majority of the County's population formally adopt resolutions requesting to opt out of the program. By August 28, 2019, fifty-seven local jurisdictions, which in total represent 8.5 million in population, had adopted resolutions electing to be exempt from the CMP. With the Los Angeles County region having

reached the statutorily required threshold, the provisions of the CMP are no longer applicable to any of the 89 local jurisdictions within Los Angeles County, regardless of whether or not a jurisdiction adopted an opt-out resolution. Therefore, CMP traffic impact analysis is no longer required within the County.

Finally, a project's potential to result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks, has also been removed from the *State CEQA Guidelines* since publication of the Adopted IS/MND.

B. Modified Project

Portions of the following impact analysis pertaining to transportation impacts are based on information contained in the Transportation Memo prepared for the Modified Project on August 17, 2022 (Appendix B. In addition to an analysis of potential CEQA transportation impacts, the Transportation Memo also includes an analysis of non-CEQA transportation issues for the purposes of satisfying the requirements of the City's Transportation Analysis Guidelines (TAG). The non-CEQA transportation includes an assessment the pedestrian, bicycle, and transit access; intersection operating conditions (i.e., vehicle delay, LOS, and queue lengths); and passenger loading operations. The Transportation Memo is included as Appendix B of this Addendum.

Consistency with Plans, Ordinances, or Policies

Consistent with the requirements set forth in the TAG, the review of the applicable plans and policies includes the Mobility Plan 2035, Plan for A Healthy Los Angeles, Central City North Community Plan, Los Angeles Vision Zero Plan, Citywide Design Guidelines, LAMC, Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), City Planning Department's Walkability Checklist, and LADOT Manual of Policies and Procedures Section 321. These are discussed in further detail below. Additionally, Attachment B of the Transportation Memo (see Appendix B) includes the LADOT Attachment D: Plan Consistency Worksheet that was used to conduct this evaluation and outlines general questions that assist in the determination of whether or not a development project conflicts with a plan, policy, or program.

Mobility Plan 2035: The City adopted the Mobility Plan 2035: An Element of the General Plan, in September 2016, which sets forth goals and policies to improve overall transportation in the City. The Mobility Plan designates East 2nd Street, the roadway bordering the Site to the south, as a Collector. This designation entails a 40-foot-wide roadway within a 66-foot-wide right-of-way. The segment of East 2nd Street adjacent to the Modified Project site presently has an approximately 40-foot-wide roadway within a 60-foot-wide right-of-way. The Modified Project proposes to provide a three-foot sidewalk dedication along East 2nd Street to fulfill the required half right-of-way width. The Mobility Plan designates South Vignes Street, the street bordering the Site to the east, as a Collector. This designation entails a 40-foot-wide roadway within a 66-foot-wide right-of-way. The segment of South Vignes Street adjacent to the Site presently has an approximately 40-foot-wide roadway within a 60-foot-wide right-of-way. The Modified Project would provide a three-foot sidewalk dedication along South Vignes Street to fulfill the required half right-of-way width. In terms of driveway access, the Modified Project aligns

with Mobility Plan policy based on the characteristics of the Site. The Modified Project would provide three driveways, which will be located along roadways adjacent to the Site designated as Collector Streets. These driveways will all be located over 75 feet from the intersection of South Vignes Street and East 2nd Street.

In summary, the Modified Project is consistent with the Mobility Plan 2035 for public right-of-way classification standards and dedications; policy alignment with Modified Project-initiated changes; and network access (Plan Consistency Worksheet, Sections II.A, II.B, and II.C, respectively).

Plan for a Healthy Los Angeles: The Plan for a Healthy Los Angeles, as established in March 2015, is meant to prioritize health and social equity in the City's plans for future growth and development. The Plan is guided by principles of holistic health, the link between community design and health, and active transportation, among other principles. Chapter 2 of The Plan, A City Built for Health, promotes multi-modal corridors and accessible services as features of a safe and healthy city. The development of the Modified Project would not preclude the Plan's goals of promoting active transportation and a healthy city. As a commercial project with short-term and long-term bicycle parking, the Modified Project would be supportive of this active mode of travel for employees and patrons alike.

Central City North Community Plan: The Central City North Community Plan, as adopted in December 2000, summarizes key issues and opportunities in the area through the development of goals, objectives, policies, and programs associated with multiple land uses including residential, commercial, and industrial projects that lie within its boundaries. The Modified Project supports the Plan's objectives of encouraging and expanding alternative modes of travel and improving the effectiveness of the public transportation system by increasing employment density within close proximity to high-quality transit facilities. In addition, the Modified Project would implement Transportation Demand Management (TDM) measures such as reduced parking and providing bicycle parking facilities, which would reduce the number of vehicle trips generated by the site, which would contribute to the Plan's stated objective to comply with the City's intersection operations standards (i.e., LOS). The establishment of a bicycle network within the roadway network is another key objective outlined in the Central City North Community Plan. The Modified Project would support and not preclude the implementation of bicycle lanes and routes on the adjacent roadways and within the larger Modified Project area. The Modified Project would also support and encourage the use of these facilities by providing dedicated bicycle storage for employees, guests, and patrons of the site.

Vision Zero: Vision Zero was launched by the Mayor of Los Angeles in August 2015 with the goal of eliminating all traffic fatalities citywide by 2025. Vision Zero specifically seeks to implement traffic safety treatments at intersections and along roadway segments to improve safety for pedestrians, bicyclists, and other vulnerable road users. The City has developed a High Injury Network (HIN) that identifies roadways having a high number of traffic collisions causing serious injury and death. Development projects proposed on a roadway identified as part of the City's HIN should be designed to enhance safety for non-motorized users. No roadways adjacent to the Modified Project are classified as a part of the HIN. The nearest HIN roadways are Alameda Street, located approximately 1,200 feet west of the

Modified Project, and East 2nd Street between Central Avenue and Alameda Street. The Modified Project would maintain the existing roadway infrastructure, dedicate additional width to adjacent sidewalks, and will not negatively affect the safety of pedestrians, bicycles, and other vulnerable roadway users.

Citywide Design Guidelines: The City's Citywide Design Guidelines are meant to promote maintaining neighborhood character, quality design, and creative development solutions. Guidelines 1-3 provide best practices in the area of Pedestrian-First Design that are as follows:

- Guideline 1 is to promote a safe, comfortable, and accessible pedestrian experience for all;
- Guideline 2 is to carefully incorporate vehicular access such that it does not degrade the pedestrian experience; and
- Guideline 3 is to design projects to actively engage with streets and public space and maintain human scale.

The Modified Project's proposed pedestrian facilities would provide sufficient pedestrian access at the first level entrance and along the surrounding sidewalks. The proposed vehicular access through the driveways along East 2nd Street and South Vignes Street would provide sufficient sight distance for entering and exiting motorists to identify pedestrians crossing the vehicular driveways. In additional, the Modified Project would remove the existing abandoned railroad tracks at the southwest corner of the site, which would improve Americans with Disabilities Act (ADA) access for Modified Project patrons, as well as other users of the sidewalk network. Therefore, the Modified Project would comply with the Citywide Design Guidelines.

Los Angeles Municipal Code: The LAMC bicycle parking ordinance § 12.21 A.16 requires the provision of commercial short-term bicycle parking spaces at rates of one space per 10,000 square feet of office floor area, one space per 2,000 square feet of restaurant/bar floor area, and one space per 10,000 square feet of other commercial use floor area. The LAMC requires the provision of long-term bicycle parking spaces at rates of one space per 5,000 square feet of office floor area, one space per 2,000 square feet of restaurant/bar floor area, and one space per 10,000 square feet of other commercial floor area. Based on these rates, the Modified Project would be required to provide a minimum of 15 short-term and 25 long-term bicycle parking spaces. The Modified Project would provide 19 short-term and 42 long-term bicycle parking spaces located on the Modified Project's ground floor near the entrance to the parking garage. The Modified Project would, therefore, provide convenient and adequate bicycle parking facilities.

Per standard parking requirements outlined in LAMC § 12.21 A.4 and the Modified Project's proposed commercial floor area, the Modified Project would require 364 automobile parking spaces. Since the Modified Project is located in the East Los Angeles State Enterprise Zone, LAMC § 12.21 A.4(x)(3) specifies that the Modified Project's minimum automobile parking requirement is one automobile space per 500 square feet of commercial floor area. After Enterprise Zone parking reductions, the Modified Project would be required to provide a minimum of 249 automobile spaces for all commercial uses. The

Modified Project would provide a total of 270 automobile parking spaces, thereby complying the LAMC parking requirement.

The current TDM requirements (LAMC § 12.26J) outline TDM measures that a development must implement and comply with, which include displaying mobility information, designating parking for carpool/vanpools, and providing bicycle parking. The Modified Project would provide a reduced amount of parking (consistent with LAMC 12.21 A.4[x][3]) and would provide at least the required bicycle parking spaces. Therefore, it would be in compliance with the City's TDM requirements.

SCAG RTP/SCS: the SCAG RTP/SCS balances future mobility and housing needs with economic, environmental, and public health goals in a long-term plan laid out from 2020-2045. The Modified Project is consistent with the SCAG RTP/SCS because the Modified Project would not result in a significant VMT impact, as detailed further in the discussion of *Consistency with State CEQA Guidelines* Section 15064.3, subdivision (b)(1) (VMT) (see below).

Walkability Checklist: The City's Walkability Checklist provides design strategies and guidelines for walkable streets. It promotes pedestrian-friendly features in the public right-of-way and on private property. The Department's Commercial Citywide Design Guidelines for Pedestrian-Oriented/ Commercial and Mixed-Use Projects provide a blueprint for sustainable and aesthetically pleasing residential and commercial development. These documents promote the provision of pedestrian-friendly, street-fronting entrances to commercial uses at surface grade. The Modified Project frontages on East 2nd Street and South Vignes Street would allow for easy pedestrian-friendly access to the Modified Project at the surface grade. Restaurant uses with outdoor, street-fronting seating would also be provided to enhance the pedestrian- friendly environment around the site.

LADOT Manual of Policies and Procedures Section 321: The LADOT Manual of Policies and Procedures Section 321 provides design standards and best practices for the location and sizing of driveway facilities. The requirements apply to driveways proposed along arterial roadways. As the Modified Project frontages are located along Collector streets, many of the provisions do not apply. However, the Modified Project would locate all driveways along both East 2nd Street and South Vignes Street over 75 feet from the nearest intersection (South Vignes Street and East 2nd Street). Review and approval of proposed driveway widths and locations would be subject to approval by the LADOT Citywide Planning Coordination Section. Further, the proposed one-way operation of the drop-off/pick-up facility along South Vignes Street near the northeast corner of the Site would be enforced through valet staff, as recommended by the LADOT guidance. Finally, all parking spaces and loading areas have been designed to be accessible without maneuvering within the public right-of-way, except as necessary within the alley north of the Site. Based on these driveway design considerations, the Modified Project would align with and support the goals and policies of the LADOT Manual of Policies and Procedures Section 321.

Conclusion: The Adopted IS/MND only considered the Approved Project's consistency with plans, ordinances, or policies, as it related to operational standards (i.e., vehicle delay, LOS). As noted previously, the *State CEQA Guidelines* have been revised since publication of the Adopted IS/MND and

these performance measures can no longer be used to determine the significance of a transportation impact under CEQA. Consequently, and consistent with the TAG, a more comprehensive review of a project's consistency with plans, ordinances are now required. Based on the discussion above, the Modified Project would not result in a new significant impact or substantial increase in the severity of previously identified impacts related to consistency with plans, ordinances, or policies.

Consistency with State CEQA Guidelines Section 15064.3, subdivision (b)(1) (VMT)

As outlined in the Mobility Plan 2035, the City has a goal of reaching a 20 percent reduction in VMT by 2035. In line with these goals, the City updated the TAG to ensure compliance with Section 15064.3, subdivision (b)(1) of the *State CEQA Guidelines*, which asks if a development project would result in a substantial increase in VMT. As documented in the TAG, in order for a proposed land use project to have a less-than-significant VMT impact, two criteria must be met: (1) the land use project's household VMT per capita must be at least 15 percent below the average household VMT per capita, and (2) the land use project's work VMT per employee must be at least 15 percent below the average work VMT per employee. Based on average VMT for the Central Area Planning Commission (APC), where the Site is located, the significance thresholds for daily household VMT per capita and daily work VMT per employee are 6.0 and 7.6, respectively.

The Transportation Memo (Appendix B) documents the VMT analysis conducted for the Modified Project. Using LADOT's VMT calculator, which considers the Site location, proposed land use intensities, and quantifiable TDM strategies inherent to the Modified Project (i.e., reduced parking supply and providing bicycle parking consistent with the Los Angeles Municipal Code), work VMT per employee was calculated. The Modified Project is estimated to generate 3,963 net daily vehicle trips and 26,195 net daily VMT, which equates to a work VMT per employee of 7.0. Since this is below the significance threshold noted above for the Central APC (7.6 work VMT per employee), the Modified Project would result in a less-than-significant VMT impact, and would therefore be consistent with *State CEQA Guidelines* Section 15064.3, subdivision (b)(1).

As noted previously, consistency with *State CEQA Guidelines* Section 15064.3, subdivision (b)(1) was not considered in the Adopted IS/MND. Based on the above, the Modified Project would not result in a new significant impact or substantial increase in the severity of previously identified impacts related to VMT.

Hazardous Conditions

Site Access Analysis: The TAG provides two screening criteria to determine whether a project would potentially result in impacts due to geometric design hazards or incompatible uses:

1. *The land use project proposes new driveways, or introduces new vehicular access to the property from the public right-of-way.*
2. *The land use project proposes, or is required, to make modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.).*

The Modified Project would introduce three driveways to the existing roadway network: a full-access driveway along East 2nd Street at the southwest corner of the Site and a pair of one-way driveways along South Vignes Street near the northeast corner of the site. The southerly driveway along South Vignes Street would provide inbound-only access, while the northerly driveway would provide outbound-only egress. Both East 2nd Street and South Vignes Street, adjacent to the Site, are designated in the Mobility Plan 2035 as Collector Streets that experience relatively low pedestrian and bicycle volumes. Thus, while these driveways would cross the existing pedestrian and bicycle paths of travel, sufficient sight distance would be provided at the driveway locations for traffic traveling to and from the Modified Project Site, thereby not introducing any hazardous condition that would diminish the ability of pedestrian, bicycle, and vehicular traffic to operate safely. Based on this assessment, the Modified Project would result in a less-than significant impact related to geometric design feature of incompatible use hazards.

Freeway Safety Analysis: The *Interim Guidance for Freeway Safety Analysis* was developed by the LADOT to address State of California Department of Transportation ("Caltrans") comments regarding freeway off-ramp and mainline safety considerations, especially as they pertain to freeway off-ramp queueing and mainline speed differentials. The analysis guidance presented in the memorandum are used to evaluate whether conditions along Caltrans off-ramp facilities resulting from a development project represent a potential safety impact under CEQA. The freeway safety analysis screening for determining if a development project is required to conduct a freeway ramp analysis is based on the following criterion:

> *"Will the development project add 25 or more vehicle trips to any freeway off-ramp in either the morning or afternoon peak hour?"*

As documented in the Transportation Memo (Appendix B), the Modified Project's weekday peak-hour trip generation estimates indicate that the Project will generate at most 193 inbound vehicle trips during a peak hour (weekday PM peak hour). Per the trip distribution percentages identified in the Adopted IS/MND, the largest inbound trip distribution percentage along a Caltrans off-ramp facility is seven percent at the Interstate 10 eastbound off-ramp to Porter Street (Santa Fe Avenue). Thus, the largest Modified Project trip contribution to a freeway off-ramp is expected to be 14 trips at this location during the PM peak hour. Since the Modified Project would not add 25 or more trips to any freeway off-ramp during either the AM or PM peak hour, the Modified Project would not result in a freeway safety impact and does not require further freeway off-ramp or mainline analysis.

Consequently, the Modified Project would not result in a new significant impact or substantial increase in the severity of previously identified impacts related to hazardous conditions.

<u>Emergency Access</u>

As compared to the Approved Project, vehicular access (including emergency vehicles) to and from the Site would not change with the Modified Project. Immediate vehicular access would be provided from 1st Street, East 2nd Street, and South Vignes Street. Additionally, emergency vehicles would be able to

access the western and northern frontages of the project via two existing driveways/alleys. As part of project approvals and permitting, all new driveways constructed as part of the Modified Project would be subject to review and approval by the Los Angeles Fire Department (LAFD) to ensure that all relevant LAFD requirements are met.

While emergency access would remain unchanged from existing conditions with the implementation of the Modified Project, short-term construction activities that may temporarily affect access on portions of adjacent streets during certain periods of the day. However, this potential for a temporary change in access would be guided through development of construction best management practices, and would be a less-than-significant impact. Similar to the Approved Project, the Modified Project would implement **Project Design Feature PDF-TRAF-1 (Construction Management Plan)**. All elements of **Project Design Feature PDF-TRAF-1 (Construction Management Plan)** from the Approved Project, which are detailed above in Section 17.A, *Approved Project*, would also apply to the Modified Project.

Consequently, the Modified Project would not result in a new significant impact or substantial increase in the severity of previously identified impacts related to emergency access.

C. Project Design Feature

The Adopted IS/MND for the Approved Project incorporated the following project design features related transportation:

PDF-TRAF-1: The Applicant shall prepare a detailed Construction Management Plan that shall include, but not be limited to, the following elements, as appropriate:

- Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including estimated duration of construction and daily hours of construction.
- Prohibition of construction worker or equipment parking on adjacent streets.
- Temporary pedestrian, bicycle, and vehicular traffic controls during all construction activities adjacent to Vignes Street and E. 2nd Street 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 Site's Vignes Street and E. 2nd Street 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 Site boundaries.

- Prohibition on construction-related vehicles/equipment parking on surrounding public streets.
- Safety precautions for pedestrians through such measures as alternate routing and protection barriers shall be implemented.
- Scheduling of construction-related deliveries, haul trips, etc., so as to occur outside the commuter peak hours.
- Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.
- Temporary pedestrian facilities should be adjacent to the Site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
- Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
- Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

18. TRIBAL CULTURAL RESOURCES

Since Adoption of the Adopted IS/MND, *State CEQA Guidelines* Appendix G was revised to include Tribal Cultural Resources as a new, stand-alone impact issue area.

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

A. Approved Project

The analysis within the Adopted IS/MND is based on Project notification and request to consult letters that the City submitted to eight (8) Native American individuals and organizations on the City's AB 52 Notification List in 2016. The Soboba Band of Luiseño Indians provided a response stating that the Soboba Band had no specific concerns regarding known cultural resources within the Project Site and requested that a Native American monitor be present during future ground-disturbing activities. As a result of AB 52 consultations for the Project, no known tribal cultural resources were identified at the Project Ste. As such, the Adopted IS/MND concluded that the Approved Project would result in no impact to known tribal cultural resources.

A. Modified Project

The Modified Project would be developed on the same Project Site as evaluated in the Adopted IS/MND. Impacts of the Modified Project would be the same as the Approved Project. Consequently, the Modified Project would not represent a new significant impact or substantial increase in the severity of previously identified impacts with respect to tribal cultural resources.

B. Mitigation Measures

No mitigation measures were required for tribal cultural resources in the Adopted IS/MND; no mitigation measures are required for the Modified Project.

19. UTILITIES AND SERVICE SYSTEMS

A. Approved Project

The Adopted IS/MND found that the Approved Project would generate an increase in wastewater compared to existing conditions, but would not exceed wastewater generation treatment capacity at the Hyperion Treatment Plant, and would not exceed the requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB). The Adopted IS/MND concluded a less than significant impact related to wastewater would occur. The Adopted IS/MND also found that the Approved Project would result in an increase in water demand compared to existing conditions; however, existing water facilities that serve the Project Site were determined to have adequate capacity available to accommodate the required fire flows and domestic water demand generated by the Approved Project. In addition, the Adopted IS/MND found that compliance with water conservation measures and the implementation of LID requirements would further reduce the Approved Project's water demand. The Adopted IS/MND identified existing water and wastewater facilities would have the capacity to serve the Project Site and no new water or wastewater treatment facilities or expansion of existing facilities would be required. Thus, the Adopted IS/MND concluded impacts related to water and wastewater would be less than significant.

Regarding stormwater, the Adopted IS/MND identified that the exiting Project Site is fully developed or paved that the Approved Project would not increase the volume or flow rate of storm runoff as the impervious surface would not increase. The Approved Project's stormwater flows would not exceed the capacity of the existing storm drain system, and the implementation of applicable LID requirements

would further reduce stormwater flows. In addition, a final plan check by the City Bureau of Engineering would ensure that adequate storm drain system capacity is available prior to Project approval. Therefore, the Adopted IS/MND concluded that potential impacts related to stormwater would be less than significant.

The Adopted IS/MND found that the Approved Project would result in less than significant impacts associated with solid waste since the capacity of the region-wide landfills would be sufficient to accommodate the Approved Project. Further, the Adopted IS/MND identified the Approved Project would be in compliance with applicable federal, state, and local statutes and regulations related to solid waste. Nonetheless, standard City Regulatory Compliance Measures and **Project Design Features PDF-USS-1** through **PDF-USS-4** were applied to ensure that the Approved Project would comply with the City's Construction and Demolition Waste Recycling Ordinance and the City's required solid waste reduction goals.

The Adopted IS/MND identified that the Approved Project would potentially increase demand for other utilities and service systems, including electricity, natural gas, and transportation-related energy use. However, compliance with energy and water efficiency standards and measures as well as reduced vehicle trips and VMT due to the Approved Project's land use characteristics and site design features were concluded to reduce potential impacts. Therefore, the Adopted IS/MND found that impacts related to other utilities and service systems would be less than significant.

B. Modified Project

The Modified Project would maintain the Approved Project's building height, but would relocate the parking from the fourth level of the building to the first level and basement level to create additional office space on the fourth level (which would now become two levels, the fourth level and fifth level). In addition to the relocation of the parking in the building, the Modified Project would add approximately 21,554 square feet of additional floor area to result in a total floor area of 124,233 square feet of event, studio, restaurant, and office uses which would generate new employment on the Project Site. Because there are no proposed residential uses, the Modified Project would only result in an increased number of employees. The Modified Project would result in 566 new employees, an increase of 174 employees over the projected 392 employees anticipated under the Approved Project. This increase in employees could potentially increase the demand for water, electricity, natural gas, and energy use and increase wastewater and solid waste generation. Similar to the Approved Project, the Modified Project would have less than significant impacts related to stormwater as the Modified Project would not increase the volume or flow rate of storm runoff since the existing site is currently fully developed or paved. Despite the increase in commercial square footage under the Modified Project, potential impacts related to water and wastewater would remain less than significant as existing water facilities near the Project Site would continue to have adequate capacity available to accommodate the required fire flows and domestic water demand generated by the Modified Project. In addition, similar to the Approved Project, compliance with water conservation measures and the implementation of LID requirements would further reduce the Modified Project's projected water demand and existing stormwater flows.

Despite the slight increase in commercial square footage under the Modified Project, potential impacts related to solid waste and landfill capacity would remain less than significant as the Modified Project would be required to comply with applicable federal, state, and local statutes and regulations and would incorporate **Project Design Features PDF-USS-1** through **PDF-USS-4**. In addition, despite a potential slight increase in electricity, natural gas, and energy use under the Modified Project, compliance with current energy and water efficiency standards and measures as well as reduced vehicle trips and VMT due to the Modified Project's proximity to public transit and site design features would ensure that potential impacts related to other utilities and service systems would remain less than significant. The Modified Project would be required to incorporate the same **Project Design Features PDF-USS-1** through **PDF-USS-4** as identified for the Approved Project in the Adopted IS/MND. The project design features are listed in the Adopted IS/MND and are included below as Appendix A to this Addendum. The Modified Project would, consequently, not represent a new significant impact or substantial increase in the severity of previously identified impacts with respect to utilities and service systems. **Project Design Features PDF-USS-1** through **PDF-USS-4** from the Adopted IS/MND would be implemented by the Modified Project, and as such, impacts associated with utilities and service systems would be less than significant.

C. Project Design Features

The Adopted IS/MND for the Approved Project incorporated the following project design features related to utilities and service systems:

Project Design Feature PDF-USS-1: Prior to the issuance of any demolition or construction permit, the applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the Project, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction-related wastes.

Project Design Feature PDF-USS-2: All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle demolition and construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, bricks, metals, wood, and vegetation. Non-recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.

Project Design Feature PDF-USS-3: To facilitate on-site separation and recycling of demolition and construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and recycled accordingly as a part of the Project's regular solid waste disposal program.

Project Design Feature PDF-USS-4: Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Project's regular solid waste disposal program.

20. WILDFIRE

Potential impacts related to emergency evacuation and wildfire were discussed in the Adopted IS/MND as part of Section IV.8, Hazards and Hazardous Materials (see Question h, specifically). However, since adoption of the Adoption of IS/MND, the *State CEQA Guidelines* Appendix G has been revised to include a stand-alone wildfire issue area as part of the Checklist. AS such, consistent with current *State CEQA Guidelines* Appendix G, the following presents an analysis of the potential impacts related to wildfire that would occur under the Modified Project.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a. Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

b. Due to the slope, prevailing winds, and other factors, would a project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c. Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risks or that may result in temporary or ongoing impacts to the environment?

d. Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope stability, or drainage changes?

e. Approved Project

As identified in the Adopted IS/MND, the Project Site is located in a highly urbanized area. No wildlands are present on the Project Site or surrounding area. The Project Site is located within an area that is designated in the General Plan Safety Element, Exhibit D, Selected Wildfire Hazard Area, as an Industrialized Area, which is correlated with greater risk of public exposure to atmospheric releases of hazardous materials and flammable or explosive materials. Since the uses immediately adjacent to the Project Site are residential and commercial, it is unlikely that there will be atmospheric releases in the Project vicinity. The Adopted Project would be designed to, and its operations implemented in a matter than, would comply with applicable State and local code and ordinances, including the City of Los Angeles Department of Public Works' street standards related to construction requirements, and Division 7 of the Building Code regarding provision of fire-resistant building materials and smoke control. The Adopted IS/MND concluded that the Approved Project would not expose people or structures to a significant risk involving wildfires. No mitigation was required.

f. Modified Project

The Project Site is located in a developed area of the City and does not include wildlands or high fire hazard terrain or vegetation. The Project Site is not located in a Very High Fire Hazard Severity Zone; nor is the Project Site within a wildland fire hazard area. Therefore, no impact from wildland fires would occur and no mitigation measures are required. Similar to the Approved Project, the Modified Project would be designed to, and its operations implemented in a matter than, would comply with applicable State and local code and ordinances including the City of Los Angeles Department of Public Works' street standards related to construction requirements, and Division 7 of the Building Code regarding provision of fire-resistant building materials and smoke control. The Modified Project would, consequently, not represent a new significant impact or substantial increase in the severity of previously identified impacts with respect to wildfires.

A. Mitigation Measures

No mitigation measures were required for wildfire in the Adopted IS/MND; no mitigation measures are required for the Modified Project.

III. CONCLUSION

Based on the above analyses, which compared the potential effects of the Modified Project with the potential impacts of the Approved Project as discussed in the Adopted IS/MND, the City concludes that the Modified Project would not require major revisions of the Adopted IS/MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects (*State CEQA Guidelines* § 15162(a)(1)). In addition, no substantial changes have occurred with respect to the circumstances under which the project would be undertaken which would require major revisions of the Adopted IS/MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects (*State CEQA Guidelines* § 15162(a)(2)). Finally, no new information of substantial importance has been presented which would show that the Modified Project would have one or more significant effects not discussed in the Adopted IS/MND; that significant effects previously examined will be substantially more severe than shown in the Adopted IS/MND; that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents declined to adopt the mitigation measures or alternatives; or that mitigation measures or alternatives which are considerably different from those analyzed in the Adopted IS/MND would substantially reduce one or more significant effects on the environment, but the project proponents declined to adopt the mitigation measures or alternatives (*State CEQA Guidelines* § 15162(a)(3)). Therefore, none of these conditions described in *State CEQA Guidelines* § 15162 requiring preparation of a subsequent IS/MND or EIR are present. Substantial evidence supporting the conclusions presented above is provided in the proceedings of this Addendum (*State CEQA Guidelines* § 15164(e)).

APPENDIX A

MITIGATION MEASURES FROM THE ADOPTED IS/MND

AESTHETICS

The Adopted IS/MND for the Approved Project required the following project design features and mitigation measure related to aesthetics:

Project Design Feature PDF-AES-1: The ground floor plaza along 2nd Street shall include attractive landscaping. It shall be maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker.

Project Design Feature PDF-AES-2: Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.

Project Design Feature PDF-AES-3: During construction of the Project, the exterior of buildings and fences shall be free from graffiti when such graffiti is visible from a public street or alley, pursuant to Municipal Code Section 91.8104.15.

Project Design Feature PDF-AES-4: Outdoor lighting shall be designed to shine downward and installed with shielding and be directed onto the Project Site, so that the light source does not directly illuminate any adjacent properties or the above night skies.

Project Design Feature PDF-AES-6: The exterior of the proposed building shall be constructed of materials such as high-performance low reflectivity glass and pre-cast concrete or fabricated wall surfaces.

Mitigation Measure MM-AES-1: Exterior screening shall be installed to minimize the spill light from luminaires within open structure buildings from reaching beyond the Project Site. The screening shall also be installed so as to minimize the views and potential glare of headlights of motor vehicles within the garage from beyond the Project Site boundary. Screening measures may include, but are not limited to, shielding attached to the luminaire, building, or site structures.

AIR QUALITY

The Adopted IS/MND for the Approved Project required the following mitigation measure related to air quality:

Mitigation Measure MM-AIR-1: The Project shall limit daily application of architectural coatings applied on-site to 170 gallons per day with an average of 50 grams VOC per liter of coating, less water and less exempt compounds, or equivalent usage resulting in similar or less VOC emissions. For example, stains, specialty primers, and industrial maintenance coatings allowed

by Rule 1113 that contain VOCs at a level of 100 grams per liter of coating, less water and less exempt compounds would be limited to 85 gallons per day on site. Compliance with this measure would result in approximately 71 pounds of VOC emissions per day, which would be less than the threshold of 75 pounds per day.

BIOLOGICAL RESOURCES

The Adopted IS/MND for the Approved Project required the following mitigation measures related to biological resources:

Mitigation Measure MM-BIO-1a: Any construction activities that occur during the nesting season (February 15 to August 31) shall require that all suitable habitat (i.e., street trees and shrubs) be surveyed for the presence of nesting birds by a qualified biologist, retained by the Applicant as approved by the City of Los Angeles Building and Safety, before commencement of clearing and prior to grading permit issuance. The survey shall be conducted within 72 hours prior to the start of construction. A copy of the preconstruction survey shall be submitted to the City of Los Angeles Building and Safety.

Mitigation Measure MM-BIO-1b: If the required pre-construction survey detects any active nests, an appropriate buffer as determined by the biological monitor, shall be delineated, flagged, and avoided until the qualified biological monitor has verified that the young have fledged or the nest has otherwise become inactive.

CULTURAL RESOURCES

The Adopted IS/MND for the Approved Project required the following project design feature and mitigation measures related to cultural resources:

Project Design Feature PDF-CULT-1: The Project shall incorporate design features that include preservation or in-kind replacement of the Building's windows, board-formed reinforced concrete exterior, and decorative cornice and frieze, as well as restoration of the original loading bay openings and primary (south and east) elevations in compliance with the Secretary of the Interior's Standards for Rehabilitation. The Project's plan for restoration of the Building's exterior features shall be developed in conjunction with a qualified architectural historian, historic architect, or historic preservation professional who satisfies the Secretary of the Interior's Professional Qualifications Standards for History, Architectural History, or Architecture, pursuant to 36 CFR 61.

Mitigation Measure MM-CULT-1: Prior to Project initiation, a recordation document prepared in accordance with Historic American Buildings Survey (HABS) Level III requirements shall be completed for the existing Building. The recordation document shall be prepared by a qualified architectural historian or historic preservation professional who satisfies the Secretary of the Interior's Professional Qualification Standards for Architectural History pursuant to 36 CFR 61.

This document shall include a historical narrative on the architectural and historical importance of the Building, the Building's construction history, history of occupancy and use, association with the potential Los Angeles Industrial Historic District, and record the existing appearance of the Building in professional large format photographs. The Building's exteriors, representative interior spaces, character-defining features, as well as the property setting and contextual views shall be documented. All documentation components shall be completed in accordance with the Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation (HABS standards). Copies of the completed report shall be distributed to the South Central Coastal Information Center at the California State University, Fullerton, City of Los Angeles Office of Historic Resources, and the City of Los Angeles Public Library Special Collections (Central Library).

Mitigation Measure MM-CULT-2: The Applicant shall retain a qualified archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards to oversee an archaeological monitor who shall be present during construction excavations such as demolition, clearing/grubbing, grading, trenching, or any other construction excavation activity associated with the Project. The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known archaeological resources, the materials being excavated (younger alluvium vs. older alluvium), and the depth of excavation, and if found, the abundance and type of archaeological resources encountered. Full-time monitoring may be reduced to part time inspections, or ceased entirely, if determined adequate by the archaeological monitor.

Mitigation Measure MM-CULT-3: In the event that archaeological resources are unearthed, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. An appropriate buffer area shall be established around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. All archaeological resources unearthed by Project construction activities shall be evaluated by a qualified archaeologist. The Applicant shall coordinate with the archaeologist and the City to develop an appropriate treatment plan for the resources if they are determined to be potentially eligible for the California Register of Historical Resources or potentially qualify as unique archaeological resources as defined in §15064.5(a) and §21083.2(g) of the Public Resources Code, respectively. If the archaeological resources are prehistoric or Native American in origin, the Applicant shall consult with a representative from the Gabrielino Tribe(s) to determine whether the resource qualifies as a tribal cultural resource pursuant to §21074(a) of the Public Resources Code and to determine appropriate treatment. If preservation in place or avoidance is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis of the artifacts. Any archaeological material collected shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be donated to a local school or historical society in the area for educational purposes.

Mitigation Measure MM-CULT-4: The archaeological monitor shall prepare a final report and appropriate California Department of Parks and Recreation Site Forms at the conclusion of archaeological monitoring. The report shall include a description of resources unearthed, if any, treatment of the resources, results of the artifact processing, analysis, and research, and evaluation of the resources with respect to the California Register of Historical Resources. The report and the Site Forms shall be submitted by the Applicant to the City of Los Angeles, the South Central Coastal Information Center, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the Project and required mitigation measures.

Mitigation Measure MM-CULT-5: If human remains are encountered unexpectedly during implementation of the project, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC shall then identify the person(s) thought to be the Most Likely Descendent (MLD). The MLD may, with the permission of the land owner, or his or her authorized representative, inspect the site of the discovery of the Native American remains and may recommend to the owner or the person responsible for the excavation work means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The MLD shall complete their inspection and make their recommendation within 48 hours of being granted access by the land owner to inspect the discovery. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Upon the discovery of the Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred, as prescribed in this mitigation measure, with the MLD regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment.

Whenever the NAHC is unable to identify a MLD, or the MLD identified fails to make a recommendation, or the landowner or his or her authorized representative rejects the recommendation of the descendants and the mediation provided for in Subdivision (k) of Section 5097.94, if invoked, fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative shall inter the human remains and items associated with Native American human remains with appropriate dignity on the property in a location not subject to further and future subsurface disturbance.

ENERGY

The Adopted IS/MND for the Approved Project required the following project design feature related to energy:

> **Project Design Feature PDF-LU-1:** Of the total parking provided, five percent of spaces would be dedicated for electric vehicles and provide charging stations. In addition, twenty percent of spaces would be pre-wired for the future installation of electric charging stations.

GEOLOGY AND SOILS

The Adopted IS/MND for the Approved Project required the following mitigation measures related to geology and soils:

> **Mitigation Measure MM-GEO-1:** All recommendations included in the Geotechnical Report prepared for the Project (provided in Appendix D of this MND) shall be followed. In regards to the foundation design, the existing foundations will need to be enlarged or strengthened as a result of the proposed addition and renovation. Where the existing footings will need to be enlarged, the new footings shall be designed to match the depth of the existing footings and shall bear into the underlying dense native soils. The proposed foundation plan shall be reviewed and approved by the geotechnical engineer and be in compliance with the City's Building Code. In regards to the slabs on grade, the concrete floor slabs should be a minimum of 5 inches in thickness. They should be cast over undisturbed natural geologic materials or property controlled fill materials. Any materials loosened or over-excavated should be wasted from the site or properly compacted to 95 percent of the maximum dry density.

GREENHOUSE GAS EMISSIONS

The Adopted IS/MND for the Approved Project required the following project design feature related to greenhouse gas emissions:

> **Project Design Feature PDF-GHG-1:** The following will be implemented as GHG reduction measures.
>
> 1. The use of materials and finished that emit low quantities of volatile organic compounds, or VOCs';
>
> 2. The installation of modern heating, ventilation, and air conditioning (HVAC) systems that utilize ozone-friendly refrigerants;
>
> 3. High-efficiency Energy Star® appliances;
>
> 4. Drought-resistant landscaping, stormwater retention, and the incorporate of water conservation features (i.e., dual-flush toilets, low-flow faucets); and

5. The provision of bicycle parking.

HAZARDS AND HAZARDOUS MATERIALS

The Adopted IS/MND for the Approved Project required the following project design features related to hazards and hazardous materials:

Project Design Feature PDF-HAZ-1: If construction activities affect access to portions of the streets adjacent to the Project Site, the Project would implement traffic control measures, such as construction flagmen or installation of signage to maintain flow and access in the vicinity of the Project.

Project Design Feature PDF-HAZ-2: The Project would develop a Construction Management Plan, in accordance with City Requirements, during Project construction, which would include the designation of a haul route, to ensure that emergency access is maintained during construction.

HYDROLOGY AND WATER QUALITY

The Adopted IS/MND for the Approved Project required the following project design feature related to hydrology and water quality:

Project Design Feature PDF-HYDRO-1: The Project shall install a dry infiltration well system that would be designed in accordance with City of Los Angeles Guidelines to pretreat and infiltrate storm runoff before entering the storm drain system.

LAND USE AND PLANNING

The Adopted IS/MND for the Approved Project required the following project design feature related to land use and planning:

Project Design Feature PDF-LU-1: Of the total parking provided, five percent of spaces would be dedicated for electric vehicles and provide charging stations. In addition, twenty percent of spaces would be pre-wired for the future installation of electric charging stations.

NOISE

The Adopted IS/MND for the Approved Project required the following project design features and mitigation measures related to noise:

Project Design Feature PDF-NOISE-1: The Applicant shall designate a construction relations officer to serve as a liaison with surrounding residents and property owners who is responsible for responding to any concerns regarding construction noise and vibration. The liaison's

telephone number(s) shall be prominently displayed at the Project Site. Signs shall also be posted at the Project Site that includes permitted construction days and hours.

Project Design Feature PDF-NOISE-2: All mechanical equipment used would be designed with appropriate noise control devices, such as sound attenuators, acoustics louvers, or sound screen/parapet walls to comply with noise limitation requirements provided in Section 112.02 of the LAMC.

Project Design Feature PDF-NOISE-3: The proposed facility shall incorporate noise-attenuating features (physical as well as operational) designed by a licensed acoustical sound engineer to minimize operational sounds beyond the property line. Measure shall include, but are not limited to, the use of wall and floor-ceiling assemblies separating commercial tenant spaces and public places that shall have a Sound Transmission Class (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413.

Project Design Feature PDF-NOISE-4: During construction, the contractor shall install and maintain at least two continuously operational automated vibrational monitors on the on-site historic building. The monitors must be capable of being programmed with two predetermined vibratory velocities levels: a first-level alarm equivalent to a level of 0.45 inches per second at the face of the building and a regulatory alarm level equivalent to a level of 0.5 inches per second at the face of the building. The monitoring system must produce real-time specific alarms (via text message and/or email to on-site personnel) when velocities exceed either of the predetermined levels. In the event of a first-level alarm, feasible steps to reduce vibratory levels shall be undertaken, including but not limited to halting/staggering concurrent activities and utilizing lower-vibratory techniques. In the event of an exceedance of the regulatory level, work in the vicinity shall be halted and the onsite historic building visually inspected for damage. Results of the inspection must be logged. In the event damage occurs to historic finish materials due to construction vibration, such materials shall be repaired in consultation with a qualified preservation consultant, and if warranted, in a manner that meets the Secretary of the Interior's Standards.

Mitigation Measure NOISE-1: Noise-generating equipment operated at the Project Site shall be equipped with the most effective and technologically feasible noise control devices, such as mufflers, lagging (enclosures for exhaust pipes), and/or motor enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

Mitigation Measure NOISE-2: Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously.

Mitigation Measure NOISE-3: Temporary noise barriers (e.g., sound blankets) shall be used to block the line-of-site between construction equipment and noise-sensitive receptors (residences) during Project construction. Noise barriers shall be a minimum of 20-feet tall along

the west, and 10-feet tall along the south and east boundaries, which are adjacent to residential uses.

Mitigation Measure NOISE-4: Amplified music from speakers located in the outdoor seating area at the southwest corner of the project may not exceed 75 dBA during the daytime or 63 dBA during the nighttime as measured at the southwestern property line adjacent to the Garey Building. Measurements shall be taken using a calibrated handheld or in-place noise monitor that meets the American National Standard Institute (ANSI) S1.4 specifications for sound level meters or equivalent. Sound system or speaker volume settings should be tested prior to the installation of permanent speakers or prior to the beginning of an event for temporary speakers. The maximum allowed sound system or speaker volume settings, based on the results of the measurements, shall be labeled on the settings controls and on-site personnel shall be required to comply with the maximum allowed volume settings. Speakers shall not be directed towards the Garey Building and shall be directed towards the interior of the Project Site.

Mitigation Measure NOISE-5: Heavy equipment shall not be used within 60 feet of the neighboring residential structures. Heavy equipment is defined as equipment with an engine size of 600 horsepower or greater and includes large dozers, large excavators, and large loaders).

Mitigation Measure NOISE-6: High vibratory construction equipment, such as use of a pile driver, shall not be used.

PUBLIC SERVICES

The Adopted IS/MND for the Approved Project required the following project design features and mitigation measure related to public services:

Project Design Feature PDF-PS-1: The Project would incorporate a security program to ensure the safety of employees and site visitors. The design considers guidelines per the "Design out Crime Guidelines: Crime Prevention Through Environmental Design" published by the Los Angeles Police Department's Crime Prevention Section (located at Parker Center, 150 N. Los Angeles Street, Room 818, Los Angeles, (213) 485-3134). This measure would be approved by the LAPD prior to issuance of building permits.

Project Design Feature PDF-PS-2: Private security personnel would monitor vehicle and pedestrian access to the construction areas and patrol the Project Site.

Project Design Feature PDF-PS-3: Construction fencing with gated and locked entry would be installed around the perimeter of the construction site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

Project Design Feature PDF-PS-5: The Project Site would be well-illuminated by security lighting in entryways, public areas, and parking facilities.

Project Design Feature PDF-PS-7: Valet staff would also be present to assist in parking vehicles and to monitor site activity, and vehicles would be parked within a controlled-access area not open to the public, visitors, or guests.

Project Design Feature PDF-PS-8: The Project proposes to provide closed-circuit television camera security systems, onsite security guards posted at the proposed alcohol uses, an alarm system installed as needed, pedestrian appropriate illumination at entryways, alleys, etc., and controlled access into and out of the parking garage.

Project Design Feature PDF-PS-9: All alcohol sales employees will receive STAR training in responsible alcohol sales; age verification devices and prompts will be part of the Point of Sale system to assist cashiers in prevention of sales to minors.

Project Design Feature PDF-PS-10: Potential effects on adjacent accessibility would be reduced with flagging and traffic control personnel.

Mitigation Measure MM-PS-1: Prior to issuance of a building permit, the General Manager of the City of Los Angeles, Department of Building and Safety, or designee, shall ensure that the Applicant has paid all applicable school facility development fees in accordance with California Government Code Section 65995.

TRANSPORTATION

The Adopted IS/MND for the Approved Project required the following project design feature related to transportation:

PDF-TRAF-1: The Applicant shall prepare a detailed Construction Management Plan that shall include, but not be limited to, the following elements, as appropriate:

- Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including estimated duration of construction and daily hours of construction.
- Prohibition of construction worker or equipment parking on adjacent streets.
- Temporary pedestrian, bicycle, and vehicular traffic controls during all construction activities adjacent to Vignes Street and E. 2nd Street 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 Site's Vignes Street and E. 2nd Street 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 Site boundaries.
- Prohibition on construction-related vehicles/equipment parking on surrounding public streets.
- Safety precautions for pedestrians through such measures as alternate routing and protection barriers shall be implemented.
- Scheduling of construction-related deliveries, haul trips, etc., so as to occur outside the commuter peak hours.
- Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.
- Temporary pedestrian facilities should be adjacent to the Site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
- Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
- Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

UTILITIES AND SERVICE SYSTEMS

The Adopted IS/MND for the Approved Project required the following project design features related to utilities and service systems:

Project Design Feature PDF-USS-1: Prior to the issuance of any demolition or construction permit, the applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the Project, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction-related wastes.

Project Design Feature PDF-USS-2: All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle demolition and construction materials including: solvents,

water-based paints, vehicle fluids, broken asphalt and concrete, bricks, metals, wood, and vegetation. Non-recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.

Project Design Feature PDF-USS-3: To facilitate on-site separation and recycling of demolition and construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and recycled accordingly as a part of the Project's regular solid waste disposal program.

Project Design Feature PDF-USS-4: Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Project's regular solid waste disposal program.

APPENDIX B

929 EAST 2ND STREET PROJECT – SUPPLEMENTAL TRANSPORTATION IMPACT ANALYSIS PREPARED BY KOA, DATED AUGUST 17, 2022

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MONTEREY PARK ORANGE ONTARIO SAN DIEGO LA QUINTA CULVER CITY

TECHNICAL MEMORANDUM

Date: August 17, 2022

To: Wes Pringle, Transportation Engineer – Los Angeles Department of Transportation

From: Ryan Kelly, Senior Engineer – KOA Corporation

Subject: 929 East 2nd Street Project – Supplemental Transportation Impact Analysis

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Following the approval of the Mitigated Negative Declaration (MND) for the 929 East 2nd Street Project (the "Approved Project"), the Applicant is requesting an addendum to the MND (ENV-2016-1081-MND) in order to construct a modified version of the mixed-use development (the "Modified Project"). Under the Modified Project, the development would include a similar mix of uses. However, it would have a slightly larger development envelope and would shift from private membership club uses to a more traditional office mixed-use composition. This supplemental transportation impact analysis (TIA) has been prepared to assess the transportation impacts of the Modified Project, reflective of the updated California Environmental Quality Act (CEQA) analysis requirements in the latest Los Angeles Department of Transportation (LADOT) *Transportation Assessment Guidelines* [July 2020] (the "TAG"). As shown in the following analysis, the Modified Project is not anticipated to generate any immitigable CEQA transportation impacts. Therefore, this technical memorandum supports the Modified Project MND addendum request.

APPROVED PROJECT DESCRIPTION

The Approved Project consisted of the renovation to the existing building and addition of five new levels to create a seven-story, 131-foot tall, 102,679 square-foot (per Zoning floor area calculations) mixed-use development with a private membership club and general commercial uses open to the public. The Transportation Impact Study for the Approved Project (the "2016 TIS"), approved by LADOT staff on June 2, 2016 as shown in Attachment A, included the following project description:

> *The existing on-site uses consist of a two-story industrial building containing 17 artist live/work loft units. These existing uses would be removed in conjunction with development of the Project. The Project's proposed uses are divisible into two primary categories: a private membership club and general commercial uses which are open to the public. The private membership club would not be open to the public, only to patrons with active memberships, and would include 1,024 gross square feet of specialty retail space, 8,157 gross square feet of event space, a 10,784 gross square-foot lounge/bar, 42,716 gross square feet of office space for temporary non-daily use by club members, 3,043 gross square feet of photo studios, a 6,378 gross square-foot gym/spa, and a 49-seat (1,933 gross square-foot) screening room. The commercial space open to the public would total 36,955 gross square feet of retail and restaurant uses. Approximately 76 percent (28,154 gross square feet) of the public commercial space would be dedicated to retail uses, and 24 percent (8,801 gross square feet) would be dedicated to restaurant uses.*

The Project would provide on-site parking on multiple floors, with the majority of parking accessed via three car lifts on the ground floor and an automated parking system. Automated parking would be provided on one subterranean and two above-ground levels. Access to the Project would be provided via an entry driveway intersecting the west side of Vignes Street approximately 70 feet north of 2nd Street. Egress from the Project would be provided via an exit driveway intersecting the west side of Vignes Street near the northerly end of the site, as well as from the service alley that borders the north side of the site and intersects the west side of Vignes Street.

Approximately 247 parking spaces would be provided for the Project.

MODIFIED PROJECT DESCRIPTION

The Modified Project consists of the demolition of the existing two-story building to construct an eight-story, 144-foot tall, 124,233 square foot (per Zoning floor are calculations) mixed-use development consisting of office, restaurant, artist studio, screening room, and event space. This supplemental TIA has been prepared based on the Modified Project description below.

Since the preparation of the 2016 TIS that evaluated impacts associated with the Approved Project, the 0.68-acre site at the northwest corner of 2nd Street and Vignes Street in the Central City North Community Plan area of the City of Los Angeles (the "City") has been vacated, with no active uses within the existing structure. The location of the Modified Project site is shown in Figure 1, Modified Project Site Vicinity and Study Intersection Location Map.

The Modified Project will consist of a variety of commercial uses located within the proposed office mixed-use building. Office space totaling 90,612 square feet will be provided on the basement, 2nd, 3rd, 4th, and 7th Floors of the building. The restaurant component of the Modified Project will include 5,673 square feet of high-turnover restaurant space on the 1st Floor and 14,462 square feet of high-turnover restaurant on the building's 8th Floor. The 5th Floor will house the artist and photo studio space, each measuring 7,296 square feet in size, as well as a 188-seat screening room. The event space will located on the Modified Project's 6th Floor and 6th Floor Mezzanine, with 28,688 square feet of total floor area.

As shown in Figure 2, Conceptual Modified Project Site Plan, Modified Project vehicular access/egress will be provided from a full-access driveway that will intersect the north side of 2nd Street, near the southwest corner of the site. This driveway will provide access to the Modified Project's subterranean parking level. A pair of one-way driveways intersecting the west side of Vignes Street, near the northeast corner of the site, will provide access to the Modified Project's drop-off/pick-up area and at-grade parking level. The southerly and northerly Vignes Street driveways will provide site access and egress, respectively, allowing for south-to-north circulation through the drop-off/pick-up facility. Access to a small number of parking spaces will also be provided along the alley that runs along the north edge of the Modified Project site.

The automobile parking will be provided on one subterranean and one at-grade parking level. As proposed, a total of 270 automobile parking spaces will be provided with the two parking levels. All on-site parking operations will be attended, provided via valet service operating from the drop-off/pick-up area. Additionally, the Modified Project would provide 42 long-term and 19 short-term bicycle parking stalls, which is consistent with Los Angeles Municipal Code (LAMC) Section 12.21.A.16 outlining bicycle parking requirements. Both the long-term and short-term bicycle parking would be provided on the Modified Project's 1st Floor, near the entrance to the parking garage.

CEQA ANALYSIS OF TRANSPORTATION IMPACTS

Following the passage of Senate Bill 743 (SB 743), the State of California's Governor's Office of Planning and Research (OPR) was tasked with developing new guidelines for evaluating transportation impacts under CEQA. These guidelines are intended to promote the reduction of greenhouse gas emissions and develop multimodal and diverse transportation networks by shifting the transportation performance metric from automobile delay and level of service (LOS) to vehicle miles traveled (VMT). As a result, OPR determined that under the proposed update to the CEQA guidelines, VMT would be established as the primary metric for evaluating environmental and transportation impacts.

In response to the updates to the CEQA guidelines, the LADOT updated the City's TAG in July 2020 to conform to the requirements of SB 743. The TAG replaced the *Transportation Impact Studies Guidelines* and shifted the performance metric for evaluating transportation impacts under the CEQA from LOS to VMT for studies completed within the City. The TAG establishes thresholds to identify development projects that would conflict with the updated CEQA guidelines.

As part of the updated TAG, the LADOT has identified three significance thresholds to apply in order to determine if a development project would result in transportation impacts under the updated CEQA guidelines. The development project would have a significant impact should any of the following be true:

1. The development project would conflict with the City's plans, programs, ordinances, or policies.
2. The development project would cause substantial VMT.
3. The development project would substantially increase hazards due to a geometric design feature or incompatible use(s).

CONFLICTING WITH PLANS, PROGRAMS, ORDINANCES, OR POLICIES (THRESHOLD T-1)

In line with the City's efforts to achieve a transportation system that meets the needs of all roadway users, the City has adopted numerous transportation-related plans and policies that promote safety for motorists, pedestrians, bicyclists, and transit riders. In order for the goals of these policies to be fully realized, it is paramount that development projects align with these plans and policies. For this reason, the updated TAG establishes the following threshold to ensure that proposed development projects contribute to achieving an accessible and sustainable transportation network.

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

The TAG has also established three screening criteria for determining which development projects are required to assess compliance with the City's plans, programs, ordinances, and policies. If any of the criteria are met, a compliance assessment is required. The criteria are listed below:

1. The development project requires a discretionary action that requires the decision maker to find that the decision substantially conforms to the purpose, intent, and provisions of the General Plan.
2. The development project is known to directly conflict with a transportation plan, policy, or program adopted to support multi-modal transportation options or public safety.
3. The development project is proposing to, or is required to, make modifications to the public right-of-way (e.g., street dedications and/or improvements in the right-of-way, reconfigurations of the curb line, etc.).

Based on the above screening criteria, the Modified Project would meet the following screening questions:

- The Modified Project requires a discretionary action.
- The Modified Project is required to provide a street dedication.

Therefore, the Modified Project's compliance with the City's plans and policies needs to be assessed and is discussed in further detail below.

The review of the applicable plans and policies included the Mobility Plan 2035, Plan for A Healthy Los Angeles, Central City North Community Plan, Los Angeles Vision Zero Plan, Citywide Design Guidelines, LAMC, Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), City Planning Department's Walkability Checklist, and LADOT Manual of Policies and Procedures Section 321. These are discussed in further detail below. Additionally, Attachment B includes the LADOT Attachment D: Plan Consistency Worksheet (the "Plan Worksheet") that was used to conduct this evaluation and outlines general questions that assist in the determination of whether or not a development project conflicts with a plan, policy, or program.

In conclusion, the Modified Project will support and not preclude the implementation of the City's transportation-related goals and policies. Therefore, the Modified Project will not have a significant impact regarding compliance with the City's plans, programs, ordinances, or policies. The Modified Project is also not expected to contribute to a cumulative impact related to implementation of the City's transportation-related goals and policies, as there are no related development projects in the direct Modified Project vicinity that could affect local policy compliance.

MOBILITY PLAN 2035

The Modified Project would embrace the objectives of the Mobility Plan 2035, which also includes the goals and policies of the City of Los Angeles General Plan and Bicycle Plan. The Mobility Plan designates 2nd Street, the roadway bordering the Modified Project site to the south, as a Collector. This designation entails a 40-foot wide roadway within a 66-foot wide right-of-way. The segment of 2nd Street adjacent to the Modified Project site presently has an approximately 40-foot wide roadway within a 60-foot wide right-of-way. The Modified Project proposes to provide a three-foot sidewalk dedication along 2nd Street to fulfill the required half right-of-way width.

The Mobility Plan designates Vignes Street, the street bordering the Modified Project site to the east, as a Collector. This designation entails a 40-foot wide roadway within a 66-foot wide right-of-way. The segment of Vignes Street adjacent to the Modified Project site presently has an approximately 40-foot wide roadway within a 60-foot wide right-of-way. The Modified Project proposes to provide a three-foot sidewalk dedication along Vignes Street to fulfill the required half right-of-way width.

In terms of driveway access, the Modified Project aligns with Mobility Plan policy based on the characteristics of the Modified Project site. The Modified Project is providing only three driveways, which will be located along roadways adjacent to the Modified Project site designated as Collector Streets. These driveways will all be located over 75 feet from the intersection of Vignes Street & 2nd Street.

In summary, the Modified Project is consistent with the Mobility Plan 2035 for public right-of-way classification standards and dedications; policy alignment with Modified Project-initiated changes; and network access (Plan Worksheet, Sections II.A, II.B, and II.C, respectively).

PLAN FOR A HEALTHY LOS ANGELES

The Plan for a Healthy Los Angeles, as established in March 2015, is meant to prioritize health and social equity in the City's plans for future growth and development. The Plan is guided by principles of holistic health, the link between community design and health, and active transportation, among other principles. Chapter 2 of The Plan, A City Built for Health, promotes multi-modal corridors and accessible services as features of a safe and healthy city. The development of the Modified Project will not preclude the Plan's goals of promoting active transportation and a healthy city. As a commercial project with short-term and long-term bicycle parking, the Modified Project will be conducive to this active mode of travel for employees and patrons alike.

CENTRAL CITY NORTH COMMUNITY PLAN

The Central City North Community Plan, as adopted in December 2000, summarizes key issues and opportunities in the area through the development of goals, objectives, policies, and programs associated with multiple land uses including residential, commercial, and industrial projects that lie within its boundaries. Under the Land Use Plan Policies and Programs (Chapter 3), transportation section, several transportation goals and policies are noted for the area. The Modified Project supports the objectives of encouraging and expanding alternative modes of travel and improving the effectiveness of the public transportation system by increasing employment density within close proximity to high-quality transit facilities. This will allow employees and visitors of the Modified Project site a convenient alternative to private vehicle travel when accessing the site.

The Central City North Community Plan also notes that the plan area seeks to comply with the City's objective that intersection LOS not exceed LOS E. Modified Project effects on local circulation conditions are analyzed in the Modified Project Access and Circulation Evaluation section of this memorandum. The Modified Project results in minor increases to intersection delay and queues at the evaluated signalized study intersections. The With Modified Project conditions will maintain LOS E or better conditions at both Alameda Street & 2nd Street and Vignes Street & 1st Street during both peak hours under existing (2022) and future year (2025) conditions. The increases to delay that would be experienced are minor for the overall intersections and intersection approaches. In support of the goal of maintaining LOS E at intersections within the community plan area, the Modified Project is also proposing to implement Transportation Demand Management (TDM) measures such as reduced parking and providing bicycle parking facilities, which will also help to reduce the number of vehicle trips generated by the site. While the benefits of these TDM measures are accounted for in the VMT analysis prepared for the Modified Project, no trip reductions were conservatively assumed within the access and circulation evaluation.

The establishment of a bicycle network within the roadway network is another key objective outlined in the Central City North Community Plan. The Modified Project will support and not preclude the implementation of bicycle lanes and routes on the adjacent roadways and within the larger Modified Project area. The Modified Project will also support and encourage the use of these facilities by providing dedicated bicycle storage for employees, guests, and patrons of the site.

The Modified Project will help realize several of the transportation programs noted within the community plan area.

VISION ZERO

Vision Zero was launched by the Mayor of Los Angeles in August 2015 with the goal of eliminating all traffic fatalities citywide by 2025. Vision Zero specifically seeks to implement traffic safety treatments at intersections and along roadway segments to improve safety for pedestrians, bicyclists, and other

vulnerable road users. The City of Los Angeles has developed a High Injury Network (HIN) that identifies roadways having a high number of traffic collisions causing serious injury and death. Development projects proposed on a roadway identified as part of the City's HIN should be designed to enhance safety for non-motorized users. No roadways adjacent to the Modified Project are classified as a part of the HIN. The nearest HIN roadways are Alameda Street, located approximately 1,200 feet west of the Modified Project, and 2nd Street between Central Avenue and Alameda Street. The Modified Project will maintain the existing roadway infrastructure, dedicate additional width to adjacent sidewalks, and will not negatively affect the safety of pedestrians, bicycles, and other vulnerable roadway users.

CITYWIDE DESIGN GUIDELINES

The Los Angeles Department of City Planning established *Citywide Design Guidelines* meant to promote maintaining neighborhood character, quality design, and creative development solutions. Guidelines 1-3 provide best practices in the area of Pedestrian-First Design that are as follows:

- Guideline 1 is to promote a safe, comfortable, and accessible pedestrian experience for all
- Guideline 2 is to carefully incorporate vehicular access such that it does not degrade the pedestrian experience
- Guideline 3 is to design projects to actively engage with streets and public space and maintain human scale

The Modified Project's proposed pedestrian facilities provide sufficient pedestrian access at the first-floor entrance and along the surrounding sidewalks. The proposed vehicular access through the driveways along 2nd Street and Vignes Street provide sufficient sight distance for entering and exiting motorists to identify pedestrians crossing the vehicular driveways. In additional, the Modified Project will remove the existing abandoned railroad tracks at the southwest corner of the site, which will improve ADA access for Modified Project patrons, as well as other users of the sideway network. Therefore, the Modified Project is compliant with the *Citywide Design Guidelines*.

LOS ANGELES MUNICIPAL CODE

The LAMC bicycle parking ordinance § 12.21 A.16 requires the provision of commercial short-term bicycle parking spaces at rates of one space per 10,000 square feet of office floor area, one space per 2,000 square feet of restaurant/bar floor area, and one space per 10,000 square feet of other commercial use floor area. The LAMC requires the provision of long-term bicycle parking spaces at rates of one space per 5,000 square feet of office floor area, one space per 2,000 square feet of restaurant/bar floor area, and one space per 10,000 square feet of other commercial floor area. Based on these rates, the Modified Project would meet the LAMC bicycle parking requirements by providing at least 15 short-term and 25 long-term bicycle parking spaces. The Modified Project will provide 19 short-term and 42 long-term bicycle parking spaces, located on the Modified Project's ground floor near the entrance to the parking garage. The Modified Project will, therefore, provide convenient and adequate bicycle parking facilities.

Per standard parking requirements outlined in LAMC § 12.21 A.4 and the Modified Project's proposed commercial floor area, the Modified Project would require 364 automobile parking spaces. Since the Modified Project is located in the East Los Angeles State Enterprise Zone, LAMC § 12.21 A.4(x)(3) specifies that the Modified Project's minimum automobile parking requirement is one automobile space per 500 square feet of commercial floor area. After Enterprise Zone parking reductions, the Modified Project would be required to provide a minimum of 249 automobile spaces for all commercial uses. The Modified Project proposes to provide a total of 270 automobile parking spaces. By providing fewer parking spaces than

standard LAMC parking requirement rates, the reduced parking supply will help reduce single-occupancy vehicle travel.

The current TDM requirements (LAMC **§** 12.26J) outline TDM measures that a development must implement and comply with, which include displaying mobility information, designating parking for carpool/vanpools, and providing bicycle parking. The Modified Project will be in compliance with the LAMC. This includes reducing the parking supply and providing the required bicycle parking spaces. It should be noted that the Modified Project will feature a reduced parking supply and bicycle parking as TDM strategies for the VMT analysis, as discussed in the following section.

In reviewing the abovementioned LAMC requirements, the Modified Project does not conflict with the bicycle, vehicle, or TDM policies. The Modified Project's compliance with LAMC requirements is also addressed in the Plan Worksheet, Section II.D.

SCAG RTP/SCS

The SCAG RTP/SCS balances future mobility and housing needs with economic, environmental, and public health goals in a long-term plan laid out from 2020-2045. The Plan Worksheet, Section II.E, addresses whether or not a development project is consistent with regional plans such as the SCAG RTP/SCS. The Modified Project is consistent with the SCAG RTP/SCS because the Modified Project would not result in a significant VMT impact, as detailed further in the following section.

WALKABILITY CHECKLIST

The Los Angeles Department of City Planning's Walkability Checklist provides design strategies and guidelines for walkable streets. This document promotes pedestrian-friendly features in the public right-of-way and on private property. The Department's Commercial Citywide Design Guidelines for Pedestrian-Oriented/Commercial & Mixed-Use Projects provide a blueprint for sustainable and aesthetically pleasing residential and commercial development. These documents promote the provision of pedestrian-friendly, street-fronting entrances to commercial uses at surface grade. The Modified Project frontages on 2nd Street and Vignes Street will allow for easy pedestrian-friendly access to the Modified Project at the surface grade. Restaurant uses with outdoor, street-fronting seating are also provided to enhance the pedestrian-friendly environment around the site.

LADOT MANUAL OF POLICIES AND PROCEDURES SECTION 321

The LADOT Manual of Policies and Procedures Section 321 provides design standards and best practices for the location and sizing of driveway facilities. The requirements presented in this document primarily apply to driveways proposed along arterial roadways. As the Modified Project frontage is located along Collector streets, many of the provisions do not apply. However, as suggested, the Modified Project will locate all driveways along both 2nd Street and Vignes Street, dedicated as Collector streets, over 75 feet from the nearest intersection (Vignes Street & 2nd Street). Review and approval of proposed driveway widths and locations will be subject to approval by the LADOT Citywide Planning Coordination Section. Further, the one-way operation of the drop-off/pick-up facility along Vignes Street near the northeast corner of the site will be reinforced through valet staff, ensuring that the one-way operation will be maintained, as recommended by the LADOT guidance. Finally, all parking spaces and loading areas have been designed to be accessible without maneuvering within the public right-of-way, except as necessary within the alley north of the Modified Project site. Based on these driveway design considerations, the Modified Project will align with and support the goals and policies of the LADOT Manual of Policies and Procedures Section 321.

CAUSING SUBSTANTIAL VEHICLE MILES TRAVELED (THRESHOLD T-2.1)

As outlined in the Mobility Plan 2035, the City has a goal of reaching a 20 percent reduction in VMT by 2035. In line with these goals, the City has updated the TAG to ensure compliance with Section 15064.3, subdivision (b)(1) of the CEQA Guidelines, which asks if a development project would result in a substantial increase in VMT. The TAG sets the following criterion for determining significant transportation impacts based on VMT:

> *For a land use project, would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1)?*

To assist in determining which development projects would conflict with CEQA Guidelines section 15064.3, subdivision (b)(1), the TAG establishes two screening criteria to evaluate whether further analysis is required of a land use project's VMT impact. Both of the following criteria must be met in order to require further analysis of a land use project's VMT contribution:

1. The land use project would generate a net increase of 250 or more daily vehicle trips.
2. The land use project would generate a net increase in daily VMT.

In addition, the TAG provides specific instructions for evaluating the VMT contributions of retail and restaurant uses. Should a land use project contain retail or restaurant components that are small-scale or local-serving in nature, the retail/restaurant portion of the land use project can be assumed not to result in a significant VMT impact. The retail/restaurant component of a land use project should be considered small-scale or local-serving if the total retail and restaurant square footage does not exceed 50,000 square feet. For a mixed-use development, if the retail/restaurant component does not exceed 50,000 square feet in floor area, that component can be considered to have a less-than-significant VMT impact; however, the remaining portions of the land use project are subject to further VMT analysis per the above screening criteria.

After the initial screening, the TAG provides guidance for further analysis of the VMT contribution of a land use project. Under the updated TAG, two forms of VMT are analyzed: (1) household VMT per capita and (2) work VMT per employee. The household VMT per capita is the home-based VMT produced by the residential component of a land use project divided by the number of residents within the development. The work VMT per employee is the home-based work VMT attracted by the non-residential uses of a land use project divided by the number of employees within the development. As outlined in the TAG, in order for a proposed land use project to have a less-than-significant VMT impact, two criteria must be met: (1) the land use project's household VMT per capita must be at least 15 percent below the average household VMT per capita, and (2) the land use project's work VMT per employee must be at least 15 percent below the average work VMT per employee. Table 1 shows the thresholds corresponding to 15 percent below the average household VMT per capita and average work VMT per employee. These thresholds have been determined individually for each of the seven Area Planning Commission (APC) areas within the City. The significance thresholds to be applied are determined based on the land use project's APC area, in this case, the Central APC.

Table 1: LADOT Thresholds for Significant VMT Impacts

Area Planning Commission	Daily Household VMT per Capita	Daily Work VMT per Employee
Central	6.0	7.6
East LA	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South LA	6.0	11.6
South Valley	9.4	11.6
West LA	7.4	11.1

Along with the updated TAG, LADOT developed the VMT Calculator, which calculates the daily vehicle trips, daily VMT, daily household VMT per capita, and daily work VMT per employee for land use projects. The VMT Calculator utilizes average daily trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (9th Edition, 2012) and empirical trip generation data to determine the base daily trips associated with a land use project. The number of daily trips is further refined using data from the Environmental Protection Agency's (EPA's) Mixed-Use (MXD) Model and the City's Travel Demand Forecasting (TDF) Model.

The VMT Calculator also determines population and employment estimates for a land use project based on rates developed from U.S. Census data for the City of Los Angeles and employment data from a variety of sources, including the Los Angeles Unified School District and the San Diego Association of Governments (SANDAG). The VMT Calculator then uses trip length information from the TDF Model, in combination with the daily trips and population/employment estimates, to calculate the land use project's daily VMT, household VMT per capita, and work VMT per employee. The VMT Calculator also provides a menu of TDM strategies that can be implemented for a land use project, either as project features or mitigation measures, to reduce the project's daily vehicle trips and VMT. Further detail on the VMT Calculator can be found in the City of Los Angeles VMT Calculator Documentation (May 2020).

To determine whether the Modified Project requires further VMT analysis, the Modified Project's proposed land uses were inputted into the VMT Calculator. As shown in Attachment C, the Retail (High-Turnover Sit-Down Restaurant), Retail (Quality Restaurant), Retail (Movie Theater) and Office (General Office) land use rates were applied for the corresponding proposed Modified Project uses. Since the land uses within the VMT Calculator do not align with the proposed Modified Project uses, the square footage associated with the artist and photo studio space was assumed to be part of the Office (General Office) use and the event space was treated as Retail (Quality Restaurant) use. These assumptions are in line with those assumed in the approved 2016 TIS. Attachment C contains summary reports of the VMT Calculator outputs. As shown, based on the VMT Calculator, Version 1.3 v141, the Modified Project would generate 4,557 net daily vehicle trips and 30,125 net daily VMT per the screening analysis. As the Modified Project would generate more than 250 net daily trips and would result in a net increase in daily VMT, the Modified Project would meet both screening criteria and further VMT is required. It should be noted that, for the purposes of VMT screening per the TAG, Modified Project features that qualify as TDM measures are excluded from the calculations.

The VMT Calculator was then utilized to determine household VMT per capita. The Modified Project would not include residential uses; therefore, the Modified Project would not generate household VMT per capita. The Modified Project proposes to incorporate some of the TDM strategies listed in the VMT Calculator (allowable per the LAMC) as part of the Modified Project development. Therefore, certain project design features were considered in the VMT calculations for the Modified Project. The TDM measures included as project features are:

1. Reduce Parking Supply: The LAMC, without consideration of parking reduction mechanisms, would require a total of 364 automobile parking spaces (§ 12.21 A.4). The Modified Project proposes to provide a total of 270 on-site automobile parking spaces, which represents a reduction of 94 automobile parking spaces from the amount required by direct application of the LAMC.
2. Include Bike Parking Per LAMC: The Modified Project meets City bicycle requirements per the LAMC (§ 12.21 A.16).

With the abovementioned TDM strategies implemented as part of the Modified Project (just including the project features), the Modified Project is anticipated to generate 3,963 net daily vehicle trips and 26,195 net daily VMT. The VMT Calculator determined that the Modified Project would generate a work VMT per employee of 7.0. Since the Modified Project is located within the Central APC area, the appropriate threshold of significance with which to compare the Modified Project's work VMT estimate is 7.6 daily work VMT per employee, as shown previously in Table 1. Therefore, the Modified Project is not expected to have a significant VMT impact based on the work VMT results. In addition, per guidance from the TAG, as a project with a less-than-significant work VMT per employee impact, the Modified Project can be assumed not to have a cumulative impact related to VMT. The VMT Calculator output reports are provided in Attachment C.

SUBSTANTIALLY INDUCING ADDITIONAL AUTOMOBILE TRAVEL (THRESHOLD T-2.2)

Transportation projects that contribute to increased vehicular capacity may contribute to inducing vehicular travel. The City has updated the TAG to ensure compliance with Section 15064.3, subdivision (b)(2) of the CEQA Guidelines, which gives the discretion to agencies to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. The TAG sets the following criterion for determining significant transportation impacts based on VMT for transportation projects:

> *For a transportation project, would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(2)?*

Since the Modified Project is not a transportation project, threshold T-2.2 does not apply.

SUBSTANTIALLY INCREASING HAZARDS DUE TO GEOMETRIC DESIGN FEATURE OR INCOMPATIBLE USE (THRESHOLD T-3)

In line with Vision Zero policies, the TAG seeks to identify any potential impacts that could arise due to roadway modifications proposed as part of a development project. These impacts include potential conflicts between motorists, bicyclists, and pedestrians, as well as increases in operational delays and vehicle queuing at development project driveways. Potential impacts would be determined based on the location of proposed driveways and the ability for motorists entering and exiting the project site to identify conflicting vehicular, pedestrian, and bicycle traffic. Therefore, the TAG has established the following threshold to determine if a development project would result in a significant impact based on the creation of roadway hazards:

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

The TAG also establishes two screening criteria to assist in determining which development projects would potentially result in impacts due to geometric design hazards or incompatible uses. If either of the following conditions is present for a proposed development project, then further analysis of potential hazards is required:

1. The land use project proposes new driveways, or introduces new vehicular access to the property from the public right-of-way.
2. The land use project proposes, or is required, to make modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.).

The Modified Project is proposing to introduce three driveways to the existing roadway network: a bidirectional, full-access driveway along 2nd Street at the southwest corner of the Modified Project site and a pair of one-way driveways along Vignes Street near the northeast corner of the site. The southerly driveway along Vignes Street would provide inbound-only access, while the northerly driveway would provide outbound-only egress. Both 2nd Street and Vignes Street, adjacent to the site, are designated as Collector Streets that experience relatively low pedestrian and bicycle volumes. Thus, while these driveways would cross the existing pedestrian and bicycle paths of travel, sufficient sight distance will be provided at the driveway locations for both inbound and outbound Modified Project traffic to be able to identify conflicting pedestrian, bicycle, and vehicular traffic. Based on this assessment, the Modified Project is not anticipated to have a significant impact related to geometric design feature of incompatible use hazards. With no nearby related projects, the Modified Project is also not expected to contribute to a significant cumulative hazard impact.

FREEWAY SAFETY ANALYSIS SCREENING

The *Interim Guidance for Freeway Safety Analysis* was developed by the LADOT to address State of California Department of Transportation ("Caltrans") comments regarding freeway off-ramp and mainline safety considerations, especially as they pertain to freeway off-ramp queueing and mainline speed differentials. The analysis guidance presented in the memorandum are used to evaluate whether conditions along Caltrans off-ramp facilities resulting from a development project represent a potential safety impact under CEQA. The freeway safety analysis screening for determining if a development project is required to conduct a freeway ramp analysis is based on the following criterion:

Will the development project add 25 or more vehicle trips to any freeway off-ramp in either the morning or afternoon peak hour?

The Project's weekday peak-hour trip generation estimates (presented in the Modified Project Access and Circulation Evaluation section of this report) indicate that the Project will generate at most 193 inbound vehicle trips during a peak hour (weekday PM peak hour). Per the Project trip distribution percentages approved by LADOT in the 2016 TIS, the largest inbound trip distribution percentage along a Caltrans off-ramp facility is seven percent at the Interstate 10 eastbound off-ramp to Porter Street (Santa Fe Avenue). Thus, the largest Modified Project trip contribution to a freeway off-ramp is expected to be 14 trips at this location during the PM peak hour. Since the Modified Project will not add 25 or more trips to any freeway off-ramp during either the AM or PM peak hour, the Modified Project is not anticipated to represent a potential safety impact and does not require further freeway off-ramp or mainline analysis.

NON-CEQA TRANSPORTATION ANALYSIS

In addition to the analysis required under the revised CEQA Guidelines, the LADOT has outlined four additional analysis areas that should be reviewed for proposed development projects. LADOT has requested that two of the four additional analysis areas be conducted as part of this Supplemental Traffic Impact Analysis. This section outlines the methodologies applied for and the results of these two analyses.

PEDESTRIAN, BICYCLE, AND TRANSIT ACCESS ASSESSMENT

Per the updated TAG, a development project must evaluate the potential negative effects on the pedestrian, bicycle, and transit facilities that surround the site. These effects can include either the removal or degradation of existing facilities, or the increasing of demand on inadequate facilities. The TAG has established the following three screening criteria in which all must be met to require further analysis regarding a development project's effect on the pedestrian, bicycle, and transit networks:

1. The land use project involves a discretionary action that would be under review by the Department of City Planning.
2. The land use project would include the construction or addition of either of the following: (1) 50 or more dwelling units, guest rooms, or combination thereof; or (2) 50,000 or more square feet of non-residential space.
3. The land use project would generate a net increase of 1,000 or more daily vehicle trips; or the project has frontage along an Avenue, Boulevard, or Collector of 250 or more linear feet; or the project has frontage spanning an entire block along a roadway designated as an Avenue or Boulevard.

As described previously, the Modified Project proposes a total of 105,204 square feet of office space, 20,135 square feet of high-turnover (sit-down) restaurant space, 28,688 square feet of event space, and a 188-seat movie theater. Per the VMT Calculator, the Modified Project would generate 4,557 net daily vehicle trips without consideration of the project features that qualify as TDM measures. Additionally, as shown in Figure 2, the Modified Project has approximately 120 feet and 230 feet of frontage on 2nd Street and Vignes Street, respectively, which are both are Collector streets. Therefore, based on daily vehicle trip generation, the Modified Project meets the three screening criteria requiring further analysis of pedestrian, bicycle, and transit facilities surrounding the site.

The Modified Project vicinity features a variety of pedestrian, bicycle, and transit facilities. A survey was conducted of the pedestrian, bicycle, and transit infrastructure within an approximate one-quarter mile radius of the site. An overview of these study area facilities is geographically depicted in Figure 3. ADA compliant curb ramps are provided at most intersections in the Modified Project vicinity, with numerous ramps featuring tactile warning strips along Alameda Street, 1st Street, and 2nd Street. Marked crosswalks are provided at major intersections along Alameda Street and 1st Street, as well as at the intersection of Traction Avenue & 3rd Street. A majority of these crosswalks have continental markings to improve pedestrian visibility for motorists. Pedestrian push-buttons are provided at signalized marked crosswalks along Alameda Street and 1st Street. Bicycle facilities in the Modified Project vicinity include Class II bicycle lanes along 1st Street and 3rd Street and temporary sharrows along Vignes Street and 2nd Street, during ongoing construction on the Metro L line along 1st Street. Bicycle racks are located along the north side of 3rd Street, adjacent to many of the Arts District retail and restaurant uses. Bike share facilities operated by the Los Angeles County Metropolitan Transportation Authority ("Metro") are provided in the greater project vicinity, with the nearest stations being located by the northwest corners of Rose Street & Traction Avenue and Santa Fe Avenue & 3rd Street, southwest and southeast of the Modified Project site, respectively.

Transit facilities near the Modified Project site include bus stops along major travel routes, located on Alameda Street, Temple Street, and 1st Street, in addition to the future Regional Connector Little Tokyo/Arts District station near the corner of Alameda Street & 1st Street. Most bus stops in the vicinity of the Modified Project do not provide benches or shade structures. The following sections evaluate the Modified Project's effects on these various facilities.

REMOVAL OR DEGRADATION OF FACILITIES

The Modified Project has frontage along two roadways: 2nd Street and Vignes Street. As the Modified Project would modify the sidewalks adjacent to the site, the bicycle, pedestrian, and transit facilities along these roadways have the potential to be removed or degraded by the construction of the Modified Project. Sidewalks are provided along the south and east sides of the Modified Project site, with widths of approximately 10 feet. ADA curb ramps are provided near the southeast corner of the site at the intersection of Vignes Street & 2nd Street. The Modified Project will maintain these facilities in addition to the existing street trees along these roadways which serve as a buffer between the sidewalk and adjacent vehicular traffic. All adjacent Modified Project sidewalks will meet the dimensional requirements of the Mobility Plan 2035. In addition, the Modified Project proposes to remove the abandoned railroad tracks located at the southwest corner of the Modified Project site. These tracks currently serve as an impediment to pedestrian and ADA access along the north side of 2nd Street. Therefore, development of the Modified Project will enhance pedestrian/ADA mobility and not degrade existing facilities.

On-street bicycle facilities adjacent to the Project include temporary bicycle sharrows along Vignes Street and 2nd Street, which provide an alternative travel route while there is ongoing construction along 1st Street. These facilities are expected to be removed prior to the completion of the Modified Project. No bike share facilities or bicycle racks are currently provided adjacent to the site. Thus, construction of the Modified Project will not affect any bicycle facilities along these roadways. In fact, the Modified Project proposes to provide short-term bicycle parking spaces within the at-grade parking garage, which will improve bicycle parking options for patrons of the Modified Project and bicyclists within the surrounding area. Thus, the Modified Project will supplement and upgrade the bicycle facilities surrounding the project site.

No transit lines or facilities are located along the roadways adjacent to the Modified Project site. As such the Modified Project will not require changes to bus stop locations or rerouting of existing transit lines. Therefore, the existing transit facilities in the Modified Project vicinity will not be degraded.

INTENSIFICATION OF USE

As the Modified Project is located in the Arts District with convenient access to a variety of land uses and extensive transit, bicycle, and pedestrian facilities, some of the Modified Project patrons, employees, and visitors are likely to arrive at and depart from the site by walking, bicycling, transit, or a combination of these modes. Therefore, the Modified Project will likely increase demand on the transit, bicycle, and pedestrian facilities in the Modified Project vicinity. As shown in Attachment D, the methodology from the National Cooperative Highway Research Program (NCHRP) Report 684: Enhancing Internal Capture Estimation for Mixed-Use Developments was used to estimate the Modified Project's weekday peak-hour trip generation, through the use of the NCHRP 684 Internal Trip Capture Estimation Tool. The peak-hour vehicular trip generations for the proposed Modified Project land uses were estimated using the ITE *Trip Generation Manual* (11th Edition, 2021) and were inputted into the NCHRP Estimation Tool, along with mode spit and average vehicle occupancy ratio (VOR) data that was estimated using the City's TDF Model. The mode split and VOR data were calculated for the Transportation Analysis Zone (TAZ) in which the Modified Project is located for the model base year (2016) and the model future year (2040). Interpolation

between these factors was used to determine the mode split and VOR factors for this study's existing (2022) and future (2025) analysis years. Using this methodology, the Modified Project's peak-hour pedestrian trip generation was calculated for internal capture, transit, and non-motorized trips. The Modified Project person trip generation for internal capture, transit, and non-motorized trips associated with the proposed uses are presented in Table 2. As shown, at Modified Project completion, the site is expected to generate 2,070 daily external, non-vehicular person trips, with 120 external person trips during the AM peak hour and 205 external person trips during the PM peak hour. The NCHRP Internal Trip Capture Estimation Tool worksheets are provided in Attachment D.

Table 2: Modified Project Weekday Person Trip Generation Summary

Person Trip Generation Summary							
Description	**Average Weekday[1]**	**AM Peak Hour**			**PM Peak Hour**		
		In	**Out**	**Total**	**In**	**Out**	**Total**
PROPOSED USES							
Office							
Office Internal Person Trips[1]	238	31	19	50	7	8	15
Office External Trips by Transit[1]	95	12	1	13	2	11	13
Office External Trips by Walk/Bicycle[1]	282	35	2	37	6	34	40
Restaurant							
Restaurant Total Internal Person Trips[1]	537	19	31	50	12	11	23
Restaurant External Trips by Transit[1]	405	11	7	18	24	13	37
Restaurant External Trips by Walk/Bicycle[1]	1,200	32	20	52	72	39	111
Entertainment							
Movie Theater Total Internal Person Trips[1]	177	0	0	0	4	4	8
Movie Theater External Trips by Transit[1]	22	0	0	0	0	1	1
Movie Theater External Trips by Walk/Bicycle[1]	66	0	0	0	1	2	3
Proposed Project Total Internal Person Trips	**952**	**50**	**50**	**100**	**23**	**23**	**46**
Propsoed Project Total External Person Trips	**2,070**	**90**	**30**	**120**	**105**	**100**	**205**
Existing Project Total External Person Trips	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Net Project Total Internal Person Trips	**952**	**50**	**50**	**100**	**23**	**23**	**46**
Net Project Total External Person Trips	**2,070**	**90**	**30**	**120**	**105**	**100**	**205**

Notes:

1) See Table 9-A (D): Internal and External Trips Summary (Entering Trips), Table 9-A (O): Internal and External Trips Summary (Exiting Trips), Table 9-P (D): Internal and External Trips Summary (Entering Trips), and Table 9-P (O): Internal and External Trips Summary (Exiting Trips) from the NCHRP 684 Internal Trip Capture Estimation Tool for the Proposed Project scenario in Attachment D.

As shown in Table 2, the majority of the external non-vehicular trips arriving to and departing from the site will occur via walking or bicycling. As the Modified Project is surrounded by numerous residential and commercial uses between Alameda Street and Santa Fe Avenue, there are many potential destinations to and from which non-motorized trips would we drawn. Within the area, major pedestrian and bicycle corridors include 2nd Street, 3rd Street, Hewitt Street, and Santa Fe Avenue, which serve as the primary roadways connecting the Modified Project with the surrounding uses. These streets are characterized by relatively low vehicular traffic volumes and travel speeds, and they provide sidewalks measuring between 10 and 12 feet in width. Most intersections along these roadways provide curb ramps, with an ADA accessible route provided along at least one side of each roadway. Marked crosswalks and/or all-way stop intersection control are provided at various intersections, including Hewitt Street & 2nd Street and Santa Fe Avenue & 3rd Street, in the Modified Project vicinity. These crosswalks and intersection controls will allow Modified Project pedestrians identified and regulated places to cross the roadways, instead of at unmarked or uncontrolled locations.

Bicycle facilities in the area include Class II bike lanes along 1st Street and 3rd Street, as well as temporary sharrows along Vignes Street and 2nd Street. In conjunction with the Modified Project bicycle parking, the connectivity these facilities provide to the larger regional bicycle network proposed within the Mobility Plan 2035 establishes the Modified Project and surrounding area as a bicycle-friendly environment. While the sharrows along Vignes Street and 2nd Street will likely be removed following completion of the Metro L line construction, direct connectivity to the Modified Project site via these roadways will be maintained as the low vehicle volumes and slow speeds will allow these roadways to operate as shared facilities.

In addition, as shown in Table 2, the Modified Project will also increase transit demand in the Modified Project study area. Following the completion of Metro's Regional Connector Project, the majority of transit demand for the Modified Project will be drawn to and from the Little Tokyo/Arts District station at Alameda Street & 1st Street. As a result of the construction along these roadways due to the Regional Connector Project, the sidewalk facilities will be reconstructed and will provide pedestrians with a path of travel free of obstructions and gaps. Other transit stops north of the Modified Project site, near the intersection of Vignes Street & Temple Street, feature signage and benches and are connected to the site via ADA accessible paths of travel. Thus, while the Modified Project will increase pedestrian, bicycle, and transit demand on the facilities in the immediate Modified Project vicinity, these facilities are ample and in good condition and can accommodate the added demands of the Modified Project.

MODIFIED PROJECT ACCESS AND CIRCULATION EVALUATION

The TAG requires development projects to evaluate potential operational and capacity constraints related to access to and egress from the project site. These constraints are typically affected by the configuration and placement of driveways, location of nearby bicycle and pedestrian facilities, and design of access points. The TAG has established the following two screening criteria, both of which must be met to require further analysis of potential operational and capacity constraints:

1. The land use project involves a discretionary action that would be under review by the Department of City Planning.
2. The land use project would generate a net increase of 250 or more daily vehicle trips.

The Modified Project will meet both of the screening criteria as it will require a discretionary action under the Department of City Planning and it will generate a net increase of 250 or more daily vehicles trips (Modified Project will generate 4,557 net daily vehicle trips per Modified Project VMT screening). Therefore, further analysis is required of potential access and circulation constraints of the Modified Project site. Per the TAG, operational and passenger loading evaluations have been conducted to determine the Modified Project's effects on adjacent roadway travel. These evaluations are detailed in the sections below.

OPERATIONAL EVALUATION

To determine the effects of the Modified Project on the operation of vehicular travel within the immediate Modified Project vicinity, an evaluation was conducted to determine the Modified Project's contribution to delay and queuing at intersections adjacent to the Modified Project under existing and future conditions. A Modified Project completion year of 2025 has been assumed. In consultation with the LADOT, the following site-adjacent and nearby study intersections were selected for the analysis of potentially adverse Modified Project traffic effects:

1. Alameda Street & 2nd Street (signalized)
2. Vignes Street & 1st Street (signalized)

This section outlines the results of the delay and queuing analysis for Existing (2022) and Future (2025) conditions during the weekday AM and PM peak hours. This analysis was conducted in accordance with the methodology outlined in the TAG.

ANALYSIS METHODOLOGY

An analysis of existing and future weekday AM and PM peak-hour traffic conditions at the study intersections, listed above, was performed through the use of established traffic engineering techniques. Two methodologies were used to determine the traffic operations at the study intersections. The analyses for both methodologies were undertaken using Trafficware's Synchro Studio, which includes both Synchro and SimTraffic software, to model the traffic operations at the study intersections.

The first methodology used to analyze and evaluate traffic operations at the study intersections is based on procedures outlined in the *Highway Capacity Manual, Sixth Edition: A Guide for Multimodal Mobility Analysis* (HCM)[1]. The HCM methodology determines intersection LOS based on operational vehicle delay. The term LOS describes the quality of traffic flow. LOS values of A through C indicate excellent-to-decent traffic flow conditions. LOS D corresponds with fair conditions that may experience substantial delay during portions of the peak hours, but without excessive backups. LOS E represents poor conditions, with volumes at or near the capacity of the intersection and long lines of vehicles that may have to wait through several signal cycles. LOS F is characteristic of failure (i.e., the intersection is overloaded, vehicular movements may be restricted or prevented, and delays and vehicle queues become increasingly longer). The LOS ranges for the HCM methodology are shown in Table 3 for signalized intersections.

Table 3: HCM LOS & Delay for Signalized Intersections

LOS	Delay (seconds/vehicle)			
A	<=	10.0		
B	>	10.0	<=	20.0
C	>	20.0	<=	35.0
D	>	35.0	<=	55.0
E	>	55.0	<=	80.0
F	>	80.0		

Source: *Highway Capacity Manual, Sixth Edition: A Guide for Multimodal Mobility Analysis*, Exhibit 19-8 for signalized intersections.

The second methodology consisted of a Synchro queuing analysis in order to evaluate potential issues associated with queued vehicles at the study intersections. A Synchro traffic model was constructed to model the two study intersections. Queuing conditions along the intersection approaches were evaluated to identify potential queuing issues associated with "gridlock" congestion. Gridlock refers to the traffic condition where queues from a congested intersection impede traffic flow through upstream intersections. Additionally, the left-turn queues at the study intersections were analyzed specifically to determine whether vehicles would spillover from the left-turn pockets or center two-way left-turn lane into adjacent through traffic lanes.

[1] Limitations in the calculation methodologies presented in the *Highway Capacity Manual, Sixth Edition* do not allow for the evaluation of the signal timing conditions at Vignes Street & 1st Street associated with the light-rail operation. Thus, to accurately evaluate conditions at this intersection, the *Highway Capacity Manual Fourth Edition* (HCM2000) was used to calculate the delay conditions.

Per the TAG, access constraints can be related to extensive queueing or operational delays. For this reason, results from the quantitative delay-based and queuing analyses were evaluated in combination to determine whether the Modified Project would have an adverse effect on the operations of project-adjacent vehicular facilities. Adverse impacts were determined when the results of these analyses demonstrated considerable increases in vehicular delay and queuing associated with the addition of Modified Project traffic.

EXISTING (2022) TRAFFIC VOLUMES

Traffic volumes for existing conditions at the study intersections were obtained from manual traffic counts conducted in May 2022 when schools were in session. In accordance with updated TAG, the traffic counts conducted for this study cover the weekday morning and afternoon peak commute periods. Peak-hour volumes were determined individually for each intersection based on the combined four (4) highest consecutive 15-minute volumes for all vehicular movements at the intersection. Weekday AM and PM peak-hour volumes at the study intersections are illustrated in Figures 4(a) and 4(b), respectively. The manual intersection traffic volume count data sheets are provided in Attachment E.

A number of traffic improvements have been implemented in the study area in recent years to make more efficient and effective use of the existing street system. The signalized study intersections are operating under the City's Adaptive Traffic Control System (ATCS) and Automated Traffic Surveillance and Control (ATSAC) System have been implemented throughout the City. ATCS/ATSAC is a highly sophisticated computerized system that continually monitors traffic demand at signalized intersections within the system and modifies traffic signal timing in real time to maximize capacity and decrease overall delay. These intersection capacity improvements have been incorporated in the analysis of Existing (2022) and Future (2025) traffic conditions by optimizing signal timing in the Synchro network at the study intersections. In addition, traffic signal timing at Vignes Street & 1st Street has been adjusted to accommodate transit priority along 1st Street. Eastbound and westbound light rail trains with transit priority run along 1st Street. To account for transit priority at these intersections, phase durations have been adjusted to shorten eastbound and westbound left-turn green time, as these movement are restricted during the transit phases. Based on transit scheduling, phase reductions were assumed to occur every fourth signal cycle.

Information pertaining to intersection characteristics, such as geometrics, traffic signal operations, and on-street parking restrictions were obtained from field checks and City engineering plans. The existing lane configuration and traffic control conditions for the two study intersections are illustrated in Attachment F. It should be noted that during the traffic count data collection period, construction along 1st Street resulted in atypical lane configurations along the westbound approach to Vignes Street. The lane configuration assumptions for Existing (2022) conditions reflect the lane configurations present along this approach at the time of the data collection.

MODIFIED PROJECT TRAFFIC

The following section describes the methodology used to determine the trip generation, distribution, and assignment of the Modified Project.

Trip Generation

The ITE *Trip Generation Manual* (11th Edition, 2021) was used to develop the traffic characteristics of the Modified Project's proposed uses. Information was obtained from the Trip Generation Manual for ITE Land Use Code (LUC) 445 – Movie Theater, LUC 710 – General Office Building, LUC 931 – Fine Dining (Quality) Restaurant, and LUC 932 – High-Turnover (Sit-Down) Restaurant. These rates were applied to develop the Modified Project's trip generation. Table 4 presents the trip generation rates used to generate the weekday

daily and peak-hour traffic volumes for the Modified Project. As discussed previously, the trip generation of the Modified Project's art and photo studio space was calculated using the rates for LUC 710 – General Office Building, and event space trips were calculated using rates for LUC 931 – Fine Dining (Quality) Restaurant.

For this analysis, since the VMT Calculator does not calculate weekday AM or PM peak-hour trip generation estimates, the ITE *Trip Generation Manual* rates provided in Table 4 were used to determine the weekday daily, AM peak-hour, and PM peak-hour trips generated by the Modified Project. As these rates do not account for such trip-reducing factors as internally captured trips, significant transit usage and/or walk trip potential, or pass-by trips, the baseline trip estimates reflect a conservative condition. These trip-reducing factors are important considerations in determining the actual traffic-generating characteristics of a development project and, therefore, adjustments were made to the Modified Project's baseline trip generation estimates.

Table 4: Modified Project Weekday Trip Generation Rates

Movie Theater, ITE LUC 445 - General Urban/Suburban setting
Daily: T = 1.76 trips per seat
AM Peak Hour: T = 0.00 trips per seat[1]
PM Peak Hour: T = 0.08 trips per seat; IB = 44%, OB = 56%

General Office Building, ITE LUC 710 - General Urban/Suburban setting
Daily: T = 10.84 trips per 1,000 square feet
AM Peak Hour: T = 1.52 trips per 1,000 square feet; IB = 88%, OB = 12%
PM Peak Hour: T = 1.44 trips per 1,000 square feet; IB = 17%, OB = 83%

Fine Dining (Quality) Restaurant, ITE LUC 931 - General Urban/Suburban setting
Daily: T = 83.84 trips per 1,000 square feet
AM Peak Hour[2]: T = 0.73 trips per 1,000 square feet; IB = 80%, OB = 20%
PM Peak Hour: T = 7.80 trips per 1,000 square feet; IB = 67%, OB = 33%

High-Turnover (Sit-Down) Restaurant, ITE LUC 932 - General Urban/Suburban setting
Daily: T = 107.20 trips per 1,000 square feet
AM Peak Hour: T = 9.57 trips per 1,000 square feet; IB = 55%, OB = 45%
PM Peak Hour: T = 9.05 trips per 1,000 square feet; IB = 61%, OB = 39%

Source: Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021).
[1] As a screening room associated with office and restaurant land uses in a mixed-use development, it is not expected to be utilized typically during the AM peak hour.
[2] AM peak hour of adjacent street traffic directional distribution not provided for LUC 931 (Fine Dining Restaurant). Directional distribution of the AM peak hour of generator assumed.

Given the mix of proposed uses on the Project site, it is expected that there would be trip interactions between individual uses that would not require the use of a vehicle. It is generally recognized that residents, visitors, employees, and patrons of a site will utilize other on-site uses if they are conveniently located and/or provide useful services or amenities, with the level of interaction dependent upon the number of residents, visitors, employees, and patrons; service providers; accessibility; and other factors. For the Modified Project, some of the office employees and visitors would be expected to patronize the on-site

commercial restaurant and entertainment uses. The event space, artist studios, photo studios, and screening room will operate in concert with the on-site office space and restaurant uses. Thus, a reduction in trips between the office, commercial restaurant, and entertainment use components would be expected. As recommended in the ITE *Trip Generation Handbook* (3rd Edition, 2017) and the TAG, the methodology outlined in the NCHRP Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments was used to estimate internal trip capture between Modified Project land use components. The internal capture methodology and calculations are and included as Attachment D of this report.

The use of public transportation is an important consideration in the evaluation of a development project's trip-generating potential. The Modified Project is well served by bus and rail lines of multiple transit operators. These transit operators provide both local and regional routes that are readily accessible to Modified Project patrons, employees, and visitors. Significant transit use is not accounted for in the ITE *Trip Generation Manual* General Urban/Suburban setting trip rates and equations. Because the trip rates for the General Urban/Suburban setting do not consider significant transit connectivity, adjustments were made to the Modified Project trip generation to account for transit usage associated with the proposed land uses. The NCHRP Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments was also used to estimate the transit and non-motorized trip generation for each of the proposed Modified Project land uses. The transit and non-motorized mode split assumptions were gathered from the LADOT TDF model.

Trip reduction factors for the Modified Project also account for the presence of "pass-by" trips. As some motorists pass by the Modified Project, the specific convenient facilities provided by the Modified Project (or other factors) produce a stop at the site. Such activity is considered to be an interim stop along a trip which existed irrespective of the development of the Modified Project, and therefore vehicles making these stops are not considered to be newly generated Modified Project-related traffic. The LADOT has developed a series of recommended pass-by trip reduction percentages for various development types and sizes. In line with these guidelines, pass-by trip reductions were applied to the Modified Project's proposed commercial restaurant uses (Fine Dining [Quality] Restaurant and High-Turnover [Sit-Down] Restaurant). More conservative pass-by rates were applied than those allowed per the TAG for these restaurant uses, given that the Fine Dining Restaurant use is being used to represent the Modified Project's event space. No pass-by credits were applied to the entertainment (Movie Theater) component, as it would operate in conjunction with the other uses in the office mixed-use development.

Based on the trip generation rates and aforementioned trip reduction factors, projections of the amount of vehicle, transit, and walk/bicycle traffic to be generated by the Modified Project were derived. Table 5 summarizes the weekday trip generation for the Modified Project. As shown in Table 5, once completed and occupied, the Modified Project is anticipated to generate a total of 3,809 net vehicle trips per weekday, with 222 net vehicle trips during the AM peak hour and 384 net vehicle trips during the PM peak hour. These peak-hour trips were distributed through the two study intersections to analyze the Modified Project's effects.

Trip Distribution and Assignment

Estimation of the directional distribution of Modified Project trips was the next step in the analytical process. The primary factors affecting the trip distribution patterns are the nature of the Modified Project uses, existing traffic patterns, characteristics of the surrounding roadway system, geographic location of the Modified Project site and its proximity to freeways and major travel routes, residential areas from which employees would likely be drawn, and the various regions generating visitors and patrons. Based on these factors, the overall Modified Project directional trip distributions were determined and are summarized in

Table 5: Modified Project Weekday Trip Generation Summary

Land Use	ITE Code	Intensity[2]	Average Weekday	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates									
Movie Theater	445	1 st	1.76	--	--	--	44%	56%	0.08
General Office Building	710	1 ksf	10.84	88%	12%	1.52	17%	83%	1.44
Fine Dining Restaurant[3]	931	1 ksf	83.84	80%	20%	0.73	67%	33%	7.80
High-Turnover (Sit-Down) Restaurant	932	1 ksf	107.20	55%	45%	9.57	61%	39%	9.05
Trip Generation Summary									
Description		**Size**	**Average Weekday[9]**	**AM Peak Hour**			**PM Peak Hour**		
				In	**Out**	**Total**	**In**	**Out**	**Total**
PROPOSED USES									
Office									
General Office Baseline Vehicle Trips		105.204 ksf	1,140	141	19	160	26	125	151
Office Person Trips[4]			1,803	223	30	253	41	198	239
Office Internal Person Trips[5]			238	31	19	50	7	8	15
Office External Person Trips[5]			1,565	192	11	203	34	190	224
Office External Trips by Vehicle (including pass-by trips)[5]			751	92	5	97	16	92	108
Office External Trips by Transit[5]			95	12	1	13	2	11	13
Office External Trips by Walk/Bicycle[5]			282	35	2	37	6	34	40
Office External Trips by Vehicle (with pass-by trip adjustment)[6]			751	92	5	97	16	92	108
Restaurant									
High-Turnover (Sit-Down) Restaurant Baseline Vehicle Trips		20.135 ksf	2,158	106	87	193	111	71	182
Fine Dining (Quality) Restaurant Baseline Vehicle Trips		28.688 ksf	2,405	17	4	21	150	74	224
Restaurant Total Baseline Vehicle Trips		48.823 ksf	4,563	123	91	214	261	145	406
Restaurant Total Person Trips[4]			7,205	194	144	338	412	229	641
Restaurant Total Internal Person Trips[5]			537	19	31	50	12	11	23
Restaurant Total External Person Trips[5]			6,668	175	113	288	400	218	618
Restaurant External Trips by Vehicle (including pass-by trips)[5]			3,201	84	54	138	192	105	297
Restaurant External Trips by Transit[5]			405	11	7	18	24	13	37
Restaurant External Trips by Walk/Bicycle[5]			1,200	32	20	52	72	39	111
Restaurant External Trips by Vehicle (with pass-by trip adjustment)[7]			2,881	76	49	125	173	95	268
Entertainment									
Movie Theater Baseline Vehicle Trips		188 st	331	0	0	0	7	8	15
Movie Theater Total Person Trips[4]			530	0	0	0	11	13	24
Movie Theater Total Internal Person Trips[5]			177	0	0	0	4	4	8
Movie Theater Total External Person Trips[5]			353	0	0	0	7	9	16
Movie Theater External Trips by Vehicle (including pass-by trips)[5]			177	0	0	0	4	4	8
Movie Theater External Trips by Transit[5]			22	0	0	0	0	1	1
Movie Theater External Trips by Walk/Bicycle[5]			66	0	0	0	1	2	3
Movie Theater External Trips by Vehicle (with pass-by trip adjustment)[8]			177	0	0	0	4	4	8
Proposed Project Total External Trips by Vehicle (incl. Pass-By Trips)			**4,129**	**176**	**59**	**235**	**212**	**201**	**413**
Proposed Project Total External Project Trips by Vehicle			**3,809**	**168**	**54**	**222**	**193**	**191**	**384**
Existing Project Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**
Net Project Driveway Trips (including Pass-By Trips)			**4,129**	**176**	**59**	**235**	**212**	**201**	**413**
Net Project Trips			**3,809**	**168**	**54**	**222**	**193**	**191**	**384**

Table 5: Modified Project Weekday Trip Generation Summary (cont.)

Notes:

1) ITE *Trip Generation Manual* (11th Edition, 2021) trip generation rates and directional distributions applied for Land Use Codes 445 (Movie Theater), 710 (General Office Building), 931 (Fine Dining Restaurant), and 932 (High-Turnover [Sit-Down] Restaurant) to develop baseline vehicle trips for each proposed and existing land use. The General Urban/Suburban setting was used given that the majority of these land use codes have a limited number of or no studies in the daily and peak-hour period datasets for the Dense Multi-Use Urban setting. Transit and walk/bicycle adjustments were, therefore, applied to the baseline vehicle trip calculations, as the availability of these modes is not accounted for in the General Urban/Suburban setting rates.
   ITE *Trip Generation Handbook* (3rd Edition, 2017) recommended methodology for estimating the trip generation of a mixed-use development utilized for the Project. The ITE methodology follows the recommended procedures from the National Cooperative Highway Research Program (NCHRP) Report 684: *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments* (Transportation Research Board, 2011). The NCHRP 684 Internal Trip Capture Estimation Tool spreadsheet provided on the ITE website was used, with worksheets attached on the following pages for the proposed Modified Project.
2) ksf = Thousands of Square Feet of Gross Leasable Floor Area or Gross Floor Area; st = Seats.
3) AM peak-hour of adjacent street traffic directional distribution not provided for Land Use Code 931 (Fine Dining Restaurant). Directional distribution of the AM peak hour of generator assumed.
4) See Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends and Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends from the NCHRP 684 Internal Trip Capture Estimation Tool for the Modified Project in Attachment D.
5) See Table 9-A (D): Internal and External Trips Summary (Entering Trips), Table 9-A (O): Internal and External Trips Summary (Exiting Trips), Table 9-P (D): Internal and External Trips Summary (Entering Trips), and Table 9-P (O): Internal and External Trips Summary (Exiting Trips) from the NCHRP 684 Internal Trip Capture Estimation Tool for the Modified Project in Attachment D.
6) No pass-by trips assumed for proposed office, artist studio, and photo studio land use components.
7) Per Attachment H of the LADOT *Transportation Assessment Guidelines* (July 2020), Land Use Code 931 (Quality Restaurant) had an average pass-by trip percentage of 10 percent and Land Use Code 932 (High-Turnover [Sit-Down] Restaurant) had an average pass-by trip percentage of 20 percent. As the majority of total restaurant PM peak-hour trips are generated by the proposed quality restaurant use, a pass-by trip percentage of 10 percent was conservatively assumed for the total restaurant external trips by vehicle during the PM peak hour. Although the majority of restaurant AM peak-hour trips are generated by the high-turnover restaurant use, the same pass-by percentage of 10 percent was assumed for the total restaurant external trips by vehicle during the AM peak hour to provide a more conservative analysis framework.
8) Per Attachment H of the LADOT *Transportation Assessment Guidelines* (July 2020), Land Use Code 445 (Movie Theater) had an average pass-by trip percentage of 10 percent.
9) The ITE *Trip Generation Handbook* provides no guidance for estimating daily trips for mixed-use developments. Therefore, daily trips for each land use's subcategory (person trips, internal person trips, external person trips, external trips by mode) were estimated by developing a Daily-to-(AM+PM peak hour) factor using the land use's baseline vehicle trips and then applying this factor to each subcategory's combined (AM+PM) peak-hour trips. For commercial land uses with pass-by adjustments, the daily external trips by vehicle (with pass-by trip adjustment) were determined by applying the appropriate pass-by adjustment to the daily external trips by vehicle (including pass-by trips).

Table 6. The LADOT approved these trip distribution assumptions as part of the 2016 TIS (for which the LADOT traffic impact assessment memo is included as Attachment A).

Table 6: Modified Project Directional Trip Distribution Percentages

Direction	Percentage
North	18%
South	22%
East	15%
West	45%

The general distribution percentages shown in Table 6 were then disaggregated and assigned to specific routes and intersections within the study area that are expected to be used for Modified Project access/egress. The estimated Modified Project trip assignment percentages for the proposed Modified Project uses at the study intersections were reviewed and approved by LADOT staff as part of the 2016 TIS (see Attachment A). The Modified Project's trip distribution percentages at the study intersections are presented in Figure 5.

Applying these inbound and outbound percentages to the Modified Project trip generation estimates previously shown in Table 5, the net Modified Project traffic volumes at the two study intersections were

determined for the weekday AM and PM peak hours. The net Modified Project weekday AM and PM peak-hour traffic volumes were calculated and are depicted in Figures 6(a) and 6(b), respectively.

EXISTING (2022) AND EXISTING (2022) PLUS MODIFIED PROJECT CONDITIONS

The analysis of existing traffic conditions at the study intersections for existing year (2022) was performed using the two methodologies described previously. The Existing (2022) intersection traffic volumes for the weekday AM and PM peak hours were shown previously in Figures 4(a) and 4(b), respectively. These estimates are the "benchmark" volumes used in determining Modified Project contributions to queuing and delay conditions on the existing street system.

The Existing (2022) Plus Modified Project traffic volumes were determined by superimposing the net Modified Project traffic volumes onto the Existing (2022) traffic volumes. The Existing (2022) Plus Modified Project traffic volumes at the study intersections are shown in Figures 7(a) and 7(b) for the weekday AM and PM peak hours, respectively. These volumes were used to create a Synchro traffic model for the "Existing Plus Modified Project" scenario to determine changes to vehicle queuing and delay conditions directly attributable to the Modified Project using the previously described methodologies. The Synchro delay and queueing calculation worksheets are included in Attachment G.

Table 7 presents the results of the delay-based quantitative analysis of Existing (2022) and Existing (2022) Plus Modified Project conditions. As shown, under Existing (2022) conditions, both study intersection currently operate at LOS C or better during the weekday AM and PM peak hours. Following the addition of net Modified Project traffic volumes, there would be slight degradation in traffic operations at the study intersections. Each intersection would degrade from LOS B to LOS C during one peak hour (PM peak hour for Alameda Street & 2nd Street, AM peak hour for Vignes Street & 1st Street). Increases in average motorist delays would be minor, ranging from 1.3 to 4.3 seconds depending on the intersection and peak hour. Therefore, the Modified Project is not expected to substantially increase delays at the study intersections.

Table 7: Existing (2022) Traffic Conditions
Intersection Delay Summary

		Peak		Existing		Plus Modified Project		
No.	**Intersection**	**Hour**	**Approach**	**Delay[1]**	**LOS[2]**	**Delay[1]**	**LOS[2]**	**Change[3]**
1	Alameda Street &	AM	Overall	10.8	B	12.4	B	1.6
	2nd Street	PM	Overall	16.1	B	20.4	C	4.3
2	Vignes Street &	AM	Overall	18.2	B	20.1	C	1.9
	1st Street	PM	Overall	25.8	C	27.1	C	1.3

Note:
[1] Delay in seconds [2] LOS = Level of Service [3] Change in delay reported in seconds

Queuing conditions were also analyzed at the signalized study intersections. Table 8 presents the 95th percentile vehicle queue results for all approaches to the two study intersections under Existing (2022) and Existing (2022) Plus Modified Project conditions. As shown, the 95th percentile queues on all four intersection approaches at Vignes Street & 1st Street do not currently extend to upstream intersections during the weekday AM and PM peak hours. At Alameda Street & 2nd Street, only the northbound left-turn movement queue extends beyond the left-turn pocket storage during the weekday AM peak hour. Following the addition of Modified Project traffic, vehicle queues would lengthen along most intersection approaches. The only additional movement's queue to extend beyond the upstream intersection or turn pocket storage would be the westbound right-turn queue at Vignes Street & 1st Street during the AM peak

hour. The Modified Project would not add additional vehicle trips to the westbound right-turn movement, and sufficient additional queue capacity is provided along the westbound approach to allow for spillover from right-turn movement queue to combine with the through movement vehicle queue. Additionally, during the weekday AM peak hour, the northbound left-turn queue at Alameda Street & 2nd Street would continue to extend beyond the left-turn pocket, with an a 10-foot increase in the vehicle queue length despite the Modified Project not contributing vehicle trips to this turning movement. As this approach provides a center two-way left-turn lane, northbound left-turn queues that extend beyond the pocket can be accommodated within the center left-turn lane without blocking through northbound traffic on Alameda Street. Therefore, the Modified Project would not result in vehicle queuing that extends beyond upstream intersections, blocks cross streets, or results in spillover from turn pocket into adjacent through lanes.

Table 8: Existing (2022) Traffic Conditions
Signalized Intersection Queuing Summary

No.	Intersection	Peak Hour	Approach	Storage Capacity (feet)	Existing Queue Length[1]		Plus Modified Project Queue Length[1]		Change[2]
1	Alameda Street & 2nd Street	AM	NBL	140	110		121		11
			NBT	495	144		163		19
			SBL	35	13		14		1
			SBT	560	158		170		12
			EBL	85	38		37		-1
			EBT	320	57		77		20
			WBL	100	31		44		13
			WBT	220	23		27		4
		PM	NBL	140	153	*	163	*	10
			NBT	495	157		172		15
			SBL	35	32		34		2
			SBT	560	157		162		5
			EBL	85	79		78		-1
			EBT	320	170		184		14
			WBL	100	11		60		49
			WBT	220	7		22		15
2	Vignes Street & 1st Street	AM	NBT	130	38		51		13
			NBR	55	7		15		8
			SBT	240	60		74		14
			SBR	185	0		0		0
			EBT	615	77		77		0
			EBR	90	0		10		10
			WBT	1800	262		292		30
			WBR[3]	90	37		113	*	76
		PM	NBT	130	57		100		43
			NBR	55	36		40		4
			SBT	240	92		105		13
			SBR	185	0		0		0
			EBT	615	230		230		0
			EBR	90	0		24		24
			WBT	1800	245		308		63
			WBR[3]	90	40		60		20

Notes:
[1] 95th percentile queue length in vehicles.
[2] Change in queue length reported in number of vehicles.
[3] Detailed information regarding future right-turn pocket length not available. Future pocket length conservatively assumed to be the same as the eastbound direction.
* Queue extends beyond upstream intersection or exceeds turn-pocket capacity.
NB = Northbound; SB = Southbound; EB = Eastbound; WB = Westbound; L = Left-Turn; T = Through; R = Right-Turn

FUTURE (2025) WITHOUT AND WITH MODIFIED PROJECT CONDITIONS

There are several other projects either under construction or planned for development in the surrounding area that may contribute future traffic volumes to the study locations. For this reason, the analysis of future traffic conditions was expanded to include potential traffic volume increases expected to be generated by these other projects. In order to evaluate future traffic conditions in the Modified Project area, an analysis of Existing (2022) traffic volumes was first conducted, as described previously. For the analysis of future conditions, an ambient traffic growth factor of 1.0 percent per year, compounded annually, was applied to these existing volumes at the two study intersections to develop future year (2025) baseline traffic volumes.

The inclusion of the annual growth factor generally accounts for area-wide traffic volume increases. To ensure a conservative estimate of cumulative traffic conditions, the traffic volumes generated by "related projects" in the study area were also added to the future baseline traffic volumes. The total future volumes, including those due to related projects, formed the basis for the Future (2025) Without Modified Project condition. Finally, the traffic expected to be generated by the Modified Project was analyzed as an incremental addition to the Future (2025) Without Modified Project condition, resulting in the Future (2025) With Modified Project condition.

Ambient Traffic Growth

Based on an analysis of traffic growth projections in the Central City North Community Plan Area, LADOT recommended the application of an ambient traffic growth factor of 1.0 percent per year for future traffic growth. This growth factor was used to account for increases in traffic volumes due to potential development projects not yet proposed or outside the study area. Compounded annually, the ambient traffic growth factor was applied to the Existing (2022) traffic volumes to develop the estimated baseline volumes for the future study year of 2025.

Related Projects

In addition to the use of the ambient growth rate, listings of potential projects located in the surrounding area ("related projects") that might be developed or under construction within the study time frame were obtained from the LADOT and Department of City Planning. Recently published transportation impact studies/transportation assessments and environmental reports for development projects in the area were also reviewed. Per the TAG, the related projects from these sources and within an approximate 0.5-mile radius of the Modified Project site were included. Refinement of the information resulted in a total of 17 related projects in the surrounding area that could add traffic to the study intersections.

The locations of the related projects are shown in Figure 8, Related Project Location Map. The related project locations, descriptions, and trip generation estimates are summarized in Table 9. The number of trips expected to be generated by the related projects were obtained from information provided by public agencies and environmental reports, to the extent available.

For the analysis of Future (2025) Without Modified Project traffic conditions, each related project's generated trips were distributed and assigned to the study area circulation system, using methodologies similar to those previously described for the Modified Project trip distribution and assignment. Summing the individual related project traffic volume assignments, the total related project traffic volumes at the study intersections were calculated and are shown in Figures 9(a) and 9(b) for the weekday AM and PM peak hours, respectively.

Table 9: Related Project Locations, Descriptions, and Trip Generation Estimates

NO.	ADDRESS/LOCATION	SIZE	PROJECT DESCRIPTION	DAILY	AM PEAK HOUR			PM PEAK HOUR		
					IN	OUT	TOTAL	IN	OUT	TOTAL
1.	410 N Center Street		**Metro Emergency Security Operations Center**[1]	**1,165**	**87**	**0**	**87**	**0**	**79**	**79**
		110,000 sf	Office							
2.	118 S Astronaut Ellison S Onizuka Street		**Lotus 77 Apartments**[1]	**97**	**(1)**	**20**	**19**	**19**	**6**	**25**
		77 du	Apartments							
3.	360 S Alameda Street		**Mixed-Use**[1]	**648**	**24**	**33**	**57**	**33**	**28**	**61**
		52 du	Apartments							
		2,400 sf	Restaurant							
		6,900 sf	Office							
4.	400 S Alameda Street		**400 S Alameda Hotel**[1]	**512**	**20**	**19**	**39**	**23**	**14**	**37**
		66 rm	Hotel							
		2,130 sf	Restaurant							
		840 sf	Retail							
5.	1129 E 5th Street		**Arts District Center (Mixed-Use)**[1]	**4,713**	**133**	**140**	**273**	**157**	**72**	**229**
		26,979 sf	Retail							
		15,197 sf	Quailty Restaurant							
		113 rm	Hotel							
		129 du	Apartment							
		3,430 sf	Design Incubator							
		10,341 sf	Art Gallery							
		2,888 sf	Fast Food Restaurant							
		13,634 sf	High-Turnover Restaurant							
6.	520 S Mateo Street		**520 Mateo Street Mixed-Use**[1]	**4,995**	**157**	**220**	**377**	**274**	**223**	**497**
		600 du	Apartments							
		110,000 sf	Office							
		15,000 sf	Retail							
		15,000 sf	Restaurant							
		15,000 sf	Museum							
7.	330 S Alameda Street		**Mixed-Use**[1]	**1,662**	**36**	**76**	**112**	**91**	**65**	**156**
		186 du	Apartments							
		10,415 sf	Office							
		11,925 sf	Retail							
8.	333 S Alameda Street		**Little Tokyo Galleria**[1]	**8,445**	**134**	**260**	**394**	**390**	**329**	**719**
		994 du	Apartments							
		99,000 sf	Retail							
9.	940 E 4th Street		**Hewitt & 4th Mixed-Use**[1]	**788**	**14**	**37**	**51**	**44**	**31**	**75**
		93 du	Apartments							
		6,000 sf	Office							
		14,248 sf	Retail							
10.	527 S Colyton Street		**Palmetto Mixed-Use**[1]	**2,095**	**36**	**116**	**152**	**121**	**74**	**195**
		275 du	Apartments							
		11,375 sf	Retail							
		11,375 sf	Artist Production							

Table 9: Related Project Locations, Descriptions, and Trip Generation Estimates (continued)

NO.	ADDRESS/LOCATION	SIZE	PROJECT DESCRIPTION	DAILY	AM PEAK HOUR IN	AM PEAK HOUR OUT	AM PEAK HOUR TOTAL	PM PEAK HOUR IN	PM PEAK HOUR OUT	PM PEAK HOUR TOTAL
11.	508 E 4th Street		**508 4th Street - Affordable Apartments**[1]	**167**	**8**	**12**	**20**	**8**	**6**	**14**
		41 du	Apartments							
12.	220 N Center Street		**Mixed-Use (North of 1st Street Bridge)**[1]	**2,166**	**33**	**119**	**152**	**121**	**79**	**200**
		430 du	Apartments							
		8,742 sf	Retail							
13.	431 S Colyton Street		**Office, Restaurant, Fast-Food**[1]	**1,524**	**80**	**18**	**98**	**60**	**95**	**155**
		97,577 sf	Office							
		10,739 sf	Restaurant							
		1,977 sf	Fast-Food without Drive-Thru							
14.	414 S Crocker Street		**414 Crocker Street Mixed-Use Project**[2]	**513**	**41**	**46**	**87**	**45**	**32**	**77**
		180 du	Apartments							
		5,516 sf	Retail							
		4,081 sf	Office							
15.	1100 E 5th Street		**1100 E 5th Street Mixed-Use Project**[1]	**2,556**	**78**	**107**	**185**	**130**	**80**	**210**
		220 du	Apartments							
		39,625 sf	Office							
		19,609 sf	Restaurant							
		9,129 sf	Retail							
16.	405 S Hewitt Street		**4th & Hewitt Mixed-Use**[1]	**3,416**	**319**	**69**	**388**	**83**	**301**	**384**
		311,682 sf	Office							
		8,149 sf	Retail							
17.	200 N Central Avenue		**Go For Broke Apartments**[1]	**561**	**51**	**54**	**105**	**76**	**59**	**135**
		3 du	Apartments							
		124 du	Affordable Multifamliy Housing							
		124 du	Permanent Supportive Housing							
		4,191 sf	Assembly Space							
		6,190 sf	Office							
		13,366 sf	Retail							
		6,586 sf	Food Market							
		2,146 sf	Restaurant/Café							

Notes:

du = Dwelling Units; sf = Square Feet; rm = Rooms.

[1] Net trip generation and peak-hour directional distribution provided by the LADOT Case Logging and Tracking System (CLATS) related projects database.

[2] Transportation Assessment Report for Proposed 414 Crocker Street Mixed-Use Project, Los Angeles (LLG, May 2020).

Highway System Improvements

In order to analyze properly future traffic conditions, an investigation was conducted regarding relevant future transportation improvements to the roadway system infrastructure in the Project study area. No traffic improvements were identified as scheduled for implementation that would affect use of the existing street system.

The goals and policies of the City's 2010 Bicycle Plan (City of Los Angeles Department of Planning, adopted March 1, 2011) have been folded into the Mobility Plan 2035. It is a Mobility Plan 2035 objective to complete the proposed bicycle paths, protected cycle tracks, bicycle lanes, routes, and priority Neighborhood Enhanced Network roadway segments by 2035. While some of these improvements have already been realized, the following improvements are scheduled for implementation within the Modified Project study area:

- 1st Street will add Tier 1 protected bicycle lanes between Spring Street and the City limits at Indiana Street. Vehicular lanes may have to be reconfigured to accommodate the bicycle facility upgrades.

Per information reviewed on the LADOT project website, the abovementioned bicycle infrastructure improvement is under construction and is being implemented as part of Metro's Regional Connector project and the Little Tokyo/Arts District Eastside Access Improvements project. Thus, the implementation of these bicycle facilities is expected to be completed between now and the Modified Project buildout year of 2025. The Future (2025) study intersection geometrics and traffic control conditions have been adjusted to account for bicycle facility improvements in the operational analysis.

A review of the LADOT Capital Improvement Projects and Bureau of Engineering Street Improvement Master Schedule revealed no projects that would affect operations at any of the study locations. The future intersection geometrics and traffic control conditions and are illustrated in Attachment F.

Analysis of Future (2025) Traffic Conditions, Without and With Modified Project

The analysis of future traffic conditions at the study intersections was performed using the analysis procedures described previously in this report. Future (2025) baseline traffic volumes for the Without Modified Project condition were determined by superimposing area-wide ambient traffic growth and the total related projects traffic volumes onto Existing (2022) traffic volumes. The Future (2025) Without Modified Project traffic volumes are illustrated in Figures 10(a) and 10(b) for the weekday AM and PM peak hours, respectively.

Net Modified Project traffic volumes [Figures 6(a) and 6(b)], as determined earlier, were then added to the Future (2025) Without Modified Project traffic volumes to develop the Future (2025) With Modified Project traffic volumes. The Future (2025) With Modified Project weekday AM and PM peak-hour traffic volumes are shown in Figures 11(a) and 11(b), respectively. The Future (2025) With Modified Project traffic volumes were incorporated into the Synchro model to determine the future delay and queuing conditions at the study intersections after Modified Project completion and are included in Attachment G.

The results of the delay-based quantitative analysis of future traffic conditions at the study intersections are summarized in Table 10. Under Future (2025) traffic conditions, overall intersection operations are expected to deteriorate slightly due to the addition of ambient and related project traffic volume growth. Under Future (2025) Without Modified Project conditions, traffic operations are expected to degrade slightly, but operate at the same LOS, when compared with existing conditions at the intersection of Alameda Street & 2nd Street. At the intersection of Vignes Street & 1st Street, intersection operations are expected to

degrade during the weekday peak hours due to the removal of a vehicle travel lane in both directions in order to install the bicycle lane facilities. This intersection is expected to operate at LOS C and LOS E during the weekday AM and PM peak hours, respectively. Following the addition of Modified Project traffic, most intersections would experience slight increases in delay. The intersection of Vignes Street & 1st Street is expected to operate at the same LOS as under the Future (2025) Without Modified Project conditions, with delays decreasing slightly during the PM peak hour. Alameda Street & 2nd Street would continue to operate at LOS B during the AM peak hour, and would degrade to LOS C during the PM peak hour. As increases in average motorist delays at the study intersections would be relatively small (1.5 to 4.5 seconds), the Modified Project is not expected to substantially or adversely increase delays at either of the study intersections.

Table 10: Future (2025) Traffic Conditions
Intersection Delay Summary

		Peak		Without Modified Project		With Modified Project		
No.	**Intersection**	**Hour**	**Approach**	**Delay[1]**	**LOS[2]**	**Delay[1]**	**LOS[2]**	**Change[3]**
1	Alameda Street &	AM	Overall	11.3	B	13.0	B	1.7
	2nd Street	PM	Overall	17.1	B	21.6	C	4.5
2	Vignes Street &	AM	Overall	21.8	C	23.3	C	1.5
	1st Street	PM	Overall	73.2	E	70.1	E	-3.1

Note:
[1] Delay in seconds [2] LOS = Level of Service [3] Change in delay reported in seconds

Table 11 presents the vehicle queuing conditions for all approaches at the signalized study intersections under Future (2025) conditions. As shown, the 95th percentile vehicle queues along most intersection approach movements are not expected to extend beyond upstream intersection or past turn pocket capacity during the weekday peak hours, prior to completion of the Modified Project. The northbound left-turn vehicle queues at Alameda Street & 2nd Street, and the eastbound through and westbound right-turn vehicle queues at Vignes Street & 1st Street, are the only movements that are expected to exceed storage capacity during one or both peak hours. With the addition of Modified Project vehicle trips, vehicle queues would lengthen along most intersection approaches. However, the only queue that the Modified Project traffic would cause to exceed capacity is the southbound left-turn vehicle queue at Alameda Street & 2nd Street during the PM peak hour. The Modified Project is projected to add only 1 foot (or 4 percent of a vehicle length) to this 95th percentile vehicle queue.

Under Future (2025) With Modified Project conditions, both the northbound and southbound left-turn queues at the intersection of Alameda Street & 2nd Street would extend beyond their respective left-turn pocket capacities. The northbound and southbound approaches of this intersection provide center two-way left-turn lanes, and left-turning vehicles would be able to queue in this lane without impeding the flow of through traffic along Alameda Street. It is also worth noting that the Modified Project would not contribute vehicle trips to either of these left-turn movements. Additionally, the eastbound through movement vehicle queue at Vignes Street & 1st Street would continue to extend beyond the upstream intersection during the weekday PM peak hour. The Modified Project, however, would not add vehicle trips to this movement and would not lengthen the 95th percentile queue. The westbound right-turn queue at this intersection would exceed the turn pocket capacity during the AM peak hour. While the Modified Project would not add volumes to this turning movement, the spillover from this lane would combine with the westbound shared left-turn/through movement queue, to which the Modified Project would contribute vehicle trips. However, the westbound approach to Vignes Street provides extensive queuing capacity and

will be able to accommodate the Modified Project-related increases in queue lengths for both the westbound left-turn/through and right-turn movements (total increases of 46 feet to 64 feet) during both peak hours. Therefore, the Modified Project would not result in vehicle queuing that extends beyond upstream intersections, blocks cross streets, or results in spillover from turn pockets into an adjacent through lanes under Future (2025) conditions.

Table 11: Future (2025) Traffic Conditions
Queuing Summary

No.	Intersection	Peak Hour	Approach	Storage Capacity (feet)	Without Mod. Project Queue Length[1]		With Modified Project Queue Length[1]		Change[2]
1	Alameda Street & 2nd Street	AM	NBL	140	156	*	184	*	28
			NBT	495	187		211		24
			SBL	35	13		14		1
			SBT	560	204		218		14
			EBL	85	38		37		-1
			EBT	320	58		78		20
			WBL	100	34		47		13
			WBT	220	23		27		4
		PM	NBL	140	233	*	244	*	11
			NBT	495	215		233		18
			SBL	35	35		36	*	1
			SBT	560	250		255		5
			EBL	85	81		80		-1
			EBT	320	175		190		15
			WBL	100	16		63		47
			WBT	220	7		22		15
2	Vignes Street & 1st Street	AM	NBT	130	39		52		13
			NBR	55	34		34		0
			SBT	240	67		80		13
			SBR	185	0		0		0
			EBT	615	193		193		0
			EBR	90	0		10		10
			WBT	1800	329		364		35
			WBR[3]	90	128	*	139	*	11
		PM	NBT	130	57		100		43
			NBR	55	43		45		2
			SBT	240	99		113		14
			SBR	185	7		7		0
			EBT	615	766	*	766	*	0
			EBR	90	0		25		25
			WBT	1800	366		428		62
			WBR[3]	90	65		67		2

Notes:

[1] 95th percentile queue length in vehicles.

[2] Change in queue length reported in number of vehicles.

[3] Detailed information regarding future right-turn pocket length not available. Future pocket length conservatively assumed to be the same as the eastbound direction.

* Queue extends beyond upstream intersection or exceeds turn-pocket capacity.

NB = Northbound; SB = Southbound; EB = Eastbound; WB = Westbound; L = Left-Turn; T = Through; R = Right-Turn

PASSENGER LOADING EVALUATION

Due to the increased prevalence of driver-for-hire transportation network companies (TNCs), the TAG requires an evaluation of passenger loading areas for development projects. The Modified Project is providing a drop-off/pick-up facility near the northeast corner of the site along Vignes Street. This facility will provide Modified Project traffic with an off-street facility in which short-term loading and unloading activities will occur. The vast majority of passenger loading is expected to occur within the Modified Project's drop-off area, as the Project's automobile parking will be served exclusively by valet. Passenger loading within the Modified Project site will allow passengers to unload in an area with few vehicular conflicts and slow-moving vehicles, allowing loading activities not to interfere with through traffic and alternative travel mode operations along Vignes Street. It is anticipated that the site's passenger loading demand will be accommodated within the boundaries of the site. Thus, the Modified Project's passenger loading activities are not anticipated to adversely affect the operations of adjacent roadways.

MITIGATION MEASURES AND RECOMMENDED ACTIONS

The transportation impacts of the Modified Project were analyzed for CEQA and non-CEQA related issues in this supplemental TIA. As indicated in the preceding analyses, the Modified Project is not expected to conflict with City transportation-related plans, programs, ordinances, or policies; cause substantial VMT; or substantially increase hazards. Thus, no CEQA transportation-related mitigation measures are required for the Modified Project.

Additionally, the Modified Project is not anticipated to adversely affect pedestrian, bicycle, and transit access; or cause Project access or circulation constraints. Therefore, based on the non-CEQA analysis, no recommended actions were deemed necessary to address deficiencies in the circulation system surrounding the Modified Project site.

FIGURES

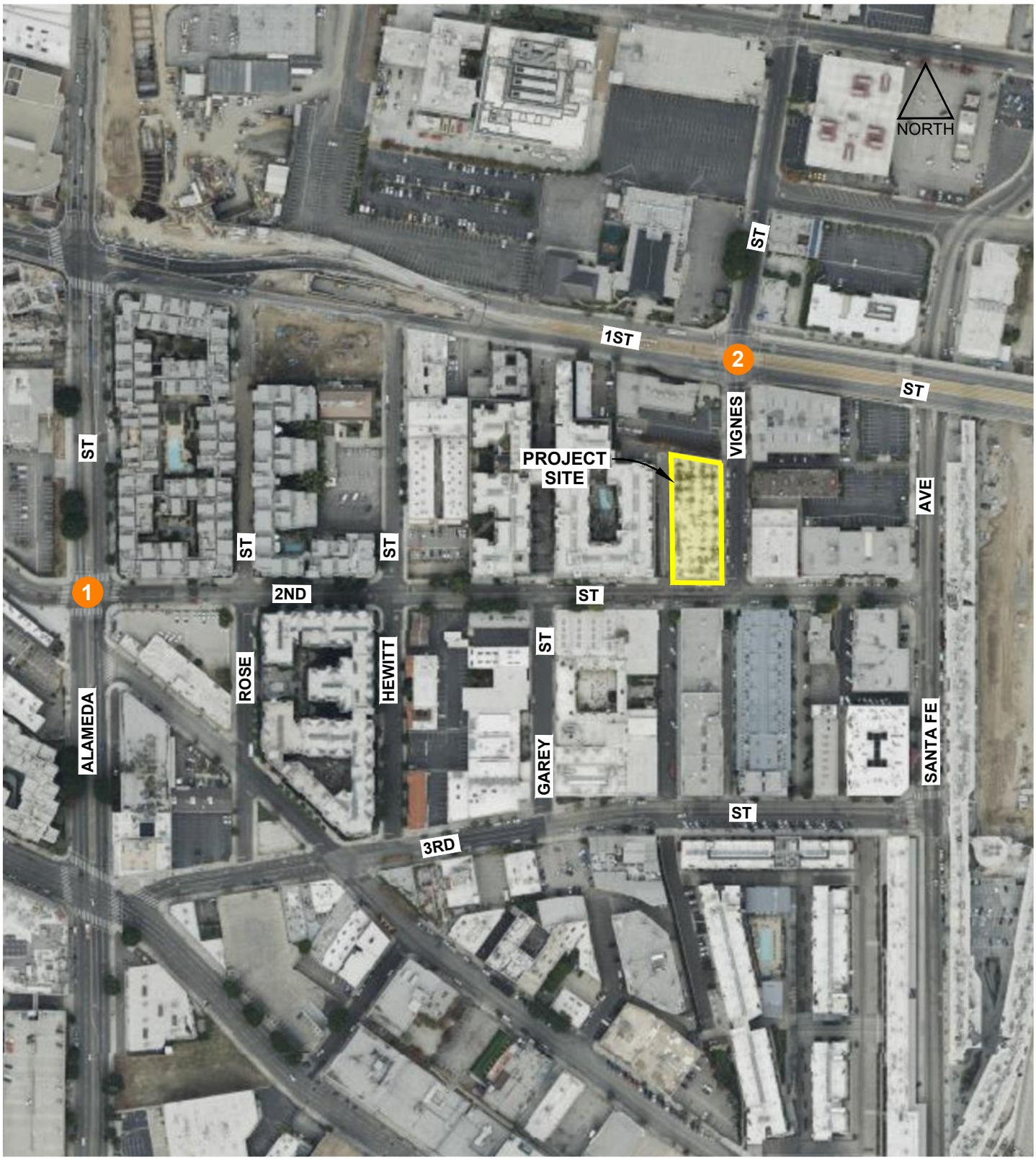

FIGURE 1

6/29/2022

FN:2ndSt(929E)Mixed-Use/STUDY-INTS

MODIFIED PROJECT SITE VICINITY AND
STUDY INTERSECTION LOCATION MAP

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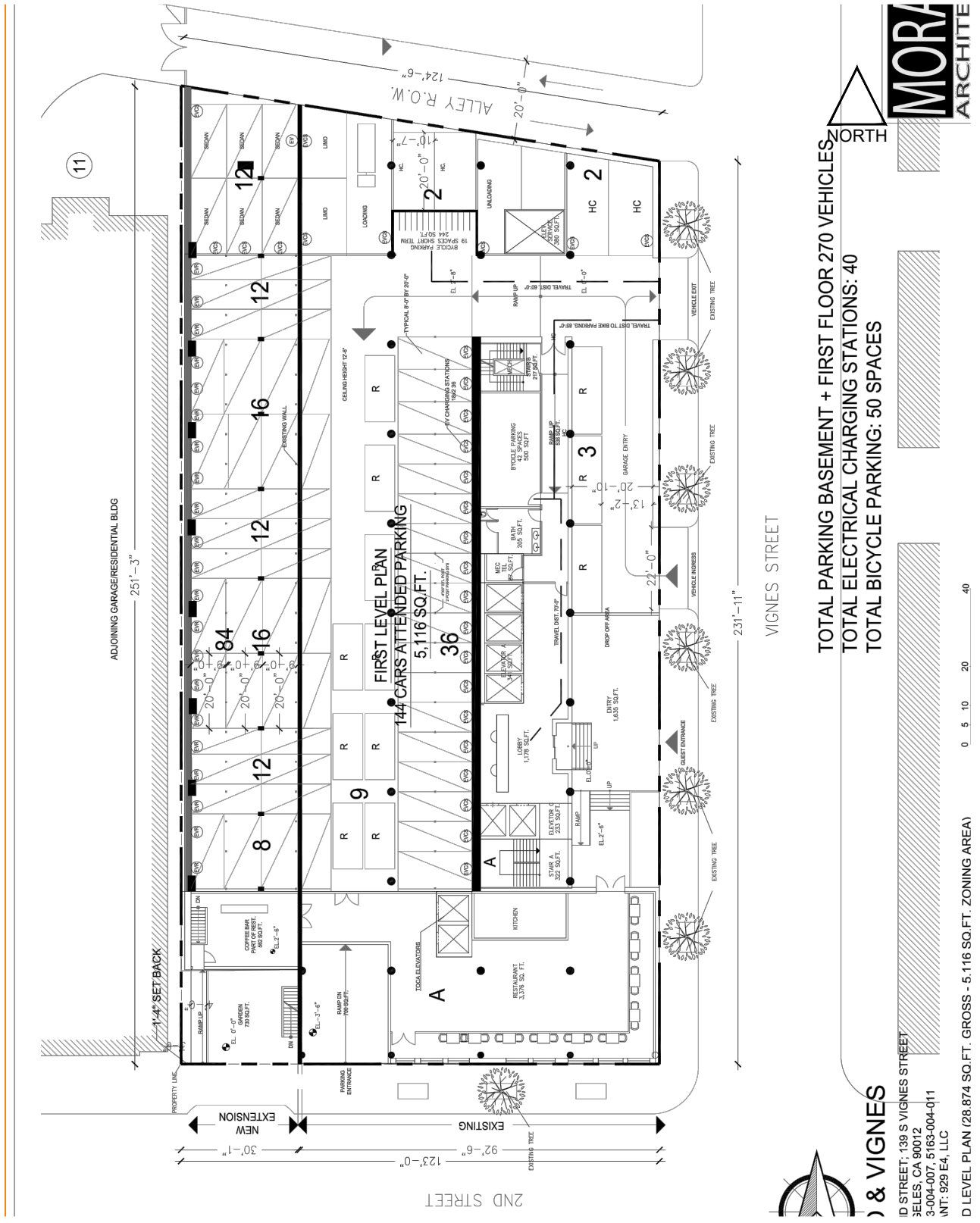

FIGURE 2

FN:2ndSt(929E)Mixed-Use/STUDY-INTS

CONCEPTUAL MODIFIED PROJECT SITE PLAN
(GROUND LEVEL)

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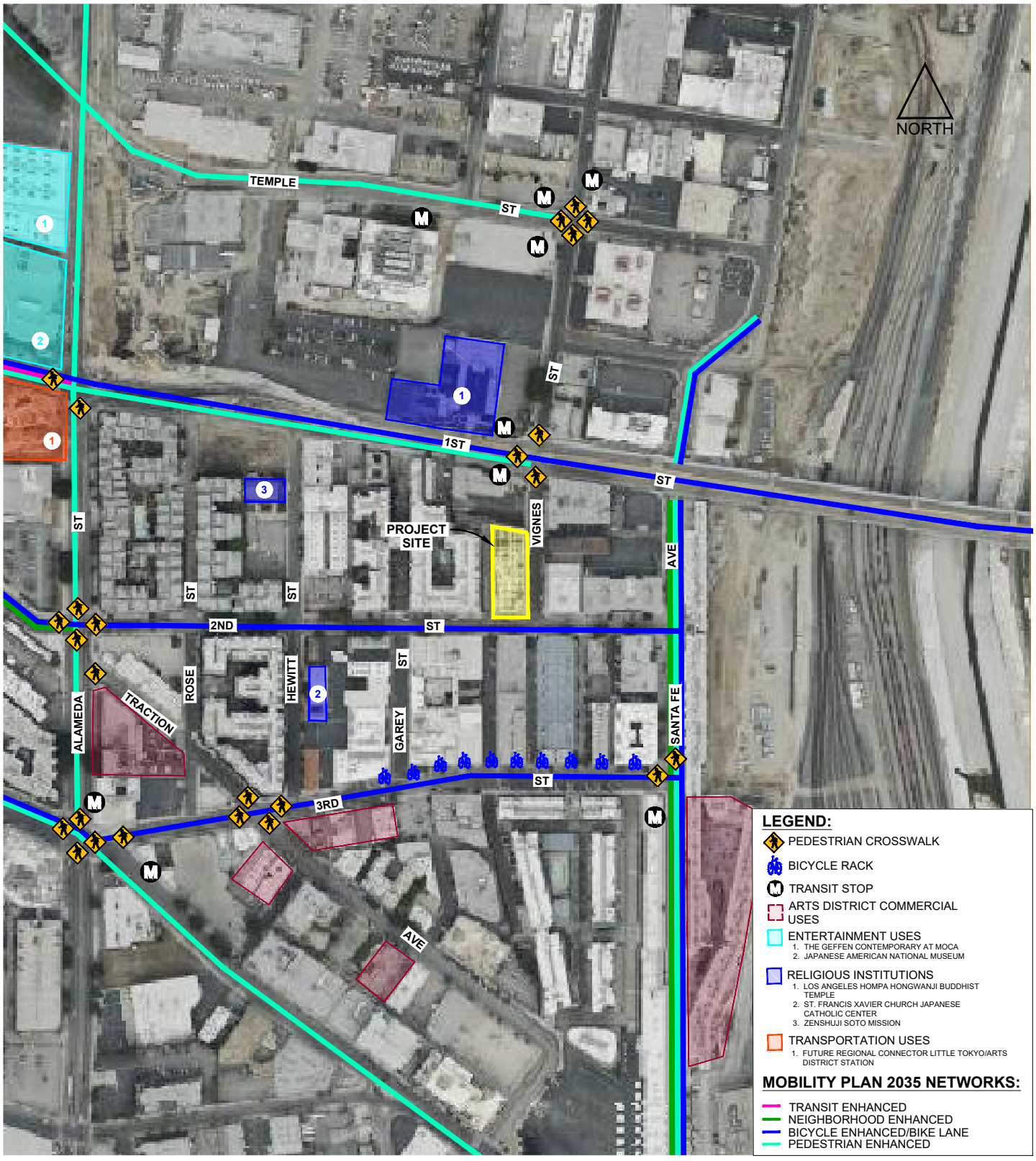

FIGURE 3

6/29/2022

FN:2ndSt(929E)Mixed-Use/PED-MAP

STUDY AREA PEDESTRIAN DESTINATION MAP

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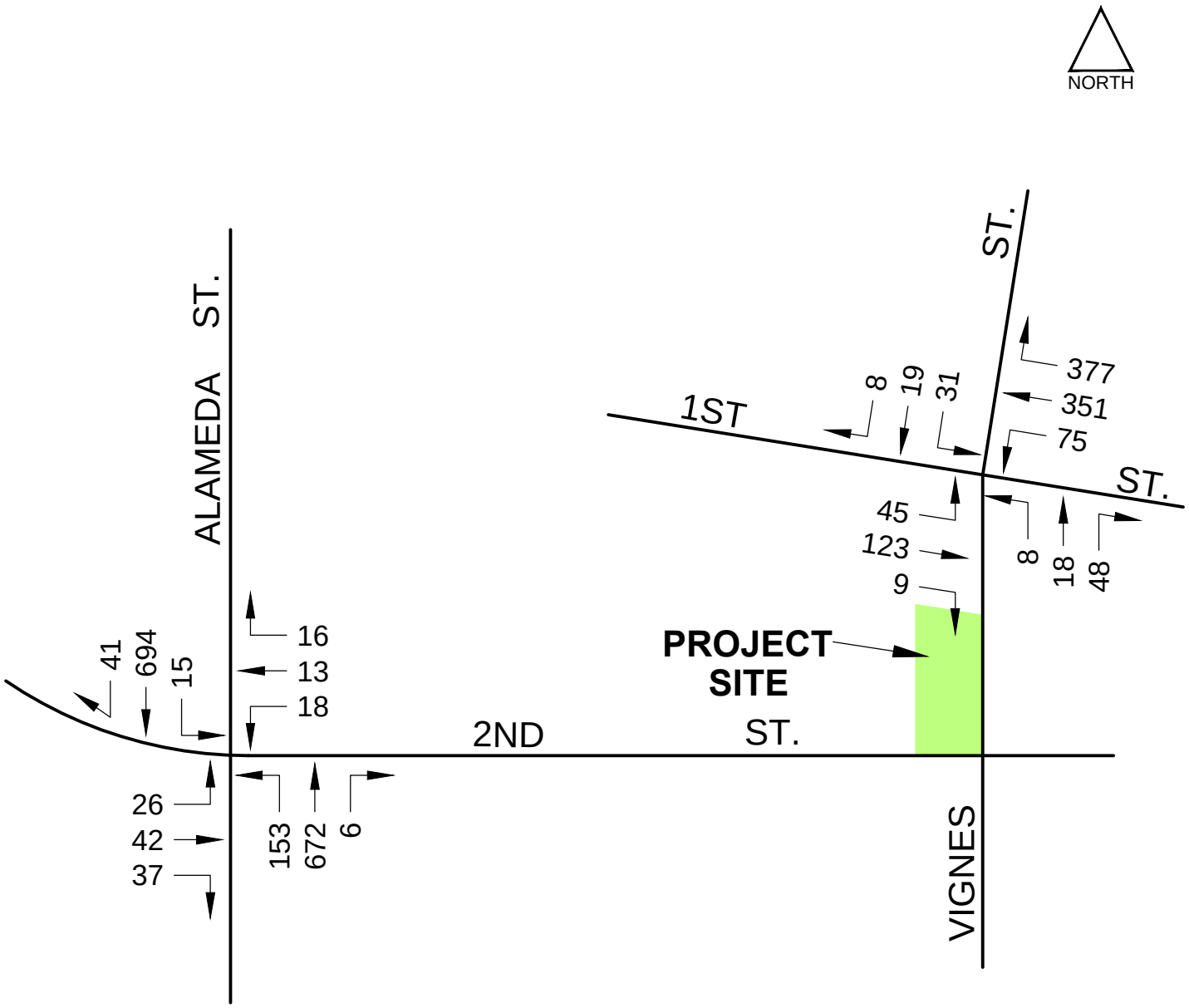

FIGURE 4(a)

7/2/2022

2ndSt(929E)MixedUse\AM2022

EXISTING (2022) TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR

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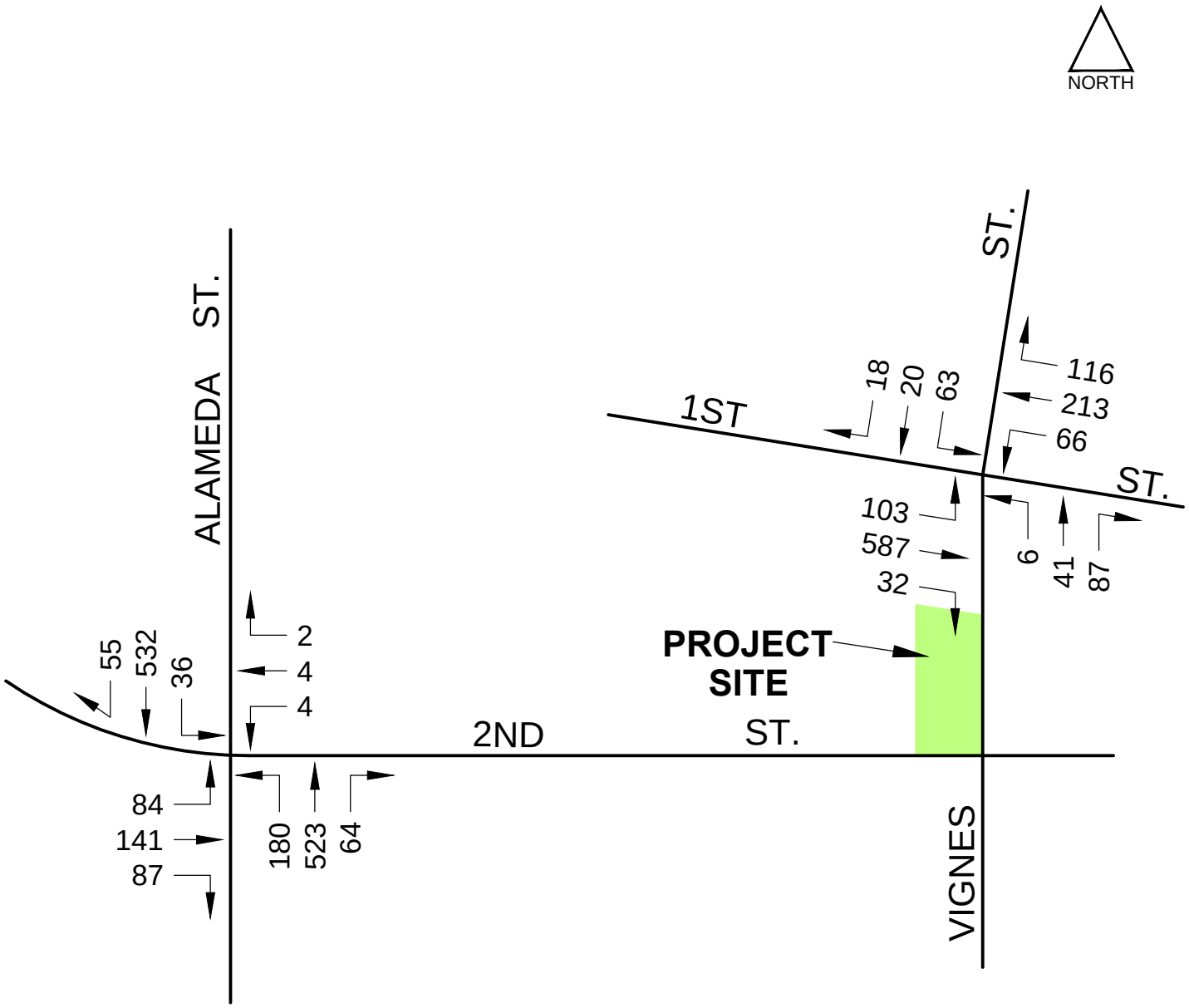

FIGURE 4(b)

7/2/2022

2ndSt(929E)MixedUse\PM2022

EXISTING (2022) TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR

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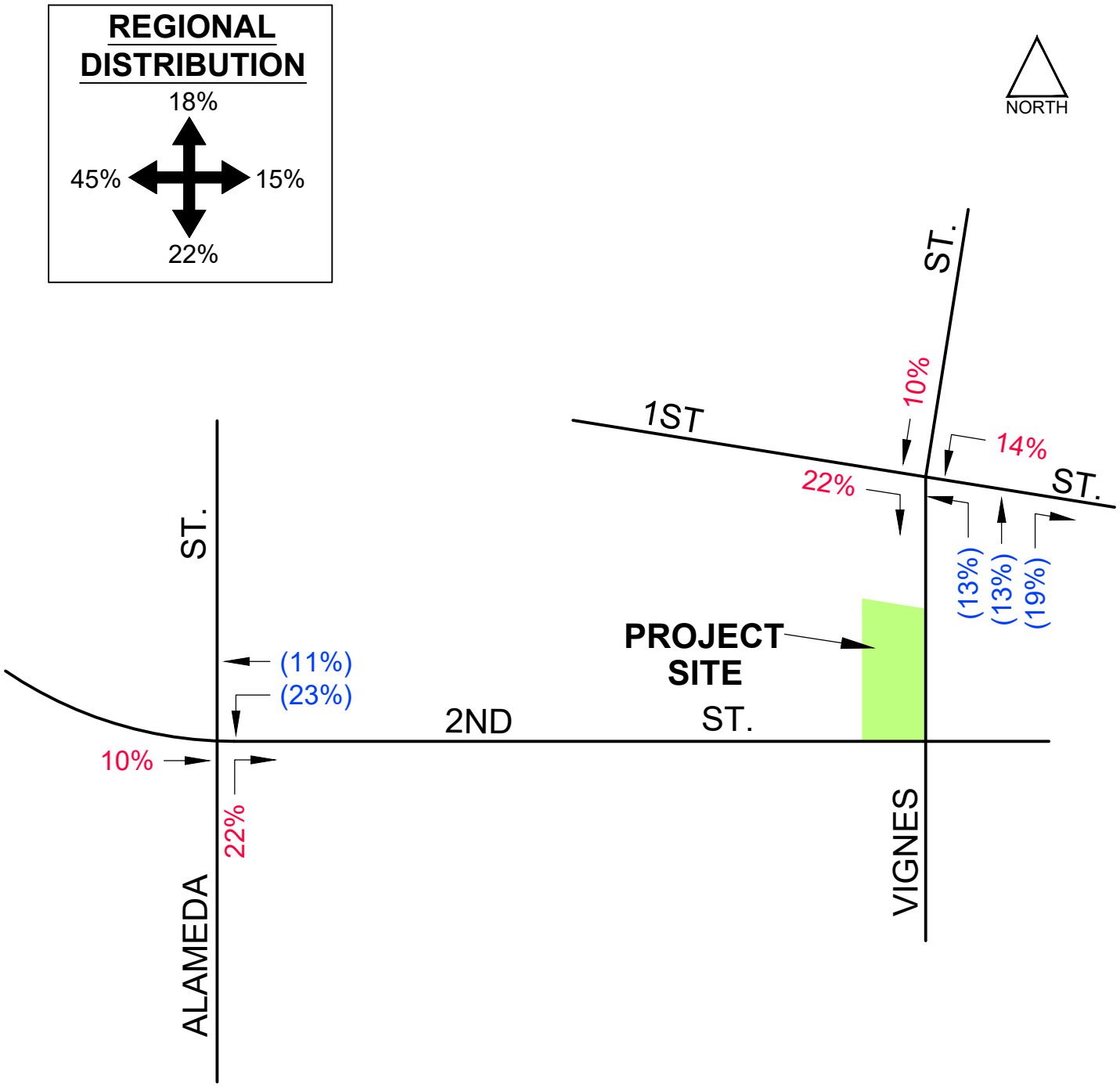

FIGURE 5

7/2/2022

2ndSt(929E)MixedUse\PROJ-DIST

MODIFIED PROJECT TRIP DISTRIBUTION PERCENTAGES

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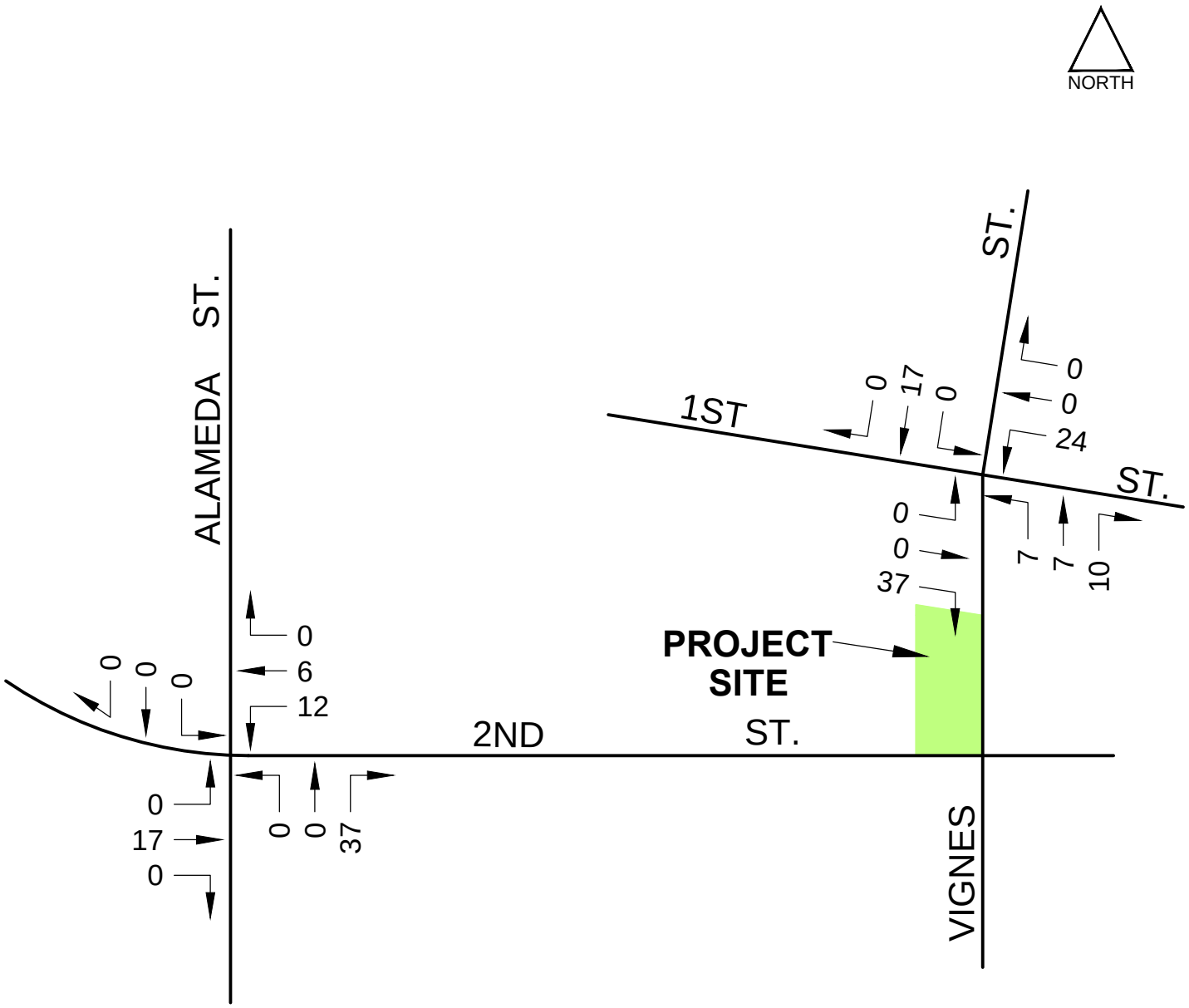

FIGURE 6(a)

7/2/2022

2ndSt(929E)MixedUse\AM-PROJ

NET MODIFIED PROJECT TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR

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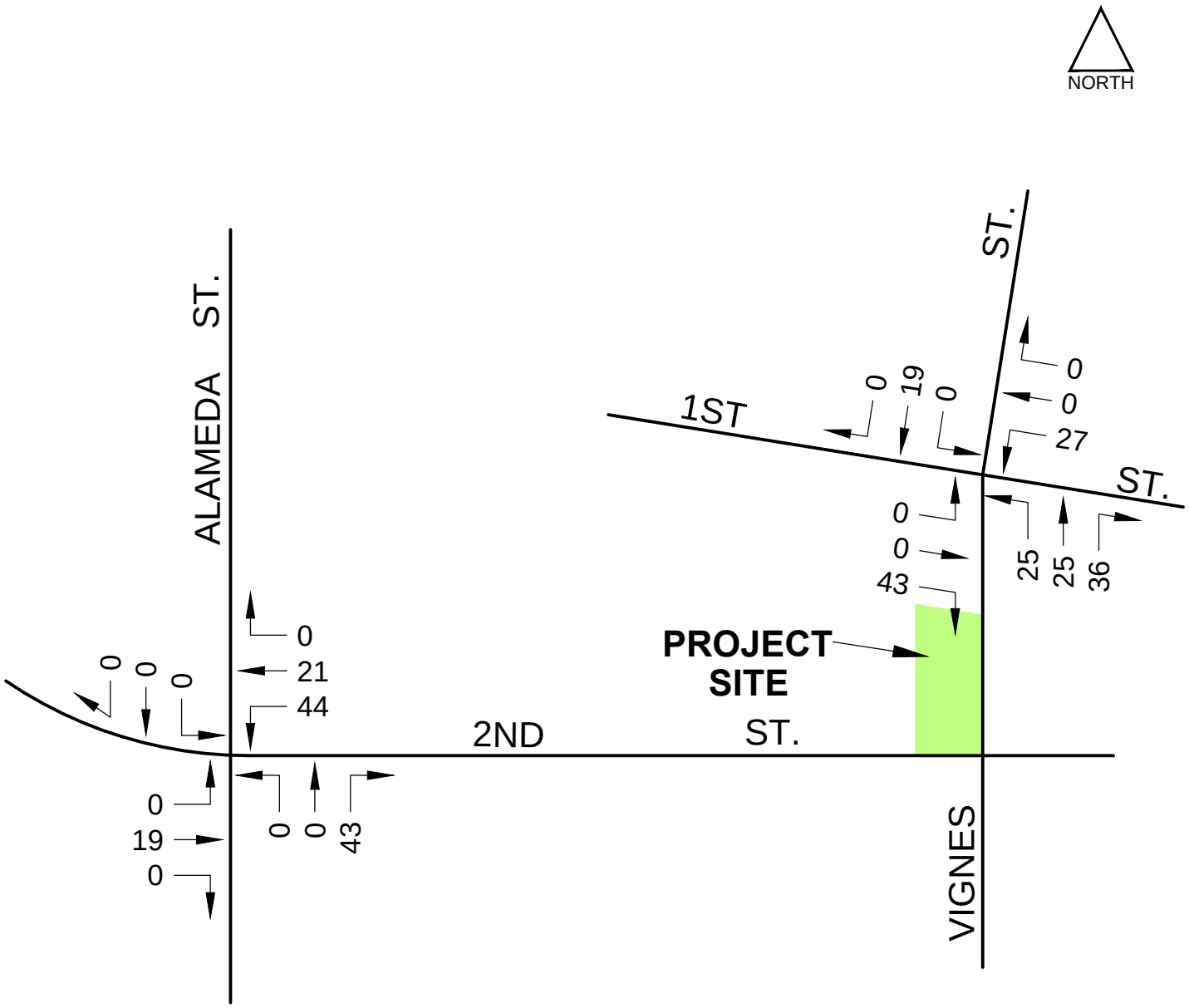

FIGURE 6(b)

7/2/2022

2ndSt(929E)MixedUse\PM-PROJ

NET MODIFIED PROJECT TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR

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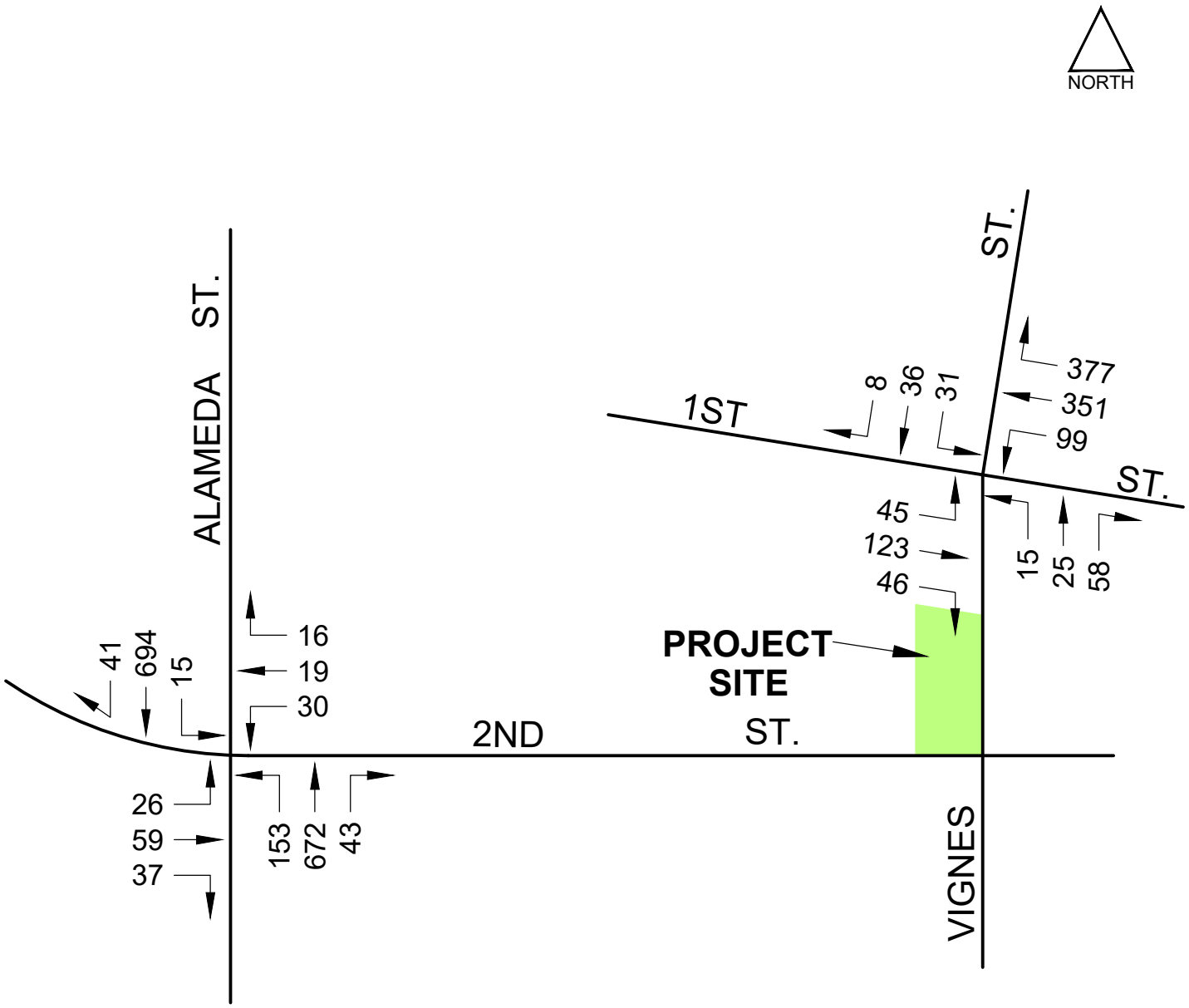

FIGURE 7(a)

7/2/2022

2ndSt(929E)MixedUse\AM2022WP

EXISTING (2022) TRAFFIC VOLUMES
PLUS MODIFIED PROJECT
WEEKDAY AM PEAK HOUR

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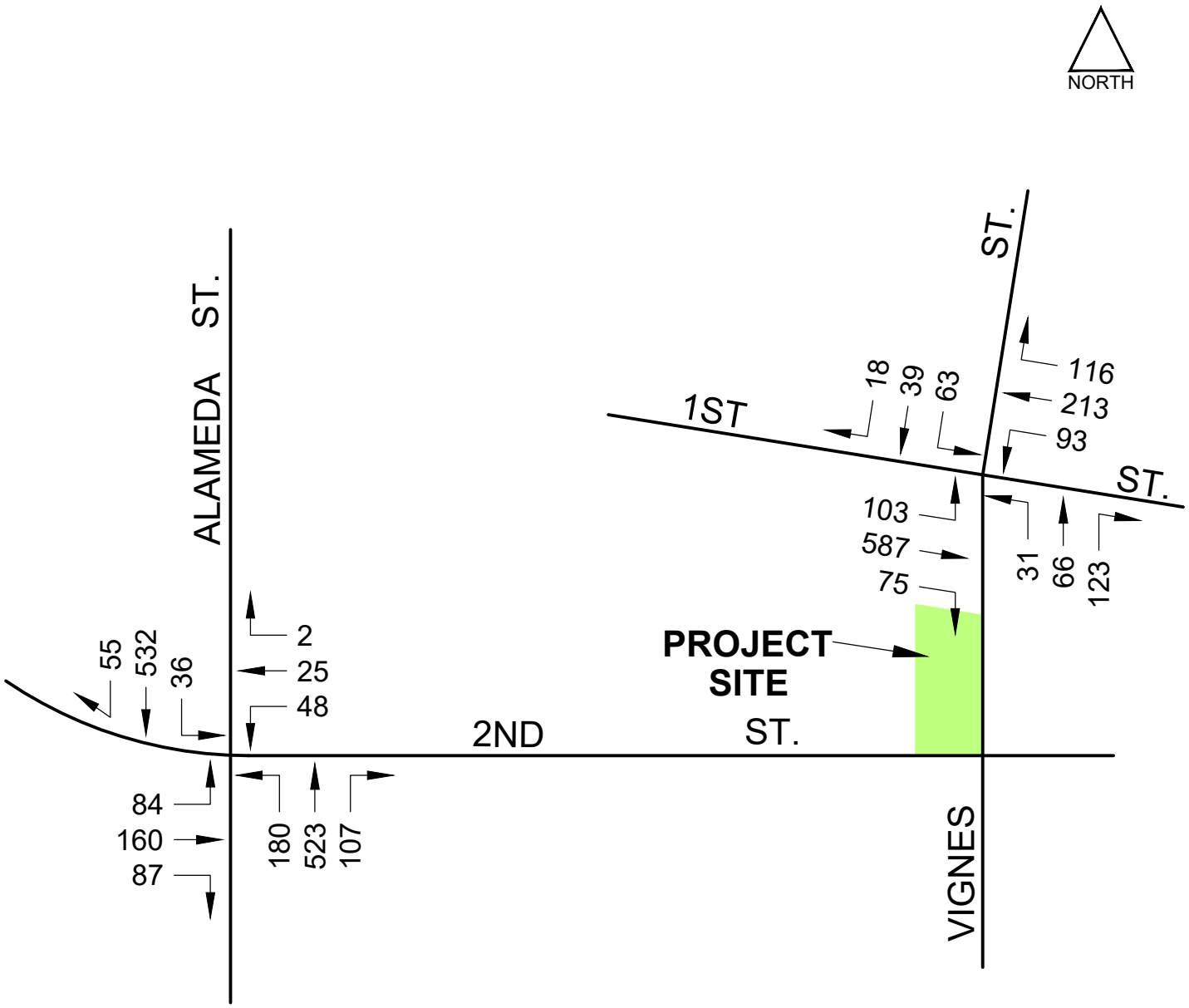

FIGURE 7(b)

7/2/2022

2ndSt(929E)MixedUse\PM2022WP

EXISTING (2022) TRAFFIC VOLUMES
PLUS MODIFIED PROJECT
WEEKDAY PM PEAK HOUR

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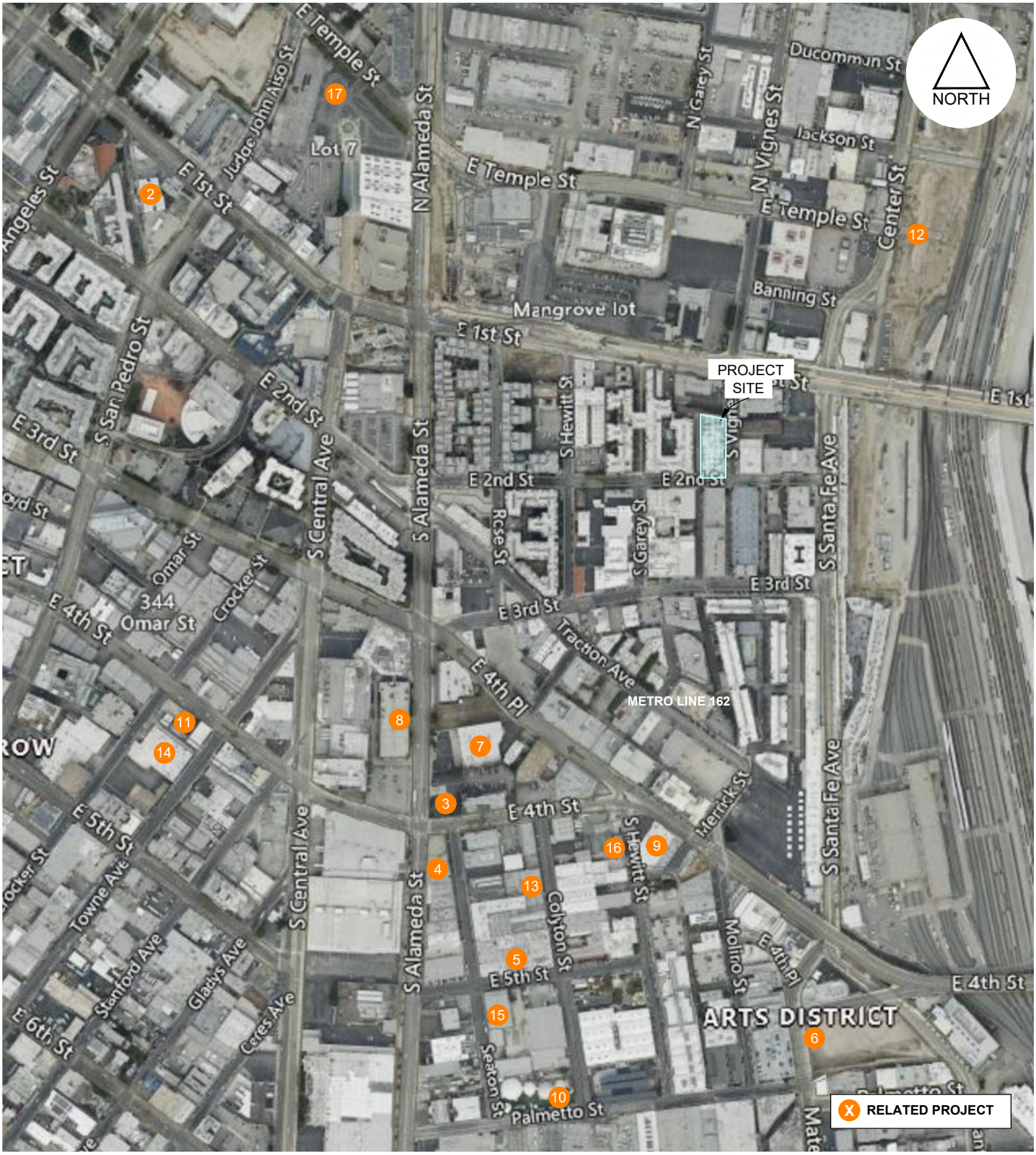

FIGURE 8

6/29/2022

FN:2ndSt(929E)Mixed-Use/RELPROJS

RELATED PROJECT LOCATION MAP

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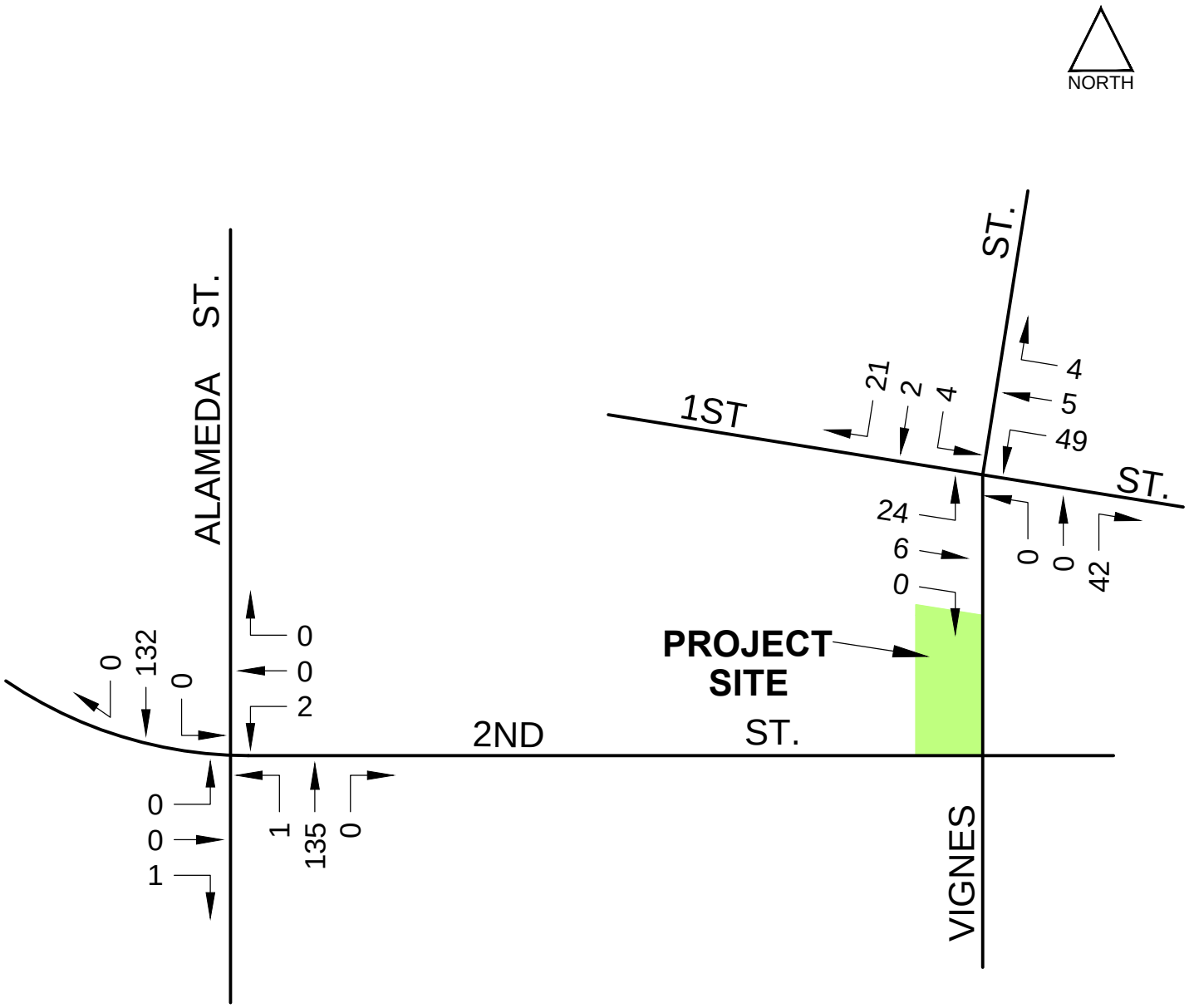

FIGURE 9(a)

7/2/2022

2ndSt(929E)MixedUse\AM-REL-PROJ

TOTAL RELATED PROJECT TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR

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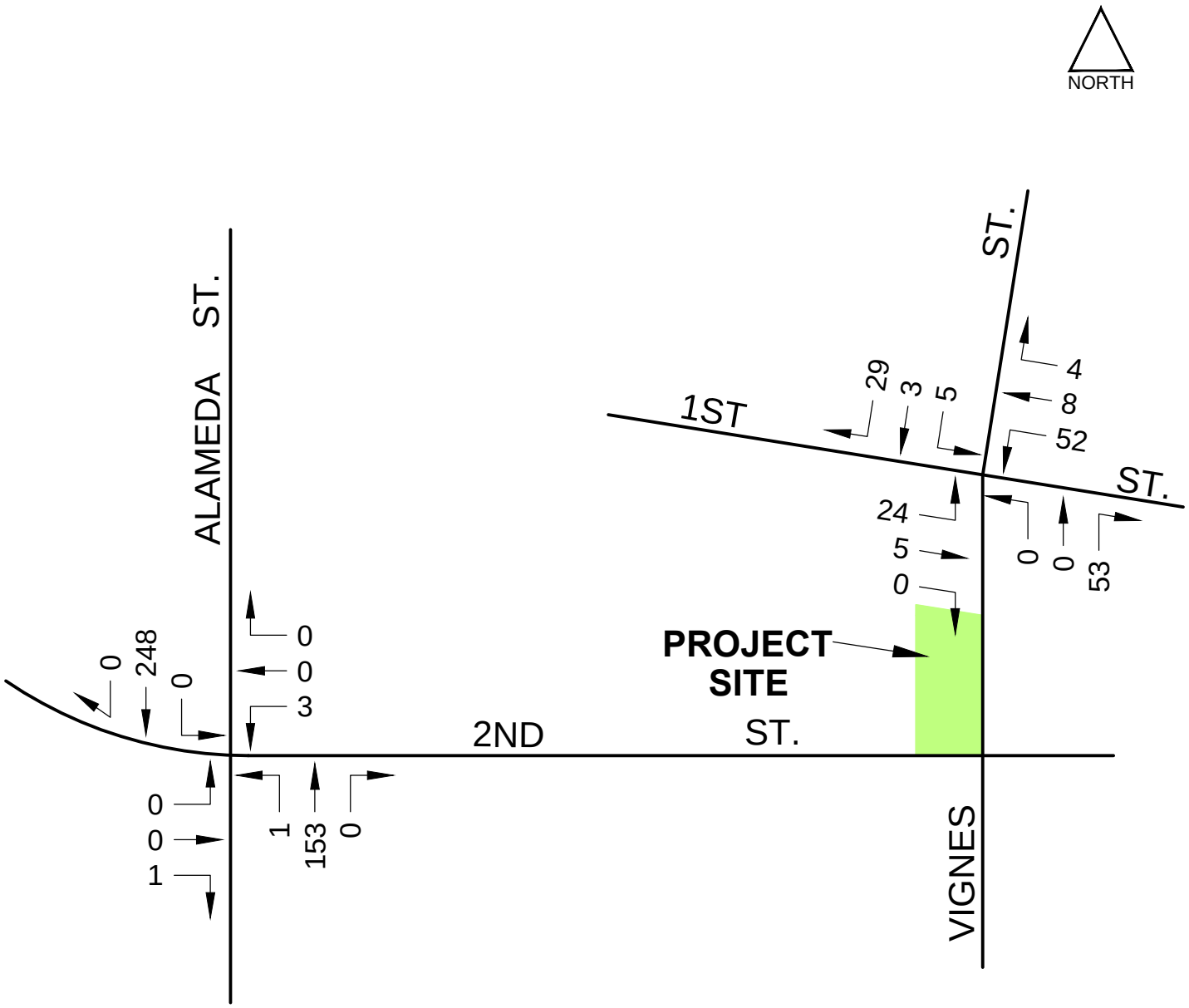

FIGURE 9(b)

7/2/2022

2ndSt(929E)MixedUse\PM-REL-PROJ

TOTAL RELATED PROJECT TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR

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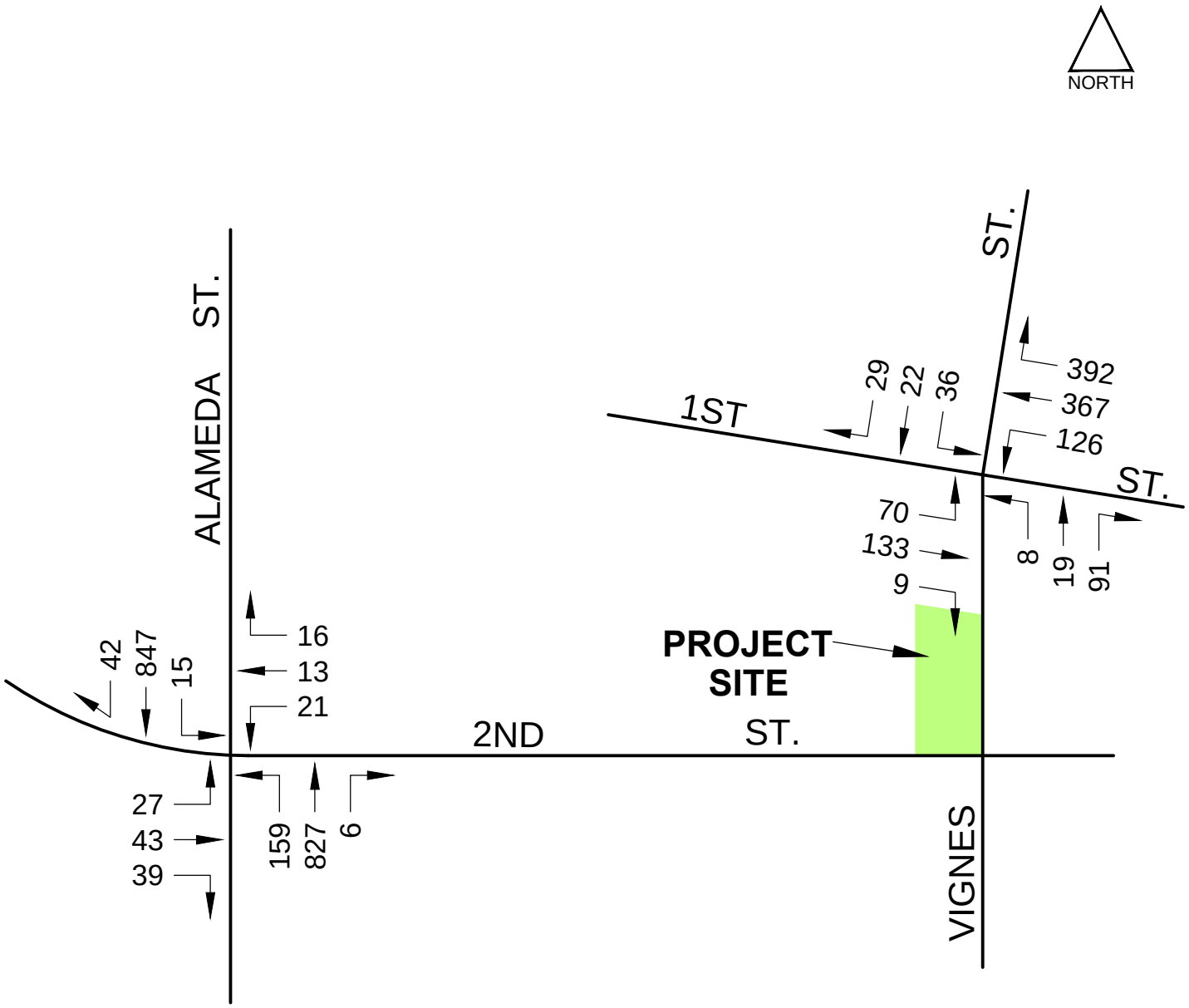

FIGURE 10(a)

7/2/2022

2ndSt(929E)MixedUse\AM2025WO

FUTURE (2025) TRAFFIC VOLUMES
WITHOUT MODIFIED PROJECT
WEEKDAY AM PEAK HOUR

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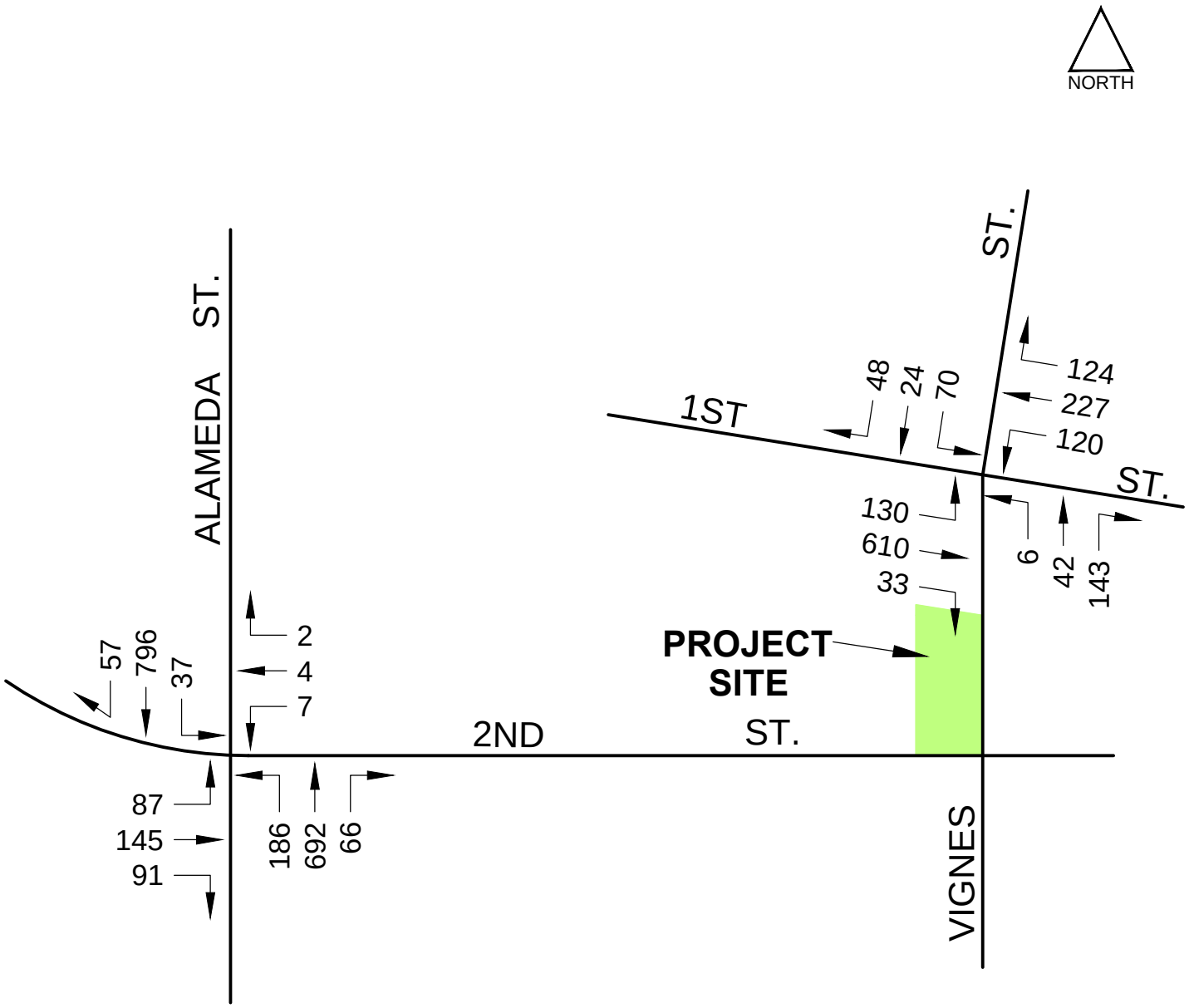

FIGURE 10(b)

7/2/2022

2ndSt(929E)MixedUse\PM2025WO

FUTURE (2025) TRAFFIC VOLUMES
WITHOUT MODIFIED PROJECT
WEEKDAY PM PEAK HOUR

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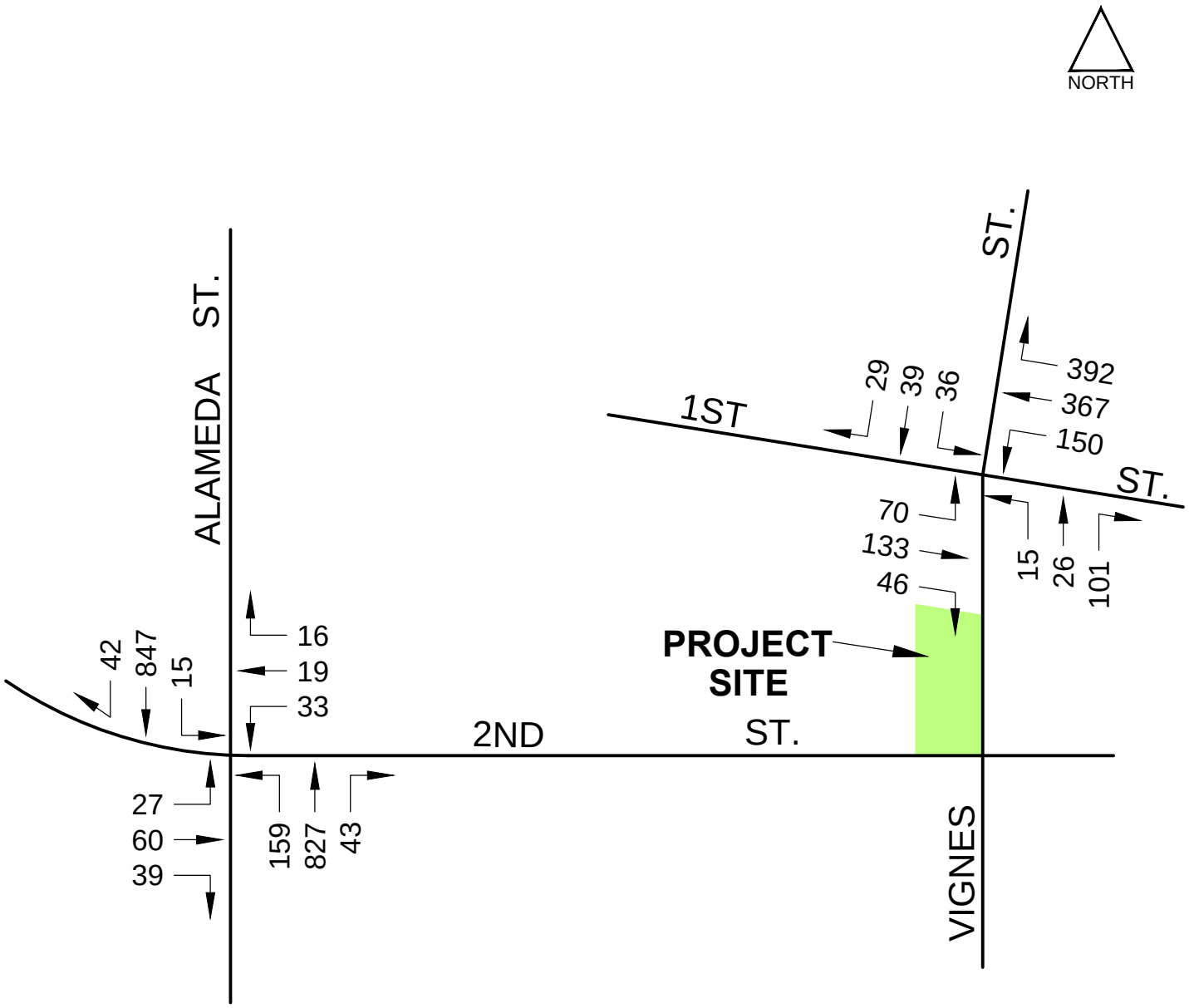

FIGURE 11(a)

7/2/2022

2ndSt(929E)MixedUse\AM2025WP

FUTURE (2025) TRAFFIC VOLUMES
WITH MODIFIED PROJECT
WEEKDAY AM PEAK HOUR

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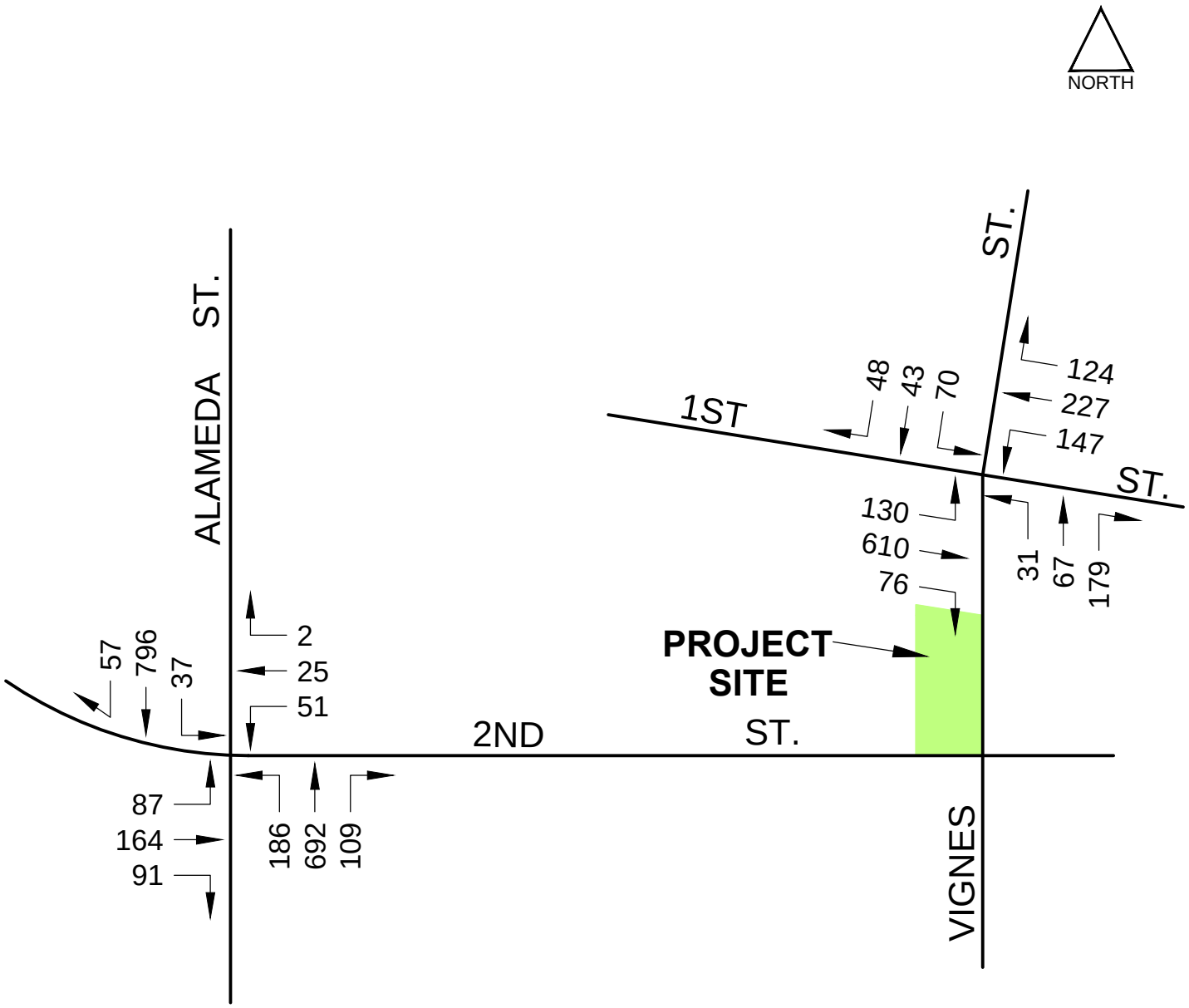

FIGURE 11(b)

7/2/2022

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ATTACHMENT A
JUNE 2, 2016 LADOT TRAFFIC IMPACT ASSESSMENT FOR THE PROPOSED DEVELOPMENT AT 929 EAST 2ND STREET (ENV-2016-1081-EAF/CPC-2016-1080-GPA-ZC-HD-MCUP-ZU-SPR/VTT-74122-CN)

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

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

929 E 2nd St
DOT Case No. CEN 16-44072

Date: June 2, 2016

To: Nicholas Hendricks, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRAFFIC IMPACT ASSESSMENT FOR THE PROPOSED DEVELOPMENT AT 929 EAST 2nd STREET (ENV-2016-1081-EAF/CPC-2016-1080-GPA-ZC-HD-MCUP-ZU-SPR/VTT-74122-CN)**

The Department of Transportation (DOT) has reviewed the traffic analysis prepared by Crain & Associates, dated May 2016, for the proposed private club and commercial mixed-use project located at 929 East 2nd Street. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to DOT's established threshold standards to assess the project-related traffic impacts. Based on DOT's traffic impact criteria[1], the proposed project is not expected to result in any significant traffic impacts at the ten intersections that were identified for detailed analysis. The results of the traffic impact analysis, which accounted for other known development projects in evaluating potential cumulative impacts and adequately evaluated the project's traffic impacts on the surrounding community, are summarized in **Attachment 1**.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to demolish 17 existing artist live/work loft units and construct a mixed-use development with 28,154 square feet of the commercial retail space, 8,801 square feet of restaurant space and a private membership club. The private membership club will not be open to the general public, and it includes 1,024 square feet of specialty retail space, 8,157 square feet of event space, a 10,784 square-foot lounge/bar, 42,716 square feet of office space for temporary non-daily use, 3,043 square feet of photo studio space, a 6,378 square-foot gym/spa, and a 49-seat screening room. Access to the automated subterranean and above-ground parking will be provided via driveways off Vignes Street and the existing alley north of 2nd Street. The project is expected to be completed by 2019.

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

B. Trip Generation

The project is estimated to generate a net increase of approximately 2,153 daily trips, a net increase of 80 trips in the a.m. peak hour and a net increase of 201 trips in the p.m. peak hour. A copy of the trip generation can be found in **Attachment 2**. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012.

C. Freeway Analysis

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

PROJECT REQUIREMENTS

A. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours.

B. Highway Dedication and Street Widening Requirements

On August 11, 2015, the City Council adopted the Mobility Plan 2035 which is the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the new Mobility Element, both **2nd Street** and **Vignes Street** are designated as Collector Streets that would require a 20-foot half-width roadway within a 33-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

C. Parking Requirements

The traffic study indicated that the project would provide an on-site vehicle parking area on multiple floors, with the majority of parking accessed via three car lifts on the ground floor of an automated parking system. The automated parking would be provided on one subterranean and two above-ground levels. As proposed, 247 total

automobile parking spaces would be provided between these three parking levels. Vehicular access will be provided via driveways off Vignes Street and the existing alley north of 2nd Street. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

D. Driveway Access and Circulation
The conceptual site plan (**Attachment 3**) is acceptable to DOT. However, the review of this study does not constitute approval of the driveway dimensions, access and circulation scheme. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, at 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All driveways should be Case 2 driveways and 30 feet wide for two-way operations. Any security gates should be a minimum of 20 feet from the property line or to the satisfaction of DOT.

E. Development Review Fees
An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Eileen Hunt of my staff at (213) 972-8481.

Attachments

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c: Shawn Kuk, Council District No. 14
Carl Mills, Central District, BOE
Mehrdad Moshksar, Central District Office, DOT
Taimour Tanavoli, Citywide Planning Coordination Section, DOT
Ryan Kelly, Crain & Associates

Table 8
Critical Movement Analysis (CMA) & Level of Service (LOS) Summary
Existing (2016) and Future (2019) Traffic Conditions

			Existing (2016) Conditions					Future (2019) Conditions					
		Peak	Existing		Plus Project			Without Project		With Project			
No.	Intersection	Hour	CMA	LOS	CMA	LOS	Impact	CMA	LOS	CMA	LOS	Impact	Sig.?
1	Los Angeles Street &	AM	0.545	A	0.545	A	0.000	0.633	B	0.634	B	0.001	No
	1st Street	PM	0.623	B	0.626	B	0.003	0.791	C	0.799	C	0.008	No
2	Judge John Aiso Street/San Pedro	AM	0.414	A	0.415	A	0.001	0.559	A	0.559	A	0.000	No
	Street & 1st Street	PM	0.601	B	0.607	B	0.006	0.827	D	0.833	D	0.006	No
3	Central Avenue &	AM	0.316	A	0.320	A	0.004	0.363	A	0.367	A	0.004	No
	1st Street	PM	0.559	A	0.565	A	0.006	0.641	B	0.647	B	0.006	No
4	Alameda Street &	AM	0.534	A	0.536	A	0.002	0.608	B	0.611	B	0.003	No
	Temple Street	PM	0.622	B	0.626	B	0.004	0.780	C	0.784	C	0.004	No
5	Alameda Street &	AM	0.752	C	0.754	C	0.002	0.905	E	0.906	E	0.001	No
	1st Street	PM	0.665	B	0.670	B	0.005	0.852	D	0.856	D	0.004	No
6	Alameda Street &	AM	0.669	B	0.670	B	0.001	0.754	C	0.755	C	0.001	No
	2nd Street	PM	0.577	A	0.600	B	0.023	0.695	B	0.727	C	0.032	No
7	Alameda Street &	AM	0.746	C	0.746	C	0.000	0.889	D	0.889	D	0.000	No
	3rd Street/4th Place	PM	0.540	A	0.541	A	0.001	0.741	C	0.742	C	0.001	No
8	Alameda Street &	AM	0.322	A	0.325	A	0.003	0.435	A	0.438	A	0.003	No
	4th Street	PM	0.673	B	0.678	B	0.005	0.870	D	0.875	D	0.005	No
9	Vignes Street &	AM	0.448	A	0.457	A	0.009	0.639	B	0.651	B	0.012	No
	1st Street	PM	0.557	A	0.593	A	0.036	0.758	C	0.768	C	0.010	No
10	Mission Road &	AM	0.722	C	0.728	C	0.006	0.835	D	0.842	D	0.007	No
	1st Street	PM	0.696	B	0.711	C	0.015	0.862	D	0.877	D	0.015	No

Project Trip Generation Summary[1]

Land Use/Description	Size[2]	Average Weekday	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
PROPOSED USES								
Commercial								
Shopping Center (Public)	36.955 ksf	1,578	22	13	35	66	71	137
10% Internal Capture Adjustment[3]		(158)	(2)	(1)	(3)	(7)	(7)	(14)
Shopping Center With Internal Capture Adjustment Subtotal		1,420	20	12	32	59	64	123
15% Transit Adjustment[4]		(213)	(3)	(2)	(5)	(8)	(10)	(18)
Shopping Center With Transit Adjustment Subtotal		1,207	17	10	27	51	54	105
5% Walk Adjustment[5]		(60)	(1)	0	(1)	(2)	(3)	(5)
Shopping Center With Walk Adjustment Subtotal		1,147	16	10	26	49	51	100
50% Pass-By Adjustment[6]		(573)	(8)	(5)	(13)	(25)	(25)	(50)
Shopping Center Total		574	8	5	13	24	26	50
Specialty Retail (Private)	1.024 ksf	45	1	0	1	1	2	3
25% Internal Capture Adjustment[3]		(11)	0	0	0	0	(1)	(1)
Specialty Retail With Internal Capture Adjustment Subtotal		34	1	0	1	1	1	2
15% Transit Adjustment[4]		(5)	0	0	0	0	0	0
Specialty Retail With Transit Adjustment Subtotal		29	1	0	1	1	1	2
5% Walk Adjustment[5]		(1)	0	0	0	0	0	0
Specialty Retail With Walk Adjustment Subtotal		28	1	0	1	1	1	2
5% Pass-By Adjustment[6]		(1)	0	0	0	0	0	0
Specialty Retail Total		27	1	0	1	1	1	2
Event Space (Private)	8.157 ksf	734	6	1	7	41	20	61
Internal Capture Adjustment[3]		(256)	0	0	0	(11)	(6)	(17)
Event Space With Internal Capture Adjustment Subtotal		478	6	1	7	30	14	44
15% Transit Adjustment[4]		(72)	(1)	0	(1)	(5)	(2)	(7)
Event Space With Transit Adjustment Subtotal		406	5	1	6	25	12	37
5% Walk Adjustment[5]		(20)	0	0	0	(1)	(1)	(2)
Event Space Total		386	5	1	6	24	11	35
Drinking Place (Private)	10.784 ksf	1,469	7	6	13	81	41	122
25% Internal Capture Adjustment[3]		(367)	(2)	(1)	(3)	(20)	(10)	(30)
Drinking Place With Internal Capture Adjustment Subtotal		1,102	5	5	10	61	31	92
15% Transit Adjustment[4]		(165)	0	(1)	(1)	(9)	(5)	(14)
Drinking Place With Transit Adjustment Subtotal		937	5	4	9	52	26	78
5% Walk Adjustment[5]		(47)	0	0	0	(3)	(1)	(4)
Drinking Place With Walk Adjustment Subtotal		890	5	4	9	49	25	74
5% Pass-By Adjustment[6]		(44)	0	0	0	(3)	(1)	(4)
Drinking Place Total		846	5	4	9	46	24	70
General Office & Photo Studios (Private)	45.759 ksf	505	62	9	71	12	56	68
Internal Capture Adjustment[3]		(176)	(2)	(3)	(5)	(3)	(17)	(20)
General Office With Internal Capture Adjustment Subtotal		329	60	6	66	9	39	48
15% Transit Adjustment[4]		(49)	(9)	(1)	(10)	(1)	(6)	(7)
General Office With Transit Adjustment Subtotal		280	51	5	56	8	33	41
5% Walk Adjustment[5]		(14)	(3)	0	(3)	0	(2)	(2)
General Office Total		266	48	5	53	8	31	39
Health/Fitness Club (Private)	6.378 ksf	210	5	4	9	13	10	23
Internal Capture Adjustment[3]		(73)	0	(1)	(1)	(3)	(4)	(7)
Health/Fitness Club With Internal Capture Adjustment Subtotal		137	5	3	8	10	6	16
15% Transit Adjustment[4]		(21)	(1)	0	(1)	(1)	(1)	(2)
Health/Fitness Club With Transit Adjustment Subtotal		116	4	3	7	9	5	14
5% Walk Adjustment[5]		(6)	0	0	0	(1)	0	(1)
Health/Fitness Club With Walk Adjustment Subtotal		110	4	3	7	8	5	13
10% Pass-By Adjustment[6]		(11)	(1)	0	(1)	(1)	0	(1)
Health/Fitness Club Total		99	3	3	6	7	5	12
Movie Theater (Private)	49 st	86	0	0	0	2	1	3
Internal Capture Adjustment[3]		(30)	0	0	0	(1)	0	(1)
Movie Theater With Internal Capture Adjustment Subtotal		56	0	0	0	1	1	2
15% Transit Adjustment[4]		(8)	0	0	0	0	0	0
Movie Theater With Transit Adjustment Subtotal		48	0	0	0	1	1	2
5% Walk Adjustment[5]		(2)	0	0	0	0	0	0
Movie Theater Total		46	0	0	0	1	1	2
Proposed Project Driveway Trips (including Pass-By Trips)		**2,873**	**79**	**23**	**102**	**140**	**125**	**265**
Proposed Project Trips		**2,244**	**70**	**18**	**88**	**111**	**99**	**210**
EXISTING USES								
Residential								
Apartment	17 du	113	2	7	9	7	4	11
15% Transit Adjustment[3]		(17)	0	(1)	(1)	(1)	(1)	(2)
Apartment With Transit Adjustment Subtotal		96	2	6	8	6	3	9
5% Walk Adjustment[5]		(5)	0	0	0	0	0	0
Apartment Total		91	2	6	8	6	3	9
Existing Project Driveway Trips (including Pass-By Trips)		**91**	**2**	**6**	**8**	**6**	**3**	**9**
Existing Project Trips		**91**	**2**	**6**	**8**	**6**	**3**	**9**
Net Project Driveway Trips (including Pass-By Trips)		**2,782**	**77**	**17**	**94**	**134**	**122**	**256**
Net Project Trips		**2,153**	**68**	**12**	**80**	**105**	**96**	**201**

Notes:

1) ITE Trip Generation Manual (9th Edition, 2012) trip generation rates and equations for Land Use Codes 220 (Apartment), 443 (Movie Theater without Matinee), 492 (Health/Fitness Club), 710 (General Office Building), 820 (Shopping Center), 826 (Specialty Retail Center), 925 (Drinking Place), and 931 (Quality Restaurant).
2) du = Dwelling Units; st = Seats; ksf = Thousands of Square Feet of Gross Floor Area. The Gross Floor Area figures are slightly larger than those based on the Floor Area definition found in LAMC Sec. 12.03.
3) Internal capture assumed between commercial retail/restaurant uses (public shopping center, private specialty retail, private drinking place) and private club uses (office, event space, photo studios, health club, and screening room) based on 10 percent of public shopping center baseline trips and 25 percent of private specialty retail/drinking place baseline trips.
4) Consistent with current LADOT *Traffic Study Policies and Procedures* , a 15 percent transit adjustment has been assumed for all uses (given that the project is located within an approximate one-quarter mile walking distance of the Little Tokyo/Arts District transit station).
5) Given the Project location within the Arts District of Downtown, with a variety of residential, commercial, and industrial uses within walking distance, a 5 percent walk adjustment has been applied for all proposed and existing uses.
6) Based on Attachment I of the current LADOT *Traffic Study Policies and Procedures* , appropriate pass-by trip adjustments have been applied to the Shopping Center, Specialty Retail, and Health Club land use categories. Given that not all land uses are included in Attachment I, the pass-by discount rate for Drinking Place was assumed to be the same as that for Quality Restaurant. In order to provide a more conservative analysis, only half of the approved LADOT pass-by rates have been applied to the private membership club uses: Specialty Retail, Drinking Place, and Health/Fitness Club.

ATTACHMENT 3

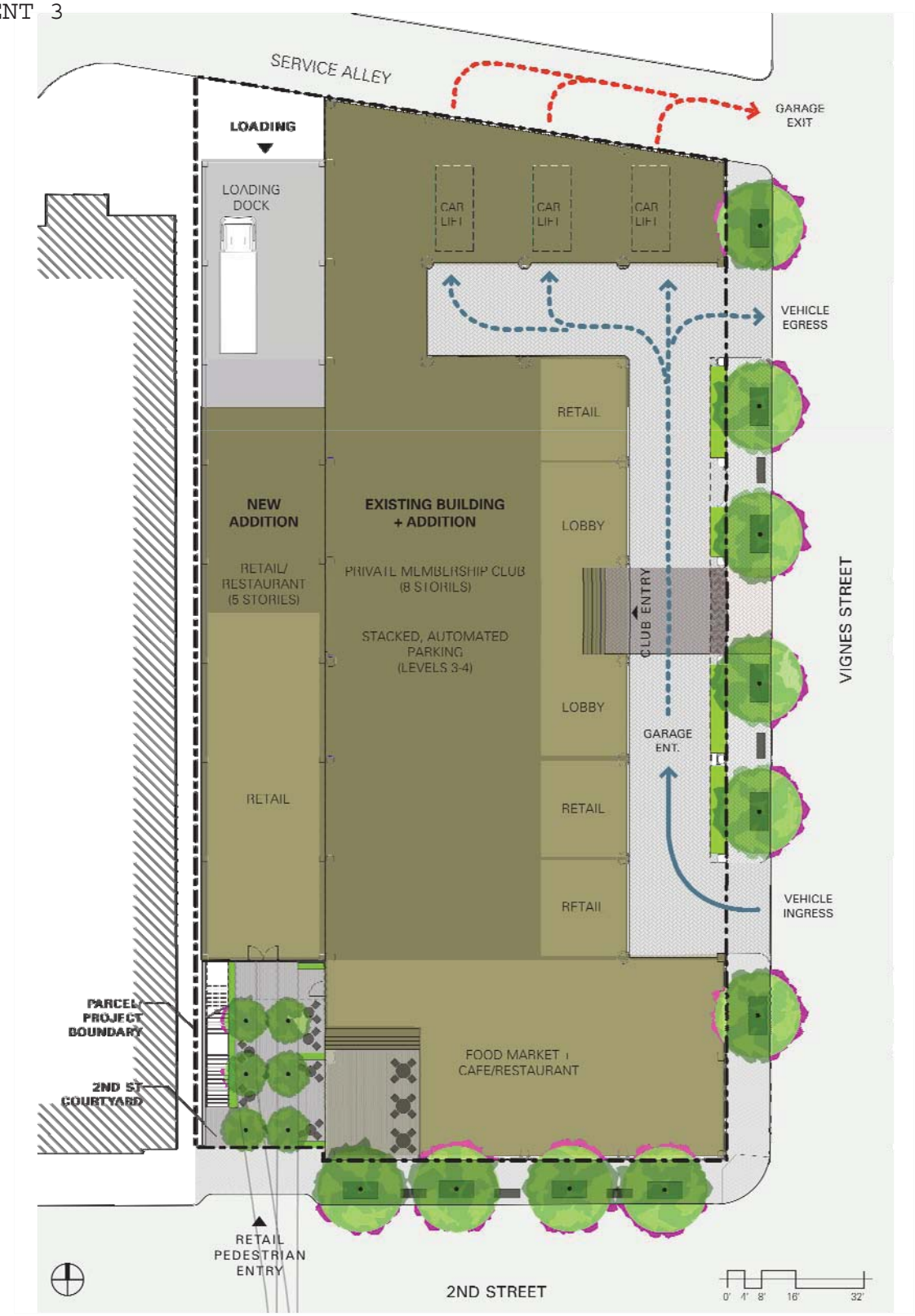

FIGURE 2

4/19/2016

FN:\SecondSt(929)MixedUse\2016-03\SITEPLAN

CONCEPTUAL PROJECT SITE PLAN

CRAIN & ASSOCIATES
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Traffic Engineering
300 Corporate Pointe, Suite 470
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ATTACHMENT B
LADOT ATTACHMENT D: PLAN CONSISTENCY WORKSHEET

LADOT

Plans, Policies and Programs Consistency Worksheet

The worksheet provides a structured approach to evaluate the threshold T-1 question below, that asks whether a project conflicts with a program, plan, ordinance or policy addressing the circulation system. The intention of the worksheet is to streamline the project review by highlighting the most relevant plans, policies and programs when assessing potential impacts to the City's circulation system.

> ***Threshold T-1***: Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

This worksheet does not include an exhaustive list of City policies, and does not include community plans, specific plans, or any area-specific regulatory overlays. The Department of City Planning project planner will need to be consulted to determine if the project would obstruct the City from carrying out a policy or program in a community plan, specific plan, streetscape plan, or regulatory overlay that was adopted to support multimodal transportation options or public safety. LADOT staff should be consulted if a project would lead to a conflict with a mobility investment in the Public Right of Way (PROW) that is currently undergoing planning, design, or delivery. This worksheet must be completed for all projects that meet the Section I. Screening Criteria. For description of the relevant planning documents, **see Attachment D.1.**

For any response to the following questions that checks the box in **bold text** ((i.e.☐ **Yes** or ☐ **No**), further analysis is needed to demonstrate that the project does not conflict with a plan, policy, or program.

I. SCREENING CRITERIA FOR POLICY ANALYSIS

If the answer is 'yes' to any of the following questions, further analysis will be required:

Does the project require a discretionary action that requires the decision maker to find that the project would substantially conform to the purpose, intent and provisions of the General Plan?

▣ Yes ☐ No

Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?

☐ Yes ▣ No

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

▣ Yes ☐ No

II. PLAN CONSISTENCY ANALYSIS

A. Mobility Plan 2035 PROW Classification Standards for Dedications and Improvements

These questions address potential conflict with:

LADOT

Plan, Policy, and Program Consistency Worksheet

Mobility Plan 2035 Policy 2.1 *– Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*

Mobility Plan 2035 Policy 2.3 *– Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*

Mobility Plan 2035 Policy 3.2 – *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

A.1 Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone? ☐ Yes ▣ No

A.2 If **A.1 is yes**, is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation. ☐ Yes ☐ No ▣ N/A

A.3 If **A.2 is yes**, is the project making the dedications and improvements as necessary to meet the designated dimensions of the fronting street (Boulevard I, and II, or Avenue I, II, or III)?

☐ Yes ☐ No ▣ N/A

If the answer is to **A.1 or A.2 is NO, or to A.1, A.2 and A.3. is YES**, then the project does not conflict with the dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designations and Standard Roadway Dimensions.

A.4 If the answer to **A.3. is NO**, is the project applicant asking to waive from the dedication standards?

☐ **Yes** ☐ **No** ▣ N/A

Lists any streets subject to dedications or voluntary dedications and include existing roadway and sidewalk widths, required roadway and sidewalk widths, and proposed roadway and sidewalk width or waivers.

Frontage 1 Existing PROW'/Curb' : Existing
60'/40' Required 66'/40' Proposed 66'/40'

Frontage 2 Existing PROW'/Curb' : Existing
60'/40/ Required 66'/40' Proposed 66'/40'

Frontage 3 Existing PROW'/Curb' : Existing
_____ Required _____ Proposed _____

Frontage 4 Existing PROW'/Curb' : Existing
_____ Required _____ Proposed _____

If the answer to **A.4 is NO**, the project is inconsistent with Mobility Plan 2035 street designations and must file for a waiver of street dedication and improvement.

If the answer to **A.4 is YES**, additional analysis is necessary to determine if the dedication and/or improvements are necessary to meet the City's mobility needs for the next 20 years. The following factors may contribute to determine if the dedication or improvement is necessary:

Is the project site along any of the following networks identified in the City's Mobility Plan?

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network

To see the location of the above networks, see **Transportation Assessment Support Map**.[1]

Is the project within the service area of Metro Bike Share, or is there demonstrated demand for micro-mobility services?

If the project dedications and improvements asking to be waived are necessary to meet the City's mobility needs, the project may be found to conflict with a plan that is adopted to protect the environment.

B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes

B.1 Project-Initiated Changes to the PROW Dimensions

These questions address potential conflict with:

> ***Mobility Plan 2035 Policy 2.1*** *– Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*
>
> ***Mobility Plan 2035 Policy 2.3*** *– Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*
>
> ***Mobility Plan 2035 Policy 3.2 –*** *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*
>
> ***Mobility Plan 2035 Policy 2.10*** *– Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*
>
> **Mobility Plan 2035 Street Designations and Standard Roadway Dimensions**

B.1 Does the project physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?

Examples of physical changes to the public right-of-way include:

[1] LADOT Transportation Assessment Support Map https://arcg.is/fubbD

- widening the roadway,
- narrowing the sidewalk,
- adding space for vehicle turn outs or loading areas,
- removing bicycle lanes, bike share stations, or bicycle parking
- modifying existing bus stop, transit shelter, or other street furniture
- paving, narrowing, shifting or removing an existing parkway or tree well

☐ **Yes** ▣ No

B.2 Driveway Access

These questions address potential conflict with:

> ***Mobility Plan 2035 Policy 2.10*** *– Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*
>
> ***Mobility Plan 2035 Program PL.1. Driveway Access.*** *Require driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement.*
>
> ***Citywide Design Guidelines - Guideline 2****: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.*
>
> *Site Planning Best Practices:*
>
> - *Prioritize pedestrian access first and automobile access second. Orient parking and driveways toward the rear or side of buildings and away from the public right-of-way. On corner lots, parking should be oriented as far from the corner as possible.*
> - *Minimize both the number of driveway entrances and overall driveway widths.*
> - *Do not locate drop-off/pick-up areas between principal building entrances and the adjoining sidewalks.*
> - *Orient vehicular access as far from street intersections as possible.*
> - *Place drive-thru elements away from intersections and avoid placing them so that they create a barrier between the sidewalk and building entrance(s).*
> - *Ensure that loading areas do not interfere with on-site pedestrian and vehicular circulation by separating loading areas and larger commercial vehicles from areas that are used for public parking and public entrances.*

B.2 Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT's Driveway Design Guidelines (See Sec. 321 in the Manual of Policies and Procedures) by any of the following:

- locating new driveways for residential properties on an Avenue or Boulevard, and access is otherwise possible using an alley or a collector/local street, or
- locating new driveways for industrial or commercial properties on an Avenue or Boulevard and access is possible along a collector/local street, or
- the total number of new driveways exceeds 1 driveway per every 200 feet[2] along on the Avenue or Boulevard frontage, or

[2] for a project frontage that exceeds 400 feet along an Avenue or Boulevard, the incremental additional driveway above 2 is more than 1 driveway for every 400 additional feet.

- locating new driveways on an Avenue or Boulevard within 150 feet from the intersecting street, or
- locating new driveways on a collector or local street within 75 feet from the intersecting street, or
- locating new driveways near mid-block crosswalks, requiring relocation of the mid-block crosswalk

☐ **Yes** ▣ No

If the answer to **B.1 and B.2 are both NO**, then the project would not conflict with a plan or policies that govern the PROW as a result of the project-initiated changes to the PROW.

Impact Analysis

If the answer to either **B.1 or B.2 are YES**, City plans and policies should be reviewed in light of the proposed physical changes to determine if the City would be obstructed from carrying out the plans and policies. The analysis should pay special consideration to substantial changes to the Public Right of Way that may either degrade existing facilities for people walking and bicycling (e.g., removing a bicycle lane), or preclude the City from completing complete street infrastructure as identified in the Mobility Plan 2035, especially if the physical changes are along streets that are on the High Injury Network (HIN). The analysis should also consider if the project is in a Transit Oriented Community (TOC) area, and would degrade or inhibit trips made by biking, walking and/ or transit ridership. The streets that need special consideration are those that are included on the following networks identified in the Mobility Plan 2035, or the HIN:

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network
- High Injury Network

To see the location of the above networks, see **Transportation Assessment Support Map**.[3]

Once the project is reviewed relevant to plans and policies, and existing facilities that may be impacted by the project, the analysis will need to answer the following two questions in concluding if there is an impact due to plan inconsistency.

B.2.1 Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?

☐ **Yes** ☐ No ▣ N/A

B.2.2 Would the physical modifications or new driveways that conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?

☐ **Yes** ☐ No ▣ N/A

[3] LADOT Transportation Assessment Support Map https://arcg.is/fubbD

If either of the answers to either **B.2.1 or B.2.2 are YES**, the project may conflict with the Mobility Plan 2035, and therefore conflict with a plan that is adopted to protect the environment. If either of the answers to both **B.2.1. or B.2.2. are NO**, then the project would not be shown to conflict with plans or policies that govern the Public Right-of-Way.

C. Network Access

C. 1 Alley, Street and Stairway Access

These questions address potential conflict with:

> ***Mobility Plan Policy 3.9*** *Increased Network Access: Discourage the vacation of public rights-of-way.*

C.1.1 Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?

□ Yes ▣ No

C.1.2 If the answer to C.1.1 is Yes, will the project provide or maintain public access to people walking and biking on the street, alley or stairway?

□ Yes □ **No** ▣ N/A

C.2 New Cul-de-sacs

These questions address potential conflict with:

> ***Mobility Plan 2035 Policy 3.10*** *Cul-de-sacs: Discourage the use of cul-de-sacs that do not provide access for active transportation options.*

C.2.1 Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?

□ Yes ▣ No

C.2.2 If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?

□ Yes □ **No** ▣ N/A

If the answers to either C.1.2 or C.2.2 are YES, then the project would not conflict with a plan or policies that ensures access for all modes of travel. If the answer to either **C.1.2 or C.2.2 are NO**, the project may conflict with a plan or policies that governs multimodal access to a property. Further analysis must assess to the degree that pedestrians and bicyclists have sufficient public access to the transportation network.

D. Parking Supply and Transportation Demand Management

These questions address potential conflict with:

> ***Mobility Plan 2035 Policy 3.8*** *– Bicycle Parking, Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.*

LADOT

Mobility Plan 2035 Policy 4.8 – *Transportation Demand Management Strategies. Encourage greater utilization of Transportation Demand Management Strategies to reduce dependence on single-occupancy vehicles.*

Mobility Plan 2035 Policy 4.13 *– Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.*

D.1 Would the project propose a supply of onsite parking that exceeds the baseline amount[4] as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?

□ Yes ▣ No

D.2 If the answer to D.1. is YES, would the project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?

□ Yes □ **No** ▣ N/A

If the answer to **D.2. is NO** the project may conflict with parking management policies. Further analysis is needed to demonstrate how the supply of parking above city requirements will not result in additional (induced) drive-alone trips as compared to an alternative that provided no more parking than the baseline required by the LAMC or Specific Plan. If there is potential for the supply of parking to result in induced demand for drive-alone trips, the project should further explore transportation demand management (TDM) measures to further off-set the induced demands of driving and vehicle miles travelled (VMT) that may result from higher amounts of on-site parking. The TDM measures should specifically focus on strategies that encourage dynamic and context-sensitive pricing solutions and ensure the parking is efficiently allocated, such as providing real time information. Research has demonstrated that charging a user cost for parking or providing a 'cash-out' option in return for not using it is the most effective strategy to reduce the instances of drive-alone trips and increase non-auto mode share to further reduce VMT. To ensure the parking is efficiently managed and reduce the need to build parking for future uses, further strategies should include sharing parking with other properties and/or the general public.

D.3. Would the project provide the minimum on and off-site bicycle parking spaces as required by Section 12.21 A.16 of the LAMC?

▣ Yes □ **No**

D.4. Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor?

▣ Yes □ No

D.5 If the answer to D.4. is YES, does the project comply with the City's TDM Ordinance in Section 12.26 J of the LAMC?

▣ Yes □ **No** □ N/A

[4] The baseline parking is defined here as the default parking requirements in section 12.21 A.4 of the Los Angeles Municipal Code or any applicable Specific Plan, whichever prevails, for each applicable use not taking into consideration other parking incentives to reduce the amount of required parking.

If the answer to **D.3. or D.5. is NO** the project conflicts with LAMC code requirements of bicycle parking and TDM measures. If the project includes uses that require bicycle parking (Section 12.21 A.16) or TDM (Section 12.26 J), and the project does not comply with those Sections of the LAMC, further analysis is required to ensure that the project supports the intent of the two LAMC sections. To meet the intent of bicycle parking requirements, the analysis should identify how the project commits to providing safe access to those traveling by bicycle and accommodates storing their bicycle in locations that demonstrates priority over vehicle access.

Similarly, to meet the intent of the TDM requirements of Section 12.26 J of the LAMC, the analysis should identify how the project commits to providing effective strategies in either physical facilities or programs that encourage non-drive alone trips to and from the project site and changes in work schedule that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks).

E. Consistency with Regional Plans

This section addresses potential inconsistencies with greenhouse gas (GHG) reduction targets forecasted in the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS).

E.1 Does the Project or Plan apply one the City's efficiency-based impact thresholds (i.e. VMT per capita, VMT per employee, or VMT per service population) as discussed in **Section 2.2.3** of the TAG?

▣ Yes □ No

E.2 If the Answer to **E.1 is YES**, does the Project or Plan result in a significant VMT impact?

□ **Yes** ▣ No □ N/A

E.3 If the Answer to **E.1 is NO**, does the Project result in a net increase in VMT?

□ **Yes** □ No ▣ N/A

If the Answer to **E.2 or E.3 is NO**, then the Project or Plan is shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS.

E.4 If the Answer to **E.2 or E.3 is YES**, then further evaluation would be necessary to determine whether such a project or land use plan would be shown to be consistent with VMT and GHG reduction goals of the SCAG RTP/SCS. For the purpose of making a finding that a project is consistent with the GHG reduction targets forecasted in the SCAG RTP/SCS, the project analyst should consult **Section 2.2.4** of the Transportation Assessment Guidelines (TAG). **Section 2.2.4** provides the methodology for evaluating a land use project's cumulative impacts to VMT, and the appropriate reliance on SCAG's most recently adopted RTP/SCS in reaching that conclusion.

The analysis methods therein can further support findings that the project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board, pursuant to Section 65080(b)(2)(H) of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.

References

BOE Street Standard Dimensions S-470-1
http://eng2.lacity.org/techdocs/stdplans/s-400/S-470-1_20151021_150849.pdf

LADCP Citywide Design Guidelines.
https://planning.lacity.org/odocument/f6608be7-d5fe-4187-bea6-20618eec5049/Citywide_Design_Guidelines.pdf

LADOT Transportation Assessment Support Map https://arcg.is/fubbD

Mobility Plan 2035
https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf

SCAG. Connect SoCal, 2020-2045 RTP/SCS, https://www.connectsocal.org/Pages/default.aspx

CITY PLAN, POLICIES AND GUIDELINES

The Transportation Element of the City's General Plan, Mobility Plan 2035, established the "Complete Streets Design Guide" as the City's document to guide the operations and design of streets and other public rights-of-way. It lays out a vision for designing safer, more vibrant streets that are accessible to people, no matter what their mode choice. As a living document, it is intended to be frequently updated as City departments identify and implement street standards and experiment with different configurations to promote complete streets. The guide is meant to be a toolkit that provides numerous examples of what is possible in the public right-of-way and that provides guidance on context-sensitive design.

The Plan for A Healthy Los Angeles (March 2015) includes policies directing several City departments to develop plans that promote active transportation and safety.

The City of Los Angeles Community Plans, which make up the Land Use Element of the City's General Plan, guide the physical development of neighborhoods by establishing the goals and policies for land use. The 35 Community Plans provide specific, neighborhood-level detail for land uses and the transportation network, relevant policies, and implementation strategies necessary to achieve General Plan and community-specific objectives.

The stated goal of Vision Zero is to eliminate traffic-related deaths in Los Angeles by 2025 through a number of strategies, including modifying the design of streets to increase the safety of vulnerable road users. Extensive crash data analysis is conducted on an ongoing basis to prioritize intersections and corridors for implementation of projects that will have the greatest effect on overall fatality reduction. The City designs and deploys Vision Zero Corridor Plans as part of the implementation of Vision Zero. If a project is proposed whose site lies on the High Injury Network (HIN), the applicant should consult with LADOT to inform the project's site plan and to determine appropriate improvements, whether by funding their implementation in full or by making a contribution toward their implementation.

The Citywide Design Guidelines (October 24, 2019) includes sections relevant to development projects where improvements are proposed within the public realm. Specifically, Guidelines one through three provide building design strategies that support the pedestrian experience. The Guidelines provide best practices in designing that apply in three spatial categories of site planning, building design and public right of way. The Guidelines should be followed to ensure that the project design supports pedestrian safety, access and comfort as they access to and from the building and the immediate public right of way.

The City's Transportation Demand Management (TDM) Ordinance (LA Municipal Code 12.26.J) requires certain projects to incorporate strategies that reduce drive-alone vehicle trips and improve access to destinations and services. The ordinance is revised and updated periodically and should be reviewed for application to specific projects as they are reviewed.

The City's LAMC Section 12.37 (Waivers of Dedication and Improvement) requires certain projects to dedicate and/or implement improvements within the public right-of-way to meet the street designation standards of the Mobility Plan 2035.

The Bureau of Engineering (BOE) Street Standard Dimensions S-470-1 provides the specific street widths and public right of way dimensions associated with the City's street standards.

ATTACHMENT C
VMT CALCULATOR OUTPUT REPORTS

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

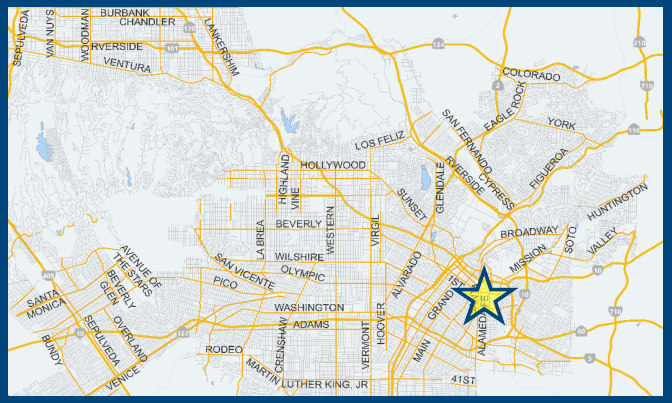
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 929 E Second Street Project

Scenario: With Project

Address: 929 E 2ND ST, 90012



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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU

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

Proposed Project Land Use

Land Use Type	Value	Unit
Office | General Office		ksf
Retail | High-Turnover Sit-Down Restaurant	20.135	ksf
Retail | Quality Restaurant	28.688	ksf
Retail | Movie Theater	188	Seats
Office | General Office	105.204	ksf

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

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	4,557 Daily Vehicle Trips
0 Daily VMT	30,125 Daily VMT

Tier 1 Screening Criteria

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

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	4,557 Net Daily Trips
The net increase in daily VMT ≤ 0	30,125 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	236.823 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

8/17/2022

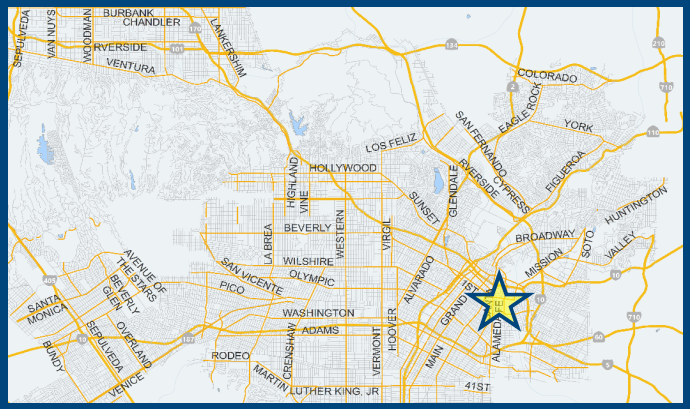
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: 929 E Second Street Project

Scenario: With Project

Address: 929 E 2ND ST, 90012



Proposed Project Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	20.13	
Retail | Quality Restaurant	28.68	
Retail | Movie Theater	188	
Office | General Office	105.2	

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

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

A Parking

Reduce Parking Supply
- 364 — city code parking provision for the project site
- 270 — actual parking provision for the project site
- ☑ Proposed Prj ☐ Mitigation

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

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

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

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

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
3,963 Daily Vehicle Trips	**3,963** Daily Vehicle Trips
26,195 Daily VMT	**26,195** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT per Capita
7.0 Work VMT per Employee	**7.0** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: No Threshold = 7.6 15% Below APC	**Work: No** Threshold = 7.6 15% Below APC

Measuring the Miles

8/17/2022

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: August 17, 2022
Project Name: 929 E Second Street Project
Project Scenario: With Project
Project Address: 929 E 2ND ST, 90012

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*DU*
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	20.135	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	28.688	ksf
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	188	Seats
Office	General Office	105.204	ksf
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: August 17, 2022
Project Name: 929 E Second Street Project
Project Scenario: With Project
Project Address: 929 E 2ND ST, 90012

Version 1.3

Analysis Results			
Total Employees: 620 Total Population: 0			
Proposed Project		***With Mitigation***	
3,963	**Daily Vehicle Trips**	**3,963**	**Daily Vehicle Trips**
26,195	**Daily VMT**	**26,195**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
7	**Work VMT per Employee**	**7**	**Work VMT per Employee**

Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 7.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	No	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: August 17, 2022
Project Name: 929 E Second Street Project
Project Scenario: With Project
Project Address: 929 E 2ND ST, 90012

Version 1.3

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	364	364
		Actual parking provision (spaces)	270	270
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: August 17, 2022
Project Name: 929 E Second Street Project
Project Scenario: With Project
Project Address: 929 E 2ND ST, 90012

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Suburban Center

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Parking cash-out	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Price workplace parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Residential area parking permits	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
Transit	Reduce transit headways	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Transit subsidies	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Education & Encouragement	Voluntary travel behavior change program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Commute Trip Reductions	Required commute trip reduction program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Employer sponsored vanpool or shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Ride-share program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Shared Mobility	Car-share	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
	School carpool program	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: August 17, 2022
Project Name: 929 E Second Street Project
Project Scenario: With Project
Project Address: 929 E 2ND ST, 90012

Version 1.3

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Suburban Center

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

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

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: August 17, 2022
Project Name: 929 E Second Street Project
Project Scenario: With Project
Project Address: 929 E 2ND ST, 90012

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	6.2	0	0
Home Based Other Production	0	0.0%	0	4.6	0	0
Non-Home Based Other Production	1,281	-7.2%	1,189	7.3	9,351	8,680
Home-Based Work Attraction	899	-25.9%	666	7.5	6,743	4,995
Home-Based Other Attraction	2,972	-49.1%	1,513	6.0	17,832	9,078
Non-Home Based Other Attraction	1,281	-7.2%	1,189	6.2	7,942	7,372

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-13.0%	0	0	-13.0%	0	0
Home Based Other Production	-13.0%	0	0	-13.0%	0	0
Non-Home Based Other Production	-13.0%	1,034	7,548	-13.0%	1,034	7,548
Home-Based Work Attraction	-13.0%	579	4,343	-13.0%	579	4,343
Home-Based Other Attraction	-13.0%	1,316	7,894	-13.0%	1,316	7,894
Non-Home Based Other Attraction	-13.0%	1,034	6,410	-13.0%	1,034	6,410

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 620
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**4,343**	**4,343**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**7.0**	**7.0**

ATTACHMENT D
NCHRP REPORT 684: INTERNAL TRIP CAPTURE ESTIMATION TOOL WORKSHEETS

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	929 E. Second Street	**Organization:**	KOA Corporation
Project Location:	929 E. 2nd Street, Los Angeles	**Performed By:**	DBH
Scenario Description:	Proposed Project	**Date:**	23-Jun-22
Analysis Year:	2025	**Checked By:**	RJK
Analysis Period:	**AM Street Peak Hour**	**Date:**	7/2/2022

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	710	105,204	sf	160	141	19
Retail				0		
Restaurant	931, 932	48,823	sf	214	123	91
Cinema/Entertainment	445	188	st	0	0	0
Residential				0		
Hotel				0		
All Other Land Uses[2]				0		
				374	264	110

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office	1.58	6%	18%	1.58	6%	18%
Retail						
Restaurant	1.58	6%	18%	1.58	6%	18%
Cinema/Entertainment	1.58	6%	18%	1.58	6%	18%
Residential						
Hotel						
All Other Land Uses[2]						

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	19	0	0	0
Retail	0		0	0	0	0
Restaurant	31	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	591	417	174
Internal Capture Percentage	17%	12%	29%
External Vehicle-Trips[5]	235	176	59
External Transit-Trips[6]	31	23	8
External Non-Motorized Trips[6]	89	67	22

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	14%	63%
Retail	N/A	N/A
Restaurant	10%	22%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Project Name:	929 E. Second Street
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

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	1.58	141	223	1.58	19	30
Retail	1.00	0	0	1.00	0	0
Restaurant	1.58	123	194	1.58	91	144
Cinema/Entertainment	1.58	0	0	1.58	0	0
Residential	1.00	0	0	1.00	0	0
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		8	19	0	0	0
Retail	0		0	0	0	0
Restaurant	45	20		0	6	4
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	45	0	0	0
Retail	9		97	0	0	0
Restaurant	31	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	7	0	39	0		0
Hotel	7	0	12	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	31	192	223	92	12	35
Retail	0	0	0	0	0	0
Restaurant	19	175	194	84	11	32
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	19	11	30	5	1	2
Retail	0	0	0	0	0	0
Restaurant	31	113	144	54	7	20
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	929 E. Second Street	**Organization:**	KOA Corporation
Project Location:	929 E. 2nd Street, Los Angeles	**Performed By:**	DBH
Scenario Description:	Proposed Project	**Date:**	23-Jun-22
Analysis Year:	2025	**Checked By:**	RJK
Analysis Period:	**PM Street Peak Hour**	**Date:**	7/2/2022

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	710	105,204	sf	151	26	125
Retail				0		
Restaurant	931, 932	48,823	sf	406	261	145
Cinema/Entertainment	445	188	st	15	7	8
Residential				0		
Hotel				0		
All Other Land Uses[2]				0		
				572	294	278

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office	1.58	6%	18%	1.58	6%	18%
Retail						
Restaurant	1.58	6%	18%	1.58	6%	18%
Cinema/Entertainment	1.58	6%	18%	1.58	6%	18%
Residential						
Hotel						
All Other Land Uses[2]						

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	8	0	0	0
Retail	0		0	0	0	0
Restaurant	7	0		4	0	0
Cinema/Entertainment	0	0	4		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	904	464	440
Internal Capture Percentage	5%	5%	5%
External Vehicle-Trips[5]	413	212	201
External Transit-Trips[6]	51	26	25
External Non-Motorized Trips[6]	154	79	75

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	17%	4%
Retail	N/A	N/A
Restaurant	3%	5%
Cinema/Entertainment	36%	31%
Residential	N/A	N/A
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	929 E. Second Street
Analysis Period:	**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	1.58	26	41	1.58	125	198
Retail	1.00	0	0	1.00	0	0
Restaurant	1.58	261	412	1.58	145	229
Cinema/Entertainment	1.58	7	11	1.58	8	13
Residential	1.00	0	0	1.00	0	0
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		40	8	0	4	0
Retail	0		0	0	0	0
Restaurant	7	94		18	41	16
Cinema/Entertainment	0	3	4		1	0
Residential	0	0	0	0		0
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		0	8	0	0	0
Retail	13		119	3	0	0
Restaurant	12	0		4	0	0
Cinema/Entertainment	2	0	12		0	0
Residential	23	0	58	0		0
Hotel	0	0	21	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[1]	Transit[2]	Non-Motorized[2]
Office	7	34	41	16	2	6
Retail	0	0	0	0	0	0
Restaurant	12	400	412	192	24	72
Cinema/Entertainment	4	7	11	4	0	1
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

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[1]	Transit[2]	Non-Motorized[2]
Office	8	190	198	92	11	34
Retail	0	0	0	0	0	0
Restaurant	11	218	229	105	13	39
Cinema/Entertainment	4	9	13	4	1	2
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is 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%

ATTACHMENT E
TRAFFIC COUNT DATA SHEETS

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Los Angeles
N/S: Alameda Street
E/W: East 2nd Street
Weather: Clear

File Name : 01_LAC_Ala_2nd AM
Site Code : 04122514
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Alameda Street Southbound				East 2nd Street Westbound				Alameda Street Northbound				East 2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	137	6	143	2	2	2	6	27	200	4	231	9	8	4	21	401
07:15 AM	1	133	6	140	4	1	1	6	31	190	4	225	7	8	11	26	397
07:30 AM	4	161	11	176	7	5	4	16	32	176	2	210	9	11	16	36	438
07:45 AM	5	181	11	197	6	2	8	16	44	142	0	186	3	8	8	19	418
Total	10	612	34	656	19	10	15	44	134	708	10	852	28	35	39	102	1654
08:00 AM	4	158	6	168	1	4	0	5	42	193	4	239	6	8	6	20	432
08:15 AM	2	194	13	209	4	2	4	10	35	161	0	196	8	15	7	30	445
08:30 AM	3	170	10	183	0	2	0	2	30	177	3	210	8	13	15	36	431
08:45 AM	0	148	8	156	2	1	4	7	21	136	3	160	4	5	18	27	350
Total	9	670	37	716	7	9	8	24	128	667	10	805	26	41	46	113	1658
09:00 AM	0	190	14	204	1	1	3	5	27	139	0	166	15	0	11	26	401
09:15 AM	0	168	12	180	1	1	2	4	24	162	1	187	9	0	26	35	406
09:30 AM	1	158	15	174	1	2	4	7	23	166	1	190	15	0	20	35	406
09:45 AM	0	166	9	175	2	0	3	5	24	142	0	166	11	0	19	30	376
Total	1	682	50	733	5	4	12	21	98	609	2	709	50	0	76	126	1589
Grand Total	20	1964	121	2105	31	23	35	89	360	1984	22	2366	104	76	161	341	4901
Apprch %	1	93.3	5.7		34.8	25.8	39.3		15.2	83.9	0.9		30.5	22.3	47.2		
Total %	0.4	40.1	2.5	43	0.6	0.5	0.7	1.8	7.3	40.5	0.4	48.3	2.1	1.6	3.3	7	
Passenger Vehicles	20	1834	113	1967	31	23	35	89	340	1765	21	2126	99	70	154	323	4505
% Passenger Vehicles	100	93.4	93.4	93.4	100	100	100	100	94.4	89	95.5	89.9	95.2	92.1	95.7	94.7	91.9
Dual Wheeled	0	125	8	133	0	0	0	0	20	208	1	229	5	5	6	16	378
% Dual Wheeled	0	6.4	6.6	6.3	0	0	0	0	5.6	10.5	4.5	9.7	4.8	6.6	3.7	4.7	7.7
Buses	0	5	0	5	0	0	0	0	0	11	0	11	0	1	1	2	18
% Buses	0	0.3	0	0.2	0	0	0	0	0	0.6	0	0.5	0	1.3	0.6	0.6	0.4

	Alameda Street Southbound				East 2nd Street Westbound				Alameda Street Northbound				East 2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	4	161	11	176	**7**	**5**	4	**16**	32	176	2	210	**9**	11	**16**	**36**	438
07:45 AM	**5**	181	11	197	6	2	**8**	16	**44**	142	0	186	3	8	8	19	418
08:00 AM	4	158	6	168	1	4	0	5	42	**193**	**4**	**239**	6	8	6	20	432
08:15 AM	2	**194**	**13**	**209**	4	2	4	10	35	161	0	196	8	**15**	7	30	**445**
Total Volume	15	694	41	750	18	13	16	47	153	672	6	831	26	42	37	105	1733
% App. Total	2	92.5	5.5		38.3	27.7	34		18.4	80.9	0.7		24.8	40	35.2		
PHF	.750	.894	.788	.897	.643	.650	.500	.734	.869	.870	.375	.869	.722	.700	.578	.729	.974

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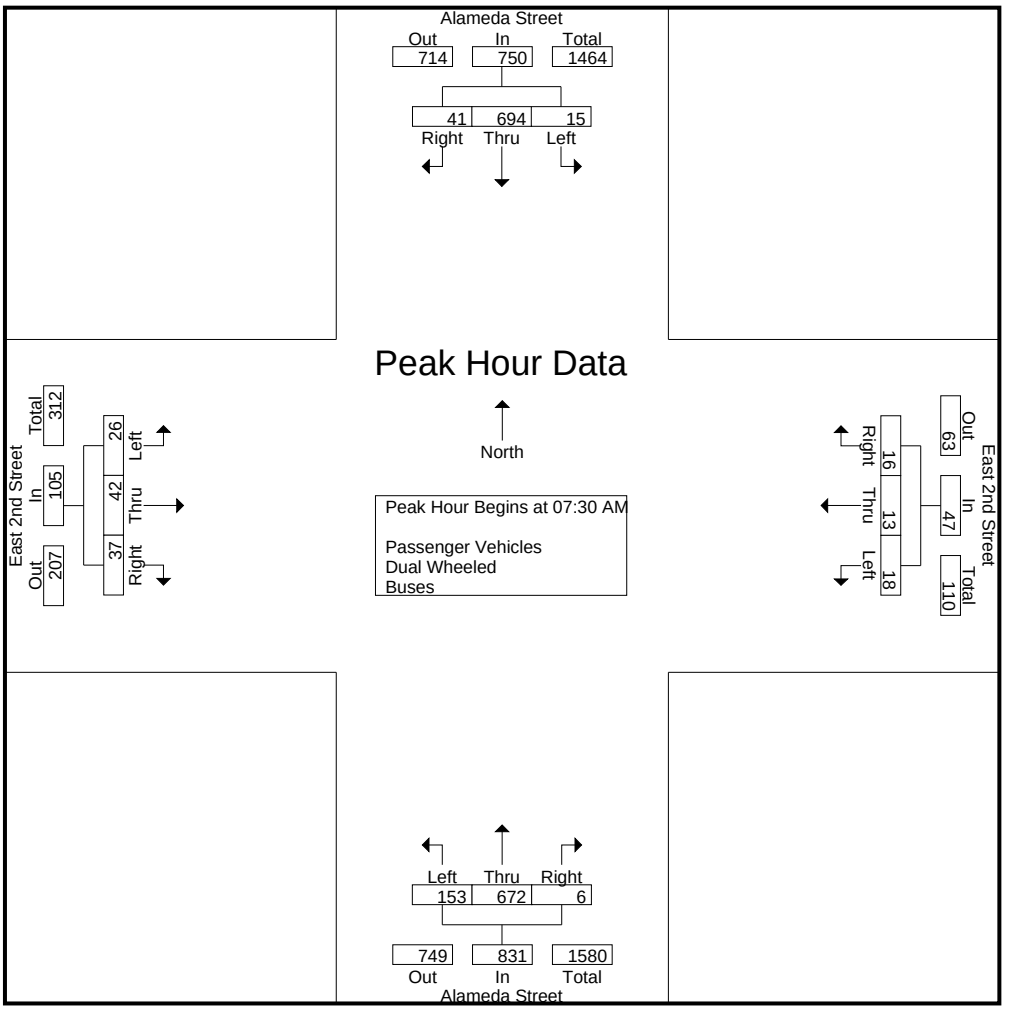

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:30 AM				07:15 AM				09:00 AM			
+0 mins.	**5**	181	11	197	**7**	**5**	4	**16**	31	190	**4**	225	**15**	0	11	26
+15 mins.	4	158	6	168	6	2	**8**	16	32	176	2	210	9	0	**26**	**35**
+30 mins.	2	**194**	**13**	**209**	1	4	0	5	**44**	142	0	186	15	0	20	35
+45 mins.	3	170	10	183	4	2	4	10	42	**193**	4	**239**	11	0	19	30
Total Volume	14	703	40	757	18	13	16	47	149	701	10	860	50	0	76	126
% App. Total	1.8	92.9	5.3		38.3	27.7	34		17.3	81.5	1.2		39.7	0	60.3	
PHF	.700	.906	.769	.906	.643	.650	.500	.734	.847	.908	.625	.900	.833	.000	.731	.900

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Groups Printed- Passenger Vehicles

	Alameda Street Southbound				East 2nd Street Westbound				Alameda Street Northbound				East 2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	124	5	129	2	2	2	6	26	168	4	198	9	6	4	19	352
07:15 AM	1	124	6	131	4	1	1	6	29	173	4	206	7	7	10	24	367
07:30 AM	4	149	11	164	7	5	4	16	32	156	2	190	9	11	16	36	406
07:45 AM	5	172	11	188	6	2	8	16	43	122	0	165	3	8	8	19	388
Total	10	569	33	612	19	10	15	44	130	619	10	759	28	32	38	98	1513
08:00 AM	4	145	5	154	1	4	0	5	40	177	3	220	5	6	5	16	395
08:15 AM	2	182	13	197	4	2	4	10	33	138	0	171	8	14	7	29	407
08:30 AM	3	160	9	172	0	2	0	2	29	160	3	192	8	13	15	36	402
08:45 AM	0	140	8	148	2	1	4	7	20	117	3	140	4	5	18	27	322
Total	9	627	35	671	7	9	8	24	122	592	9	723	25	38	45	108	1526
09:00 AM	0	176	13	189	1	1	3	5	26	121	0	147	13	0	11	24	365
09:15 AM	0	158	12	170	1	1	2	4	22	149	1	172	9	0	23	32	378
09:30 AM	1	150	12	163	1	2	4	7	21	151	1	173	14	0	19	33	376
09:45 AM	0	154	8	162	2	0	3	5	19	133	0	152	10	0	18	28	347
Total	1	638	45	684	5	4	12	21	88	554	2	644	46	0	71	117	1466
Grand Total	20	1834	113	1967	31	23	35	89	340	1765	21	2126	99	70	154	323	4505
Apprch %	1	93.2	5.7		34.8	25.8	39.3		16	83	1		30.7	21.7	47.7		
Total %	0.4	40.7	2.5	43.7	0.7	0.5	0.8	2	7.5	39.2	0.5	47.2	2.2	1.6	3.4	7.2	

	Alameda Street Southbound				East 2nd Street Westbound				Alameda Street Northbound				East 2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	4	149	11	164	**7**	**5**	4	**16**	32	156	2	190	**9**	11	**16**	**36**	406
07:45 AM	**5**	172	11	188	6	2	**8**	16	**43**	122	0	165	3	8	8	19	388
08:00 AM	4	145	5	154	1	4	0	5	40	**177**	**3**	**220**	5	6	5	16	395
08:15 AM	2	**182**	**13**	**197**	4	2	4	10	33	138	0	171	8	**14**	7	29	**407**
Total Volume	15	648	40	703	18	13	16	47	148	593	5	746	25	39	36	100	1596
% App. Total	2.1	92.2	5.7		38.3	27.7	34		19.8	79.5	0.7		25	39	36		
PHF	.750	.890	.769	.892	.643	.650	.500	.734	.860	.838	.417	.848	.694	.696	.563	.694	.980

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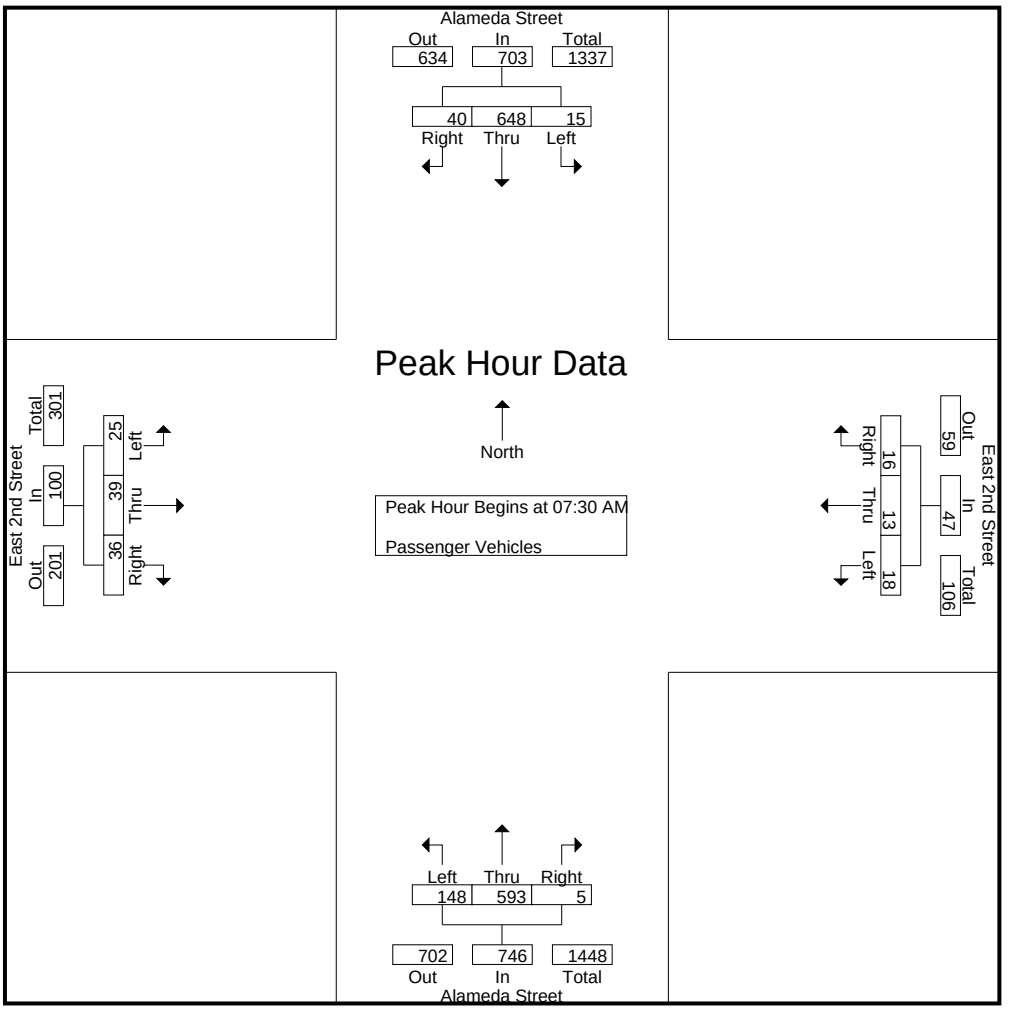

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	4	149	11	164	**7**	**5**	4	**16**	32	156	2	190	**9**	11	**16**	**36**
+15 mins.	**5**	172	11	188	6	2	**8**	16	**43**	122	0	165	3	8	8	19
+30 mins.	4	145	5	154	1	4	0	5	40	**177**	**3**	**220**	5	6	5	16
+45 mins.	2	**182**	**13**	**197**	4	2	4	10	33	138	0	171	8	**14**	7	29
Total Volume	15	648	40	703	18	13	16	47	148	593	5	746	25	39	36	100
% App. Total	2.1	92.2	5.7		38.3	27.7	34		19.8	79.5	0.7		25	39	36	
PHF	.750	.890	.769	.892	.643	.650	.500	.734	.860	.838	.417	.848	.694	.696	.563	.694

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Groups Printed- Dual Wheeled

	Alameda Street Southbound				East 2nd Street Westbound				Alameda Street Northbound				East 2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	13	1	14	0	0	0	0	1	32	0	33	0	2	0	2	49
07:15 AM	0	9	0	9	0	0	0	0	2	17	0	19	0	1	0	1	29
07:30 AM	0	12	0	12	0	0	0	0	0	17	0	17	0	0	0	0	29
07:45 AM	0	9	0	9	0	0	0	0	1	20	0	21	0	0	0	0	30
Total	0	43	1	44	0	0	0	0	4	86	0	90	0	3	0	3	137
08:00 AM	0	12	1	13	0	0	0	0	2	15	1	18	1	2	1	4	35
08:15 AM	0	11	0	11	0	0	0	0	2	21	0	23	0	0	0	0	34
08:30 AM	0	9	1	10	0	0	0	0	1	14	0	15	0	0	0	0	25
08:45 AM	0	8	0	8	0	0	0	0	1	19	0	20	0	0	0	0	28
Total	0	40	2	42	0	0	0	0	6	69	1	76	1	2	1	4	122
09:00 AM	0	12	1	13	0	0	0	0	1	18	0	19	2	0	0	2	34
09:15 AM	0	10	0	10	0	0	0	0	2	12	0	14	0	0	3	3	27
09:30 AM	0	8	3	11	0	0	0	0	2	14	0	16	1	0	1	2	29
09:45 AM	0	12	1	13	0	0	0	0	5	9	0	14	1	0	1	2	29
Total	0	42	5	47	0	0	0	0	10	53	0	63	4	0	5	9	119
Grand Total	0	125	8	133	0	0	0	0	20	208	1	229	5	5	6	16	378
Apprch %	0	94	6		0	0	0		8.7	90.8	0.4		31.2	31.2	37.5		
Total %	0	33.1	2.1	35.2	0	0	0	0	5.3	55	0.3	60.6	1.3	1.3	1.6	4.2	

	Alameda Street Southbound				East 2nd Street Westbound				Alameda Street Northbound				East 2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**12**	0	12	0	0	0	0	0	17	0	17	0	0	0	0	29
07:45 AM	0	9	0	9	0	0	0	0	1	20	0	21	0	0	0	0	30
08:00 AM	0	12	**1**	**13**	0	0	0	0	**2**	15	**1**	18	**1**	**2**	**1**	**4**	**35**
08:15 AM	0	11	0	11	0	0	0	0	2	**21**	0	**23**	0	0	0	0	34
Total Volume	0	44	1	45	0	0	0	0	5	73	1	79	1	2	1	4	128
% App. Total	0	97.8	2.2		0	0	0		6.3	92.4	1.3		25	50	25		
PHF	.000	.917	.250	.865	.000	.000	.000	.000	.625	.869	.250	.859	.250	.250	.250	.250	.914

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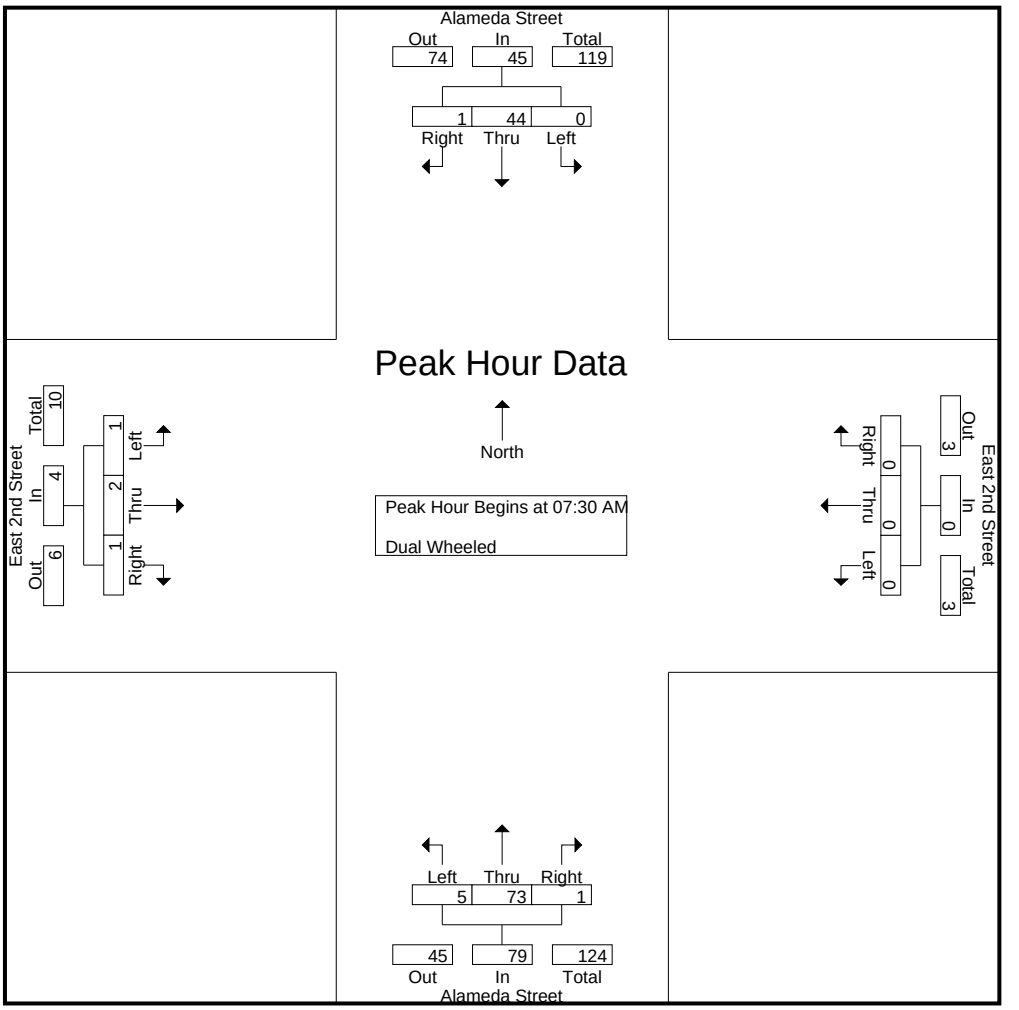

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	**12**	0	12	0	0	0	0	0	17	0	17	0	0	0	0
+15 mins.	0	9	0	9	0	0	0	0	1	20	0	21	0	0	0	0
+30 mins.	0	12	**1**	**13**	0	0	0	0	**2**	15	**1**	18	**1**	**2**	**1**	**4**
+45 mins.	0	11	0	11	0	0	0	0	2	**21**	0	**23**	0	0	0	0
Total Volume	0	44	1	45	0	0	0	0	5	73	1	79	1	2	1	4
% App. Total	0	97.8	2.2		0	0	0		6.3	92.4	1.3		25	50	25	
PHF	.000	.917	.250	.865	.000	.000	.000	.000	.625	.869	.250	.859	.250	.250	.250	.250

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Groups Printed- Buses

	Alameda Street Southbound				East 2nd Street Westbound				Alameda Street Northbound				East 2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	3	0	3	0	0	1	1	4
08:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:15 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	1	0	1	4
08:30 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	3	0	0	0	0	0	6	0	6	0	1	0	1	10
09:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
09:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
Grand Total	0	5	0	5	0	0	0	0	0	11	0	11	0	1	1	2	18
Apprch %	0	100	0		0	0	0		0	100	0		0	50	50		
Total %	0	27.8	0	27.8	0	0	0	0	0	61.1	0	61.1	0	5.6	5.6	11.1	

	Alameda Street Southbound				East 2nd Street Westbound				Alameda Street Northbound				East 2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	**3**	0	**3**	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	**1**	0	**1**	0	0	0	0	0	1	0	1	0	0	0	0	2
08:15 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	**1**	0	**1**	**4**
Total Volume	0	2	0	2	0	0	0	0	0	6	0	6	0	1	0	1	9
% App. Total	0	100	0		0	0	0		0	100	0		0	100	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.000	.250	.000	.250	.563

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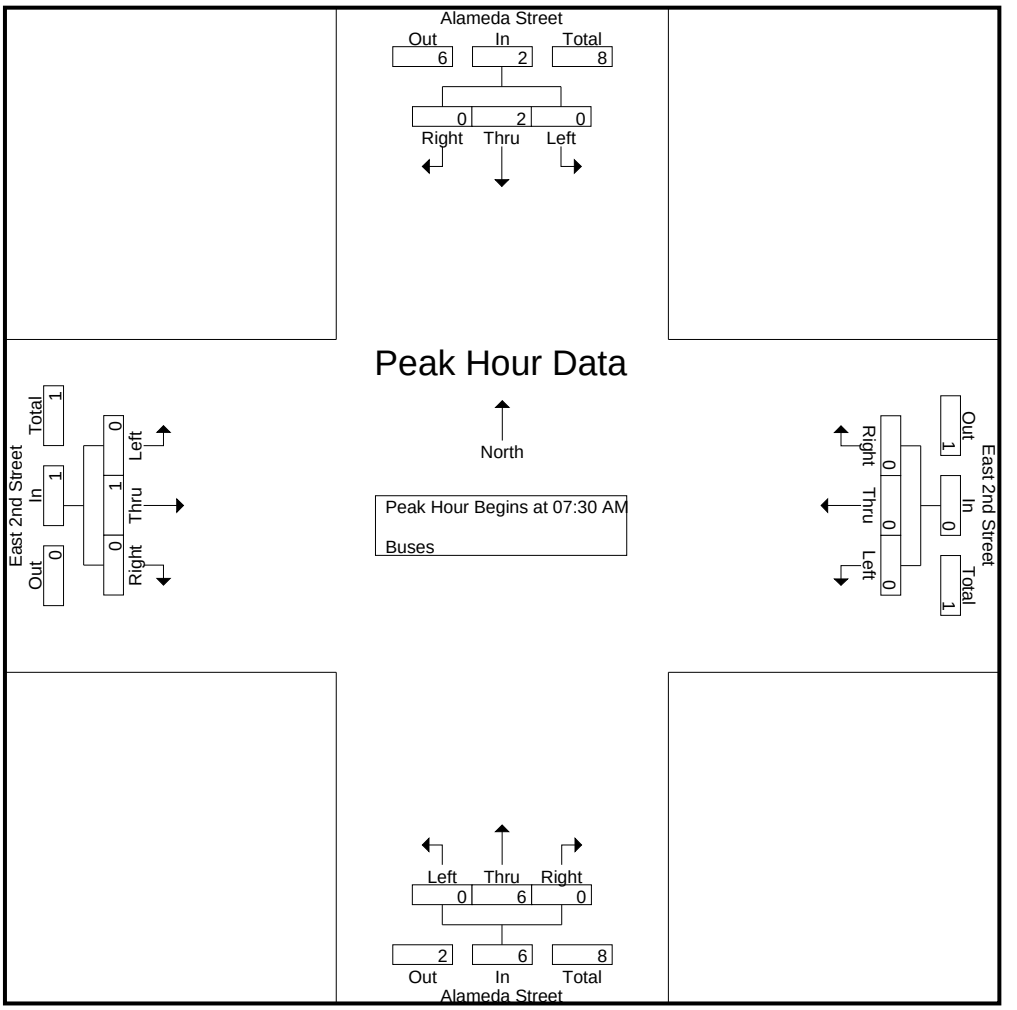

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	**3**	0	**3**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	**1**	0	**1**	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	**1**	0	**1**
Total Volume	0	2	0	2	0	0	0	0	0	6	0	6	0	1	0	1
% App. Total	0	100	0		0	0	0		0	100	0		0	100	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.000	.250	.000	.250

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City of Los Angeles
N/S: Alameda Street
E/W: East 2nd Street
Weather: Clear

File Name : 01_LAC_Ala_2nd PM
Site Code : 04122514
Start Date : 5/25/2022
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Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Alameda Street Southbound				East 2nd Street Westbound				Alameda Street Northbound				East 2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	7	131	11	149	1	2	3	6	17	117	3	137	20	22	24	66	358
03:15 PM	3	144	9	156	0	1	0	1	34	144	8	186	22	18	26	66	409
03:30 PM	4	153	6	163	1	0	2	3	25	114	4	143	13	30	18	61	370
03:45 PM	5	176	10	191	0	2	1	3	30	106	3	139	16	16	23	55	388
Total	19	604	36	659	2	5	6	13	106	481	18	605	71	86	91	248	1525
04:00 PM	6	147	11	164	0	2	1	3	42	97	12	151	19	30	23	72	390
04:15 PM	6	135	12	153	1	1	1	3	31	108	4	143	15	23	21	59	358
04:30 PM	5	146	18	169	0	2	2	4	42	127	15	184	20	26	31	77	434
04:45 PM	6	140	12	158	2	1	0	3	43	112	12	167	14	26	24	64	392
Total	23	568	53	644	3	6	4	13	158	444	43	645	68	105	99	272	1574
05:00 PM	6	131	12	149	3	0	0	3	37	132	15	184	18	32	22	72	408
05:15 PM	7	142	14	163	1	2	1	4	46	133	15	194	25	46	24	95	456
05:30 PM	14	131	14	159	0	0	0	0	48	140	12	200	19	28	21	68	427
05:45 PM	9	128	15	152	0	2	1	3	49	118	22	189	22	35	20	77	421
Total	36	532	55	623	4	4	2	10	180	523	64	767	84	141	87	312	1712
Grand Total	78	1704	144	1926	9	15	12	36	444	1448	125	2017	223	332	277	832	4811
Apprch %	4	88.5	7.5		25	41.7	33.3		22	71.8	6.2		26.8	39.9	33.3		
Total %	1.6	35.4	3	40	0.2	0.3	0.2	0.7	9.2	30.1	2.6	41.9	4.6	6.9	5.8	17.3	
Passenger Vehicles	78	1628	140	1846	9	15	12	36	435	1389	125	1949	216	323	271	810	4641
% Passenger Vehicles	100	95.5	97.2	95.8	100	100	100	100	98	95.9	100	96.6	96.9	97.3	97.8	97.4	96.5
Dual Wheeled	0	63	4	67	0	0	0	0	8	47	0	55	5	9	6	20	142
% Dual Wheeled	0	3.7	2.8	3.5	0	0	0	0	1.8	3.2	0	2.7	2.2	2.7	2.2	2.4	3
Buses	0	13	0	13	0	0	0	0	1	12	0	13	2	0	0	2	28
% Buses	0	0.8	0	0.7	0	0	0	0	0.2	0.8	0	0.6	0.9	0	0	0.2	0.6

	Alameda Street Southbound				East 2nd Street Westbound				Alameda Street Northbound				East 2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	6	131	12	149	**3**	0	0	3	37	132	15	184	18	32	22	72	408
05:15 PM	7	**142**	14	**163**	1	**2**	**1**	**4**	46	133	15	194	**25**	**46**	**24**	**95**	**456**
05:30 PM	**14**	131	14	159	0	0	0	0	48	**140**	12	**200**	19	28	21	68	427
05:45 PM	9	128	**15**	152	0	2	1	3	**49**	118	**22**	189	22	35	20	77	421
Total Volume	36	532	55	623	4	4	2	10	180	523	64	767	84	141	87	312	1712
% App. Total	5.8	85.4	8.8		40	40	20		23.5	68.2	8.3		26.9	45.2	27.9		
PHF	.643	.937	.917	.956	.333	.500	.500	.625	.918	.934	.727	.959	.840	.766	.906	.821	.939

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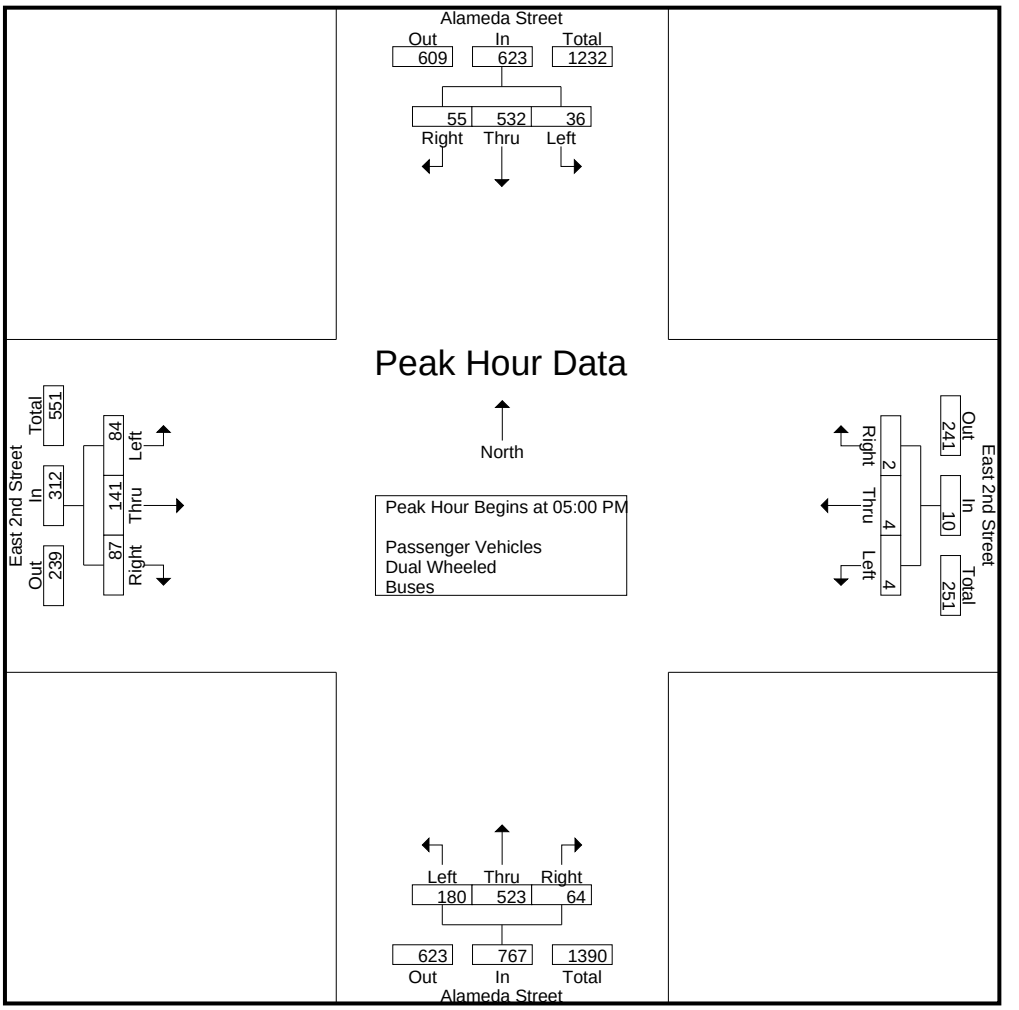

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:45 PM				04:30 PM				05:00 PM				05:00 PM			
+0 mins.	5	**176**	10	**191**	0	**2**	**2**	**4**	37	132	15	184	18	32	22	72
+15 mins.	**6**	147	11	164	2	1	0	3	46	133	15	194	**25**	**46**	**24**	**95**
+30 mins.	6	135	12	153	**3**	0	0	3	48	**140**	12	**200**	19	28	21	68
+45 mins.	5	146	**18**	169	1	2	1	4	**49**	118	**22**	189	22	35	20	77
Total Volume	22	604	51	677	6	5	3	14	180	523	64	767	84	141	87	312
% App. Total	3.2	89.2	7.5		42.9	35.7	21.4		23.5	68.2	8.3		26.9	45.2	27.9	
PHF	.917	.858	.708	.886	.500	.625	.375	.875	.918	.934	.727	.959	.840	.766	.906	.821

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File Name : 01_LAC_Ala_2nd PM
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Groups Printed- Passenger Vehicles

	Alameda Street Southbound				East 2nd Street Westbound				Alameda Street Northbound				East 2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	7	124	9	140	1	2	3	6	15	113	3	131	20	22	23	65	342
03:15 PM	3	136	9	148	0	1	0	1	33	135	8	176	21	17	26	64	389
03:30 PM	4	146	6	156	1	0	2	3	24	102	4	130	13	30	17	60	349
03:45 PM	5	165	10	180	0	2	1	3	30	102	3	135	14	13	23	50	368
Total	19	571	34	624	2	5	6	13	102	452	18	572	68	82	89	239	1448
04:00 PM	6	138	11	155	0	2	1	3	42	91	12	145	18	28	23	69	372
04:15 PM	6	129	12	147	1	1	1	3	31	105	4	140	15	23	20	58	348
04:30 PM	5	141	18	164	0	2	2	4	39	120	15	174	20	26	31	77	419
04:45 PM	6	139	10	155	2	1	0	3	43	109	12	164	13	26	23	62	384
Total	23	547	51	621	3	6	4	13	155	425	43	623	66	103	97	266	1523
05:00 PM	6	125	12	143	3	0	0	3	36	127	15	178	18	31	20	69	393
05:15 PM	7	133	14	154	1	2	1	4	46	131	15	192	24	45	24	93	443
05:30 PM	14	128	14	156	0	0	0	0	48	138	12	198	19	27	21	67	421
05:45 PM	9	124	15	148	0	2	1	3	48	116	22	186	21	35	20	76	413
Total	36	510	55	601	4	4	2	10	178	512	64	754	82	138	85	305	1670
Grand Total	78	1628	140	1846	9	15	12	36	435	1389	125	1949	216	323	271	810	4641
Apprch %	4.2	88.2	7.6		25	41.7	33.3		22.3	71.3	6.4		26.7	39.9	33.5		
Total %	1.7	35.1	3	39.8	0.2	0.3	0.3	0.8	9.4	29.9	2.7	42	4.7	7	5.8	17.5	

	Alameda Street Southbound				East 2nd Street Westbound				Alameda Street Northbound				East 2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	6	125	12	143	**3**	0	0	3	36	127	15	178	18	31	20	69	393
05:15 PM	7	**133**	14	154	1	**2**	**1**	**4**	46	131	15	192	**24**	**45**	**24**	**93**	**443**
05:30 PM	**14**	128	14	**156**	0	0	0	0	**48**	**138**	12	**198**	19	27	21	67	421
05:45 PM	9	124	**15**	148	0	2	1	3	48	116	**22**	186	21	35	20	76	413
Total Volume	36	510	55	601	4	4	2	10	178	512	64	754	82	138	85	305	1670
% App. Total	6	84.9	9.2		40	40	20		23.6	67.9	8.5		26.9	45.2	27.9		
PHF	.643	.959	.917	.963	.333	.500	.500	.625	.927	.928	.727	.952	.854	.767	.885	.820	.942

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File Name : 01_LAC_Ala_2nd PM
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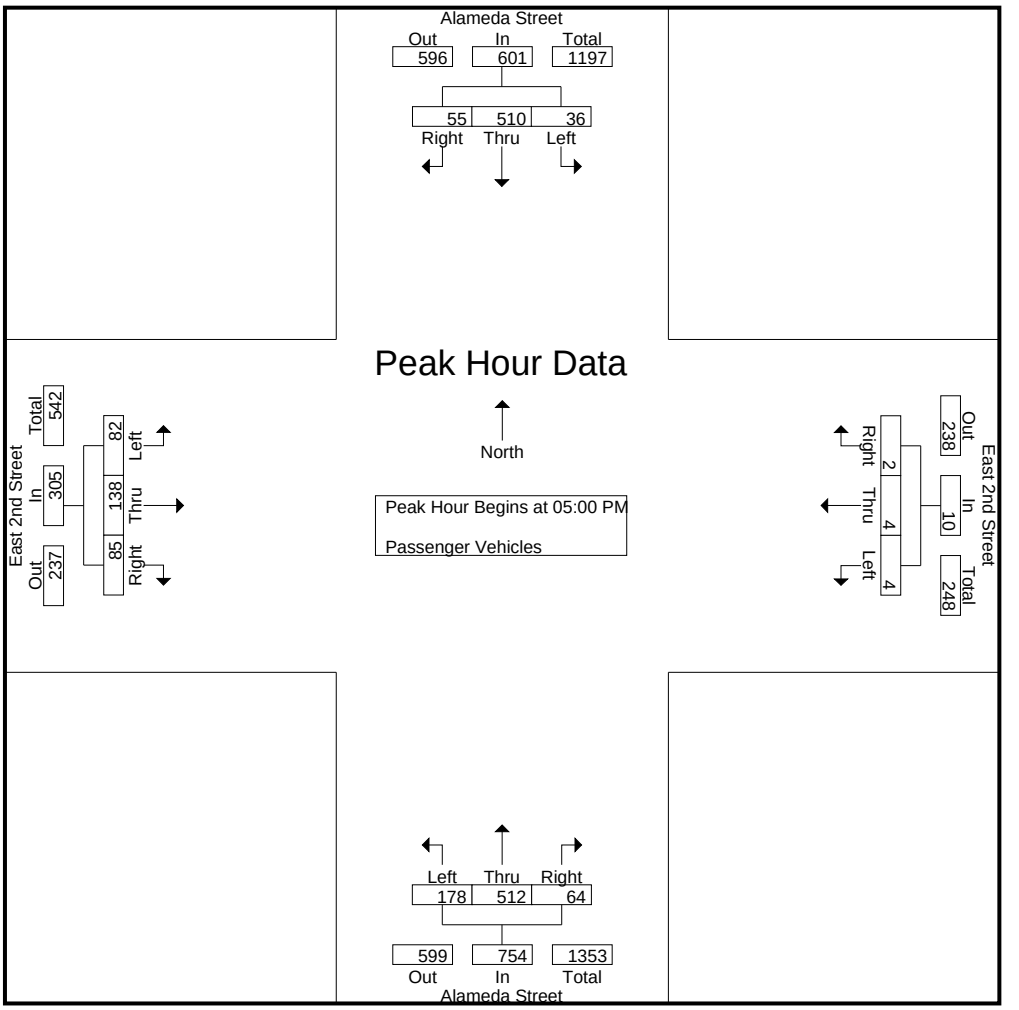

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	6	125	12	143	**3**	0	0	3	36	127	15	178	18	31	20	69
+15 mins.	7	**133**	14	154	1	**2**	**1**	**4**	46	131	15	192	**24**	**45**	**24**	**93**
+30 mins.	**14**	128	14	**156**	0	0	0	0	**48**	**138**	12	**198**	19	27	21	67
+45 mins.	9	124	**15**	148	0	2	1	3	48	116	**22**	186	21	35	20	76
Total Volume	36	510	55	601	4	4	2	10	178	512	64	754	82	138	85	305
% App. Total	6	84.9	9.2		40	40	20		23.6	67.9	8.5		26.9	45.2	27.9	
PHF	.643	.959	.917	.963	.333	.500	.500	.625	.927	.928	.727	.952	.854	.767	.885	.820

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File Name : 01_LAC_Ala_2nd PM
Site Code : 04122514
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Groups Printed- Dual Wheeled

	Alameda Street Southbound				East 2nd Street Westbound				Alameda Street Northbound				East 2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	7	2	9	0	0	0	0	2	2	0	4	0	0	1	1	14
03:15 PM	0	7	0	7	0	0	0	0	1	9	0	10	1	1	0	2	19
03:30 PM	0	6	0	6	0	0	0	0	1	10	0	11	0	0	1	1	18
03:45 PM	0	10	0	10	0	0	0	0	0	3	0	3	1	3	0	4	17
Total	0	30	2	32	0	0	0	0	4	24	0	28	2	4	2	8	68
04:00 PM	0	7	0	7	0	0	0	0	0	5	0	5	1	2	0	3	15
04:15 PM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	1	1	7
04:30 PM	0	3	0	3	0	0	0	0	3	5	0	8	0	0	0	0	11
04:45 PM	0	1	2	3	0	0	0	0	0	2	0	2	1	0	1	2	7
Total	0	15	2	17	0	0	0	0	3	14	0	17	2	2	2	6	40
05:00 PM	0	4	0	4	0	0	0	0	0	3	0	3	0	1	2	3	10
05:15 PM	0	8	0	8	0	0	0	0	0	2	0	2	1	1	0	2	12
05:30 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	1	0	1	5
05:45 PM	0	4	0	4	0	0	0	0	1	2	0	3	0	0	0	0	7
Total	0	18	0	18	0	0	0	0	1	9	0	10	1	3	2	6	34
Grand Total	0	63	4	67	0	0	0	0	8	47	0	55	5	9	6	20	142
Apprch %	0	94	6		0	0	0		14.5	85.5	0		25	45	30		
Total %	0	44.4	2.8	47.2	0	0	0	0	5.6	33.1	0	38.7	3.5	6.3	4.2	14.1	

	Alameda Street Southbound				East 2nd Street Westbound				Alameda Street Northbound				East 2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	4	0	4	0	0	0	0	0	**3**	0	**3**	0	**1**	**2**	**3**	10
05:15 PM	0	**8**	0	**8**	0	0	0	0	0	2	0	2	**1**	1	0	2	**12**
05:30 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	1	0	1	5
05:45 PM	0	4	0	4	0	0	0	0	**1**	2	0	3	0	0	0	0	7
Total Volume	0	18	0	18	0	0	0	0	1	9	0	10	1	3	2	6	34
% App. Total	0	100	0		0	0	0		10	90	0		16.7	50	33.3		
PHF	.000	.563	.000	.563	.000	.000	.000	.000	.250	.750	.000	.833	.250	.750	.250	.500	.708

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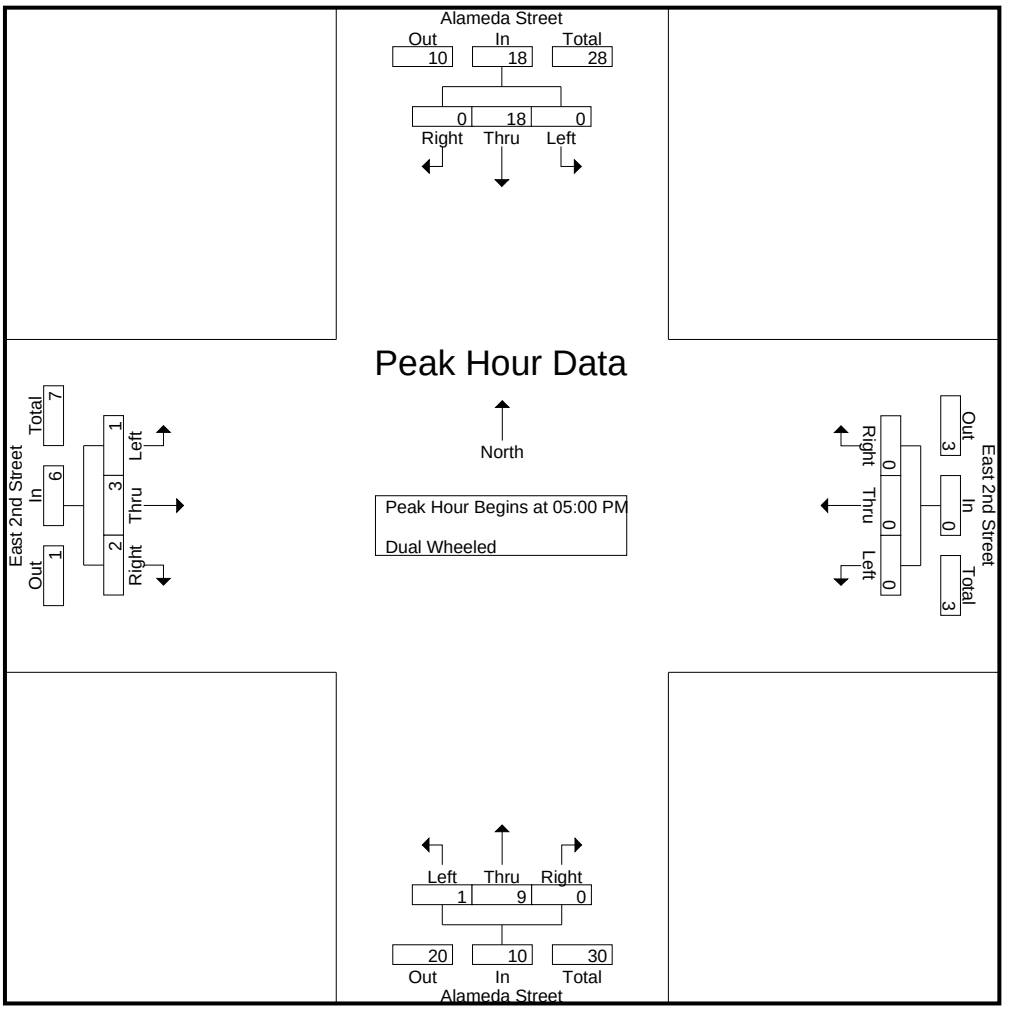

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	4	0	4	0	0	0	0	0	**3**	0	**3**	0	**1**	**2**	**3**
+15 mins.	0	**8**	0	**8**	0	0	0	0	0	2	0	2	**1**	1	0	2
+30 mins.	0	2	0	2	0	0	0	0	0	2	0	2	0	1	0	1
+45 mins.	0	4	0	4	0	0	0	0	**1**	2	0	3	0	0	0	0
Total Volume	0	18	0	18	0	0	0	0	1	9	0	10	1	3	2	6
% App. Total	0	100	0		0	0	0		10	90	0		16.7	50	33.3	
PHF	.000	.563	.000	.563	.000	.000	.000	.000	.250	.750	.000	.833	.250	.750	.250	.500

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Groups Printed- Buses

	Alameda Street Southbound				East 2nd Street Westbound				Alameda Street Northbound				East 2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
03:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
03:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	1	0	0	1	3
Total	0	3	0	3	0	0	0	0	0	5	0	5	1	0	0	1	9
04:00 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
04:15 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
04:30 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	6	0	6	0	0	0	0	0	5	0	5	0	0	0	0	11
05:00 PM	0	2	0	2	0	0	0	0	1	2	0	3	0	0	0	0	5
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	4	0	4	0	0	0	0	1	2	0	3	1	0	0	1	8
Grand Total	0	13	0	13	0	0	0	0	1	12	0	13	2	0	0	2	28
Apprch %	0	100	0		0	0	0		7.7	92.3	0		100	0	0		
Total %	0	46.4	0	46.4	0	0	0	0	3.6	42.9	0	46.4	7.1	0	0	7.1	

	Alameda Street Southbound				East 2nd Street Westbound				Alameda Street Northbound				East 2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	**2**	0	**2**	0	0	0	0	**1**	**2**	0	**3**	0	0	0	0	**5**
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	1
Total Volume	0	4	0	4	0	0	0	0	1	2	0	3	1	0	0	1	8
% App. Total	0	100	0		0	0	0		33.3	66.7	0		100	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.250	.250	.000	.250	.250	.000	.000	.250	.400

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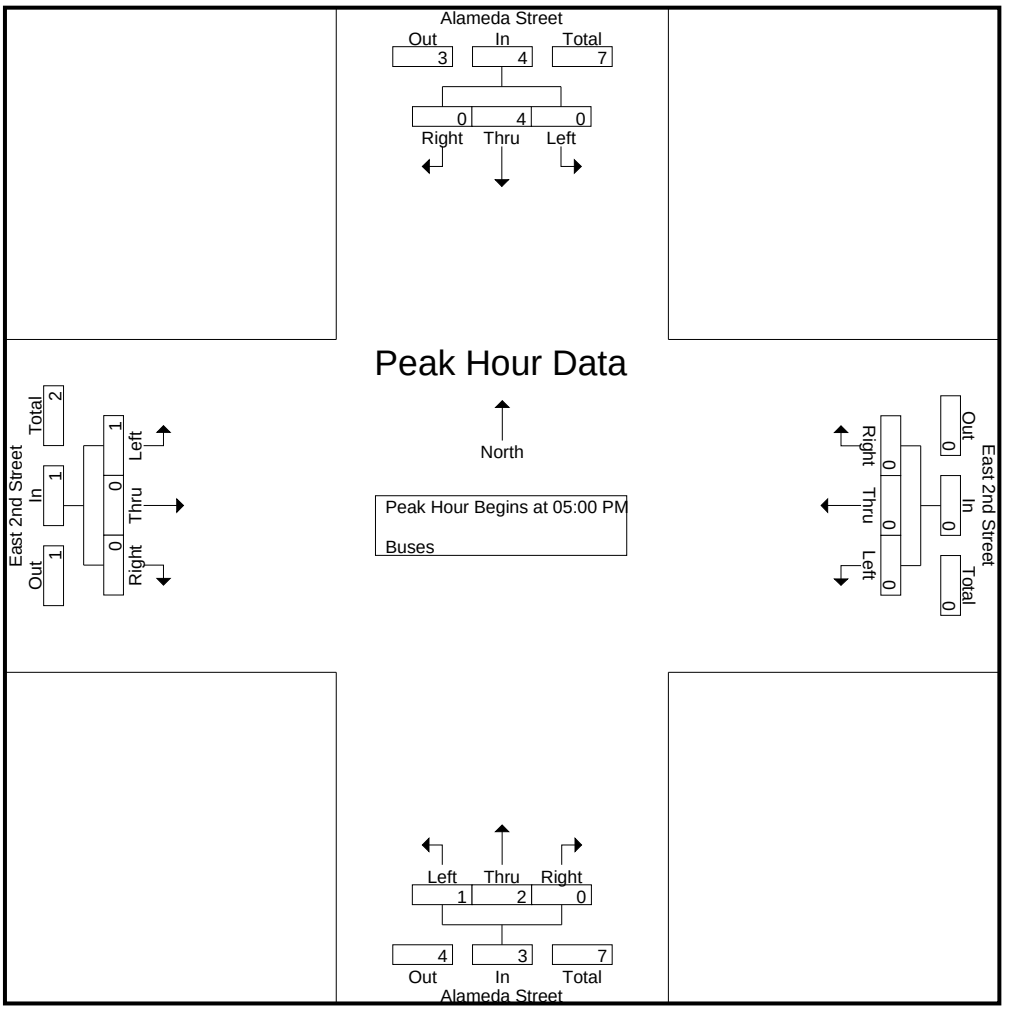

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	**2**	0	**2**	0	0	0	0	**1**	**2**	0	**3**	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**
Total Volume	0	4	0	4	0	0	0	0	1	2	0	3	1	0	0	1
% App. Total	0	100	0		0	0	0		33.3	66.7	0		100	0	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.250	.250	.000	.250	.250	.000	.000	.250

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Alameda Street

East/West East 2nd Street

Day: Wednesday **Date:** May 25, 2022 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** Central I/S CODE 8956

	N/B	S/B	E/B	W/B
DUAL-WHEELED	284	200	36	0
BIKES	33	26	30	6
BUSES	24	18	4	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	239	8.00	209	8.15	36	7.30	16	7.30
PM PK 15 MIN	200	5.30	191	3.45	95	5.15	6	3.00
AM PK HOUR	860	7.15	757	7.45	126	9.00	47	7.30
PM PK HOUR	767	5.00	677	3.45	312	5.00	14	4.30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	134	708	10	852
8-9	128	667	10	805
9-10	98	609	2	709
3-4	106	481	18	605
4-5	158	444	43	645
5-6	180	523	64	767
TOTAL	804	3432	147	4383

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	10	612	34	656
8-9	9	670	37	716
9-10	1	682	50	733
3-4	19	604	36	659
4-5	23	568	53	644
5-6	36	532	55	623
TOTAL	98	3668	265	4031

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1508	13	0	23	2
1521	26	0	36	0
1442	33	1	36	1
1264	57	12	43	4
1289	65	10	59	3
1390	81	12	60	5
8414	275	35	257	15

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	28	35	39	102
8-9	26	41	46	113
9-10	50	0	76	126
3-4	71	86	91	248
4-5	68	105	99	272
5-6	84	141	87	312
TOTAL	327	408	438	1173

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	19	10	15	44
8-9	7	9	8	24
9-10	5	4	12	21
3-4	2	5	6	13
4-5	3	6	4	13
5-6	4	4	2	10
TOTAL	40	38	47	125

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
146	10	1	15	0
137	8	0	21	0
147	16	1	25	2
261	36	3	21	4
285	26	6	28	2
322	37	2	29	4
1298	133	13	139	12

(Rev Oct 06)

City of Los Angeles
Department of Transportation

BICYCLE COUNT SUMMARY

STREET:
North/South: Alameda Street
East/West: East 2nd Street

Day:	Wednesday	Date:	5/25/2022	Weather:	CLEAR
School Day:	Yes	District:	Central	I/S Code:	8956
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1	0	1
8-9	2	2	0	4
9-10	1	1	0	2
3-4	3	3	0	6
4-5	1	9	1	11
5-6	5	4	0	9
TOTAL	12	20	1	33

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	3	2	5
8-9	0	5	0	5
9-10	0	3	1	4
3-4	0	1	0	1
4-5	3	2	1	6
5-6	1	3	1	5
TOTAL	4	17	5	26

TOTAL

Hours	N-S
7-8	6
8-9	9
9-10	6
3-4	7
4-5	17
5-6	14
TOTAL	59

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1	1	2
8-9	0	1	1	2
9-10	1	1	4	6
3-4	0	2	1	3
4-5	6	1	1	8
5-6	3	3	3	9
TOTAL	10	9	11	30

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	1	0	2
8-9	0	0	0	0
9-10	0	1	0	1
3-4	0	1	0	1
4-5	0	1	0	1
5-6	0	1	0	1
TOTAL	1	5	0	6

TOTAL

Hours	E-W
7-8	4
8-9	2
9-10	7
3-4	4
4-5	9
5-6	10
TOTAL	36

REMARKS (6 hour total):

	NB	SB	EB	WB	TOTAL
- Female Riders	0	0	1	0	1
- No helmet riders	23	10	21	3	57
- Sidewalk Riding	13	5	12	2	32
- Wrong way riding	8	3	5	2	18

NB: Northbound, **SB**: Southbound, **EB**: Eastbound, **WB**: Westbound, **I/S**: Intersection

Source: CUI

LADOT 2015 CMP

City of Los Angeles
Department of Transportation

PEDESTRIAN COUNT SUMMARY

STREET:					
North/South:	Alameda Street				
East/West:	East 2nd Street				
Day:	Wednesday	Date:	5/25/2022	Weather:	CLEAR
School Day:	YES	District:	Central	I/S Code:	8956
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

AM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	1	4	1	4	10
7:15-7:30	5	4	7	2	18
7:30-7:45	8	1	3	3	15
7:45-8:00	11	4	4	2	21
8:00-8:15	6	6	5	0	17
8:15-8:30	9	8	7	4	28
8:30-8:45	12	3	1	0	16
8:45-9:00	9	9	8	4	30
9:00-9:15	10	11	9	6	36
9:15-9:30	16	5	7	4	32
9:30-9:45	6	5	5	6	22
9:45-10:00	5	13	6	1	25
Hours					
7 - 8	25	13	15	11	64
8 - 9	36	26	21	8	91
9 - 10	37	34	27	17	115
TOTAL	98	73	63	36	270

PM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	10	19	5	10	44
3:15-3:30	10	9	6	6	31
3:30-3:45	13	20	6	12	51
3:45-4:00	14	21	8	11	54
4:00-4:15	16	22	12	6	56
4:15-4:30	11	11	5	9	36
4:30-4:45	15	25	7	12	59
4:45-5:00	20	17	6	5	48
5:00-5:15	11	19	6	12	48
5:15-5:30	16	15	6	10	47
5:30-5:45	11	30	6	8	55
5:45-6:00	27	29	15	9	80
Hours					
3 - 4	47	69	25	39	180
4 - 5	62	75	30	32	199
5 - 6	65	93	33	39	230
	174	237	88	110	609

REMARKS (6 hour total):

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
- Wheelchair/special needs assistance	0	0	0	0	0
- Skateboard/scooter	25	22	13	11	71

N: North, **S**: South, **E**: East, **W**: West, **I/S**: Intersection

Source: LADOT 2015 CMP

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Los Angeles
N/S: Vignes Street
E/W: 1st Street
Weather: Clear

File Name : 02_LAC_Vig_1st AM
Site Code : 04122514
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Vignes Street Southbound				1st Street Westbound				Vignes Street Northbound				1st Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	7	4	14	21	94	115	230	1	5	9	15	14	36	1	51	310
07:15 AM	6	4	1	11	13	94	102	209	4	3	14	21	16	24	4	44	285
07:30 AM	8	3	2	13	19	72	76	167	2	5	8	15	5	35	3	43	238
07:45 AM	14	5	1	20	22	91	84	197	1	5	17	23	10	28	1	39	279
Total	31	19	8	58	75	351	377	803	8	18	48	74	45	123	9	177	1112
08:00 AM	14	4	1	19	35	95	75	205	0	5	9	14	4	40	3	47	285
08:15 AM	11	4	6	21	23	63	66	152	0	7	6	13	6	31	5	42	228
08:30 AM	10	6	2	18	34	83	65	182	2	8	6	16	14	39	3	56	272
08:45 AM	11	8	7	26	24	105	80	209	0	4	8	12	12	37	4	53	300
Total	46	22	16	84	116	346	286	748	2	24	29	55	36	147	15	198	1085
09:00 AM	8	8	6	22	23	82	66	171	1	4	2	7	20	29	7	56	256
09:15 AM	10	7	5	22	22	83	73	178	0	5	7	12	8	30	2	40	252
09:30 AM	8	14	6	28	20	71	63	154	3	2	6	11	13	32	7	52	245
09:45 AM	7	15	9	31	18	78	52	148	1	7	8	16	13	28	5	46	241
Total	33	44	26	103	83	314	254	651	5	18	23	46	54	119	21	194	994
Grand Total	110	85	50	245	274	1011	917	2202	15	60	100	175	135	389	45	569	3191
Apprch %	44.9	34.7	20.4		12.4	45.9	41.6		8.6	34.3	57.1		23.7	68.4	7.9		
Total %	3.4	2.7	1.6	7.7	8.6	31.7	28.7	69	0.5	1.9	3.1	5.5	4.2	12.2	1.4	17.8	
Passenger Vehicles	61	77	48	186	268	978	858	2104	14	58	99	171	118	368	42	528	2989
% Passenger Vehicles	55.5	90.6	96	75.9	97.8	96.7	93.6	95.5	93.3	96.7	99	97.7	87.4	94.6	93.3	92.8	93.7
Dual Wheeled	13	7	2	22	5	21	19	45	1	1	1	3	15	18	2	35	105
% Dual Wheeled	11.8	8.2	4	9	1.8	2.1	2.1	2	6.7	1.7	1	1.7	11.1	4.6	4.4	6.2	3.3
Buses	36	1	0	37	1	12	40	53	0	1	0	1	2	3	1	6	97
% Buses	32.7	1.2	0	15.1	0.4	1.2	4.4	2.4	0	1.7	0	0.6	1.5	0.8	2.2	1.1	3

	Vignes Street Southbound				1st Street Westbound				Vignes Street Northbound				1st Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	3	**7**	**4**	14	21	**94**	**115**	**230**	1	**5**	9	15	14	**36**	1	**51**	**310**
07:15 AM	6	4	1	11	13	94	102	209	**4**	3	14	21	**16**	24	**4**	44	285
07:30 AM	8	3	2	13	19	72	76	167	2	5	8	15	5	35	3	43	238
07:45 AM	**14**	5	1	**20**	**22**	91	84	197	1	5	**17**	**23**	10	28	1	39	279
Total Volume	31	19	8	58	75	351	377	803	8	18	48	74	45	123	9	177	1112
% App. Total	53.4	32.8	13.8		9.3	43.7	46.9		10.8	24.3	64.9		25.4	69.5	5.1		
PHF	.554	.679	.500	.725	.852	.934	.820	.873	.500	.900	.706	.804	.703	.854	.563	.868	.897

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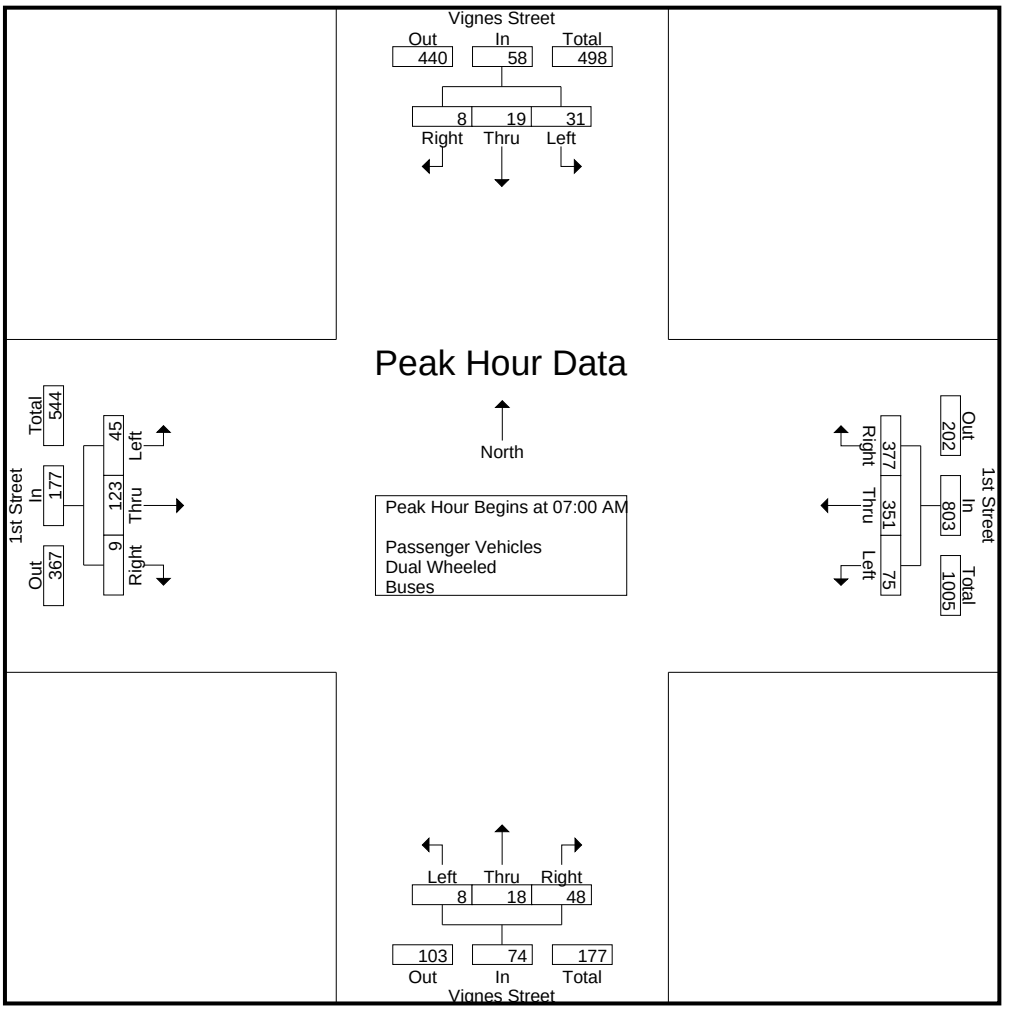
City of Los Angeles
N/S: Vignes Street
E/W: 1st Street
Weather: Clear

File Name : 02_LAC_Vig_1st AM
Site Code : 04122514
Start Date : 5/25/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	09:00 AM				07:00 AM				07:00 AM				08:15 AM			
+0 mins.	8	8	6	22	21	**94**	**115**	**230**	1	**5**	9	15	6	31	5	42
+15 mins.	**10**	7	5	22	13	94	102	209	**4**	3	14	21	14	**39**	3	**56**
+30 mins.	8	14	6	28	19	72	76	167	2	5	8	15	12	37	4	53
+45 mins.	7	**15**	**9**	**31**	**22**	91	84	197	1	5	**17**	**23**	**20**	29	**7**	56
Total Volume	33	44	26	103	75	351	377	803	8	18	48	74	52	136	19	207
% App. Total	32	42.7	25.2		9.3	43.7	46.9		10.8	24.3	64.9		25.1	65.7	9.2	
PHF	.825	.733	.722	.831	.852	.934	.820	.873	.500	.900	.706	.804	.650	.872	.679	.924

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City of Los Angeles
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Weather: Clear

File Name : 02_LAC_Vig_1st AM
Site Code : 04122514
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Vignes Street Southbound				1st Street Westbound				Vignes Street Northbound				1st Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	5	4	10	21	88	110	219	1	5	9	15	12	33	1	46	290
07:15 AM	3	3	1	7	13	92	100	205	4	3	14	21	15	24	4	43	276
07:30 AM	5	3	1	9	19	70	73	162	2	5	8	15	5	34	3	42	228
07:45 AM	8	4	1	13	22	89	78	189	1	5	17	23	9	25	1	35	260
Total	17	15	7	39	75	339	361	775	8	18	48	74	41	116	9	166	1054
08:00 AM	10	4	1	15	32	92	68	192	0	5	9	14	4	38	3	45	266
08:15 AM	7	4	6	17	23	62	62	147	0	5	6	11	6	27	4	37	212
08:30 AM	6	6	2	14	33	80	62	175	1	8	6	15	14	38	3	55	259
08:45 AM	5	7	7	19	24	102	76	202	0	4	8	12	11	35	3	49	282
Total	28	21	16	65	112	336	268	716	1	22	29	52	35	138	13	186	1019
09:00 AM	4	8	6	18	21	78	59	158	1	4	2	7	14	28	7	49	232
09:15 AM	5	6	4	15	22	80	64	166	0	5	7	12	8	29	2	39	232
09:30 AM	5	12	6	23	20	67	59	146	3	2	5	10	11	29	6	46	225
09:45 AM	2	15	9	26	18	78	47	143	1	7	8	16	9	28	5	42	227
Total	16	41	25	82	81	303	229	613	5	18	22	45	42	114	20	176	916
Grand Total	61	77	48	186	268	978	858	2104	14	58	99	171	118	368	42	528	2989
Apprch %	32.8	41.4	25.8		12.7	46.5	40.8		8.2	33.9	57.9		22.3	69.7	8		
Total %	2	2.6	1.6	6.2	9	32.7	28.7	70.4	0.5	1.9	3.3	5.7	3.9	12.3	1.4	17.7	

	Vignes Street Southbound				1st Street Westbound				Vignes Street Northbound				1st Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	**5**	**4**	10	21	88	**110**	**219**	1	**5**	9	15	12	33	1	**46**	**290**
07:15 AM	3	3	1	7	13	**92**	100	205	**4**	3	14	21	**15**	24	**4**	43	276
07:30 AM	5	3	1	9	19	70	73	162	2	5	8	15	5	**34**	3	42	228
07:45 AM	**8**	4	1	**13**	**22**	89	78	189	1	5	**17**	**23**	9	25	1	35	260
Total Volume	17	15	7	39	75	339	361	775	8	18	48	74	41	116	9	166	1054
% App. Total	43.6	38.5	17.9		9.7	43.7	46.6		10.8	24.3	64.9		24.7	69.9	5.4		
PHF	.531	.750	.438	.750	.852	.921	.820	.885	.500	.900	.706	.804	.683	.853	.563	.902	.909

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File Name : 02_LAC_Vig_1st AM
Site Code : 04122514
Start Date : 5/25/2022
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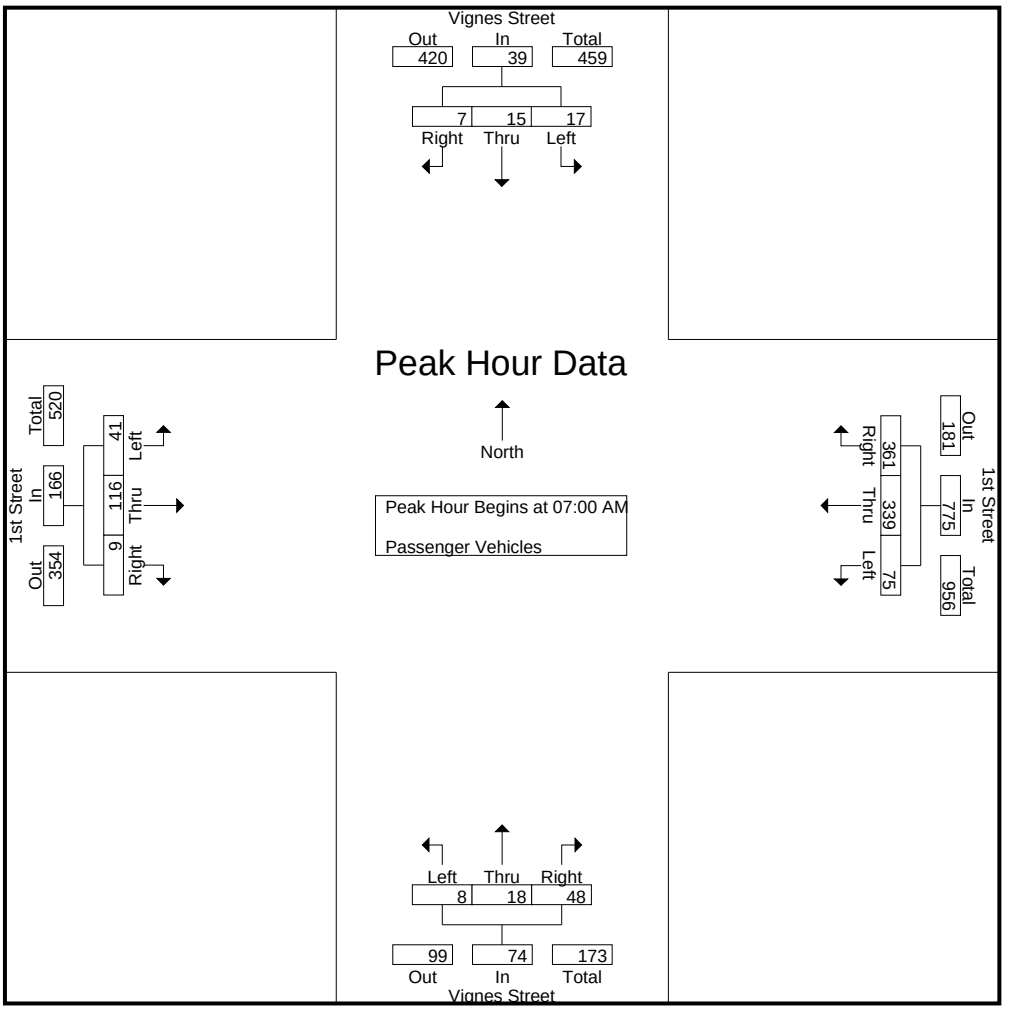

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	1	**5**	**4**	10	21	88	**110**	**219**	1	**5**	9	15	12	33	1	**46**
+15 mins.	3	3	1	7	13	**92**	100	205	**4**	3	14	21	**15**	24	**4**	43
+30 mins.	5	3	1	9	19	70	73	162	2	5	8	15	5	**34**	3	42
+45 mins.	**8**	4	1	**13**	**22**	89	78	189	1	5	**17**	**23**	9	25	1	35
Total Volume	17	15	7	39	75	339	361	775	8	18	48	74	41	116	9	166
% App. Total	43.6	38.5	17.9		9.7	43.7	46.6		10.8	24.3	64.9		24.7	69.9	5.4	
PHF	.531	.750	.438	.750	.852	.921	.820	.885	.500	.900	.706	.804	.683	.853	.563	.902

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City of Los Angeles
N/S: Vignes Street
E/W: 1st Street
Weather: Clear

File Name : 02_LAC_Vig_1st AM
Site Code : 04122514
Start Date : 5/25/2022
Page No : 1

Groups Printed- Dual Wheeled

	Vignes Street Southbound				1st Street Westbound				Vignes Street Northbound				1st Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	2	0	4	1	5	0	0	0	0	2	3	0	5	12
07:15 AM	1	1	0	2	0	2	0	2	0	0	0	0	1	0	0	1	5
07:30 AM	0	0	1	1	0	2	1	3	0	0	0	0	0	0	0	0	4
07:45 AM	3	1	0	4	0	1	1	2	0	0	0	0	0	2	0	2	8
Total	4	4	1	9	0	9	3	12	0	0	0	0	3	5	0	8	29
08:00 AM	1	0	0	1	3	1	4	8	0	0	0	0	0	2	0	2	11
08:15 AM	1	0	0	1	0	0	1	1	0	1	0	1	0	4	1	5	8
08:30 AM	1	0	0	1	1	2	0	3	1	0	0	1	0	1	0	1	6
08:45 AM	4	1	0	5	0	2	1	3	0	0	0	0	1	1	1	3	11
Total	7	1	0	8	4	5	6	15	1	1	0	2	1	8	2	11	36
09:00 AM	0	0	0	0	1	3	3	7	0	0	0	0	5	1	0	6	13
09:15 AM	1	0	1	2	0	0	3	3	0	0	0	0	0	1	0	1	6
09:30 AM	0	2	0	2	0	4	1	5	0	0	1	1	2	3	0	5	13
09:45 AM	1	0	0	1	0	0	3	3	0	0	0	0	4	0	0	4	8
Total	2	2	1	5	1	7	10	18	0	0	1	1	11	5	0	16	40
Grand Total	13	7	2	22	5	21	19	45	1	1	1	3	15	18	2	35	105
Apprch %	59.1	31.8	9.1		11.1	46.7	42.2		33.3	33.3	33.3		42.9	51.4	5.7		
Total %	12.4	6.7	1.9	21	4.8	20	18.1	42.9	1	1	1	2.9	14.3	17.1	1.9	33.3	

	Vignes Street Southbound				1st Street Westbound				Vignes Street Northbound				1st Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**2**	0	2	0	**4**	**1**	**5**	0	0	0	0	**2**	**3**	0	**5**	**12**
07:15 AM	1	1	0	2	0	2	0	2	0	0	0	0	1	0	0	1	5
07:30 AM	0	0	**1**	1	0	2	1	3	0	0	0	0	0	0	0	0	4
07:45 AM	**3**	1	0	**4**	0	1	1	2	0	0	0	0	0	2	0	2	8
Total Volume	4	4	1	9	0	9	3	12	0	0	0	0	3	5	0	8	29
% App. Total	44.4	44.4	11.1		0	75	25		0	0	0		37.5	62.5	0		
PHF	.333	.500	.250	.563	.000	.563	.750	.600	.000	.000	.000	.000	.375	.417	.000	.400	.604

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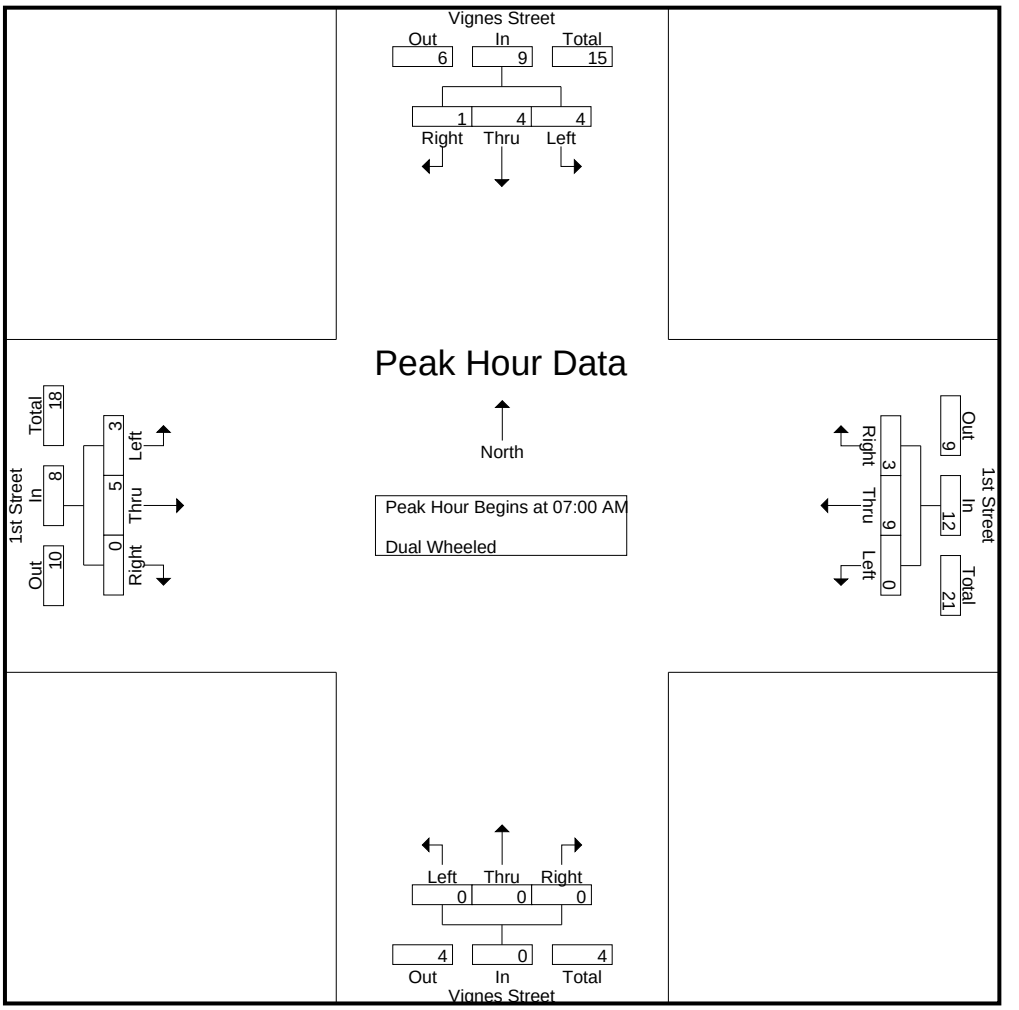

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**2**	0	2	0	**4**	**1**	**5**	0	0	0	0	**2**	**3**	0	**5**
+15 mins.	1	1	0	2	0	2	0	2	0	0	0	0	1	0	0	1
+30 mins.	0	0	**1**	1	0	2	1	3	0	0	0	0	0	0	0	0
+45 mins.	**3**	1	0	**4**	0	1	1	2	0	0	0	0	0	2	0	2
Total Volume	4	4	1	9	0	9	3	12	0	0	0	0	3	5	0	8
% App. Total	44.4	44.4	11.1		0	75	25		0	0	0		37.5	62.5	0	
PHF	.333	.500	.250	.563	.000	.563	.750	.600	.000	.000	.000	.000	.375	.417	.000	.400

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Groups Printed- Buses

	Vignes Street Southbound				1st Street Westbound				Vignes Street Northbound				1st Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	0	0	2	0	2	4	6	0	0	0	0	0	0	0	0	8
07:15 AM	2	0	0	2	0	0	2	2	0	0	0	0	0	0	0	0	4
07:30 AM	3	0	0	3	0	0	2	2	0	0	0	0	0	1	0	1	6
07:45 AM	3	0	0	3	0	1	5	6	0	0	0	0	1	1	0	2	11
Total	10	0	0	10	0	3	13	16	0	0	0	0	1	2	0	3	29
08:00 AM	3	0	0	3	0	2	3	5	0	0	0	0	0	0	0	0	8
08:15 AM	3	0	0	3	0	1	3	4	0	1	0	1	0	0	0	0	8
08:30 AM	3	0	0	3	0	1	3	4	0	0	0	0	0	0	0	0	7
08:45 AM	2	0	0	2	0	1	3	4	0	0	0	0	0	1	0	1	7
Total	11	0	0	11	0	5	12	17	0	1	0	1	0	1	0	1	30
09:00 AM	4	0	0	4	1	1	4	6	0	0	0	0	1	0	0	1	11
09:15 AM	4	1	0	5	0	3	6	9	0	0	0	0	0	0	0	0	14
09:30 AM	3	0	0	3	0	0	3	3	0	0	0	0	0	0	1	1	7
09:45 AM	4	0	0	4	0	0	2	2	0	0	0	0	0	0	0	0	6
Total	15	1	0	16	1	4	15	20	0	0	0	0	1	0	1	2	38
Grand Total	36	1	0	37	1	12	40	53	0	1	0	1	2	3	1	6	97
Apprch %	97.3	2.7	0		1.9	22.6	75.5		0	100	0		33.3	50	16.7		
Total %	37.1	1	0	38.1	1	12.4	41.2	54.6	0	1	0	1	2.1	3.1	1	6.2	

	Vignes Street Southbound				1st Street Westbound				Vignes Street Northbound				1st Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	2	0	0	2	0	**2**	4	**6**	0	0	0	0	0	0	0	0	8
07:15 AM	2	0	0	2	0	0	2	2	0	0	0	0	0	0	0	0	4
07:30 AM	**3**	0	0	**3**	0	0	2	2	0	0	0	0	0	**1**	0	1	6
07:45 AM	3	0	0	3	0	1	**5**	6	0	0	0	0	**1**	1	0	**2**	**11**
Total Volume	10	0	0	10	0	3	13	16	0	0	0	0	1	2	0	3	29
% App. Total	100	0	0		0	18.8	81.2		0	0	0		33.3	66.7	0		
PHF	.833	.000	.000	.833	.000	.375	.650	.667	.000	.000	.000	.000	.250	.500	.000	.375	.659

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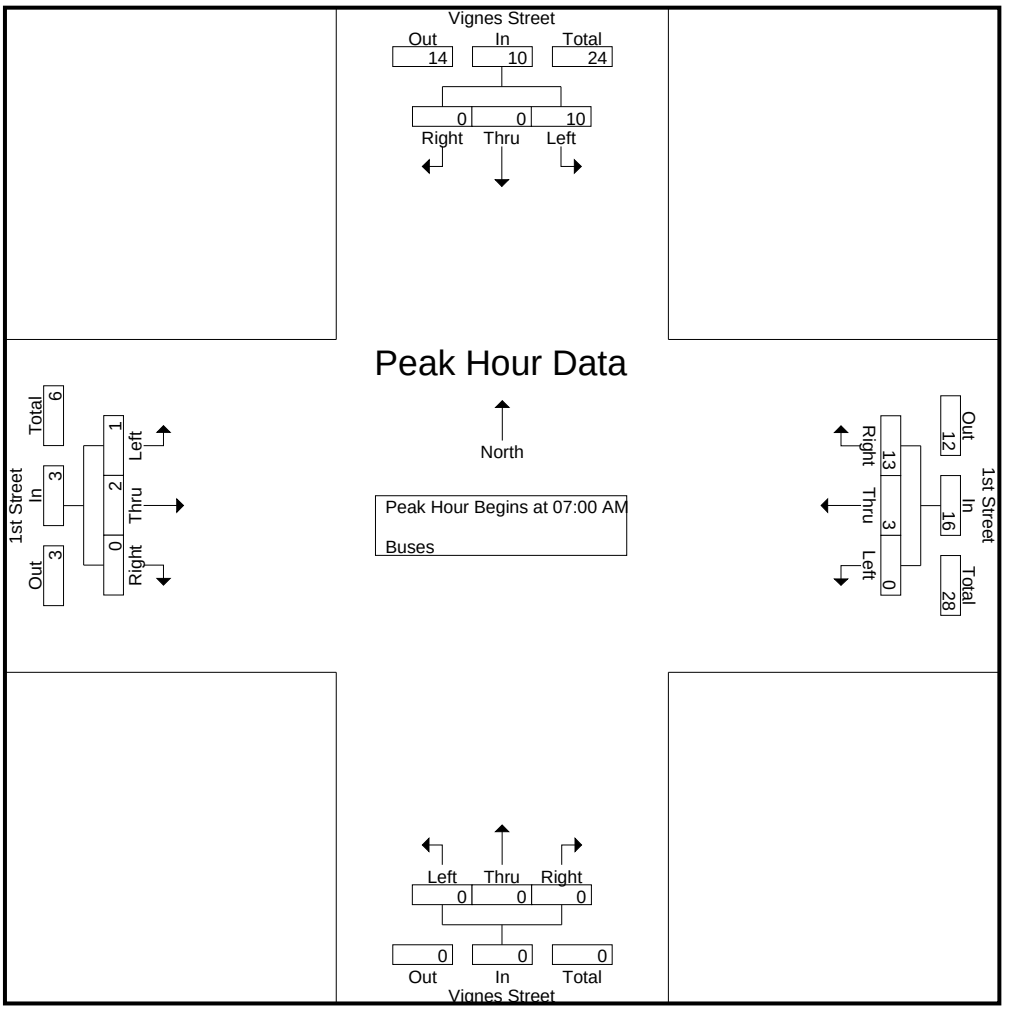

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	2	0	0	2	0	**2**	4	**6**	0	0	0	0	0	0	0	0
+15 mins.	2	0	0	2	0	0	2	2	0	0	0	0	0	0	0	0
+30 mins.	**3**	0	0	**3**	0	0	2	2	0	0	0	0	0	**1**	0	1
+45 mins.	3	0	0	3	0	1	**5**	6	0	0	0	0	**1**	1	0	**2**
Total Volume	10	0	0	10	0	3	13	16	0	0	0	0	1	2	0	3
% App. Total	100	0	0		0	18.8	81.2		0	0	0		33.3	66.7	0	
PHF	.833	.000	.000	.833	.000	.375	.650	.667	.000	.000	.000	.000	.250	.500	.000	.375

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Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Vignes Street Southbound				1st Street Westbound				Vignes Street Northbound				1st Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	15	10	5	30	11	49	20	80	2	8	11	21	23	93	8	124	255
03:15 PM	20	4	3	27	6	43	24	73	1	3	13	17	13	108	9	130	247
03:30 PM	16	8	3	27	11	46	18	75	3	9	15	27	20	105	7	132	261
03:45 PM	18	7	2	27	18	41	17	76	1	4	15	20	17	116	7	140	263
Total	69	29	13	111	46	179	79	304	7	24	54	85	73	422	31	526	1026
04:00 PM	18	6	3	27	13	44	14	71	3	13	18	34	22	109	5	136	268
04:15 PM	22	6	3	31	14	49	16	79	1	11	13	25	27	124	12	163	298
04:30 PM	24	8	4	36	14	32	26	72	1	6	32	39	25	134	6	165	312
04:45 PM	17	5	3	25	14	59	32	105	1	7	18	26	23	157	5	185	341
Total	81	25	13	119	55	184	88	327	6	37	81	124	97	524	28	649	1219
05:00 PM	17	5	3	25	24	47	26	97	2	14	24	40	25	143	9	177	339
05:15 PM	21	6	3	30	9	52	21	82	1	11	25	37	31	164	12	207	356
05:30 PM	8	4	9	21	19	55	37	111	2	9	20	31	24	123	6	153	316
05:45 PM	18	8	0	26	17	63	34	114	2	6	14	22	27	118	10	155	317
Total	64	23	15	102	69	217	118	404	7	40	83	130	107	548	37	692	1328
Grand Total	214	77	41	332	170	580	285	1035	20	101	218	339	277	1494	96	1867	3573
Apprch %	64.5	23.2	12.3		16.4	56	27.5		5.9	29.8	64.3		14.8	80	5.1		
Total %	6	2.2	1.1	9.3	4.8	16.2	8	29	0.6	2.8	6.1	9.5	7.8	41.8	2.7	52.3	
Passenger Vehicles	177	75	40	292	168	568	242	978	20	95	218	333	265	1478	95	1838	3441
% Passenger Vehicles	82.7	97.4	97.6	88	98.8	97.9	84.9	94.5	100	94.1	100	98.2	95.7	98.9	99	98.4	96.3
Dual Wheeled	1	2	1	4	2	5	7	14	0	6	0	6	6	15	1	22	46
% Dual Wheeled	0.5	2.6	2.4	1.2	1.2	0.9	2.5	1.4	0	5.9	0	1.8	2.2	1	1	1.2	1.3
Buses	36	0	0	36	0	7	36	43	0	0	0	0	6	1	0	7	86
% Buses	16.8	0	0	10.8	0	1.2	12.6	4.2	0	0	0	0	2.2	0.1	0	0.4	2.4

	Vignes Street Southbound				1st Street Westbound				Vignes Street Northbound				1st Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	17	5	3	25	14	**59**	32	105	1	7	18	26	23	157	5	185	341
05:00 PM	17	5	3	25	**24**	47	26	97	**2**	**14**	24	**40**	25	143	9	177	339
05:15 PM	**21**	**6**	3	**30**	9	52	21	82	1	11	**25**	37	**31**	**164**	**12**	**207**	**356**
05:30 PM	8	4	**9**	21	19	55	**37**	**111**	2	9	20	31	24	123	6	153	316
Total Volume	63	20	18	101	66	213	116	395	6	41	87	134	103	587	32	722	1352
% App. Total	62.4	19.8	17.8		16.7	53.9	29.4		4.5	30.6	64.9		14.3	81.3	4.4		
PHF	.750	.833	.500	.842	.688	.903	.784	.890	.750	.732	.870	.838	.831	.895	.667	.872	.949

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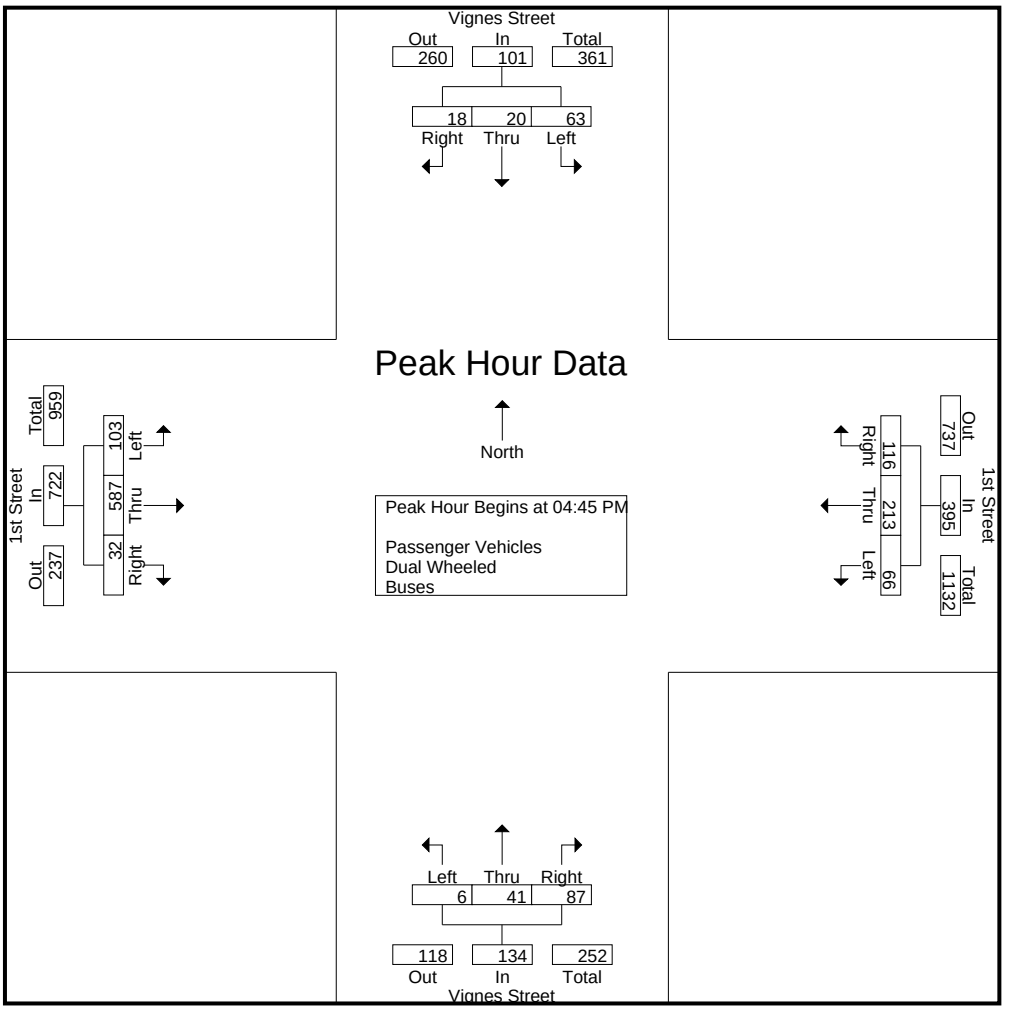

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:45 PM				05:00 PM				04:30 PM				04:30 PM			
+0 mins.	18	7	2	27	**24**	47	26	97	1	6	**32**	39	25	134	6	165
+15 mins.	18	6	3	27	9	52	21	82	1	7	18	26	23	157	5	185
+30 mins.	22	6	3	31	19	55	**37**	111	**2**	**14**	24	**40**	25	143	9	177
+45 mins.	**24**	**8**	**4**	**36**	17	**63**	34	**114**	1	11	25	37	**31**	**164**	**12**	**207**
Total Volume	82	27	12	121	69	217	118	404	5	38	99	142	104	598	32	734
% App. Total	67.8	22.3	9.9		17.1	53.7	29.2		3.5	26.8	69.7		14.2	81.5	4.4	
PHF	.854	.844	.750	.840	.719	.861	.797	.886	.625	.679	.773	.888	.839	.912	.667	.886

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Groups Printed- Passenger Vehicles

	Vignes Street Southbound				1st Street Westbound				Vignes Street Northbound				1st Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	11	9	4	24	11	48	13	72	2	8	11	21	23	92	8	123	240
03:15 PM	17	4	3	24	6	41	19	66	1	2	13	16	11	105	9	125	231
03:30 PM	12	8	3	23	11	43	14	68	3	9	15	27	18	104	7	129	247
03:45 PM	16	7	2	25	17	40	15	72	1	4	15	20	16	113	6	135	252
Total	56	28	12	96	45	172	61	278	7	23	54	84	68	414	30	512	970
04:00 PM	17	6	3	26	13	44	10	67	3	11	18	32	22	108	5	135	260
04:15 PM	17	6	3	26	13	46	14	73	1	9	13	23	25	124	12	161	283
04:30 PM	21	7	4	32	14	31	22	67	1	6	32	39	23	134	6	163	301
04:45 PM	15	5	3	23	14	59	29	102	1	7	18	26	22	154	5	181	332
Total	70	24	13	107	54	180	75	309	6	33	81	120	92	520	28	640	1176
05:00 PM	14	5	3	22	24	46	25	95	2	14	24	40	25	142	9	176	333
05:15 PM	18	6	3	27	9	52	17	78	1	11	25	37	30	163	12	205	347
05:30 PM	6	4	9	19	19	55	32	106	2	8	20	30	23	123	6	152	307
05:45 PM	13	8	0	21	17	63	32	112	2	6	14	22	27	116	10	153	308
Total	51	23	15	89	69	216	106	391	7	39	83	129	105	544	37	686	1295
Grand Total	177	75	40	292	168	568	242	978	20	95	218	333	265	1478	95	1838	3441
Apprch %	60.6	25.7	13.7		17.2	58.1	24.7		6	28.5	65.5		14.4	80.4	5.2		
Total %	5.1	2.2	1.2	8.5	4.9	16.5	7	28.4	0.6	2.8	6.3	9.7	7.7	43	2.8	53.4	

	Vignes Street Southbound				1st Street Westbound				Vignes Street Northbound				1st Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	15	5	3	23	14	**59**	29	102	1	7	18	26	22	154	5	181	332
05:00 PM	14	5	3	22	**24**	46	25	95	**2**	**14**	24	**40**	25	142	9	176	333
05:15 PM	**18**	**6**	3	**27**	9	52	17	78	1	11	**25**	37	**30**	**163**	**12**	**205**	**347**
05:30 PM	6	4	**9**	19	19	55	**32**	**106**	2	8	20	30	23	123	6	152	307
Total Volume	53	20	18	91	66	212	103	381	6	40	87	133	100	582	32	714	1319
% App. Total	58.2	22	19.8		17.3	55.6	27		4.5	30.1	65.4		14	81.5	4.5		
PHF	.736	.833	.500	.843	.688	.898	.805	.899	.750	.714	.870	.831	.833	.893	.667	.871	.950

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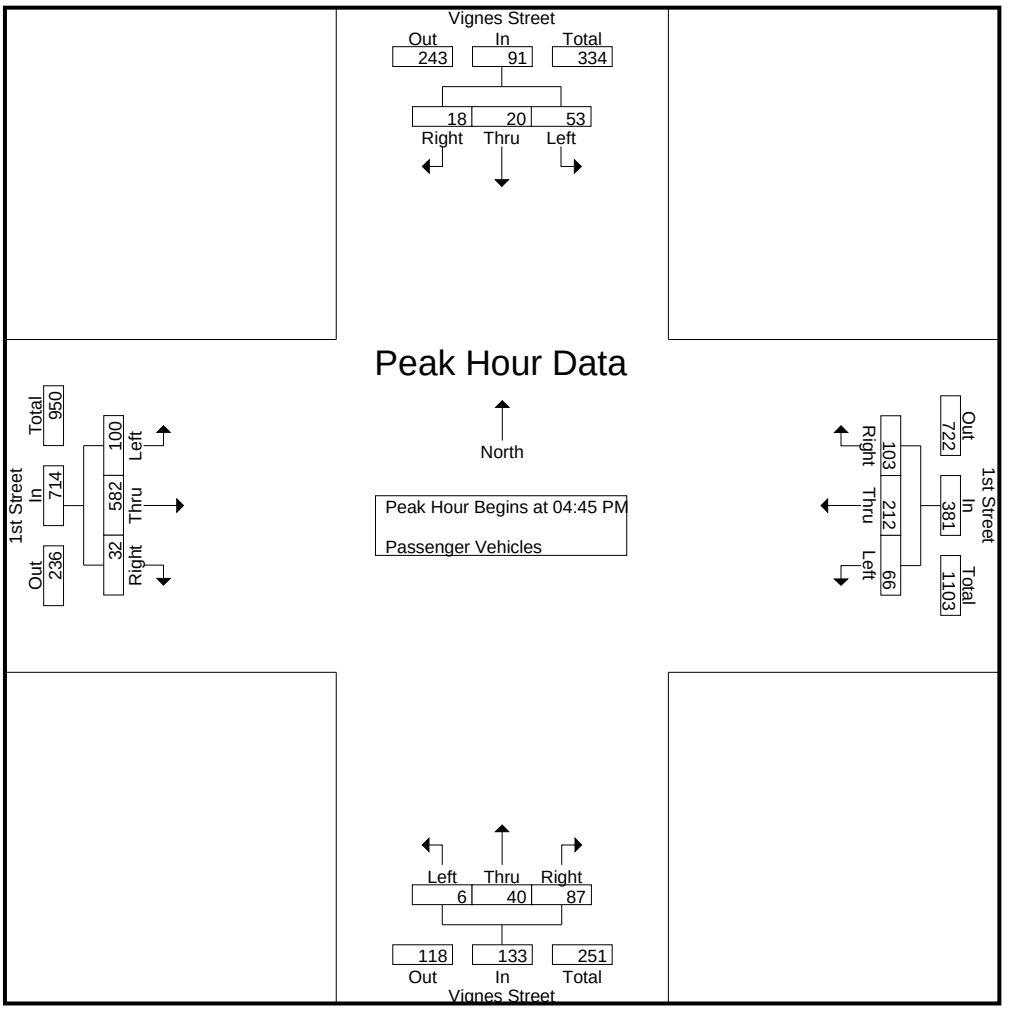

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	15	5	3	23	14	**59**	29	102	1	7	18	26	22	154	5	181
+15 mins.	14	5	3	22	**24**	46	25	95	**2**	**14**	24	**40**	25	142	9	176
+30 mins.	**18**	**6**	3	**27**	9	52	17	78	1	11	**25**	37	**30**	**163**	**12**	**205**
+45 mins.	6	4	**9**	19	19	55	**32**	**106**	2	8	20	30	23	123	6	152
Total Volume	53	20	18	91	66	212	103	381	6	40	87	133	100	582	32	714
% App. Total	58.2	22	19.8		17.3	55.6	27		4.5	30.1	65.4		14	81.5	4.5	
PHF	.736	.833	.500	.843	.688	.898	.805	.899	.750	.714	.870	.831	.833	.893	.667	.871

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Groups Printed- Dual Wheeled

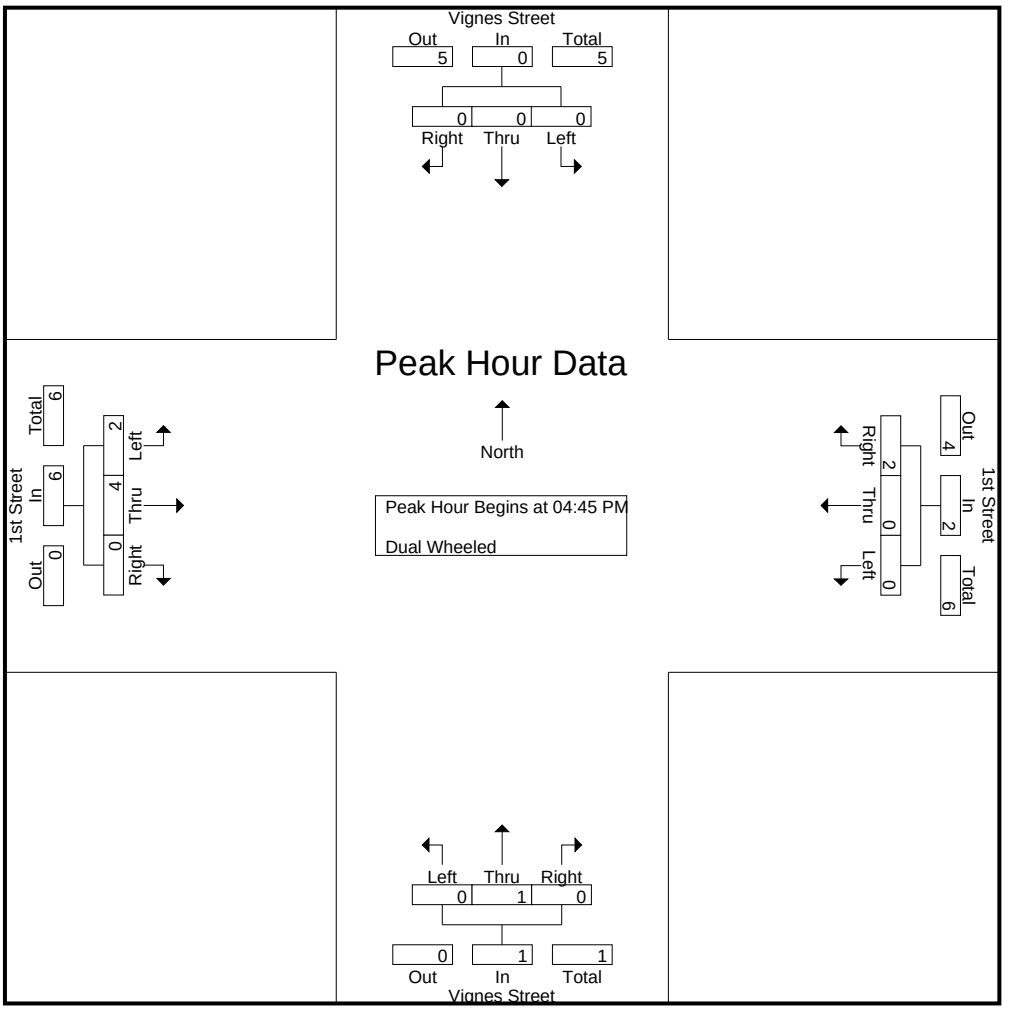
	Vignes Street Southbound				1st Street Westbound				Vignes Street Northbound				1st Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	1	1	1	3	0	0	3	3	0	0	0	0	0	1	0	1	7
03:15 PM	0	0	0	0	0	1	2	3	0	1	0	1	1	3	0	4	8
03:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
03:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	3	1	4	5
Total	1	1	1	3	1	2	5	8	0	1	0	1	1	8	1	10	22
04:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1	3
04:15 PM	0	0	0	0	1	3	0	4	0	2	0	2	1	0	0	1	7
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
04:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	3	0	3	4
Total	0	1	0	1	1	3	1	5	0	4	0	4	3	4	0	7	17
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
05:30 PM	0	0	0	0	0	0	1	1	0	1	0	1	1	0	0	1	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	0	1	1	0	1	0	1	2	3	0	5	7
Grand Total	1	2	1	4	2	5	7	14	0	6	0	6	6	15	1	22	46
Apprch %	25	50	25		14.3	35.7	50		0	100	0		27.3	68.2	4.5		
Total %	2.2	4.3	2.2	8.7	4.3	10.9	15.2	30.4	0	13	0	13	13	32.6	2.2	47.8	

	Vignes Street Southbound				1st Street Westbound				Vignes Street Northbound				1st Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	**3**	0	**3**	**4**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1	0	2	2
05:30 PM	0	0	0	0	0	0	1	1	0	**1**	0	**1**	1	0	0	1	3
Total Volume	0	0	0	0	0	0	2	2	0	1	0	1	2	4	0	6	9
% App. Total	0	0	0		0	0	100		0	100	0		33.3	66.7	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.500	.000	.250	.000	.250	.500	.333	.000	.500	.563

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Los Angeles
N/S: Vignes Street
E/W: 1st Street
Weather: Clear

File Name : 02_LAC_Vig_1st PM
Site Code : 04122514
Start Date : 5/25/2022
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	**3**	0	**3**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1	0	2
+45 mins.	0	0	0	0	0	0	1	1	0	**1**	0	**1**	1	0	0	1
Total Volume	0	0	0	0	0	0	2	2	0	1	0	1	2	4	0	6
% App. Total	0	0	0		0	0	100		0	100	0		33.3	66.7	0	
PHF	.000	.000	.000	.000	.000	.000	.500	.500	.000	.250	.000	.250	.500	.333	.000	.500

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City of Los Angeles
N/S: Vignes Street
E/W: 1st Street
Weather: Clear

File Name : 02_LAC_Vig_1st PM
Site Code : 04122514
Start Date : 5/25/2022
Page No : 1

Groups Printed- Buses

	Vignes Street Southbound				1st Street Westbound				Vignes Street Northbound				1st Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	3	0	0	3	0	1	4	5	0	0	0	0	0	0	0	0	8
03:15 PM	3	0	0	3	0	1	3	4	0	0	0	0	1	0	0	1	8
03:30 PM	4	0	0	4	0	2	4	6	0	0	0	0	2	0	0	2	12
03:45 PM	2	0	0	2	0	1	2	3	0	0	0	0	1	0	0	1	6
Total	12	0	0	12	0	5	13	18	0	0	0	0	4	0	0	4	34
04:00 PM	1	0	0	1	0	0	4	4	0	0	0	0	0	0	0	0	5
04:15 PM	5	0	0	5	0	0	2	2	0	0	0	0	1	0	0	1	8
04:30 PM	3	0	0	3	0	1	4	5	0	0	0	0	0	0	0	0	8
04:45 PM	2	0	0	2	0	0	2	2	0	0	0	0	1	0	0	1	5
Total	11	0	0	11	0	1	12	13	0	0	0	0	2	0	0	2	26
05:00 PM	3	0	0	3	0	1	1	2	0	0	0	0	0	1	0	1	6
05:15 PM	3	0	0	3	0	0	4	4	0	0	0	0	0	0	0	0	7
05:30 PM	2	0	0	2	0	0	4	4	0	0	0	0	0	0	0	0	6
05:45 PM	5	0	0	5	0	0	2	2	0	0	0	0	0	0	0	0	7
Total	13	0	0	13	0	1	11	12	0	0	0	0	0	1	0	1	26
Grand Total	36	0	0	36	0	7	36	43	0	0	0	0	6	1	0	7	86
Apprch %	100	0	0		0	16.3	83.7		0	0	0		85.7	14.3	0		
Total %	41.9	0	0	41.9	0	8.1	41.9	50	0	0	0	0	7	1.2	0	8.1	

	Vignes Street Southbound				1st Street Westbound				Vignes Street Northbound				1st Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	2	0	0	2	0	0	2	2	0	0	0	0	**1**	0	0	**1**	5
05:00 PM	**3**	0	0	**3**	0	**1**	1	2	0	0	0	0	0	**1**	0	1	6
05:15 PM	3	0	0	3	0	0	**4**	**4**	0	0	0	0	0	0	0	0	**7**
05:30 PM	2	0	0	2	0	0	4	4	0	0	0	0	0	0	0	0	6
Total Volume	10	0	0	10	0	1	11	12	0	0	0	0	1	1	0	2	24
% App. Total	100	0	0		0	8.3	91.7		0	0	0		50	50	0		
PHF	.833	.000	.000	.833	.000	.250	.688	.750	.000	.000	.000	.000	.250	.250	.000	.500	.857

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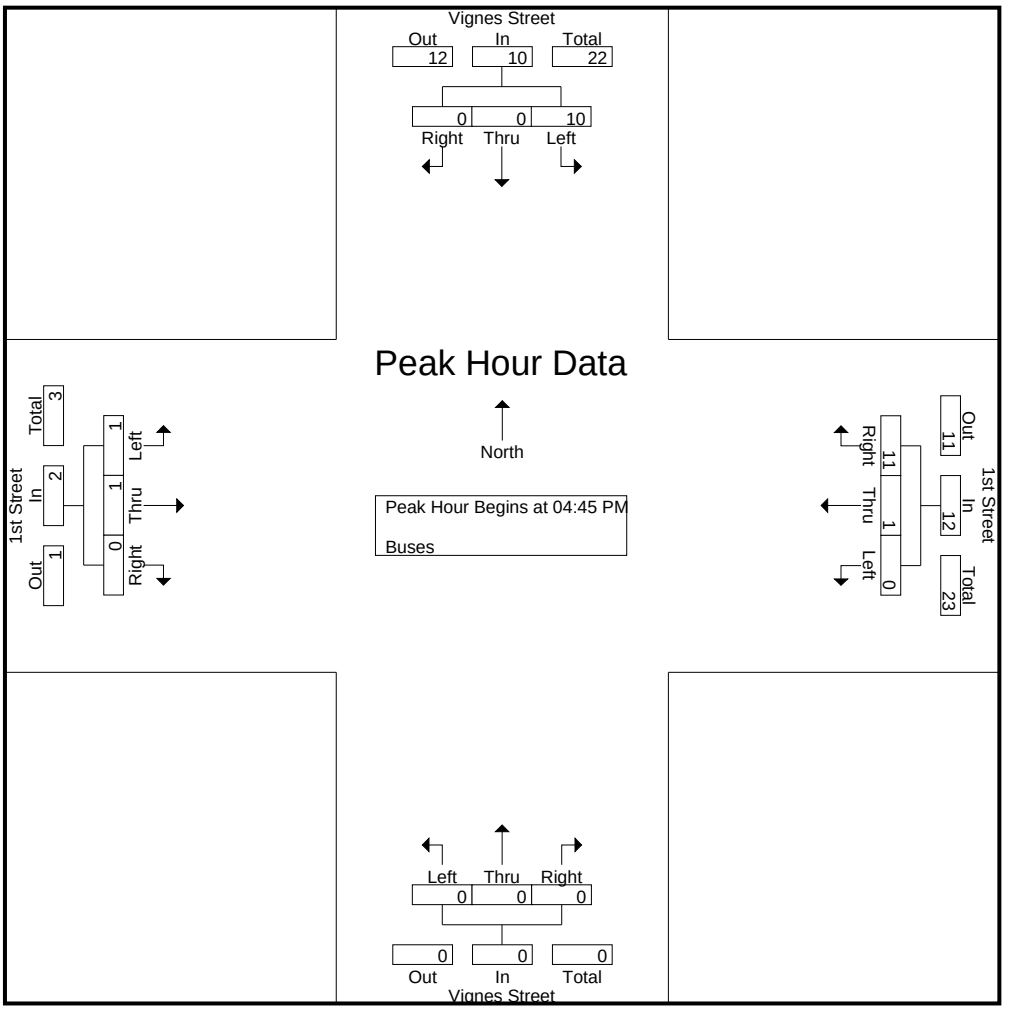


Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	2	0	0	2	0	0	2	2	0	0	0	0	**1**	0	0	**1**
+15 mins.	**3**	0	0	**3**	0	**1**	1	2	0	0	0	0	0	**1**	0	1
+30 mins.	3	0	0	3	0	0	**4**	**4**	0	0	0	0	0	0	0	0
+45 mins.	2	0	0	2	0	0	4	4	0	0	0	0	0	0	0	0
Total Volume	10	0	0	10	0	1	11	12	0	0	0	0	1	1	0	2
% App. Total	100	0	0		0	8.3	91.7		0	0	0		50	50	0	
PHF	.833	.000	.000	.833	.000	.250	.688	.750	.000	.000	.000	.000	.250	.250	.000	.500

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Vignes Street

East/West 1st Street

Day: Wednesday **Date:** May 25, 2022 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** Central I/S CODE 9928

	N/B	S/B	E/B	W/B
DUAL-WHEELED	9	26	57	59
BIKES	9	18	33	50
BUSES	1	73	13	96

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	23	7.45	31	9.45	56	8.30	230	7.00
PM PK 15 MIN	40	5.00	36	4.30	207	5.15	114	5.45
AM PK HOUR	74	7.00	103	9.00	207	8.15	803	7.00
PM PK HOUR	142	4.30	121	3.45	734	4.30	404	5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	8	18	48	74
8-9	2	24	29	55
9-10	5	18	23	46
3-4	7	24	54	85
4-5	6	37	81	124
5-6	7	40	83	130
TOTAL	35	161	318	514

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	31	19	8	58
8-9	46	22	16	84
9-10	33	44	26	103
3-4	69	29	13	111
4-5	81	25	13	119
5-6	64	23	15	102
TOTAL	324	162	91	577

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
132	8	2	1	0
139	3	0	0	0
149	3	4	3	0
196	9	0	2	0
243	1	7	2	1
232	4	2	5	0
1091	28	15	13	1

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	45	123	9	177
8-9	36	147	15	198
9-10	54	119	21	194
3-4	73	422	31	526
4-5	97	524	28	649
5-6	107	548	37	692
TOTAL	412	1883	141	2436

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	75	351	377	803
8-9	116	346	286	748
9-10	83	314	254	651
3-4	46	179	79	304
4-5	55	184	88	327
5-6	69	217	118	404
TOTAL	444	1591	1202	3237

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
980	9	0	2	0
946	6	1	1	0
845	4	1	0	0
830	19	2	4	0
976	13	1	1	1
1096	22	0	1	0
5673	73	5	9	1

(Rev Oct 06)

City of Los Angeles
Department of Transportation

BICYCLE COUNT SUMMARY

STREET:

North/South:	Vignes Street				
East/West:	1st Street				
Day:	Wednesday	Date:	5/25/2022	Weather:	CLEAR
School Day:	Yes	District:	Central	I/S Code:	9928
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	3	0	0	3
3-4	0	1	0	1
4-5	0	1	3	4
5-6	0	0	1	1
TOTAL	3	2	4	9

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	2	0	0	2
8-9	1	0	0	1
9-10	4	2	0	6
3-4	1	2	0	3
4-5	0	1	0	1
5-6	3	0	2	5
TOTAL	11	5	2	18

TOTAL

Hours	N-S
7-8	2
8-9	1
9-10	9
3-4	4
4-5	5
5-6	6
TOTAL	27

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	0	0	1
8-9	0	1	1	2
9-10	0	2	0	2
3-4	0	6	2	8
4-5	1	7	0	8
5-6	1	8	3	12
TOTAL	3	24	6	33

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	2	10	1	13
8-9	2	5	1	8
9-10	2	6	1	9
3-4	0	2	0	2
4-5	2	7	0	9
5-6	0	7	2	9
TOTAL	8	37	5	50

TOTAL

Hours	E-W
7-8	14
8-9	10
9-10	11
3-4	10
4-5	17
5-6	21
TOTAL	83

REMARKS (6 hour total):

	NB	SB	EB	WB	TOTAL
- Female Riders	1	0	1	6	8
- No helmet riders	3	9	15	31	58
- Sidewalk Riding	0	4	0	5	9
- Wrong way riding	0	3	0	5	8

NB: Northbound, **SB**: Southbound, **EB**: Eastbound, **WB**: Westbound, **I/S**: Intersection

Source: CUI

LADOT 2015 CMP

City of Los Angeles
Department of Transportation

PEDESTRIAN COUNT SUMMARY

STREET:					
North/South:	Vignes Street				
East/West:	1st Street				
Day:	Wednesday	Date:	5/25/2022	Weather:	CLEAR
School Day:	YES	District:	Central	I/S Code:	9928
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

AM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	0	1	1	1	3
7:15-7:30	0	1	0	0	1
7:30-7:45	0	4	1	3	8
7:45-8:00	1	4	0	5	10
8:00-8:15	0	0	0	2	2
8:15-8:30	0	0	1	2	3
8:30-8:45	0	0	0	1	1
8:45-9:00	0	3	0	2	5
9:00-9:15	0	1	0	2	3
9:15-9:30	1	2	0	1	4
9:30-9:45	2	3	0	2	7
9:45-10:00	0	1	0	0	1
Hours					
7 - 8	1	10	2	9	22
8 - 9	0	3	1	7	11
9 - 10	3	7	0	5	15
TOTAL	4	20	3	21	48

PM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	1	1	2	7	11
3:15-3:30	1	3	2	6	12
3:30-3:45	0	2	0	3	5
3:45-4:00	0	3	0	5	8
4:00-4:15	0	0	0	1	1
4:15-4:30	2	5	1	0	8
4:30-4:45	0	1	1	2	4
4:45-5:00	1	2	0	11	14
5:00-5:15	4	3	0	12	19
5:15-5:30	0	0	1	1	2
5:30-5:45	1	2	0	2	5
5:45-6:00	0	1	0	7	8
Hours					
3 - 4	2	9	4	21	36
4 - 5	3	8	2	14	27
5 - 6	5	6	1	22	34
	10	23	7	57	97

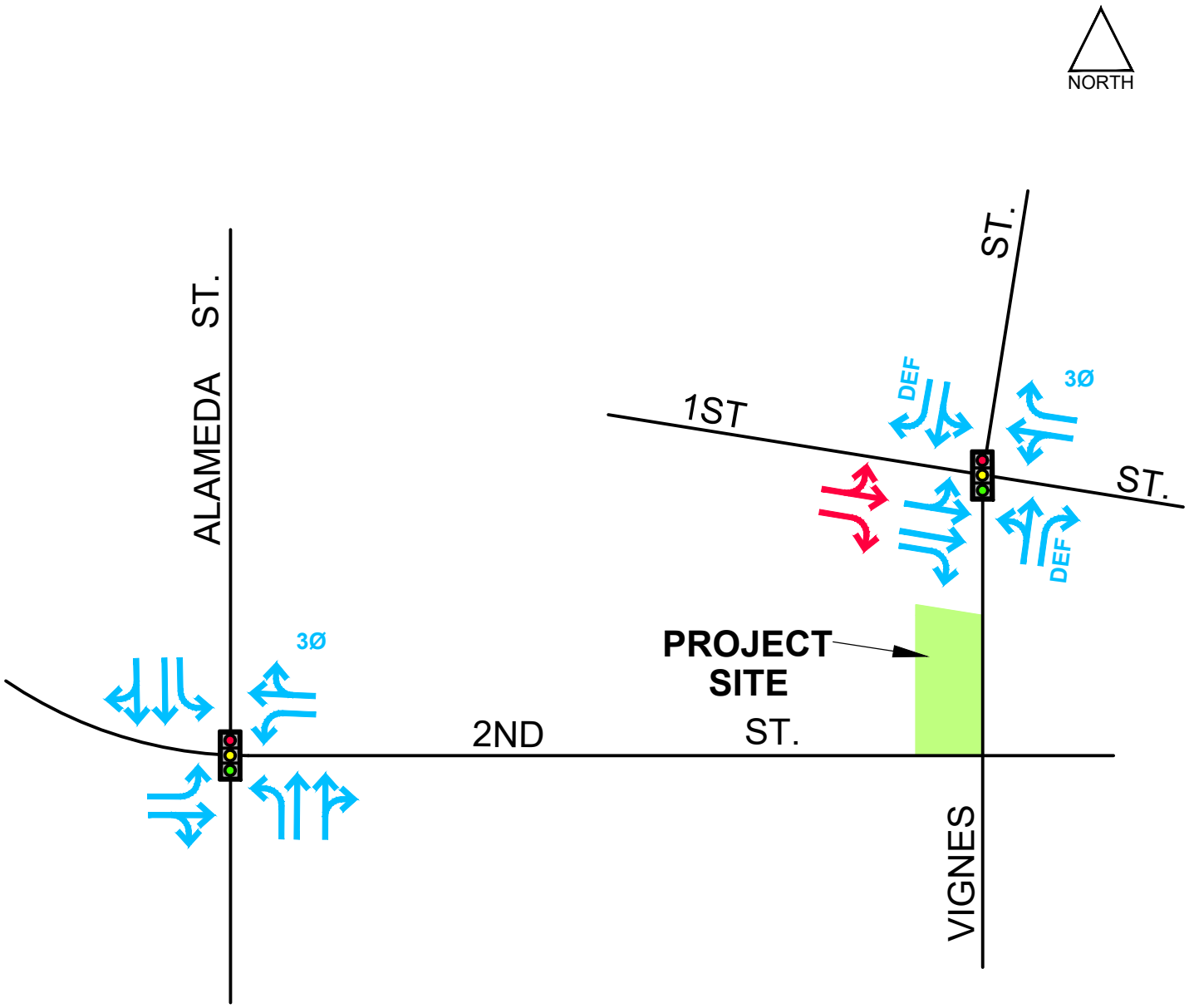
REMARKS (6 hour total):

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
- Wheelchair/special needs assistance	0	0	0	0	0
- Skateboard/scooter	5	7	5	9	26

N: North, **S**: South, **E**: East, **W**: West, **I/S**: Intersection

Source: LADOT 2015 CMP

ATTACHMENT F
STUDY INTERSECTION GEOMETRICS AND TRAFFIC CONTROL CONDITIONS



LEGEND

: SIGNALIZED INTERSECTION

Ø : NUMBER OF SIGNAL PHASES

BLUE : EXISTING (2022) CONDITIONS

RED : FUTURE (2025) CONDITIONS

ATTACHMENT F

7/2/2022

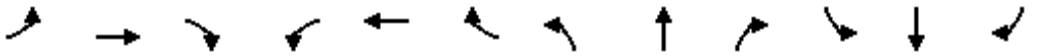
2ndSt(929E)MixedUse\Graphics\LANE-CONFIG

STUDY INTERSECTION GEOMETRICS
AND TRAFFIC CONTROL CONDITIONS

300 Corporate Pointe, Suite 470
Culver City, California 90230
PH (310) 473 6508 F (310) 444 9771
www.koacorp.com

ATTACHMENT G
SYNCHRO DELAY AND QUEUE CALCULATION WORKSHEETS

EXISTING (2022) TRAFFIC CONDITIONS
WEEKDAY AM PEAK HOUR



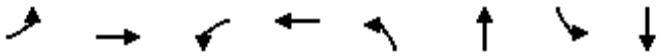
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	42	37	18	13	16	153	672	6	15	694	41
Future Volume (veh/h)	26	42	37	18	13	16	153	672	6	15	694	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	58	51	25	18	22	176	772	7	17	771	46
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.87	0.87	0.87	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	202	82	72	64	141	172	474	2461	22	493	2324	139
Arrive On Green	0.09	0.09	0.09	0.04	0.18	0.18	0.68	0.68	0.68	0.68	0.68	0.68
Sat Flow, veh/h	1367	918	807	1781	766	936	669	3609	33	693	3407	203
Grp Volume(v), veh/h	36	0	109	25	0	40	176	380	399	17	402	415
Grp Sat Flow(s),veh/h/ln	1367	0	1725	1781	0	1702	669	1777	1864	693	1777	1834
Q Serve(g_s), s	2.2	0.0	5.5	1.2	0.0	1.8	13.2	7.8	7.8	0.9	8.4	8.4
Cycle Q Clear(g_c), s	2.2	0.0	5.5	1.2	0.0	1.8	21.6	7.8	7.8	8.7	8.4	8.4
Prop In Lane	1.00		0.47	1.00		0.55	1.00		0.02	1.00		0.11
Lane Grp Cap(c), veh/h	202	0	154	64	0	312	474	1212	1272	493	1212	1251
V/C Ratio(X)	0.18	0.00	0.71	0.39	0.00	0.13	0.37	0.31	0.31	0.03	0.33	0.33
Avail Cap(c_a), veh/h	490	0	518	139	0	741	474	1212	1272	493	1212	1251
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.3	0.0	39.8	42.4	0.0	30.7	10.3	5.8	5.8	7.5	5.9	5.9
Incr Delay (d2), s/veh	0.4	0.0	5.8	3.8	0.0	0.2	2.2	0.7	0.6	0.1	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	2.6	0.6	0.0	0.7	2.0	2.6	2.7	0.1	2.8	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.7	0.0	45.6	46.2	0.0	30.9	12.5	6.5	6.4	7.7	6.6	6.6
LnGrp LOS	D	A	D	D	A	C	B	A	A	A	A	A
Approach Vol, veh/h		145			65			955			834	
Approach Delay, s/veh		43.9			36.8			7.6			6.6	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		67.5		22.5		67.5	8.5	14.1				
Change Period (Y+Rc), s		6.1		6.0		6.1	* 5.2	6.0				
Max Green Setting (Gmax), s		38.7		39.2		38.7	* 7	27.0				
Max Q Clear Time (g_c+I1), s		10.7		3.8		23.6	3.2	7.5				
Green Ext Time (p_c), s		5.6		0.2		5.5	0.0	0.6				

Intersection Summary		
HCM 6th Ctrl Delay	10.8	
HCM 6th LOS	B	

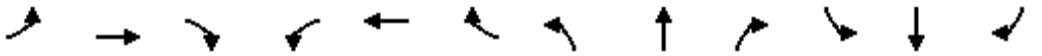
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	36	109	25	40	176	779	17	817
v/c Ratio	0.27	0.48	0.19	0.14	0.40	0.29	0.04	0.31
Control Delay	41.2	28.7	42.4	16.9	11.2	6.1	6.9	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.2	28.7	42.4	16.9	11.2	6.1	6.9	6.2
Queue Length 50th (ft)	19	32	14	10	26	53	2	56
Queue Length 95th (ft)	38	57	31	23	110	144	13	158
Internal Link Dist (ft)		45		808		522		574
Turn Bay Length (ft)	85		100		140		35	
Base Capacity (vph)	381	554	133	756	443	2650	464	2633
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.20	0.19	0.05	0.40	0.29	0.04	0.31

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	123	9	75	351	377	8	18	48	31	19	8
Future Volume (vph)	45	123	9	75	351	377	8	18	48	31	19	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	11	12	12	16	16	16	16	16	16
Total Lost time (s)		5.6	5.6		5.6	5.6		5.0	5.0		5.0	5.0
Lane Util. Factor		0.95	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Frt		1.00	0.85		1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected		0.99	1.00		0.99	1.00		0.99	1.00		0.97	1.00
Satd. Flow (prot)		3492	1583		1847	1583		2080	1794		2048	1794
Flt Permitted		0.46	1.00		1.00	1.00		0.88	1.00		0.79	1.00
Satd. Flow (perm)		1610	1583		1863	1583		1857	1794		1672	1794
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.80	0.80	0.80	0.73	0.73	0.73
Adj. Flow (vph)	52	141	10	86	403	433	10	22	60	42	26	11
RTOR Reduction (vph)	0	0	8	0	0	182	0	0	55	0	0	10
Lane Group Flow (vph)	0	193	2	0	489	251	0	33	5	0	68	1
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	6!	2!		5!	1!			8			4	
Permitted Phases			2			1	8		8	4		4
Actuated Green, G (s)		16.7	14.0		52.1	52.1		7.7	7.7		7.7	7.7
Effective Green, g (s)		16.7	14.0		52.1	52.1		7.7	7.7		7.7	7.7
Actuated g/C Ratio		0.19	0.16		0.58	0.58		0.09	0.09		0.09	0.09
Clearance Time (s)		5.6	5.6		5.6	5.6		5.0	5.0		5.0	5.0
Vehicle Extension (s)		3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)		647	246		1078	916		158	153		143	153
v/s Ratio Prot		c0.06			0.25							
v/s Ratio Perm			0.00		c0.02	0.16		0.02	0.00		c0.04	0.00
v/c Ratio		0.30	0.01		0.45	0.27		0.21	0.03		0.48	0.01
Uniform Delay, d1		31.6	32.1		10.8	9.5		38.3	37.7		39.2	37.6
Progression Factor		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2		0.3	0.0		1.4	0.7		0.7	0.1		2.5	0.0
Delay (s)		31.9	32.1		12.2	10.2		39.0	37.8		41.7	37.7
Level of Service		C	C		B	B		D	D		D	D
Approach Delay (s)		31.9			11.3			38.2			41.1	
Approach LOS		C			B			D			D	

Intersection Summary			
HCM 2000 Control Delay	18.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	53.8%	ICU Level of Service	A
Analysis Period (min)	15		

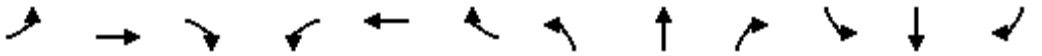
! Phase conflict between lane groups.

c Critical Lane Group

Lane Group	EBT	EBR	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	193	10	489	433	33	60	68	11
v/c Ratio	0.30	0.03	0.47	0.39	0.18	0.23	0.41	0.04
Control Delay	32.6	0.2	15.3	2.3	38.3	4.7	45.0	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.6	0.2	15.3	2.3	38.3	4.7	45.0	0.2
Queue Length 50th (ft)	49	0	168	0	18	0	37	0
Queue Length 95th (ft)	77	0	262	37	38	7	60	0
Internal Link Dist (ft)	453		709		384		560	
Turn Bay Length (ft)		90				54		75
Base Capacity (vph)	647	340	1034	1111	474	532	427	532
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.03	0.47	0.39	0.07	0.11	0.16	0.02

Intersection Summary

EXISTING (2022) TRAFFIC CONDITIONS
WEEKDAY PM PEAK HOUR



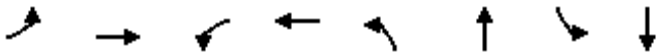
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	141	87	4	4	2	180	523	64	36	532	55
Future Volume (veh/h)	84	141	87	4	4	2	180	523	64	36	532	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	102	172	106	6	6	3	188	545	67	38	554	57
Peak Hour Factor	0.82	0.82	0.82	0.63	0.63	0.63	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	349	207	128	19	306	153	505	1929	236	504	1970	202
Arrive On Green	0.19	0.19	0.19	0.01	0.26	0.26	0.61	0.61	0.61	0.61	0.61	0.61
Sat Flow, veh/h	1406	1083	667	1781	1176	588	810	3186	391	810	3253	334
Grp Volume(v), veh/h	102	0	278	6	0	9	188	303	309	38	302	309
Grp Sat Flow(s),veh/h/ln	1406	0	1750	1781	0	1764	810	1777	1800	810	1777	1810
Q Serve(g_s), s	5.7	0.0	13.7	0.3	0.0	0.3	12.9	7.3	7.4	2.1	7.3	7.3
Cycle Q Clear(g_c), s	5.7	0.0	13.7	0.3	0.0	0.3	20.2	7.3	7.4	9.5	7.3	7.3
Prop In Lane	1.00		0.38	1.00		0.33	1.00		0.22	1.00		0.18
Lane Grp Cap(c), veh/h	349	0	335	19	0	459	505	1076	1090	504	1076	1096
V/C Ratio(X)	0.29	0.00	0.83	0.31	0.00	0.02	0.37	0.28	0.28	0.08	0.28	0.28
Avail Cap(c_a), veh/h	502	0	525	139	0	769	505	1076	1090	504	1076	1096
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.7	0.0	35.0	44.2	0.0	24.8	13.3	8.4	8.5	10.7	8.4	8.4
Incr Delay (d2), s/veh	0.5	0.0	6.3	8.8	0.0	0.0	2.1	0.7	0.7	0.3	0.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	6.3	0.2	0.0	0.1	2.4	2.7	2.7	0.4	2.7	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.2	0.0	41.3	53.0	0.0	24.8	15.4	9.1	9.1	11.0	9.1	9.1
LnGrp LOS	C	A	D	D	A	C	B	A	A	B	A	A
Approach Vol, veh/h		380			15			800			649	
Approach Delay, s/veh		38.8			36.1			10.6			9.2	
Approach LOS		D			D			B			A	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		60.6		29.4		60.6	6.2	23.2				
Change Period (Y+Rc), s		6.1		6.0		6.1	* 5.2	6.0				
Max Green Setting (Gmax), s		38.7		39.2		38.7	* 7	27.0				
Max Q Clear Time (g_c+I1), s		11.5		2.3		22.2	2.3	15.7				
Green Ext Time (p_c), s		4.1		0.0		4.5	0.0	1.5				

Intersection Summary												
HCM 6th Ctrl Delay			16.1									
HCM 6th LOS			B									

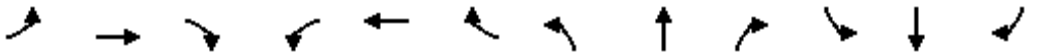
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	102	278	6	9	188	612	38	611
v/c Ratio	0.39	0.73	0.05	0.02	0.41	0.28	0.08	0.27
Control Delay	33.6	39.6	39.2	17.5	14.8	9.1	10.5	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.6	39.6	39.2	17.5	14.8	9.1	10.5	9.1
Queue Length 50th (ft)	51	131	3	3	43	63	7	63
Queue Length 95th (ft)	79	170	11	7	153	157	32	157
Internal Link Dist (ft)		45		808		522		574
Turn Bay Length (ft)	85		100		140		35	
Base Capacity (vph)	392	551	133	772	463	2220	463	2224
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.50	0.05	0.01	0.41	0.28	0.08	0.27

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	587	32	66	213	116	6	41	87	63	20	18
Future Volume (vph)	103	587	32	66	213	116	6	41	87	63	20	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	11	12	12	16	16	16	16	16	16
Total Lost time (s)		5.6	5.6		5.6	5.6		5.0	5.0		5.0	5.0
Lane Util. Factor		0.95	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Frt		1.00	0.85		1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected		0.99	1.00		0.99	1.00		0.99	1.00		0.96	1.00
Satd. Flow (prot)		3513	1583		1841	1583		2098	1794		2034	1794
Flt Permitted		0.46	1.00		1.00	1.00		0.95	1.00		0.74	1.00
Satd. Flow (perm)		1610	1583		1863	1583		2010	1794		1565	1794
Peak-hour factor, PHF	0.87	0.87	0.87	0.89	0.89	0.89	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	118	675	37	74	239	130	7	49	104	75	24	21
RTOR Reduction (vph)	0	0	23	0	0	86	0	0	93	0	0	19
Lane Group Flow (vph)	0	793	14	0	313	44	0	56	11	0	99	2
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	6!	2!		5!	1!			8			4	
Permitted Phases			2			1	8		8	4		4
Actuated Green, G (s)		35.3	33.8		30.4	30.4		9.6	9.6		9.6	9.6
Effective Green, g (s)		35.3	33.8		30.4	30.4		9.6	9.6		9.6	9.6
Actuated g/C Ratio		0.39	0.38		0.34	0.34		0.11	0.11		0.11	0.11
Clearance Time (s)		5.6	5.6		5.6	5.6		5.0	5.0		5.0	5.0
Vehicle Extension (s)		3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)		1377	594		629	534		214	191		166	191
v/s Ratio Prot		c0.23			0.16							
v/s Ratio Perm			0.01		c0.01	0.03		0.03	0.01		c0.06	0.00
v/c Ratio		0.58	0.02		0.50	0.08		0.26	0.06		0.60	0.01
Uniform Delay, d1		21.5	17.7		23.7	20.3		36.9	36.1		38.4	36.0
Progression Factor		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2		0.6	0.1		2.8	0.3		0.7	0.1		5.7	0.0
Delay (s)		22.1	17.8		26.5	20.6		37.6	36.3		44.0	36.0
Level of Service		C	B		C	C		D	D		D	D
Approach Delay (s)		21.9			24.8			36.7			42.6	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	25.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	58.8%	ICU Level of Service	B
Analysis Period (min)	15		

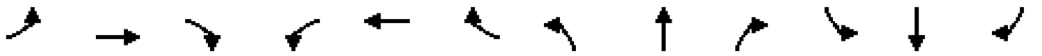
! Phase conflict between lane groups.

c Critical Lane Group

Lane Group	EBT	EBR	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	793	37	313	130	56	104	99	21
v/c Ratio	0.58	0.06	0.51	0.20	0.23	0.34	0.52	0.07
Control Delay	23.5	0.2	29.7	5.6	36.6	10.4	46.3	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.5	0.2	29.7	5.6	36.6	10.4	46.3	0.4
Queue Length 50th (ft)	182	0	147	0	29	0	54	0
Queue Length 95th (ft)	230	0	245	40	57	36	92	0
Internal Link Dist (ft)	453		709		384		560	
Turn Bay Length (ft)		90				54		75
Base Capacity (vph)	1378	651	612	636	513	535	400	532
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.06	0.51	0.20	0.11	0.19	0.25	0.04

Intersection Summary

EXISTING (2022) PLUS MODIFIED PROJECT TRAFFIC CONDITIONS
WEEKDAY AM PEAK HOUR



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	59	37	30	19	16	153	672	43	15	694	41
Future Volume (veh/h)	26	59	37	30	19	16	153	672	43	15	694	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	81	51	41	26	22	176	772	49	17	771	46
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.87	0.87	0.87	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	220	111	70	89	197	167	451	2222	141	449	2231	133
Arrive On Green	0.10	0.10	0.10	0.05	0.21	0.21	0.65	0.65	0.65	0.65	0.65	0.65
Sat Flow, veh/h	1357	1073	676	1781	936	792	669	3393	215	666	3407	203
Grp Volume(v), veh/h	36	0	132	41	0	48	176	404	417	17	402	415
Grp Sat Flow(s),veh/h/ln	1357	0	1749	1781	0	1728	669	1777	1832	666	1777	1834
Q Serve(g_s), s	2.2	0.0	6.6	2.0	0.0	2.0	14.3	9.1	9.2	1.1	9.1	9.1
Cycle Q Clear(g_c), s	2.2	0.0	6.6	2.0	0.0	2.0	23.4	9.1	9.2	10.2	9.1	9.1
Prop In Lane	1.00		0.39	1.00		0.46	1.00		0.12	1.00		0.11
Lane Grp Cap(c), veh/h	220	0	180	89	0	364	451	1164	1199	449	1164	1201
V/C Ratio(X)	0.16	0.00	0.73	0.46	0.00	0.13	0.39	0.35	0.35	0.04	0.35	0.35
Avail Cap(c_a), veh/h	487	0	525	139	0	753	451	1164	1199	449	1164	1201
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.2	0.0	39.2	41.6	0.0	28.8	12.2	6.9	6.9	9.2	6.9	6.9
Incr Delay (d2), s/veh	0.3	0.0	5.6	3.7	0.0	0.2	2.5	0.8	0.8	0.2	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	3.1	1.0	0.0	0.8	2.2	3.2	3.2	0.2	3.1	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.5	0.0	44.8	45.3	0.0	29.0	14.7	7.8	7.7	9.4	7.7	7.7
LnGrp LOS	D	A	D	D	A	C	B	A	A	A	A	A
Approach Vol, veh/h		168			89			997			834	
Approach Delay, s/veh		43.2			36.5			9.0			7.8	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	2	4	6	7	8
Phs Duration (G+Y+Rc), s	65.0	25.0	65.0	9.7	15.3
Change Period (Y+Rc), s	6.1	6.0	6.1	* 5.2	6.0
Max Green Setting (Gmax), s	38.7	39.2	38.7	* 7	27.0
Max Q Clear Time (g_c+I1), s	12.2	4.0	25.4	4.0	8.6
Green Ext Time (p_c), s	5.6	0.2	5.4	0.0	0.7

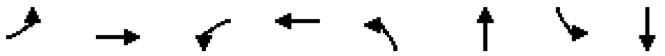
Intersection Summary	
HCM 6th Ctrl Delay	12.4
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

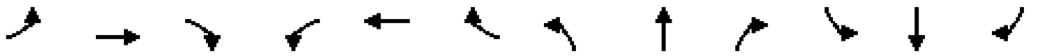
Queues
1: Alameda Street & 2nd Street

07/02/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	36	132	41	48	176	821	17	817
v/c Ratio	0.24	0.54	0.31	0.13	0.46	0.35	0.04	0.35
Control Delay	38.4	34.8	45.8	16.3	15.1	8.4	8.5	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.4	34.8	45.8	16.3	15.1	8.4	8.5	8.4
Queue Length 50th (ft)	19	52	23	11	51	111	4	110
Queue Length 95th (ft)	37	77	44	27	121	163	14	170
Internal Link Dist (ft)		45		808		522		574
Turn Bay Length (ft)	85		100		140		35	
Base Capacity (vph)	378	551	133	767	380	2330	380	2332
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.24	0.31	0.06	0.46	0.35	0.04	0.35

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	123	46	99	351	377	15	25	58	31	36	8
Future Volume (vph)	45	123	46	99	351	377	15	25	58	31	36	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	11	12	12	16	16	16	16	16	16
Total Lost time (s)		5.6	5.6		5.6	5.6		5.0	5.0		5.0	5.0
Lane Util. Factor		0.95	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Frt		1.00	0.85		1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected		0.99	1.00		0.99	1.00		0.98	1.00		0.98	1.00
Satd. Flow (prot)		3492	1583		1842	1583		2072	1794		2063	1794
Flt Permitted		0.46	1.00		1.00	1.00		0.84	1.00		0.83	1.00
Satd. Flow (perm)		1610	1583		1863	1583		1766	1794		1748	1794
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.80	0.80	0.80	0.73	0.73	0.73
Adj. Flow (vph)	52	141	53	114	403	433	19	31	72	42	49	11
RTOR Reduction (vph)	0	0	45	0	0	110	0	0	66	0	0	10
Lane Group Flow (vph)	0	193	8	0	517	323	0	50	7	0	91	1
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	6!	2!		5!	1!			8			4	
Permitted Phases			2			1	8		8	4		4
Actuated Green, G (s)		16.7	14.0		51.2	51.2		8.6	8.6		8.6	8.6
Effective Green, g (s)		16.7	14.0		51.2	51.2		8.6	8.6		8.6	8.6
Actuated g/C Ratio		0.19	0.16		0.57	0.57		0.10	0.10		0.10	0.10
Clearance Time (s)		5.6	5.6		5.6	5.6		5.0	5.0		5.0	5.0
Vehicle Extension (s)		3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)		647	246		1059	900		168	171		167	171
v/s Ratio Prot		c0.06			0.26							
v/s Ratio Perm			0.01		c0.02	0.20		0.03	0.00		c0.05	0.00
v/c Ratio		0.30	0.03		0.49	0.36		0.30	0.04		0.54	0.01
Uniform Delay, d1		31.6	32.3		11.6	10.5		37.9	37.0		38.8	36.8
Progression Factor		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2		0.3	0.1		1.6	1.1		1.0	0.1		3.6	0.0
Delay (s)		31.9	32.3		13.2	11.6		38.9	37.1		42.4	36.8
Level of Service		C	C		B	B		D	D		D	D
Approach Delay (s)		32.0			12.5			37.8			41.8	
Approach LOS		C			B			D			D	

Intersection Summary			
HCM 2000 Control Delay	20.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	56.1%	ICU Level of Service	B
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

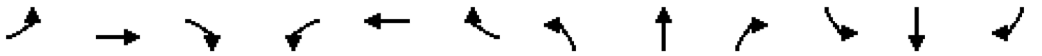
Queues
2: Vignes Street & 1st Street

07/02/2022

Lane Group	EBT	EBR	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	193	53	517	433	50	73	91	11
v/c Ratio	0.30	0.16	0.51	0.42	0.26	0.26	0.48	0.04
Control Delay	32.6	3.4	16.6	6.5	39.0	6.3	45.2	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.6	3.4	16.6	6.5	39.0	6.3	45.2	0.2
Queue Length 50th (ft)	49	0	187	48	27	0	50	0
Queue Length 95th (ft)	77	10	292	113	51	15	74	0
Internal Link Dist (ft)	453		709		384		560	
Turn Bay Length (ft)		90		90		54		75
Base Capacity (vph)	647	340	1014	1025	451	532	446	532
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.16	0.51	0.42	0.11	0.14	0.20	0.02

Intersection Summary

EXISTING (2022) PLUS MODIFIED PROJECT TRAFFIC CONDITIONS
WEEKDAY PM PEAK HOUR



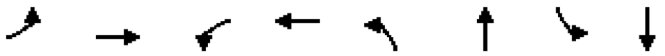
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	160	87	48	25	2	180	523	107	36	532	55
Future Volume (veh/h)	84	160	87	48	25	2	180	523	107	36	532	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	102	195	106	76	40	3	188	545	111	38	554	57
Peak Hour Factor	0.82	0.82	0.82	0.63	0.63	0.63	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	358	232	126	118	563	42	439	1583	321	416	1750	180
Arrive On Green	0.20	0.20	0.20	0.07	0.33	0.33	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	1364	1139	619	1781	1718	129	810	2943	597	777	3253	334
Grp Volume(v), veh/h	102	0	301	76	0	43	188	328	328	38	302	309
Grp Sat Flow(s),veh/h/ln	1364	0	1759	1781	0	1847	810	1777	1763	777	1777	1810
Q Serve(g_s), s	5.8	0.0	14.8	3.7	0.0	1.4	15.1	9.4	9.5	2.6	8.5	8.6
Cycle Q Clear(g_c), s	5.8	0.0	14.8	3.7	0.0	1.4	23.7	9.4	9.5	12.1	8.5	8.6
Prop In Lane	1.00		0.35	1.00		0.07	1.00		0.34	1.00		0.18
Lane Grp Cap(c), veh/h	358	0	358	118	0	605	439	956	948	416	956	974
V/C Ratio(X)	0.29	0.00	0.84	0.65	0.00	0.07	0.43	0.34	0.35	0.09	0.32	0.32
Avail Cap(c_a), veh/h	489	0	528	139	0	805	439	956	948	416	956	974
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.8	0.0	34.4	41.0	0.0	20.8	18.2	11.8	11.8	15.2	11.6	11.6
Incr Delay (d2), s/veh	0.4	0.0	7.8	7.7	0.0	0.0	3.0	1.0	1.0	0.4	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	7.0	1.9	0.0	0.6	3.0	3.7	3.7	0.5	3.3	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.3	0.0	42.2	48.7	0.0	20.9	21.2	12.8	12.8	15.7	12.4	12.4
LnGrp LOS	C	A	D	D	A	C	C	B	B	B	B	B
Approach Vol, veh/h		403			119			844			649	
Approach Delay, s/veh		39.4			38.7			14.7			12.6	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	2	4	6	7	8
Phs Duration (G+Y+Rc), s	54.5	35.5	54.5	11.2	24.3
Change Period (Y+Rc), s	6.1	6.0	6.1	* 5.2	6.0
Max Green Setting (Gmax), s	38.7	39.2	38.7	* 7	27.0
Max Q Clear Time (g_c+I1), s	14.1	3.4	25.7	5.7	16.8
Green Ext Time (p_c), s	4.0	0.2	4.3	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	20.4
HCM 6th LOS	C

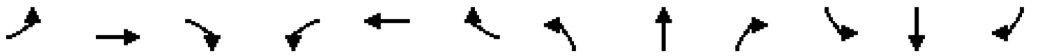
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	102	301	76	43	188	656	38	611
v/c Ratio	0.37	0.74	0.50	0.07	0.51	0.36	0.11	0.33
Control Delay	32.2	40.1	51.5	15.7	23.3	14.1	15.4	14.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.2	40.1	51.5	15.7	23.3	14.1	15.4	14.2
Queue Length 50th (ft)	50	145	41	14	71	111	11	105
Queue Length 95th (ft)	78	184	60	22	163	172	34	162
Internal Link Dist (ft)		45		808		522		574
Turn Bay Length (ft)	85		100		140		35	
Base Capacity (vph)	380	550	153	804	371	1840	348	1853
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.55	0.50	0.05	0.51	0.36	0.11	0.33

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	587	75	93	213	116	31	66	123	63	39	18
Future Volume (vph)	103	587	75	93	213	116	31	66	123	63	39	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	11	12	12	16	16	16	16	16	16
Total Lost time (s)		5.6	5.6		5.6	5.6		5.0	5.0		5.0	5.0
Lane Util. Factor		0.95	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Frt		1.00	0.85		1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected		0.99	1.00		0.99	1.00		0.98	1.00		0.97	1.00
Satd. Flow (prot)		3513	1583		1835	1583		2078	1794		2048	1794
Flt Permitted		0.46	1.00		1.00	1.00		0.83	1.00		0.72	1.00
Satd. Flow (perm)		1610	1583		1863	1583		1757	1794		1523	1794
Peak-hour factor, PHF	0.87	0.87	0.87	0.89	0.89	0.89	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	118	675	86	104	239	130	37	79	146	75	46	21
RTOR Reduction (vph)	0	0	54	0	0	63	0	0	126	0	0	18
Lane Group Flow (vph)	0	793	32	0	343	67	0	116	20	0	121	3
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	6!	2!		5!	1!			8			4	
Permitted Phases			2			1	8		8	4		4
Actuated Green, G (s)		35.3	33.8		27.9	27.9		12.1	12.1		12.1	12.1
Effective Green, g (s)		35.3	33.8		27.9	27.9		12.1	12.1		12.1	12.1
Actuated g/C Ratio		0.39	0.38		0.31	0.31		0.13	0.13		0.13	0.13
Clearance Time (s)		5.6	5.6		5.6	5.6		5.0	5.0		5.0	5.0
Vehicle Extension (s)		3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)		1377	594		577	490		236	241		204	241
v/s Ratio Prot		c0.23			0.17							
v/s Ratio Perm			0.02		c0.01	0.04		0.07	0.01		c0.08	0.00
v/c Ratio		0.58	0.05		0.59	0.14		0.49	0.08		0.59	0.01
Uniform Delay, d1		21.5	17.9		26.3	22.4		36.1	34.1		36.6	33.8
Progression Factor		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2		0.6	0.2		4.5	0.6		1.6	0.1		4.6	0.0
Delay (s)		22.1	18.1		30.7	22.9		37.7	34.2		41.2	33.8
Level of Service		C	B		C	C		D	C		D	C
Approach Delay (s)		21.7			28.6			35.8			40.1	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	27.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	61.3%	ICU Level of Service	B
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

Queues
2: Vignes Street & 1st Street

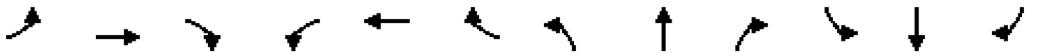
07/02/2022

Lane Group	EBT	EBR	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	793	86	343	130	116	146	121	21
v/c Ratio	0.58	0.13	0.64	0.23	0.49	0.40	0.59	0.06
Control Delay	23.5	4.4	35.3	10.5	42.4	9.2	47.9	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.5	4.4	35.3	10.5	42.4	9.2	47.9	0.4
Queue Length 50th (ft)	182	0	168	15	62	0	66	0
Queue Length 95th (ft)	230	24	#308	60	100	40	105	0
Internal Link Dist (ft)	453		709		384		560	
Turn Bay Length (ft)		90		90		54		75
Base Capacity (vph)	1378	651	539	554	448	567	388	532
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.13	0.64	0.23	0.26	0.26	0.31	0.04

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

FUTURE (2025) WITHOUT MODIFIED PROJECT TRAFFIC CONDITIONS
WEEKDAY AM PEAK HOUR



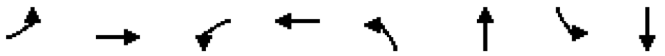
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	43	39	21	13	16	159	827	6	15	847	42
Future Volume (veh/h)	27	43	39	21	13	16	159	827	6	15	847	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	59	53	29	18	22	183	951	7	17	941	47
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.87	0.87	0.87	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	205	83	75	71	145	177	396	2445	18	409	2329	116
Arrive On Green	0.09	0.09	0.09	0.04	0.19	0.19	0.68	0.68	0.68	0.68	0.68	0.68
Sat Flow, veh/h	1367	908	816	1781	766	936	570	3616	27	586	3444	172
Grp Volume(v), veh/h	37	0	112	29	0	40	183	467	491	17	485	503
Grp Sat Flow(s),veh/h/ln	1367	0	1724	1781	0	1702	570	1777	1866	586	1777	1839
Q Serve(g_s), s	2.3	0.0	5.7	1.4	0.0	1.8	19.0	10.4	10.4	1.2	11.0	11.0
Cycle Q Clear(g_c), s	2.3	0.0	5.7	1.4	0.0	1.8	29.9	10.4	10.4	11.6	11.0	11.0
Prop In Lane	1.00		0.47	1.00		0.55	1.00		0.01	1.00		0.09
Lane Grp Cap(c), veh/h	205	0	158	71	0	322	396	1201	1261	409	1201	1244
V/C Ratio(X)	0.18	0.00	0.71	0.41	0.00	0.12	0.46	0.39	0.39	0.04	0.40	0.40
Avail Cap(c_a), veh/h	490	0	517	139	0	741	396	1201	1261	409	1201	1244
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.2	0.0	39.7	42.1	0.0	30.3	13.2	6.4	6.4	9.0	6.5	6.5
Incr Delay (d2), s/veh	0.4	0.0	5.8	3.7	0.0	0.2	3.8	1.0	0.9	0.2	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	2.6	0.7	0.0	0.7	2.6	3.5	3.6	0.2	3.7	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.6	0.0	45.5	45.8	0.0	30.4	17.0	7.4	7.3	9.1	7.5	7.5
LnGrp LOS	D	A	D	D	A	C	B	A	A	A	A	A
Approach Vol, veh/h		149			69			1141			1005	
Approach Delay, s/veh		43.8			36.9			8.9			7.5	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	2	4	6	7	8
Phs Duration (G+Y+Rc), s	67.0	23.0	67.0	8.8	14.2
Change Period (Y+Rc), s	6.1	6.0	6.1	* 5.2	6.0
Max Green Setting (Gmax), s	38.7	39.2	38.7	* 7	27.0
Max Q Clear Time (g_c+I1), s	13.6	3.8	31.9	3.4	7.7
Green Ext Time (p_c), s	7.0	0.2	4.0	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	11.3
HCM 6th LOS	B

Notes

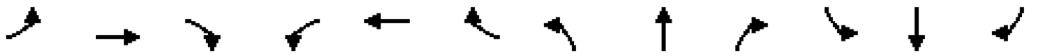
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	37	112	29	40	183	958	17	988
v/c Ratio	0.27	0.48	0.22	0.14	0.51	0.36	0.05	0.38
Control Delay	41.3	28.9	43.2	16.8	16.3	6.7	7.2	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.3	28.9	43.2	16.8	16.3	6.7	7.2	6.8
Queue Length 50th (ft)	20	33	16	10	30	70	2	73
Queue Length 95th (ft)	38	58	34	23	#156	187	13	204
Internal Link Dist (ft)		45		808		522		574
Turn Bay Length (ft)	85		100		140		35	
Base Capacity (vph)	381	554	133	756	357	2647	370	2632
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.20	0.22	0.05	0.51	0.36	0.05	0.38

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	133	9	126	367	392	8	19	91	36	22	29
Future Volume (vph)	70	133	9	126	367	392	8	19	91	36	22	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	11	12	12	16	16	16	16	16	16
Total Lost time (s)		5.6	5.6		5.6	5.6		5.0	5.0		5.0	5.0
Lane Util. Factor		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Frt		1.00	0.85		1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected		0.98	1.00		0.99	1.00		0.99	1.00		0.97	1.00
Satd. Flow (prot)		1831	1583		1839	1583		2081	1794		2048	1794
Flt Permitted		0.00	1.00		0.93	1.00		0.88	1.00		0.79	1.00
Satd. Flow (perm)		0	1583		1733	1583		1868	1794		1670	1794
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.80	0.80	0.80	0.73	0.73	0.73
Adj. Flow (vph)	80	153	10	145	422	451	10	24	114	49	30	40
RTOR Reduction (vph)	0	0	8	0	0	107	0	0	103	0	0	36
Lane Group Flow (vph)	0	233	2	0	567	344	0	34	11	0	79	4
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	6!	2!		5!	1!			8			4	
Permitted Phases			2			1	8		8	4		4
Actuated Green, G (s)		17.7	15.0		50.5	50.5		8.3	8.3		8.3	8.3
Effective Green, g (s)		17.7	15.0		50.5	50.5		8.3	8.3		8.3	8.3
Actuated g/C Ratio		0.20	0.17		0.56	0.56		0.09	0.09		0.09	0.09
Clearance Time (s)		5.6	5.6		5.6	5.6		5.0	5.0		5.0	5.0
Vehicle Extension (s)		3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)		360	263		1028	888		172	165		154	165
v/s Ratio Prot		c0.13			c0.29							
v/s Ratio Perm			0.00		0.02	0.22		0.02	0.01		c0.05	0.00
v/c Ratio		0.65	0.01		0.55	0.39		0.20	0.06		0.51	0.02
Uniform Delay, d1		33.3	31.3		12.6	11.1		37.8	37.3		38.9	37.2
Progression Factor		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2		4.0	0.0		2.1	1.3		0.6	0.2		2.9	0.1
Delay (s)		37.2	31.3		14.7	12.4		38.3	37.5		41.8	37.2
Level of Service		D	C		B	B		D	D		D	D
Approach Delay (s)		37.0			13.7			37.7			40.3	
Approach LOS		D			B			D			D	

Intersection Summary			
HCM 2000 Control Delay	21.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	60.5%	ICU Level of Service	B
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

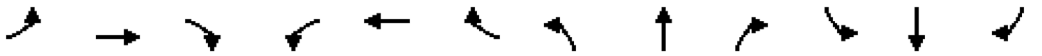
Queues
2: Vignes Street & 1st Street

07/02/2022

Lane Group	EBT	EBR	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	233	10	567	451	34	114	79	40
v/c Ratio	0.65	0.03	0.57	0.45	0.18	0.39	0.45	0.14
Control Delay	42.7	0.1	17.9	7.2	37.4	11.5	45.3	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.7	0.1	17.9	7.2	37.4	11.5	45.3	1.1
Queue Length 50th (ft)	123	0	213	58	18	0	43	0
Queue Length 95th (ft)	193	0	329	128	39	34	67	0
Internal Link Dist (ft)	453		709		384		560	
Turn Bay Length (ft)		90		90		54		75
Base Capacity (vph)	360	340	997	1009	477	543	426	532
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.03	0.57	0.45	0.07	0.21	0.19	0.08

Intersection Summary

FUTURE (2025) WITHOUT MODIFIED PROJECT TRAFFIC CONDITIONS
WEEKDAY PM PEAK HOUR



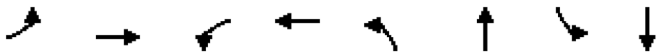
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	145	91	7	4	2	186	692	66	37	796	57
Future Volume (veh/h)	87	145	91	7	4	2	186	692	66	37	796	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	106	177	111	11	6	3	194	721	69	39	829	59
Peak Hour Factor	0.82	0.82	0.82	0.63	0.63	0.63	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	358	212	133	33	322	161	367	1939	185	407	1991	142
Arrive On Green	0.20	0.20	0.20	0.02	0.27	0.27	0.59	0.59	0.59	0.59	0.59	0.59
Sat Flow, veh/h	1406	1075	674	1781	1176	588	626	3277	313	686	3365	239
Grp Volume(v), veh/h	106	0	288	11	0	9	194	391	399	39	438	450
Grp Sat Flow(s),veh/h/ln	1406	0	1749	1781	0	1764	626	1777	1814	686	1777	1827
Q Serve(g_s), s	5.9	0.0	14.2	0.5	0.0	0.3	21.9	10.4	10.4	2.8	12.0	12.0
Cycle Q Clear(g_c), s	5.9	0.0	14.2	0.5	0.0	0.3	33.9	10.4	10.4	13.2	12.0	12.0
Prop In Lane	1.00		0.39	1.00		0.33	1.00		0.17	1.00		0.13
Lane Grp Cap(c), veh/h	358	0	345	33	0	483	367	1051	1073	407	1051	1081
V/C Ratio(X)	0.30	0.00	0.83	0.33	0.00	0.02	0.53	0.37	0.37	0.10	0.42	0.42
Avail Cap(c_a), veh/h	502	0	525	139	0	769	367	1051	1073	407	1051	1081
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.4	0.0	34.7	43.6	0.0	23.8	19.1	9.6	9.6	13.1	10.0	10.0
Incr Delay (d2), s/veh	0.5	0.0	7.0	5.7	0.0	0.0	5.4	1.0	1.0	0.5	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	6.6	0.3	0.0	0.1	3.5	3.9	3.9	0.5	4.5	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.8	0.0	41.7	49.3	0.0	23.9	24.5	10.6	10.6	13.5	11.2	11.1
LnGrp LOS	C	A	D	D	A	C	C	B	B	B	B	B
Approach Vol, veh/h		394			20			984			927	
Approach Delay, s/veh		39.1			37.8			13.4			11.3	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	2	4	6	7	8
Phs Duration (G+Y+Rc), s	59.4	30.6	59.4	6.9	23.8
Change Period (Y+Rc), s	6.1	6.0	6.1	* 5.2	6.0
Max Green Setting (Gmax), s	38.7	39.2	38.7	* 7	27.0
Max Q Clear Time (g_c+I1), s	15.2	2.3	35.9	2.5	16.2
Green Ext Time (p_c), s	6.2	0.0	1.6	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	17.1
HCM 6th LOS	B

Notes

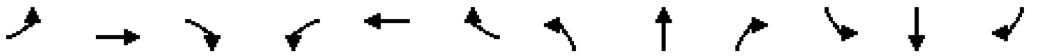
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	106	288	11	9	194	790	39	888
v/c Ratio	0.39	0.73	0.08	0.02	0.62	0.36	0.11	0.40
Control Delay	33.3	39.5	40.1	17.0	25.8	10.1	11.4	10.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.3	39.5	40.1	17.0	25.8	10.1	11.4	10.6
Queue Length 50th (ft)	53	135	6	3	54	90	7	105
Queue Length 95th (ft)	81	175	16	7	#233	215	35	250
Internal Link Dist (ft)		45		808		522		574
Turn Bay Length (ft)	85		100		140		35	
Base Capacity (vph)	392	551	133	772	315	2207	361	2212
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.52	0.08	0.01	0.62	0.36	0.11	0.40

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	610	33	120	227	124	6	42	143	70	24	48
Future Volume (vph)	130	610	33	120	227	124	6	42	143	70	24	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	11	12	12	16	16	16	16	16	16
Total Lost time (s)		5.6	5.6		5.6	5.6		5.0	5.0		5.0	5.0
Lane Util. Factor		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Frt		1.00	0.85		1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected		0.99	1.00		0.98	1.00		0.99	1.00		0.96	1.00
Satd. Flow (prot)		1847	1583		1831	1583		2098	1794		2036	1794
Flt Permitted		0.00	1.00		1.00	1.00		0.96	1.00		0.75	1.00
Satd. Flow (perm)		0	1583		1863	1583		2020	1794		1573	1794
Peak-hour factor, PHF	0.87	0.87	0.87	0.89	0.89	0.89	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	149	701	38	135	255	139	7	50	170	83	29	57
RTOR Reduction (vph)	0	0	24	0	0	63	0	0	148	0	0	50
Lane Group Flow (vph)	0	850	14	0	390	76	0	57	22	0	112	7
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	6!	2!		5!	1!			8			4	
Permitted Phases			2			1	8		8	4		4
Actuated Green, G (s)		35.3	33.8		28.4	28.4		11.6	11.6		11.6	11.6
Effective Green, g (s)		35.3	33.8		28.4	28.4		11.6	11.6		11.6	11.6
Actuated g/C Ratio		0.39	0.38		0.32	0.32		0.13	0.13		0.13	0.13
Clearance Time (s)		5.6	5.6		5.6	5.6		5.0	5.0		5.0	5.0
Vehicle Extension (s)		3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)		724	594		587	499		260	231		202	231
v/s Ratio Prot		c0.46			0.20							
v/s Ratio Perm			0.01		c0.01	0.05		0.03	0.01		c0.07	0.00
v/c Ratio		1.17	0.02		0.66	0.15		0.22	0.09		0.55	0.03
Uniform Delay, d1		27.4	17.7		26.7	22.1		35.1	34.6		36.8	34.3
Progression Factor		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2		92.5	0.1		5.8	0.6		0.4	0.2		3.3	0.1
Delay (s)		119.9	17.8		32.5	22.8		35.6	34.7		40.0	34.3
Level of Service		F	B		C	C		D	C		D	C
Approach Delay (s)		115.5			30.0			35.0			38.1	
Approach LOS		F			C			C			D	

Intersection Summary			
HCM 2000 Control Delay	73.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	83.2%	ICU Level of Service	E
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

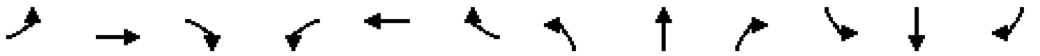
Lane Group	EBT	EBR	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	850	38	390	139	57	170	112	57
v/c Ratio	1.17	0.06	0.71	0.25	0.22	0.45	0.55	0.18
Control Delay	120.3	0.2	38.1	11.3	35.5	9.5	46.3	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	120.3	0.2	38.1	11.3	35.5	9.5	46.3	3.2
Queue Length 50th (ft)	~583	0	196	19	29	0	61	0
Queue Length 95th (ft)	#766	0	#366	65	57	43	99	7
Internal Link Dist (ft)	453		709		384		560	
Turn Bay Length (ft)		90		90		54		75
Base Capacity (vph)	724	651	547	561	516	585	401	532
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.17	0.06	0.71	0.25	0.11	0.29	0.28	0.11

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

FUTURE (2025) WITH MODIFIED PROJECT TRAFFIC CONDITIONS
WEEKDAY AM PEAK HOUR



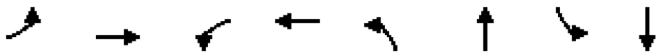
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	60	39	33	19	16	159	827	43	15	847	42
Future Volume (veh/h)	27	60	39	33	19	16	159	827	43	15	847	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	82	53	45	26	22	183	951	49	17	941	47
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.87	0.87	0.87	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	223	111	72	94	202	171	376	2236	115	371	2239	112
Arrive On Green	0.11	0.11	0.11	0.05	0.22	0.22	0.65	0.65	0.65	0.65	0.65	0.65
Sat Flow, veh/h	1357	1061	686	1781	936	792	570	3438	177	563	3444	172
Grp Volume(v), veh/h	37	0	135	45	0	48	183	491	509	17	485	503
Grp Sat Flow(s),veh/h/ln	1357	0	1747	1781	0	1728	570	1777	1838	563	1777	1839
Q Serve(g_s), s	2.3	0.0	6.7	2.2	0.0	2.0	20.5	12.0	12.0	1.4	11.8	11.8
Cycle Q Clear(g_c), s	2.3	0.0	6.7	2.2	0.0	2.0	32.3	12.0	12.0	13.4	11.8	11.8
Prop In Lane	1.00		0.39	1.00		0.46	1.00		0.10	1.00		0.09
Lane Grp Cap(c), veh/h	223	0	184	94	0	372	376	1155	1195	371	1155	1196
V/C Ratio(X)	0.17	0.00	0.74	0.48	0.00	0.13	0.49	0.43	0.43	0.05	0.42	0.42
Avail Cap(c_a), veh/h	487	0	524	139	0	753	376	1155	1195	371	1155	1196
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.1	0.0	39.1	41.4	0.0	28.5	15.4	7.6	7.6	10.8	7.6	7.6
Incr Delay (d2), s/veh	0.3	0.0	5.6	3.8	0.0	0.2	4.5	1.1	1.1	0.2	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	3.1	1.1	0.0	0.8	2.9	4.2	4.3	0.2	4.1	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.4	0.0	44.7	45.2	0.0	28.7	19.8	8.8	8.7	11.1	8.7	8.7
LnGrp LOS	D	A	D	D	A	C	B	A	A	B	A	A
Approach Vol, veh/h		172			93			1183			1005	
Approach Delay, s/veh		43.1			36.7			10.5			8.7	
Approach LOS		D			D			B			A	

Timer - Assigned Phs	2	4	6	7	8
Phs Duration (G+Y+Rc), s	64.6	25.4	64.6	9.9	15.5
Change Period (Y+Rc), s	6.1	6.0	6.1	* 5.2	6.0
Max Green Setting (Gmax), s	38.7	39.2	38.7	* 7	27.0
Max Q Clear Time (g_c+I1), s	15.4	4.0	34.3	4.2	8.7
Green Ext Time (p_c), s	6.8	0.2	2.8	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	13.0
HCM 6th LOS	B

Notes

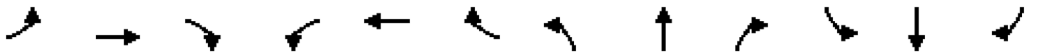
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	37	135	45	48	183	1000	17	988
v/c Ratio	0.24	0.55	0.34	0.13	0.61	0.43	0.06	0.42
Control Delay	38.3	34.8	46.7	16.2	23.4	9.2	8.9	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.3	34.8	46.7	16.2	23.4	9.2	8.9	9.2
Queue Length 50th (ft)	20	53	25	11	61	145	4	143
Queue Length 95th (ft)	37	78	47	27	#184	211	14	218
Internal Link Dist (ft)		45		808		522		574
Turn Bay Length (ft)	85		100		140		35	
Base Capacity (vph)	378	551	133	767	302	2329	298	2329
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.25	0.34	0.06	0.61	0.43	0.06	0.42

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	133	46	150	367	392	15	26	101	36	39	29
Future Volume (vph)	70	133	46	150	367	392	15	26	101	36	39	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	11	12	12	16	16	16	16	16	16
Total Lost time (s)		5.6	5.6		5.6	5.6		5.0	5.0		5.0	5.0
Lane Util. Factor		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Frt		1.00	0.85		1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected		0.98	1.00		0.99	1.00		0.98	1.00		0.98	1.00
Satd. Flow (prot)		1831	1583		1836	1583		2073	1794		2062	1794
Flt Permitted		0.00	1.00		0.96	1.00		0.85	1.00		0.82	1.00
Satd. Flow (perm)		0	1583		1779	1583		1804	1794		1733	1794
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.80	0.80	0.80	0.73	0.73	0.73
Adj. Flow (vph)	80	153	53	172	422	451	19	32	126	49	53	40
RTOR Reduction (vph)	0	0	44	0	0	107	0	0	111	0	0	35
Lane Group Flow (vph)	0	233	9	0	594	344	0	52	15	0	102	5
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	6!	2!		5!	1!			8			4	
Permitted Phases			2			1	8		8	4		4
Actuated Green, G (s)		17.7	15.0		48.3	48.3		10.5	10.5		10.5	10.5
Effective Green, g (s)		17.7	15.0		48.3	48.3		10.5	10.5		10.5	10.5
Actuated g/C Ratio		0.20	0.17		0.54	0.54		0.12	0.12		0.12	0.12
Clearance Time (s)		5.6	5.6		5.6	5.6		5.0	5.0		5.0	5.0
Vehicle Extension (s)		3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)		360	263		983	849		210	209		202	209
v/s Ratio Prot		c0.13			c0.31							
v/s Ratio Perm			0.01		0.02	0.22		0.03	0.01		c0.06	0.00
v/c Ratio		0.65	0.03		0.60	0.40		0.25	0.07		0.50	0.02
Uniform Delay, d1		33.3	31.4		14.3	12.3		36.2	35.4		37.3	35.2
Progression Factor		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2		4.0	0.1		2.8	1.4		0.6	0.1		2.0	0.0
Delay (s)		37.2	31.5		17.1	13.8		36.8	35.5		39.3	35.2
Level of Service		D	C		B	B		D	D		D	D
Approach Delay (s)		36.2			15.6			35.9			38.2	
Approach LOS		D			B			D			D	

Intersection Summary			
HCM 2000 Control Delay	23.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	62.7%	ICU Level of Service	B
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

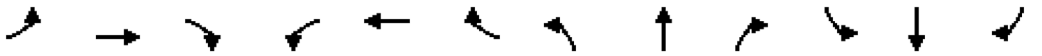
Queues
2: Vignes Street & 1st Street

07/02/2022

Lane Group	EBT	EBR	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	233	53	594	451	52	126	102	40
v/c Ratio	0.65	0.16	0.64	0.47	0.25	0.39	0.51	0.14
Control Delay	42.7	3.3	20.8	8.1	37.8	10.5	45.5	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.7	3.3	20.8	8.1	37.8	10.5	45.5	1.0
Queue Length 50th (ft)	123	0	235	63	27	0	55	0
Queue Length 95th (ft)	193	10	364	139	52	34	80	0
Internal Link Dist (ft)	453		709		384		560	
Turn Bay Length (ft)		90		90		54		75
Base Capacity (vph)	360	340	931	957	461	552	442	532
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.16	0.64	0.47	0.11	0.23	0.23	0.08

Intersection Summary

FUTURE (2025) WITH MODIFIED PROJECT TRAFFIC CONDITIONS
WEEKDAY PM PEAK HOUR



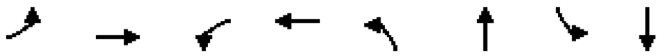
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	164	91	51	25	2	186	692	109	37	796	57
Future Volume (veh/h)	87	164	91	51	25	2	186	692	109	37	796	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	106	200	111	81	40	3	194	721	114	39	829	59
Peak Hour Factor	0.82	0.82	0.82	0.63	0.63	0.63	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	366	237	131	120	575	43	316	1631	258	334	1786	127
Arrive On Green	0.21	0.21	0.21	0.07	0.33	0.33	0.53	0.53	0.53	0.53	0.53	0.53
Sat Flow, veh/h	1364	1130	627	1781	1718	129	626	3074	486	658	3365	239
Grp Volume(v), veh/h	106	0	311	81	0	43	194	417	418	39	438	450
Grp Sat Flow(s),veh/h/ln	1364	0	1757	1781	0	1847	626	1777	1783	658	1777	1827
Q Serve(g_s), s	6.0	0.0	15.3	4.0	0.0	1.4	25.2	12.9	13.0	3.5	13.8	13.8
Cycle Q Clear(g_c), s	6.0	0.0	15.3	4.0	0.0	1.4	39.0	12.9	13.0	16.4	13.8	13.8
Prop In Lane	1.00		0.36	1.00		0.07	1.00		0.27	1.00		0.13
Lane Grp Cap(c), veh/h	366	0	368	120	0	619	316	943	946	334	943	970
V/C Ratio(X)	0.29	0.00	0.84	0.67	0.00	0.07	0.61	0.44	0.44	0.12	0.46	0.46
Avail Cap(c_a), veh/h	489	0	527	139	0	805	316	943	946	334	943	970
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.5	0.0	34.2	41.0	0.0	20.4	25.3	12.9	12.9	18.0	13.2	13.2
Incr Delay (d2), s/veh	0.4	0.0	8.4	10.1	0.0	0.0	8.6	1.5	1.5	0.7	1.6	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	7.2	2.1	0.0	0.6	4.3	5.1	5.1	0.6	5.4	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.9	0.0	42.6	51.1	0.0	20.4	33.9	14.4	14.4	18.7	14.8	14.7
LnGrp LOS	C	A	D	D	A	C	C	B	B	B	B	B
Approach Vol, veh/h		417			124			1029			927	
Approach Delay, s/veh		39.6			40.4			18.1			14.9	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	2	4	6	7	8
Phs Duration (G+Y+Rc), s	53.9	36.1	53.9	11.3	24.9
Change Period (Y+Rc), s	6.1	6.0	6.1	* 5.2	6.0
Max Green Setting (Gmax), s	38.7	39.2	38.7	* 7	27.0
Max Q Clear Time (g_c+I1), s	18.4	3.4	41.0	6.0	17.3
Green Ext Time (p_c), s	5.9	0.2	0.0	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	21.6
HCM 6th LOS	C

Notes

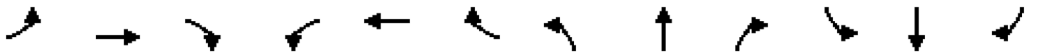
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	106	311	81	43	194	835	39	888
v/c Ratio	0.38	0.75	0.61	0.07	0.78	0.45	0.14	0.47
Control Delay	32.2	40.3	60.7	16.2	45.2	15.1	16.1	15.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.2	40.3	60.7	16.2	45.2	15.1	16.1	15.7
Queue Length 50th (ft)	52	149	46	15	88	147	11	163
Queue Length 95th (ft)	80	190	63	22	#244	233	36	255
Internal Link Dist (ft)		45		808		522		574
Turn Bay Length (ft)	85		100		140		35	
Base Capacity (vph)	380	551	133	804	250	1871	272	1883
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.56	0.61	0.05	0.78	0.45	0.14	0.47

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	610	76	147	227	124	31	67	179	70	43	48
Future Volume (vph)	130	610	76	147	227	124	31	67	179	70	43	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	11	12	12	16	16	16	16	16	16
Total Lost time (s)		5.6	5.6		5.6	5.6		5.0	5.0		5.0	5.0
Lane Util. Factor		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Frt		1.00	0.85		1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected		0.99	1.00		0.98	1.00		0.98	1.00		0.97	1.00
Satd. Flow (prot)		1847	1583		1827	1583		2078	1794		2048	1794
Flt Permitted		0.00	1.00		1.00	1.00		0.82	1.00		0.72	1.00
Satd. Flow (perm)		0	1583		1863	1583		1728	1794		1525	1794
Peak-hour factor, PHF	0.87	0.87	0.87	0.89	0.89	0.89	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	149	701	87	165	255	139	37	80	213	83	51	57
RTOR Reduction (vph)	0	0	54	0	0	64	0	0	182	0	0	49
Lane Group Flow (vph)	0	850	33	0	420	75	0	117	31	0	134	8
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	6!	2!		5!	1!			8			4	
Permitted Phases			2			1	8		8	4		4
Actuated Green, G (s)		35.3	33.8		27.1	27.1		12.9	12.9		12.9	12.9
Effective Green, g (s)		35.3	33.8		27.1	27.1		12.9	12.9		12.9	12.9
Actuated g/C Ratio		0.39	0.38		0.30	0.30		0.14	0.14		0.14	0.14
Clearance Time (s)		5.6	5.6		5.6	5.6		5.0	5.0		5.0	5.0
Vehicle Extension (s)		3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)		724	594		560	476		247	257		218	257
v/s Ratio Prot		c0.46			0.21							
v/s Ratio Perm			0.02		c0.02	0.05		0.07	0.02		c0.09	0.00
v/c Ratio		1.17	0.06		0.75	0.16		0.47	0.12		0.61	0.03
Uniform Delay, d1		27.4	17.9		28.4	23.1		35.4	33.6		36.2	33.2
Progression Factor		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2		92.5	0.2		8.9	0.7		1.4	0.2		5.1	0.1
Delay (s)		119.9	18.1		37.3	23.8		36.9	33.8		41.3	33.2
Level of Service		F	B		D	C		D	C		D	C
Approach Delay (s)		110.4			34.0			34.9			38.9	
Approach LOS		F			C			C			D	

Intersection Summary			
HCM 2000 Control Delay	70.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	85.7%	ICU Level of Service	E
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

Lane Group	EBT	EBR	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	850	87	420	139	117	213	134	57
v/c Ratio	1.17	0.13	0.81	0.26	0.47	0.49	0.61	0.17
Control Delay	120.3	4.5	45.2	11.9	40.8	8.7	47.7	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	120.3	4.5	45.2	11.9	40.8	8.7	47.7	3.0
Queue Length 50th (ft)	~583	0	220	19	62	0	73	0
Queue Length 95th (ft)	#766	25	#428	67	100	45	113	7
Internal Link Dist (ft)	453		709		384		560	
Turn Bay Length (ft)		90		90		54		75
Base Capacity (vph)	724	651	520	540	441	617	389	532
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.17	0.13	0.81	0.26	0.27	0.35	0.34	0.11

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

APPENDIX C

UPDATED VMT ASSESSMENT FOR THE PROPOSED MIXED-USE PROJECT AT 929 EAST 2ND STREET (CPC-2018-6402-CPU), PREPARED BY CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION, DATED SEPTEMBER 12, 2022