Appendix K

Transportation

Appendix K.1

Transportation Assessment

LINSCOTT
LAW &
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engineers

TRANSPORTATION ASSESSMENT REPORT

NEW BEATRICE WEST PROJECT

City of Los Angeles, California
June 1, 2021

Prepared for:

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LLG Ref. 5-19-0490-1

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TRANSPORTATION ASSESSMENT REPORT

NEW BEATRICE WEST PROJECT

City of Los Angeles, California
June 1, 2021

1.0 INTRODUCTION

1.1 Transportation Assessment Overview

This transportation assessment report has been conducted to identify and evaluate the potential transportation impacts of the proposed New Beatrice West project (the "Project") on the surrounding street system. The Project Site is located at 12575 Beatrice Street, 12553–12575 W. Beatrice Street, and 5410–5454 S. Jandy Place (identified here as 12575 W. Beatrice Street and 12541 Beatrice Street) in the Palms-Mar Vista-Del Rey Community Plan area of the City of Los Angeles, California. The Project Site is generally bounded by existing office buildings to the north, Beatrice Street to the south, existing office buildings to the east, and Jandy Place to the west. The Project Site location and general vicinity are shown in ***Figure 1–1***.

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

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

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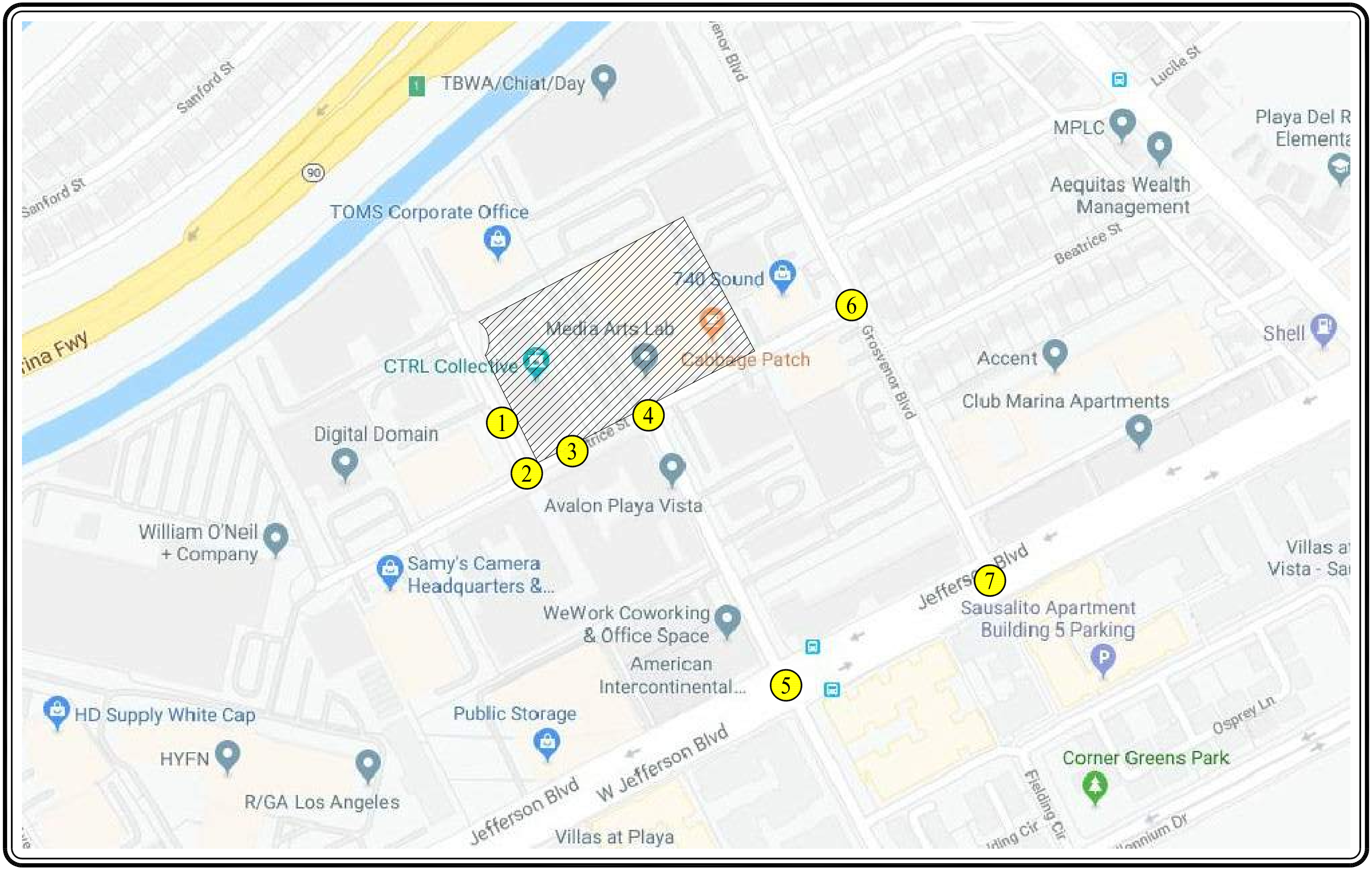
[1] *Transportation Assessment Guidelines,* City of Los Angeles Department of Transportation, July 2019.



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MAP SOURCE: GOOGLE MAPS
▨ PROJECT SITE
Ⓧ STUDY INTERSECTION

FIGURE 1-1
VICINITY MAP

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NEW BEATRICE WEST PROJECT

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1.2 Study Area

The CEQA and non-CEQA analysis criteria for this transportation assessment were identified in consultation with City of Los Angeles Department of Transportation (LADOT) staff. The analysis criteria were determined based on the City's TAG, the Project description and location, and the characteristics of the surrounding transportation system. As defined by the City as Lead Agency under CEQA, LADOT confirmed the appropriateness of the analysis criteria when it entered into a transportation assessment Memorandum of Understanding (MOU) for the Project on March 12, 2020. The approved MOU is contained in ***Appendix A***.

2.0 PROJECT DESCRIPTION

2.1 Project Site Location

The Project Site is located at 12575 Beatrice Street in the Palms-Mar Vista-Del Rey Community Plan Area of the City of Los Angeles. The Project Site is generally bounded by existing office buildings and surface parking immediately to the north, with State Route 90 (SR-90) located further north; Beatrice Street to the south; existing office buildings and surface and structure parking immediately to the east, with Grosvenor Boulevard located further east; and Jandy Place to the west. The Project Site location and general vicinity are shown in *Figure 1–1*.

The Project Site is currently served by many local lines and regional/commuter lines via stops located within convenient walking distance along Jefferson Boulevard. The bus lines include: Metro Local Lines 108, 110, 358, Commuter Express 437B, Culver CityBus Line 4, and City of Santa Monica Big Blue Bus 14.

2.2 Existing Project Site

The Project Site comprises approximately 4.51 acres and is currently occupied with a 23,072-square-foot office building and two accessory buildings of 5,044 square feet and 2,144 square feet at 12575 W. Beatrice Street, and an 87,881-square-foot office building at 12541 W. Beatrice Street. The Project Site is highlighted in an aerial photograph presented in ***Figure 2-1***.

2.3 Project Description

The Project Applicant proposes to construct 196,100 square feet of general office floor area and 3,400 square feet of high-turnover restaurant[2] floor area on the Project Site. The existing office building and accessory structures at 12575 W. Beatrice Street will be removed to accommodate the development of the Project, while the existing office structure at 12541 W. Beatrice Street will be retained and integrated into a single creative office campus. Construction and occupancy of the Project is planned to be completed by the year 2024. Parking for the Project will be provided on-site, a majority of which (791 spaces) will be provided within a parking garage with two subterranean levels, a ground level and two upper levels, and the remaining 20 spaces within an existing surface parking lot. The site plan for the Project is illustrated in ***Figure 2–2***.

It is noted that the Project was previously considered and approved by the City under Case No. CPC-2016-1208-CU-SPR, which was approved by the City Planning Commission on August 17, 2017, and Case No. AA-2017-397-PMEX-1A, which was approved by the Advisory Agency on June 7, 2018. To comply with the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) (CEQA), the City prepared and adopted a mitigated negative declaration (Case No. ENV-2016-1209-MND). Two appeals were filed and heard by the City. The appeal of Case No. CPC-2016-1208-CU-SPR was denied by the City Council on February 7, 2018; and the appeal of Case No. AA-2017-397-PMEX-1A was denied by the City Planning Commission on

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[2] It is unlikely that the Project would provide the full 3,400 sf of retail area with restaurant uses, however, this use is assumed as the most conservative scenario.

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MAP SOURCE: GOOGLE MAPS
[ ] PROJECT SITE

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FIGURE 2-1
PROJECT SITE AERIAL

NEW BEATRICE WEST PROJECT

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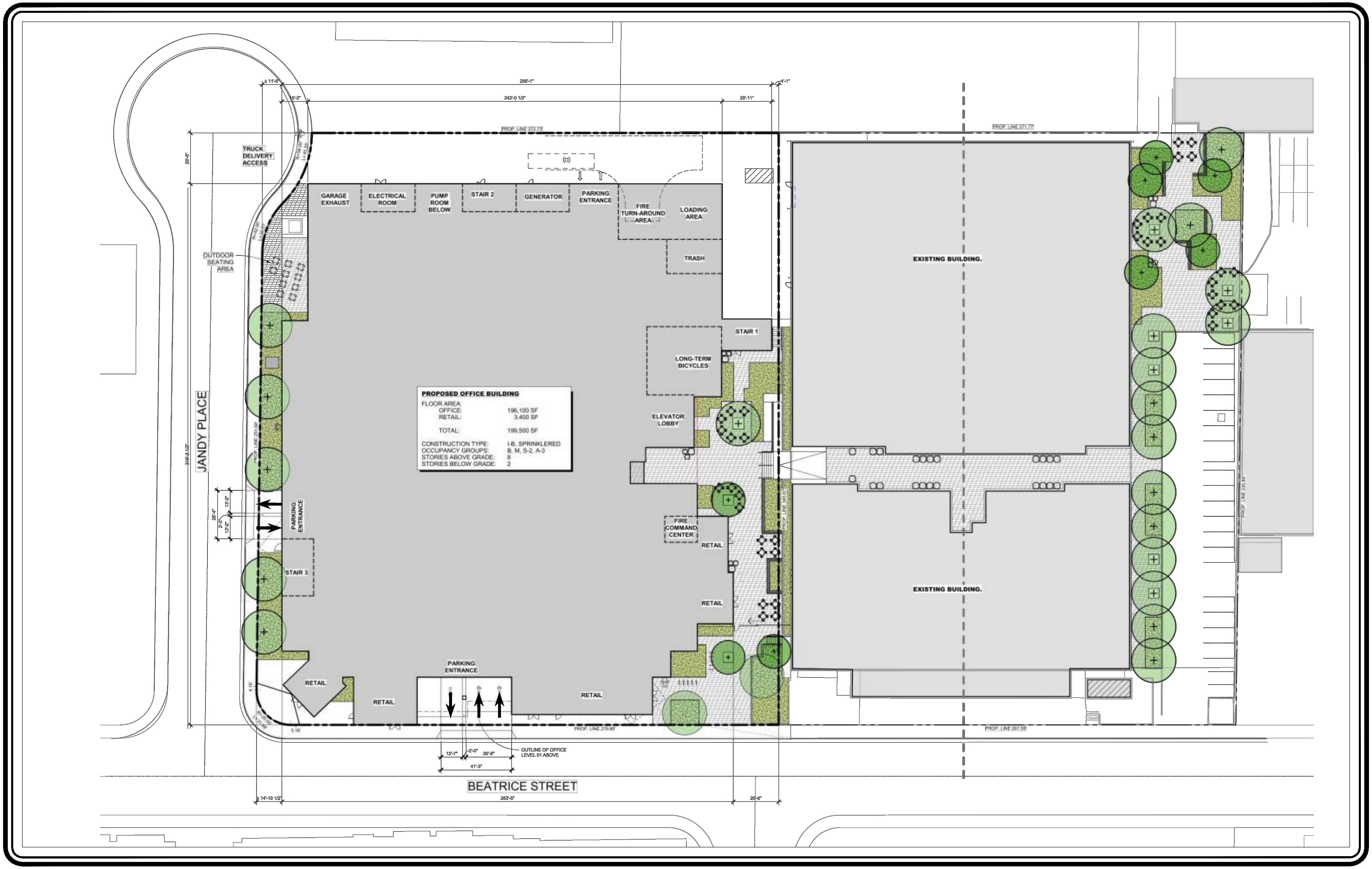

MAP SOURCE: GEHRY PARTNERS, LLP.

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FIGURE 2-2
PROJECT SITE PLAN

NEW BEATRICE WEST PROJECT

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November 19, 2018. Litigation ensued, and the court vacated the MND, requiring an environmental impact report (EIR) be prepared for the Project, but allowed the underlying approvals (i.e., CPC-2016-1208-CU-SPR and AA-2017-397-PMEX-1A) to remain valid. Conditions of Approval for both CPC-2016-1208-CU-SPR and AA-2017-397-PMEX-1A will thus be implemented as part of the Project no matter the significance conclusions. Further discussion of the transportation-related conditions of approval from CPC-2016-1208-CU-SPR ("Project Conditions") is provided throughout this report.

2.4 Vehicular Project Site Access

Proposed vehicular access to the Project Site will be provided via one driveway located along the north side of Beatrice Street with two lanes entering and one lane exiting, and one driveway along the east side of Jandy Place with one lane in each direction. The Project driveways will provide access to the Project's on-site parking garage, and are proposed to accommodate full vehicular access (i.e., left-turn and right-turn ingress and egress turning movements). All parking driveways will have controlled access by gates. An existing driveway on Beatrice Street that currently serves the building at 12541 Beatrice Street will remain.

In addition to the proposed driveways serving the Project's parking area, an existing driveway provided along the east side of Jandy Place at the northern end of the Project Site will be used by service vehicles. This service vehicle driveway will lead into a separate proposed driveway located along the Project Site's northerly frontage, and will provide access to the service area, including the City-required turnaround area. As the Project is primarily an office building, most service vehicles visiting the site on a daily basis will be relatively smaller vehicles (e.g., UPS trucks).

Project Condition No. 14 (Vehicular Access) requires standard traffic conditions in addition to the following requirements related to Project Site access.

i. Jandy Place Driveway Restrictions: In order to enhance safety for pedestrians on Jandy Place, during the 60 minute lunch time period between 12:30 p.m. and 1:30 p.m. Monday through Friday, the ingress and egress from Jandy Place shall be closed, and the only available ingress and egress shall be via Beatrice Street.

ii. Further Study of Jandy Place Driveway Restrictions: In connection with the first annual supplemental traffic signal warrant analyses submitted pursuant to Project Requirement C.4 contained in our November 21, 2016 TIA, the project shall also submit an analysis of operations of the Jandy Place driveways to determine if any restrictions should be imposed during the a.m. peak and p.m. peak hours to ensure that project driveway operations do not cause a significant impact to traffic flow on Jandy Place at peak hours. The analysis may also review and recommend changes to the 60-minute lunch time Jandy Place driveway restrictions outlined in Recommendation i. above. The analysis shall be submitted to LADOT for review. If deemed warranted by LADOT, the project shall implement additional driveway restrictions and/or make changes to the lunch time driveway restrictions.

iii. Funding for Pedestrian Crossing: The applicant shall fund and install a yellow flashing signal at the existing striped crosswalk on Inglewood Boulevard at Beatrice Street. If, at the time of project approval, this improvement has been funded by others, then LADOT shall require a similar nearby measure of equivalent value designed to enhance pedestrian and student safety in the vicinity of the project.

The Project applicant has agreed to implement Project Condition Nos. 14.a.i and 14.a.ii listed above. Regarding Condition No. 14.a.iii, the Project applicant worked cooperatively with LADOT to prepare construction documents related to the pedestrian crossing equipment on Inglewood Boulevard at Beatrice Street and the improvement has been installed; the Project applicant is responsible for providing the funding. Recently, LADOT issued a letter[3] to the Project applicant stating its remaining funding requirement for satisfying Condition No. 14.a.iii. The letter is provided in ***Appendix B***.

2.5 Project Parking

The Project proposes to provide a total of 811 parking spaces, a majority of which (791 spaces) are within an on-site parking garage with two subterranean levels, a ground level, and two upper levels, and the remainder (20 spaces) in a surface lot. The on-site parking spaces are intended to serve the new development at 12575 Beatrice Street and the existing building to remain at 12541 Beatrice Street, as well as provide replacement parking for the existing parking spaces that will be removed.

2.6 Project Loading

Loading activities associated with service and delivery operations, trash collection and waste management for the Project will utilize the proposed driveway located along the Project Site's northerly frontage. Access to the service area will be provided via a proposed driveway along the east side of Jandy Place at the northern end of the Project Site, generally in the location of an existing site driveway. All loading activities will occur off-street and internally to the Project Site.

2.7 Project Traffic Generation and Distribution

2.7.1 *Project Traffic Generation*

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Traffic volumes expected to be generated by the Project during the weekday AM and PM peak hours, as well as on a daily basis, were estimated using rates provided in the Institute of Transportation Engineers' (ITE) *Trip*

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[3] Letter dated May 12, 2020 from LADOT to Project applicant.

Generation Manual[4]. The following trip generation rates were used to forecast the traffic volumes expected to be generated by the Project land use components:

- Office: ITE Land Use Code 710 (General Office Building) trip generation average rates were used to forecast the traffic volumes expected to be generated by the office component of the Project.
- Restaurant: ITE Land Use Code 932 (High-Turnover [Sit-Down] Restaurant) trip generation average rates were used to forecast the traffic volumes expected to be generated by the restaurant component of the Project.

In addition to the trip generation forecasts for the Project's office and restaurant land use components (which are essentially an estimate of the number of vehicles that could be expected to enter and exit the Project Site access points), an adjustment was made to the trip generation forecast based on the Project Site's existing land use. The existing land use to be removed is the office building providing 23,072 square feet of floor area. ITE Land Use Code 710 (General Office Building) trip generation average rates were used to estimate the trip reduction related to the removal of the existing use from the Project Site.

The trip generation forecast for the Project was submitted for review and approval by LADOT staff. As presented in ***Table 2–1***, the Project is expected to generate 234 net new vehicle trips (191 inbound trips and 43 outbound trips) during the AM peak hour. During the PM peak hour, the Project is expected to generate 232 net new vehicle trips (52 inbound trips and 180 outbound trips).

It is noted that the daily trip generation forecast for the Project is provided in ***Appendix C***.

2.7.2 *Project Traffic Distribution and Assignment*

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

- The Project Site's proximity to major traffic corridors (i.e. Jefferson Boulevard, Lincoln Boulevard, I-405 Freeway, SR-90 Freeway, etc.);
- Expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic signals;
- Existing intersection traffic volumes;
- Ingress/egress availability at the Project Site assuming the site access and circulation scheme described in Section 2.4;
- The location of existing and proposed parking areas;

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

Table 2-1
PROJECT TRIP GENERATION [1]

29-Apr-20

LAND USE	SIZE	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Proposed Project							
Office Building [3]	196,100 GSF	195	32	227	36	190	226
Restaurant [4]	3,400 GSF	19	15	34	20	13	33
Subtotal		214	47	261	56	203	259
Subtotal Project Driveway Trips		**214**	**47**	**261**	**56**	**203**	**259**
Existing Site							
Office Building [3]	(23,072) GSF	(23)	(4)	(27)	(4)	(23)	(27)
Subtotal Existing Driveway Trips		**(23)**	**(4)**	**(27)**	**(4)**	**(23)**	**(27)**
NET INCREASE DRIVEWAY TRIPS		**191**	**43**	**234**	**52**	**180**	**232**

[1] Source: ITE "Trip Generation Manual", 10th Edition, 2017.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 710 (General Office Building) trip generation average rates.
- AM Peak Hour Trip Rate: 1.16 trips/1,000 SF of floor area; 86% inbound/14% outbound
- PM Peak Hour Trip Rate: 1.15 trips/1,000 SF of floor area; 16% inbound/84% outbound

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

- Nearby population and employment centers as well as adjacent residential neighborhoods; and

- Input from LADOT staff.

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

2.8 Project Transportation Demand Management Features

Per Project Condition No. 29 (MM-Transportation/Traffic-2), the Project will incorporate six transportation demand management (TDM) strategies as mitigation measures. The TDM strategies are listed in Table 2.2-2 of the TAG. Further discussion of these TDM strategies are provided in the sections below.

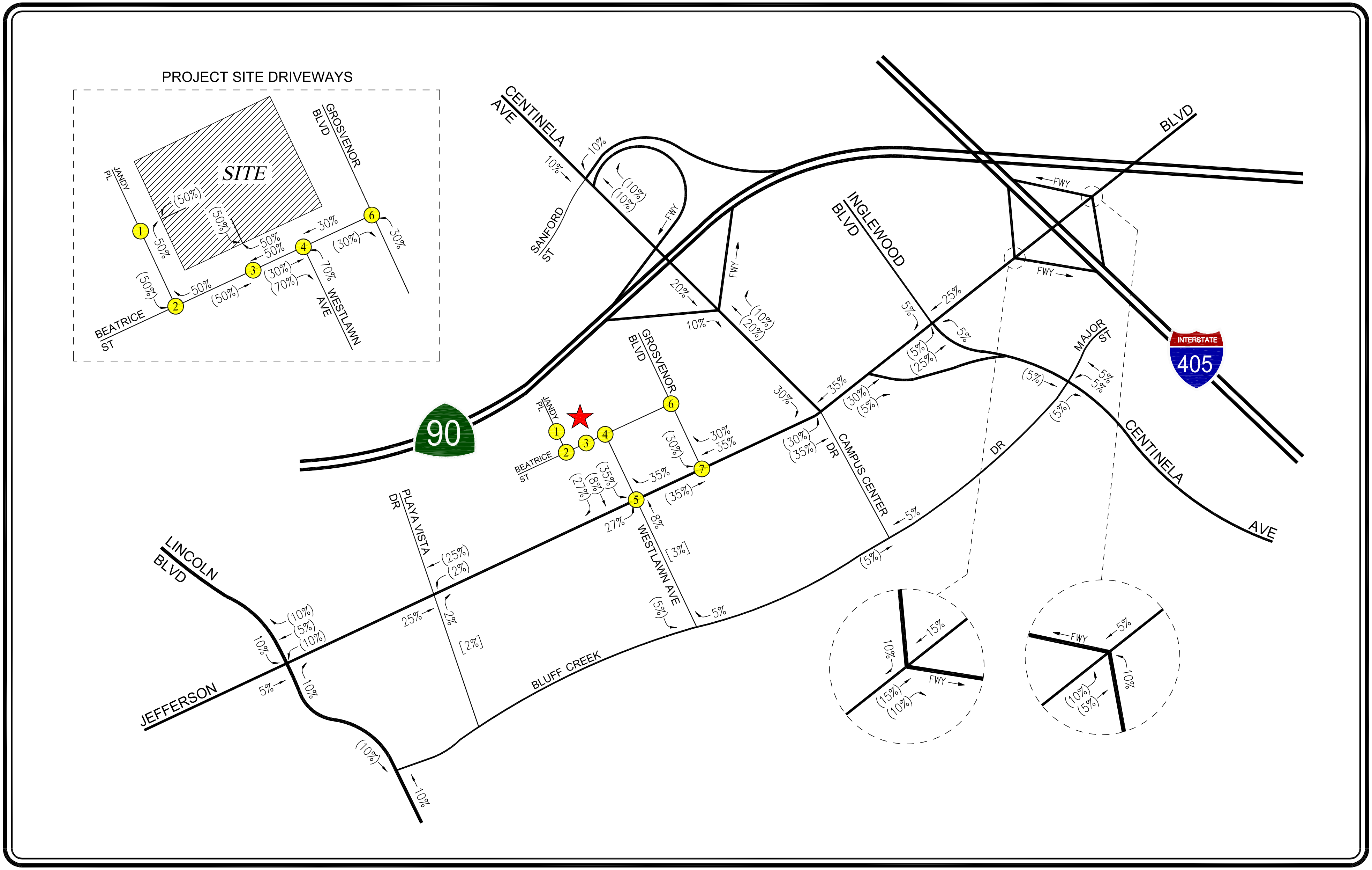
2.8.1 *Price Workplace Parking*

This strategy implements workplace parking pricing for employees at employment locations. This strategy is appropriate for all land-use contexts and all types of development that include employment and applies only to attraction-end trips originating at home and terminating at work. The Project proposes as a mitigation measure to charge all (i.e., 100%) employees a minimum of $3.00 per day per parking space.

2.8.2 *Voluntary Travel Behavior Change Program*

This strategy involves the development of a travel behavior change program that targets individual attitudes, goals, and travel behaviors, educating participants on the impacts of their travel choices and opportunities to alter their habits. These programs often include two-way mass communication campaigns and travel feedback programs that actively engage participants as they make their travel choices in real time. This program also relies on a coordinator to manage the program and administer the tools, which may be analog (paper forms) or digital (online logging system, push notifications from an app, etc.). This strategy does not include any monitoring or reporting but may encourage individual tracking and reporting of trips for incentives.

As a mitigation measure, the Project will assign staff to serve as the transportation management coordinator for purposes of developing a transportation program and informing Project employees of available travel options.



★ PROJECT SITE

Ⓧ STUDY INTERSECTION

\## = INBOUND PERCENTAGES

(##) = OUTBOUND PERCENTAGES

[##] = INTERNAL TRAFFIC PERCENTAGES

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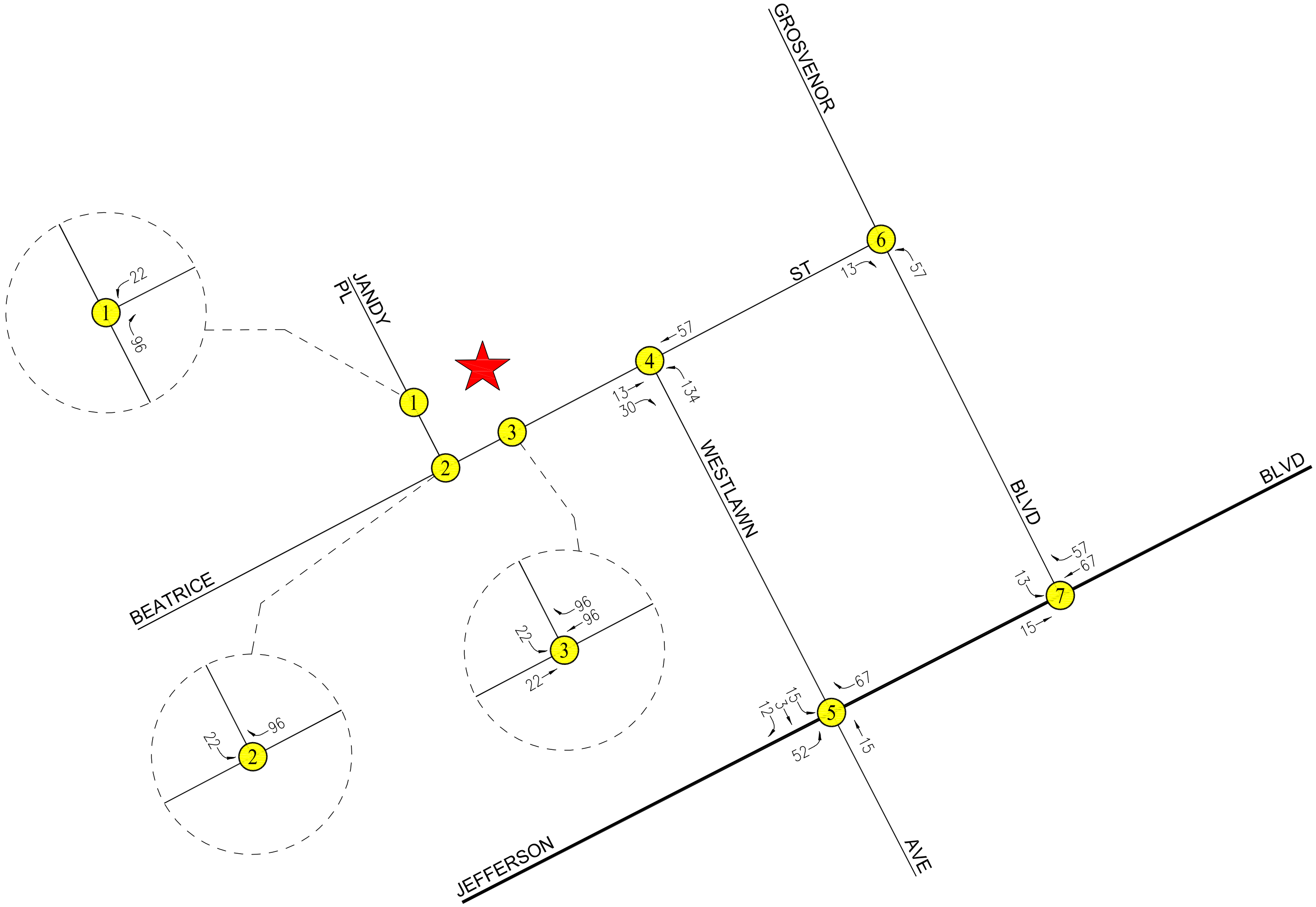
FIGURE 2-3
PROJECT TRIP DISTRIBUTION

NEW BEATRICE WEST PROJECT



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★ PROJECT SITE
Ⓧ STUDY INTERSECTION

FIGURE 2-4
NET NEW PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR
NEW BEATRICE WEST PROJECT

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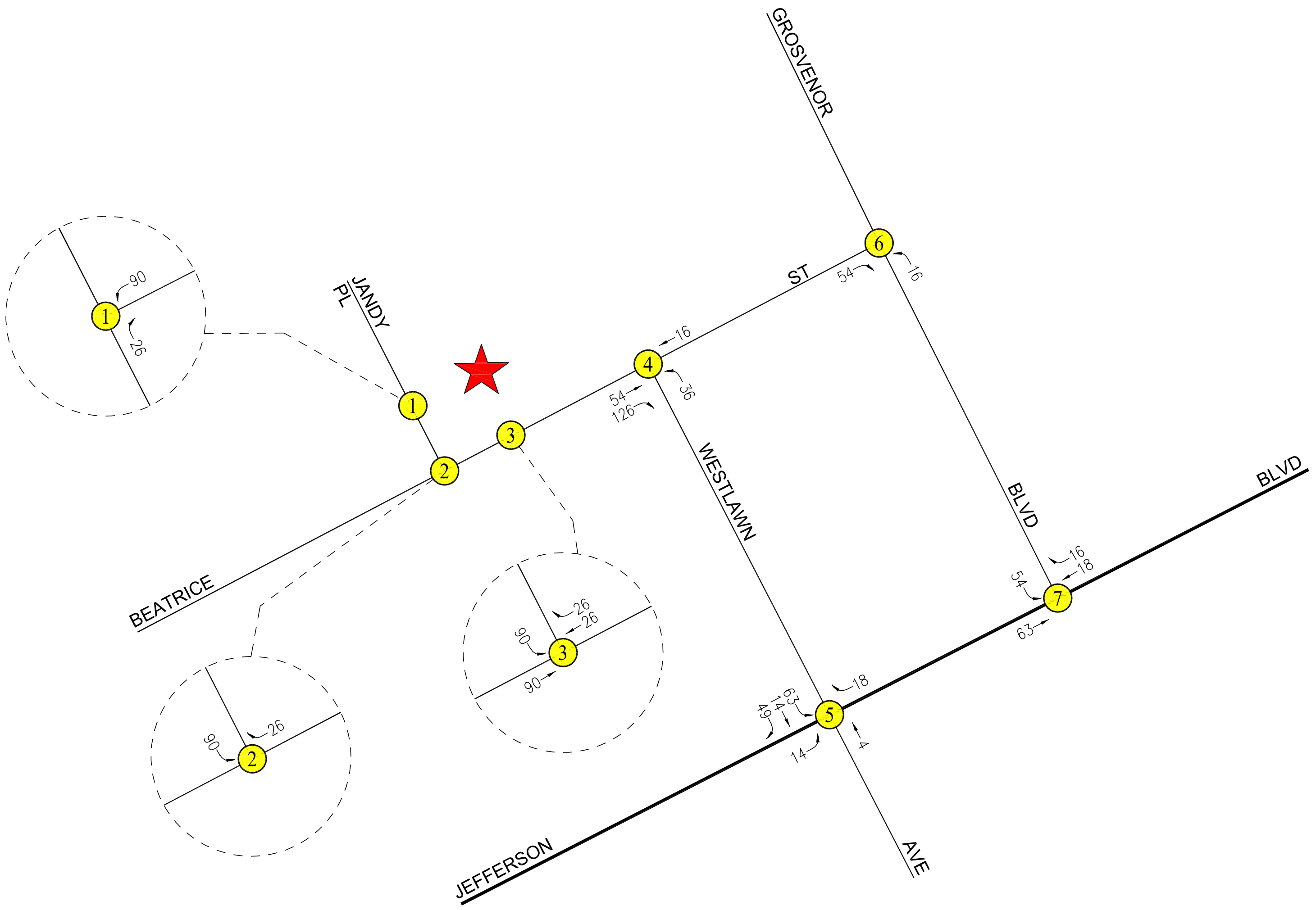

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FIGURE 2-5
NET NEW PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR
NEW BEATRICE WEST PROJECT

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2.8.3 *Include Bike Parking per Los Angeles Municipal Code*

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

- Office (196,100 s.f.): 1 space per 10,000 s.f. (20 spaces); and
- Restaurant (3,400 s.f.): 1 space per 2,000 s.f. (2 spaces).

The long-term bicycle parking ratios are as follows:

- Office (196,100 s.f.): 1 space per 5,000 s.f. (39 spaces); and
- Restaurant (3,400 s.f.): 1 space per 2,000 s.f. (2 spaces).

Based on the above, the Project is required to provide 22 short-term and 41 long-term bicycle parking spaces. As a mitigation measure, the Project will provide the required number of short-term and long-term bicycle parking spaces.

2.8.4 *Include Secure Bike Parking and Showers*

This strategy involves implementation of additional end-of-trip bicycle facilities to support safe and comfortable bicycle travel by providing amenities at destinations. This strategy applies to projects that include bicycle parking on-site per LAMC. Projects providing long-term bicycle parking secured from the general public in accordance with LAMC Section 12.21A.16(d)(2) and showers in accordance with LAMC Section 91.6307 qualify for this measure.

The Project will provide short-term and long-term bicycle parking in accordance with LAMC Section 12.21A.16(d)(2). As a mitigation measure, the Project will provide showers in accordance with LAMC Section 91.6307.

2.8.5 *Pedestrian Network Improvements*

This strategy involves implementation of pedestrian network improvements throughout and around the Project Site that encourage people to walk. This includes internally linking all uses within the Project Site with pedestrian facilities such as sidewalks and connecting the Project Site to the surrounding pedestrian network.

The Project includes pedestrian access points directly to sidewalks on the adjacent streets, including Jandy Place and Beatrice Street. Specifically, walk-in entrances are proposed via Jandy Place and Beatrice Street. Additionally, the Project will remove and replace street trees on a 1:1 basis, consistent with the City's requirements, to enhance the pedestrian network.

2.8.6 *Transit Subsidies*

This strategy invoices the subsidization of transit fare for employees of the Project Site. The subsidy must be proactively offered to each employee at least once annually for a minimum of five years. This strategy assumes transit service is already present in the Project area.

As a mitigation measure, the Project will provide a minimum daily transit subsidy of $0.75 per employee who requests the transit subsidy (approximately $23 per month), presents evidence of use of transit, and does not request on-site parking.

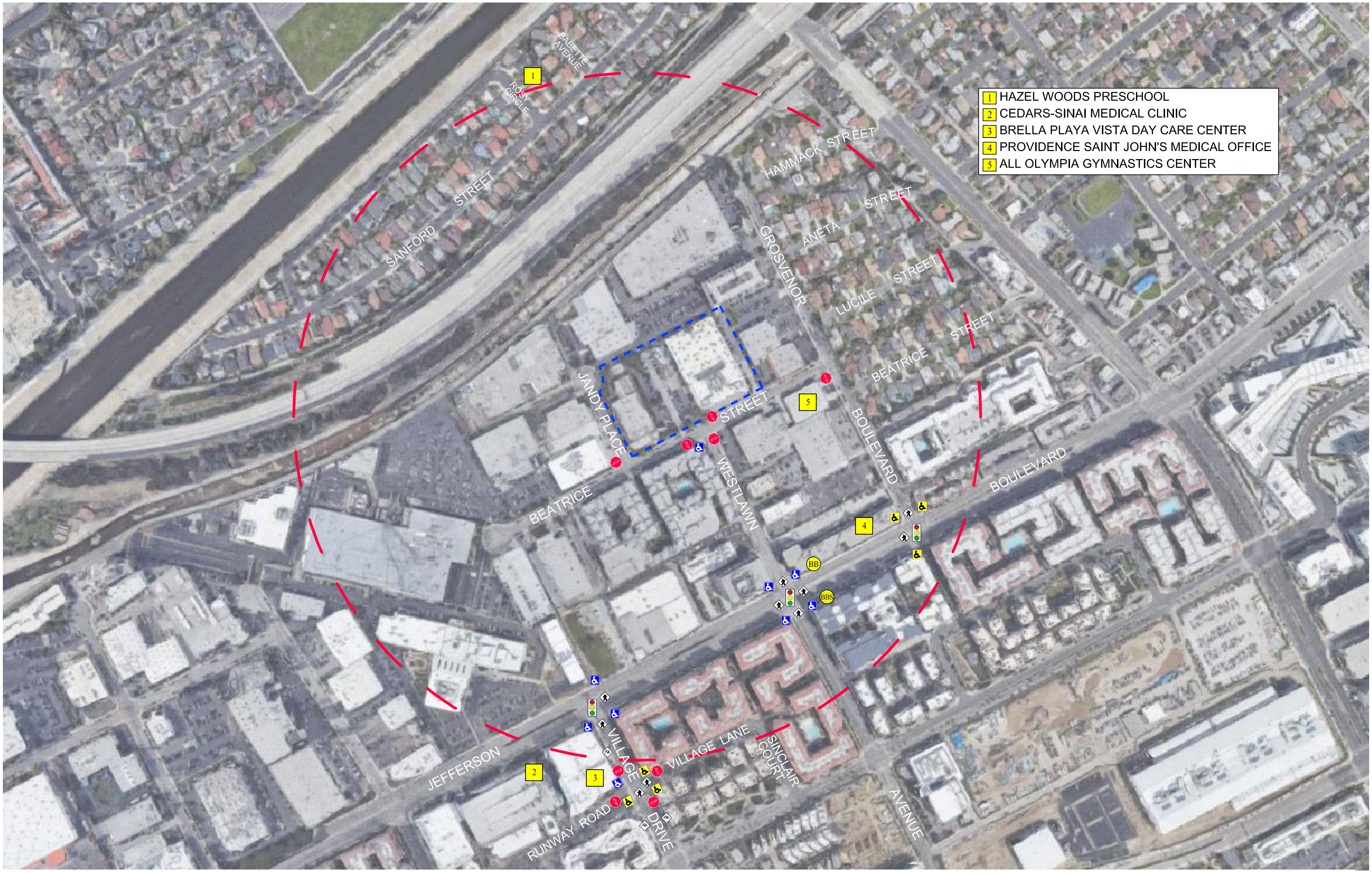
3.0 PROJECT CONTEXT

3.1 Non-Vehicle Transport System

3.1.1 *Pedestrian Framework*

Public sidewalks and pedestrian facilities are provided on streets within the Project vicinity. Public sidewalks approximately eight feet in width are provided along the Jandy Place and Beatrice Street property frontages. Potential pedestrian destinations located within an approximately one-quarter mile radius (i.e., 1,320 feet) from the Project Site are noted in ***Figure 3-1***, as stated in Section 3.2.4 of the TAG. Roadways designated by the City as Pedestrian Enhanced Districts in close proximity to the Project Site and in the surrounding area are shown in ***Figure 3-2***. ***Figure 3-3*** shows the existing pedestrian and transit facilities in the direct vicinity of the Project Site. As presented in *Figure 3-3*, the following pedestrian facilities currently are provided in the direct vicinity of the Project Site:

- American With Disabilities Act (ADA) handicap ramps, including some with the yellow truncated domes, are provided at the following intersections located in the direct vicinity of the Project Site:
    - Village Drive / Jefferson Boulevard
    - Westlawn Avenue / Beatrice Street
    - Westlawn Avenue / Jefferson Boulevard
    - Grosvenor Boulevard / Jefferson Boulevard
    - Fielding Circle / Millennium Drive
    - Centinela Avenue / Lucile Street
    - Centinela Avenue / Beatrice Street
    - Centinela Avenue / Juniette Street
- Traditional parallel bar or continental style pedestrian crosswalks with varying widths of between approximately 16 feet to 20 feet are provided at the following intersections located near the Project Site:
    - Village Drive / Millennium Drive
    - Westlawn Avenue / Millennium Drive
    - Centinela Avenue – Campus Center Drive / Jefferson Boulevard
    - Campus Center Drive / Millennium Drive



1 HAZEL WOODS PRESCHOOL
2 CEDARS-SINAI MEDICAL CLINIC
3 BRELLA PLAYA VISTA DAY CARE CENTER
4 PROVIDENCE SAINT JOHN'S MEDICAL OFFICE
5 ALL OLYMPIA GYMNASTICS CENTER

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NOT TO SCALE

MAP SOURCE: GOOGLE MAPS
PROJECT SITE
QUARTER-MILE RADIUS
SIGNAL
STOP STOP SIGN

ADA CURB RAMP
ADA YELLOW TRUNCATED DOME
CROSSWALK
BIKE ROUTE

BS BUS STOP
BB BUS STOP WITH BUS BENCH
BBS BUS STOP WITH BENCH AND SHELTER

FIGURE 3-1
POTENTIAL PEDESTRIAN DESTINATIONS NEAR PROJECT SITE

NEW BEATRICE WEST PROJECT

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MAP SOURCE: GOOGLE MAPS

[ ] PROJECT SITE

- - PEDESTRIAN ENHANCED DISTRICT

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FIGURE 3-2

CITY OF LOS ANGELES PEDESTRIAN ENHANCED DISTRICTS

NEW BEATRICE WEST PROJECT

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FIGURE 3-3
EXISTING NEARBY PEDESTRIAN AND TRANSIT FACILITIES

NEW BEATRICE WEST PROJECT

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- Pedestrian crossing signals and push buttons are presently included as part of the traffic signal controls at the nearby signalized intersections that are noted in *Figure 3-3*.

The Project has been designed to encourage pedestrian activity and walking as a transportation mode[5]. Walkways are planned within the Project which will connect to adjacent sidewalks in a manner that promotes walkability. Walkability is a term for the extent to which walking is readily available as a safe, connected, accessible and pleasant mode of transport. There are several criteria that are widely accepted as key aspects of the walkability of urban areas that should be satisfied. The underlying principle is that pedestrians should not be delayed, diverted, or placed in danger. The widely accepted characteristics of walkability are as follows:

- Connectivity: People can walk from one place to another without encountering major obstacles, obstructions, or loss of connectivity.

- Convivial: Pedestrian routes are friendly and attractive and are perceived as such by pedestrians.

- Conspicuous: Suitable levels of lighting, visibility and surveillance over its entire length, with high quality delineation and signage.

- Comfortable: High quality and well-maintained footpaths of suitable widths, attractive landscaping and architecture, shelter and rest spaces, and a suitable allocation of roadspace to pedestrians.

- Convenient: Walking is a realistic travel choice, partly because of the impact of the other criteria set forth above, but also because walking routes are of a suitable length as a result of land use planning with minimal delays.

3.1.2 *Bicycle Network*

Bicycle access to the Project Site is facilitated by the City's bicycle roadway network. Walk Score calculates a bike score based on the topography, number and proximity of bike lanes, etc., and generates a bike score for the Project Site of approximately 56 (Bikeable) out of 100[6]. Existing bicycle facilities (e.g., Class I Bicycle Path, Class II Bicycle Lanes, Class III Bicycle Routes, Proposed Bicycle Routes, Bicycle Friendly Streets, etc.) identified in the City's 2010 Bicycle Plan are located within an approximate one-mile radius from the Project Site[7]. It is

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[5] For example, refer to http://www.walkscore.com/, which generates a walkability score of approximately 52 (Somewhat Walkable) out of 100 for the Project Site. Walk Score calculates the walkability of an address by locating nearby stores, restaurants, schools, parks, etc. Walk Score measures how easy it is to live a car-light lifestyle—not how aesthetically pleasing the area is for walking.

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

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

important to note that the 2010 Bicycle Plan goals and policies have been folded into the Mobility Plan 2035 to reflect a commitment to a balanced, multi-modal viewpoint. There are no roadways within the City's Bicycle Enhanced Network (low stress network) in close proximity to the Project Site and in the surrounding area. However, the location of public bicycle racks in the Project study area is noted in *Figure 3-3*.

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

3.2 Transit Framework

The Project Site is currently served by many local lines and regional lines via stops within convenient walking distance along Jefferson Boulevard. Public transit service in the immediate Project study area is currently provided by the Los Angeles County Metropolitan Transit Authority (Metro). The bus lines include: Metro Local Lines 108, 110, 358, Commuter Express 437B, Culver CityBus Line 4, and City of Santa Monica Big Blue Bus 14. Walk Score calculates a transit score based on the number and proximity of bus and rail routes, which generates a transit score of approximately 46 (Some Transit) out of 100[8] for the Project Site. A summary of the existing transit service, including the transit route, destinations and peak hour headways is presented in ***Table 3–1***. The existing public transit routes in the Project Site vicinity are illustrated in ***Figure 3–4***. Roadways within the City's Transit Enhanced Network in close proximity to the Project Site and in the surrounding area are shown in ***Figure 3–5***. In addition, the location of bus stops and amenities (e.g., bus benches, shelters, etc.) in the Project study area is displayed in *Figure 3–3.*

3.3 Vehicle Network

3.3.1 *Regional Highway Access*

Regional vehicular access to the Project Site is provided by the I-405 (San Diego) Freeway and SR-90 (Marina) Freeway. Brief descriptions of the I-405 and SR-90 Freeways are provided in the following paragraphs.

I-405 (San Diego) Freeway is a north-south oriented freeway that extends across southern California from San Fernando to Irvine. In the Project vicinity, six mixed-flow freeway lanes are provided in each direction on the I-405 Freeway. Northbound and southbound ramps are provided on the I-405 Freeway at Jefferson Boulevard in the Project vicinity, and are located approximately one mile east of the Project Site.

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

Table 3-1
EXISTING PUBLIC TRANSIT ROUTES [1]

23-Mar-20

ROUTE	DESTINATIONS	ROADWAY(S) NEAR SITE	NO. OF BUSES DURING PEAK HOUR		
			DIR	AM	PM
Metro 108/358	Pico Rivera to Marina del Rey (via Slauson Avenue and Jefferson Boulevard)	Jefferson Boulevard	EB WB	1 2	2 3
Metro 110	Bell Gardens to Playa Vista (via Gage Avenue, Centinela Avenue and Jefferson Boulevard)	Jefferson Boulevard	EB WB	3 4	3 2
Commuter Express 437B	Downtown Los Angeles to Playa Vista (via Grand Avenue, Santa Monica Freeway, San Diego Freeway, and Jefferson Boulevard)	Jefferson Boulevard	NB SB	0 0	0 1
CCB Line 4	West LA Transit Center to Culver City Transit Center (via La Cienega Boulevard and Jefferson Boulevard)	Jefferson Boulevard	EB WB	2 2	2 1
Big Blue Bus 14	Brentwood to Playa Vista (via Bundy Drive and Centinela Avenue)	Centinela Avenue	NB SB	3 4	4 4
			Total	**21**	**22**

[1] Sources: Los Angeles County Metropolitan Transportation Authority (Metro) website, 2020.
Los Angeles Department of Transportation (Commuter Express) website, 2020.
Culver CityBus (CCB) website, 2020.
City of Santa Monica Big Blue Bus website, 2020.

MAP SOURCE: METROPOLITAN TRANSPORTATION AUTHORITY

★ PROJECT SITE

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NOT TO SCALE

FIGURE 3-4
EXISTING PUBLIC TRANSIT ROUTES

LINSCOTT, LAW & GREENSPAN, engineers

NEW BEATRICE WEST PROJECT

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NOT TO SCALE

MAP SOURCE: GOOGLE MAPS
PROJECT SITE
TRANSIT ENHANCED NETWORK

FIGURE 3-5
CITY OF LOS ANGELES TRANSIT ENHANCED NETWORK

LINSCOTT, LAW & GREENSPAN, engineers

NEW BEATRICE WEST PROJECT

SR-90 (Marina) Freeway is an east-west oriented state highway that extends from Los Angeles to Anaheim. In the Project vicinity, three to four mixed-flow freeway lanes are provided in each direction on the SR-90 Freeway. Eastbound and westbound ramps are provided on the SR-90 Freeway at Centinela Avenue in the Project vicinity and are located approximately 0.3 miles north of the Project Site.

3.3.2 *Local Roadway System*

The following intersections were selected in consultation with LADOT staff for analysis of future operations with the inclusion of the forecast traffic due to the proposed Project:

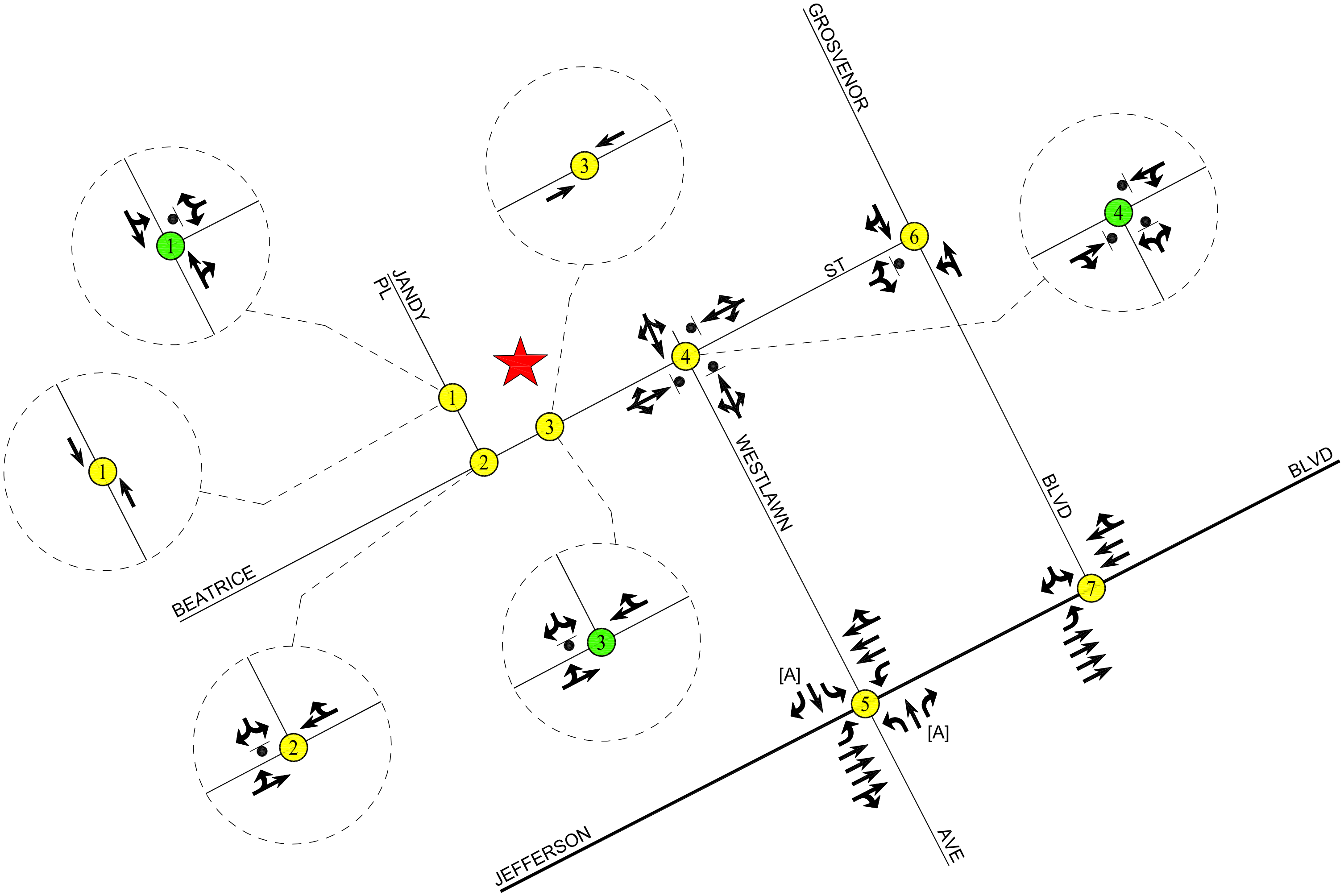
1. Jandy Place / Project Driveway (unsignalized)
2. Jandy Place / Beatrice Street (unsignalized)
3. Project Driveway / Beatrice Street (unsignalized)
4. Westlawn Avenue / Beatrice Street (unsignalized)
5. Westlawn Avenue / Jefferson Boulevard (signalized)
6. Grosvenor Boulevard / Beatrice Street (unsignalized)
7. Grosvenor Boulevard / Jefferson Boulevard (signalized)

The Westlawn Avenue / Jefferson Boulevard intersection and Grosvenor Boulevard / Jefferson Boulevard intersection are presently controlled by traffic signals. The Jandy Place / Project Driveway intersection and Project Driveway / Beatrice Street intersection will be two-way stop-controlled intersections (i.e., a stop sign will face the outbound driveway approach). The Westlawn Avenue / Beatrice Street intersection is a four-way intersection that is presently three-way stop-controlled. It is noted that upon Project completion, the existing driveway on the northern leg of this intersection will be removed and vehicles will utilize the proposed Project Driveway / Beatrice Street intersection. The remaining two intersections are presently two-way stop-controlled intersections (i.e., stop signs facing the minor street approaches). It is noted that the Grosvenor Boulevard / Beatrice Street intersection is located in the County of Los Angeles. The existing and Project lane configurations at the study intersections are displayed in ***Figure 3–6***.

3.3.3 *Roadway Descriptions*

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

Jandy Place is a north-south oriented roadway that borders the Project Site to the west. Within the Project study area, Jandy Place is designated as a Local Street by the City. One through travel lane is generally provided in each direction on Jandy Place within the Project study area. There is no speed limit posted on Jandy Place in the Project study area, thus a prima facie speed



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★ PROJECT SITE
🟡 STUDY INTERSECTION
🟢 PROJECT CONDITIONS
● STOP SIGN
[A] RIGHT-TURN OVERLAP

FIGURE 3-6
EXISTING AND PROJECT LANE CONFIGURATIONS

LINSCOTT, LAW & GREENSPAN, engineers

NEW BEATRICE WEST PROJECT

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limit of 25 miles per hour is assumed, consistent with California Vehicle Code Section 22352(b)(1). Jandy Place terminates in a cul-de-sac just north of the Project Site.

Westlawn Avenue is a north-south oriented roadway located east of the Project Site. Within the Project study area, Westlawn Avenue is designated as a Local Street by the City. One through travel lane is generally provided in each direction on Westlawn Avenue within the Project study area. Separate exclusive left-turn lanes are provided in each direction on Westlawn Avenue at the Jefferson Boulevard intersection. There is no speed limit posted on Westlawn Avenue in the Project study area, thus a prima facie speed limit of 25 miles per hour is assumed, consistent with California Vehicle Code Section 22352(b)(1). Westlawn Avenue terminates at Beatrice Street.

Grosvenor Boulevard is a north-south oriented roadway located east of the Project Site. Within the Project study area, Grosvenor Boulevard is designated as a Local Street by the County of Los Angeles. A shared left-right lane is provided in the southbound direction on Grosvenor Boulevard at the Jefferson Boulevard intersection. Grosvenor Boulevard is posted for a speed limit of 25 miles per hour within the Project study area. Grosvenor Boulevard terminates in a cul-de-sac at its northerly end north of Westlawn Avenue.

Beatrice Street is an east-west oriented roadway that borders the Project Site to the south. Within the Project study area, Beatrice Street is designated as a Local Street by the City. One through travel lane is generally provided in each direction on Beatrice Street within the Project study area. There is no speed limit posted on Westlawn Avenue in the Project study area, thus a prima facie speed limit of 25 miles per hour is assumed, consistent with California Vehicle Code Section 22352(b)(1). Beatrice Street terminates in a cul-de-sac to the west of Jandy Place.

Jefferson Boulevard is an east-west oriented roadway located south of the Project Site. Within the Project study area, Jefferson Boulevard is designated as a Boulevard II by the City. Three through travel lanes are generally provided in each direction on Jefferson Boulevard within the Project study area. Separate exclusive left-turn lanes are provided in each direction on Jefferson Boulevard at the Westlawn Avenue intersection. A separate exclusive left-turn lane is provided in the eastbound direction on Jefferson Boulevard at the Grosvenor Boulevard intersection. Jefferson Boulevard is posted for a speed limit of 45 miles per hour within the Project study area.

3.3.4 *City of Los Angeles High Injury Network*

Vision Zero[9] is a citywide initiative which prioritizes the safety of pedestrians and bicyclists on public streets, with the understanding that roads which are safe for vulnerable users will be safer for all users, in an effort to eliminate traffic fatalities. Key elements of the policy, such as reducing traffic speeds, are founded on the principles of engineering, education, enforcement, evaluation, and equity. Originating in Sweden, the policy has been adopted in numerous other North American cities, including California cities such as San Francisco and San Diego.

Mayor Eric Garcetti issued Executive Directive No. 10 in August 2015, formally launching the Vision Zero initiative in Los Angeles. Vision Zero is also a stated safety objective in the

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

Mobility Plan 2035, which sets the goal of zero traffic deaths by 2035. Jointly directed by LADOT and the Police Department, Vision Zero takes a multi-disciplinary approach to identifying safety risk factors and implementing solutions on a citywide scale. Using a methodology originally developed by the San Francisco Public Health Department, the Vision Zero Task Force has identified streets where investments in safety will have the most impact in reducing severe injuries and traffic fatalities in the City. These roads are collectively known as the High Injury Network (HIN). The HIN will be reviewed by the LADOT's Vision Zero group for potential engineering re-design as well as educational and enforcement campaigns. It is noted that there are no roadways identified on the HIN in the immediate vicinity of the Project.

3.4 Traffic Counts

In April 2020, LADOT issued guidance[10] to transportation consultants related to traffic count data to be used in transportation assessments prepared in accordance with the City's TAG. Because traffic count data could not be collected at the study intersections due to the Covid-19 pandemic, LADOT has directed transportation consultants to use historical data, with appropriate modifications to represent current (pre-pandemic) traffic volume conditions. For this transportation assessment, the following techniques were used to estimate current year (2020) traffic volumes at the study intersections:

- Jandy Place / Beatrice Street, Westlawn Avenue / Beatrice Street, Grosvenor Boulevard / Jefferson Boulevard: Peak hour traffic volume data collected at these intersections in 2016 were increased by a 1.0% annual traffic growth rate through the year 2020 to estimate current year traffic volumes. Further discussion of the annual traffic growth rate is provided in Section 3.5.

- Westlawn Avenue / Jefferson Boulevard: As the southerly leg of this intersection was closed due to construction in 2016 at the time of intersection counts, a supplemental manual traffic count of vehicular turning movements for this intersection was conducted on April 22, 2021 from 7:00 AM to 10:00 AM and 3:00 PM to 6:00 PM to determine the peak hour traffic volumes. The peak hour traffic volume data to and from the southerly leg of the intersection were directly used to provide a conservative estimate of current traffic volumes to and from the southerly leg of the intersection. For the remaining traffic movements, peak hour traffic volume data collected at the intersection in 2016 were increased by a 1.0% annual traffic growth rate through the year 2020. A comparison between the traffic count data collected in 2021 and the traffic count data collected in 2016 and adjusted to year 2020 conditions indicated that the counts collected in 2016 and adjusted to 2020 were greater than the counts collected in 2021. Therefore, the peak hour traffic volume data and subsequent adjustments to 2020 conditions were used to provide a conservative estimate of current 2020 traffic volumes for the remaining movements at the intersection.

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[10] *Pandemic-related updates to LADOT's Transportation Assessment Requirements*, LADOT, April 17, 2020.

- Jandy Place / Project Driveway and Project Driveway / Beatrice Street: The traffic count data and subsequent adjustments to year 2020 conditions at the Jandy Place / Beatrice Street intersection were used to forecast through traffic volumes on Jandy Place at the future Project Driveway intersection. Similarly, the traffic count data and subsequent adjustments to year 2020 conditions at the Westlawn Avenue / Beatrice Street intersection were used to estimate through traffic volumes on Beatrice Street at the future Project Driveway intersection.

- Grosvenor Boulevard / Beatrice Street: The traffic count data and subsequent adjustments to year 2020 conditions at the Grosvenor Boulevard / Jefferson Boulevard and Westlawn Avenue / Beatrice Street intersections were used to provide the northbound/southbound and eastbound/westbound approach traffic volumes to the Grosvenor Boulevard / Beatrice Street intersection. Turning movements at the intersection were estimated from the approach volumes.

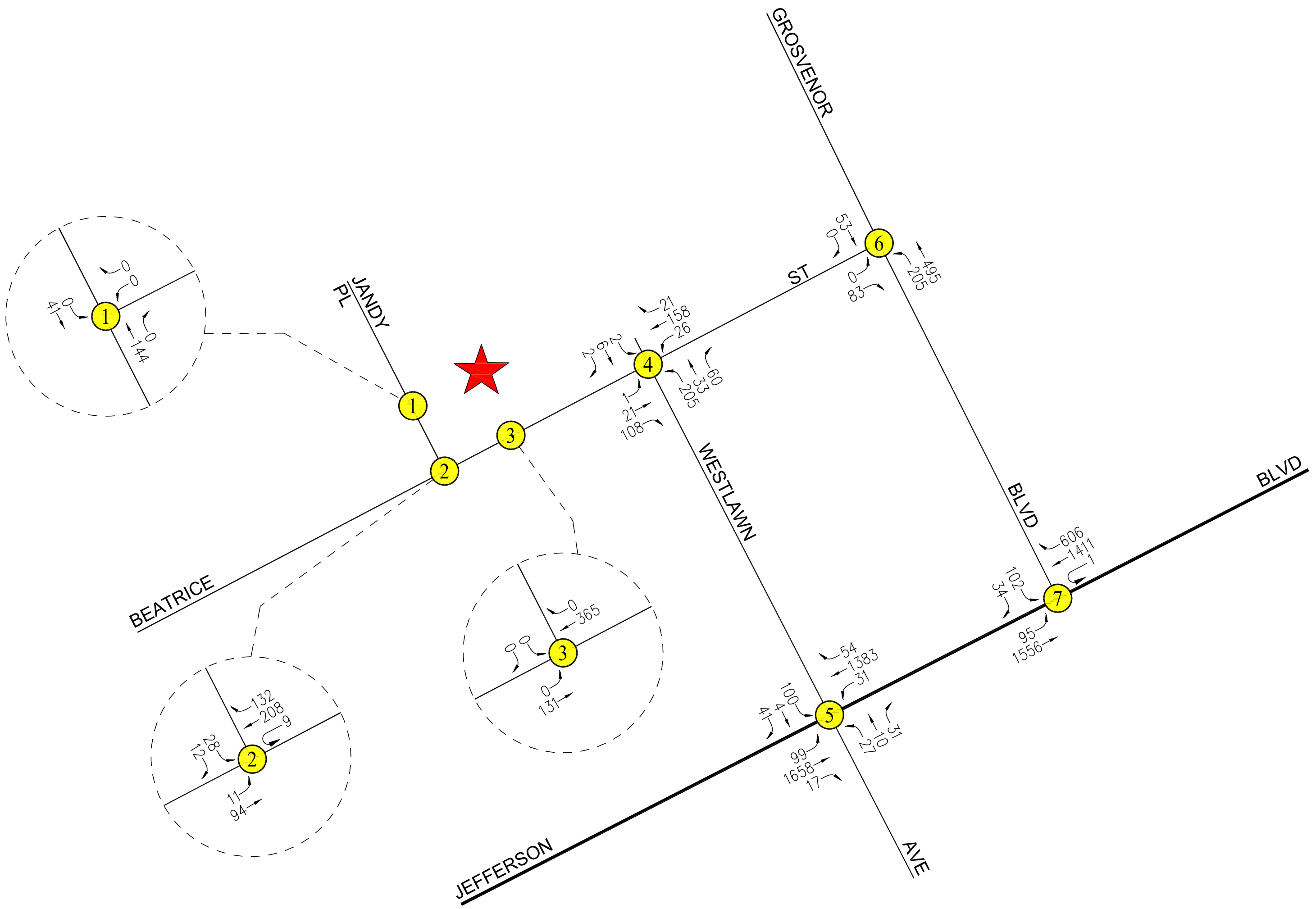
The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are shown in ***Figures 3–7*** and ***3–8***, respectively. Summary data worksheets of the manual traffic counts at the study intersections are contained in ***Appendix D***.

3.5 Cumulative Development Projects

3.5.1 *Related Projects*

A forecast of on-street traffic conditions prior to occupancy of the Project was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area. With this information, the potential impact of the Project can be evaluated within the context of the cumulative impact of all ongoing development. The related projects research was based on information on file at LADOT and the Department of City Planning within a 0.5-mile radius of the Project Site. The list of related projects in the Project Site area is presented in ***Table 3–2***. The location of the related projects is shown in ***Figure 3–9***. As previously noted, LADOT has directed transportation consultants to use historical traffic count data with appropriate modifications to represent current (pre-pandemic) traffic conditions. Specifically, LADOT has directed that traffic count data collected at the study intersections in 2016 be used in this transportation assessment. It is noted that related projects that have been completed under current conditions were not completed at the time of intersection traffic counts in 2016. Therefore, in order to account for their associated traffic, these related projects have been incorporated in *Table 3-2*.

Traffic volumes expected to be generated by the related projects were calculated using rates provided in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*. The related projects' respective traffic generation for the weekday AM and PM peak hours, as well as on a daily basis for a typical weekday, is summarized in *Table 3–2*. The distribution of the related projects traffic volumes to the study intersections during the weekday AM and PM peak hours are displayed in ***Figures 3–10*** and ***3–11***, respectively.



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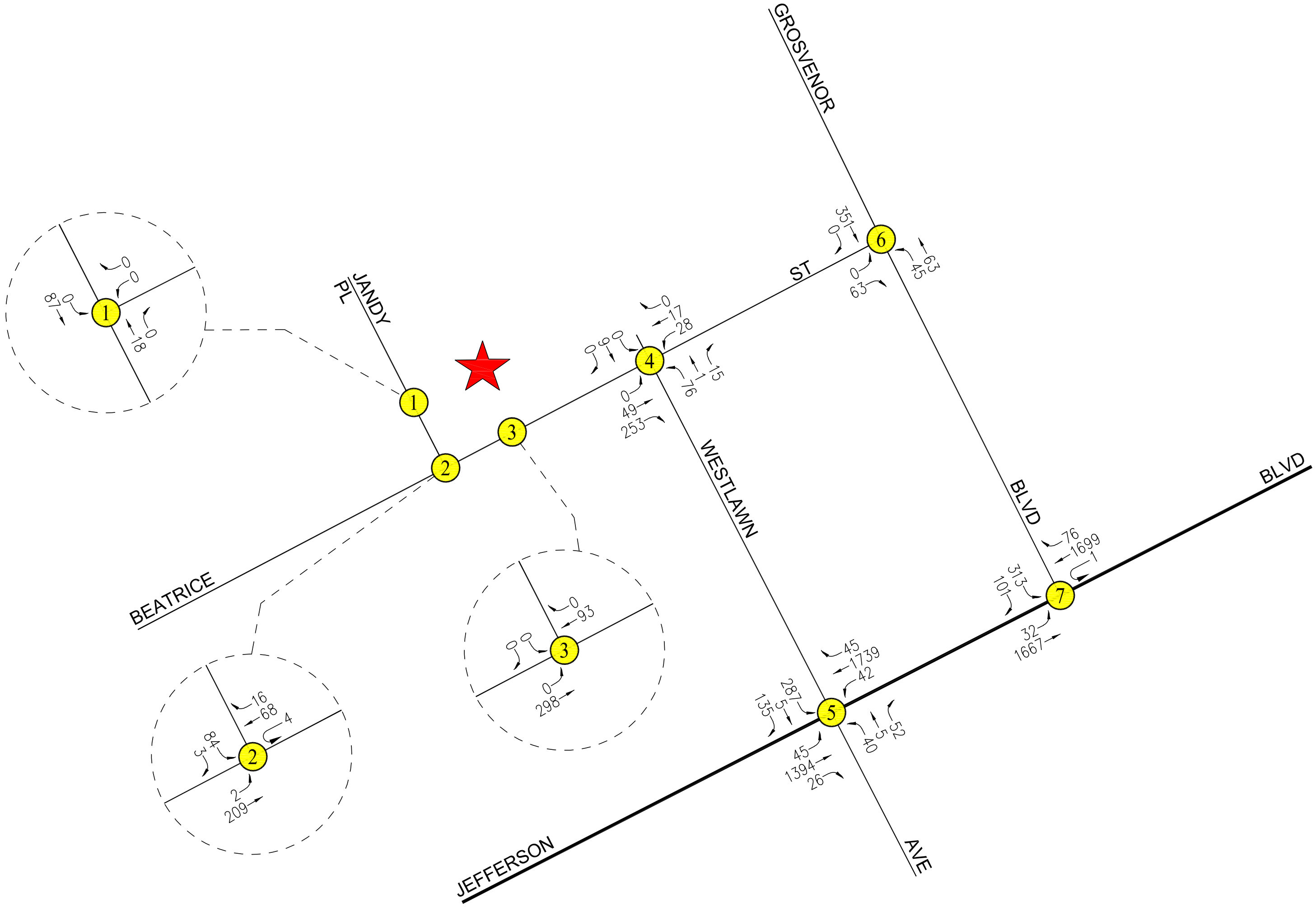
★ PROJECT SITE
Ⓧ STUDY INTERSECTION

FIGURE 3-7
EXISTING TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR
NEW BEATRICE WEST PROJECT

LINSCOTT, LAW & GREENSPAN, engineers



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Ⓧ STUDY INTERSECTION

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 3-8
EXISTING TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR
NEW BEATRICE WEST PROJECT

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

11-Feb-21

MAP NO.	PROJECT NAME/ PROJECT NUMBER	2021 PROJECT STATUS	ADDRESS/ LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
				LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
1	12777 W. Jefferson Boulevard Office Project	Completed [3]	12777 W. Jefferson Boulevard	Office	49,950 GSF		550	68	9	77	17	83	100
2	Del Rey Pointe	Proposed	5000 S. Beethoven Street	Apartments	236 DU	[5]	1,569	24	96	120	107	58	165
3	5405 S. Jandy Place Office Project	Terminated [4]	5405 S. Jandy Place	Office	93,950 GSF		613	86	10	96	30	154	184
4	Providence Saint John's Medical Office	Completed [3]	12555 W. Jefferson Boulevard	Medical Office	20,981 GSF		542	28	8	36	16	41	57
5	Village at Playa Vista Phase II	Completed [3]	South of Jeffreson Boulevard and Westlawn Avenue	Condominiums Office Retail Community Serving	2,600 DU 175,000 GSF 150,000 GSF 40,000 GSF	[5]	24,220	577	1,049	1,626	1,275	1,027	2,302
TOTAL							27,494	783	1,172	1,955	1,445	1,363	2,808

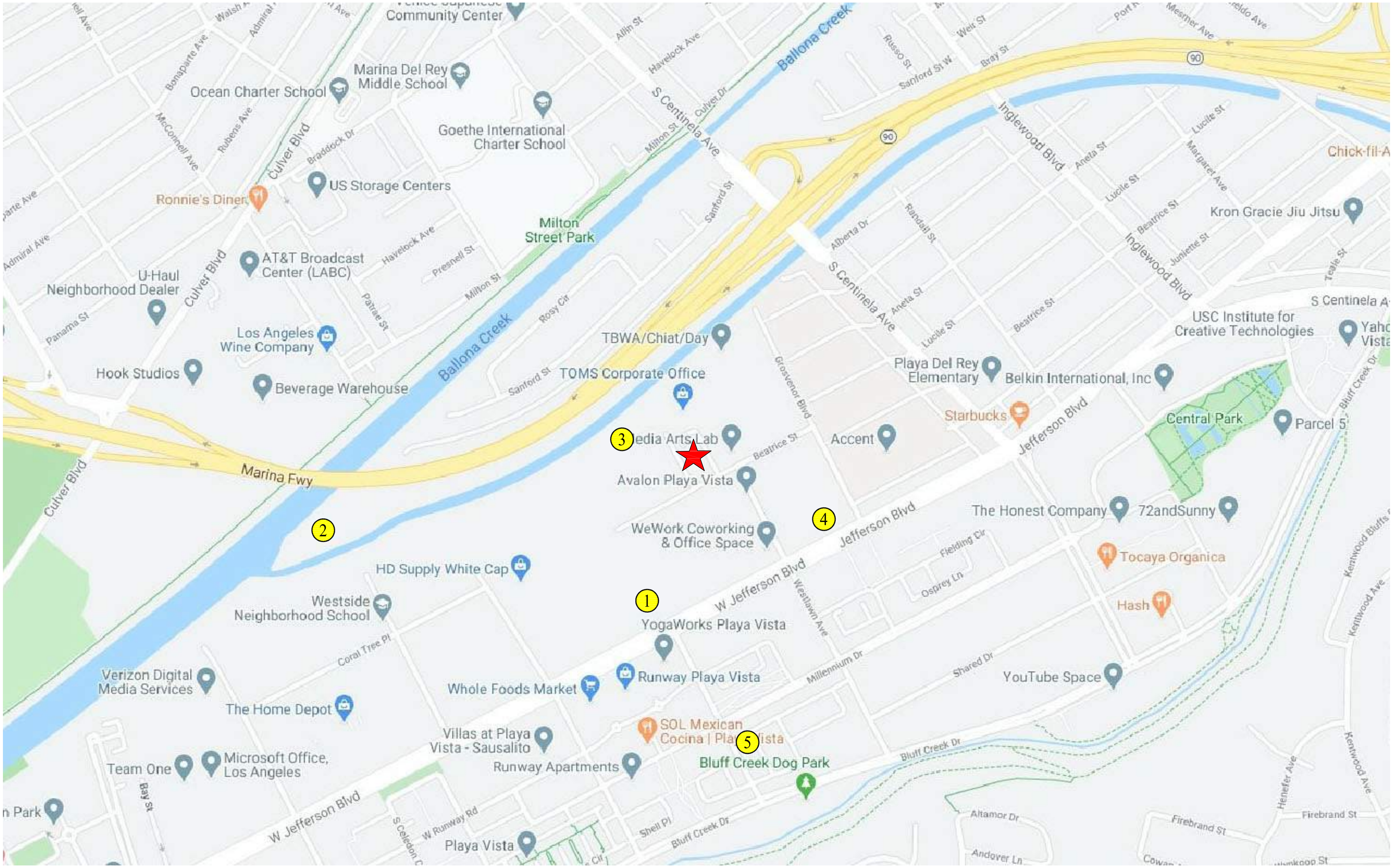
[1] Source: City of Los Angeles Department of Transportation and Deparrtment of City Planning Related Projects List.

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

[3] These projects are included in this list as the traffic generated from these developments was not refelected in the baseline traffic counts taken in 2016.

[4] It is noted that this project application was terminated in 2018. However, due to its proximity to this Project Site, the project has been included in this list so as to provide a conservative analysis.

[5] Source: Traffic Impact Study for Del Rey Pointe, prepared by KOA Corporation, October 2017.



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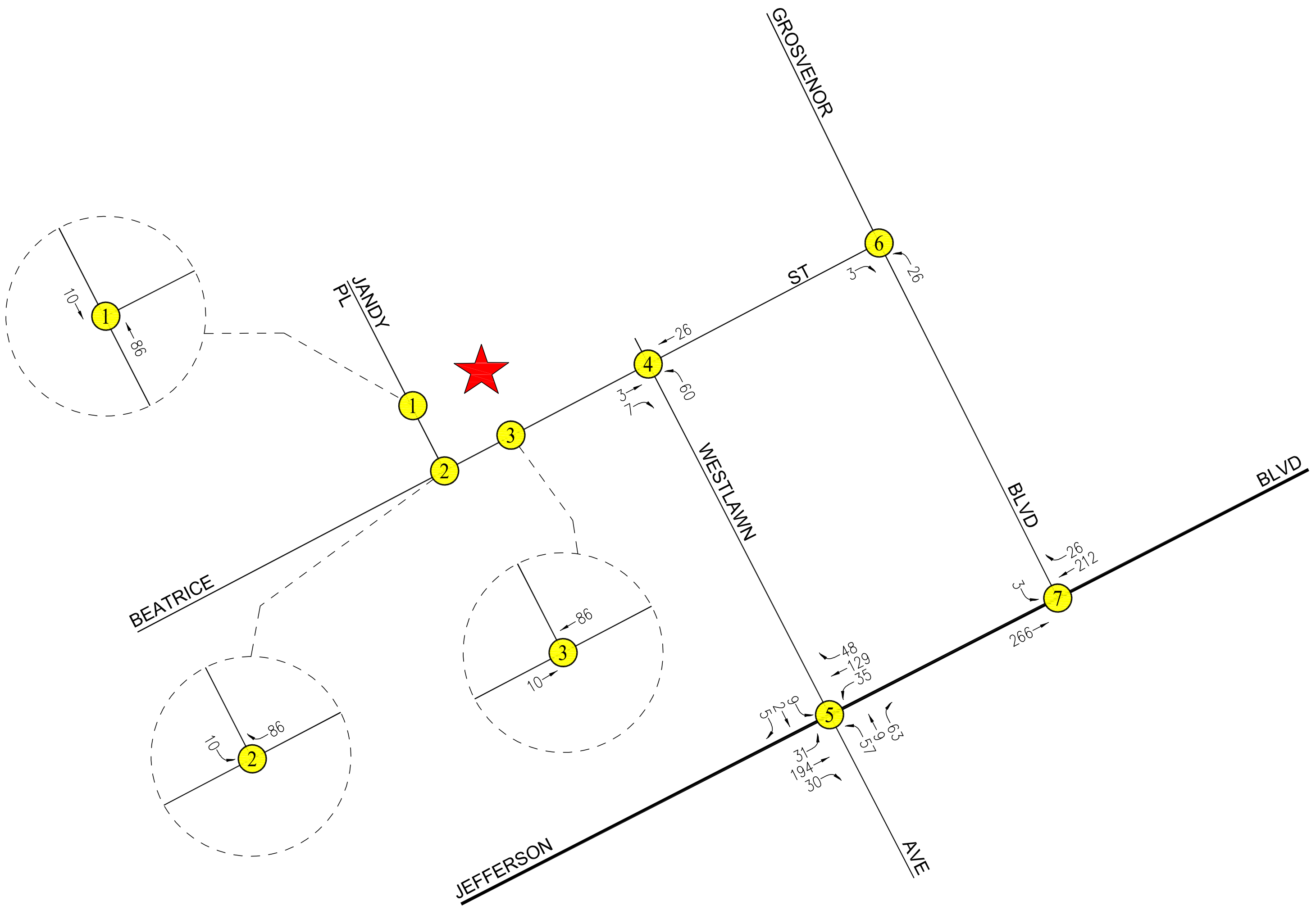
MAP SOURCE: GOOGLE MAPS
★ PROJECT SITE
Ⓧ RELATED PROJECT

FIGURE 3-9
LOCATION OF RELATED PROJECTS

LINSCOTT, LAW & GREENSPAN, engineers

NEW BEATRICE WEST PROJECT



★ PROJECT SITE
Ⓧ STUDY INTERSECTION

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FIGURE 3-10
RELATED PROJECTS TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR
NEW BEATRICE WEST PROJECT

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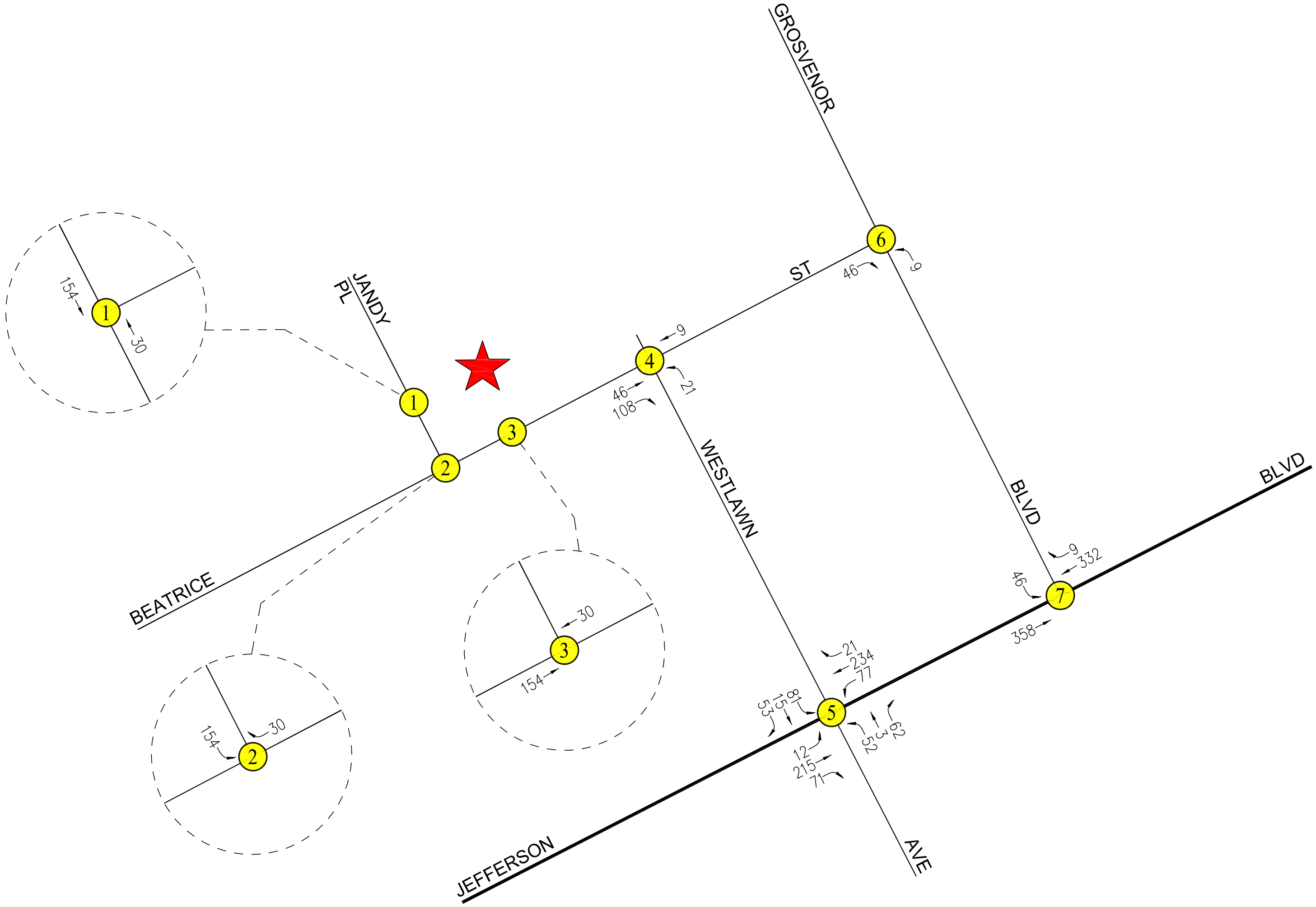

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★ PROJECT SITE
Ⓧ STUDY INTERSECTION

FIGURE 3-11
RELATED PROJECTS TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR
NEW BEATRICE WEST PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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3.5.2 *Ambient Traffic Growth*

In order to account for unknown related projects not included in this analysis, the existing traffic volumes were increased at an annual rate of 1.0 percent (1.0%) per year to and including the year 2024 (i.e., the anticipated year of Project build-out). The ambient growth factor was based on general traffic growth factors provided in the *2010 Congestion Management Program for Los Angeles County* ("CMP manual") and determined in consultation with LADOT staff. It is noted that based on review of the general traffic growth factors provided in the CMP manual for the West/Central Los Angeles area (i.e., Regional Statistical Area [RSA] 17), it is anticipated that the existing traffic volumes are expected to increase at an annual rate of approximately 0.19% per year between the years 2020 and 2025. Thus, application of an annual growth factor of 1.0% annual growth provides a conservative, worst case forecast of future traffic volumes in the area as it substantially exceeds the annual traffic growth rate published in the CMP manual. Further, it is noted that the CMP manual's traffic growth rate is intended to anticipate future traffic generated by development projects in the Project vicinity. Thus, the inclusion in this traffic analysis of both a forecast of traffic generated by known related projects plus the use of an ambient growth traffic factor based on CMP traffic model data results in a conservative estimate of future traffic volumes at the study intersections.

4.0 CEQA ANALYSIS OF TRANSPORTATION IMPACTS

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

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

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

4.1.1 *Screening Criteria*

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

- Would the project generate a net increase of 250 or more daily vehicle trips?
    - Yes, the Project will generate a net increase of 250 or more daily vehicle trips (not considering any TDM measures). The net daily vehicle trips were forecast using the Screening Tab contained within Version 1.3 of the City's VMT Calculator tool. Copies of the detailed City of Los Angeles VMT Calculator worksheets for the Project are contained in *Appendix C*. As indicated on the Screening Tab of the VMT Calculator (Page 1), the Project would generate 2,080 net new daily vehicle trips.

- Is the project proposing to, or required to make any voluntary or required, modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.)?
    - No street dedications or improvements are required by the Project. However, the City's Bureau of Engineering (BOE) will make a final determination if any roadway dedications and/or widenings are required.

- Is the project on a lot that is 0.5-acre or more in total gross area, or is the project's frontage along a street classified as an Avenue or Boulevard (as designated in the City General Plan), 250 linear feet or more, or is the project's building frontage encompassing an entire block along a street classified as an Avenue or Boulevard by the City's General Plan?

    - Yes, the Project Site comprises of approximately 4.51 acres. The Project Site's frontage along Jandy Place, which is designated as a Local Street, is approximately 316 linear feet. The Project Site's frontage along Beatrice Street, which is designated as a Local Street, is approximately 550 linear feet. Neither of the Project Site's frontages encompass an entire block along an Avenue or Boulevard.

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

4.1.2 *Impact Criteria and Methodology*

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

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

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

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

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

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

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

As described above, a forecast of on-street traffic conditions prior to occupancy of the Project was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area. The related projects research was based on information on file at LADOT and the Department of City Planning within a 0.5-mile radius of the Project Site. The list of related projects in the Project Site area is presented in *Table 3–2*. The location of the related projects is shown in *Figure 3–9*. Traffic volumes expected to be generated by the related projects were calculated using rates provided in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*. The related projects' respective traffic generation for the weekday AM and PM peak hours, as well as on a daily basis for a typical weekday, is summarized in *Table 3–2*. The distribution of the related projects traffic volumes to the study intersections during the weekday AM and PM peak hours are displayed in *Figures 3–10* and *3–11*, respectively.

4.1.3 *Review of Project Consistency*

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

4.1.4 *Review of Cumulative Consistency*

This section requires consultation and confirmation with City of Los Angeles Departments of City Planning and Transportation (i.e., with LADCP and LADOT). The City's TAG instructs that analysis should, "consider whether there would be a significant impact to which both the

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

25-Jan-21

NO.	GUIDING QUESTIONS	RESPONSE TO GUIDING QUESTIONS	DESCRIPTION	RELEVANT PLAN, POLICIES, AND PROGRAMS	SUPPORTING/COMPLEMENTARY CITY PLANS, POLICIES, AND PROGRAMS TO CONSULT	PROJECT CONSISTENCY?
EXISTING PLAN APPLICABILITY						
1	Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone? (screening question)	**NO**	The Project Site has frontage directly on Beatrice Street and Jandy Place, which are designated as Local Streets under the Mobility Plan 2035 Street Standards Plan. The Project Site is zoned within a Light Industrial zone (M2-1) per the City of Los Angeles Municipal Code (LAMC).	LAMC Section 12.37		**YES**
2	Is project site along any network identified in the City's Mobility Plan?	**YES**	Beatrice Street between Westlawn Avenue and Grosvenor Boulevard is identified within the Neighborhood Enhanced Network.	MP 2.3 through 2.7		**YES**
3	Are dedications or improvements needed to serve long-term mobility needs identified in the Mobility Plan 2035?	**NO**	No street dedciations or improvements are required by the Project on the streets adjacent to the Project Site pursuant to the Mobility Plan 2035.	MP - Street Classifications; MP - Street Designations and Standard Roadway Dimensions	MP - 2.17 Street Widenings	**YES**
4	Does the project require placement of transit furniture in accordance with City's Coordinated Street Furniture and Bus Bench Program?	**N/A**				**YES**
5	Is project site in an identified Transit Oriented Community (TOC)?	**YES**	The Project Site is in a TOC Affordable Housing Incentive Area Tier 1, but cannot take advantage of TOC incentives because it does not include a residential component.	MP - TEN; MP - PED; MP - BEN; TOC Guidelines		**YES**
6	Is project site on a roadway identified in City's High Injury Network?	**NO**	The Project Site has frontage directly on Beatrice Street and Jandy Place, which are not identified in the City's High Injury Network.	Vision Zero	Mobility Plan 2035	**YES**
7	Does project propose repurposing existing curb space? (Bike corral, car-sharing, parklet, electric vehicle charging, loading zone, curb extension, etc.)	**NO**		MP - 2.1 Adaptive Reuse of Streets; MP - 2.10 Loading Areas; MP - 3.5 Multi-Modal Features; MP - 3.8 Bicycle Parking; MP - 4.13 Parking and Land Use Management; MP - 5.4 Clean Fuels and Vehicles	MP - 2.3 Pedestrian Infrastructure; MP - 2.4 Neighborhood Enhanced Network; MP - 3.2 People with Disabilities; MP - 4.1 New Technologies; MP 5.1 Sustainable Transportation; MP - 5.5 Green Streets	**YES**
8	Does project propose narrowing or shifting existing sidewalk placement?	**NO**		MP 2.3 Pedestrian Infrastructure; MP 3.1 - Access for All; MP -PED; MP - ENG 19; MP 2.17 Street Widenings	Healthy LA; Vision Zero; Sustainability pLAn	**YES**
9	Does project propose paving, narrowing, shifting or removing an existing parkway?	**NO**		MP - 5.5 Green Streets; Sustainability pLAn		**YES**
10	Does project propose modifying, removing or otherwise affect existing bicycle infrastructure? (ex: driveway proposed along street with bicycle facility)	**NO**		MP - BEN; MP - 4.15 Public Hearing Process	Vision Zero	**YES**
11	Is project site adjacent to an alley? If yes, will project make use of, modify, or restrict alley access?	**NO**		MP - 3.9 Increased Network Access; MP - ENG.9; MP - PL.1; MP - PL.13; MP - PS.3		**YES**
12	Does project create a cul-de-sac or is project site located adjacent to existing cul-de-sac? If yes, is cul-de-sac consistent with design goal in Mobility Plan 2035 (maintain through bicycle and pedestrian access)?	**YES**	The Project Site has frontage directly on Jandy Place, which is an existing cul-de-sac. The cul-de-sac is on the northern end of Jandy Place and provides multiple access points for vehicles, bicycles, and pedestrians to the surrounding office buildings.	MP - 3.10 Cul-de-sacs		**YES**

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

NO.	GUIDING QUESTIONS	RESPONSE TO GUIDING QUESTIONS	DESCRIPTION	RELEVANT PLAN, POLICIES, AND PROGRAMS	SUPPORTING/COMPLEMENTARY CITY PLANS, POLICIES, AND PROGRAMS TO CONSULT	PROJECT CONSISTENCY?
ACCESS: DRIVEWAYS AND LOADING						
13	Does project site introduce a new driveway or loading access along an arterial (Avenue or Boulevard)?	**NO**	The Project does not propose any new driveways or loading access along an arterial. The Project proposes new driveways on the north side of Beatrice Street (a Local Street), and along the east side of Jandy Place (a Local Street). The Project proposes a new driveway along the Project Site's northerly frontage for truck delivery and loading access. Access to this driveway will be provided via the existing driveway along the east side of the Jandy Place cul-de-sac.	MP - PL.1; MP - PK.10, CDG 4.1.02	Vision Zero	**YES**
14	If yes to 13, Is a non-arterial frontage or alley access available to serve the driveway or loading access needs?	**N/A**		MP - PL.1; MPP 321	Vision Zero	**N/A**
15	Does project site include a corner lot? (avoid driveways too close to intersections)	**YES**	The Project Site is located at the corner of Jandy Place and Beatrice Street. The proposed Jandy Place driveway is located approximately 80 feet north of the intersection of Jandy Place and Beatrice Street. The proposed Beatrice Street driveway is located approximately 75 feet east of the intersection of Jandy Place and Beatrice Street.	CDG 4.1.01		**YES**
16	Does project propose driveway width in excess of City standard?	**NO**	Per LADOT's Manual of Policies and Procedures, Section 321, it is recommended that two-way driveways serving commercial and industrial uses are no more than 30 feet in width. Wider driveways may be appropriate for multiple entry lanes. The Project's Jandy Place driveway will be approximately 30 feet in width. The Project's Beatrice Street driveway will have two entry lanes and will be approximately 42 feet in width. The Project's service access driveway will be approximately 30 feet in width.	MPP Sec. 321	Vision Zero, Sustainability pLAn, MP - PED, MP - BEN CDG 4.1.04	**YES**
17	Does project propose more driveways than required by City maximum standard?	**NO**	Per LADOT's Manual of Policies and Procedures, Section 321, a maximum of one driveway is allowed along an arterial frontage between 0 and 200 feet. The Project proposes one new driveway along Jandy Place and one new driveway along Beatrice Street, which are Local Streets.	MPP - Sec No. 321 Driveway Design	Vision Zero, MP, Healthy LA	**YES**
18	Are loading zones proposed as a part of the project?	**YES**	A loading zone is proposed as part of the Project. The Project proposes loading to occur off-street and internally to the Project Site.	MP - 2.10 Loading Areas; MP - PK.1; MP - PK.7; MP - PK.8; MPP 321		**YES**
19	Does project include "drop-off" zones or areas? If yes, are such areas located to the side or rear of the building?	**NO**		MP - 2.10 Loading Areas		**YES**
20	Does project propose modifying, limiting/restricting, or removing public access to a public right-of-way (e.g., vacating public right-of-way?)	**NO**		MP - 2.3 Pedestrian Infrastructure; MP - 3.9 Increased Network Access		**YES**

proposed project and other projects contribute." For instance, a cumulative impact could occur if the project as well as other future development projects located on the same block were to preclude the City's ability to serve transportation user needs as defined by the City's transportation policy framework. Based on the above Project consistency conclusion and review of the guiding language contained in the City's TAG, it can be concluded that this is sufficient documentation to demonstrate that there is also no cumulative inconsistency with the City's plans, policies, ordinances and programs, and therefore, the Project's cumulative impacts would be less than significant. In addition, since the Project does not include any features that would preclude the City from completing and complying with these guiding documents and policy objectives, there is no cumulative inconsistency that can be determined.

4.2 VMT Analysis (Threshold T-2.1)

The State of California Governor's Office of Planning and Research (OPR) issued proposed updates to the CEQA guidelines in November 2017 and an accompanying technical advisory guidance in April 2018 (*OPR Technical Advisory*) that amends the Appendix G question for transportation impacts to delete reference to vehicle delay and level of service and instead refer to Section 15064.3, subdivision (b)(1) of the CEQA Guidelines asking if the project will result in a substantial increase in vehicle miles traveled (VMT). Section 15064.3, subdivision (b)(1) states the following:

- Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be considered to have a less than significant transportation impact.

The California Natural Resources Agency certified and adopted the CEQA Guidelines in December 2018, which are now in effect. Accordingly, the City of Los Angeles has adopted significance criteria for transportation impacts based on VMT for land use projects and plans in accordance with the amended Appendix G question:

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

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

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

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

For purposes of screening the daily vehicle trips, a proposed project's daily vehicle trips should be estimated using the City's VMT Calculator tool or the most recent edition of the ITE *Trip Generation Manual*. TDM strategies should not be considered for the purposes of screening. If existing land uses are present on the project site or there were previously terminated land uses that meet the criteria for trip credits described in the trip generation methodology discussion (refer to Subsection 3.3.4.1 of the TAG), the daily vehicle trips generated by the existing or qualified terminated land uses can be estimated using the VMT Calculator tool and subtracted from the proposed project's daily vehicle trips to determine the net increase in daily vehicle trips.

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

For the purpose of screening the VMT, a project's daily VMT should be estimated using the City's VMT Calculator tool or the City's Travel Demand Forecasting (TDF) model. TDM strategies should not be considered for the purpose of screening. If existing land uses are present on the project site or there were previously terminated land uses that meet the criteria for trip credits description in the trip generation methodology discussion (refer to Subsection 3.3.4.1 of the TAG), the daily VMT generated by the existing or qualified terminated land uses can be estimated using the City VMT Calculator tool and subtracted from the project's daily VMT to determine the net increase in daily VMT.

In addition to the above screening criteria, the portion of, or the entirety of a project that contains small-scale or local serving retail uses[11] are assumed to have less than significant VMT impacts. If the answer to the following question is no, then that portion of the project meets the screening criteria and a "no impact" determination can be made for the portion of the project that contains retail uses. However, if the retail project is part of a larger mixed-use project, then the remaining portion of the project may be subject to further analysis in accordance with the above screening criteria. Projects that include retail uses in excess of the screening criteria would need to evaluate the entirety of the project's VMT, as specified in Subsection 2.2.4 of the TAG.

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

4.2.1 *Impact Criteria and Methodology*

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

- For residential projects, the project would generate household VMT per capita exceeding 15% below the existing average household VMT per capita for the Area Planning Commission (APC) area in which the project is located.

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

- For office projects, the project would generate work VMT per employee exceeding 15% below the existing average work VMT per employee for the APC area in which the project is located.

- For regional serving retail projects, the project would result in a net increase in VMT.

- For other land use types, measure VMT impacts for the work trip element using the criteria for office projects above.

Different VMT significance thresholds have been established for each APC boundary area as the characteristics of each are distinct in terms of land use, density, transit availability, employment, etc. The City's significance thresholds (i.e., provided on a daily household VMT per capita basis and a daily work VMT per employee basis) for each of the seven (7) APC boundary areas are presented in ***Table 4–2***. As the Project Site is located in the West Los Angeles APC, the VMT impact criteria (i.e., 15% below the APC average) applicable to the Project is 7.4 daily Household VMT per Capita and 11.1 daily Work VMT per Employee for the commercial component.

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

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

It is important to note that since the Project's restaurant component is local-serving and is significantly below 50,000 square feet (i.e., the proposed restaurant space only totals 3,400 square feet), the retail component is assumed to have a less than significant VMT impact based on the screening criteria contained in the City's TAG.

4.2.2 *Summary of Project VMT Analysis*

The daily vehicle trips and VMT expected to be generated by the Project (i.e., without consideration of the local-serving retail space which as stated above is concluded to have a less than significant VMT impact) were forecast using Version 1.3 of the City's VMT Calculator tool.[12] Copies of the detailed City of Los Angeles VMT Calculator worksheets for the proposed Project are contained in *Appendix C*. As indicated in the summary VMT Calculator worksheet, the Project, with mitigation, is forecast to generate the following:

- The Project is estimated to generate a total of 1,978 daily vehicle trips.

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[12] The City's TAG states that the Memorandum of Understanding ("MOU") describes the assumptions and parameters that *shall* be included in the transportation assessment, including the approach to estimate the Project VMT. The Project entered into an MOU with LADOT on March 12, 2020 that relied on Version 1.2 of the City's VMT Calculator. Subsequently, in June 2020 LADOT issued an updated version of the VMT Calculator (Version 1.3) which is used in this transportation assessment.

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

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

[1] Source: LADOT *Transportation Assessment Guidelines* , July 2019.

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

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

- The estimated daily work VMT per employee for the Project's general office land use component is 11.1 daily work VMT per employee with mitigation, which is equal to the West Los Angeles APC significance threshold of 11.1 VMT per employee.

It is noted that the Project will incorporate TDM measures as mitigation measures, as described in Section 2.8 herein. The implementation of the TDM measures results in daily work VMT impacts that are less than significant. Thus, based on the above analyses, the Project is not expected to result in a significant VMT impact. Therefore, no further mitigation is necessary as it relates to VMT.

4.2.3 *Summary of Cumulative VMT Analysis*

As stated in the City's TAG document (refer to page 20 of the TAG), analyses should consider both short-term and long-term project effects on VMT. Short-term effects are evaluated in the detailed project-level VMT analysis summarized above. Long-term, or cumulative, effects are determined through a consistency check with the Southern California Association of Government's (SCAG's) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas (GHG) reduction targets. As such, projects that are consistent with this plan in terms of development, location, density, and intensity, are part of the regional solution for meeting air pollution and GHG goals. Projects that are deemed to be consistent would have a less than significant cumulative impact on VMT. Development in a location where the RTP/SCS does not specify any development may indicate a significant impact on transportation. However, as noted in the City's TAG document, for projects that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e., VMT per capita or VMT per employee) in the analysis, a less than significant project impact conclusion is sufficient in demonstrating there is no cumulative VMT impact. Projects that fall under the City's efficiency-based impact thresholds are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS.

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

4.3 Geometric Design Threshold (T-3)

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

4.3.1 *Screening Criteria*

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

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

  - Yes, the Project proposes new driveways along the east side of Jandy Place and along the north side of Beatrice Street. The proposed Jandy Place driveway is located approximately 80 feet north of the Jandy Place / Beatrice Street intersection, and the proposed Beatrice Street driveway is located approximately 75 feet east of the Jandy Place / Beatrice Street intersection.

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

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

  - No street dedications or improvements are required by the Project. However, the City's Bureau of Engineering (BOE) will make a final determination if any roadway dedications and/or widenings are required.

4.3.2 *Impact Criteria and Methodology*

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

- Threshold T-3: Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
    - No, the Project would not substantially increase hazards due to a geometric design feature.

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

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

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

In addition to the stated criteria, the following analysis takes into consideration the fact that both Jandy Place and Beatrice Street terminate in cul de sacs. Jandy Place terminates approximately 50 feet from the northern project boundary. Beatrice Street terminates across Jandy approximately 650 feet from the western project boundary.

4.3.3 *Qualitative Review of Site Access Points*

LADOT's Manual of Policies and Procedures (MPP) Section 321 recommends that two-way driveways serving commercial and industrial uses be 30 feet in width, while wider driveways may be appropriate for multiple entry lanes. Accordingly, the Project Applicant will comply with MPP Section 321 to meet the standard driveway width criteria. The Project's Beatrice Street driveway is proposed to be approximately 42 feet in width, accommodating two travel lanes for inbound vehicular traffic and one lane for outbound vehicular traffic. The Project's Jandy Place driveway for access to the parking structure is proposed to be approximately 30 feet in width, accommodating one lane each for inbound and outbound vehicular traffic. The Project's service access driveway is proposed to be approximately 30 feet in width. As the proposed parking structure driveways on Jandy Place driveway and Beatrice Street will be located approximately 80 feet north and 75 feet east of the Jandy Place / Beatrice Street intersection, respectively, and based on a review of the forecast net new weekday AM and PM peak hour project traffic volumes (i.e., those traffic volumes summarized in Section 2.7 herein), no safety concerns related to geometric design are noted. In addition, the Project will not physically modify the curb placement or turning radius at the Jandy Place / Beatrice Street intersection and will not physically alter the sidewalks along Jandy Place and Beatrice Street adjacent to the Project Site. Further, as indicated in Project Condition Nos. 14a.i. and 14.a.ii, the Jandy Place driveway will be closed during the 60-minute lunch time period between 12:30 p.m. and 1:30 p.m., Monday through Friday. Additionally, an analysis of operations at the Jandy Place driveway during peak hours will be conducted post construction and occupancy of the Project to determine whether any restrictions should be imposed. These requirements for the Jandy Place driveway will enhance pedestrian safety during the lunch time period, will ensure that Project driveway operations do not cause a significant impact to traffic flow on Jandy Place during peak hours, and will reduce the potential for conflicts with vehicular traffic at the Jandy Place driveway.

The Project will result in closure of three of the four existing driveways along the north side of Beatrice Street and the construction of one new driveway on the north side of Beatrice Street. As previously noted, the Project will result in the closure of the existing driveway on the north side of Beatrice Street opposite Westlawn Avenue that currently serves surface parking spaces for the adjacent commercial building at 12541 Beatrice Street. These parking spaces will be removed and relocated within the Project's parking structure. In addition, the Project will construct one new driveway on Jandy Place, and will retain the existing driveway on Jandy Place for service vehicles. Overall, the Project reduces the total number of driveways currently serving the Project Site from five to four as compared to the existing condition, thereby resulting in fewer potential points of conflict between vehicles and pedestrians/bicyclists.

Also, as previously stated, the Project will implement Project Condition Nos. 14.a.i and 14.a.ii related to the lunch time restrictions and future monitoring of the Project driveway on Jandy Place.

Based on the above, it can be determined that the Project will not substantially increase hazards due to a geometric design feature or incompatible use, and a less than significant impact determination can be reached.

As previously noted, Jandy Place is an existing cul-de-sac which terminates immediately north of the Project Site. The Project proposes one new driveway on Jandy Place serving the Project's proposed parking structure and proposes to maintain the existing service access driveway located at the north end of the Project Site. The Project Site driveways will be constructed in accordance with LADOT Manual of Policies and Procedures 321 which provides guidance related to vehicular site access for development projects. The LADOT driveway policy manual nor the TAG do not indicate any special or unique considerations related to vehicular traffic on streets that are cul-de-sacs. Therefore, the Project's location on a cul-de-sac does not cause or contribute to a significant transportation impact.

4.4 CEQA Transportation Measures

4.4.1 *Transportation Demand Management*

The Project Applicant will comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance, referred to in LAMC Section 12.26.J) and the other requirements per the City's Municipal Code.

Although no significant impacts will result from the Project after implementation of the six TDM measures discussed above, the Project will still incorporate all mitigation measures and conditions contained in the Project Conditions, including Project Condition Nos. 14, 28, 29, and 30 that relate to transportation. The benefits of implementing the Project Conditions are discussed below, as well as in the following Subsection 5.2.3.

Project Condition No. 14 requires restrictions on the Jandy Place driveway, further study of those restrictions including monitoring of the Jandy Place driveway, and funding for the installation of a yellow flashing signal at the existing striped crosswalk on Inglewood Boulevard at Beatrice Street. The restrictions on the Jandy Place driveway include closing the driveway during the 60 minute lunch time period between 12:30 p.m. and 1:30 p.m. Monday through Friday. Further analysis of operations at the Jandy Place driveway during peak hours will also be conducted to determine whether any restrictions should be imposed during peak hours to ensure that Project driveway operations do not cause a significant impact to traffic flow on Jandy Place at peak hours. The requirements for the Jandy Place driveways will enhance pedestrian safety during the lunch time period and will ensure that Project driveway operations do not cause a significant impact to traffic flow on Jandy Place during the AM and PM peak hours. Installing the yellow flashing signal at the existing crosswalk on Inglewood Boulevard at Beatrice Street will enhance pedestrian safety by alerting motorists to reduce travel speeds when approaching the intersection and to stop when pedestrians are crossing Inglewood Boulevard.

Project Condition No. 28 requires physical improvements to the Westlawn Avenue / Jefferson Boulevard, Grosvenor Boulevard / Jefferson Boulevard, and Centinela Avenue – Campus Center Drive / Jefferson Boulevard intersections. Implementing the required physical improvements will reduce vehicle queues at the intersections and subsequently reduce spillover from turn pockets into through lanes, therefore improving traffic operations at the intersections. Project Condition No. 28 also requires that the Project shall covenant and agree to implement traffic signalization at the Jandy Place / Beatrice Street and Westlawn Avenue / Beatrice Street unsignalized intersections, if required in the future based on annual supplemental traffic signal warrant analyses. Specifically, Project Condition No. 28 requires that the Project shall conduct and submit annual supplemental traffic signal warrant analyses for the intersections, beginning with the Project's first year of 80% occupancy. If deemed warranted, traffic signals at the two intersections will likely reduce delays and streamline traffic flow, thereby improving traffic operations.

Project Condition No. 29 requires a TDM plan to be prepared. The Project will incorporate six TDM strategies as mitigation measures as described in Section 2.8 herein. As outlined in the Project-related VMT analysis and the conclusions reported in Subsection 4.2.3 (i.e., which conclude that the Project falls under the City's efficiency-based impact thresholds and thus are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS), the Project is not expected to result in a significant VMT impact and no cumulative VMT impacts are anticipated.

Project Condition No. 30 requires that a construction work site traffic control plan be prepared and submitted to LADOT's Western District Office for review and approval prior to the start of any construction work. The Project Applicant would prepare a detailed Construction Staging and Traffic Management Plan, which would include any applicable street/lane/sidewalk closure information, a detour plan, limitation of any potential roadway lane closure(s) to off-peak travel periods, etc. Subsection 5.3.3 herein further discusses the Construction Staging and Traffic Management Plan. Implementing a construction work site traffic control plan will facilitate traffic operations and reduce the likelihood of delays and vehicle queues during the construction period.

4.4.2 CEQA Transportation Summary

Based on the findings above, it can be determined that the Project will not conflict with City plans, policies, ordinances and programs, will not result in a significant VMT impact, and will not substantially increase hazards due to a geometric design feature. Therefore, a "less than significant" determination can be made as related to the CEQA analysis.

5.0 NON-CEQA ANALYSIS

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

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

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

5.1 Pedestrian, Bicycle, and Transit Access

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

5.1.1 *Screening Criteria*

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

    - Yes, the Project will generate a net increase of 250 or more daily vehicle trips. As indicated on the Screening Tab of the City's VMT Calculator (Page 1 of *Appendix C)*, the Project would generate 2,080 net new daily vehicle trips.

- Does the land use project include the construction, or addition of 50 dwelling units or guest rooms or combination thereof, or 50,000 square feet of non-residential space?

    - Yes, the Project proposes the construction of 196,100 square feet of office floor area and 3,400 square feet of high-turnover restaurant floor area.

- Is the project on a lot that is 0.5-acre or more in total gross area, or is the project's frontage along a street classified as an Avenue or Boulevard (as designated in the City General Plan), 250 linear feet or more, or is the project's building frontage encompassing an entire block along a street classified as an Avenue or Boulevard by the City's General Plan?

    - Yes, the Project Site comprises of approximately 4.51 acres. The Project Site's frontage along Jandy Place, which is designated as a Local Street, is approximately 316 linear feet. The Project Site's frontage along Beatrice Street, which is designated as a Local Street, is approximately 550 linear feet. Neither of the Project Site's frontages encompass an entire block along an Avenue or Boulevard.

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

5.1.2 *Evaluation Criteria*

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

- Would a project directly or indirectly result in a permanent removal or modification that would lead to the degradation of pedestrian, bicycle, or transit facilities, such as:
    - Removal or degradation of existing sidewalks, crosswalks, pedestrian refuge islands, and/or curb extensions/bulbouts.
    - Removal or degradation of existing bikeways and/or supporting facilities (e.g., bikeshare stations, on-street bike racks/parking, bike corrals, etc.).
    - Removal or degradation of existing transit and/or local circulator facilities including stop, bench, shelter, concrete pad, bus lane, or other amenities.
    - Removal of other existing transportation system elements supporting sustainable mobility.
    - Increase street crossing distance for pedestrians; increase in number of travel/turning lanes; increase in turning radius or turning speeds.
    - Removal, degradation, or narrowing of an existing sidewalk, path, crossing, or pedestrian access way.
    - Removal or narrowing of existing sidewalk-street buffering elements (e.g., curb extension, parkway, planting strip, street trees, etc.).
- Would a project intensify use of existing pedestrian, bicycle, or transit facilities, such as:
    - Increase in pedestrian or vehicle volume, and thereby increase the need or attraction to cross a street at unmarked pedestrian crossings or unsignalized or uncontrolled intersections where a crossing is not available without significant rerouting. Refer to the Guidelines for Marked Crosswalks Across Uncontrolled Locations, in LADOT's Manual of Policies and Procedures (MPP) Section 344, or Guidelines for Traffic Signals in MPP Section 353 to determine approval and warrant criteria for an additional crossing.

- Result in new pedestrian demand between project site entries/exits and major destinations or transit stops expected to serve the development where there are missing pedestrian facilities (e.g., gaps in the sidewalk network) or substandard pedestrian facilities (e.g., narrow or uneven sidewalks, no crosswalks at intersections or mid-block, no marked crossing, or push button crossing rather than actuated, etc.).

- Increase transit demand at bus stops that lack marked crossings, with insufficient sidewalks, or are in isolated, or unlit areas.

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

5.1.3 *Results of Qualitative Access Review*

Table 5–1 summarizes the City's criteria associated with the two guiding questions regarding the pedestrian, bicycle, and transit access assessment and the determination of potential Project-related effect on the subject facilities in the vicinity of the Project. The determination is based on whether the Project would create deficiencies that could be physical (through removal, modification, or degradation of facilities) or demand-based (by adding pedestrian or bicycle demand to inadequate facilities). As indicated in *Table 5–1*, it is determined the Project does not include any features that would permanently remove, adversely modify, or degrade pedestrian, bicycle, and transit facilities in the Project vicinity. As also noted in *Table 5–1*, it is determined that it is possible that the Project may intensify use of pedestrian, bicycle, and transit facilities in the Project vicinity, however, such use is not expected to result in a deficient condition caused by the Project. The Project has the potential to increase pedestrian activity to an existing unmarked crossing (e.g., at the Jandy Place / Beatrice Street or Grosvenor Boulevard / Beatrice Street intersections). However, each of these streets (Jandy Place, Beatrice Street, and Grosvenor Boulevard) are designated as Local Streets, and accommodate a relatively low volume and low speed of vehicle traffic as compared to an Avenue or Boulevard. In addition, the relative distance required for pedestrians to walk across Jandy Place, Beatrice Street or Grosvenor Boulevard (e.g., 40 feet or less) is relatively minimal as compared to an Avenue or Boulevard. Finally, in the immediate Project Site vicinity, the Westlawn Avenue / Beatrice Street intersection is an all-way stop-controlled intersection that is within 300 feet of the Jandy Place / Beatrice Street intersection and 500 feet of the Grosvenor Boulevard / Beatrice intersection, which more safely accommodates pedestrian crossings and is therefore an alternative crossing location for pedestrians who prefer to cross at an intersection with such controls. Overall, the potential increase in pedestrian activity at existing unmarked crossings is not expected to result in an adverse safety condition. Additionally, a qualitative assessment of the existing pedestrian, bicycle, and transit facilities in the Project vicinity is included in *Table 5–1* (i.e., as part of the

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

15-Apr-20

CRITERIA	PROJECT RESPONSE	FURTHER QUANTITATIVE ASSESSMENT?
PERMANENT REMOVAL OR MODIFICATION OF FACILITIES		
Removal or degradation of existing sidewalks, crosswalks, pedestrian refuge islands, and/or curb extensions/bulbouts.	**No**	**No**
Removal or degradation of existing bikeways and/or supporting facilities (e.g., bikeshare stations, on-street bike racks/parking, bike corrals, etc.).	**No**	**No**
Removal or degradation of existing transit and/or local circulator facilities including stop, bench, shelter, concrete pad, bus lane, or other amenities.	**No**	**No**
Removal of other existing transportation system elements supporting sustainable mobility.	**No**	**No**
Increase street crossing distance for pedestrians; increase in number of travel/turning lanes; increase in turning radius or turning speeds.	**No**	**No**
Removal, degradation, or narrowing of an existing sidewalk, path, crossing, or pedestrian access way.	**No**	**No**
Removal or narrowing of existing sidewalk-street buffering elements (e.g., curb extension, parkway, planting strip, street trees, etc.).	**The Project will include the removal of street trees along Beatrice Street. The trees removed will be replaced on a 1:1 basis consistent with the City's requirements.**	**No**
INTENSIFY USE OF FACILITIES		
Increase in pedestrian or vehicle volume, and thereby increase the need or attraction to cross a street at unmarked pedestrian crossings or unsignalized or uncontrolled intersections where a crossing is not available without significant rerouting. Refer to the Guidelines for Marked Crosswalks Across Uncontrolled Locations, in LADOT's Manual of Policies and Procedures (MPP) Section 344, or Guidelines for Traffic Signals in MPP Section 353 to determine approval and warrant criteria for an additional crossing.	**The Project may increase pedestrians attempting to cross Beatrice Street at Jandy Place and Grosvenor Boulevard at Beatrice Street. A stop-controlled crossing is available within 300 feet of the Jandy Place / Beatrice Street intersection at Westlawn Avenue. Appendix D shows that the through northbound and southbound pedestrian volumes at the Grosvenor Boulevard / Jefferson Boulevard signalized intersection is less than 20 pedestrians during each peak hour in the year 2016. Assuming these volumes are carried to the Grosvenor Boulevard / Beatrice Street intersection and grown out to the year 2020, the pedestrian volumes at the Grosvenor Boulevard / Beatrice Street intersection will still be less than 20 pedestrians during each peak hour. Thus, the need for marked crosswalks is not warranted per LADOT MPP Section 344.**	**No**
Result in new pedestrian demand between project site entries/exits and major destinations or transit stops expected to serve the development where there are missing pedestrian facilities (e.g., gaps in the sidewalk network) or substandard pedestrian facilities (e.g., narrow or uneven sidewalks, no crosswalks at intersections or mid-block, no marked crossing, or push button crossing rather than actuated, etc.).	**The Project may increase pedestrians walking to local destinations and/or transit stops. Nearby intersections, such as Westlawn Avenue / Jefferson Boulevard and Grosvenor Boulevard / Jefferson Boulevard, provide crosswalks and pedestrian phasing. There are no observed missing pedestrian facilities in the Project vicinity.**	**No**
Increase transit demand at bus stops that lack marked crossings, with insufficient sidewalks, or are in isolated, unshaded, or unlit areas.	**The Project may increase pedestrians walking to local transit stops. Transit stops for Metro Line 110, Culver CityBus Line 4, and Commuter Express Line 437B are provided at the Westlawn Avenue / Jefferson Boulevard intersection, which is signalized and provides crosswalks with pedestrian phasing.**	**No**

responses to the criteria questions). Based on this analysis, no Project-specific actions or improvements are recommended as it relates to pedestrian, bicycle, and transit access.

It is noted that though the Project Site is not located in close proximity to roadways included on the HIN, it is understood that LADOT staff may coordinate internal review with the Vision Zero Programs Bureau to determine if safety-related measures are needed to support safe access to and/or from the development site for vulnerable road users (i.e., pedestrians and bicyclists).

5.2 Project Access and Circulation Review

Project access and circulation constraints relate to the provision of access to and from the project site, and may include safety, operational, or capacity constraints. Constraints can be related to vehicular/vehicular, vehicular/bicycle, or vehicular/pedestrian constraints as well as to operational delays. These conflicts may be created by the driveway configuration or through the placement of project driveway(s) in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to an intersection or crosswalk. The Project access and circulation has been evaluated for permanent conditions after Project completion. This analysis considers the Project's location on a cul-de-sac (Jandy Place) and in close proximity to the cul-de-sac portion of Beatrice Street. This includes a determination of existing and future traffic volumes using the two cul-de-sacs and operational traffic controls at the Jandy Place/Beatrice Street intersection. ***Table 5-2*** summarizes the vehicle queuing analysis prepared for each of the study locations for the representative intersection traffic movements for the weekday AM and PM peak hours. ***Appendix E*** contains the analysis data worksheets for the study intersections.

5.2.1 *Screening Criteria*

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

- Does the land use project involve a discretionary action that would be under review by the Department of City Planning?
    - Yes, the Project will require a discretionary action that would be under review by the Department of City Planning.
- Would the land use project generate a net increase of 250 or more daily vehicle trips?
    - Yes, the Project will generate a net increase of 250 or more daily vehicle trips. As indicated on the Screening Tab of the City's VMT Calculator (Page 1 of *Appendix C*), the Project would generate 2,080 net new daily vehicle trips.

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

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

18-May-21

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2020 EXISTING			YEAR 2020 EXISTING W/ PROJECT				YEAR 2024 FUTURE W/O PROJECT			YEAR 2024 FUTURE W/ PROJECT				YEAR 2024 FUTURE W/ PROJECT + IMPROVEMENTS			
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [6]
1	Jandy Place / Project Driveway (Unsignalized)	SB Left/Through	AM	--	--	--	7.8	A	0.0	0.0	--	--	--	8.1	A	0.0	0.0	--	--	--	--
			PM	--	--	--	7.3	A	0.0	0.0	--	--	--	7.4	A	0.0	0.0	--	--	--	--
		WB Left/Right	AM	--	--	--	10.2	B	2.5	2.5	--	--	--	11.2	B	2.5	2.5	--	--	--	--
			PM	--	--	--	9.9	A	10.0	10.0	--	--	--	11.9	B	15.0	15.0	--	--	--	--
2	Jandy Place / Beatrice Street (Unsignalized) [7]	SB Left/Right	AM	11.8	B	7.5	13.1	B	12.5	5.0	12.9	B	10.0	14.4	B	17.5	7.5	--	--	--	--
			PM	11.6	B	15.0	13.6	B	37.5	22.5	16.1	C	65.0	22.3	C	127.5	62.5	--	--	--	--
		EB Left/Through	AM	8.2	A	0.0	8.5	A	0.0	0.0	8.5	A	0.0	8.9	A	0.0	0.0	--	--	--	--
			PM	7.4	A	0.0	7.5	A	0.0	0.0	7.5	A	0.0	7.6	A	0.0	0.0	--	--	--	--
		WB Left/Through/Right	AM	7.5	A	0.0	7.5	A	0.0	0.0	7.5	A	0.0	7.5	A	0.0	0.0	--	--	--	--
			PM	7.8	A	0.0	7.8	A	0.0	0.0	7.8	A	0.0	7.8	A	0.0	0.0	--	--	--	--
3	Project Driveway / Beatrice Street (Unsignalized)	SB Left/Right	AM	--	--	--	16.2	C	7.5	7.5	--	--	--	18.8	C	10.0	10.0	--	--	--	--
			PM	--	--	--	16.0	C	27.5	27.5	--	--	--	22.6	C	42.5	42.5	--	--	--	--
		EB Left/Through	AM	--	--	--	9.1	A	0.0	0.0	--	--	--	9.5	A	0.0	0.0	--	--	--	--
			PM	--	--	--	7.6	A	0.0	0.0	--	--	--	7.7	A	0.0	0.0	--	--	--	--
4	Westlawn Avenue / Beatrice Street (Unsignalized)	NB Left/Through/Right	AM	12.2	B	62.5	--	--	--	--	16.0	C	105.0	--	--	--	--	--	--	--	--
			PM	8.7	A	12.5	--	--	--	--	9.8	A	20.0	--	--	--	--	--	--	--	--
		NB Left/Right	AM	--	--	--	23.0	C	170.0	107.5	--	--	--	42.1	E	295.0	190.0	--	--	--	--
			PM	--	--	--	10.1	B	22.5	10.0	--	--	--	11.5	B	32.5	12.5	--	--	--	--
		SB Left/Through/Right	AM	8.4	A	2.5	--	--	--	--	8.9	A	2.5	--	--	--	--	--	--	--	--
			PM	8.0	A	0.0	--	--	--	--	8.6	A	0.0	--	--	--	--	--	--	--	--
		EB Left/Through/Right	AM	8.8	A	17.5	--	--	--	--	9.7	A	22.5	--	--	--	--	--	--	--	--
			PM	9.1	A	45.0	--	--	--	--	13.1	B	107.5	--	--	--	--	--	--	--	--
		EB Through/Right	AM	--	--	--	11.0	B	32.5	15.0	--	--	--	12.4	B	42.5	20.0	--	--	--	--
			PM	--	--	--	14.1	B	122.5	77.5	--	--	--	32.8	D	322.5	215.0	--	--	--	--
		WB Left/Through/Right	AM	10.5	B	35.0	--	--	--	--	12.1	B	50.0	--	--	--	--	--	--	--	--
			PM	8.1	A	5.0	--	--	--	--	8.5	A	7.5	--	--	--	--	--	--	--	--
		WB Left/Through	AM	--	--	--	14.1	B	65.0	30.0	--	--	--	17.5	C	95.0	45.0	--	--	--	--
			PM	--	--	--	8.6	A	7.5	2.5	--	--	--	9.3	A	10.0	2.5	--	--	--	--
5	Westlawn Avenue / Jefferson Boulevard (Signalized)	NB Left	AM	24.6	C	21.0	24.7	C	21.1	0.1	26.0	C	69.6	26.1	C	69.7	0.1	43.8	D	95.0	25.3
			PM	24.9	C	30.8	25.3	C	31.1	0.3	26.6	C	76.6	27.1	C	77.4	0.8	45.5	D	106.3	28.9
		NB Through	AM	24.1	C	7.7	24.4	C	19.3	11.6	24.3	C	14.6	24.5	C	26.4	11.8	40.8	D	36.2	9.8
			PM	24.1	C	3.7	24.1	C	6.7	3.0	24.1	C	6.0	24.2	C	9.0	3.0	39.5	D	12.2	3.2
		NB Right	AM	17.0	B	19.3	17.0	B	19.3	0.0	17.9	B	61.9	17.9	B	61.9	0.0	32.0	C	87.8	25.9
			PM	17.3	B	32.1	17.3	B	32.1	0.0	18.1	B	75.0	18.1	B	75.0	0.0	32.6	C	106.8	31.8
		SB Left	AM	26.5	C	83.0	27.4	C	98.0	15.0	27.1	C	95.8	28.0	C	111.1	15.3	33.6	C	59.9	-51.2
			PM	33.6	C	262.9	42.0	D	347.2	84.3	48.8	D	399.6	80.3	F	569.0	169.4	49.1	D	246.1	-322.9
		SB Through	AM	24.0	C	3.1	24.1	C	5.4	2.3	24.1	C	4.6	24.1	C	6.9	2.3	24.1	C	6.9	0.0
			PM	24.1	C	3.7	24.3	C	14.3	10.6	24.3	C	15.1	24.5	C	25.8	10.7	24.5	C	25.8	0.0
		SB Right	AM	17.1	B	25.7	17.3	B	33.5	7.8	17.2	B	30.2	17.4	B	38.1	7.9	17.4	B	38.1	0.0
			PM	18.4	B	88.6	19.2	B	125.5	36.9	19.3	B	132.5	20.1	C	172.8	40.3	20.1	C	172.8	0.0

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

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2020 EXISTING			YEAR 2020 EXISTING W/ PROJECT				YEAR 2024 FUTURE W/O PROJECT			YEAR 2024 FUTURE W/ PROJECT				YEAR 2024 FUTURE W/ PROJECT + IMPROVEMENTS			
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [6]
5	Westlawn Avenue / Jefferson Boulevard (Signalized) *Continued*	EB Left	AM	38.5	D	97.5	49.8	D	179.1	81.6	44.2	D	147.1	74.0	E	260.1	113.0	74.0	E	260.1	0.0
			PM	36.1	D	41.3	36.6	D	54.8	13.5	36.6	D	54.8	37.1	D	68.6	13.8	37.1	D	68.6	0.0
		EB Through	AM	19.2	B	262.1	19.2	B	262.1	0.0	20.7	C	314.2	20.7	C	314.2	0.0	20.7	C	314.2	0.0
			PM	18.1	B	216.5	18.1	B	216.5	0.0	19.5	B	273.3	19.5	B	273.3	0.0	19.5	B	273.3	0.0
		EB Right	AM	20.9	C	269.0	20.9	C	269.0	0.0	23.2	C	322.8	23.2	C	322.8	0.0	23.2	C	322.8	0.0
			PM	19.3	B	220.2	19.3	B	220.2	0.0	21.4	C	274.3	21.4	C	274.3	0.0	21.4	C	274.3	0.0
		WB Left	AM	35.6	D	28.8	35.6	D	28.8	0.0	37.0	D	64.1	37.0	D	64.1	0.0	37.0	D	64.1	0.0
			PM	36.0	D	38.5	36.0	D	38.5	0.0	40.9	D	122.4	40.9	D	122.4	0.0	40.9	D	122.4	0.0
		WB Through	AM	21.0	C	309.8	21.7	C	330.1	20.3	23.3	C	375.6	24.2	C	399.1	23.5	24.2	C	399.1	0.0
			PM	24.1	C	395.1	24.3	C	400.8	5.7	30.3	C	515.1	30.9	C	524.2	9.1	30.9	C	524.2	0.0
		WB Right	AM	22.8	C	313.2	23.8	C	328.5	15.3	26.1	C	379.7	27.7	C	400.8	21.1	27.7	C	400.8	0.0
			PM	27.2	C	406.5	27.6	C	412.6	6.1	36.8	D	546.7	38.0	D	558.3	11.6	38.0	D	558.3	0.0
6	Grosvenor Boulevard / Beatrice Street (Unsignalized)	NB Left/Through	AM	7.7	A	12.5	7.9	A	17.5	5.0	7.8	A	15.0	8.0	A	22.5	7.5	--	--	--	--
			PM	8.2	A	2.5	8.3	A	5.0	2.5	8.3	A	5.0	8.4	A	5.0	0.0	--	--	--	--
		EB Left/Right	AM	8.9	A	7.5	9.0	A	7.5	0.0	9.0	A	7.5	9.0	A	10.0	2.5	--	--	--	--
			PM	11.1	B	10.0	11.8	B	17.5	7.5	11.9	B	17.5	12.8	B	30.0	12.5	--	--	--	--
7	Grosvenor Boulevard / Jefferson Boulevard (Signalized)	SB Left/Right	AM	22.5	C	102.9	22.7	C	113.6	10.7	22.6	C	109.6	22.8	C	120.4	10.8	26.4	C	58.3	-62.1
			PM	32.9	C	351.8	40.1	D	428.3	76.5	42.0	D	444.9	58.5	E	569.0	124.1	30.2	C	207.8	-361.2
		SB Left	AM	--	--	--	--	--	--	--	--	--	--	--	--	--	--	21.7	C	65.8	65.8
			PM	--	--	--	--	--	--	--	--	--	--	--	--	--	--	26.1	C	247.1	247.1
		EB Left	AM	77.9	E	159.0	98.9	F	179.8	20.8	150.5	F	228.9	191.9	F	254.3	25.4	191.9	F	254.3	0.0
			PM	25.7	C	28.4	26.5	C	29.0	0.6	37.9	D	38.6	39.3	D	39.7	1.1	39.3	D	39.7	0.0
		EB Through	AM	12.3	B	193.0	12.3	B	194.4	1.4	13.3	B	237.4	13.3	B	239.9	2.5	13.3	B	239.9	0.0
			PM	12.5	B	202.6	12.7	B	210.8	8.2	13.9	B	262.0	14.1	B	271.1	9.1	14.1	B	271.1	0.0
		WB Through	AM	17.1	B	383.3	18.0	B	415.1	31.8	20.1	C	472.6	21.8	C	515.1	42.5	21.8	C	515.1	0.0
			PM	14.7	B	300.6	14.9	B	308.2	7.6	17.5	B	398.1	17.8	B	407.8	9.7	17.8	B	407.8	0.0
		WB Right	AM	20.7	C	370.2	23.6	C	422.7	52.5	28.9	C	512.7	36.2	D	606.3	93.6	36.2	D	606.3	0.0
			PM	16.0	B	302.7	16.3	B	309.8	7.1	20.0	B	409.6	20.5	C	419.9	10.3	20.5	C	419.9	0.0

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

[2] Control delay reported in seconds per vehicle.

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

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

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

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

[6] Represents the change in calculated maximum back of queue (in feet) between Future with Project conditions and Future with Project plus Improvement conditions.

[7] Westbound U-turn movements coded as left-turn movements into the Highway Capacity Software7 (HCS7) software for unsignalized intersections.

It is noted that the City issued an interim guidance on the preparation of a freeway safety analysis for land use projects[13]. If the answer is yes to the following question, a freeway safety analysis will be required to assess whether the project would lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting freeway off-ramps and vehicles operation on the freeway mainline:

- Does the land use project add 25 or more trips to any nearby freeway off-ramp serving the project site in either the morning or afternoon peak-hour?
    - No, the Project does not add 25 or more trips to any nearby freeway off-ramp serving the Project Site in either the morning or afternoon peak hour. As indicated in *Table 2-1*, the Project is expected to generate 191 inbound trips during the AM peak hour and 52 inbound trips during the PM peak hour. The general, directional traffic distribution patterns for the Project presented in *Figure 2-3* indicate a maximum of 10% of inbound Project trips would utilize each I-405 Freeway and SR-90 Freeway off-ramp serving the Project Site. Therefore, the Project would generate a maximum of 19.1 peak hour trips at each I-405 Freeway and SR-90 Freeway off-ramp.

As the answer is "no" to the screening criteria question (i.e., the Project does not add 25 or more trips to nearby freeway off-ramps serving the Project Site during either the AM or PM peak hour), a freeway safety analysis is not required.

5.2.2 *Evaluation Criteria*

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

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

The City's TAG acknowledges that demand for curbside space has substantially increased due to the continued expansion of driver-for-hire transportation network companies (TNCs) and shared

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[13] *LADOT Transportation Assessments – Interim Guidance for Freeway Safety Analysis,* City of Los Angeles Department of Transportation, May 2020.

mobility services. As such, the TAG states that a transportation assessment should characterize the on-site loading demand of the project frontage and answer the following questions:

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

5.2.3 *Project Operational and Passenger Loading Evaluation Methodology*

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

1. Jandy Place / Project Driveway (unsignalized)
2. Jandy Place / Beatrice Street (unsignalized)
3. Project Driveway / Beatrice Street (unsignalized)
4. Westlawn Avenue / Beatrice Street (unsignalized)
5. Westlawn Avenue / Jefferson Boulevard (signalized)
6. Grosvenor Boulevard / Beatrice Street (unsignalized)
7. Grosvenor Boulevard / Jefferson Boulevard (signalized)

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

The operational analysis was prepared based on the *Highway Capacity Manual*[14] (HCM) operational analysis methodology pursuant to the City's TAG. Intersection analyses were prepared utilizing the *HCS7* software package, which implements the Highway Capacity Manual operational methods. In addition, specifics such as traffic volume data, lane configurations, crosswalk locations, posted speed limits, traffic signal timing and phasing for signalized locations, etc., were coded in the *HCS7* software. The operational analysis was prepared utilizing the following data previously presented herein:

- Project Peak Hour Traffic Generation: Refer to Subsection 2.7.1
- Project Trip Distribution and Assignment: Refer to Subsection 2.7.2
- Existing Roadway Network: Refer to Section 3.3
- Existing Weekday AM and PM Hour Traffic Count Data: Refer to Section 3.4
- Related Projects (i.e., within a one-half mile radius) and Ambient Traffic Growth: Refer to Section 3.5

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

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

(a) Existing (2020) conditions.

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

(c) Condition (a) plus one percent (1.0%) annual ambient traffic growth through year 2024 and with completion and occupancy of the related projects (i.e., future cumulative baseline).

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

Pursuant to the City's TAG, the HCM methodology for signalized and unsignalized intersections was utilized to calculate vehicle queuing. The operation analysis reports the control delay (in seconds), Levels of Service (LOS), and 95th percentile queues (in feet) for all approaches for the signalized intersections and the most constrained approaches for the unsignalized intersections. The 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes. The HCM 6th Edition methodology worksheets report queues in number of vehicles. As such, an average vehicle length of 25 feet, which includes the length of the vehicle and spacing between

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

vehicles, was assumed for analysis purposes. The reported queues therefore represent the calculated maximum back of queue in feet. The summary of the operational analysis of the study intersections is provided in *Table 5–2*. The HCM methodology worksheets for the analyzed intersections are contained in *Appendix E.*

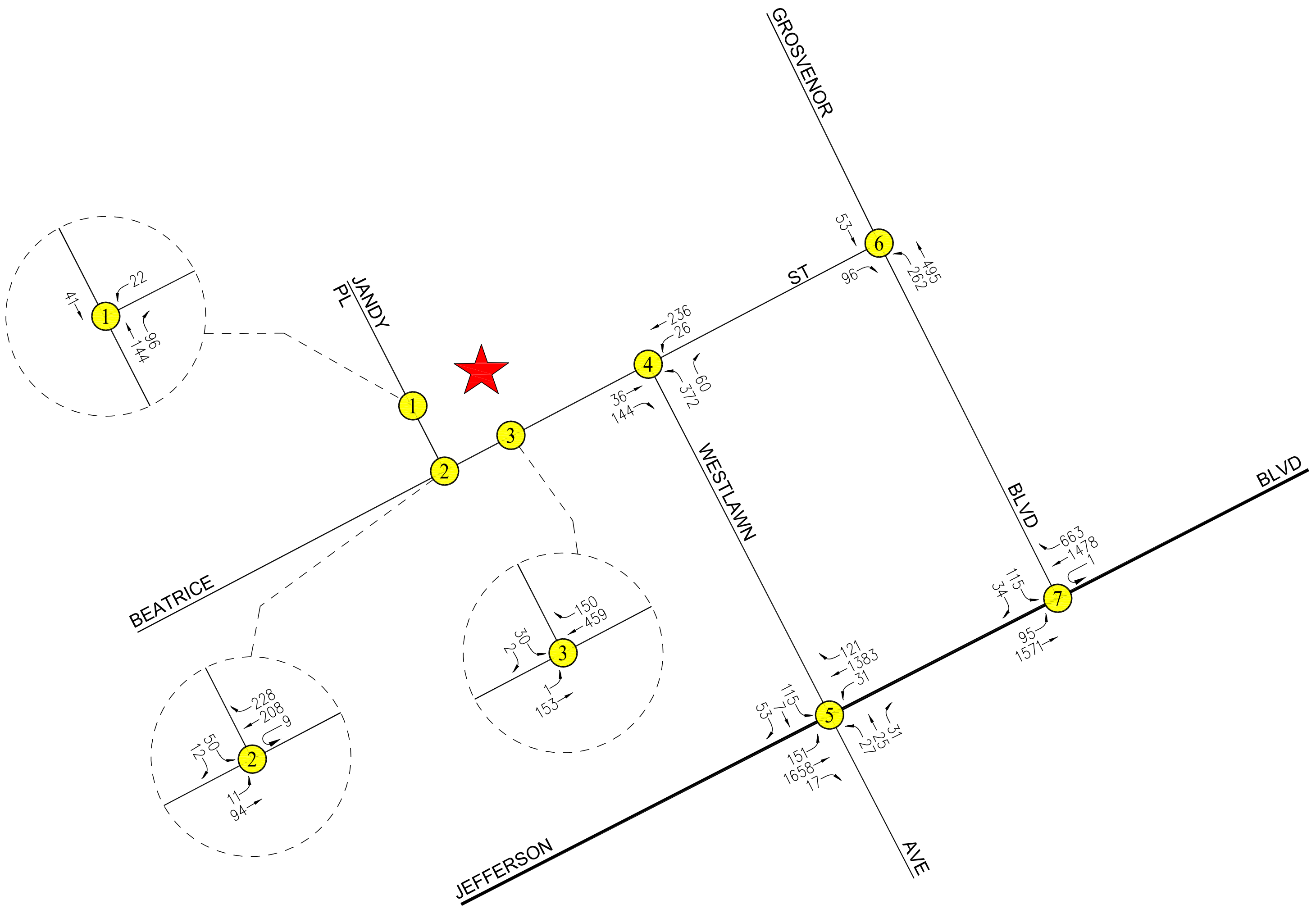
The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in *Figures 3–7* and *3–8*, respectively. The "Existing with Project" traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 5–1*** and ***5–2***, respectively. The "Future Cumulative Baseline" (existing, ambient growth and related projects) traffic volumes at the study intersections during the weekday AM and PM peak hours are presented in ***Figures 5–3*** and ***5–4***, respectively. The "Future Cumulative with Project" (existing, ambient growth, related projects, and Project) traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 5–5*** and ***5–6***, respectively. Note that the "Existing with Project" and "Future Cumulative with Project" traffic volumes include the proposed closure of the existing driveway located at the north leg of the Westlawn Avenue / Beatrice Street intersection and the redistribution of these existing volumes to the Project Site driveways (i.e., Intersection Nos. 1 and 3).

As previously stated in Section 4.4.1, the Project will implement Project Condition Nos. 14, 28, 29, and 30 that relate to transportation. Physical improvements to be installed pursuant to Project Condition No. 28 will positively affect intersection operations at two of the study intersections – Westlawn Avenue / Jefferson Boulevard and Grosvenor Boulevard / Jefferson Boulevard – and will provide future analysis at two additional study intersections – Jandy Place / Beatrice Street and Westlawn Avenue / Beatrice Street – to assess whether traffic signals are warranted at one or both of the intersections following 80% occupancy of the Project. If signalization is warranted, the Project is conditioned to implement the necessary signals. The Project Condition No. 28 is restated below:

- Project Condition No. 28. MM-Transportation/Traffic-1. Physical improvements would be required at the following intersections.

  a. *Westlawn Avenue / Jefferson Boulevard.* The recommended mitigation consists of restriping the southbound Westlawn Avenue approach to the Jefferson Boulevard intersection. The restriping would provide two left-turn lanes, one through lane and one right-turn lane (i.e., add a second left-turn lane). Changes to the existing traffic signal equipment needed in conjunction with the recommended improvement would also be implemented as part of the mitigation measure.

  b. Grosvenor Boulevard / Jefferson Boulevard. The recommended mitigation consists of restriping the southbound Grosvenor Boulevard approach to the Jefferson Boulevard intersection. The restriping would provide one left-turn lane and one shared left-turn/right-turn lane (i.e., add a second left-turn lane). The proposed mitigation measure would require the removal of approximately three street parking spaces on the west side of Grosvenor Boulevard north of Jefferson Boulevard.



★ PROJECT SITE
Ⓧ STUDY INTERSECTION

N
NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 5-1
EXISTING WITH PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR
NEW BEATRICE WEST PROJECT

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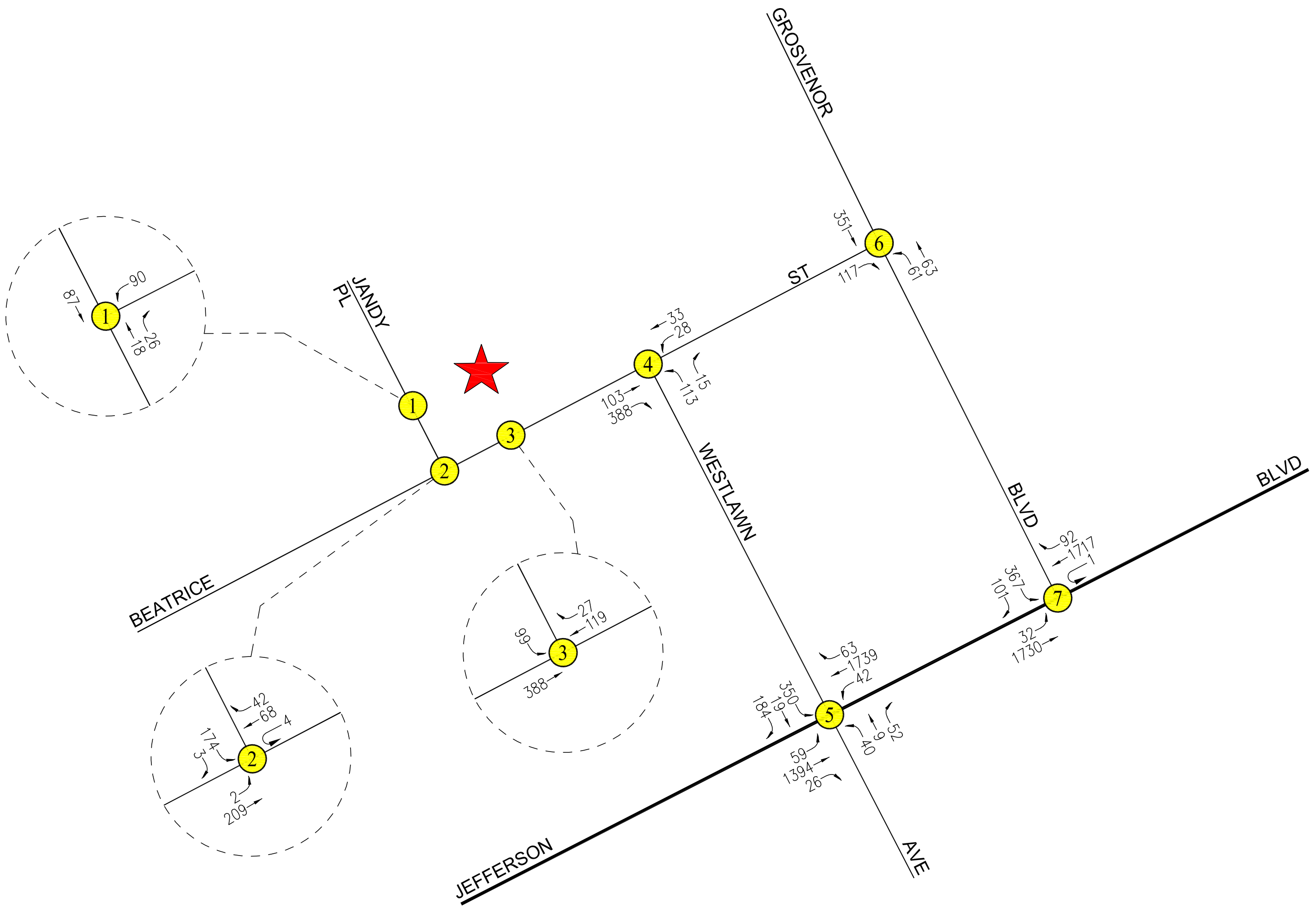

★ PROJECT SITE
X STUDY INTERSECTION

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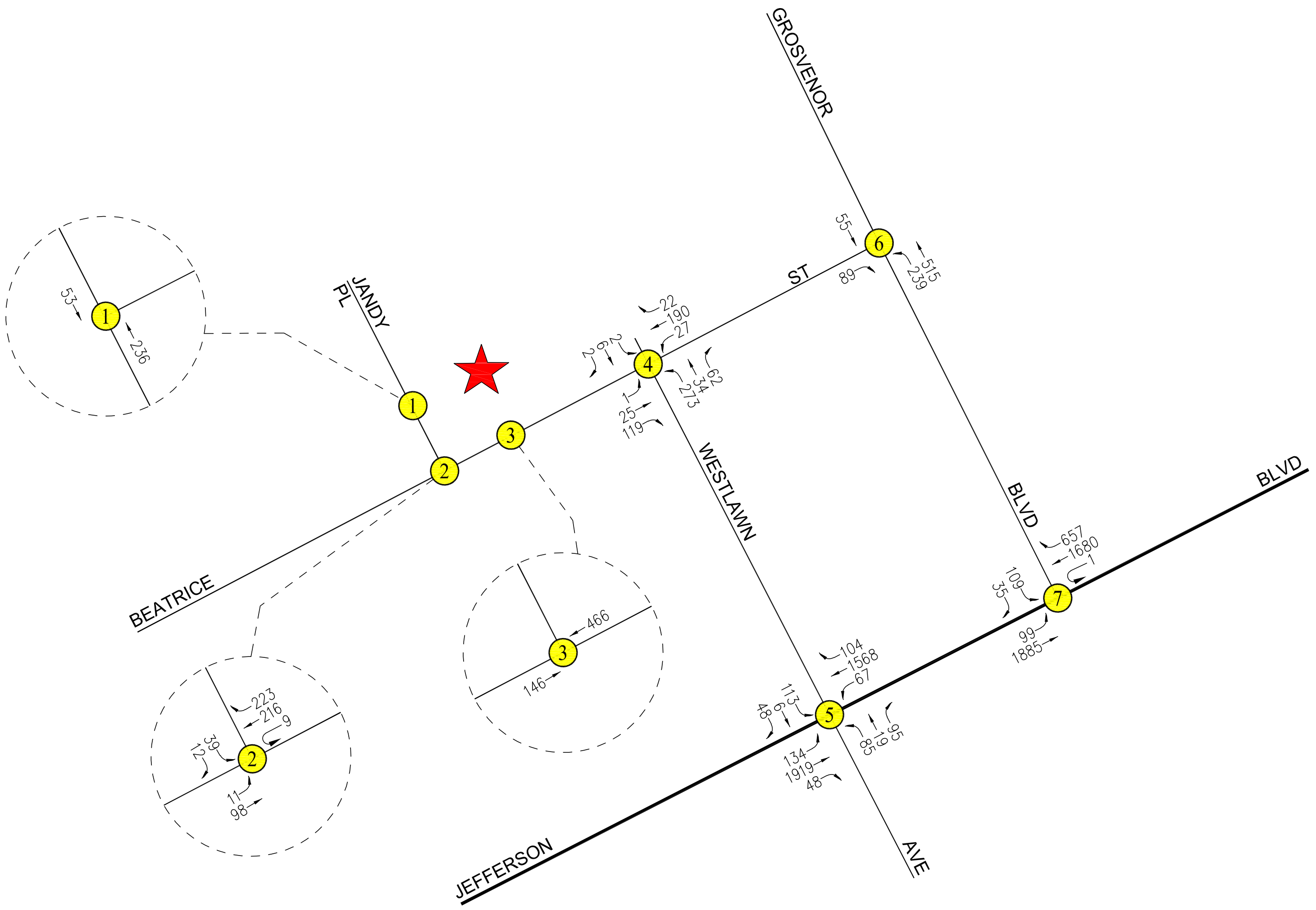
NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 5-2
EXISTING WITH PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR
NEW BEATRICE WEST PROJECT



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Ⓧ STUDY INTERSECTION

FIGURE 5-3
FUTURE CUMULATIVE BASELINE TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR
NEW BEATRICE WEST PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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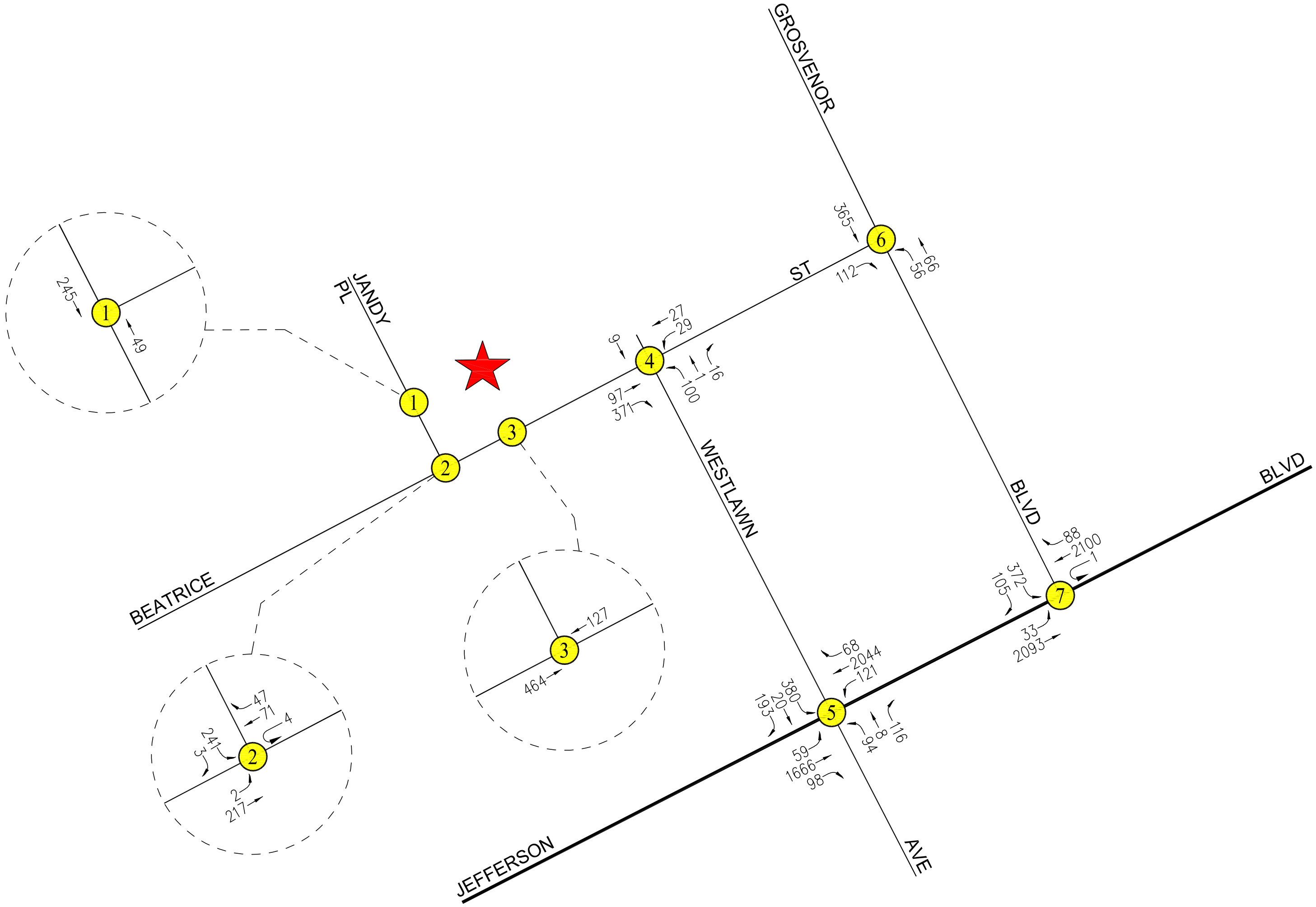

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★ PROJECT SITE
Ⓧ STUDY INTERSECTION

FIGURE 5-4
FUTURE CUMULATIVE BASELINE TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR
NEW BEATRICE WEST PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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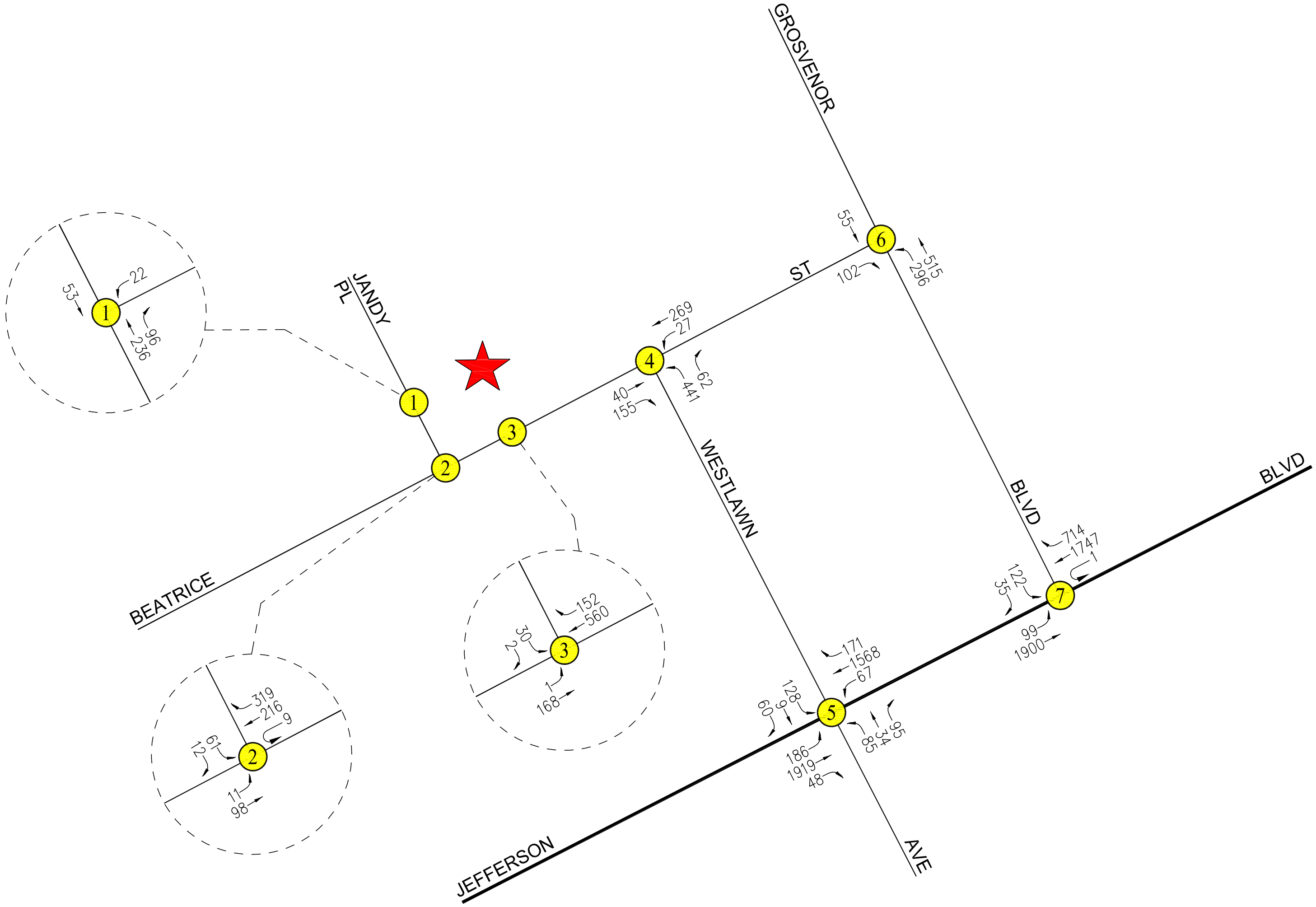

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NOT TO SCALE

★ PROJECT SITE

ⓧ STUDY INTERSECTION

FIGURE 5-5

FUTURE CUMULATIVE WITH PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR
NEW BEATRICE WEST PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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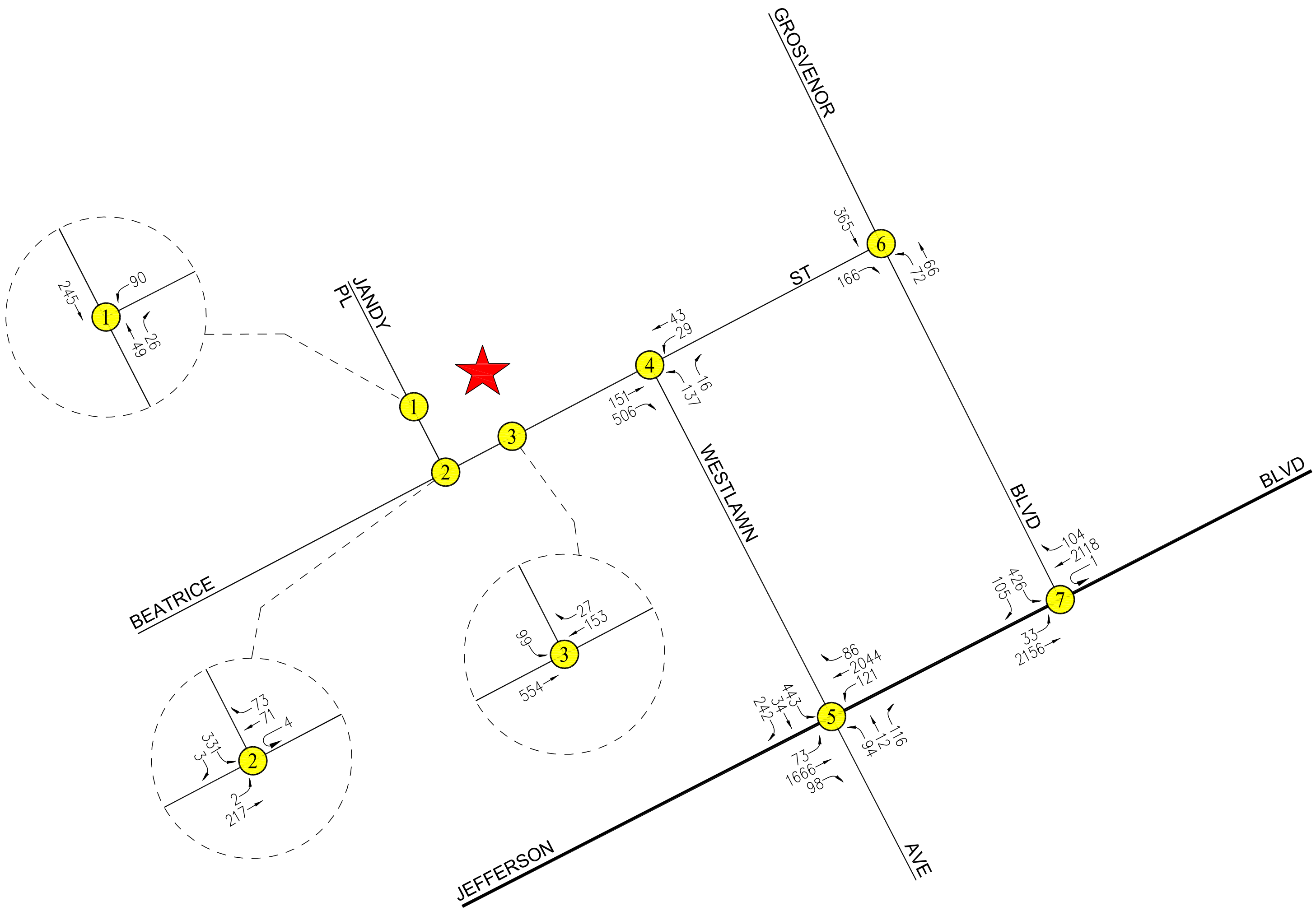

★ PROJECT SITE

Ⓧ STUDY INTERSECTION

N

NOT TO SCALE

FIGURE 5-6

FUTURE CUMULATIVE WITH PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

NEW BEATRICE WEST PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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Changes to the existing traffic signal equipment needed in conjunction with the recommended improvement would also be implemented as part of the mitigation measure.

c. *Centinela Avenue – Campus Center Drive / Jefferson Boulevard*. The recommended mitigation consists of restriping the southbound Centinela Avenue approach to the Jefferson Boulevard intersection. The restriping would convert one of the existing through lanes to a right-turn lane. The resulting lane configuration on the southbound approach on Centinela Avenue would provide two left-turn lanes, one through lane, and two right-turn lanes. In addition, it is recommended that right-turn traffic signal phasing be provided for the northbound Campus Center Drive approach, including overlap with the westbound Jefferson Boulevard left-turn movement. Changes to the existing traffic signal equipment needed in conjunction with the recommended improvement would also be implemented as part of the mitigation measure.

d. *Traffic Signal Implementation*. In order to insure full and appropriate redress for potential access / circulation conditions, the project shall covenant and agree to implement traffic signalization at the following locations:

    i. Jandy Place & Beatrice Street

    ii. Westlawn Avenue & Beatrice Street

The term of the covenant shall begin with the project's first year of 80% occupancy and shall continue for three (3) consecutive years (of minimum 80% occupancy). The project shall conduct and submit annual supplemental traffic signal warrant analyses, for each location, to LADOT for review. If deemed warranted, the project shall assume full responsibility for implementing the signal(s), subject to the Shared Mitigation provision of Paragraph D of the November 21, 2006 letter from LADOT.

The effects of the improvements described in Condition Nos. 28.a and 28.b are incorporated into the analysis of the Westlawn Avenue / Jefferson Boulevard and Grosvenor Boulevard / Jefferson Boulevard intersection as summarized in *Table 5-2.* As presented in *Table 5–2*, it is concluded that without these improvements Project-related traffic will incrementally increase vehicle queuing at the two signalized study intersections (i.e., Westlawn Avenue / Jefferson Boulevard and Grosvenor Boulevard / Jefferson Boulevard) under the "Existing with Project" and "Future with Project" scenarios. In the "Future with Project" scenario (which conservatively includes existing traffic, ambient traffic growth, traffic from related projects, and traffic from the Project), based on the data provided in *Table 5-2*, it is calculated that the peak hour vehicle queue of traffic may exceed the existing available storage in the southbound and eastbound left-turn pockets at the Westlawn Avenue / Jefferson Boulevard intersection, and in the eastbound left-turn pocket at the Grosvenor Boulevard / Jefferson Boulevard intersection. However, vehicle queuing from these intersections is not expected to extend into adjacent intersections with streets or alleys.

With implementation of the physical improvements required by Project Condition No. 28.a and 28.b, however, *Table 5-2* shows that the Project will reduce queue lengths and delays at the Westlawn Avenue / Jefferson Boulevard and Grosvenor Boulevard / Jefferson Boulevard intersections. For example, at the Westlawn Avenue / Jefferson Boulevard intersection, the vehicle queueing related to the southbound left-turn movement in the "Future with Project" scenario with implementation of Condition No. 28.a will fall below existing queuing levels during the AM and PM peak hour. Further, the improved operations at the intersection will allow LADOT to adjust the timing at the intersection to provide more traffic signal green time to the eastbound left-turns, which will reduce queueing associated with that movement. At the Grosvenor Boulevard / Jefferson Boulevard intersection, vehicle queuing would be reduced with implementation of Condition No. 28.b such that the queue of southbound left-turns would generally be contained within the available left-turn storage area.

As previously stated, for operational evaluation of land use projects, the City's TAG requires a quantitative evaluation of the Project's expected access and circulation operations. Further, Project access is considered constrained if the Project's traffic would contribute to unacceptable queuing on an Avenue or Boulevard (as designated in the Mobility Plan 2035), at Project driveway(s), or would cause or substantially extend queuing at nearby signalized intersections. The streets evaluated in the unsignalized intersections analysis – Jandy Place, Beatrice Street, Westlawn Avenue, and Grosvenor Boulevard – are Local Streets. Accordingly, the operational evaluation criteria presented in the TAG do not apply to these intersections. However, for informational purposes, the analysis of the unsignalized intersections on these Local Streets is presented in *Table 5-2* with comments provided below.

As presented in *Table 5-2,* the Project's weekday AM and PM peak hour traffic volumes, without the implementation of any Project Conditions, will increase vehicle queuing at the five unsignalized study intersections (i.e., Jandy Place / Project Driveway, Jandy Place / Beatrice Street, Project Driveway / Beatrice Street, Westlawn Avenue / Beatrice Street, and Grosvenor Boulevard / Beatrice Street) under the "Existing with Project" scenario.

- Jandy Place / Beatrice Street: As shown on *Table 5-2*, the peak vehicle queuing is calculated to occur on the southbound Jandy Place approach during the PM peak hour in the "Future with Project" condition. The overall peak queue length is estimated to be approximately 127.5 feet. Based on a review of existing conditions on Jandy Place, the southbound vehicle queue would affect access to the driveways on the west side of Jandy Place serving the five surface parking spaces located in front of the building at 12615 Beatrice Street. It is noted that the driveways are located along Jandy Place almost immediately adjacent to the Beatrice Street intersection; thus, essentially any vehicle queue on Jandy Place would temporarily affect access to these driveways. The forecast peak vehicle queue is not expected to affect vehicle access to any other existing driveway located along Jandy Place.

- Jandy Place / Project Driveway and Project Driveway / Beatrice Street: As shown on *Table 5-2*, no vehicle queues are forecast in the "Future with Project" scenario during the

AM and PM peak hours on Jandy Place or Beatrice Street at the intersections with the Project driveways.

- Westlawn Avenue / Beatrice Street: As shown on *Table 5-2*, the peak vehicle queuing on the northbound Westlawn Avenue approach is forecast to occur during the AM peak hour in the "Future with Project" condition. The overall peak queue length is estimated to be approximately 295 feet. Based on a review of existing conditions on Westlawn Avenue, the northbound vehicle queue may temporarily affect access to the driveway on the east side of Westlawn Avenue south of Beatrice Street serving the building located at 12540 Beatrice Street during the AM peak hour. There are no other driveways on Westlawn Avenue that would be affected by vehicle queuing from the Westlawn Avenue / Beatrice Street intersection. As also shown on *Table 5*-2, the peak vehicle queuing on the eastbound Beatrice Street approach is forecast to occur during the PM peak hour in the "Future with Project" condition. The overall peak queue length is estimated to be approximately 322.5 feet. Based on a review of existing conditions on Beatrice Street, the eastbound vehicle queue may temporarily reach the Jandy Place / Beatrice Street intersection to the west during the PM peak hour.

- Grosvenor Boulevard / Beatrice Street: As shown in *Table 5-2*, the peak vehicle queues on the northbound Grosvenor Boulevard and eastbound Beatrice Street approaches are forecast to be 30 feet or less (i.e., essentially one vehicle or less) during the weekday AM and PM peak hours in the "Existing with Project" and "Future with Project" scenarios.

As discussed above, the Project is required to implement Project Condition 28.d. which requires that the Jandy Place / Beatrice Street intersection and the Westlawn Avenue / Beatrice Street intersection to be monitored and if needed, traffic signals installed. Implementation of this signal if warranted would reduce vehicle queues on all approaches. The Project conditions include the aforementioned intersection improvements, as well as driveway restrictions and future assessments and are listed below.

- Project Condition No. 14 (Vehicular Access) requires standard traffic conditions in addition to the following requirements related to Project Site access.

    i. Jandy Place Driveway Restrictions: In order to enhance safety for pedestrians on Jandy Place, during the 60 minute lunch time period between 12:30 p.m. and 1:30 p.m. Monday through Friday, the ingress and egress from Jandy Place shall be closed, and the only available ingress and egress shall be via Beatrice Street.

    ii. Further Study of Jandy Place Driveway Restrictions: In connection with the first annual supplemental traffic signal warrant analyses submitted pursuant to Project Requirement C.4 contained in our November 21, 2016 TIA, the project shall also submit an analysis of operations of the Jandy Place driveways to determine if any restrictions should be imposed during the a.m. peak and p.m. peak hours to ensure that project driveway operations do not cause a significant impact to traffic flow on Jandy Place at peak hours. The analysis may also review and recommend changes to the 60-minute lunch time Jandy Place driveway restrictions outlined in Recommendation i. above. The analysis shall be submitted to LADOT for review. If deemed warranted by LADOT, the project shall implement additional driveway restrictions and/or make changes to the lunch time driveway restrictions.

iii. Funding for Pedestrian Crossing: The applicant shall fund and install a yellow flashing signal at the existing striped crosswalk on Inglewood Boulevard at Beatrice Street. If, at the time of project approval, this improvement has been funded by others, then LADOT shall require a similar nearby measure of equivalent value designed to enhance pedestrian and student safety in the vicinity of the project.[15]

- MM-Transportation/Traffic-2. Transportation Demand Management Plan and Monitoring.

  a. Pursuant to Section 5G of the CTCSP, and in order to insure fully and appropriate redress of potential access / circulation conditions, the applicant shall submit to LADOT a Transportation Demand Management (TDM) Plan designed to achieve a progressive average vehicle ridership (AVR) reduction, as determined by LADOT. The measurement of actual trips and monitoring shall be conducted using an automated detection and surveillance monitoring system. In addition to providing hourly vehicular count tabulations, the monitoring system shall also be designed in a manner that will permit direct data access to LADOT staff. The installation and maintenance of the monitoring system shall be at the Project's expense. The monitoring program shall continue until such time that the Project has shown, for five consecutive years, at a minimum of 80% occupancy, achievement of the progressive AVR reduction. Should the review show that an AVR reduction has not been achieved, the Project shall be subject to a penalty program, to be developed in consultation with LADOT, including an extension of the monitoring review period.

  A full detailed description of the TDM Plan, and all subsequent MP reporting, should be prepared by a licensed Traffic Engineer and submitted to LADOT for review. The TDM Plan should be submitted to LADOT and the Department of City Planning for review and approval, prior to the issuance of any certificate of occupancy.

  The TDM Plan should include a variety of measures to reduce single occupant vehicle (SOV) trips by increasing the number of walking, bicycling, carpool, vanpool, and transit trips. The Project shall also comply with Section 12.26-J (Ordinance No.

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[15] Regarding Condition No 14.a.iii, the improvement has been installed and the Project applicant is responsible for providing the funding requirement related to the pedestrian crossing equipment on Inglewood Boulevard at Beatrice

168,700) of the Los Angeles Municipal Code which requires specific TDM and trip reduction measures. The TDM program should include, but is not limited to, the following strategies:

- o Provide a dedicated shuttle service;
- o Provide an internal Transportation Management Coordination Program with on-site transportation coordinator;
- o Implement enhanced pedestrian connections (e.g., improve sidewalks, widen crosswalks adjacent to the project, install wayfinding signage and pedestrian level lighting, etc.);
- o Design the project to ensure a bicycle, pedestrian and transit friendly environment;
- o Coupled with unbundled parking, provide on-site car share amenities;
- o Provide rideshare program and support for project employees and tenants;
- o Allow for subsidized transit passes for eligible project employees and tenants;
- o Coordinate with LADOT to determine if the site would be eligible for one or more of the services to be provided by the future Mobility Hubs program (secure bike parking, bike share kiosks, and car-share parking spaces);
- o Provide on-site transit routing and schedule information;
- o Contribute a one-time fixed fee into the City's Bicycle Plan Trust Fund to implement bicycle improvements within the are of the proposed project. Amount of fee to be determined in consultation with LADOT and Council District 11 staff; and
- o Guaranteed Ride Home Program.

To the extent possible, the TDM Plan should also include opportunities for coordination with the area adjacent Transportation Management Organizations (TMO's) including Playa Vista and the Howard Hughes Center.

- MM-Transportation/Traffic-3. Construction Impacts. LADOT recommends that a construction work site traffic control plan be submitted to LADOT's Western District Office 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

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Street. Recently, LADOT issued a letter to the Project applicant stating its remaining funding requirement for satisfying Condition No. 14.a.iii.

properties. LADOT also recommends that construction related traffic be restricted to off-peak hours.

5.2.4 *Passenger Loading*

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

5.3 Project Construction Effect on Nearby Mobility

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

5.3.1 *Screening Criteria*

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

- Would a project that requires construction activities to take place within the right-of-way of a Boulevard or Avenue (as designated in the Mobility Plan 2035) which would necessitate temporary lane, alley, or street closures for more than one day (including day and evening hours, and overnight closures if on a residential street)?
    - No. Construction activities are not planned to require the closure of any vehicle travel lanes on roadways designated as a Boulevard or Avenue, such as Jefferson Boulevard. This is due primarily to the availability of parking "lanes" adjacent to the Project Site on Jandy Place and Beatrice Street (designated as Local Streets), which precludes the need to use travel lanes on Jefferson Boulevard. The street parking spaces adjacent to the Project Site on Jandy Place and Beatrice Street would likely be reserved for use by construction vehicles for the duration of construction.
- Would a project require construction activities to take place within the right-of-way of a Collector or Local Street (as designated in the Mobility Plan 2035) which would necessitate temporary lane, alley, or street closures for more than seven days (including day and evening hours, and including overnight closures if on a residential street)?
    - No. Construction activities are not planned to require the closure of any vehicle travel lanes on roadways designated as a Collector or Local Street, such as Jandy Place, Westlawn Avenue, Grosvenor Boulevard, or Beatrice Street. This is due

primarily to the availability of parking "lanes" adjacent to the Project Site on Jandy Place and Beatrice Street which precludes the need to use the adjacent travel lanes. The street parking spaces adjacent to the Project Site on Jandy Place and Beatrice Street are likely associated with the existing uses on the Project Site would likely be reserved for use by construction vehicles for the duration of construction.

- Would in-street construction activities result in the loss of regular vehicle, bicycle, or pedestrian access, including loss of existing bicycle parking to an existing land use for more than one day, including day and evening hours and overnight closures if access is lost to residential units?
    - Yes. Temporary closures of the sidewalks adjacent to the Project Site on Jandy Place and Beatrice Street may be required during portions of the construction period. However, signs would be posted advising pedestrians of temporary sidewalk closures and providing alternative routes. No bicycle routes/lanes in the Project study area are anticipated to require temporary closure. Additionally, the Project Applicant would prepare and implement a Construction Staging and Traffic Management Plan that would show the location of any temporary street parking or sidewalk closures and would detail alternate routing.
- Would in-street construction activities result in the loss of regular ADA pedestrian access to an existing transit station, stop, or facility (e.g., layover zone) during revenue hours?
    - No.
- Would in-street construction activities result in the temporary loss for more than one day of an existing bus stop or rerouting of a bus route that serves the project site?
    - No.

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

5.3.2 *Evaluation Criteria and Methodology*

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

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

- Temporary transportation constraints:
    - The length of time of temporary street closures or closures of two or more travel lanes;
    - The classification of the street (major arterial, state highway) affected;
    - The existing congestion levels on the affected street segments and intersections;
    - Whether the affected street directly leads to a freeway on- or off-ramp or other state highway;
    - Potential safety issues involved with street or lane closures; and
    - The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.
- Temporary loss of access:
    - The length of time of any loss of pedestrian or bicycle circulation past a construction area;
    - The length of time of any loss of vehicular, bicycle, or pedestrian access to a parcel fronting the construction area;
    - The length of time of any loss of ADA pedestrian access to a transit station, stop, or facility;
    - The availability of nearby vehicular or pedestrian access within ¼ mile of the lost access; and
    - The type of land uses affected, and related safety, convenience, and/or economic issues.
- Temporary Loss of Bus Stops or Rerouting of Bus Lines:
    - The length of time that an existing bus stop would be unavailable or that existing service would be interrupted;
    - The availability of a nearby location (within ¼ mile) to which the bus stop or route can be temporarily relocated;
    - The existence of other bus stops or routes with similar routes/destinations within a ¼-mile radius of the affected stops or routes; and

- Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).

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

- Street, sidewalk, or lane closures.
- Block existing vehicle, bicycle, or pedestrian access along a street or to parcels fronting the street.
- Modification of access to transit stations, stops, or facilities during revenue hours.
- Closure or movement of an existing bus stop or rerouting of an existing bus line.
- Creation of transportation hazards.

The City's TAG notes that a comparison of the results to the evaluation criteria are to be provided in order to determine the level of impact. The summary of the Project construction evaluation criteria review in order to determine level of impact is provided in ***Table 5-3***.

As presented in *Table 5-3*, it is concluded that Project construction would not result in the closure of two or more travel lanes, would not relocate existing bus transit stops or routes, and would not impede emergency access. It is noted that signs would be posted advising pedestrians of temporary sidewalk closures and providing alternative routes. Additionally, the street parking spaces adjacent to the Project Site on Jandy Place and Beatrice Street would likely be reserved for use by construction vehicles for the duration of construction. As these street parking spaces are likely associated with the existing use on the Project Site (which will be removed as part of the Project), the temporary unavailability of these street parking spaces is not expected to cause an adverse effect to adjacent land uses.

5.3.3 *Recommended Project-Specific Action Items*

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

TABLE 5-3
QUALITATIVE REVIEW OF PROJECT CONSTRUCTION ACTIVITIES

15-Apr-20

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

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

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

- Advance notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation.
- Temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g., flag men).
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets.
- Potential sequencing of construction activity for the Project to reduce the amount of construction-related traffic on arterial streets.
- Containment of construction activity within the Project Site boundaries, per the Worksite Traffic Control Plan.
- Prohibition on construction-related vehicles/equipment parking on surrounding public streets.
- Coordination with Metro to address any potential conflicts with existing transit service.
- Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers shall be implemented as appropriate.
- Schedule delivery of construction materials and hauling/transport of oversize loads to non-peak travel periods, to the extent possible. No hauling or transport shall be allowed during nighttime hours, Sundays, or federal holidays unless required by Caltrans or LADOT.
- Installation of appropriate traffic signs around the Project Site to ensure pedestrian, bicycle, and vehicle safety, as may be necessary.
- Installation of truck crossing signs within 300 feet of the exit of the Project Site in each direction.

- Securing of loads by trimming and watering or covering to prevent the spilling or blowing of the earth material.

- Cleaning of trucks and loads at the export site to prevent blowing dirt and spilling of loose earth.

- Identification of a construction manager and provision of a telephone number for any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading, and construction.

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

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

The closest haul route to the Project Site is the Interstate 405 (I-405) freeway. It is anticipated that truck trips to the Project Site would travel from the I-405 freeway, down Jefferson Boulevard, and turn right onto Westlawn Avenue, left onto Beatrice Street, and then turn right to enter the Project Site. Haul trucks leaving the Project Site would most likely exit the Project Site on Beatrice Street, turn right onto Westlawn Avenue, turn left onto Jefferson Boulevard, then turn onto the I-405 freeway. Alternatively, truck trips to the Project Site would travel from the I-405 freeway, down Jefferson Boulevard, tum right onto Grosvenor Boulevard, left onto Beatrice Street, and then tum right to enter the Project Site. Trucks would most likely still exit using Westlawn Avenue for both cases. If required, haul route approval will be obtained from LADBS.

6.0 SUMMARY AND CONCLUSIONS

Project Description – The Project consists of the removal of the existing office building and accessory structures, and constructing 196,100 square feet of general office floor area and 3,400 square feet of high-turnover restaurant floor area. The Project proposes to provide a total of 811 parking spaces, a majority of which (791 spaces) are within an on-site parking garage with two subterranean levels, a ground level, and two upper levels, and the remainder (20) are within a surface lot.

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

- ***Project Trip Generation*** – The Project is expected to generate 234 net new vehicle trips (191 inbound trips and 43 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the Project is expected to generate 232 net new vehicle trips (52 inbound trips and 180 outbound trips).

- ***CEQA Analysis***

  - *Project Consistency with Local Plans and Policies:* The Project has been found to be consistent with the relevant City plans, policies and programs and does not include any features that would preclude the City from completing and complying with these guiding documents and policy objectives. Therefore, a determination of "less than significant" can be made for the Project. Further, the Applicant will comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance) and the other requirements pursuant to the LAMC.

  - *VMT Analysis:* The Project is not expected to result in a significant VMT impact. Further, based on the Project's Transportation Demand Management Features outlined in Section 2.8 and the Project-related VMT analysis and the conclusions reported in Subsection 4.2.3 (i.e., which conclude that the Project falls under the City's efficiency-based impact thresholds and thus are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS), no cumulative VMT impacts are anticipated.

- *Geometric Design Review:* As the proposed driveways will comply with MPP Section 321 to meet the standard driveway width criteria and based on a review of the forecast net new weekday AM and PM peak hour Project traffic volumes (i.e., those traffic volumes summarized in Section 2.7 herein), and no other special factors or unsafe conditions are present, no safety concerns have been noted related to geometric design, and a determination of "less than significant" can be made for the Project.

- *CEQA Transportation Measures:* With implementation of the six TDM measures described above, the Project is not expected to result in a significant VMT impact. No mitigation is necessary as it relates to VMT or geometric design. However, the Applicant will comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance, referred to in the City of Los Angeles Municipal Code Section 12.26.J) and the other requirements per the City's Municipal Code. Although no significant impacts will result from the Project after implementation of the six TDM measures discussed above, the Project will still incorporate all transportation related mitigation measures and conditions contained in the Project Conditions.

- ***Non-CEQA Analysis***

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

  - *Project Access and Circulation Review:* The Project will incorporate transportation related mitigation measures and conditions contained in the Project Conditions. Physical improvements and modifications to the existing traffic signal timing plans at the two signalized study intersections as outlined in Project Condition No. 28.a and 28.b have been shown to improve traffic operations at these intersections. The peak forecast vehicle queues at the analyzed signalized intersections are expected to be accommodated within the available vehicle storage with implementation of the Project Conditions. At the analyzed unsignalized intersections, the information provided in the traffic analysis indicates that some vehicle queues may impede access to driveways on Jandy Place and Westlawn Avenue during the peak hours. The Project Conditions require future monitoring of the Jandy Place / Beatrice Street and Westlawn Avenue / Beatrice Street intersections to determine if traffic signal installation in the future is warranted and to implement signalization if necessary. Project Condition Nos. 14a.i. and 14.a.ii will also ensure that pedestrian safety at the Jandy Place driveway is enhanced during the lunch time period and that Project driveway operations do not cause a significant impact to traffic flow on Jandy Place during peak hours. Therefore, as conditioned it is anticipated that Project access will be adequate and will not negatively impact adjoining streets.

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

- *Non-CEQA Transportation Measures:* For any curbside loading/unloading zones that may be proposed by the Applicant, appropriate signage and pavement/curb markings will be required by the City and installed by the Applicant. Any installations that fall within the City's (public) right-of-way will require prior review and approval by LADOT.

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

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

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

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

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

You, the User

By: AShankar

Print Name: Amrita Shankar

Title: Transportation Engineer I

Company: Linscott, Law, & Greenspan, Engineers

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

Phone: 818.835.8648

Email Address: shankar@llgengineers.com

Date: 02/03/2020

APPENDIX A

APPROVED TRANSPORTATION ASSESSMENT MEMORANDUM OF UNDERSTANDING

LADOT

Transportation Assessment Memorandum of Understanding (MOU)

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

I. PROJECT INFORMATION

Project Name: New Beatrice West Project

Project Address: 12575 Beatrice Street

Project Description: Construct 196,100 square feet of office floor area and 3,400 square feet of high-turnover sit-down restaurant floor area.

LADOT Project Case Number: CTC 20-109211 Project Site Plan attached? *(Required)* ☒ Yes ☐ No

II. TRIP GENERATION

Geographic Distribution: N 30 % S 25 % E 25 % W 20 %

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

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

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

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

	IN	OUT	TOTAL
AM Trips	191	43	234
PM Trips	52	180	232

NET Daily Trips 2,049
(From VMT Calculator version 1.2)

III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2024 Ambient Growth Rate: 1.0 % Per Yr.

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

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

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

1 Jandy Place / Project Site Driveway
2 Jandy Place / Beatrice Street
3 Project Site Driveway / Beatrice Street
4 Westlawn Avenue / Beatrice Street
5 Westlawn Avenue / Jefferson Boulevard
6 Grosvenor Boulevard / Beatrice Street
7 Grosvenor Boulevard / Jefferson Boulevard

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

IV. ACCESS ASSESSMENT

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

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

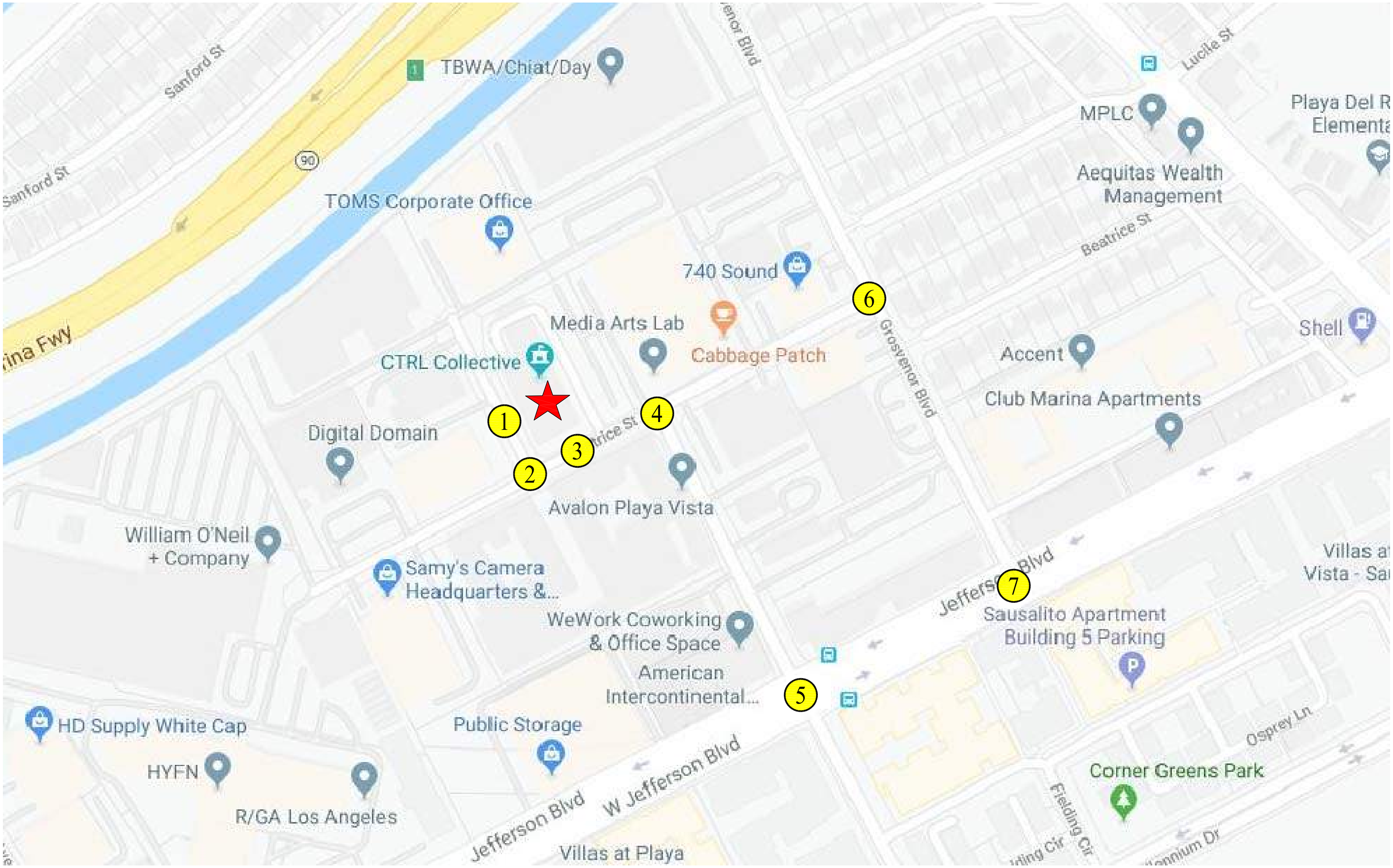
Is the project's building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☒ No

V. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	Linscott, Law, & Greenspan, Engineers	FNL/Beatrice Partners, LLC
Address:	20931 Burbank Boulevard, Suite C	433 North Camden Drive, Suite 820
	Woodland Hills, CA 91367	Beverly Hills, CA 90210
Phone Number:	818.835.8648	310.550.1570
E-Mail:	shankar@llgengineers.com	kmansfield@nsbinc.com

Approved by:	x AShankar	2/04/2020	x	3/12/2020
	Consultant's Representative	Date	LADOT Representative	*Date

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



N
NOT TO SCALE

MAP SOURCE: GOOGLE MAPS
★ PROJECT SITE
Ⓧ STUDY INTERSECTION

FIGURE 1
VICINITY MAP

LINSCOTT, LAW & GREENSPAN, engineers

NEW BEATRICE WEST PROJECT

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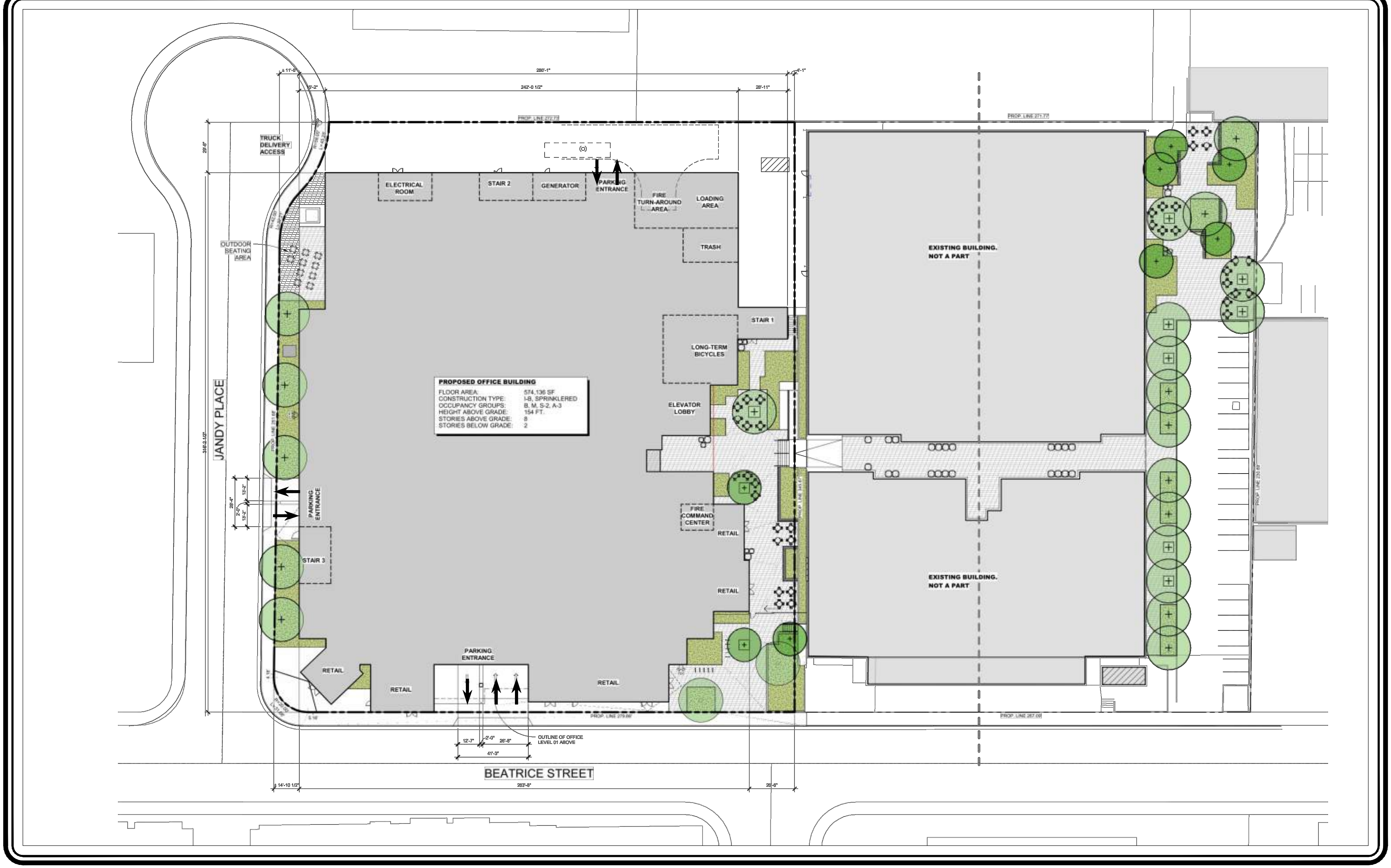

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MAP SOURCE: GEHRY PARTNERS, LLP.

FIGURE 2
PROJECT SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

NEW BEATRICE WEST PROJECT

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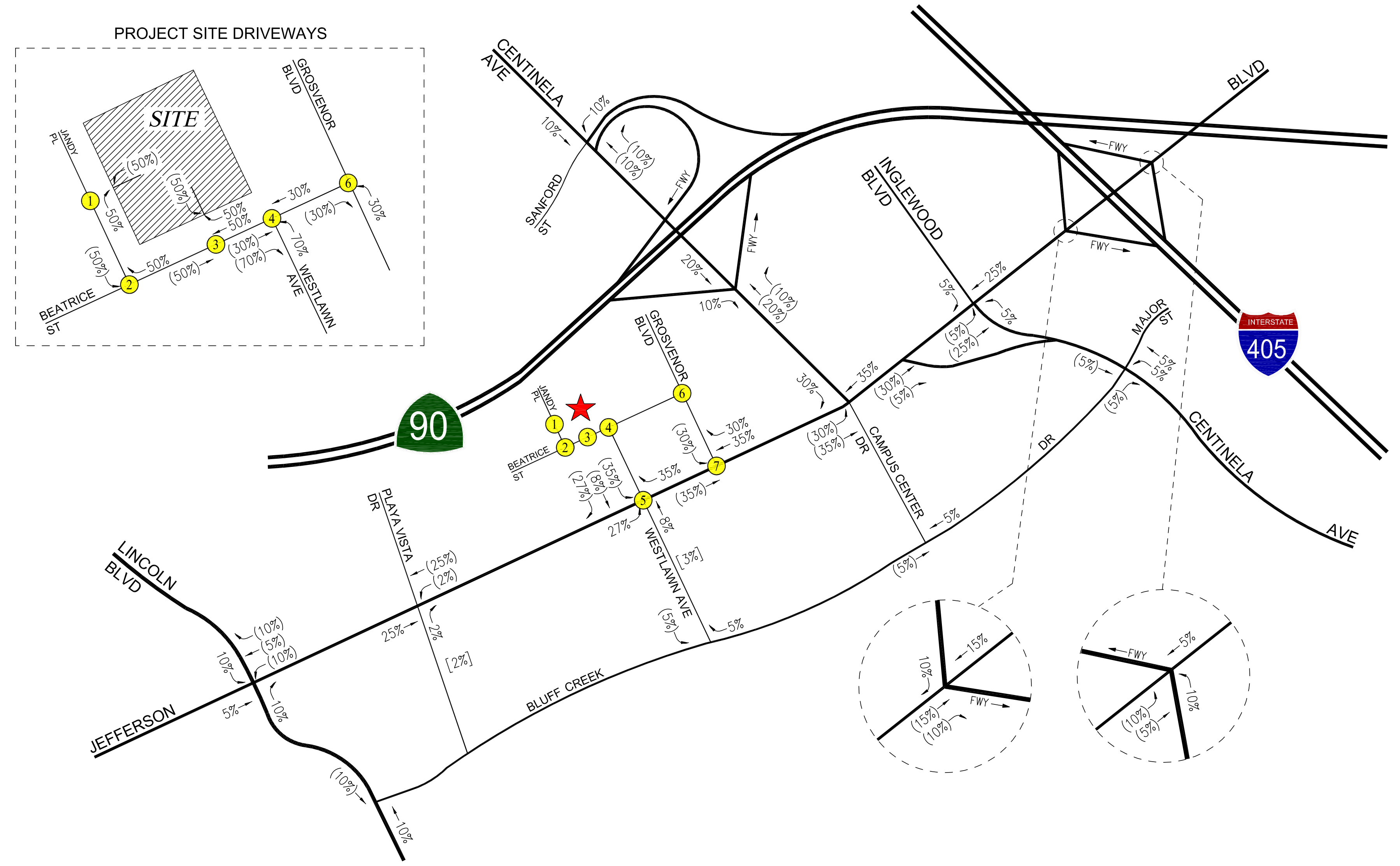
Table 1
PROJECT TRIP GENERATION [1]

03-Feb-20

LAND USE	SIZE	DAILY TRIP ENDS [2]	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
		VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project								
Office Building [3]	196,100 GSF	1,910	195	32	227	36	190	226
Restaurant [4]	3,400 GSF	381	19	15	34	20	13	33
Subtotal		2,291	214	47	261	56	203	259
Subtotal Project Driveway Trips		**2,291**	**214**	**47**	**261**	**56**	**203**	**259**
Existing Site								
Office Building [3]	(23,072) GSF	(225)	(23)	(4)	(27)	(4)	(23)	(27)
Subtotal Existing Driveway Trips		**(225)**	**(23)**	**(4)**	**(27)**	**(4)**	**(23)**	**(27)**
NET INCREASE DRIVEWAY TRIPS		**2,066**	**191**	**43**	**234**	**52**	**180**	**232**

[1] Source: ITE "Trip Generation Manual", 10th Edition, 2017.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 710 (General Office Building) trip generation average rates.
- Daily Trip Rate: 9.74 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 1.16 trips/1,000 SF of floor area; 86% inbound/14% outbound
- PM Peak Hour Trip Rate: 1.15 trips/1,000 SF of floor area; 16% inbound/84% outbound

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



N
NOT TO SCALE

★ PROJECT SITE

Ⓧ STUDY INTERSECTION

\## = INBOUND PERCENTAGES

(##) = OUTBOUND PERCENTAGES

[##] = INTERNAL TRAFFIC PERCENTAGES

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 3
PROJECT TRIP DISTRIBUTION

NEW BEATRICE WEST PROJECT

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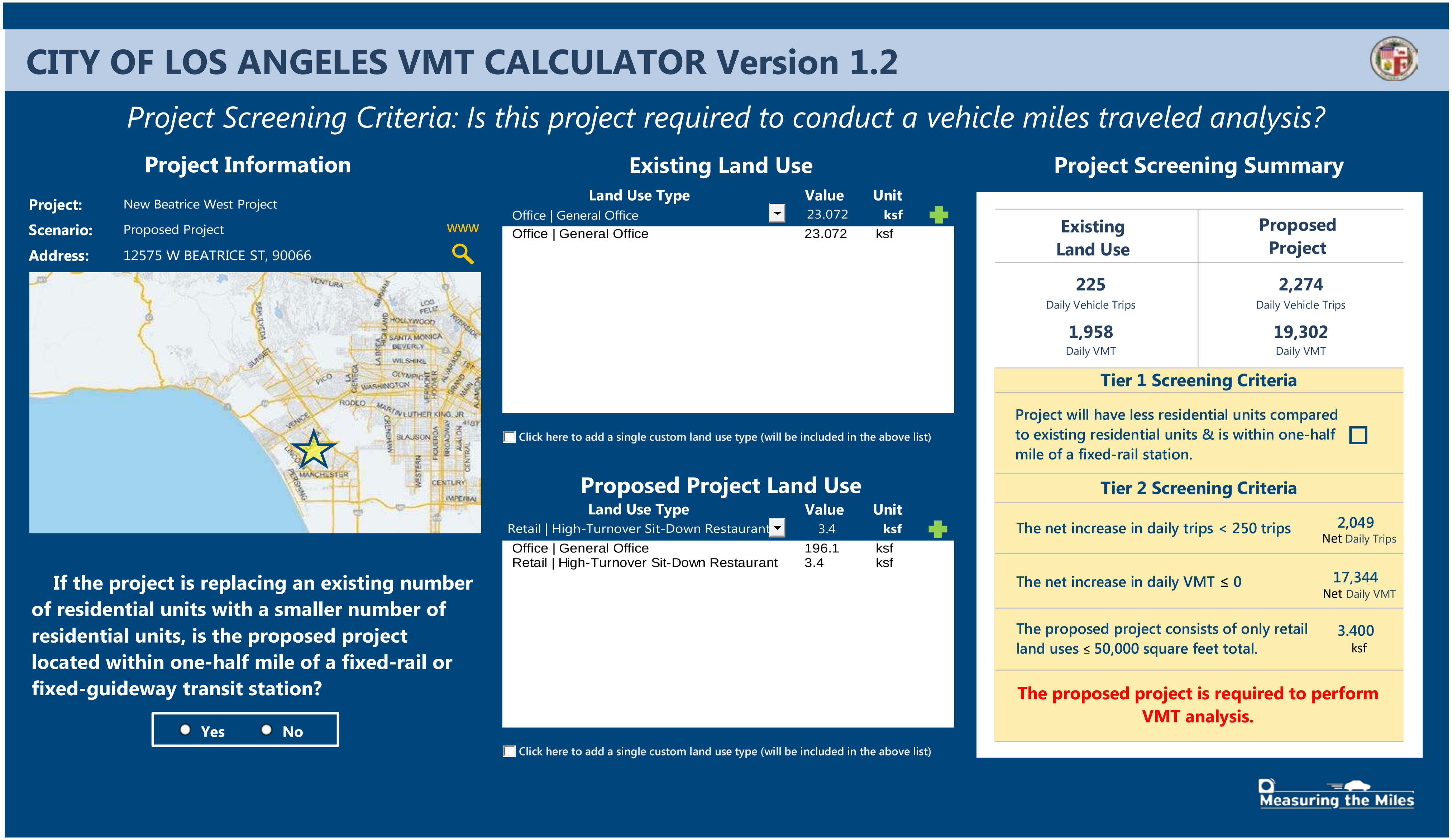


CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

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

Project Information

Project: New Beatrice West Project
Scenario: Proposed Project
Address: 12575 W BEATRICE ST, 90066

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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Office | General Office	23.072	ksf
Office | General Office	23.072	ksf

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

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	3.4	ksf
Office | General Office	196.1	ksf
Retail | High-Turnover Sit-Down Restaurant	3.4	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
225 Daily Vehicle Trips	2,274 Daily Vehicle Trips
1,958 Daily VMT	19,302 Daily VMT

Tier 1 Screening Criteria

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

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	2,049 **Net** Daily Trips
The net increase in daily VMT ≤ 0	17,344 **Net** Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	3.400 ksf

The proposed project is required to perform VMT analysis.

2/3/2020

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Information

Project: New Beatrice West Project
Scenario: Proposed Project
Address: 12575 W BEATRICE ST, 90066

Proposed Project Land Use Type	Value	Unit
Office | General Office	196.1	ksf
Retail | High-Turnover Sit-Down Restaurant	3.4	ksf

TDM Strategies

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

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

A Parking

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

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

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

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

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

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
2,274 Daily Vehicle Trips	**2,274** Daily Vehicle Trips
19,302 Daily VMT	**19,302** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT per Capita
12.9 Work VMT per Employee	**12.9** Work VMT per Employee

Significant VMT Impact?

Household: No Threshold = 7.4 15% Below APC	**Household: No** Threshold = 7.4 15% Below APC
Work: Yes Threshold = 11.1 15% Below APC	**Work: Yes** Threshold = 11.1 15% Below APC

Measuring the Miles

2/3/2020

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 3, 2020
Project Name: New Beatrice West Project
Project Scenario: Proposed Project
Project Address: 12575 W BEATRICE ST, 90066

Version 1.2

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	3.400	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	General Office	196.100	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: February 3, 2020
Project Name: New Beatrice West Project
Project Scenario: Proposed Project
Project Address: 12575 W BEATRICE ST, 90066

Version 1.2

Analysis Results

Total Employees: 798
Total Population: 0

Proposed Project		***With Mitigation***	
2,274	**Daily Vehicle Trips**	**2,274**	**Daily Vehicle Trips**
19,302	**Daily VMT**	**19,302**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
12.9	**Work VMT per Employee**	**12.9**	**Work VMT per Employee**

Significant VMT Impact?

APC: West Los Angeles

Impact Threshold: 15% Below APC Average
Household = 7.4
Work = 11.1

Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 7.4	No	Household > 7.4	No
Work > 11.1	Yes	Work > 11.1	Yes

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 3, 2020
Project Name: New Beatrice West Project
Project Scenario: Proposed Project
Project Address: 12575 W BEATRICE ST, 90066

Version 1.2

TDM Strategy Inputs

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: February 3, 2020
Project Name: New Beatrice West Project
Project Scenario: Proposed Project
Project Address: 12575 W BEATRICE ST, 90066

Version 1.2

TDM Adjustments by Trip Purpose & Strategy

Place type: Suburban Center

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

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Suburban Center

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

Final Combined & Maximum TDM Effect

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

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

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: February 3, 2020
Project Name: New Beatrice West Project
Project Scenario: Proposed Project
Project Address: 12575 W BEATRICE ST, 90066

Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	7.9	0	0
Home Based Other Production	0	0.0%	0	5.7	0	0
Non-Home Based Other Production	352	-7.1%	327	7.3	2,570	2,387
Home-Based Work Attraction	1,157	-10.0%	1,041	9.9	11,454	10,306
Home-Based Other Attraction	733	-21.0%	579	6.5	4,765	3,764
Non-Home Based Other Attraction	352	-7.1%	327	8.7	3,062	2,845

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	0	0	0.0%	0	0
Home Based Other Production	0.0%	0	0	0.0%	0	0
Non-Home Based Other Production	0.0%	327	2,387	0.0%	327	2,387
Home-Based Work Attraction	0.0%	1,041	10,306	0.0%	1,041	10,306
Home-Based Other Attraction	0.0%	579	3,764	0.0%	579	3,764
Non-Home Based Other Attraction	0.0%	327	2,845	0.0%	327	2,845

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 798
APC: West Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**10,306**	**10,306**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**12.9**	**12.9**

VMT Calculator User Agreement

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

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

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

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

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

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

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

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

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

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

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

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

You, the User

By: AShankar

Print Name: Amrita Shankar

Title: Transportation Engineer I

Company: Linscott, Law, & Greenspan, Engineers

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

Phone: 818.835.8648

Email Address: shankar@llgengineers.com

Date: 02/03/2020

APPENDIX B

LADOT CROSSWALK FUNDING LETTER

CITY OF LOS ANGELES
CALIFORNIA

SELETA J. REYNOLDS
GENERAL MANAGER

DEPARTMENT OF TRANSPORTATION
100 South Main Street, 10th Floor
Los Angeles, California 90012
(213) 972-8470
FAX (213) 972-8410

ERIC GARCETTI
MAYOR

12575 Beatrice Street
LADOT Case No. CTC15-103799

May 12, 2020

NSB Associates, Inc.
Attn: Anthony O'Carroll
433 North Camden Drive, Suite 820
Beverly Hills, California 90210

Subject: 12575 BEATRICE STREET OFFICE PROJECT – SIGNALIZED CROSSWALK AT BEATRICE STREET AND INGLEWOOD AVENEUE (CONDITION 14.A.III)

Dear Mr. O'Carroll,

In accordance with Condition 14.a.iii of the letter of determination issued by the City Planning Commission, dated August 18, 2017, the Project is required to provide a signalized pedestrian crossing at the intersection of Beatrice Street and Inglewood Boulevard as follows:

"Funding for Pedestrian Crossing*: The applicant shall fund and install a yellow flashing signal at the existing striped crosswalk on Inglewood Blvd at Beatrice Street. If, at the time of project approval, this improvement has been funded by others, then DOT shall require a similar nearby measure of equivalent value designed to enhance pedestrian and student safety in the vicinity of the project."*

Inasmuch as the City is in process to provide this improvement using other resources, LADOT is agreeable to accepting a one-time payment from the Project, in the amount of $75,000 to satisfy this requirement. The payment will be deposited in the Coastal Transportation Corridor Fund (#447) and serve as reimbursement to the City's cost in implementing this improvement. Once the payment has been remitted, the Project's obligation to this condition shall be deemed fulfilled and complete.

Please work with Pedro Ayala from the LADOT West Los Angeles Planning staff at (213) 485-1062 or at pedro.ayala@lacity.org to arrange for payment. If you have any questions, I can be reached at eddie.guerrero@lacity.org.

Sincerely,

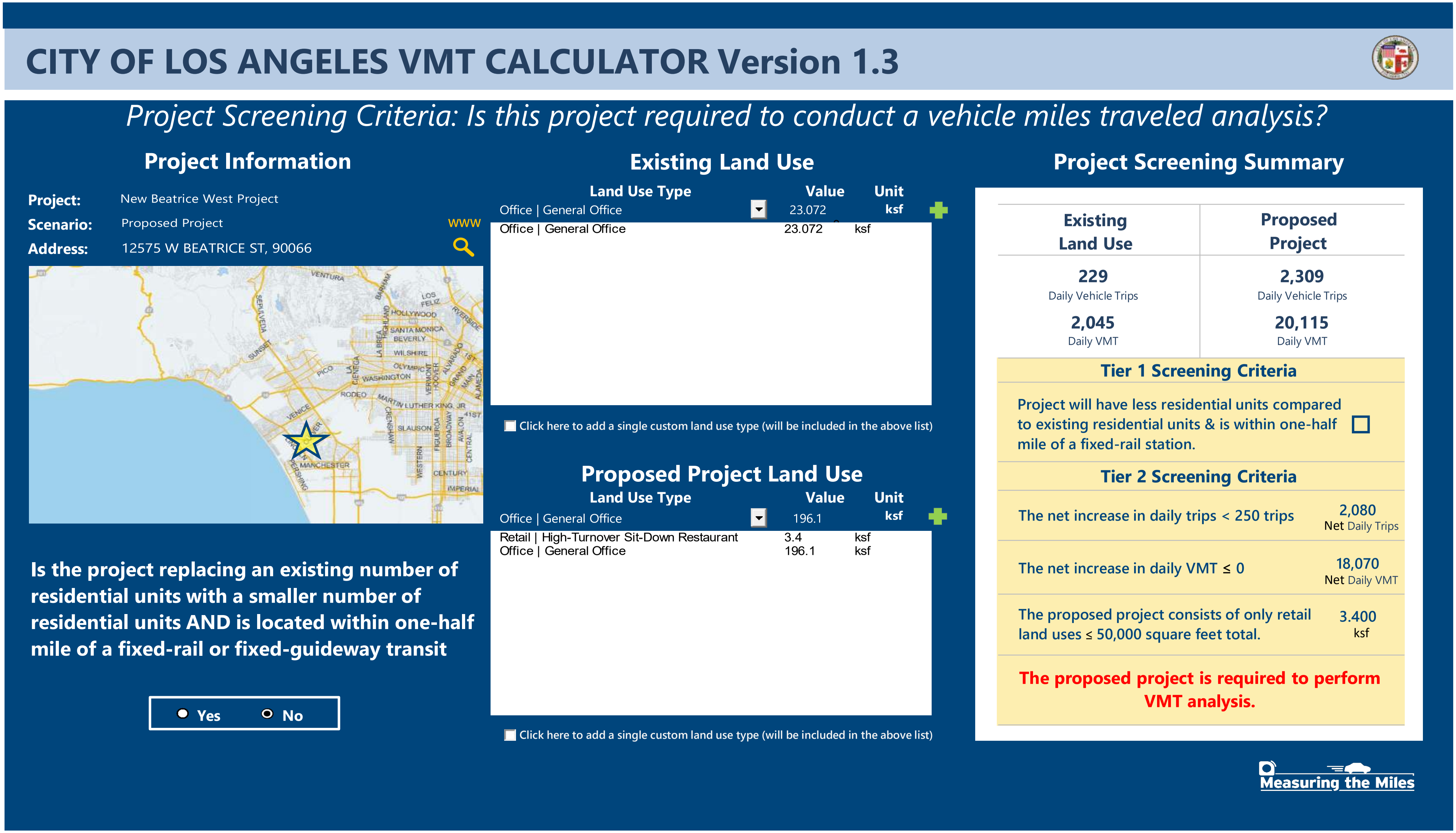
E. Guerrero Jr.

Edward Guerrero Jr., PE
Senior Transportation Engineer

c: Eric Bruins, Alek Bartrosouf, Council District 11
Coastal / West LA Development Services

APPENDIX C

VMT CALCULATOR OUTPUT



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: New Beatrice West Project
Scenario: Proposed Project
Address: 12575 W BEATRICE ST, 90066

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

○ Yes ● No

Existing Land Use

Land Use Type	Value	Unit
Office | General Office	23.072	ksf
Office | General Office	23.072	ksf

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

Proposed Project Land Use

Land Use Type	Value	Unit
Office | General Office	196.1	ksf
Retail | High-Turnover Sit-Down Restaurant	3.4	ksf
Office | General Office	196.1	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
229 Daily Vehicle Trips	**2,309** Daily Vehicle Trips
2,045 Daily VMT	**20,115** Daily VMT

Tier 1 Screening Criteria

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

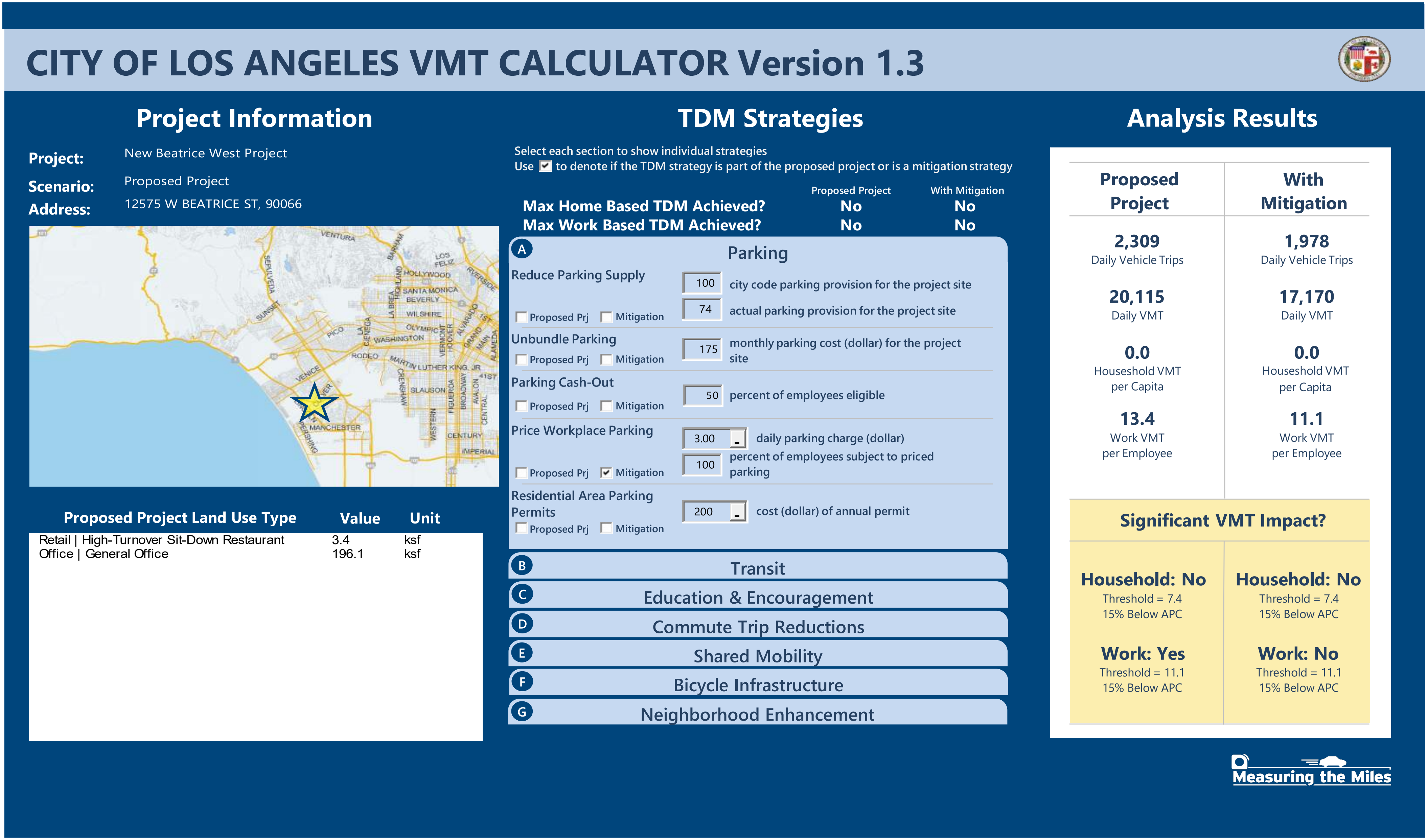
Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	2,080 Net Daily Trips
The net increase in daily VMT ≤ 0	18,070 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	3.400 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

6/16/2020



CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: New Beatrice West Project
Scenario: Proposed Project
Address: 12575 W BEATRICE ST, 90066

Proposed Project Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	3.4	ksf
Office | General Office	196.1	ksf

TDM Strategies

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

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

A Parking

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

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

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

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

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

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
2,309 Daily Vehicle Trips	**1,978** Daily Vehicle Trips
20,115 Daily VMT	**17,170** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT per Capita
13.4 Work VMT per Employee	**11.1** Work VMT per Employee

Significant VMT Impact?

Household: No Threshold = 7.4 15% Below APC	**Household: No** Threshold = 7.4 15% Below APC
Work: Yes Threshold = 11.1 15% Below APC	**Work: No** Threshold = 11.1 15% Below APC

Measuring the Miles

6/16/2020

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: June 16, 2020
Project Name: New Beatrice West Project
Project Scenario: Proposed Project
Project Address: 12575 W BEATRICE ST, 90066

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	3.400	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	General Office	196.100	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: June 16, 2020
Project Name: New Beatrice West Project
Project Scenario: Proposed Project
Project Address: 12575 W BEATRICE ST, 90066

Version 1.3

Analysis Results

Total Employees: 798
Total Population: 0

Proposed Project		*With Mitigation*	
2,309	**Daily Vehicle Trips**	**1,978**	**Daily Vehicle Trips**
20,115	**Daily VMT**	**17,170**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
13.4	**Work VMT per Employee**	**11.1**	**Work VMT per Employee**

Significant VMT Impact?

APC: West Los Angeles

Impact Threshold: 15% Below APC Average
Household = 7.4
Work = 11.1

Proposed Project		*With Mitigation*	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 7.4	No	Household > 7.4	No
Work > 11.1	Yes	Work > 11.1	No

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: June 16, 2020
Project Name: New Beatrice West Project
Project Scenario: Proposed Project
Project Address: 12575 W BEATRICE ST, 90066

Version 1.3

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	Daily parking charge ($)	*$0.00*	$3.00
		Employees subject to priced parking (%)	*0%*	100%
	Residential area parking permits	*Cost of annual permit ($)*	*$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%*	100%
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	$0.75
Education & Encouragement	Voluntary travel behavior change program	Employees and residents participating (%)	*0%*	100%
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	*0*	Yes
	Include secure bike parking and showers	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	*0*	Yes
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*	within project and connecting off-site

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: June 16, 2020
Project Name: New Beatrice West Project
Project Scenario: Proposed Project
Project Address: 12575 W BEATRICE ST, 90066

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	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	5%	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%	3%	0%	3%	0%	3%	0%	3%	0%	3%	0%	3%	
Education & Encouragement	Voluntary travel behavior change program	0%	6%	0%	6%	0%	6%	0%	6%	0%	6%	0%	6%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: June 16, 2020
Project Name: New Beatrice West Project
Project Scenario: Proposed Project
Project Address: 12575 W BEATRICE ST, 90066

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	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	
	Include secure bike parking and showers	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	*0.0%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*0%*	*12%*	*0%*	*17%*	*0%*	*12%*	*0%*	*12%*	*0%*	*12%*	*0%*	*12%*
MAX. TDM EFFECT	*0%*	*12%*	*0%*	*17%*	*0%*	*12%*	*0%*	*12%*	*0%*	*12%*	*0%*	*12%*

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

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: June 16, 2020
Project Name: New Beatrice West Project
Project Scenario: Proposed Project
Project Address: 12575 W BEATRICE ST, 90066

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	9.2	0	0
Home Based Other Production	0	0.0%	0	6.6	0	0
Non-Home Based Other Production	352	-2.0%	345	7.8	2,746	2,691
Home-Based Work Attraction	1,157	-8.5%	1,059	10.1	11,686	10,696
Home-Based Other Attraction	733	-23.6%	560	6.1	4,471	3,416
Non-Home Based Other Attraction	352	-2.0%	345	9.6	3,379	3,312

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	0	0	-12.1%	0	0
Home Based Other Production	0.0%	0	0	-12.1%	0	0
Non-Home Based Other Production	0.0%	345	2,691	-12.1%	303	2,365
Home-Based Work Attraction	0.0%	1,059	10,696	-16.9%	880	8,892
Home-Based Other Attraction	0.0%	560	3,416	-12.1%	492	3,002
Non-Home Based Other Attraction	0.0%	345	3,312	-12.1%	303	2,911

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 798
APC: West Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**10,696**	**8,892**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**13.4**	**11.1**

VMT Calculator User Agreement

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

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

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

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

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

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

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

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

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

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

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

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

You, the User

By: AShankar

Print Name: Amrita Shankar

Title: Transportation Engineer I

Company: Linscott, Law, & Greenspan, Engineers

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

Phone: 818.835.8648

Email Address: shankar@llgengineers.com

Date: 06/16/2020

APPENDIX D

MANUAL TRAFFIC COUNT DATA

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Jandy Pl and Beatrice St , Playa Vista

Date: 4/28/2016

Day: Thursday

Project #: 16-5271-004

City: Playa Vista

AM Peak Hour	830 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach

Jandy Pl

Lanes	0	1	0		
AM	12	0	27	138	AM
NOON	0	0	0	0	NOON
PM	3	0	81	17	PM

Beatrice St

Eastbound Approach

	AM	NOON	PM
	212	0	68
0	11	0	2
1	90	0	201
0	0	0	0
Lanes	AM	NOON	PM

CONTROL

1-Way Stop(SB)

Westbound Approach

AM	NOON	PM	Lanes
127	0	15	0
200	0	65	1
9	0	4	0
117	0	282	
AM	NOON	PM	

Northbound Approach

AM	9	0	0	0	AM
NOON	0	0	0	0	NOON
PM	4	0	0	0	PM
		0	0	0	Lanes

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	3:00 PM	6:00 PM

Total Ins & Outs

North Leg

39	138	AM
0	0	NOON
84	17	PM

West Leg

AM	NOON	PM
212	0	68
101	0	203

East Leg

AM	NOON	PM
336	0	84
117	0	282

South Leg

AM	9	0
NOON	0	0
PM	4	0

Total Volume Per Leg

North Leg

177	AM
0	NOON
101	PM

West Leg

AM	NOON	PM
313	0	271

East Leg

AM	NOON	PM
453	0	366

South Leg

AM	9
NOON	0
PM	4

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5271-004

Day: Thursday

City: Playa Vista

Date: 4/28/2016

AM

NS/EW Streets:	Jandy Pl			Jandy Pl			Beatrice St			Beatrice St							
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				UTURNS			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
LANES:	0	0	0	0	1	0	0	1	0	0	1	0					
7:00 AM	0	0	0	1	0	1	0	13	0	0	26	15	56	0	0	0	0
7:15 AM	0	0	0	1	0	2	2	15	0	0	30	14	64	0	0	0	0
7:30 AM	0	0	0	1	0	0	0	10	0	1	27	13	52	0	0	0	1
7:45 AM	0	0	0	4	0	2	1	22	0	2	33	19	83	0	0	0	2
8:00 AM	0	0	0	3	0	2	3	18	0	0	37	24	87	0	0	0	0
8:15 AM	0	0	0	5	0	0	1	15	0	2	31	22	76	0	0	0	2
8:30 AM	0	0	0	4	0	2	3	23	0	1	35	40	108	0	0	0	1
8:45 AM	0	0	0	10	0	2	4	28	0	4	55	38	141	0	0	1	4
9:00 AM	0	0	0	6	0	6	2	18	0	2	57	26	117	0	0	1	2
9:15 AM	0	0	0	7	0	2	2	21	0	2	53	23	110	0	0	0	2
9:30 AM	0	0	0	4	0	4	0	26	0	3	41	21	99	0	0	0	3
9:45 AM	0	0	0	7	0	1	3	22	0	0	24	14	71	0	0	0	0
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
TOTAL VOLUMES :	0	0	0	53	0	24	21	231	0	17	449	269	1064	0	0	2	17
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	68.83%	0.00%	31.17%	8.33%	91.67%	0.00%	2.31%	61.09%	36.60%					

PEAK HR START TIME :	830 AM												TOTAL
PEAK HR VOL :	0	0	0	27	0	12	11	90	0	9	200	127	476
PEAK HR FACTOR :	0.000			0.813			0.789			0.866			0.844

CONTROL : 1-Way Stop(SB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5271-004　　**Day:** Thursday

City: Playa Vista　　**Date:** 4/28/2016

PM

NS/EW Streets:	Jandy Pl			Jandy Pl			Beatrice St			Beatrice St					UTURNS			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND								
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL		NB	SB	EB	WB
LANES:	0	0	0	0	1	0	0	1	0	0	1	0						
3:00 PM	0	0	0	10	0	0	0	30	0	0	12	2	54		0	0	0	0
3:15 PM	0	0	0	9	0	0	0	20	0	3	7	5	44		0	0	0	3
3:30 PM	0	0	0	8	0	1	0	31	0	1	9	5	55		0	0	0	1
3:45 PM	0	0	0	5	0	1	1	17	0	0	15	5	44		0	0	0	0
4:00 PM	0	0	0	21	0	1	2	49	0	4	15	4	96		0	0	0	4
4:15 PM	0	0	0	11	0	1	0	29	0	2	16	4	63		0	0	0	2
4:30 PM	0	0	0	17	0	1	1	33	0	0	12	2	66		0	0	0	0
4:45 PM	0	0	0	18	0	0	2	35	0	3	15	4	77		0	1	1	3
5:00 PM	0	0	0	19	0	2	0	59	0	1	10	4	95		0	0	0	1
5:15 PM	0	0	0	16	0	0	0	43	0	0	11	3	73		0	0	0	0
5:30 PM	0	0	0	25	0	0	0	43	0	1	19	3	91		0	0	0	1
5:45 PM	0	0	0	21	0	1	2	56	0	2	25	5	112		0	0	0	2
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL		NB	SB	EB	WB
TOTAL VOLUMES :	0	0	0	180	0	8	8	445	0	17	166	46	870		0	1	1	17
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	95.74%	0.00%	4.26%	1.77%	98.23%	0.00%	7.42%	72.49%	20.09%						

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	81	0	3	2	201	0	4	65	15	371
PEAK HR FACTOR :	0.000			0.840			0.860			0.656			0.828

CONTROL : 1-Way Stop(SB)

ITM Peak Hour Summary

Prepared by:

NDS

National Data & Surveying Services

Westlawn Ave and Beatrice St , Playa Vista

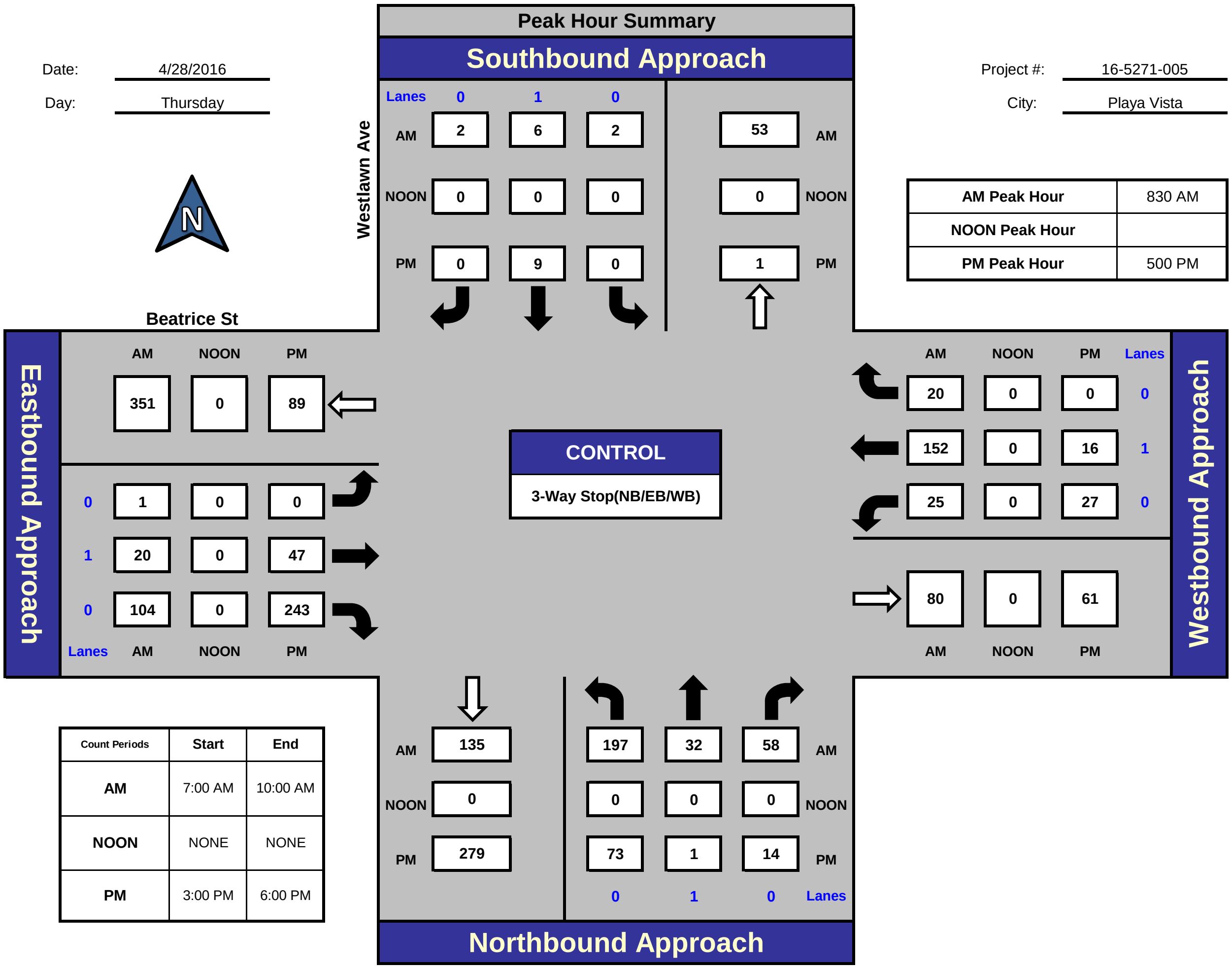
Date: 4/28/2016

Day: Thursday

Project #: 16-5271-005

City: Playa Vista

AM Peak Hour	830 AM
NOON Peak Hour	
PM Peak Hour	500 PM



Southbound Approach

	↲	↓	↳	⇧
Lanes	0	1	0	
AM	2	6	2	53
NOON	0	0	0	0
PM	0	9	0	1

Eastbound Approach

	Lanes	AM	NOON	PM
⇦		351	0	89
↱	0	1	0	0
→	1	20	0	47
↴	0	104	0	243

Westbound Approach

	AM	NOON	PM	Lanes
↰	20	0	0	0
←	152	0	16	1
↙	25	0	27	0
⇨	80	0	61	

Northbound Approach

	⇩	↰	↑	↱
AM	135	197	32	58
NOON	0	0	0	0
PM	279	73	1	14
Lanes		0	1	0

CONTROL

3-Way Stop(NB/EB/WB)

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	3:00 PM	6:00 PM

Total Ins & Outs

North Leg

10	53	AM
0	0	NOON
9	1	PM

West Leg

AM	NOON	PM
351	0	89
125	0	290

East Leg

AM	NOON	PM
197	0	43
80	0	61

South Leg

AM	135	287
NOON	0	0
PM	279	88

Total Volume Per Leg

North Leg

63	AM
0	NOON
10	PM

West Leg

AM	NOON	PM
476	0	379

East Leg

AM	NOON	PM
277	0	104

South Leg

AM	422
NOON	0
PM	367

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5271-005 **Day:** Thursday

City: Playa Vista **Date:** 4/28/2016

AM

NS/EW Streets:	Westlawn Ave			Westlawn Ave			Beatrice St			Beatrice St							
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				UTURNS			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
LANES:	0	1	0	0	1	0	0	1	0	0	1	0					
7:00 AM	30	0	0	0	0	0	0	0	16	3	10	1	60	0	0	0	0
7:15 AM	32	2	4	0	0	0	0	1	16	5	13	0	73	0	0	0	0
7:30 AM	25	0	0	0	0	1	0	1	11	2	15	1	56	0	0	0	0
7:45 AM	35	0	1	0	0	0	0	6	23	1	21	2	89	1	0	0	0
8:00 AM	43	1	4	0	0	0	1	4	19	1	21	2	96	1	0	1	1
8:15 AM	25	1	4	0	0	0	1	4	17	6	28	1	87	0	0	0	1
8:30 AM	45	4	12	0	0	1	1	2	25	3	29	3	125	1	0	1	0
8:45 AM	60	8	15	0	3	1	0	8	33	6	41	2	177	1	0	0	0
9:00 AM	46	10	18	2	2	0	0	3	22	10	45	7	165	2	0	0	0
9:15 AM	46	10	13	0	1	0	0	7	24	6	37	8	152	0	0	0	1
9:30 AM	46	2	9	0	2	1	1	10	23	4	21	3	122	0	0	1	0
9:45 AM	24	1	11	0	0	1	0	3	25	2	18	1	86	0	0	0	0

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
TOTAL VOLUMES :	457	39	91	2	8	5	4	49	254	49	299	31	1288	6	0	3	3
APPROACH %'s :	77.85%	6.64%	15.50%	13.33%	53.33%	33.33%	1.30%	15.96%	82.74%	12.93%	78.89%	8.18%					

PEAK HR START TIME :	830 AM												TOTAL
PEAK HR VOL :	197	32	58	2	6	2	1	20	104	25	152	20	619
PEAK HR FACTOR :	0.864			0.625			0.762			0.794			0.874

CONTROL : 3-Way Stop(NB/EB/WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5271-005

Day: Thursday

City: Playa Vista

Date: 4/28/2016

PM

NS/EW Streets:	Westlawn Ave			Westlawn Ave			Beatrice St			Beatrice St							
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				UTURNS			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
LANES:	0	1	0	0	1	0	0	1	0	0	1	0					
3:00 PM	13	1	5	1	0	0	0	5	37	3	3	1	69	1	0	0	0
3:15 PM	12	0	5	2	2	0	0	6	30	7	3	0	67	0	0	0	0
3:30 PM	10	0	3	1	0	0	0	6	32	4	6	0	62	0	0	0	0
3:45 PM	14	1	6	2	0	0	0	4	21	8	5	0	61	1	0	0	1
4:00 PM	24	1	3	1	0	0	0	13	64	2	2	1	111	2	0	0	0
4:15 PM	18	0	3	0	2	1	1	4	39	2	4	0	74	1	0	0	0
4:30 PM	14	1	1	1	0	0	0	14	37	4	2	0	74	1	0	0	0
4:45 PM	16	0	1	0	1	0	1	11	47	3	8	1	89	0	0	0	0
5:00 PM	13	0	5	0	2	0	0	15	63	7	3	0	108	0	0	0	0
5:15 PM	17	0	3	0	3	0	0	9	54	7	1	0	94	1	0	0	0
5:30 PM	18	0	1	0	2	0	0	13	58	5	3	0	100	0	0	0	0
5:45 PM	25	1	5	0	2	0	0	10	68	8	9	0	128	0	0	0	0
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
TOTAL VOLUMES :	194	5	41	8	14	1	2	110	550	60	49	3	1037	7	0	0	1
APPROACH %'s :	80.83%	2.08%	17.08%	34.78%	60.87%	4.35%	0.30%	16.62%	83.08%	53.57%	43.75%	2.68%					

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	73	1	14	0	9	0	0	47	243	27	16	0	430
PEAK HR FACTOR :	0.710			0.750			0.929			0.632			0.840

CONTROL : 3-Way Stop(NB/EB/WB)

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Westlawn Ave

East/West Jefferson Blvd

Day: Thursday Date: January 28, 2016 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	29	173	120
BIKES	0	7	17	15
BUSES	0	0	31	31

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	0	0.00	53	9.30	451	8.00	389	9.00
PM PK 15 MIN	0	0.00	114	17.00	378	17.30	476	17.15
AM PK HOUR	0	0.00	194	8.45	1719	7.45	1448	8.30
PM PK HOUR	0	0.00	406	17.00	1455	15.15	1728	17.00

NORTHBOUND Approach

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

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	75	0	35	110
8-9	112	0	44	156
9-10	97	0	94	191
15-16	120	0	65	185
16-17	169	0	77	246
17-18	276	0	130	406
TOTAL	849	0	445	1294

Hours	**TOTAL** N-S	**XING S/L** Ped	**XING S/L** Sch	**XING N/L** Ped	**XING N/L** Sch
7-8	110	5	0	5	0
8-9	156	4	0	1	0
9-10	191	7	0	5	0
15-16	185	9	0	11	0
16-17	246	11	0	6	0
17-18	406	4	0	3	0
TOTAL	1294	40	0	31	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	67	1311	0	1378
8-9	128	1577	0	1705
9-10	166	1182	0	1348
15-16	40	1404	0	1444
16-17	45	1351	0	1396
17-18	43	1340	0	1383
TOTAL	489	8165	0	8654

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	3	1251	42	1296
8-9	4	1249	69	1322
9-10	7	1344	67	1418
15-16	8	1464	45	1517
16-17	13	1397	52	1462
17-18	14	1671	43	1728
TOTAL	49	8376	318	8743

Hours	**TOTAL** E-W	**XING W/L** Ped	**XING W/L** Sch	**XING E/L** Ped	**XING E/L** Sch
7-8	2674	0	1	2	0
8-9	3027	2	0	10	0
9-10	2766	5	0	2	0
15-16	2961	14	0	14	0
16-17	2858	5	0	5	0
17-18	3111	7	0	5	0
TOTAL	17397	33	1	38	0

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Westlawn Ave and Jefferson Blvd , Playa Vista

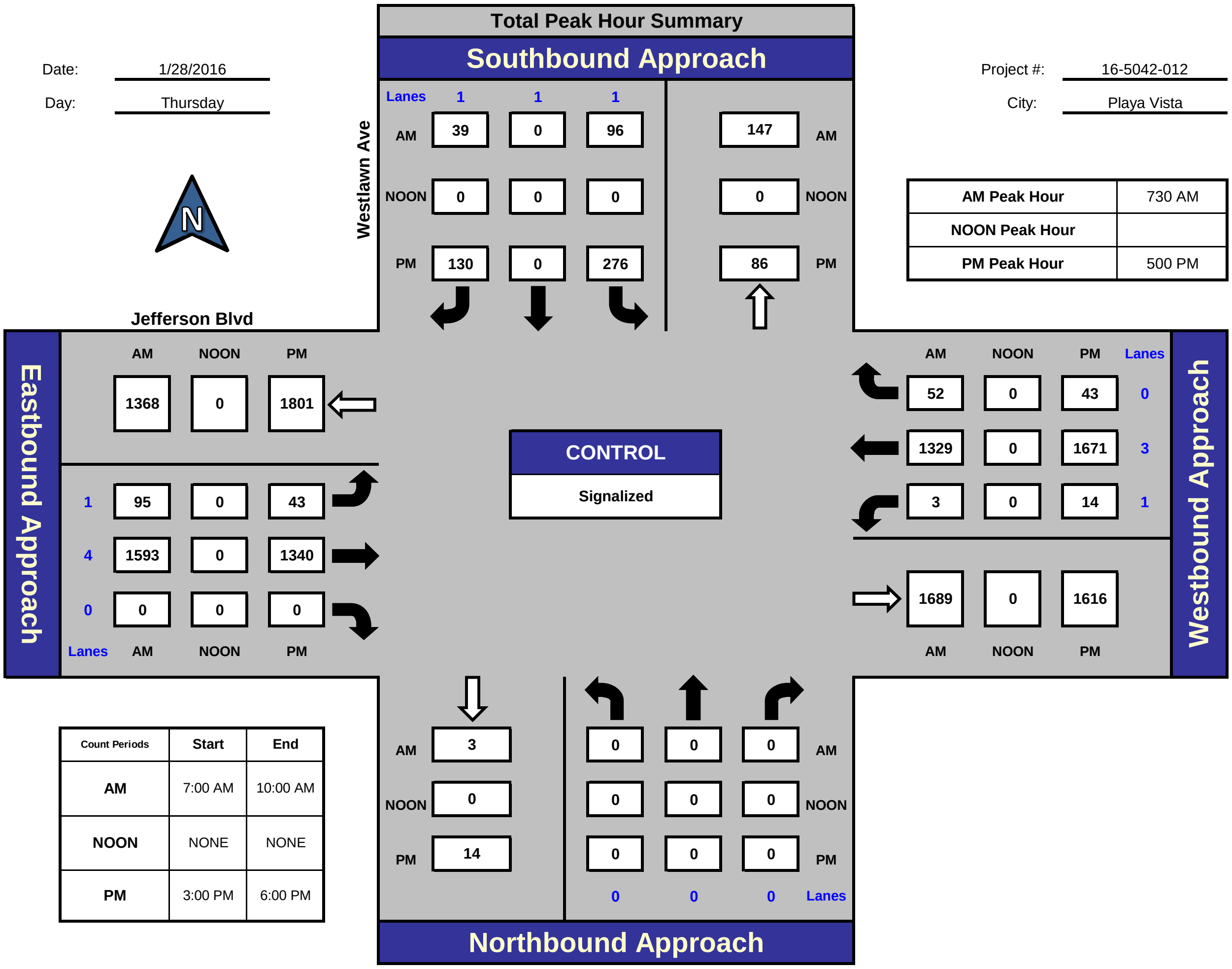
Date: 1/28/2016

Day: Thursday

Project #: 16-5042-012

City: Playa Vista

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM



Total Peak Hour Summary

Southbound Approach

	Left	Thru	Right	Out
Lanes	1	1	1	
AM	39	0	96	147
NOON	0	0	0	0
PM	130	0	276	86

Westbound Approach

	AM	NOON	PM	Lanes
Right	52	0	43	0
Thru	1329	0	1671	3
Left	3	0	14	1
Out	1689	0	1616	

Eastbound Approach

Lanes		AM	NOON	PM
	Out	1368	0	1801
1	Left	95	0	43
4	Thru	1593	0	1340
0	Right	0	0	0

Northbound Approach

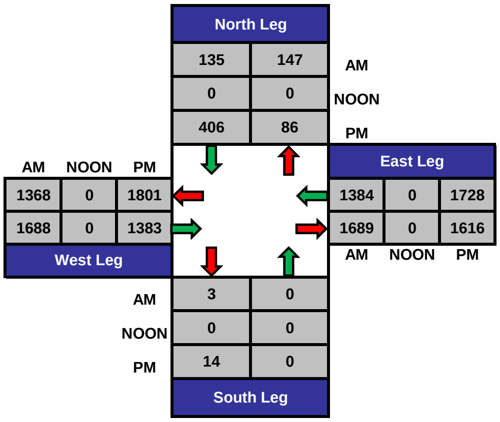
	Out	Left	Thru	Right
AM	3	0	0	0
NOON	0	0	0	0
PM	14	0	0	0
Lanes		0	0	0

CONTROL

Signalized

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	3:00 PM	6:00 PM

Total Ins & Outs



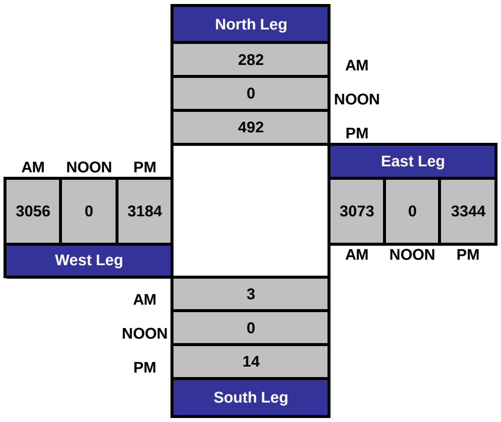
North Leg	In	Out
AM	135	147
NOON	0	0
PM	406	86

West Leg	AM	NOON	PM
Out	1368	0	1801
In	1688	0	1383

East Leg	AM	NOON	PM
In	1384	0	1728
Out	1689	0	1616

South Leg	Out	In
AM	3	0
NOON	0	0
PM	14	0

Total Volume Per Leg



	North Leg	South Leg
AM	282	3
NOON	0	0
PM	492	14

	AM	NOON	PM
West Leg	3056	0	3184
East Leg	3073	0	3344

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5042-012

Day: Thursday

TOTALS

City: Playa Vista

Date: 1/28/2016

AM

NS/EW Streets:	Westlawn Ave			Westlawn Ave			Jefferson Blvd			Jefferson Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	1	1	1	4	0	1	3	0	
7:00 AM	0	0	0	17	0	7	14	224	0	0	232	11	505
7:15 AM	0	0	0	19	0	8	15	321	0	1	291	12	667
7:30 AM	0	0	0	15	0	6	14	365	0	1	360	11	772
7:45 AM	0	0	0	24	0	14	24	401	0	1	368	8	840
8:00 AM	0	0	0	31	0	9	27	424	0	0	303	17	811
8:15 AM	0	0	0	26	0	10	30	403	0	1	298	16	784
8:30 AM	0	0	0	32	0	8	30	380	0	3	297	18	768
8:45 AM	0	0	0	23	0	17	41	370	0	0	351	18	820
9:00 AM	0	0	0	28	0	23	52	325	0	1	367	21	817
9:15 AM	0	0	0	24	0	26	39	286	0	0	357	15	747
9:30 AM	0	0	0	27	0	26	44	285	0	1	293	20	696
9:45 AM	0	0	0	18	0	19	31	286	0	5	327	11	697

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	284	0	173	361	4070	0	14	3844	178	8924
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	62.14%	0.00%	37.86%	8.15%	91.85%	0.00%	0.35%	95.24%	4.41%	

PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	0	0	96	0	39	95	1593	0	3	1329	52	3207
PEAK HR FACTOR :		0.000			0.844			0.936			0.918		0.954

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5042-012

Day: Thursday

TOTALS

City: Playa Vista

Date: 1/28/2016

PM

NS/EW Streets:	Westlawn Ave			Westlawn Ave			Jefferson Blvd			Jefferson Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	1	1	1	4	0	1	3	0	
3:00 PM	0	0	0	33	0	15	10	342	0	3	337	14	754
3:15 PM	0	0	0	32	0	13	6	364	0	2	354	13	784
3:30 PM	0	0	0	30	0	17	10	356	0	1	365	13	792
3:45 PM	0	0	0	25	0	20	14	342	0	2	408	5	816
4:00 PM	0	0	0	47	0	23	8	355	0	3	359	14	809
4:15 PM	0	0	0	38	0	21	12	321	0	2	329	10	733
4:30 PM	0	0	0	37	0	11	11	352	0	2	356	16	785
4:45 PM	0	0	0	47	0	22	14	323	0	6	353	12	777
5:00 PM	0	0	0	79	0	35	8	346	0	2	394	11	875
5:15 PM	0	0	0	80	0	27	8	313	0	3	464	9	904
5:30 PM	0	0	0	58	0	35	8	370	0	7	413	13	904
5:45 PM	0	0	0	59	0	33	19	311	0	2	400	10	834

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	565	0	272	128	4095	0	35	4532	140	9767
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	67.50%	0.00%	32.50%	3.03%	96.97%	0.00%	0.74%	96.28%	2.97%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	276	0	130	43	1340	0	14	1671	43	3517
PEAK HR FACTOR :		0.000			0.890			0.915			0.908		0.973

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5042-012

Day: Thursday

CARS

City: Playa Vista

Date: 1/28/2016

AM

NS/EW Streets:	Westlawn Ave			Westlawn Ave			Jefferson Blvd			Jefferson Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	1	1	1	4	0	1	3	0	
7:00 AM	0	0	0	17	0	7	14	208	0	0	220	11	477
7:15 AM	0	0	0	19	0	7	15	303	0	1	281	11	637
7:30 AM	0	0	0	13	0	5	13	348	0	1	354	10	744
7:45 AM	0	0	0	22	0	14	24	392	0	1	366	8	827
8:00 AM	0	0	0	30	0	8	27	419	0	0	296	16	796
8:15 AM	0	0	0	26	0	10	30	395	0	1	289	16	767
8:30 AM	0	0	0	32	0	8	29	372	0	3	289	18	751
8:45 AM	0	0	0	22	0	16	39	359	0	0	346	18	800
9:00 AM	0	0	0	27	0	23	52	315	0	1	357	21	796
9:15 AM	0	0	0	24	0	25	39	279	0	0	347	12	726
9:30 AM	0	0	0	25	0	25	44	280	0	1	284	19	678
9:45 AM	0	0	0	17	0	16	30	280	0	5	314	11	673

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	274	0	164	356	3950	0	14	3743	171	8672
APPROACH %'s :				62.56%	0.00%	37.44%	8.27%	91.73%	0.00%	0.36%	95.29%	4.35%	

PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	0	0	91	0	37	94	1554	0	3	1305	50	3134
PEAK HR FACTOR :		0.000			0.842			0.924			0.905		0.947

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5042-012 **Day:** Thursday

CARS

City: Playa Vista **Date:** 1/28/2016

PM

NS/EW Streets:	Westlawn Ave			Westlawn Ave			Jefferson Blvd			Jefferson Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	1	1	1	4	0	1	3	0	
3:00 PM	0	0	0	33	0	15	10	330	0	3	335	14	740
3:15 PM	0	0	0	32	0	13	6	356	0	2	346	13	768
3:30 PM	0	0	0	29	0	16	10	348	0	1	361	12	777
3:45 PM	0	0	0	25	0	20	14	333	0	2	406	5	805
4:00 PM	0	0	0	46	0	23	8	351	0	3	354	13	798
4:15 PM	0	0	0	38	0	19	12	313	0	2	323	10	717
4:30 PM	0	0	0	37	0	10	10	346	0	2	354	15	774
4:45 PM	0	0	0	47	0	21	14	320	0	6	351	12	771
5:00 PM	0	0	0	79	0	34	8	343	0	2	393	11	870
5:15 PM	0	0	0	79	0	27	8	304	0	3	462	9	892
5:30 PM	0	0	0	58	0	34	8	367	0	7	410	12	896
5:45 PM	0	0	0	59	0	33	19	306	0	2	398	10	827

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	562	0	265	127	4017	0	35	4493	136	9635
APPROACH %'s :				67.96%	0.00%	32.04%	3.06%	96.94%	0.00%	0.75%	96.33%	2.92%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	275	0	128	43	1320	0	14	1663	42	3485
PEAK HR FACTOR :		0.000			0.892			0.909			0.907		0.972

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 16-5042-012
N/S Street: Westlawn Ave
E/W Street: Jefferson Blvd
DATE: 1/28/2016 DAY: Thursday
CITY: Playa Vista

A M

Adult Pedestrians

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	1	2	1	1	0	1	0	0
7:15 AM	0	0	0	1	0	1	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	2	0	2	0	0	0	0
8:00 AM	0	0	0	1	0	0	0	1
8:15 AM	0	1	1	1	0	3	0	1
8:30 AM	0	0	0	1	0	0	0	0
8:45 AM	0	0	0	0	4	3	0	0
9:00 AM	0	0	2	0	1	0	2	1
9:15 AM	0	0	0	1	0	0	1	0
9:30 AM	2	0	2	1	0	0	1	0
9:45 AM	2	1	0	1	0	1	0	0
TOTALS	**5**	**6**	**6**	**10**	**5**	**9**	**4**	**3**

School-Aged Pedestrians

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	2	2	4	0	5	1	5	5
3:15 PM	1	2	1	0	2	1	1	2
3:30 PM	1	0	1	3	0	3	0	0
3:45 PM	3	0	0	0	2	0	0	1
4:00 PM	0	0	5	0	3	1	0	2
4:15 PM	0	0	2	0	1	0	2	0
4:30 PM	5	0	1	2	0	0	0	1
4:45 PM	1	0	0	1	0	0	0	0
5:00 PM	0	0	1	0	0	0	1	1
5:15 PM	1	0	1	0	0	3	0	1
5:30 PM	0	0	1	1	1	0	1	1
5:45 PM	2	0	0	0	0	1	2	0
TOTALS	**16**	**4**	**17**	**7**	**14**	**10**	**12**	**14**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5042-012 **Day:** Thursday

BIKES

City: Playa Vista **Date:** 1/28/2016

AM

NS/EW Streets:	Westlawn Ave			Westlawn Ave			Jefferson Blvd			Jefferson Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	1	1	1	4	0	1	3	0	
7:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	1	0	1	0	0	1	0	3
8:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	2
9:00 AM	0	0	0	0	0	0	0	3	0	0	0	0	3
9:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
9:30 AM	0	0	0	0	0	0	1	1	0	0	1	1	4
9:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	4	1	8	0	0	7	1	21
APPROACH %'s :				0.00%	0.00%	100.00%	11.11%	88.89%	0.00%	0.00%	87.50%	12.50%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	1	0	0	2	0	4
PEAK HR FACTOR :	0.000			0.250			0.250			0.250			0.500

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5042-012

Day: Thursday

BIKES

City: Playa Vista

Date: 1/28/2016

PM

NS/EW Streets:	Westlawn Ave			Westlawn Ave			Jefferson Blvd			Jefferson Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	1	1	1	4	0	1	3	0	
3:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	2
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
3:45 PM	0	0	0	0	0	1	0	1	0	0	1	0	3
4:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
5:30 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	3	0	8	0	0	7	0	18
APPROACH %'s :				0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	3	0	0	3	0	6
PEAK HR FACTOR :	0.000			0.000			0.750			0.375			0.500

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5042-012

Day: Thursday

BUSES

City: Playa Vista

Date: 1/28/2016

AM

NS/EW Streets:	Westlawn Ave			Westlawn Ave			Jefferson Blvd			Jefferson Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	1	1	1	4	0	1	3	0	
7:00 AM	0	0	0	0	0	0	0	2	0	0	2	0	4
7:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
8:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
8:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
8:30 AM	0	0	0	0	0	0	0	1	0	0	3	0	4
8:45 AM	0	0	0	0	0	0	0	4	0	0	2	0	6
9:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
9:15 AM	0	0	0	0	0	0	0	2	0	0	2	0	4
9:30 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
9:45 AM	0	0	0	0	0	0	0	2	0	0	2	0	4

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	18	0	0	18	0	36
APPROACH %'s :							0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	

PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	4	0	0	3	0	7
PEAK HR FACTOR :		0.000			0.000			1.000			0.750		0.875

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5042-012

Day: Thursday

BUSES

City: Playa Vista

Date: 1/28/2016

PM

NS/EW Streets:	Westlawn Ave			Westlawn Ave			Jefferson Blvd			Jefferson Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	1	1	1	4	0	1	3	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	1	0	0	3	0	4
3:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
3:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
4:00 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
4:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
4:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
4:45 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	0	0	0	0	2	0	0	2	0	4

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	13	0	0	13	0	26
APPROACH %'s :							0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	4	0	0	4	0	8
PEAK HR FACTOR :	0.000			0.000			0.500			0.500			0.500

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5042-012 **Day:** Thursday

HEAVY TRUCKS

City: Playa Vista **Date:** 1/28/2016

AM

NS/EW Streets:	Westlawn Ave			Westlawn Ave			Jefferson Blvd			Jefferson Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	1	1	1	4	0	1	3	0	
7:00 AM	0	0	0	0	0	0	0	14	0	0	10	0	24
7:15 AM	0	0	0	0	0	1	0	17	0	0	9	1	28
7:30 AM	0	0	0	2	0	1	1	16	0	0	6	1	27
7:45 AM	0	0	0	2	0	0	0	8	0	0	1	0	11
8:00 AM	0	0	0	1	0	1	0	4	0	0	6	1	13
8:15 AM	0	0	0	0	0	0	0	7	0	0	8	0	15
8:30 AM	0	0	0	0	0	0	1	7	0	0	5	0	13
8:45 AM	0	0	0	1	0	1	2	7	0	0	3	0	14
9:00 AM	0	0	0	1	0	0	0	9	0	0	9	0	19
9:15 AM	0	0	0	0	0	1	0	5	0	0	8	3	17
9:30 AM	0	0	0	2	0	1	0	4	0	0	7	1	15
9:45 AM	0	0	0	1	0	3	1	4	0	0	11	0	20
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	10	0	9	5	102	0	0	83	7	216
APPROACH %'s :				52.63%	0.00%	47.37%	4.67%	95.33%	0.00%	0.00%	92.22%	7.78%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	0	0	5	0	2	1	35	0	0	21	2	66
PEAK HR FACTOR :	0.000			0.583			0.529			0.719			0.611

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5042-012

Day: Thursday

HEAVY TRUCKS

City: Playa Vista

Date: 1/28/2016

PM

NS/EW Streets:	Westlawn Ave			Westlawn Ave			Jefferson Blvd			Jefferson Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	1	1	1	4	0	1	3	0	
3:00 PM	0	0	0	0	0	0	0	12	0	0	2	0	14
3:15 PM	0	0	0	0	0	0	0	7	0	0	5	0	12
3:30 PM	0	0	0	1	0	1	0	6	0	0	4	1	13
3:45 PM	0	0	0	0	0	0	0	8	0	0	1	0	9
4:00 PM	0	0	0	1	0	0	0	3	0	0	3	1	8
4:15 PM	0	0	0	0	0	2	0	7	0	0	5	0	14
4:30 PM	0	0	0	0	0	1	1	5	0	0	1	1	9
4:45 PM	0	0	0	0	0	1	0	1	0	0	1	0	3
5:00 PM	0	0	0	0	0	1	0	3	0	0	0	0	4
5:15 PM	0	0	0	1	0	0	0	7	0	0	2	0	10
5:30 PM	0	0	0	0	0	1	0	3	0	0	2	1	7
5:45 PM	0	0	0	0	0	0	0	3	0	0	0	0	3

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	3	0	7	1	65	0	0	26	4	106
APPROACH %'s :				30.00%	0.00%	70.00%	1.52%	98.48%	0.00%	0.00%	86.67%	13.33%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	1	0	2	0	16	0	0	4	1	24
PEAK HR FACTOR :		0.000			0.750			0.571			0.417		0.600

CONTROL : Signalized

City Of Los Angeles
Department Of Transportation
TRAFFIC COUNT SUMMARY

STREET:
North/South Westlawn Ave

East/West Jefferson Blvd

Day: Thursday Date: April 22, 2021 Weather:

Hours: 7-10AM 3-6PM

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	8	11	97	92
BIKES	1	5	10	8
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	22	8.15	22	8.15	219	8.00	283	8.30
PM PK 15 MIN	25	15.00	43	17.00	276	15.15	267	15.15
AM PK HOUR	68	8.00	72	8.15	819	8.00	1074	8.15
PM PK HOUR	97	15.00	129	17.00	1068	15.15	1020	15.00

NORTHBOUND Approach					**SOUTHBOUND Approach**					**TOTAL**
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	N-S
7-8	15	3	20	38	*7-8*	38	5	9	52	90
8-9	27	10	31	68	*8-9*	47	4	18	69	137
9-10	15	6	29	50	*9-10*	43	2	25	70	120
3-4	40	5	52	97	*3-4*	77	5	41	123	220
4-5	21	5	33	59	*4-5*	57	5	37	99	158
5-6	23	2	29	54	*5-6*	85	12	32	129	183
TOTAL	141	31	194	366	TOTAL	347	33	162	542	908

EASTBOUND Approach					**WESTBOUND Approach**					**TOTAL**
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	E-W
7-8	21	468	7	496	*7-8*	31	640	38	709	1205
8-9	39	763	17	819	*8-9*	31	968	68	1067	1886
9-10	26	677	13	716	*9-10*	23	812	69	904	1620
3-4	33	993	26	1052	*3-4*	42	931	47	1020	2072
4-5	31	922	25	978	*4-5*	33	897	44	974	1952
5-6	34	868	25	927	*5-6*	34	848	47	929	1856
TOTAL	184	4691	113	4988	TOTAL	194	5096	313	5603	10591

Source: National Data & Surveying Services

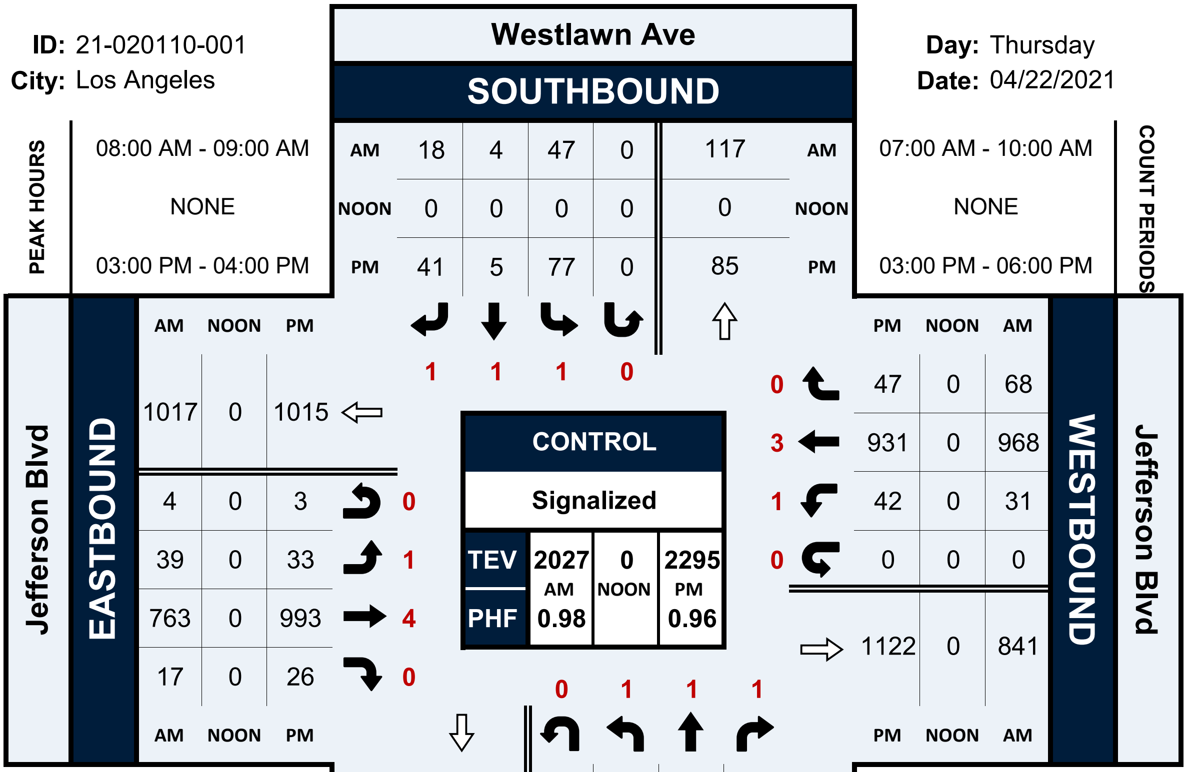
Prepared by National Data & Surveying Services

Westlawn Ave & Jefferson Blvd

Peak Hour Turning Movement Count

ID: 21-020110-001
City: Los Angeles

Day: Thursday
Date: 04/22/2021



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

Westlawn Ave
SOUTHBOUND

	↲	↓	↳	U	⇧
AM	18	4	47	0	117
NOON	0	0	0	0	0
PM	41	5	77	0	85
Lanes	1	1	1	0	

Jefferson Blvd
EASTBOUND

	AM	NOON	PM	Lanes
⇦	1017	0	1015	
U	4	0	3	0
↱	39	0	33	1
→	763	0	993	4
↴	17	0	26	0

Jefferson Blvd
WESTBOUND

Lanes		PM	NOON	AM
0	↰	47	0	68
3	←	931	0	968
1	↲	42	0	31
0	U	0	0	0
	⇨	1122	0	841

CONTROL

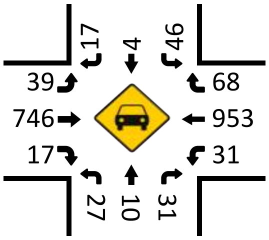
Signalized

	AM	NOON	PM
TEV	2027	0	2295
PHF	0.98		0.96

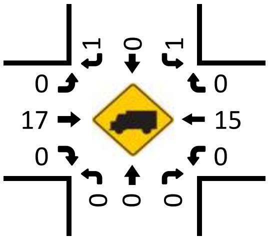
NORTHBOUND
Westlawn Ave

	⇩	U	↰	↑	↱
Lanes		0	1	1	1
PM	73	0	40	5	52
NOON	0	0	0	0	0
AM	52	0	27	10	31

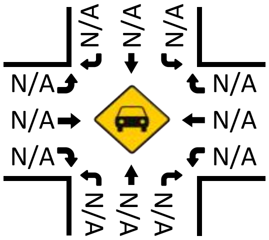
Cars (AM)



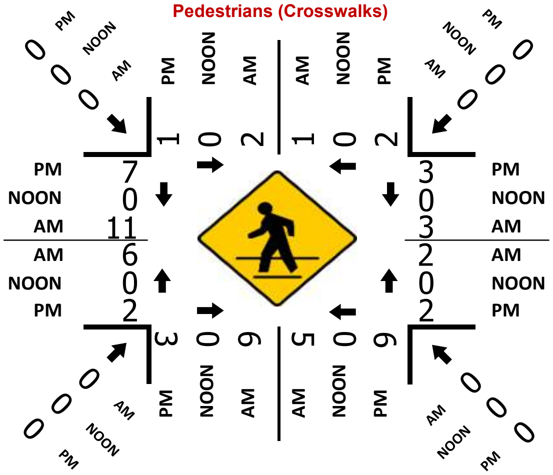
HT (AM)



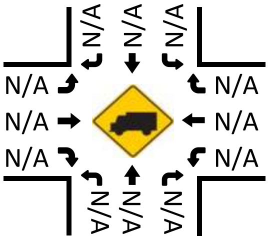
Cars (NOON)



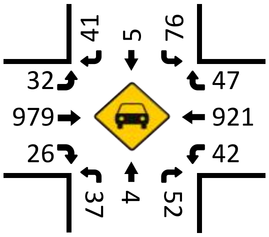
Pedestrians (Crosswalks)



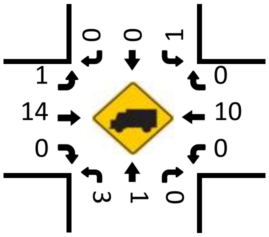
HT (NOON)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Westlawn Ave & Jefferson Blvd
City: Los Angeles
Control: Signalized

Project ID: 21-020110-001
Date: 4/22/2021

Total

NS/EW Streets:	Westlawn Ave				Westlawn Ave				Jefferson Blvd				Jefferson Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	1	0	1	4	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	2	0	7	0	11	1	3	0	4	95	0	0	7	118	8	0	256
7:15 AM	6	1	3	0	8	2	0	0	8	109	2	0	6	150	9	0	304
7:30 AM	4	1	6	0	11	0	5	0	5	131	4	0	5	153	8	0	333
7:45 AM	3	1	4	0	8	2	1	0	4	133	1	0	13	219	13	0	402
8:00 AM	5	1	10	0	9	1	1	0	9	208	2	0	3	229	12	0	490
8:15 AM	8	3	11	0	15	1	6	0	8	185	5	1	10	253	13	0	519
8:30 AM	7	4	4	0	10	2	7	0	8	183	4	2	7	259	17	0	514
8:45 AM	7	2	6	0	13	0	4	0	14	187	6	1	11	227	26	0	504
9:00 AM	3	2	8	0	8	1	5	0	4	180	2	0	6	219	26	0	464
9:15 AM	4	1	6	0	8	1	6	0	10	145	1	1	5	204	11	0	403
9:30 AM	2	2	10	0	13	0	6	0	3	187	1	1	3	165	19	0	412
9:45 AM	6	1	5	0	14	0	8	0	9	165	9	0	9	224	13	0	463
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	57	19	80	0	128	11	52	0	86	1908	37	6	85	2420	175	0	5064
APPROACH %'s :	36.54%	12.18%	51.28%	0.00%	67.02%	5.76%	27.23%	0.00%	4.22%	93.67%	1.82%	0.29%	3.17%	90.30%	6.53%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	27	10	31	0	47	4	18	0	39	763	17	4	31	968	68	0	2027
PEAK HR FACTOR :	0.844	0.625	0.705	0.000	0.783	0.500	0.643	0.000	0.696	0.917	0.708	0.500	0.705	0.934	0.654	0.000	0.976
	0.773				0.784				0.939				0.943				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	1	0	1	4	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	11	1	13	0	19	1	5	0	6	240	5	1	11	232	12	0	557
3:15 PM	9	2	13	0	17	0	12	0	8	257	11	1	11	247	9	0	597
3:30 PM	8	1	15	0	22	0	14	0	10	252	6	0	13	219	10	0	570
3:45 PM	12	1	11	0	19	4	10	0	9	244	4	1	7	233	16	0	571
4:00 PM	7	0	10	0	13	0	11	0	8	253	6	0	10	206	15	0	539
4:15 PM	3	1	10	0	14	2	7	0	11	242	9	1	6	226	9	0	541
4:30 PM	7	2	8	0	17	1	7	0	7	221	6	0	12	222	7	0	517
4:45 PM	4	2	5	0	13	2	12	0	5	206	4	2	5	243	13	0	516
5:00 PM	7	0	9	0	27	6	10	0	9	224	6	0	10	205	10	0	523
5:15 PM	6	1	6	0	20	2	7	0	6	219	6	1	8	224	12	0	518
5:30 PM	5	1	5	0	18	3	8	0	11	239	4	2	1	186	11	0	494
5:45 PM	5	0	9	0	20	1	7	0	8	186	9	0	15	233	14	0	507
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	84	12	114	0	219	22	110	0	98	2783	76	9	109	2676	138	0	6450
APPROACH %'s :	40.00%	5.71%	54.29%	0.00%	62.39%	6.27%	31.34%	0.00%	3.30%	93.83%	2.56%	0.30%	3.73%	91.55%	4.72%	0.00%	
PEAK HR :	03:00 PM - 04:00 PM																TOTAL
PEAK HR VOL :	40	5	52	0	77	5	41	0	33	993	26	3	42	931	47	0	2295
PEAK HR FACTOR :	0.833	0.625	0.867	0.000	0.875	0.313	0.732	0.000	0.825	0.966	0.591	0.750	0.808	0.942	0.734	0.000	0.961
	0.970				0.854				0.952				0.955				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Westlawn Ave & Jefferson Blvd
City: Los Angeles
Control: Signalized

Project ID: 21-020110-001
Date: 4/22/2021

Cars

NS/EW Streets:	Westlawn Ave				Westlawn Ave				Jefferson Blvd				Jefferson Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	1	0	1	4	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	2	0	7	0	11	1	3	0	3	89	0	0	6	113	7	0	242
7:15 AM	6	1	2	0	8	1	0	0	8	104	2	0	5	145	7	0	289
7:30 AM	4	1	6	0	11	0	5	0	5	128	4	0	4	146	8	0	322
7:45 AM	3	1	3	0	7	2	1	0	4	131	1	0	12	218	13	0	396
8:00 AM	5	1	10	0	9	1	0	0	9	203	2	0	3	227	12	0	482
8:15 AM	8	3	11	0	15	1	6	0	8	179	5	1	10	246	13	0	506
8:30 AM	7	4	4	0	9	2	7	0	8	180	4	2	7	255	17	0	506
8:45 AM	7	2	6	0	13	0	4	0	14	184	6	1	11	225	26	0	499
9:00 AM	3	2	8	0	8	1	5	0	4	173	2	0	6	214	26	0	452
9:15 AM	4	1	6	0	8	0	6	0	10	143	1	1	5	199	10	0	394
9:30 AM	2	2	10	0	13	0	5	0	3	181	1	1	3	161	16	0	398
9:45 AM	6	1	5	0	13	0	8	0	9	161	7	0	8	219	13	0	450
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	57	19	78	0	125	9	50	0	85	1856	35	6	80	2368	168	0	4936
APPROACH %'s :	37.01%	12.34%	50.65%	0.00%	67.93%	4.89%	27.17%	0.00%	4.29%	93.64%	1.77%	0.30%	3.06%	90.52%	6.42%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	27	10	31	0	46	4	17	0	39	746	17	4	31	953	68	0	1993
PEAK HR FACTOR :	0.84	0.625	0.705	0.000	0.767	0.500	0.607	0.000	0.696	0.919	0.708	0.500	0.705	0.934	0.654	0.000	0.985
	0.773				0.761				0.942				0.943				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	1	0	1	4	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	10	1	13	0	19	1	5	0	6	237	5	1	11	230	12	0	551
3:15 PM	9	1	13	0	17	0	12	0	8	257	11	1	11	245	9	0	594
3:30 PM	7	1	15	0	21	0	14	0	9	246	6	0	13	213	10	0	555
3:45 PM	11	1	11	0	19	4	10	0	9	239	4	1	7	233	16	0	565
4:00 PM	7	0	10	0	13	0	11	0	8	249	6	0	10	206	14	0	534
4:15 PM	3	1	10	0	13	2	7	0	11	242	8	1	6	224	9	0	537
4:30 PM	7	1	8	0	17	1	7	0	7	217	6	0	12	221	7	0	511
4:45 PM	4	2	5	0	13	1	12	0	5	205	3	2	5	241	13	0	511
5:00 PM	7	0	9	0	27	6	10	0	8	224	5	0	8	205	10	0	519
5:15 PM	6	1	6	0	20	2	7	0	6	216	5	1	8	221	11	0	510
5:30 PM	5	1	4	0	17	3	8	0	11	232	4	2	1	183	10	0	481
5:45 PM	5	0	9	0	20	1	7	0	8	183	9	0	15	231	14	0	502
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	81	10	113	0	216	21	110	0	96	2747	72	9	107	2653	135	0	6370
APPROACH %'s :	39.71%	4.90%	55.39%	0.00%	62.25%	6.05%	31.70%	0.00%	3.28%	93.95%	2.46%	0.31%	3.70%	91.64%	4.66%	0.00%	
PEAK HR :	03:00 PM - 04:00 PM																TOTAL
PEAK HR VOL :	37	4	52	0	76	5	41	0	32	979	26	3	42	921	47	0	2265
PEAK HR FACTOR :	0.84	1.000	0.867	0.000	0.905	0.313	0.732	0.000	0.889	0.952	0.591	0.750	0.808	0.940	0.734	0.000	0.953
	0.969				0.871				0.939				0.953				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Westlawn Ave & Jefferson Blvd
Project ID: 21-020110-001
City: Los Angeles
Date: 4/22/2021

Pedestrians (Crosswalks)

NS/EW Streets:	Westlawn Ave		Westlawn Ave		Jefferson Blvd		Jefferson Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	1	0	0	0	0	0	1	0	2
7:15 AM	0	1	0	0	0	1	3	2	7
7:30 AM	1	2	2	2	0	2	0	2	11
7:45 AM	1	1	1	0	0	0	2	2	7
8:00 AM	0	0	2	0	1	1	4	1	9
8:15 AM	1	0	1	0	0	1	0	5	8
8:30 AM	1	0	2	3	1	1	1	1	10
8:45 AM	0	1	1	2	0	0	1	4	9
9:00 AM	0	0	2	1	3	0	1	1	8
9:15 AM	0	0	0	0	0	0	4	1	5
9:30 AM	0	0	0	0	1	0	1	3	5
9:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	5	5	11	8	6	6	18	22	81
APPROACH %'s :	50.00%	50.00%	57.89%	42.11%	50.00%	50.00%	45.00%	55.00%	
PEAK HR :	**08:00 AM - 09:00 AM**								TOTAL
PEAK HR VOL :	2	1	6	5	2	3	6	11	36
PEAK HR FACTOR :	0.500	0.250	0.750	0.417	0.500	0.750	0.375	0.550	0.900
	0.750		0.550		0.625		0.850		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	1	0	0	2	0	2	0	2	7
3:15 PM	0	1	0	1	1	0	0	2	5
3:30 PM	0	1	0	1	1	1	1	3	8
3:45 PM	0	0	3	2	0	0	1	0	6
4:00 PM	0	0	2	0	0	0	0	0	2
4:15 PM	3	2	1	2	0	1	2	3	14
4:30 PM	1	2	2	3	0	1	2	1	12
4:45 PM	1	1	1	2	0	1	3	1	10
5:00 PM	1	2	3	1	0	1	1	3	12
5:15 PM	1	2	3	0	1	0	1	3	11
5:30 PM	1	1	3	2	2	1	4	3	17
5:45 PM	0	3	2	2	2	1	2	4	16
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	9	15	20	18	7	9	17	25	120
APPROACH %'s :	37.50%	62.50%	52.63%	47.37%	43.75%	56.25%	40.48%	59.52%	
PEAK HR :	**03:00 PM - 04:00 PM**								TOTAL
PEAK HR VOL :	1	2	3	6	2	3	2	7	26
PEAK HR FACTOR :	0.250	0.500	0.250	0.750	0.500	0.375	0.500	0.583	0.813
	0.750		0.450		0.625		0.563		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Westlawn Ave & Jefferson Blvd
City: Los Angeles
Control: Signalized

Project ID: 21-020110-001
Date: 4/22/2021

Bikes

NS/EW Streets:	Westlawn Ave				Westlawn Ave				Jefferson Blvd				Jefferson Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	1	0	1	4	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
8:30 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	3
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	2	0	1	0	1	3	0	0	0	2	1	0	11
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	66.67%	0.00%	33.33%	0.00%	25.00%	75.00%	0.00%	0.00%	0.00%	66.67%	33.33%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	2	0	1	0	0	2	0	0	0	1	0	0	6
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.250	0.000	0.000	0.750
						0.750				0.500				0.250			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	1	0	1	4	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
4:00 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	1	1	0	0	5	1	0	0	5	0	0	13
APPROACH %'s :					0.00%	50.00%	50.00%	0.00%	0.00%	83.33%	16.67%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	03:00 PM - 04:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	1	1	0	0	1	0	0	0	3	0	0	6
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.375	0.000	0.000	0.750
						0.500				0.250				0.375			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Westlawn Ave & Jefferson Blvd
City: Los Angeles
Control: Signalized

Project ID: 21-020110-001
Date: 4/22/2021

HT

NS/EW Streets:	Westlawn Ave				Westlawn Ave				Jefferson Blvd				Jefferson Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	1	0	1	4	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	1	6	0	0	1	5	1	0	14
7:15 AM	0	0	1	0	0	1	0	0	0	5	0	0	1	5	2	0	15
7:30 AM	0	0	0	0	0	0	0	0	0	3	0	0	1	7	0	0	11
7:45 AM	0	0	1	0	1	0	0	0	0	2	0	0	1	1	0	0	6
8:00 AM	0	0	0	0	0	0	1	0	0	5	0	0	0	2	0	0	8
8:15 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	7	0	0	13
8:30 AM	0	0	0	0	1	0	0	0	0	3	0	0	0	4	0	0	8
8:45 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
9:00 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	5	0	0	12
9:15 AM	0	0	0	0	0	1	0	0	0	2	0	0	0	5	1	0	9
9:30 AM	0	0	0	0	0	0	1	0	0	6	0	0	0	4	3	0	14
9:45 AM	0	0	0	0	1	0	0	0	0	4	2	0	1	5	0	0	13
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	2	0	3	2	2	0	1	52	2	0	5	52	7	0	128
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	42.86%	28.57%	28.57%	0.00%	1.82%	94.55%	3.64%	0.00%	7.81%	81.25%	10.94%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	1	0	0	17	0	0	0	15	0	0	34
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.708	0.000	0.000	0.000	0.536	0.000	0.000	0.654
					0.500				0.708				0.536				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	1	0	1	4	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	1	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	6
3:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	3
3:30 PM	1	0	0	0	1	0	0	0	1	6	0	0	0	6	0	0	15
3:45 PM	1	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	6
4:00 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	1	0	5
4:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	0	2	0	0	4
4:30 PM	0	1	0	0	0	0	0	0	0	4	0	0	0	1	0	0	6
4:45 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	2	0	0	5
5:00 PM	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	3	1	0	0	3	1	0	8
5:30 PM	0	0	1	0	1	0	0	0	0	7	0	0	0	3	1	0	13
5:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	2	1	0	3	1	0	0	2	36	4	0	2	23	3	0	80
APPROACH %'s :	50.00%	33.33%	16.67%	0.00%	75.00%	25.00%	0.00%	0.00%	4.76%	85.71%	9.52%	0.00%	7.14%	82.14%	10.71%	0.00%	
PEAK HR :	03:00 PM - 04:00 PM																TOTAL
PEAK HR VOL :	3	1	0	0	1	0	0	0	1	14	0	0	0	10	0	0	30
PEAK HR FACTOR :	0.75	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.583	0.000	0.000	0.000	0.417	0.000	0.000	0.500
	1.000				0.250				0.536				0.417				

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Grosvenor Blvd

East/West Jefferson Blvd

Day: Thursday Date: January 28, 2016 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	9	180	126
BIKES	0	2	16	18
BUSES	0	0	31	32

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	0	0.00	45	9.00	464	8.00	571	9.00
PM PK 15 MIN	0	0.00	104	17.15	428	17.30	454	17.15
AM PK HOUR	0	0.00	146	8.45	1729	7.45	2038	8.30
PM PK HOUR	0	0.00	398	17.00	1633	17.00	1707	17.00

NORTHBOUND Approach

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

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	44	0	21	65
8-9	82	0	23	105
9-10	88	0	51	139
15-16	97	0	26	123
16-17	121	0	38	159
17-18	301	0	97	398
TOTAL	733	0	256	989

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
65	0	0	5	0
105	0	0	12	0
139	0	0	6	0
123	0	0	8	3
159	0	0	8	2
398	0	0	11	1
989	0	0	50	6

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	25	1345	0	1370
8-9	75	1628	0	1703
9-10	97	1184	0	1281
15-16	29	1493	0	1522
16-17	25	1502	0	1527
17-18	31	1602	0	1633
TOTAL	282	8754	0	9036

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	1286	177	1464
8-9	1	1289	469	1759
9-10	3	1360	543	1906
15-16	4	1479	106	1589
16-17	3	1412	97	1512
17-18	1	1633	73	1707
TOTAL	13	8459	1465	9937

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
2834	2	1	0	0
3462	2	0	0	0
3187	6	0	0	0
3111	2	1	0	0
3039	3	1	0	0
3340	2	0	0	0
18973	17	3	0	0

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Grosvenor Blvd and Jefferson Blvd , Playa Vista

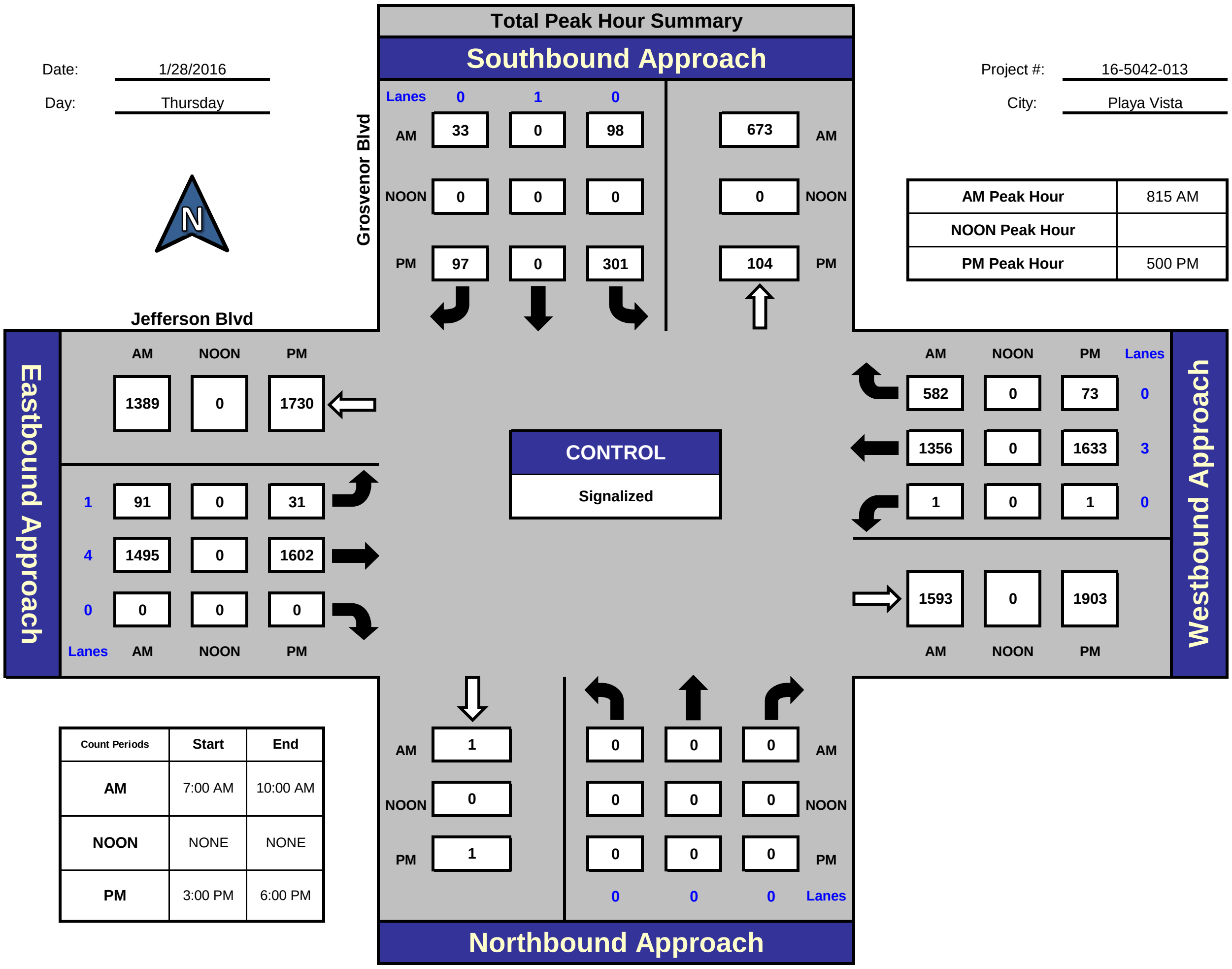
Date: 1/28/2016

Day: Thursday

Project #: 16-5042-013

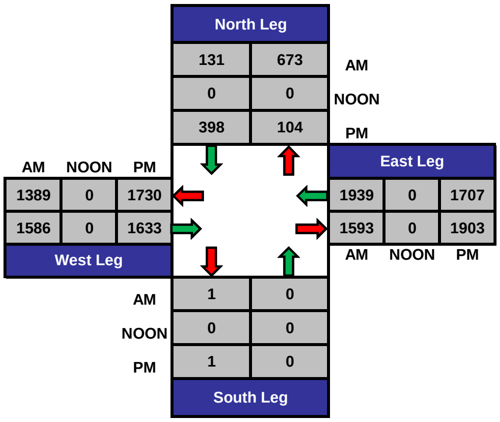
City: Playa Vista

AM Peak Hour	815 AM
NOON Peak Hour	
PM Peak Hour	500 PM

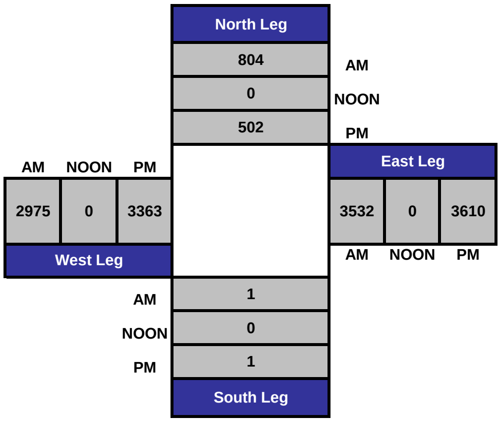


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5042-013

Day: Thursday

TOTALS

City: Playa Vista

Date: 1/28/2016

AM

NS/EW Streets:	Grosvenor Blvd			Grosvenor Blvd			Jefferson Blvd			Jefferson Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	1	0	1	4	0	0	3	0	
7:00 AM	0	0	0	10	0	1	7	244	0	0	248	36	546
7:15 AM	0	0	0	10	0	1	2	331	0	0	299	35	678
7:30 AM	0	0	0	15	0	10	6	367	0	0	367	44	809
7:45 AM	0	0	0	9	0	9	10	403	0	1	372	62	866
8:00 AM	0	0	0	14	0	5	15	449	0	0	312	79	874
8:15 AM	0	0	0	23	0	7	12	430	0	0	302	90	864
8:30 AM	0	0	0	20	0	3	21	389	0	0	321	134	888
8:45 AM	0	0	0	25	0	8	27	360	0	1	354	166	941
9:00 AM	0	0	0	30	0	15	31	316	0	0	379	192	963
9:15 AM	0	0	0	23	0	15	32	270	0	1	350	140	831
9:30 AM	0	0	0	19	0	11	16	300	0	2	304	119	771
9:45 AM	0	0	0	16	0	10	18	298	0	0	327	92	761

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	214	0	95	197	4157	0	5	3935	1189	9792
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	69.26%	0.00%	30.74%	4.52%	95.48%	0.00%	0.10%	76.72%	23.18%	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	0	0	0	98	0	33	91	1495	0	1	1356	582	3656
PEAK HR FACTOR :		0.000			0.728			0.897			0.849		0.949

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5042-013

Day: Thursday

TOTALS

City: Playa Vista

Date: 1/28/2016

PM

NS/EW Streets:	Grosvenor Blvd			Grosvenor Blvd			Jefferson Blvd			Jefferson Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	1	0	1	4	0	0	3	0	
3:00 PM	0	0	0	24	0	5	8	367	0	0	345	29	778
3:15 PM	0	0	0	22	0	7	8	395	0	1	351	27	811
3:30 PM	0	0	0	29	0	7	7	384	0	0	385	23	835
3:45 PM	0	0	0	22	0	7	6	347	0	3	398	27	810
4:00 PM	0	0	0	23	0	12	11	412	0	0	366	27	851
4:15 PM	0	0	0	26	0	8	3	349	0	1	329	28	744
4:30 PM	0	0	0	37	0	11	4	380	0	0	356	23	811
4:45 PM	0	0	0	35	0	7	7	361	0	2	361	19	792
5:00 PM	0	0	0	71	0	25	7	411	0	0	399	12	925
5:15 PM	0	0	0	76	0	28	8	396	0	0	436	18	962
5:30 PM	0	0	0	74	0	22	10	418	0	0	415	25	964
5:45 PM	0	0	0	80	0	22	6	377	0	1	383	18	887

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	519	0	161	85	4597	0	8	4524	276	10170
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	76.32%	0.00%	23.68%	1.82%	98.18%	0.00%	0.17%	94.09%	5.74%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	301	0	97	31	1602	0	1	1633	73	3738
PEAK HR FACTOR :		0.000			0.957			0.954			0.940		0.969

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5042-013

Day: Thursday

CARS

City: Playa Vista

Date: 1/28/2016

AM

NS/EW Streets:	Grosvenor Blvd			Grosvenor Blvd			Jefferson Blvd			Jefferson Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	1	0	1	4	0	0	3	0	
7:00 AM	0	0	0	9	0	1	7	228	0	0	237	36	518
7:15 AM	0	0	0	9	0	1	2	313	0	0	287	35	647
7:30 AM	0	0	0	15	0	9	6	351	0	0	361	44	786
7:45 AM	0	0	0	8	0	9	10	391	0	1	370	62	851
8:00 AM	0	0	0	14	0	5	15	443	0	0	304	79	860
8:15 AM	0	0	0	23	0	7	12	421	0	0	293	90	846
8:30 AM	0	0	0	20	0	3	21	381	0	0	313	134	872
8:45 AM	0	0	0	25	0	8	26	350	0	1	347	165	922
9:00 AM	0	0	0	30	0	14	31	303	0	0	369	192	939
9:15 AM	0	0	0	22	0	14	32	263	0	1	338	139	809
9:30 AM	0	0	0	19	0	11	16	294	0	2	294	118	754
9:45 AM	0	0	0	16	0	10	18	290	0	0	315	91	740

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	210	0	92	196	4028	0	5	3828	1185	9544
APPROACH %'s :				69.54%	0.00%	30.46%	4.64%	95.36%	0.00%	0.10%	76.29%	23.61%	

PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	0	0	0	98	0	32	90	1455	0	1	1322	581	3579
PEAK HR FACTOR :		0.000			0.739			0.892			0.848		0.953

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5042-013

Day: Thursday

CARS

City: Playa Vista

Date: 1/28/2016

PM

NS/EW Streets:	Grosvenor Blvd			Grosvenor Blvd			Jefferson Blvd			Jefferson Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	1	0	1	4	0	0	3	0	
3:00 PM	0	0	0	24	0	5	5	358	0	0	343	28	763
3:15 PM	0	0	0	22	0	7	8	387	0	1	343	27	795
3:30 PM	0	0	0	29	0	7	6	376	0	0	380	22	820
3:45 PM	0	0	0	22	0	7	5	340	0	3	396	26	799
4:00 PM	0	0	0	23	0	12	11	406	0	0	360	27	839
4:15 PM	0	0	0	26	0	8	3	342	0	1	325	27	732
4:30 PM	0	0	0	37	0	11	4	373	0	0	351	23	799
4:45 PM	0	0	0	34	0	7	7	358	0	2	359	19	786
5:00 PM	0	0	0	71	0	25	6	409	0	0	398	12	921
5:15 PM	0	0	0	75	0	28	8	387	0	0	434	18	950
5:30 PM	0	0	0	74	0	22	10	415	0	0	411	25	957
5:45 PM	0	0	0	80	0	22	6	371	0	1	381	18	879

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	517	0	161	79	4522	0	8	4481	272	10040
APPROACH %'s :				76.25%	0.00%	23.75%	1.72%	98.28%	0.00%	0.17%	94.12%	5.71%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	300	0	97	30	1582	0	1	1624	73	3707
PEAK HR FACTOR :		0.000			0.964			0.948			0.939		0.968

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 16-5042-013
N/S Street: Grosvenor Blvd
E/W Street: Jefferson Blvd
DATE: 1/28/2016 DAY: Thursday
CITY: Playa Vista

AM

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	1	0	0	0	0	0	0
7:15 AM	1	1	0	0	0	0	1	1
7:30 AM	0	1	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	0
8:00 AM	1	0	0	0	0	0	0	0
8:15 AM	2	4	0	0	0	0	2	0
8:30 AM	2	1	0	0	0	0	0	0
8:45 AM	0	2	0	0	0	0	0	0
9:00 AM	2	0	0	0	0	0	3	2
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	2	2	0	0	0	0	1	0
TOTALS	**10**	**13**	**0**	**0**	**0**	**0**	**7**	**3**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**

PM

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	2	3	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0
3:45 PM	3	0	0	0	0	0	2	0
4:00 PM	1	1	0	0	0	0	0	0
4:15 PM	1	0	0	0	0	0	1	0
4:30 PM	4	0	0	0	0	0	1	1
4:45 PM	1	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	1	0
5:15 PM	1	1	0	0	0	0	0	1
5:30 PM	0	1	0	0	0	0	0	0
5:45 PM	8	0	0	0	0	0	0	0
TOTALS	**21**	**6**	**0**	**0**	**0**	**0**	**5**	**2**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	0	0	0	0	0	1
3:15 PM	3	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0
4:15 PM	2	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	1	0	0	0	0	0	0	0
TOTALS	**6**	**0**	**0**	**0**	**0**	**0**	**1**	**1**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5042-013

City: Playa Vista

Day: Thursday

Date: 1/28/2016

BIKES

AM

NS/EW Streets:	Grosvenor Blvd			Grosvenor Blvd			Jefferson Blvd			Jefferson Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	1	0	1	4	0	0	3	0	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:00 AM	0	0	0	0	0	1	0	0	0	0	1	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	1	1	0	0	0	1	3
8:45 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
9:00 AM	0	0	0	0	0	0	0	4	0	0	0	0	4
9:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
9:30 AM	0	0	0	0	0	0	0	0	0	0	2	1	3
9:45 AM	0	0	0	0	0	1	0	0	0	0	1	0	2

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	2	1	7	0	0	9	2	21
APPROACH %'s :				0.00%	0.00%	100.00%	12.50%	87.50%	0.00%	0.00%	81.82%	18.18%	

PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	1	6	0	0	2	1	10
PEAK HR FACTOR :	0.000			0.000			0.438			0.375			0.625

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5042-013

Day: Thursday

BIKES

City: Playa Vista

Date: 1/28/2016

PM

NS/EW Streets:	Grosvenor Blvd			Grosvenor Blvd			Jefferson Blvd			Jefferson Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	1	0	1	4	0	0	3	0	
3:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
3:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
5:30 PM	0	0	0	0	0	0	1	0	0	0	1	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	2	6	0	0	6	1	15
APPROACH %'s :							25.00%	75.00%	0.00%	0.00%	85.71%	14.29%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	1	2	0	0	3	0	6
PEAK HR FACTOR :	0.000			0.000			0.750			0.375			0.500

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5042-013

Day: Thursday

BUSES

City: Playa Vista

Date: 1/28/2016

AM

NS/EW Streets:	Grosvenor Blvd			Grosvenor Blvd			Jefferson Blvd			Jefferson Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	1	0	1	4	0	0	3	0	
7:00 AM	0	0	0	0	0	0	0	2	0	0	2	0	4
7:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
8:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
8:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
8:30 AM	0	0	0	0	0	0	0	1	0	0	4	0	5
8:45 AM	0	0	0	0	0	0	0	4	0	0	2	0	6
9:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
9:15 AM	0	0	0	0	0	0	0	2	0	0	2	0	4
9:30 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
9:45 AM	0	0	0	0	0	0	0	2	0	0	2	0	4

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	18	0	0	19	0	37
APPROACH %'s :							0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	

PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	7	0	0	8	0	15
PEAK HR FACTOR :	0.000			0.000			0.438			0.500			0.625

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5042-013

Day: Thursday

BUSES

City: Playa Vista

Date: 1/28/2016

PM

NS/EW Streets:	Grosvenor Blvd			Grosvenor Blvd			Jefferson Blvd			Jefferson Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	1	0	1	4	0	0	3	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	1	0	0	3	0	4
3:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
3:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
4:00 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
4:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
4:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
4:45 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	0	0	0	0	2	0	0	2	0	4

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	13	0	0	13	0	26
APPROACH %'s :							0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	4	0	0	4	0	8
PEAK HR FACTOR :	0.000			0.000			0.500			0.500			0.500

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5042-013

Day: Thursday

HEAVY TRUCKS

City: Playa Vista

Date: 1/28/2016

AM

NS/EW Streets:	Grosvenor Blvd			Grosvenor Blvd			Jefferson Blvd			Jefferson Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	1	0	1	4	0	0	3	0	
7:00 AM	0	0	0	1	0	0	0	14	0	0	9	0	24
7:15 AM	0	0	0	1	0	0	0	17	0	0	11	0	29
7:30 AM	0	0	0	0	0	1	0	15	0	0	6	0	22
7:45 AM	0	0	0	1	0	0	0	11	0	0	1	0	13
8:00 AM	0	0	0	0	0	0	0	5	0	0	7	0	12
8:15 AM	0	0	0	0	0	0	0	8	0	0	8	0	16
8:30 AM	0	0	0	0	0	0	0	7	0	0	4	0	11
8:45 AM	0	0	0	0	0	0	1	6	0	0	5	1	13
9:00 AM	0	0	0	0	0	1	0	12	0	0	9	0	22
9:15 AM	0	0	0	1	0	1	0	5	0	0	10	1	18
9:30 AM	0	0	0	0	0	0	0	5	0	0	8	1	14
9:45 AM	0	0	0	0	0	0	0	6	0	0	10	1	17

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	4	0	3	1	111	0	0	88	4	211
APPROACH %'s :				57.14%	0.00%	42.86%	0.89%	99.11%	0.00%	0.00%	95.65%	4.35%	

PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	1	1	33	0	0	26	1	62
PEAK HR FACTOR :	0.000			0.250			0.708			0.750			0.705

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5042-013

Day: Thursday

HEAVY TRUCKS

City: Playa Vista

Date: 1/28/2016

PM

NS/EW Streets:	Grosvenor Blvd			Grosvenor Blvd			Jefferson Blvd			Jefferson Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	1	0	1	4	0	0	3	0	
3:00 PM	0	0	0	0	0	0	3	9	0	0	2	1	15
3:15 PM	0	0	0	0	0	0	0	7	0	0	5	0	12
3:30 PM	0	0	0	0	0	0	1	6	0	0	5	1	13
3:45 PM	0	0	0	0	0	0	1	6	0	0	1	1	9
4:00 PM	0	0	0	0	0	0	0	5	0	0	4	0	9
4:15 PM	0	0	0	0	0	0	0	6	0	0	3	1	10
4:30 PM	0	0	0	0	0	0	0	6	0	0	4	0	10
4:45 PM	0	0	0	1	0	0	0	1	0	0	1	0	3
5:00 PM	0	0	0	0	0	0	1	2	0	0	0	0	3
5:15 PM	0	0	0	1	0	0	0	7	0	0	2	0	10
5:30 PM	0	0	0	0	0	0	0	3	0	0	3	0	6
5:45 PM	0	0	0	0	0	0	0	4	0	0	0	0	4

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	2	0	0	6	62	0	0	30	4	104
APPROACH %'s :				100.00%	0.00%	0.00%	8.82%	91.18%	0.00%	0.00%	88.24%	11.76%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	1	0	0	1	16	0	0	5	0	23
PEAK HR FACTOR :	0.000			0.250			0.607			0.417			0.575

CONTROL : Signalized

APPENDIX E

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

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2010, level of service for signalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions: in the absence of traffic control, in the absence of geometric delay, in the absence of incidents, and when there are no other vehicles on the road. Only the portion of total delay attributed to the control facility is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

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

Level of Service Criteria for Signalized Intersections

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

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

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

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

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

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

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

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

LEVEL OF SERVICE FOR UNSIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2010, level of service for unsignalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, in the absence of incidents, control, traffic, or geometric delay. Only the portion of total delay attributed to the traffic control measures, either traffic signals or stop signs, is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

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

Level of Service Criteria for TWSC/AWSC Intersections

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

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

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

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

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

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

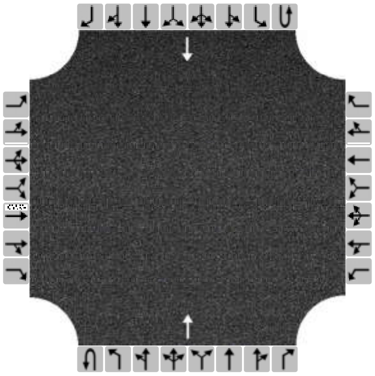
LOS E describes operations with control delay greater than 35 and up to 50 seconds per vehicle.

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

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #1
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	3/24/2020	East/West Street	Project Driveway
Analysis Year	2020	North/South Street	Jandy Place
Time Analyzed	Existing - AM	Peak Hour Factor	0.84
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration											T				T	
Volume, V (veh/h)											144				41	
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

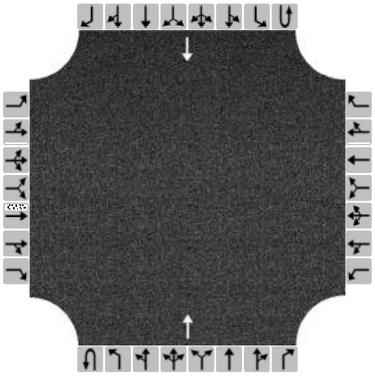
Flow Rate, v (veh/h)																
Capacity, c (veh/h)																
v/c Ratio																
95% Queue Length, Q_{95} (veh)																
Control Delay (s/veh)																
Level of Service, LOS																
Approach Delay (s/veh)																
Approach LOS																

HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	AS	Intersection	Intersection #1
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	3/24/2020	East/West Street	Project Driveway
Analysis Year	2020	North/South Street	Jandy Place
Time Analyzed	Existing - PM	Peak Hour Factor	0.83
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration											T				T	
Volume, V (veh/h)											18				87	
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

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

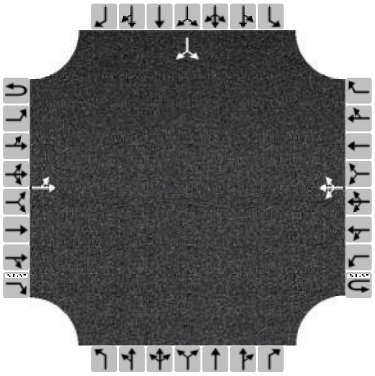
Delay, Queue Length, and Level of Service

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

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #2
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	3/24/2020	East/West Street	Beatrice Street
Analysis Year	2020	North/South Street	Jandy Place
Time Analyzed	Existing - AM	Peak Hour Factor	0.84
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT					LTR								LR	
Volume, V (veh/h)		11	94			9	208	132						28		12
Percent Heavy Vehicles (%)		2				2								2		2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1								7.1		6.2
Critical Headway (sec)		4.12				4.12								6.42		6.22
Base Follow-Up Headway (sec)		2.2				2.2								3.5		3.3
Follow-Up Headway (sec)		2.22				2.22								3.52		3.32

Delay, Queue Length, and Level of Service

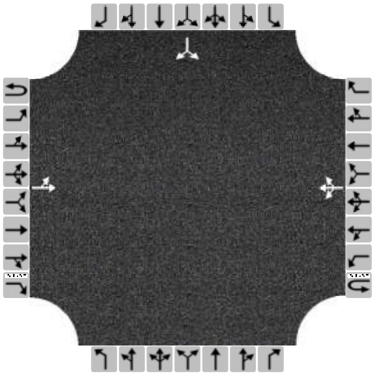
Flow Rate, v (veh/h)		13				11									48	
Capacity, c (veh/h)		1153				1477									578	
v/c Ratio		0.01				0.01									0.08	
95% Queue Length, Q_{95} (veh)		0.0				0.0									0.3	
Control Delay (s/veh)		8.2				7.5									11.8	
Level of Service, LOS		A				A									B	
Approach Delay (s/veh)	0.9				0.3								11.8			
Approach LOS													B			

HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	AS	Intersection	Intersection #2
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	3/24/2020	East/West Street	Beatrice Street
Analysis Year	2020	North/South Street	Jandy Place
Time Analyzed	Existing - PM	Peak Hour Factor	0.83
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT					LTR								LR	
Volume, V (veh/h)		2	209			4	68	16						84		3
Percent Heavy Vehicles (%)		2				2								2		2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1								7.1		6.2
Critical Headway (sec)		4.12				4.12								6.42		6.22
Base Follow-Up Headway (sec)		2.2				2.2								3.5		3.3
Follow-Up Headway (sec)		2.22				2.22								3.52		3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2				5									105	
Capacity, c (veh/h)		1490				1312									647	
v/c Ratio		0.00				0.00									0.16	
95% Queue Length, Q_{95} (veh)		0.0				0.0									0.6	
Control Delay (s/veh)		7.4				7.8									11.6	
Level of Service, LOS		A				A									B	
Approach Delay (s/veh)	0.1				0.4								11.6			
Approach LOS													B			

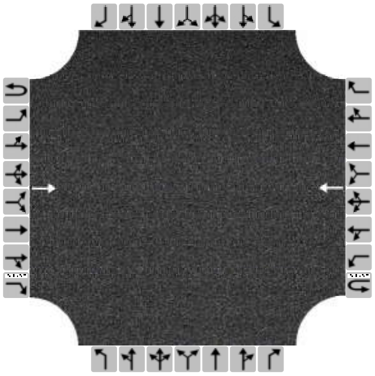
HCS7 Two-Way Stop-Control Report

General Information

Site Information

Analyst	AS	Intersection	Intersection #3
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	3/24/2020	East/West Street	Beatrice Street
Analysis Year	2020	North/South Street	Project Driveway
Time Analyzed	Existing - AM	Peak Hour Factor	0.86
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration			T				T									
Volume, V (veh/h)			131				365									
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

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

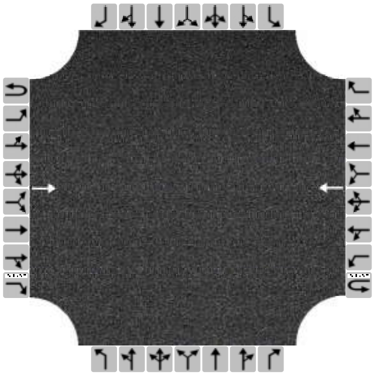
Delay, Queue Length, and Level of Service

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

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #3
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	3/24/2020	East/West Street	Beatrice Street
Analysis Year	2020	North/South Street	Project Driveway
Time Analyzed	Existing - PM	Peak Hour Factor	0.83
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration			T				T									
Volume, V (veh/h)			298				93									
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

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

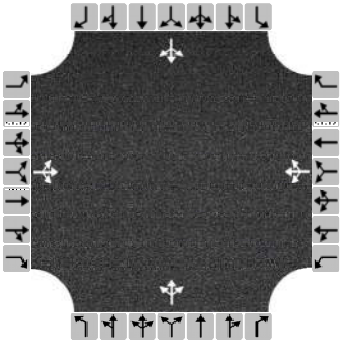
Delay, Queue Length, and Level of Service

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

HCS7 All-Way Stop Control Report

General Information		**Site Information**	
Analyst	AS	Intersection	Intersection #4
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	3/24/2020	East/West Street	Beatrice Street
Analysis Year	2020	North/South Street	Westlawn Avenue
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.87
Time Analyzed	Existing - AM		
Project Description	New Beatrice West		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	1	21	108	26	158	21	205	33	60	2	6	2
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	149			236			343			11		
Percent Heavy Vehicles	2			2			2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.133			0.209			0.304			0.010		
Final Departure Headway, hd (s)	4.70			5.02			4.93			5.33		
Final Degree of Utilization, x	0.195			0.329			0.469			0.017		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	2.70			3.02			2.93			3.33		

Capacity, Delay and Level of Service

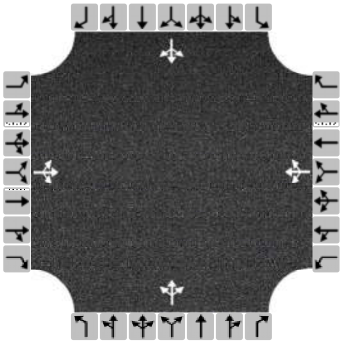
Flow Rate, v (veh/h)	149			236			343			11		
Capacity	767			717			730			675		
95% Queue Length, Q_{95} (veh)	0.7			1.4			2.5			0.1		
Control Delay (s/veh)	8.8			10.5			12.2			8.4		
Level of Service, LOS	A			B			B			A		
Approach Delay (s/veh)	8.8			10.5			12.2			8.4		
Approach LOS	A			B			B			A		
Intersection Delay, s/veh | LOS	10.9						B					

HCS7 All-Way Stop Control Report

General Information

Analyst	AS	Intersection	Intersection #4
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	3/24/2020	East/West Street	Beatrice Street
Analysis Year	2020	North/South Street	Westlawn Avenue
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.84
Time Analyzed	Existing - PM		
Project Description	New Beatrice West		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	0	49	253	28	17	0	76	1	15	0	9	0
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	360			54			110			11		
Percent Heavy Vehicles	2			2			2			2		

Departure Headway and Service Time

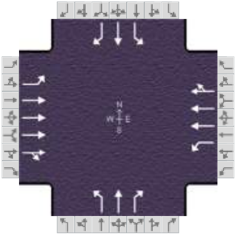
Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.320			0.048			0.097			0.010		
Final Departure Headway, hd (s)	3.80			4.71			4.87			4.94		
Final Degree of Utilization, x	0.380			0.070			0.148			0.015		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	1.80			2.71			2.87			2.94		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	360			54			110			11		
Capacity	946			764			739			729		
95% Queue Length, Q_{95} (veh)	1.8			0.2			0.5			0.0		
Control Delay (s/veh)	9.1			8.1			8.7			8.0		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh)	9.1			8.1			8.7			8.0		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	8.9						A					

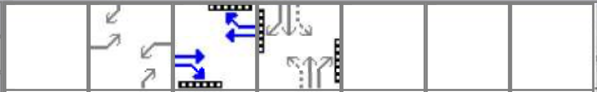
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	May 4, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - AM	PHF	0.95
Urban Street	Westlawn / Jefferson	Analysis Year	2020	Analysis Period	1> 7:30
Intersection	Intersection #5	File Name	05AM - Existing.xus		
Project Description	New Beatrice West				

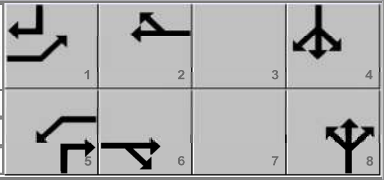


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	99	1658	17	31	1383	54	27	10	31	100	4	41

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



Green	11.0	39.7	24.3	0.0	0.0	0.0
Yellow	3.0	4.7	3.2	0.0	0.0	0.0
Red	1.0	0.6	2.5	0.0	0.0	0.0



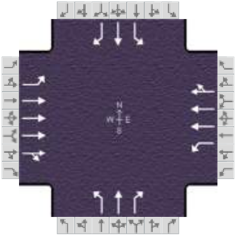
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	4.0	2.0	4.0		5.0		5.0
Phase Duration, s	15.0	45.0	15.0	45.0		30.0		30.0
Change Period, ($Y+R_c$), s	4.0	5.3	4.0	5.3		5.7		5.7
Max Allow Headway (*MAH*), s	4.0	0.0	4.0	0.0		4.3		4.3
Queue Clearance Time (g_s), s	6.9		3.5			3.5		7.7
Green Extension Time (g_e), s	0.1	0.0	0.0	0.0		0.8		0.7
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.93		0.01			0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	104	1325	438	33	1015	497	28	11	33	105	4	43
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1857	1781	1870	1833	1412	1870	1585	1404	1870	1585
Queue Service Time (g_s), s	4.9	15.5	15.5	1.5	18.7	18.7	1.4	0.4	1.1	5.4	0.1	1.5
Cycle Queue Clearance Time (g_c), s	4.9	15.5	15.5	1.5	18.7	18.7	1.5	0.4	1.1	5.7	0.1	1.5
Green Ratio (*g/C*)	0.12	0.44	0.44	0.12	0.44	0.44	0.27	0.27	0.39	0.27	0.27	0.39
Capacity (*c*), veh/h	218	2475	819	218	1650	808	459	505	622	453	505	622
Volume-to-Capacity Ratio (*X*)	0.479	0.535	0.535	0.150	0.615	0.615	0.062	0.021	0.052	0.232	0.008	0.069
Back of Queue (*Q*), ft/ln (95 th percentile)	97.5	262.1	269	28.8	309.8	313.2	21	7.7	19.3	83	3.1	25.7
Back of Queue (*Q*), veh/ln (95 th percentile)	3.8	10.3	10.8	1.1	12.2	12.5	0.8	0.3	0.8	3.3	0.1	1.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	36.8	18.4	18.4	35.3	19.3	19.3	24.6	24.1	17.0	26.2	24.0	17.1
Incremental Delay (d_2), s/veh	1.6	0.8	2.5	0.3	1.7	3.5	0.1	0.0	0.0	0.3	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	38.5	19.2	20.9	35.6	21.0	22.8	24.6	24.1	17.0	26.5	24.0	17.1
Level of Service (LOS)	D	B	C	D	C	C	C	C	B	C	C	B
Approach Delay, s/veh / LOS	20.7	C		21.9	C		21.1	C		23.8	C	
Intersection Delay, s/veh / LOS	21.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.13	B	2.72	C	2.72	C
Bicycle LOS Score / LOS	1.26	A	1.34	A	0.61	A	0.74	A

HCS7 Signalized Intersection Results Summary

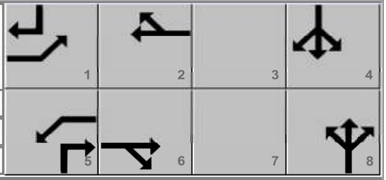
General Information				**Intersection Information**	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	May 4, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - PM	PHF	0.97
Urban Street	Westlawn / Jefferson	Analysis Year	2020	Analysis Period	1> 17:00
Intersection	Intersection #5	File Name	05PM - Existing.xus		
Project Description	New Beatrice West				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	45	1394	26	42	1739	45	40	5	52	287	5	135

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

Green	11.0	39.7	24.3	0.0	0.0	0.0
Yellow	3.0	4.7	3.2	0.0	0.0	0.0
Red	1.0	0.6	2.5	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	4.0	2.0	4.0		5.0		5.0
Phase Duration, s	15.0	45.0	15.0	45.0		30.0		30.0
Change Period, (*Y+R* $_c$), s	4.0	5.3	4.0	5.3		5.7		5.7
Max Allow Headway (*MAH*), s	4.0	0.0	4.0	0.0		4.3		4.3
Queue Clearance Time (g_s), s	4.1		4.0			4.2		19.7
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		2.1		1.0
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.02		0.02			0.00		0.89

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	46	1101	363	43	1231	608	41	5	54	296	5	139
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1846	1781	1870	1845	1411	1870	1585	1411	1870	1585
Queue Service Time (g_s), s	2.1	12.3	12.3	2.0	24.7	24.7	2.0	0.2	1.9	17.5	0.2	5.3
Cycle Queue Clearance Time (g_c), s	2.1	12.3	12.3	2.0	24.7	24.7	2.2	0.2	1.9	17.7	0.2	5.3
Green Ratio (*g/C*)	0.12	0.44	0.44	0.12	0.44	0.44	0.27	0.27	0.39	0.27	0.27	0.39
Capacity (*c*), veh/h	218	2475	814	218	1650	814	458	505	622	458	505	622
Volume-to-Capacity Ratio (*X*)	0.213	0.445	0.445	0.199	0.746	0.747	0.090	0.010	0.086	0.646	0.010	0.224
Back of Queue (*Q*), ft/ln (95 th percentile)	41.3	216.5	220.2	38.5	395.1	406.5	30.8	3.7	32.1	262.9	3.7	88.6
Back of Queue (*Q*), veh/ln (95 th percentile)	1.6	8.5	8.8	1.5	15.6	16.3	1.2	0.1	1.3	10.3	0.1	3.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	35.6	17.5	17.5	35.5	21.0	21.0	24.8	24.0	17.2	30.5	24.0	18.2
Incremental Delay (d_2), s/veh	0.5	0.6	1.8	0.4	3.1	6.2	0.1	0.0	0.1	3.1	0.0	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	36.1	18.1	19.3	36.0	24.1	27.2	24.9	24.1	17.3	33.6	24.1	18.4
Level of Service (LOS)	D	B	B	D	C	C	C	C	B	C	C	B
Approach Delay, s/veh / LOS	18.9	B		25.3	C		20.8	C		28.7	C	
Intersection Delay, s/veh / LOS	23.1						C					

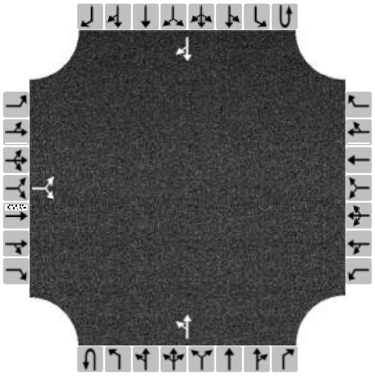
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.13	B	2.72	C	2.72	C
Bicycle LOS Score / LOS	1.11	A	1.52	B	0.65	A	1.21	A

HCS7 Two-Way Stop-Control Report

General Information / Site Information

Analyst	AS	Intersection	Intersection #6
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	County of Los Angeles
Date Performed	3/24/2020	East/West Street	Beatrice Street
Analysis Year	2020	North/South Street	Grosvenor Boulevard
Time Analyzed	Existing - AM	Peak Hour Factor	0.91
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		0		83						205	495				53	0
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

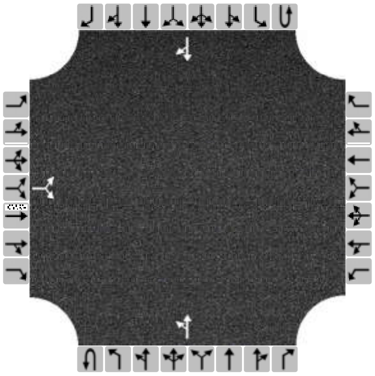
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			91							225						
Capacity, c (veh/h)			1008							1545						
v/c Ratio			0.09							0.15						
95% Queue Length, Q_{95} (veh)			0.3							0.5						
Control Delay (s/veh)			8.9							7.7						
Level of Service, LOS			A							A						
Approach Delay (s/veh)	8.9								3.4							
Approach LOS	A															

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #6
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	County of Los Angeles
Date Performed	3/24/2020	East/West Street	Beatrice Street
Analysis Year	2020	North/South Street	Grosvenor Boulevard
Time Analyzed	Existing - PM	Peak Hour Factor	0.90
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		0		63						45	63				351	0
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

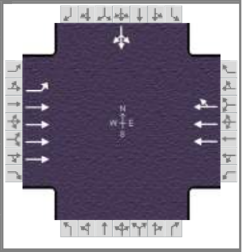
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			70							50						
Capacity, c (veh/h)			658							1168						
v/c Ratio			0.11							0.04						
95% Queue Length, Q_{95} (veh)			0.4							0.1						
Control Delay (s/veh)			11.1							8.2						
Level of Service, LOS			B							A						
Approach Delay (s/veh)	11.1								3.6							
Approach LOS	B															

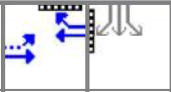
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Apr 8, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - AM	PHF	0.95
Urban Street	Grosvenor / Jefferson	Analysis Year	2020	Analysis Period	1> 8:15
Intersection	Intersection #7	File Name	07AM - Existing.xus		
Project Description	New Beatrice West				

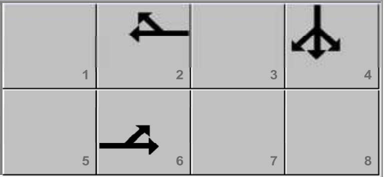


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	95	1556			1411	606				102	0	34

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



Green	49.7	29.4	0.0	0.0	0.0	0.0
Yellow	4.8	3.6	0.0	0.0	0.0	0.0
Red	0.5	2.0	0.0	0.0	0.0	0.0



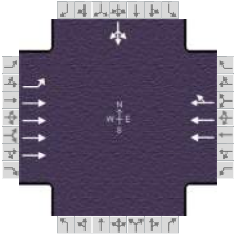
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2				4
Case Number		6.0		8.0				12.0
Phase Duration, s		55.0		55.0				35.0
Change Period, (*Y+R* $_c$), s		5.3		5.3				5.6
Max Allow Headway (*MAH*), s		0.0		0.0				4.3
Queue Clearance Time (*g* $_s$), s								7.5
Green Extension Time (*g* $_e$), s		0.0		0.0				0.5
Phase Call Probability								1.00
Max Out Probability								0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7	4	14
Adjusted Flow Rate (*v*), veh/h	100	1638			1476	647					143	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	191	1698			1870	1588					1728	
Queue Service Time (*g* $_s$), s	22.0	12.8			24.8	27.7					5.5	
Cycle Queue Clearance Time (*g* $_c$), s	49.7	12.8			24.8	27.7					5.5	
Green Ratio (*g/C*)	0.55	0.55			0.55	0.55					0.33	
Capacity (*c*), veh/h	127	3751			2066	877					564	
Volume-to-Capacity Ratio (*X*)	0.790	0.437			0.715	0.738					0.254	
Back of Queue (*Q*), ft/ln (95 th percentile)	159	193			383.3	370.2					102.9	
Back of Queue (*Q*), veh/ln (95 th percentile)	6.3	7.6			15.1	14.8					4.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00					0.00	
Uniform Delay (*d* $_1$), s/veh	39.9	11.9			14.9	15.2					22.2	
Incremental Delay (*d* $_2$), s/veh	38.1	0.4			2.1	5.5					0.2	
Initial Queue Delay (*d* $_3$), s/veh	0.0	0.0			0.0	0.0					0.0	
Control Delay (*d*), s/veh	77.9	12.3			17.1	20.7					22.5	
Level of Service (LOS)	E	B			B	C					C	
Approach Delay, s/veh / LOS	16.0		B	18.2		B	0.0			22.5		C
Intersection Delay, s/veh / LOS	17.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.37	A	1.71	B	2.61	C	2.72	C
Bicycle LOS Score / LOS	1.20	A	1.66	B			0.72	A

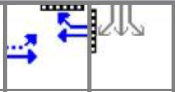
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Apr 8, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - PM	PHF	0.97
Urban Street	Grosvenor / Jefferson	Analysis Year	2020	Analysis Period	1> 17:00
Intersection	Intersection #7	File Name	07PM - Existing.xus		
Project Description	New Beatrice West				

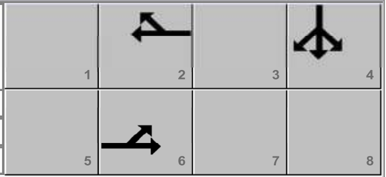


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	32	1667			1699	76				313	0	101

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



Green	49.7	29.4	0.0	0.0	0.0	0.0
Yellow	4.8	3.6	0.0	0.0	0.0	0.0
Red	0.5	2.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2				4
Case Number		6.0		8.0				12.0
Phase Duration, s		55.0		55.0				35.0
Change Period, (*Y+R* c), s		5.3		5.3				5.6
Max Allow Headway (*MAH*), s		0.0		0.0				4.3
Queue Clearance Time (*g* s), s								21.9
Green Extension Time (*g* e), s		0.0		0.0				1.1
Phase Call Probability								1.00
Max Out Probability								0.28

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7	4	14
Adjusted Flow Rate (*v*), veh/h	33	1719			1229	601					427	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	254	1698			1870	1827					1729	
Queue Service Time (*g* s), s	9.0	13.6			19.7	19.8					19.9	
Cycle Queue Clearance Time (*g* c), s	28.7	13.6			19.7	19.8					19.9	
Green Ratio (*g/C*)	0.55	0.55			0.55	0.55					0.33	
Capacity (*c*), veh/h	165	3751			2066	1009					565	
Volume-to-Capacity Ratio (*X*)	0.200	0.458			0.595	0.596					0.756	
Back of Queue (*Q*), ft/ln (95 th percentile)	28.4	202.6			300.6	302.7					351.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.1	8.0			11.8	12.1					13.8	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00					0.00	
Uniform Delay (*d* 1), s/veh	23.0	12.1			13.4	13.4					27.1	
Incremental Delay (*d* 2), s/veh	2.7	0.4			1.3	2.6					5.8	
Initial Queue Delay (*d* 3), s/veh	0.0	0.0			0.0	0.0					0.0	
Control Delay (*d*), s/veh	25.7	12.5			14.7	16.0					32.9	
Level of Service (LOS)	C	B			B	B					C	
Approach Delay, s/veh / LOS	12.7		B	15.1		B	0.0			32.9		C
Intersection Delay, s/veh / LOS	16.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.37	A	1.71	B	2.61	C	2.72	C
Bicycle LOS Score / LOS	1.21	A	1.49	A			1.19	A

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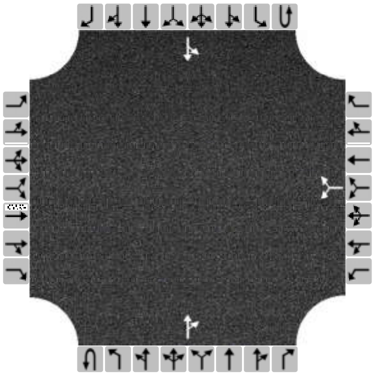
HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	AS	Intersection	Intersection #1
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	3/25/2020	East/West Street	Project Driveway
Analysis Year	2020	North/South Street	Jandy Place
Time Analyzed	Existing + Project - AM	Peak Hour Factor	0.84
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume, V (veh/h)						22		0			144	96		0	41	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

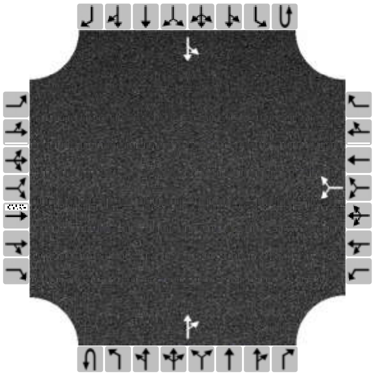
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							26							0		
Capacity, c (veh/h)							712							1275		
v/c Ratio							0.04							0.00		
95% Queue Length, Q_{95} (veh)							0.1							0.0		
Control Delay (s/veh)							10.2							7.8		
Level of Service, LOS							B							A		
Approach Delay (s/veh)					10.2								0.0			
Approach LOS					B											

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #1
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	3/25/2020	East/West Street	Project Driveway
Analysis Year	2020	North/South Street	Jandy Place
Time Analyzed	Existing + Project - PM	Peak Hour Factor	0.83
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume, V (veh/h)						90		0			18	26		0	87	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

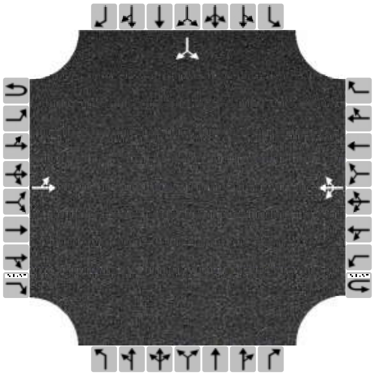
Flow Rate, v (veh/h)							108							0		
Capacity, c (veh/h)							850							1551		
v/c Ratio							0.13							0.00		
95% Queue Length, Q_{95} (veh)							0.4							0.0		
Control Delay (s/veh)							9.9							7.3		
Level of Service, LOS							A							A		
Approach Delay (s/veh)					9.9								0.0			
Approach LOS					A											

HCS7 Two-Way Stop-Control Report

General Information / Site Information

Analyst	AS	Intersection	Intersection #2
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	3/25/2020	East/West Street	Beatrice Street
Analysis Year	2020	North/South Street	Jandy Place
Time Analyzed	Existing + Project - AM	Peak Hour Factor	0.84
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT					LTR								LR	
Volume, V (veh/h)		11	94			9	208	228						50		12
Percent Heavy Vehicles (%)		2				2								2		2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1								7.1		6.2
Critical Headway (sec)		4.12				4.12								6.42		6.22
Base Follow-Up Headway (sec)		2.2				2.2								3.5		3.3
Follow-Up Headway (sec)		2.22				2.22								3.52		3.32

Delay, Queue Length, and Level of Service

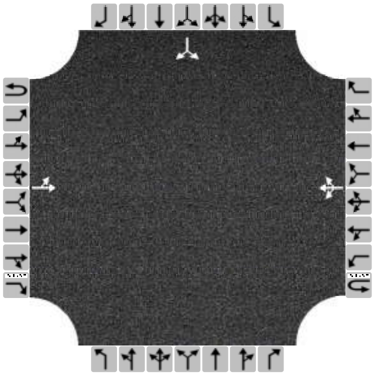
Flow Rate, v (veh/h)		13				11									74	
Capacity, c (veh/h)		1046				1477									520	
v/c Ratio		0.01				0.01									0.14	
95% Queue Length, Q_{95} (veh)		0.0				0.0									0.5	
Control Delay (s/veh)		8.5				7.5									13.1	
Level of Service, LOS		A				A									B	
Approach Delay (s/veh)	1.0				0.2								13.1			
Approach LOS													B			

HCS7 Two-Way Stop-Control Report

General Information / Site Information

Analyst	AS	Intersection	Intersection #2
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	3/25/2020	East/West Street	Beatrice Street
Analysis Year	2020	North/South Street	Jandy Place
Time Analyzed	Existing + Project - PM	Peak Hour Factor	0.83
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT					LTR								LR	
Volume, V (veh/h)		2	209			4	68	42						174		3
Percent Heavy Vehicles (%)		2				2								2		2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1								7.1		6.2
Critical Headway (sec)		4.12				4.12								6.42		6.22
Base Follow-Up Headway (sec)		2.2				2.2								3.5		3.3
Follow-Up Headway (sec)		2.22				2.22								3.52		3.32

Delay, Queue Length, and Level of Service

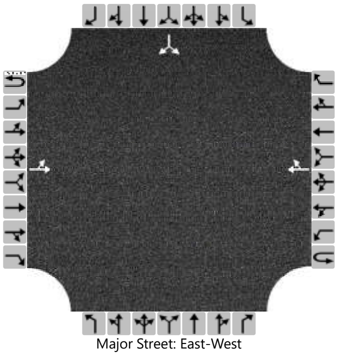
Flow Rate, v (veh/h)		2				5									213	
Capacity, c (veh/h)		1451				1312									630	
v/c Ratio		0.00				0.00									0.34	
95% Queue Length, Q_{95} (veh)		0.0				0.0									1.5	
Control Delay (s/veh)		7.5				7.8									13.6	
Level of Service, LOS		A				A									B	
Approach Delay (s/veh)	0.1				0.3								13.6			
Approach LOS													B			

HCS7 Two-Way Stop-Control Report

General Information / Site Information

Analyst	AS	Intersection	Intersection #3
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	4/23/2020	East/West Street	Beatrice Street
Analysis Year	2020	North/South Street	Project Driveway
Time Analyzed	Existing + Project - AM	Peak Hour Factor	0.86
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		1	153				459	150						30		2
Percent Heavy Vehicles (%)		2												2		2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.12												6.42		6.22
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.22												3.52		3.32

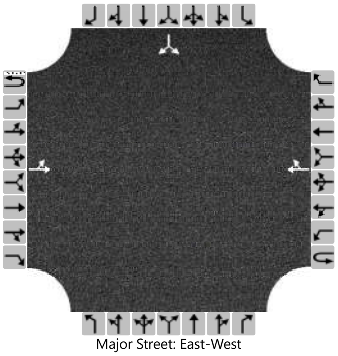
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1													37	
Capacity, c (veh/h)		890													359	
v/c Ratio		0.00													0.10	
95% Queue Length, Q_{95} (veh)		0.0													0.3	
Control Delay (s/veh)		9.1													16.2	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)	0.1												16.2			
Approach LOS													C			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #3
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	4/23/2020	East/West Street	Beatrice Street
Analysis Year	2020	North/South Street	Project Driveway
Time Analyzed	Existing + Project - PM	Peak Hour Factor	0.83
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		0	388				119	27						99		0
Percent Heavy Vehicles (%)		2												2		2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.12												6.42		6.22
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.22												3.52		3.32

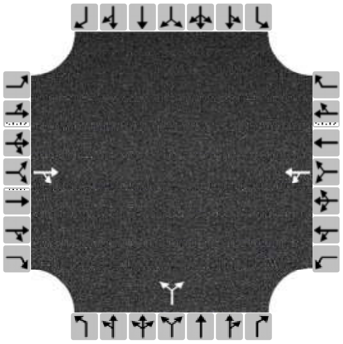
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0													119	
Capacity, c (veh/h)		1399													447	
v/c Ratio		0.00													0.27	
95% Queue Length, Q_{95} (veh)		0.0													1.1	
Control Delay (s/veh)		7.6													16.0	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)	0.0												16.0			
Approach LOS													C			

HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #4
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	4/23/2020	East/West Street	Beatrice Street
Analysis Year	2020	North/South Street	Westlawn Avenue
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.87
Time Analyzed	Existing + Project - AM		
Project Description	New Beatrice West		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume		36	144	26	236		372		60			
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	TR			LT			LR					
Flow Rate, v (veh/h)	207			301			497					
Percent Heavy Vehicles	2			2			2					

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20					
Initial Degree of Utilization, x	0.184			0.268			0.441					
Final Departure Headway, hd (s)	5.47			5.78			5.45					
Final Degree of Utilization, x	0.314			0.484			0.752					
Move-Up Time, m (s)	2.0			2.0			2.0					
Service Time, ts (s)	3.47			3.78			3.45					

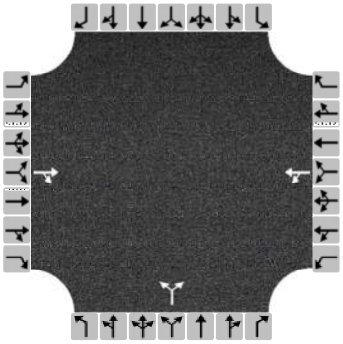
Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	207			301			497					
Capacity	658			623			661					
95% Queue Length, Q_{95} (veh)	1.3			2.6			6.8					
Control Delay (s/veh)	11.0			14.1			23.0					
Level of Service, LOS	B			B			C					
Approach Delay (s/veh)	11.0			14.1			23.0					
Approach LOS	B			B			C					
Intersection Delay, s/veh | LOS	17.9						C					

HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #4
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	4/23/2020	East/West Street	Beatrice Street
Analysis Year	2020	North/South Street	Westlawn Avenue
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.84
Time Analyzed	Existing + Project - PM		
Project Description	New Beatrice West		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume		103	388	28	33		113		15			
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	TR			LT			LR					
Flow Rate, v (veh/h)	585			73			152					
Percent Heavy Vehicles	2			2			2					

Departure Headway and Service Time

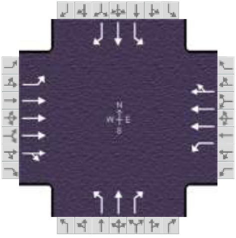
Initial Departure Headway, hd (s)	3.20			3.20			3.20					
Initial Degree of Utilization, x	0.520			0.065			0.135					
Final Departure Headway, hd (s)	4.00			5.07			5.43					
Final Degree of Utilization, x	0.649			0.102			0.230					
Move-Up Time, m (s)	2.0			2.0			2.0					
Service Time, ts (s)	2.00			3.07			3.43					

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	585			73			152					
Capacity	900			710			662					
95% Queue Length, Q_{95} (veh)	4.9			0.3			0.9					
Control Delay (s/veh)	14.1			8.6			10.1					
Level of Service, LOS	B			A			B					
Approach Delay (s/veh)	14.1			8.6			10.1					
Approach LOS	B			A			B					
Intersection Delay, s/veh | LOS	12.8						B					

HCS7 Signalized Intersection Results Summary

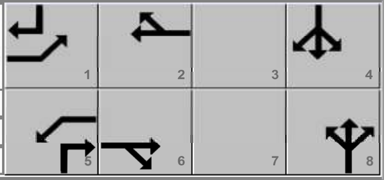
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	May 4, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing + Project - AM	PHF	0.95
Urban Street	Westlawn / Jefferson	Analysis Year	2020	Analysis Period	1> 7:30
Intersection	Intersection #5	File Name	05AM - Existing + Project.xus		
Project Description	New Beatrice West				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	151	1658	17	31	1383	121	27	25	31	115	7	53

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

Green	11.0	39.7	24.3	0.0	0.0	0.0
Yellow	3.0	4.7	3.2	0.0	0.0	0.0
Red	1.0	0.6	2.5	0.0	0.0	0.0



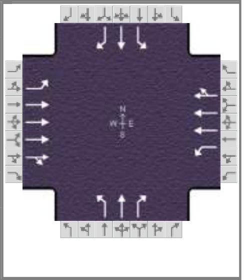
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	4.0	2.0	4.0		5.0		5.0
Phase Duration, s	15.0	45.0	15.0	45.0		30.0		30.0
Change Period, (*Y+R* $_c$), s	4.0	5.3	4.0	5.3		5.7		5.7
Max Allow Headway (*MAH*), s	4.0	0.0	4.0	0.0		4.3		4.3
Queue Clearance Time (*g* $_s$), s	9.7		3.5			3.6		9.3
Green Extension Time (*g* $_e$), s	0.1	0.0	0.0	0.0		1.0		0.9
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	1.00		0.01			0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	159	1325	438	33	1071	513	28	26	33	121	7	56
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1857	1781	1870	1790	1408	1870	1585	1384	1870	1585
Queue Service Time (*g* $_s$), s	7.7	15.5	15.5	1.5	20.2	20.2	1.4	0.9	1.1	6.4	0.3	2.0
Cycle Queue Clearance Time (*g* $_c$), s	7.7	15.5	15.5	1.5	20.2	20.2	1.6	0.9	1.1	7.3	0.3	2.0
Green Ratio (*g/C*)	0.12	0.44	0.44	0.12	0.44	0.44	0.27	0.27	0.39	0.27	0.27	0.39
Capacity (*c*), veh/h	218	2475	819	218	1650	790	456	505	622	439	505	622
Volume-to-Capacity Ratio (*X*)	0.730	0.535	0.535	0.150	0.649	0.649	0.062	0.052	0.052	0.276	0.015	0.090
Back of Queue (*Q*), ft/ln (95 th percentile)	179.1	262.1	269	28.8	330.1	328.5	21.1	19.3	19.3	98	5.4	33.5
Back of Queue (*Q*), veh/ln (95 th percentile)	7.0	10.3	10.8	1.1	13.0	13.1	0.8	0.8	0.8	3.9	0.2	1.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* $_1$), s/veh	38.1	18.4	18.4	35.3	19.7	19.7	24.7	24.3	17.0	27.0	24.1	17.2
Incremental Delay (*d* $_2$), s/veh	11.8	0.8	2.5	0.3	2.0	4.1	0.1	0.0	0.0	0.3	0.0	0.1
Initial Queue Delay (*d* $_3$), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	49.8	19.2	20.9	35.6	21.7	23.8	24.7	24.4	17.0	27.4	24.1	17.3
Level of Service (LOS)	D	B	C	D	C	C	C	C	B	C	C	B
Approach Delay, s/veh / LOS	22.1	C		22.6	C		21.7	C		24.2	C	
Intersection Delay, s/veh / LOS	22.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.13	B	2.72	C	2.72	C
Bicycle LOS Score / LOS	1.28	A	1.38	A	0.63	A	0.79	A

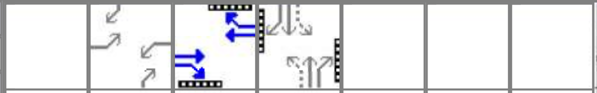
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	May 4, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing + Project - PM	PHF	0.97
Urban Street	Westlawn / Jefferson	Analysis Year	2020	Analysis Period	1> 17:00
Intersection	Intersection #5	File Name	05PM - Existing + Project.xus		
Project Description	New Beatrice West				

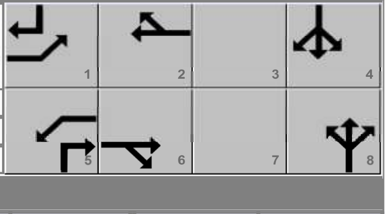


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	59	1394	26	42	1739	63	40	9	52	350	19	184

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



Green	11.0	39.7	24.3	0.0	0.0	0.0
Yellow	3.0	4.7	3.2	0.0	0.0	0.0
Red	1.0	0.6	2.5	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	4.0	2.0	4.0		5.0		5.0
Phase Duration, s	15.0	45.0	15.0	45.0		30.0		30.0
Change Period, (*Y+R* $_c$), s	4.0	5.3	4.0	5.3		5.7		5.7
Max Allow Headway (*MAH*), s	4.0	0.0	4.0	0.0		4.3		4.3
Queue Clearance Time (*g* $_s$), s	4.8		4.0			4.7		25.1
Green Extension Time (*g* $_e$), s	0.1	0.0	0.0	0.0		2.7		0.0
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.07		0.02			0.01		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	61	1101	363	43	1246	612	41	9	54	361	20	190
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1846	1781	1870	1835	1393	1870	1585	1406	1870	1585
Queue Service Time (*g* $_s$), s	2.8	12.3	12.3	2.0	25.1	25.2	2.0	0.3	1.9	22.8	0.7	7.4
Cycle Queue Clearance Time (*g* $_c$), s	2.8	12.3	12.3	2.0	25.1	25.2	2.7	0.3	1.9	23.1	0.7	7.4
Green Ratio (*g/C*)	0.12	0.44	0.44	0.12	0.44	0.44	0.27	0.27	0.39	0.27	0.27	0.39
Capacity (*c*), veh/h	218	2475	814	218	1650	810	445	505	622	454	505	622
Volume-to-Capacity Ratio (*X*)	0.279	0.445	0.445	0.199	0.755	0.756	0.093	0.018	0.086	0.794	0.039	0.305
Back of Queue (*Q*), ft/ln (95 th percentile)	54.8	216.5	220.2	38.5	400.8	412.6	31.1	6.7	32.1	347.2	14.3	125.5
Back of Queue (*Q*), veh/ln (95 th percentile)	2.2	8.5	8.8	1.5	15.8	16.5	1.2	0.3	1.3	13.7	0.6	4.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* $_1$), s/veh	35.9	17.5	17.5	35.5	21.1	21.1	25.2	24.1	17.2	32.6	24.2	18.9
Incremental Delay (*d* $_2$), s/veh	0.7	0.6	1.8	0.4	3.3	6.5	0.1	0.0	0.1	9.4	0.0	0.3
Initial Queue Delay (*d* $_3$), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	36.6	18.1	19.3	36.0	24.3	27.6	25.3	24.1	17.3	42.0	24.3	19.2
Level of Service (LOS)	D	B	B	D	C	C	C	C	B	D	C	B
Approach Delay, s/veh / LOS	19.1		B	25.7		C	21.1		C	33.8		C
Intersection Delay, s/veh / LOS	24.2						C					

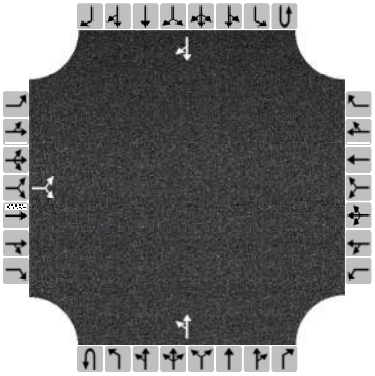
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.13	B	2.72	C	2.72	C
Bicycle LOS Score / LOS	1.12	A	1.53	B	0.66	A	1.43	A

HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	AS	Intersection	Intersection #6
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	County of Los Angeles
Date Performed	3/25/2020	East/West Street	Beatrice Street
Analysis Year	2020	North/South Street	Grosvenor Boulevard
Time Analyzed	Existing + Project - AM	Peak Hour Factor	0.91
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		0		96						262	495				53	0
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

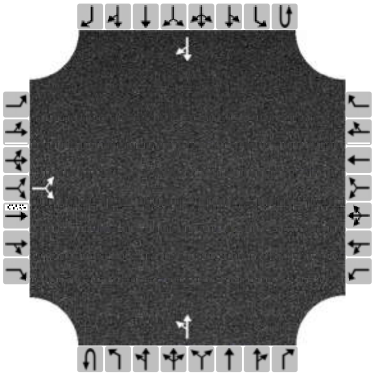
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			105							288						
Capacity, c (veh/h)			1008							1545						
v/c Ratio			0.10							0.19						
95% Queue Length, Q_{95} (veh)			0.3							0.7						
Control Delay (s/veh)			9.0							7.9						
Level of Service, LOS			A							A						
Approach Delay (s/veh)	9.0								4.1							
Approach LOS	A															

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #6
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	County of Los Angeles
Date Performed	3/25/2020	East/West Street	Beatrice Street
Analysis Year	2020	North/South Street	Grosvenor Boulevard
Time Analyzed	Existing + Project - PM	Peak Hour Factor	0.90
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		0		117						61	63				351	0
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

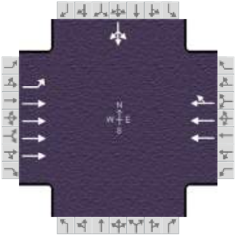
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			130							68						
Capacity, c (veh/h)			658							1168						
v/c Ratio			0.20							0.06						
95% Queue Length, Q_{95} (veh)			0.7							0.2						
Control Delay (s/veh)			11.8							8.3						
Level of Service, LOS			B							A						
Approach Delay (s/veh)	11.8								4.3							
Approach LOS	B															

HCS7 Signalized Intersection Results Summary

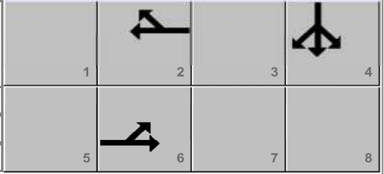
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Apr 8, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing + Project - AM	PHF	0.95
Urban Street	Grosvenor / Jefferson	Analysis Year	2020	Analysis Period	1> 8:15
Intersection	Intersection #7	File Name	07AM - Existing + Project.xus		
Project Description	New Beatrice West				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	95	1571			1478	663				115	0	34

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

Green	49.7	29.4	0.0	0.0	0.0	0.0
Yellow	4.8	3.6	0.0	0.0	0.0	0.0
Red	0.5	2.0	0.0	0.0	0.0	0.0



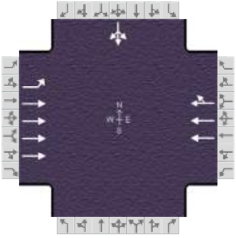
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2				4
Case Number		6.0		8.0				12.0
Phase Duration, s		55.0		55.0				35.0
Change Period, (*Y+R* $_c$), s		5.3		5.3				5.6
Max Allow Headway (*MAH*), s		0.0		0.0				4.3
Queue Clearance Time (*g* $_s$), s								8.0
Green Extension Time (*g* $_e$), s		0.0		0.0				0.5
Phase Call Probability								1.00
Max Out Probability								0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7	4	14
Adjusted Flow Rate (*v*), veh/h	100	1654			1556	698					157	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	168	1698			1870	1585					1732	
Queue Service Time (*g* $_s$), s	18.0	13.0			27.3	31.7					6.0	
Cycle Queue Clearance Time (*g* $_c$), s	49.7	13.0			27.3	31.7					6.0	
Green Ratio (*g/C*)	0.55	0.55			0.55	0.55					0.33	
Capacity (*c*), veh/h	114	3751			2066	875					566	
Volume-to-Capacity Ratio (*X*)	0.881	0.441			0.753	0.797					0.277	
Back of Queue (*Q*), ft/ln (95 th percentile)	179.8	194.4			415.1	422.7					113.6	
Back of Queue (*Q*), veh/ln (95 th percentile)	7.1	7.7			16.3	16.9					4.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00					0.00	
Uniform Delay (*d* $_1$), s/veh	42.0	11.9			15.4	16.1					22.4	
Incremental Delay (*d* $_2$), s/veh	56.9	0.4			2.6	7.5					0.3	
Initial Queue Delay (*d* $_3$), s/veh	0.0	0.0			0.0	0.0					0.0	
Control Delay (*d*), s/veh	98.9	12.3			18.0	23.6					22.7	
Level of Service (LOS)	F	B			B	C					C	
Approach Delay, s/veh / LOS	17.2	B		19.8	B		0.0			22.7	C	
Intersection Delay, s/veh / LOS	18.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.37	A	1.71	B	2.61	C	2.72	C
Bicycle LOS Score / LOS	1.21	A	1.73	B			0.75	A

HCS7 Signalized Intersection Results Summary

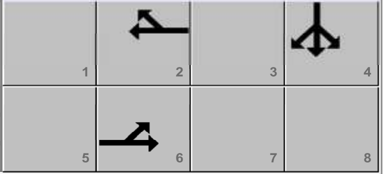
General Information				**Intersection Information**	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Apr 8, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing + Project - PM	PHF	0.97
Urban Street	Grosvenor / Jefferson	Analysis Year	2020	Analysis Period	1> 17:00
Intersection	Intersection #7	File Name	07PM - Existing + Project.xus		
Project Description	New Beatrice West				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	32	1730			1717	92				367	0	101

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

Green	49.7	29.4	0.0	0.0	0.0	0.0
Yellow	4.8	3.6	0.0	0.0	0.0	0.0
Red	0.5	2.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2				4
Case Number		6.0		8.0				12.0
Phase Duration, s		55.0		55.0				35.0
Change Period, (*Y+R* *c*), s		5.3		5.3				5.6
Max Allow Headway (*MAH*), s		0.0		0.0				4.3
Queue Clearance Time (*g* *s*), s								25.3
Green Extension Time (*g* *e*), s		0.0		0.0				0.8
Phase Call Probability								1.00
Max Out Probability								1.00

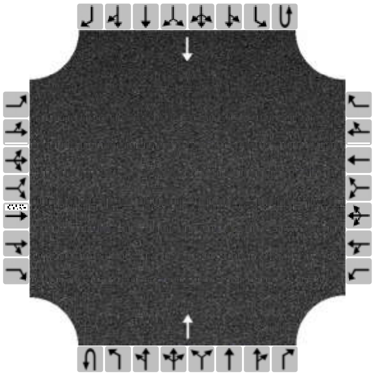
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7	4	14
Adjusted Flow Rate (*v*), veh/h	33	1784			1254	611					482	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	246	1698			1870	1820					1735	
Queue Service Time (*g* *s*), s	9.4	14.3			20.3	20.4					23.3	
Cycle Queue Clearance Time (*g* *c*), s	29.8	14.3			20.3	20.4					23.3	
Green Ratio (*g/C*)	0.55	0.55			0.55	0.55					0.33	
Capacity (*c*), veh/h	160	3751			2066	1005					567	
Volume-to-Capacity Ratio (*X*)	0.206	0.475			0.607	0.608					0.851	
Back of Queue (*Q*), ft/ln (95 th percentile)	29	210.8			308.2	309.8					428.3	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.1	8.3			12.1	12.4					16.9	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00					0.00	
Uniform Delay (*d* *1*), s/veh	23.6	12.2			13.6	13.6					28.3	
Incremental Delay (*d* *2*), s/veh	2.9	0.4			1.3	2.7					11.8	
Initial Queue Delay (*d* *3*), s/veh	0.0	0.0			0.0	0.0					0.0	
Control Delay (*d*), s/veh	26.5	12.7			14.9	16.3					40.1	
Level of Service (LOS)	C	B			B	B					D	
Approach Delay, s/veh / LOS	12.9		B	15.4		B	0.0			40.1		D
Intersection Delay, s/veh / LOS	17.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.37	A	1.71	B	2.61	C	2.72	C
Bicycle LOS Score / LOS	1.24	A	1.51	B			1.28	A

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #1
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	3/31/2020	East/West Street	Project Driveway
Analysis Year	2024	North/South Street	Jandy Place
Time Analyzed	Future - AM	Peak Hour Factor	0.84
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration											T				T	
Volume, V (veh/h)											236				53	
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

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

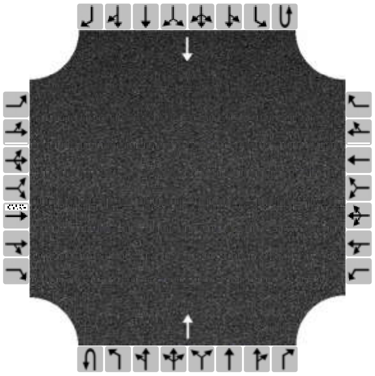
Delay, Queue Length, and Level of Service

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

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #1
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	3/31/2020	East/West Street	Project Driveway
Analysis Year	2024	North/South Street	Jandy Place
Time Analyzed	Future - PM	Peak Hour Factor	0.83
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration											T				T	
Volume, V (veh/h)											49				245	
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

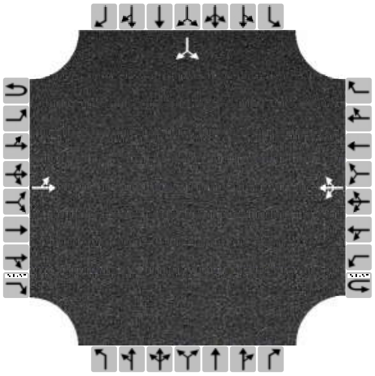
Flow Rate, v (veh/h)																
Capacity, c (veh/h)																
v/c Ratio																
95% Queue Length, Q_{95} (veh)																
Control Delay (s/veh)																
Level of Service, LOS																
Approach Delay (s/veh)																
Approach LOS																

HCS7 Two-Way Stop-Control Report

General Information / Site Information

Analyst	AS	Intersection	Intersection #2
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	3/31/2020	East/West Street	Beatrice Street
Analysis Year	2024	North/South Street	Jandy Place
Time Analyzed	Future - AM	Peak Hour Factor	0.84
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT					LTR								LR	
Volume, V (veh/h)		11	98			9	216	223						39		12
Percent Heavy Vehicles (%)		2				2								2		2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1								7.1		6.2
Critical Headway (sec)		4.12				4.12								6.42		6.22
Base Follow-Up Headway (sec)		2.2				2.2								3.5		3.3
Follow-Up Headway (sec)		2.22				2.22								3.52		3.32

Delay, Queue Length, and Level of Service

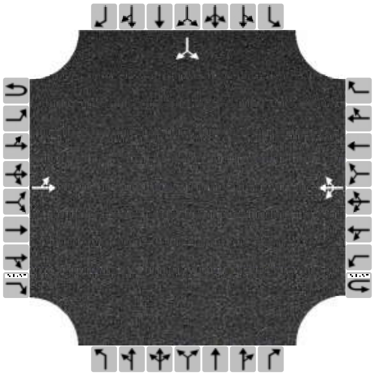
Flow Rate, v (veh/h)		13				11									61	
Capacity, c (veh/h)		1043				1470									519	
v/c Ratio		0.01				0.01									0.12	
95% Queue Length, Q_{95} (veh)		0.0				0.0									0.4	
Control Delay (s/veh)		8.5				7.5									12.9	
Level of Service, LOS		A				A									B	
Approach Delay (s/veh)	1.0				0.2								12.9			
Approach LOS													B			

HCS7 Two-Way Stop-Control Report

General Information | Site Information

Analyst	AS	Intersection	Intersection #2
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	3/31/2020	East/West Street	Beatrice Street
Analysis Year	2024	North/South Street	Jandy Place
Time Analyzed	Future - PM	Peak Hour Factor	0.83
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT					LTR								LR	
Volume, V (veh/h)		2	217			4	71	47						241		3
Percent Heavy Vehicles (%)		2				2								2		2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1								7.1		6.2
Critical Headway (sec)		4.12				4.12								6.42		6.22
Base Follow-Up Headway (sec)		2.2				2.2								3.5		3.3
Follow-Up Headway (sec)		2.22				2.22								3.52		3.32

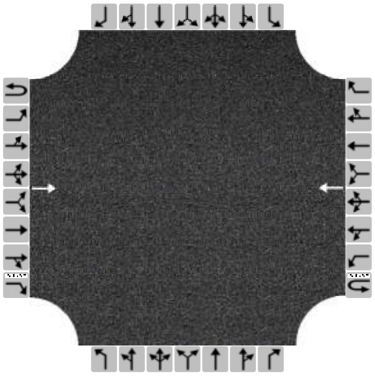
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2				5									294	
Capacity, c (veh/h)		1440				1302									615	
v/c Ratio		0.00				0.00									0.48	
95% Queue Length, Q_{95} (veh)		0.0				0.0									2.6	
Control Delay (s/veh)		7.5				7.8									16.1	
Level of Service, LOS		A				A									C	
Approach Delay (s/veh)	0.1				0.3								16.1			
Approach LOS													C			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #3
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	3/31/2020	East/West Street	Beatrice Street
Analysis Year	2024	North/South Street	Project Driveway
Time Analyzed	Future - AM	Peak Hour Factor	0.86
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration			T				T									
Volume, V (veh/h)			146				466									
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

HCS7 Two-Way Stop-Control Report

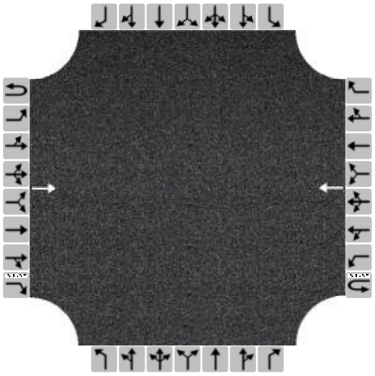
General Information

Analyst	AS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	3/31/2020
Analysis Year	2024
Time Analyzed	Future - PM
Intersection Orientation	East-West
Project Description	New Beatrice West

Site Information

Intersection	Intersection #3
Jurisdiction	City of Los Angeles
East/West Street	Beatrice Street
North/South Street	Project Driveway
Peak Hour Factor	0.83
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration			T				T									
Volume, V (veh/h)			464				127									
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

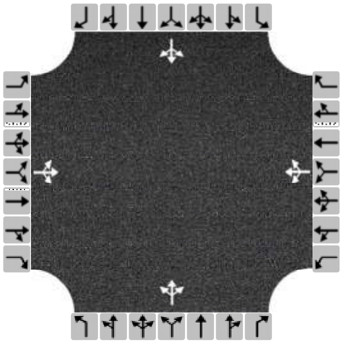
HCS7 All-Way Stop Control Report

General Information

Site Information

Analyst	AS	Intersection	Intersection #4
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	3/31/2020	East/West Street	Beatrice Street
Analysis Year	2024	North/South Street	Westlawn Avenue
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.87
Time Analyzed	Future - AM		
Project Description	New Beatrice West		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	1	25	119	27	190	22	273	34	62	2	6	2
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	167			275			424			11		
Percent Heavy Vehicles	2			2			2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.148			0.244			0.377			0.010		
Final Departure Headway, hd (s)	5.10			5.37			5.19			5.77		
Final Degree of Utilization, x	0.236			0.410			0.611			0.018		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	3.10			3.37			3.19			3.77		

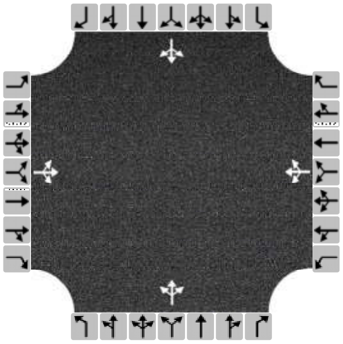
Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	167			275			424			11		
Capacity	706			670			694			624		
95% Queue Length, Q_{95} (veh)	0.9			2.0			4.2			0.1		
Control Delay (s/veh)	9.7			12.1			16.0			8.9		
Level of Service, LOS	A			B			C			A		
Approach Delay (s/veh)	9.7			12.1			16.0			8.9		
Approach LOS	A			B			C			A		
Intersection Delay, s/veh | LOS	13.5						B					

HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #4
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	3/31/2020	East/West Street	Beatrice Street
Analysis Year	2024	North/South Street	Westlawn Avenue
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.84
Time Analyzed	Future - PM		
Project Description	New Beatrice West		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	0	97	371	29	27	0	100	1	16	0	9	0
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	557			67			139			11		
Percent Heavy Vehicles	2			2			2			2		

Departure Headway and Service Time

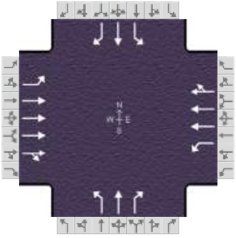
Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.495			0.059			0.124			0.010		
Final Departure Headway, hd (s)	3.97			5.03			5.37			5.51		
Final Degree of Utilization, x	0.614			0.093			0.208			0.016		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	1.97			3.03			3.37			3.51		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	557			67			139			11		
Capacity	907			715			671			654		
95% Queue Length, Q_{95} (veh)	4.3			0.3			0.8			0.0		
Control Delay (s/veh)	13.1			8.5			9.8			8.6		
Level of Service, LOS	B			A			A			A		
Approach Delay (s/veh)	13.1			8.5			9.8			8.6		
Approach LOS	B			A			A			A		
Intersection Delay, s/veh | LOS	12.0						B					

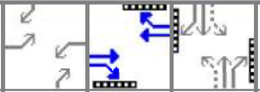
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	May 4, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - AM	PHF	0.95
Urban Street	Westlawn / Jefferson	Analysis Year	2024	Analysis Period	1> 7:30
Intersection	Intersection #5	File Name	05AM - Future.xus		
Project Description	New Beatrice West				

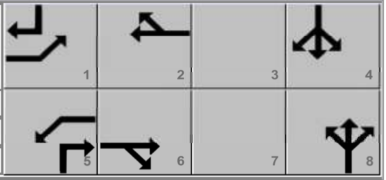


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	134	1919	48	67	1568	104	85	19	95	113	6	48

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



Green	11.0	39.7	24.3	0.0	0.0	0.0
Yellow	3.0	4.7	3.2	0.0	0.0	0.0
Red	1.0	0.6	2.5	0.0	0.0	0.0

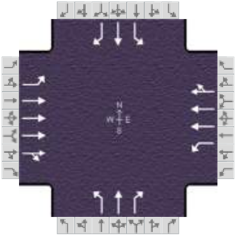


Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	4.0	2.0	4.0		5.0		5.0
Phase Duration, s	15.0	45.0	15.0	45.0		30.0		30.0
Change Period, (*Y+R* $_c$), s	4.0	5.3	4.0	5.3		5.7		5.7
Max Allow Headway (*MAH*), s	4.0	0.0	4.0	0.0		4.3		4.3
Queue Clearance Time (g_s), s	8.8		5.3			6.7		8.9
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0		1.4		1.3
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	1.00		0.14			0.00		0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	141	1560	511	71	1186	574	89	20	100	119	6	51
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1838	1781	1870	1808	1409	1870	1585	1392	1870	1585
Queue Service Time (g_s), s	6.8	19.4	19.4	3.3	23.3	23.4	4.5	0.7	3.7	6.2	0.2	1.8
Cycle Queue Clearance Time (g_c), s	6.8	19.4	19.4	3.3	23.3	23.4	4.7	0.7	3.7	6.9	0.2	1.8
Green Ratio (*g/C*)	0.12	0.44	0.44	0.12	0.44	0.44	0.27	0.27	0.39	0.27	0.27	0.39
Capacity (*c*), veh/h	218	2475	811	218	1650	798	457	505	622	445	505	622
Volume-to-Capacity Ratio (*X*)	0.648	0.630	0.630	0.324	0.719	0.720	0.196	0.040	0.161	0.267	0.013	0.081
Back of Queue (*Q*), ft/ln (95 th percentile)	147.1	314.2	322.8	64.1	375.6	379.7	69.6	14.6	61.9	95.8	4.6	30.2
Back of Queue (*Q*), veh/ln (95 th percentile)	5.8	12.4	12.9	2.5	14.8	15.2	2.7	0.6	2.4	3.8	0.2	1.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	37.7	19.5	19.5	36.1	20.6	20.6	25.8	24.2	17.7	26.8	24.1	17.2
Incremental Delay (d_2), s/veh	6.5	1.2	3.7	0.9	2.7	5.5	0.2	0.0	0.1	0.3	0.0	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	44.2	20.7	23.2	37.0	23.3	26.1	26.0	24.3	17.9	27.1	24.1	17.2
Level of Service (LOS)	D	C	C	D	C	C	C	C	B	C	C	B
Approach Delay, s/veh / LOS	22.8	C		24.7	C		21.9	C		24.2	C	
Intersection Delay, s/veh / LOS	23.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.13	B	2.72	C	2.72	C
Bicycle LOS Score / LOS	1.40	A	1.49	A	0.83	A	0.78	A

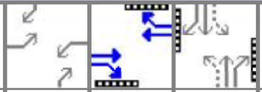
HCS7 Signalized Intersection Results Summary



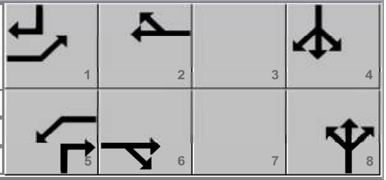
General Information				**Intersection Information**	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	May 4, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - PM	PHF	0.97
Urban Street	Westlawn / Jefferson	Analysis Year	2024	Analysis Period	1> 17:00
Intersection	Intersection #5	File Name	05PM - Future.xus		
Project Description	New Beatrice West				

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	59	1666	98	121	2044	68	94	8	116	380	20	193

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



Green	11.0	39.7	24.3	0.0	0.0	0.0
Yellow	3.0	4.7	3.2	0.0	0.0	0.0
Red	1.0	0.6	2.5	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	4.0	2.0	4.0		5.0		5.0
Phase Duration, s	15.0	45.0	15.0	45.0		30.0		30.0
Change Period, (*Y+R* $_c$), s	4.0	5.3	4.0	5.3		5.7		5.7
Max Allow Headway (*MAH*), s	4.0	0.0	4.0	0.0		4.3		4.3
Queue Clearance Time (g_s), s	4.8		7.9			7.7		26.3
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0		3.2		0.0
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.07		1.00			0.07		1.00

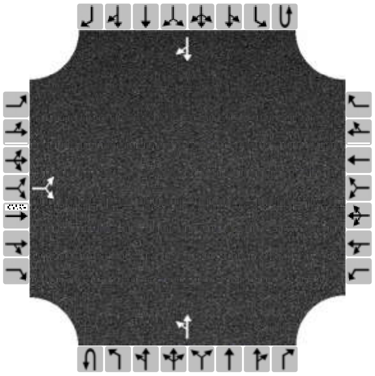
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	61	1377	441	125	1458	719	97	8	120	392	21	199
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1796	1781	1870	1838	1391	1870	1585	1407	1870	1585
Queue Service Time (g_s), s	2.8	16.4	16.4	5.9	32.1	32.3	5.0	0.3	4.5	24.0	0.7	7.9
Cycle Queue Clearance Time (g_c), s	2.8	16.4	16.4	5.9	32.1	32.3	5.7	0.3	4.5	24.3	0.7	7.9
Green Ratio (*g/C*)	0.12	0.44	0.44	0.12	0.44	0.44	0.27	0.27	0.39	0.27	0.27	0.39
Capacity (*c*), veh/h	218	2475	792	218	1650	811	444	505	622	455	505	622
Volume-to-Capacity Ratio (*X*)	0.279	0.557	0.557	0.573	0.884	0.887	0.218	0.016	0.192	0.860	0.041	0.320
Back of Queue (*Q*), ft/ln (95 th percentile)	54.8	273.3	274.3	122.4	515.1	546.7	76.6	6	75	399.6	15.1	132.5
Back of Queue (*Q*), veh/ln (95 th percentile)	2.2	10.8	11.0	4.8	20.3	21.9	3.0	0.2	3.0	15.7	0.6	5.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	35.9	18.6	18.6	37.3	23.0	23.1	26.4	24.1	18.0	33.5	24.2	19.0
Incremental Delay (d_2), s/veh	0.7	0.9	2.8	3.6	7.3	13.7	0.2	0.0	0.1	15.3	0.0	0.3
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	36.6	19.5	21.4	40.9	30.3	36.8	26.6	24.1	18.1	48.8	24.3	19.3
Level of Service (LOS)	D	B	C	D	C	D	C	C	B	D	C	B
Approach Delay, s/veh / LOS	20.5	C		32.9	C		22.0	C		38.4	D	
Intersection Delay, s/veh / LOS	28.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.13	B	2.72	C	2.72	C
Bicycle LOS Score / LOS	1.26	A	1.75	B	0.86	A	1.50	A

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #6
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	County of Los Angeles
Date Performed	3/31/2020	East/West Street	Beatrice Street
Analysis Year	2024	North/South Street	Grosvenor Boulevard
Time Analyzed	Future - AM	Peak Hour Factor	0.91
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		0		89						239	515				55	0
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

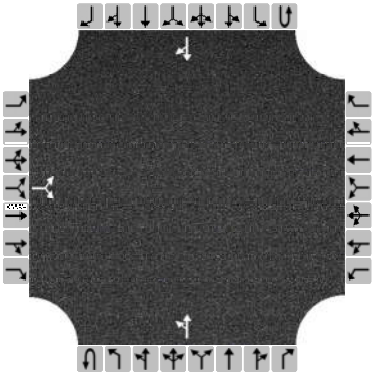
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			98							263						
Capacity, c (veh/h)			1005							1542						
v/c Ratio			0.10							0.17						
95% Queue Length, Q_{95} (veh)			0.3							0.6						
Control Delay (s/veh)			9.0							7.8						
Level of Service, LOS			A							A						
Approach Delay (s/veh)	9.0								3.8							
Approach LOS	A															

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #6
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	County of Los Angeles
Date Performed	3/31/2020	East/West Street	Beatrice Street
Analysis Year	2024	North/South Street	Grosvenor Boulevard
Time Analyzed	Future - PM	Peak Hour Factor	0.90
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		0		112						56	66				365	0
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

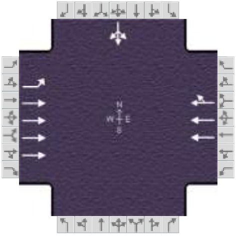
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			124							62						
Capacity, c (veh/h)			645							1152						
v/c Ratio			0.19							0.05						
95% Queue Length, Q_{95} (veh)			0.7							0.2						
Control Delay (s/veh)			11.9							8.3						
Level of Service, LOS			B							A						
Approach Delay (s/veh)	11.9								4.1							
Approach LOS	B															

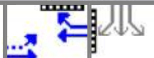
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Apr 9, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - AM	PHF	0.95
Urban Street	Grosvenor / Jefferson	Analysis Year	2024	Analysis Period	1> 8:15
Intersection	Intersection #7	File Name	07AM - Future.xus		
Project Description	New Beatrice West				

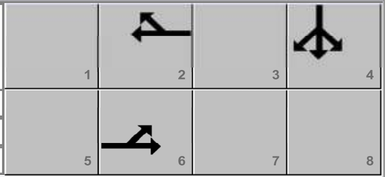


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	99	1885			1680	657				109	0	35

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



Green	49.7	29.4	0.0	0.0	0.0	0.0
Yellow	4.8	3.6	0.0	0.0	0.0	0.0
Red	0.5	2.0	0.0	0.0	0.0	0.0



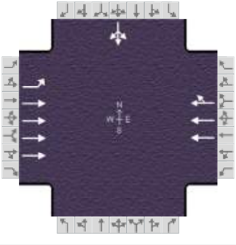
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2				4
Case Number		6.0		8.0				12.0
Phase Duration, s		55.0		55.0				35.0
Change Period, (*Y+R* *c*), s		5.3		5.3				5.6
Max Allow Headway (*MAH*), s		0.0		0.0				4.3
Queue Clearance Time (*g* *s*), s								7.8
Green Extension Time (*g* *e*), s		0.0		0.0				0.5
Phase Call Probability								1.00
Max Out Probability								0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7	4	14
Adjusted Flow Rate (*v*), veh/h	104	1984			1684	776					152	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	137	1698			1870	1612					1729	
Queue Service Time (*g* *s*), s	12.3	16.6			32.0	37.4					5.8	
Cycle Queue Clearance Time (*g* *c*), s	49.7	16.6			32.0	37.4					5.8	
Green Ratio (*g/C*)	0.55	0.55			0.55	0.55					0.33	
Capacity (*c*), veh/h	99	3751			2066	890					565	
Volume-to-Capacity Ratio (*X*)	1.056	0.529			0.815	0.872					0.268	
Back of Queue (*Q*), ft/ln (95 th percentile)	228.9	237.4			472.6	512.7					109.6	
Back of Queue (*Q*), veh/ln (95 th percentile)	9.0	9.3			18.6	20.5					4.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00					0.00	
Uniform Delay (*d* *1*), s/veh	43.8	12.7			16.4	17.4					22.4	
Incremental Delay (*d* *2*), s/veh	106.7	0.5			3.7	11.5					0.3	
Initial Queue Delay (*d* *3*), s/veh	0.0	0.0			0.0	0.0					0.0	
Control Delay (*d*), s/veh	150.5	13.3			20.1	28.9					22.6	
Level of Service (LOS)	F	B			C	C					C	
Approach Delay, s/veh / LOS	20.1		C	22.9		C	0.0			22.6		C
Intersection Delay, s/veh / LOS	21.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.37	A	1.71	B	2.61	C	2.72	C
Bicycle LOS Score / LOS	1.35	A	1.84	B			0.74	A

HCS7 Signalized Intersection Results Summary

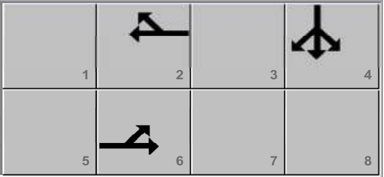
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Apr 9, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - PM	PHF	0.97
Urban Street	Grosvenor / Jefferson	Analysis Year	2024	Analysis Period	1> 17:00
Intersection	Intersection #7	File Name	07PM - Future.xus		
Project Description	New Beatrice West				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	33	2093			2100	88				372	0	105

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

Green	49.7	29.4	0.0	0.0	0.0	0.0
Yellow	4.8	3.6	0.0	0.0	0.0	0.0
Red	0.5	2.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2				4
Case Number		6.0		8.0				12.0
Phase Duration, s		55.0		55.0				35.0
Change Period, (*Y+R* $_c$), s		5.3		5.3				5.6
Max Allow Headway (*MAH*), s		0.0		0.0				4.3
Queue Clearance Time (*g* $_s$), s								26.0
Green Extension Time (*g* $_e$), s		0.0		0.0				0.7
Phase Call Probability								1.00
Max Out Probability								1.00

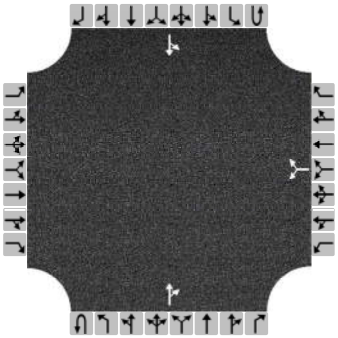
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7	4	14
Adjusted Flow Rate (*v*), veh/h	34	2158			1511	744					492	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	167	1698			1870	1830					1734	
Queue Service Time (*g* $_s$), s	17.3	18.8			27.4	27.6					24.0	
Cycle Queue Clearance Time (*g* $_c$), s	44.9	18.8			27.4	27.6					24.0	
Green Ratio (*g/C*)	0.55	0.55			0.55	0.55					0.33	
Capacity (*c*), veh/h	121	3751			2066	1011					566	
Volume-to-Capacity Ratio (*X*)	0.281	0.575			0.732	0.736					0.868	
Back of Queue (*Q*), ft/ln (95 th percentile)	38.6	262			398.1	409.6					444.9	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.5	10.3			15.7	16.4					17.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00					0.00	
Uniform Delay (*d* $_1$), s/veh	32.2	13.2			15.1	15.2					28.5	
Incremental Delay (*d* $_2$), s/veh	5.7	0.6			2.3	4.8					13.5	
Initial Queue Delay (*d* $_3$), s/veh	0.0	0.0			0.0	0.0					0.0	
Control Delay (*d*), s/veh	37.9	13.9			17.5	20.0					42.0	
Level of Service (LOS)	D	B			B	B					D	
Approach Delay, s/veh / LOS	14.2	B		18.3	B		0.0			42.0	D	
Intersection Delay, s/veh / LOS	18.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.37	A	1.71	B	2.61	C	2.72	C
Bicycle LOS Score / LOS	1.39	A	1.73	B			1.30	A

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #1
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	4/10/2020	East/West Street	Project Driveway
Analysis Year	2024	North/South Street	Jandy Place
Time Analyzed	Future + Project - AM	Peak Hour Factor	0.84
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						22		0			236	96		0	53	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

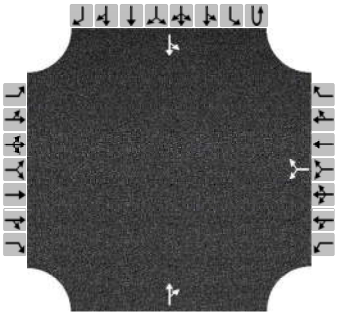
Flow Rate, v (veh/h)							26							0		
Capacity, c (veh/h)							605							1162		
v/c Ratio							0.04							0.00		
95% Queue Length, Q_{95} (veh)							0.1							0.0		
Control Delay (s/veh)							11.2							8.1		
Level of Service (LOS)							B							A		
Approach Delay (s/veh)					11.2								0.0			
Approach LOS					B											

HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	AS	Intersection	Intersection #1
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	4/10/2020	East/West Street	Project Driveway
Analysis Year	2024	North/South Street	Jandy Place
Time Analyzed	Future + Project - PM	Peak Hour Factor	0.83
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						90		0			49	26		0	245	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

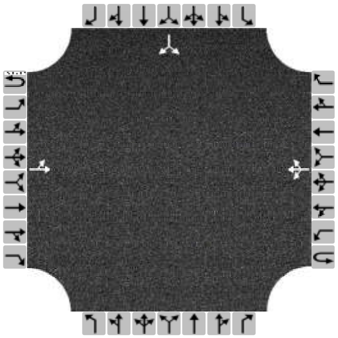
Flow Rate, v (veh/h)							108							0		
Capacity, c (veh/h)							630							1503		
v/c Ratio							0.17							0.00		
95% Queue Length, Q_{95} (veh)							0.6							0.0		
Control Delay (s/veh)							11.9							7.4		
Level of Service (LOS)							B							A		
Approach Delay (s/veh)					11.9								0.0			
Approach LOS					B											

HCS7 Two-Way Stop-Control Report

General Information / Site Information

Analyst	AS	Intersection	Intersection #2
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	4/10/2020	East/West Street	Beatrice Street
Analysis Year	2024	North/South Street	Jandy Place
Time Analyzed	Future + Project - AM	Peak Hour Factor	0.84
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT					LTR								LR	
Volume (veh/h)		11	98			9	216	319						61		12
Percent Heavy Vehicles (%)		2				2								2		2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1								7.1		6.2
Critical Headway (sec)		4.12				4.12								6.42		6.22
Base Follow-Up Headway (sec)		2.2				2.2								3.5		3.3
Follow-Up Headway (sec)		2.22				2.22								3.52		3.32

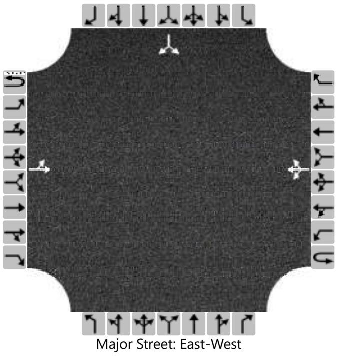
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		13				11									87	
Capacity, c (veh/h)		946				1471									468	
v/c Ratio		0.01				0.01									0.19	
95% Queue Length, Q_{95} (veh)		0.0				0.0									0.7	
Control Delay (s/veh)		8.9				7.5									14.4	
Level of Service (LOS)		A				A									B	
Approach Delay (s/veh)	1.0				0.2								14.4			
Approach LOS													B			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #2
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	4/10/2020	East/West Street	Beatrice Street
Analysis Year	2024	North/South Street	Jandy Place
Time Analyzed	Future + Project - PM	Peak Hour Factor	0.83
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT					LTR								LR	
Volume (veh/h)		2	217			4	71	73						331		3
Percent Heavy Vehicles (%)		2				2								2		2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1								7.1		6.2
Critical Headway (sec)		4.12				4.12								6.42		6.22
Base Follow-Up Headway (sec)		2.2				2.2								3.5		3.3
Follow-Up Headway (sec)		2.22				2.22								3.52		3.32

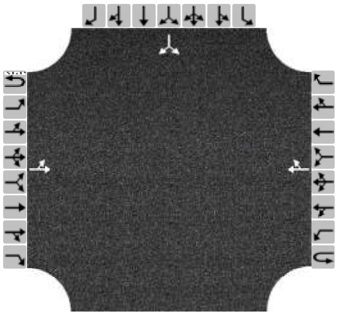
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2				5									402	
Capacity, c (veh/h)		1402				1302									600	
v/c Ratio		0.00				0.00									0.67	
95% Queue Length, Q_{95} (veh)		0.0				0.0									5.1	
Control Delay (s/veh)		7.6				7.8									22.3	
Level of Service (LOS)		A				A									C	
Approach Delay (s/veh)	0.1				0.2								22.3			
Approach LOS													C			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #3
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	4/23/2020	East/West Street	Beatrice Street
Analysis Year	2024	North/South Street	Project Driveway
Time Analyzed	Future + Project - AM	Peak Hour Factor	0.86
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		1	168				560	152						30		2
Percent Heavy Vehicles (%)		2												2		2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.12												6.42		6.22
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.22												3.52		3.32

Delay, Queue Length, and Level of Service

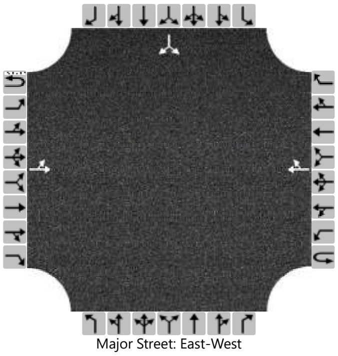
Flow Rate, v (veh/h)		1													37	
Capacity, c (veh/h)		803													299	
v/c Ratio		0.00													0.12	
95% Queue Length, Q_{95} (veh)		0.0													0.4	
Control Delay (s/veh)		9.5													18.8	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)	0.1												18.8			
Approach LOS													C			

HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	AS	Intersection	Intersection #3
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	4/23/2020	East/West Street	Beatrice Street
Analysis Year	2024	North/South Street	Project Driveway
Time Analyzed	Future + Project - PM	Peak Hour Factor	0.83
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		0	554				153	27						99		0
Percent Heavy Vehicles (%)		2												2		2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

	EB U	EB L	EB T	EB R	WB U	WB L	WB T	WB R	NB U	NB L	NB T	NB R	SB U	SB L	SB T	SB R
Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.12												6.42		6.22
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.22												3.52		3.32

Delay, Queue Length, and Level of Service

	EB U	EB L	EB T	EB R	WB U	WB L	WB T	WB R	NB U	NB L	NB T	NB R	SB U	SB L	SB T	SB R
Flow Rate, v (veh/h)		0													119	
Capacity, c (veh/h)		1352													323	
v/c Ratio		0.00													0.37	
95% Queue Length, Q_{95} (veh)		0.0													1.7	
Control Delay (s/veh)		7.7													22.6	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)	0.0												22.6			
Approach LOS													C			

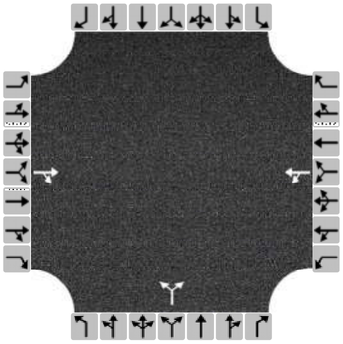
HCS7 All-Way Stop Control Report

General Information

Site Information

Analyst	AS	Intersection	Intersection #4
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	4/23/2020	East/West Street	Beatrice Street
Analysis Year	2024	North/South Street	Westlawn Avenue
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.87
Time Analyzed	Future + Project - AM		
Project Description	New Beatrice West		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume		40	155	27	269		441		62			
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	TR			LT			LR					
Flow Rate, v (veh/h)	224			340			578					
Percent Heavy Vehicles	2			2			2					

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20					
Initial Degree of Utilization, x	0.199			0.302			0.514					
Final Departure Headway, hd (s)	5.94			6.19			5.71					
Final Degree of Utilization, x	0.370			0.585			0.917					
Move-Up Time, m (s)	2.0			2.0			2.0					
Service Time, ts (s)	3.94			4.19			3.71					

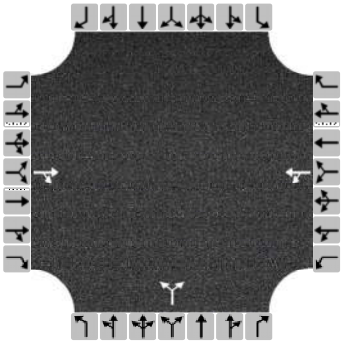
Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	224			340			578					
Capacity	606			582			630					
95% Queue Length, Q_{95} (veh)	1.7			3.8			11.8					
Control Delay (s/veh)	12.4			17.5			42.1					
Level of Service, LOS	B			C			E					
Approach Delay (s/veh)	12.4			17.5			42.1					
Approach LOS	B			C			E					
Intersection Delay, s/veh | LOS	29.0						D					

HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #4
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	4/23/2020	East/West Street	Beatrice Street
Analysis Year	2024	North/South Street	Westlawn Avenue
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.84
Time Analyzed	Future + Project - PM		
Project Description	New Beatrice West		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume		151	506	29	43		137		16			
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	TR			LT			LR					
Flow Rate, v (veh/h)	782			86			182					
Percent Heavy Vehicles	2			2			2					

Departure Headway and Service Time

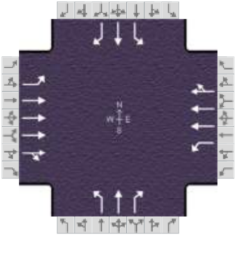
Initial Departure Headway, hd (s)	3.20			3.20			3.20					
Initial Degree of Utilization, x	0.695			0.076			0.162					
Final Departure Headway, hd (s)	4.18			5.47			5.95					
Final Degree of Utilization, x	0.909			0.130			0.301					
Move-Up Time, m (s)	2.0			2.0			2.0					
Service Time, ts (s)	2.18			3.47			3.95					

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	782			86			182					
Capacity	861			658			605					
95% Queue Length, Q_{95} (veh)	12.9			0.4			1.3					
Control Delay (s/veh)	32.8			9.3			11.5					
Level of Service, LOS	D			A			B					
Approach Delay (s/veh)	32.8			9.3			11.5					
Approach LOS	D			A			B					
Intersection Delay, s/veh | LOS	27.2						D					

HCS7 Signalized Intersection Results Summary

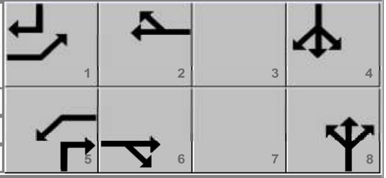
General Information				**Intersection Information**	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	May 4, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future + Project - AM	PHF	0.95
Urban Street	Westlawn / Jefferson	Analysis Year	2024	Analysis Period	1> 7:30
Intersection	Intersection #5	File Name	05AM - Future + Project.xus		
Project Description	New Beatrice West				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	186	1919	48	67	1568	171	85	34	95	128	9	60

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

Green	11.0	39.7	24.3	0.0	0.0	0.0
Yellow	3.0	4.7	3.2	0.0	0.0	0.0
Red	1.0	0.6	2.5	0.0	0.0	0.0



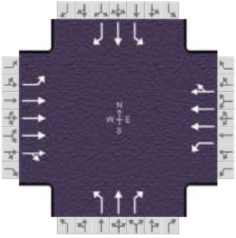
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	4.0	2.0	4.0		5.0		5.0
Phase Duration, s	15.0	45.0	15.0	45.0		30.0		30.0
Change Period, (*Y+R* $_c$), s	4.0	5.3	4.0	5.3		5.7		5.7
Max Allow Headway (*MAH*), s	4.0	0.0	4.0	0.0		4.3		4.3
Queue Clearance Time (*g* $_s$), s	11.8		5.3			6.8		10.6
Green Extension Time (*g* $_e$), s	0.0	0.0	0.1	0.0		1.5		1.4
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	1.00		0.14			0.00		0.02

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	196	1560	511	71	1241	590	89	36	100	135	9	63
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1838	1781	1870	1773	1405	1870	1585	1372	1870	1585
Queue Service Time (*g* $_s$), s	9.8	19.4	19.4	3.3	25.0	25.1	4.5	1.3	3.7	7.3	0.3	2.3
Cycle Queue Clearance Time (*g* $_c$), s	9.8	19.4	19.4	3.3	25.0	25.1	4.8	1.3	3.7	8.6	0.3	2.3
Green Ratio (*g/C*)	0.12	0.44	0.44	0.12	0.44	0.44	0.27	0.27	0.39	0.27	0.27	0.39
Capacity (*c*), veh/h	218	2475	811	218	1650	782	454	505	622	431	505	622
Volume-to-Capacity Ratio (*X*)	0.899	0.630	0.630	0.324	0.752	0.754	0.197	0.071	0.161	0.313	0.019	0.102
Back of Queue (*Q*), ft/ln (95 th percentile)	260.1	314.2	322.8	64.1	399.1	400.8	69.7	26.4	61.9	111.1	6.9	38.1
Back of Queue (*Q*), veh/ln (95 th percentile)	10.2	12.4	12.9	2.5	15.7	16.0	2.7	1.0	2.4	4.4	0.3	1.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* $_1$), s/veh	39.0	19.5	19.5	36.1	21.0	21.1	25.9	24.4	17.7	27.6	24.1	17.3
Incremental Delay (*d* $_2$), s/veh	35.1	1.2	3.7	0.9	3.2	6.7	0.2	0.1	0.1	0.4	0.0	0.1
Initial Queue Delay (*d* $_3$), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	74.0	20.7	23.2	37.0	24.2	27.7	26.1	24.5	17.9	28.0	24.1	17.4
Level of Service (LOS)	E	C	C	D	C	C	C	C	B	C	C	B
Approach Delay, s/veh / LOS	25.9	C		25.8	C		22.2	C		24.6	C	
Intersection Delay, s/veh / LOS	25.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.13	B	2.72	C	2.72	C
Bicycle LOS Score / LOS	1.42	A	1.53	B	0.86	A	0.83	A

HCS7 Signalized Intersection Results Summary

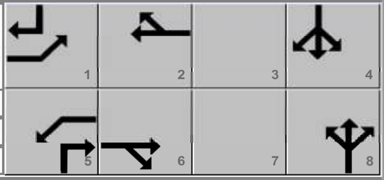
General Information				**Intersection Information**	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	May 4, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future + Project - PM	PHF	0.97
Urban Street	Westlawn / Jefferson	Analysis Year	2024	Analysis Period	1> 17:00
Intersection	Intersection #5	File Name	05PM - Future + Project.xus		
Project Description	New Beatrice West				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	73	1666	98	121	2044	86	94	12	116	443	34	242

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

Green	11.0	39.7	24.3	0.0	0.0	0.0
Yellow	3.0	4.7	3.2	0.0	0.0	0.0
Red	1.0	0.6	2.5	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	4.0	2.0	4.0		5.0		5.0
Phase Duration, s	15.0	45.0	15.0	45.0		30.0		30.0
Change Period, (*Y+R* $_c$), s	4.0	5.3	4.0	5.3		5.7		5.7
Max Allow Headway (*MAH*), s	4.0	0.0	4.0	0.0		4.3		4.3
Queue Clearance Time (g_s), s	5.5		7.9			8.3		26.3
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0		3.8		0.0
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.19		1.00			0.12		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	75	1377	441	125	1472	724	97	12	120	457	35	249
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1796	1781	1870	1830	1373	1870	1585	1402	1870	1585
Queue Service Time (g_s), s	3.5	16.4	16.4	5.9	32.6	32.9	5.1	0.4	4.5	23.9	1.3	10.2
Cycle Queue Clearance Time (g_c), s	3.5	16.4	16.4	5.9	32.6	32.9	6.3	0.4	4.5	24.3	1.3	10.2
Green Ratio (*g/C*)	0.12	0.44	0.44	0.12	0.44	0.44	0.27	0.27	0.39	0.27	0.27	0.39
Capacity (*c*), veh/h	218	2475	792	218	1650	807	432	505	622	452	505	622
Volume-to-Capacity Ratio (*X*)	0.346	0.557	0.557	0.573	0.892	0.897	0.225	0.024	0.192	1.011	0.069	0.401
Back of Queue (*Q*), ft/ln (95 th percentile)	68.6	273.3	274.3	122.4	524.2	558.3	77.4	9	75	569	25.8	172.8
Back of Queue (*Q*), veh/ln (95 th percentile)	2.7	10.8	11.0	4.8	20.6	22.3	3.0	0.4	3.0	22.4	1.0	6.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	36.2	18.6	18.6	37.3	23.2	23.3	26.8	24.1	18.0	35.2	24.4	19.7
Incremental Delay (d_2), s/veh	0.9	0.9	2.8	3.6	7.8	14.7	0.3	0.0	0.1	45.2	0.1	0.4
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	37.1	19.5	21.4	40.9	30.9	38.0	27.1	24.2	18.1	80.3	24.5	20.1
Level of Service (LOS)	D	B	C	D	C	D	C	C	B	F	C	C
Approach Delay, s/veh / LOS	20.7	C		33.7	C		22.2	C		57.4	E	
Intersection Delay, s/veh / LOS	31.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.13	B	2.72	C	2.72	C
Bicycle LOS Score / LOS	1.27	A	1.76	B	0.87	A	1.71	B

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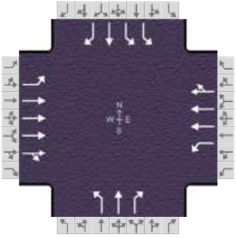
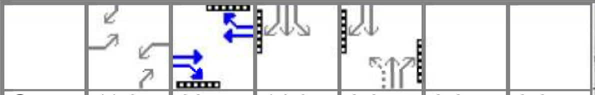
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	May 4, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future + Project - AM (Improvements)	PHF	0.95
Urban Street	Westlawn / Jefferson	Analysis Year	2024	Analysis Period	1> 7:30
Intersection	Intersection #5	File Name	05AM - Future + Project (Improvements).xus		
Project Description	New Beatrice West				

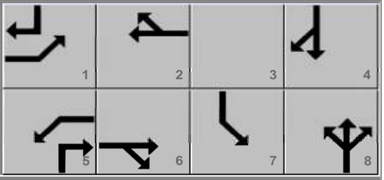


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	186	1919	48	67	1568	171	85	34	95	128	9	60

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



Green	11.0	39.7	14.0	6.3	0.0	0.0
Yellow	3.0	4.7	3.0	3.2	0.0	0.0
Red	1.0	0.6	1.0	2.5	0.0	0.0



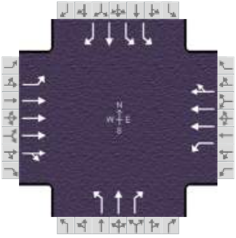
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8	7	4
Case Number	2.0	4.0	2.0	4.0		5.3	2.0	3.0
Phase Duration, s	15.0	45.0	15.0	45.0		12.0	18.0	30.0
Change Period, (*Y+R* $_c$), s	4.0	5.3	4.0	5.3		5.7	4.0	5.7
Max Allow Headway (*MAH*), s	4.0	0.0	4.0	0.0		4.4	4.3	4.4
Queue Clearance Time (g_s), s	11.8		5.3			7.7	5.1	4.3
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0		0.0	0.3	1.1
Phase Call Probability	1.00		1.00			1.00	1.00	1.00
Max Out Probability	1.00		0.14			1.00	0.02	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	196	1560	511	71	1241	590	89	36	100	135	9	63
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1838	1781	1870	1773	1405	1870	1585	1730	1870	1585
Queue Service Time (g_s), s	9.8	19.4	19.4	3.3	25.0	25.1	5.7	1.6	4.9	3.1	0.3	2.3
Cycle Queue Clearance Time (g_c), s	9.8	19.4	19.4	3.3	25.0	25.1	5.7	1.6	4.9	3.1	0.3	2.3
Green Ratio (*g/C*)	0.12	0.44	0.44	0.12	0.44	0.44	0.07	0.07	0.19	0.16	0.27	0.39
Capacity (*c*), veh/h	218	2475	811	218	1650	782	178	131	305	538	505	622
Volume-to-Capacity Ratio (*X*)	0.899	0.630	0.630	0.324	0.752	0.754	0.502	0.273	0.328	0.250	0.019	0.102
Back of Queue (*Q*), ft/ln (95 th percentile)	260.1	314.2	322.8	64.1	399.1	400.8	95	36.2	87.8	59.9	6.9	38.1
Back of Queue (*Q*), veh/ln (95 th percentile)	10.2	12.4	12.9	2.5	15.7	16.0	3.7	1.4	3.5	2.4	0.3	1.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	39.0	19.5	19.5	36.1	21.0	21.1	41.6	39.7	31.3	33.4	24.1	17.3
Incremental Delay (d_2), s/veh	35.1	1.2	3.7	0.9	3.2	6.7	2.2	1.1	0.6	0.2	0.0	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	74.0	20.7	23.2	37.0	24.2	27.7	43.8	40.8	32.0	33.6	24.1	17.4
Level of Service (LOS)	E	C	C	D	C	C	D	D	C	C	C	B
Approach Delay, s/veh / LOS	25.9		C	25.8		C	38.1		D	28.2		C
Intersection Delay, s/veh / LOS	26.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	2.72	C	2.72	C
Bicycle LOS Score / LOS	1.42	A	1.53	B	0.86	A	0.83	A

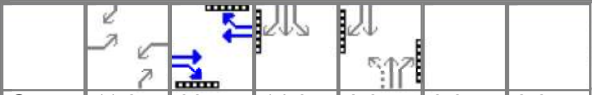
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	May 4, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future + Project - PM (Improvements)	PHF	0.97
Urban Street	Westlawn / Jefferson	Analysis Year	2024	Analysis Period	1> 17:00
Intersection	Intersection #5	File Name	05PM - Future + Project (Improvements).xus		
Project Description	New Beatrice West				

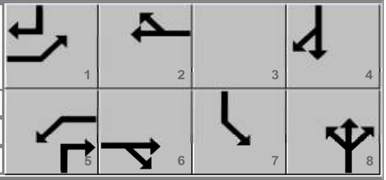


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	73	1666	98	121	2044	86	94	12	116	443	34	242

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



Green	11.0	39.7	14.0	6.3	0.0	0.0
Yellow	3.0	4.7	3.0	3.2	0.0	0.0
Red	1.0	0.6	1.0	2.5	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8	7	4
Case Number	2.0	4.0	2.0	4.0		5.3	2.0	3.0
Phase Duration, s	15.0	45.0	15.0	45.0		12.0	18.0	30.0
Change Period, (*Y+R* $_c$), s	4.0	5.3	4.0	5.3		5.7	4.0	5.7
Max Allow Headway (*MAH*), s	4.0	0.0	4.0	0.0		4.4	4.3	4.4
Queue Clearance Time (g_s), s	5.5		7.9			8.3	13.6	12.2
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0		0.0	0.1	1.7
Phase Call Probability	1.00		1.00			1.00	1.00	1.00
Max Out Probability	0.19		1.00			1.00	1.00	0.07

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	75	1377	441	125	1472	724	97	12	120	457	35	249
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1796	1781	1870	1830	1373	1870	1585	1730	1870	1585
Queue Service Time (g_s), s	3.5	16.4	16.4	5.9	32.6	32.9	6.3	0.6	5.9	11.6	1.3	10.2
Cycle Queue Clearance Time (g_c), s	3.5	16.4	16.4	5.9	32.6	32.9	6.3	0.6	5.9	11.6	1.3	10.2
Green Ratio (*g/C*)	0.12	0.44	0.44	0.12	0.44	0.44	0.07	0.07	0.19	0.16	0.27	0.39
Capacity (*c*), veh/h	218	2475	792	218	1650	807	176	131	305	538	505	622
Volume-to-Capacity Ratio (*X*)	0.346	0.557	0.557	0.573	0.892	0.897	0.550	0.094	0.392	0.849	0.069	0.401
Back of Queue (*Q*), ft/ln (95 th percentile)	68.6	273.3	274.3	122.4	524.2	558.3	106.3	12.2	106.8	246.1	25.8	172.8
Back of Queue (*Q*), veh/ln (95 th percentile)	2.7	10.8	11.0	4.8	20.6	22.3	4.2	0.5	4.2	9.7	1.0	6.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	36.2	18.6	18.6	37.3	23.2	23.3	41.9	39.2	31.8	37.0	24.4	19.7
Incremental Delay (d_2), s/veh	0.9	0.9	2.8	3.6	7.8	14.7	3.6	0.3	0.8	12.1	0.1	0.4
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	37.1	19.5	21.4	40.9	30.9	38.0	45.5	39.5	32.6	49.1	24.5	20.1
Level of Service (LOS)	D	B	C	D	C	D	D	D	C	D	C	C
Approach Delay, s/veh / LOS	20.7	C		33.7	C		38.4	D		38.2	D	
Intersection Delay, s/veh / LOS	29.8						C					

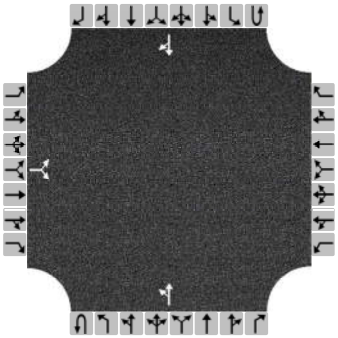
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	2.72	C	2.72	C
Bicycle LOS Score / LOS	1.27	A	1.76	B	0.87	A	1.71	B

HCS7 Two-Way Stop-Control Report

General Information / Site Information

Analyst	AS	Intersection	Intersection #6
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	County of Los Angeles
Date Performed	4/10/2020	East/West Street	Beatrice Street
Analysis Year	2024	North/South Street	Grosvenor Boulevard
Time Analyzed	Future + Project - AM	Peak Hour Factor	0.91
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		0		102						296	515				55	0
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

Delay, Queue Length, and Level of Service

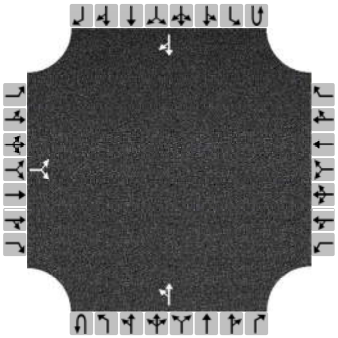
Flow Rate, v (veh/h)			112							325						
Capacity, c (veh/h)			1004							1542						
v/c Ratio			0.11							0.21						
95% Queue Length, Q_{95} (veh)			0.4							0.8						
Control Delay (s/veh)			9.0							8.0						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)	9.0								4.5							
Approach LOS	A															

HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	AS	Intersection	Intersection #6
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	County of Los Angeles
Date Performed	4/10/2020	East/West Street	Beatrice Street
Analysis Year	2024	North/South Street	Grosvenor Boulevard
Time Analyzed	Future + Project - PM	Peak Hour Factor	0.90
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		0		166						72	66				365	0
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

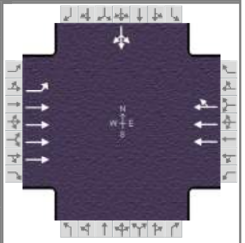
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			184							80						
Capacity, c (veh/h)			645							1152						
v/c Ratio			0.29							0.07						
95% Queue Length, Q_{95} (veh)			1.2							0.2						
Control Delay (s/veh)			12.8							8.4						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)	12.8								4.6							
Approach LOS	B															

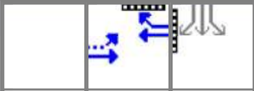
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Apr 10, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future + Project - AM	PHF	0.95
Urban Street	Grosvenor / Jefferson	Analysis Year	2024	Analysis Period	1> 8:15
Intersection	Intersection #7	File Name	07AM - Future + Project.xus		
Project Description	New Beatrice West				

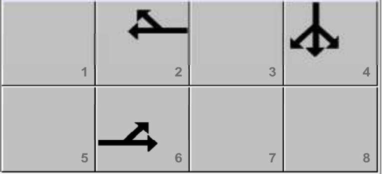


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	99	1900			1747	714				122	0	35

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



Green	49.7	29.4	0.0	0.0	0.0	0.0
Yellow	4.8	3.6	0.0	0.0	0.0	0.0
Red	0.5	2.0	0.0	0.0	0.0	0.0



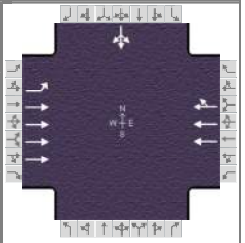
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2				4
Case Number		6.0		8.0				12.0
Phase Duration, s		55.0		55.0				35.0
Change Period, (*Y+R* c), s		5.3		5.3				5.6
Max Allow Headway (*MAH*), s		0.0		0.0				4.3
Queue Clearance Time (*g* s), s								8.4
Green Extension Time (*g* e), s		0.0		0.0				0.5
Phase Call Probability								1.00
Max Out Probability								0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7	4	14
Adjusted Flow Rate (*v*), veh/h	104	2000			1763	827					165	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	120	1698			1870	1608					1733	
Queue Service Time (*g* s), s	6.9	16.8			35.1	42.8					6.4	
Cycle Queue Clearance Time (*g* c), s	49.7	16.8			35.1	42.8					6.4	
Green Ratio (*g/C*)	0.55	0.55			0.55	0.55					0.33	
Capacity (*c*), veh/h	89	3751			2066	888					566	
Volume-to-Capacity Ratio (*X*)	1.168	0.533			0.853	0.932					0.292	
Back of Queue (*Q*), ft/ln (95 th percentile)	254.3	239.9			515.1	606.3					120.4	
Back of Queue (*Q*), veh/ln (95 th percentile)	10.0	9.4			20.3	24.3					4.7	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00					0.00	
Uniform Delay (*d* 1), s/veh	44.6	12.8			17.1	18.6					22.6	
Incremental Delay (*d* 2), s/veh	147.3	0.5			4.7	17.6					0.3	
Initial Queue Delay (*d* 3), s/veh	0.0	0.0			0.0	0.0					0.0	
Control Delay (*d*), s/veh	191.9	13.3			21.8	36.2					22.8	
Level of Service (LOS)	F	B			C	D					C	
Approach Delay, s/veh / LOS	22.2	C		26.4	C		0.0			22.8	C	
Intersection Delay, s/veh / LOS	24.5						C					

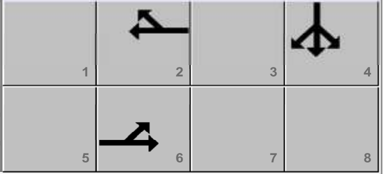
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.37	A	1.71	B	2.61	C	2.72	C
Bicycle LOS Score / LOS	1.36	A	1.91	B			0.76	A

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Apr 10, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future + Project - PM	PHF	0.97
Urban Street	Grosvenor / Jefferson	Analysis Year	2024	Analysis Period	1> 17:00
Intersection	Intersection #7	File Name	07PM - Future + Project.xus		
Project Description	New Beatrice West				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	33	2156			2118	104				426	0	105



Signal Information										
Cycle, s	90.0	Reference Phase	2							
Offset, s	0	Reference Point	End	Green	49.7	29.4	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.8	3.6	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	2.0	0.0	0.0	0.0	0.0

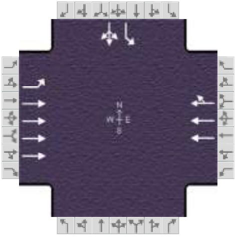
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2				4
Case Number		6.0		8.0				12.0
Phase Duration, s		55.0		55.0				35.0
Change Period, (*Y+R* $_c$), s		5.3		5.3				5.6
Max Allow Headway (*MAH*), s		0.0		0.0				4.3
Queue Clearance Time (*g* $_s$), s								29.8
Green Extension Time (*g* $_e$), s		0.0		0.0				0.0
Phase Call Probability								1.00
Max Out Probability								1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7	4	14
Adjusted Flow Rate (*v*), veh/h	34	2223			1536	755					547	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	162	1698			1870	1824					1739	
Queue Service Time (*g* $_s$), s	18.3	19.6			28.2	28.5					27.8	
Cycle Queue Clearance Time (*g* $_c$), s	46.8	19.6			28.2	28.5					27.8	
Green Ratio (*g/C*)	0.55	0.55			0.55	0.55					0.33	
Capacity (*c*), veh/h	118	3751			2066	1007					568	
Volume-to-Capacity Ratio (*X*)	0.288	0.593			0.743	0.750					0.964	
Back of Queue (*Q*), ft/ln (95 th percentile)	39.7	271.1			407.8	419.9					569	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.6	10.7			16.1	16.8					22.4	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00					0.00	
Uniform Delay (*d* $_1$), s/veh	33.3	13.4			15.3	15.4					29.8	
Incremental Delay (*d* $_2$), s/veh	6.0	0.7			2.5	5.1					28.8	
Initial Queue Delay (*d* $_3$), s/veh	0.0	0.0			0.0	0.0					0.0	
Control Delay (*d*), s/veh	39.3	14.1			17.8	20.5					58.5	
Level of Service (LOS)	D	B			B	C					E	
Approach Delay, s/veh / LOS	14.5		B	18.7		B	0.0			58.5		E
Intersection Delay, s/veh / LOS	21.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.37	A	1.71	B	2.61	C	2.72	C
Bicycle LOS Score / LOS	1.42	A	1.75	B			1.39	A

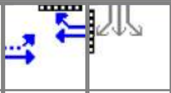
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Jan 21, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future + Project - AM (Improvements)	PHF	0.95
Urban Street	Grosvenor / Jefferson	Analysis Year	2024	Analysis Period	1> 8:15
Intersection	Intersection #7	File Name	07AM - Future + Project (Improvements).xus		
Project Description	New Beatrice West				

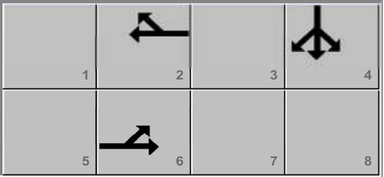


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	99	1900			1747	714				122	0	35

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



Green	49.7	29.4	0.0	0.0	0.0	0.0
Yellow	4.8	3.6	0.0	0.0	0.0	0.0
Red	0.5	2.0	0.0	0.0	0.0	0.0



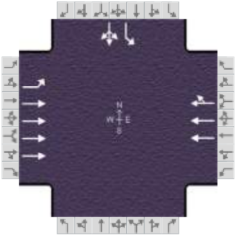
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2				4
Case Number		6.0		8.0				10.0
Phase Duration, s		55.0		55.0				35.0
Change Period, (*Y+R* c), s		5.3		5.3				5.6
Max Allow Headway (*MAH*), s		0.0		0.0				4.4
Queue Clearance Time (*g* s), s								5.4
Green Extension Time (*g* e), s		0.0		0.0				0.6
Phase Call Probability								1.00
Max Out Probability								0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7	4	14
Adjusted Flow Rate (*v*), veh/h	104	2000			1763	827				96	69	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	120	1698			1870	1608				1810	1690	
Queue Service Time (*g* s), s	6.9	16.8			35.1	42.8				3.4	3.1	
Cycle Queue Clearance Time (*g* c), s	49.7	16.8			35.1	42.8				3.4	3.1	
Green Ratio (*g/C*)	0.55	0.55			0.55	0.55				0.33	0.33	
Capacity (*c*), veh/h	89	3751			2066	888				591	552	
Volume-to-Capacity Ratio (*X*)	1.168	0.533			0.853	0.932				0.163	0.125	
Back of Queue (*Q*), ft/ln (95 th percentile)	254.3	239.9			515.1	606.3				65.8	58.3	
Back of Queue (*Q*), veh/ln (95 th percentile)	10.0	9.4			20.3	24.3				2.6	2.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00				0.00	0.00	
Uniform Delay (*d* 1), s/veh	44.6	12.8			17.1	18.6				21.5	26.3	
Incremental Delay (*d* 2), s/veh	147.3	0.5			4.7	17.6				0.1	0.1	
Initial Queue Delay (*d* 3), s/veh	0.0	0.0			0.0	0.0				0.0	0.0	
Control Delay (*d*), s/veh	191.9	13.3			21.8	36.2				21.7	26.4	
Level of Service (LOS)	F	B			C	D				C	C	
Approach Delay, s/veh / LOS	22.2	C		26.4	C		0.0			23.6	C	
Intersection Delay, s/veh / LOS	24.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.37	A	1.94	B	2.61	C	2.72	C
Bicycle LOS Score / LOS	1.36	A	1.91	B			0.76	A

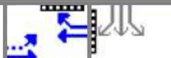
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Jan 21, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future + Project - PM (Improvements)	PHF	0.97
Urban Street	Grosvenor / Jefferson	Analysis Year	2024	Analysis Period	1> 17:00
Intersection	Intersection #7	File Name	07PM - Future + Project (Improvements).xus		
Project Description	New Beatrice West				

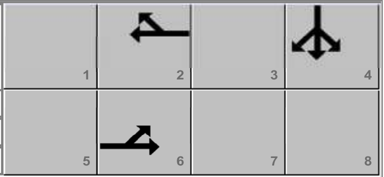


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	33	2156			2118	104				426	0	105

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



Green	49.7	29.4	0.0	0.0	0.0	0.0
Yellow	4.8	3.6	0.0	0.0	0.0	0.0
Red	0.5	2.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2				4
Case Number		6.0		8.0				10.0
Phase Duration, s		55.0		55.0				35.0
Change Period, (*Y+R* $_c$), s		5.3		5.3				5.6
Max Allow Headway (*MAH*), s		0.0		0.0				4.3
Queue Clearance Time (*g* $_s$), s								15.5
Green Extension Time (*g* $_e$), s		0.0		0.0				2.0
Phase Call Probability								1.00
Max Out Probability								0.04

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7	4	14
Adjusted Flow Rate (*v*), veh/h	34	2223			1536	755				329	218	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	162	1698			1870	1824				1810	1698	
Queue Service Time (*g* $_s$), s	18.3	19.6			28.2	28.5				13.5	10.3	
Cycle Queue Clearance Time (*g* $_c$), s	46.8	19.6			28.2	28.5				13.5	10.3	
Green Ratio (*g/C*)	0.55	0.55			0.55	0.55				0.33	0.33	
Capacity (*c*), veh/h	118	3751			2066	1007				591	555	
Volume-to-Capacity Ratio (*X*)	0.288	0.593			0.743	0.750				0.557	0.393	
Back of Queue (*Q*), ft/ln (95 th percentile)	39.7	271.1			407.8	419.9				247.1	207.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.6	10.7			16.1	16.8				9.9	8.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00				0.00	0.00	
Uniform Delay (*d* $_1$), s/veh	33.3	13.4			15.3	15.4				24.9	29.7	
Incremental Delay (*d* $_2$), s/veh	6.0	0.7			2.5	5.1				1.2	0.5	
Initial Queue Delay (*d* $_3$), s/veh	0.0	0.0			0.0	0.0				0.0	0.0	
Control Delay (*d*), s/veh	39.3	14.1			17.8	20.5				26.1	30.2	
Level of Service (LOS)	D	B			B	C				C	C	

	EB		WB		NB		SB	
Approach Delay, s/veh / LOS	14.5	B	18.7	B	0.0		27.7	C
Intersection Delay, s/veh / LOS	17.8				B			

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.37	A	1.94	B	2.61	C	2.72	C
Bicycle LOS Score / LOS	1.42	A	1.75	B			1.39	A

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

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

12575 W Beatrice St
DOT Case No. CTC20-109211 (49398)

Date: June 20, 2021
Robert Sanchez (Jul 20, 2021 13:45 PDT)

To: Susan Jimenez, Administrative Clerk
Department of City Planning

From: Robert Sanchez, Transportation Engineer
Department of Transportation

Subject: **REVISED TRANSPORTATION ASSESSMENT FOR THE "NEW BEATRICE WEST", PROPOSED MIXED USE OFFICE/RETAIL PROJECT LOCATED AT 12575 W BEATRICE ST.**

The Department of Transportation (DOT) has reviewed the transportation analysis prepared by Linscott Law & Greenspan, Engineers, dated July 28, 2020, with subsequent revisions dated February 11, 2021 and June 1, 2021 for the proposed project located at 12575 West Beatrice St (Project). In compliance with SB 743 and the California Environmental Quality Act (CEQA) , a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The Project proposes to construct 196,100 square feet of general office floor area and 3,400 square feet of high-turnover restaurant floor area, on a 4.51-acre parcel located in the Palms-Mar Vista-Del Rey Community Plan Area. The existing office building and accessory structures at 12575 W. Beatrice Street will be removed to accommodate the development of the Project, while the existing office structure at 12541 W. Beatrice Street will be retained and integrated into a single creative office campus. The Project results in the closure of three existing driveways along Beatrice St. Vehicular access will be provided via an existing driveway on Beatrice Street (currently serving 12541 Beatrice Street), a new driveway along Beatrice St. and a new driveway on Jandy Pl. with lunch hour restrictions. An existing driveway along the east side of Jandy Pl., at the north end of the Project site, will provide access to service vehicles as shown in Figure 2-2, **Attachment A.** Parking for the project will be provided on-site, a majority of which (791 spaces) will be provided within a parking garage with two subterranean levels, a ground level and two upper levels, and the remaining 20 spaces within an existing surface parking lot. The Project is expected to be completed by 2024.

B. Freeway Safety Analysis

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

The evaluation included in the assessment by Linscott Law & Greenspan, Engineers, identified the number of project trips expected to be added to nearby freeway off-ramps serving the project site. It was determined that project traffic at any freeway off-ramp will not exceed 25 peak hour trips. Therefore, a freeway ramp analyses is not required.

C. <u>CEQA Screening Threshold</u>

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool [1], which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the Project **<u>does</u>** exceed the net 250 daily vehicle trips threshold. A copy of the VMT calculator screening page, with the corresponding net daily trips estimate, is provided as **Attachment B** to this report.

D. <u>Transportation Impacts</u>

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

The DOT VMT Calculator [2] tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the West LA APC area, in which the Project is located, the following thresholds have been established:

- Household VMT per Capita: 7.4
- Work VMT per Employee: 11.1

As cited in the VMT Analysis report, prepared by Linscott Law & Greenspan, Engineers, the household VMT per capita is not applicable since the project does not have a residential component, but it does have a Work VMT per employee of 13.4.

The project proposes the following TDM strategies as mitigation measures to the Project:

- Price workplace parking
- Voluntary travel behavior change program
- Bike parking per Los Angeles Municipal Code (LAMC)
- Secure bike parking and showers
- Pedestrian network improvements
- Transit subsidies

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1. *VMT Calculator version 1.2 was used for initial screening, since it was the latest version available at the time the analysis was submitted and accepted by DOT.*

2. *VMT Calculator version 1.3 was used to mitigate the transportation impacts, since the newer version was available at the time the analysis was prepared. Version 1.3 provides a more conservative analysis.*

By applying the above mitigation measures the Project results in a Work VMT per employee of 11.1. Therefore, it is concluded that implementation of the Project would not result in a significant Household or Work VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment C** to this report.

E. Access and Circulation

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

In accordance with this authority, the Project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will not result in adverse circulation conditions at any of the studied locations, and will not cause or extend vehicle queuing that exceeds the TAG thresholds. DOT has reviewed this analysis and determined that it adequately discloses operational concerns and that the project's physical/ street improvements (listed below) will address potential issues. A copy of the circulation analysis table that summarizes these potential conditions is shown in Table 5-2, **Attachment D**.

PROJECT REQUIREMENTS

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

1. Parking Requirements

Parking for vehicles and bicycles will be provided onsite. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for this project. The Project is proposing 811 parking spaces of which 791 are within a parking garage with two subterranean levels, a ground level and two upper levels. The remaining 20 parking spaces will be provided within an existing surface parking lot. The project will also provide 41 long-term and 22 short-term bicycle racks.

2. Highway Dedication and Street Widening Requirements

In order to mitigate potential access and circulation impacts, the applicant may be required to make highway dedications and improvements. The applicant shall consult the Bureau of Engineering (BOE) for any highway dedication or street widening requirements. These requirements must be guaranteed before the issuance of any building permit through the B-permit process of the BOE. They must be constructed and completed prior to the issuance of any certificate of occupancy to the satisfaction of DOT and BOE.

3. Project Access and Circulation

The proposed site plan is acceptable to DOT; however, review of the study does not constitute approval of the driveway dimensions and internal circulation schemes. Those require separate review and approval and should be coordinated with DOT's West LA/Coastal Development Review Section (7166 W Manchester Ave, @ 213-485-1062). In order to minimize potential 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 new driveways should be Case 2 driveways and any security gates should be a minimum of 20 feet from the property line. All truck loading and unloading should take place on site with no vehicles backing into the project from public streets via any of the project driveways. The applicant should also check with The Department of City Planning regarding the project's driveway placement and design.

4. Worksite Traffic Control Requirements

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

5. Physical/Street Improvements and Monitoring

Pursuant to City Planning Commission (CPC) Determination Letter (CPC-2016-1298-CU-SPR), dated August 8, 2017, the Project has agreed to implement the listed project conditions and mitigation measures (MM) below. For a full description of the requirements, the CPC letter is provided as **Attachment E** to this report.

- Condition 14. Vehicular Access
    - i. Jandy Place Driveway Restrictions
    - ii. Further Study of Jandy Place Driveway Restrictions
    - iii. Funding for Pedestrian Crossing
        - Inglewood Boulevard at Beatrice Street
- Condition 28. MM-Transportation/Traffic-1: Physical improvements
    - i. Westlawn Avenue / Jefferson Boulevard
    - ii. Grosvenor Boulevard / Jefferson Boulevard
    - iii. Centinela Ave – Campus Center Drive / Jefferson Boulevard
    - iv. Traffic Signal Implementation
        - Jandy Place & Beatrice Street
        - Westlawn Avenue & Beatrice Street
- Condition 29. MM-Transportation/Traffic-2: Transportation Demand Management Plan and Monitoring
- Condition 30. MM-Transportation/Traffic-3: Construction Impacts

6. Transportation Impact Assessment (TIA) Fee

Pursuant to Section 1.D.2 of the Fee Ordinance No. 186105 as authorized by the Coastal Transportation Corridor Specific Plan (CTC SP), an applicant for a project within the

Specific Plan area, except as exempted, shall pay, or guarantee payment of a TIA Fee prior to issuance of any building permit. Applicable fee rates are identified in the TIA Fee Table of the Fee Ordinance. The applicable fee for the proposed project has been determined as follows:

<u>Proposed Use</u>	
Land Use:	Office = *\$19,279.87*[3] */ 1,000 square feet*
	Retail = *\$13,561.00 / 1,000 square feet*
Approximate TIA Fee:	*(196.100 ksf * \$19,279.87/ ksf) = \$3,780,782.51*
	*(3.400 ksf * \$13,561.00 / ksf) = \$46,107.40*
	\$3,826,889.91

Pursuant to Section 1.C.4 of the Fee Ordinance No. 186105 as authorized by the CTC SP, the Transportation Cost Factor shall be increased (or decreased) as of January 1 of each year by the amount of the percentage increase (or decrease) in the most recently available City Building Code Index, as determined by DOT. Therefore, the actual TIA Fee may vary depending upon when payment is made to DOT. In addition, Existing Land Use credit shall be granted pursuant to Section 3.a of ordinance No. 186105.

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

If you have any questions, please contact me or Freddy Garcia at (213) 485-1062.

Attachments

c: Jason Douglas, Len Nguyen, Council District No. 11
Rudy Guevara, DOT
Mike Patonai, Oscar Gutierrez, BOE
David S. Shender, Amrita Shankar, Linscott Law & Greenspan, Engineers

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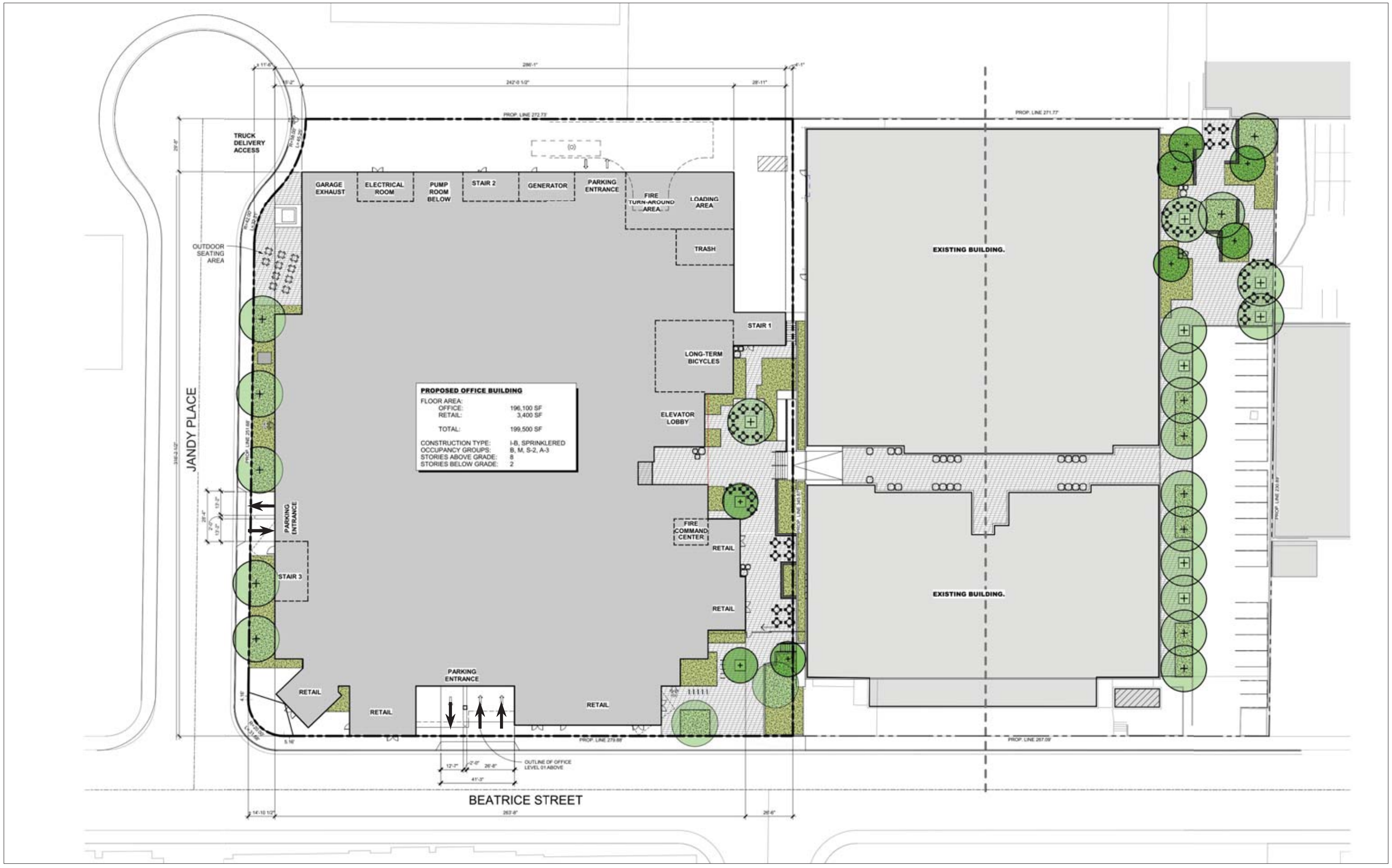
[3]. TIA fee per unit was interpolated, per Fee Ordinance No. 186105, for office projects with floor area between 50,000 – 250,000 square feet.



MAP SOURCE: GEHRY PARTNERS, LLP.

FIGURE 2-2
PROJECT SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

NEW BEATRICE WEST PROJECT

o:\0490\dwg\f2-2.dwg 03/16/2020 16:05:12 shankar llg exhibits color.ctb

12575 W Beatrice St; CTC20-109211

Attachment "B"

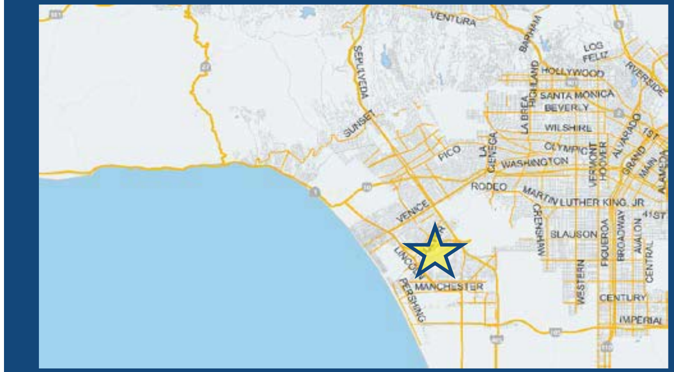
CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

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

Project Information

Project: New Beatrice West Project
Scenario: Proposed Project
Address: 12575 W BEATRICE ST, 90066

WWW



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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Office | General Office	23.072	ksf
Office | General Office	23.072	ksf

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

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	3.4	ksf
Office | General Office	196.1	ksf
Retail | High-Turnover Sit-Down Restaurant	3.4	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
225 Daily Vehicle Trips	2,274 Daily Vehicle Trips
1,958 Daily VMT	19,302 Daily VMT

Tier 1 Screening Criteria

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

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	2,049 Net Daily Trips
The net increase in daily VMT ≤ 0	17,344 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	3.400 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

2/3/2020

12575 W Beatrice St; CTC20-109211

Attachement "C"

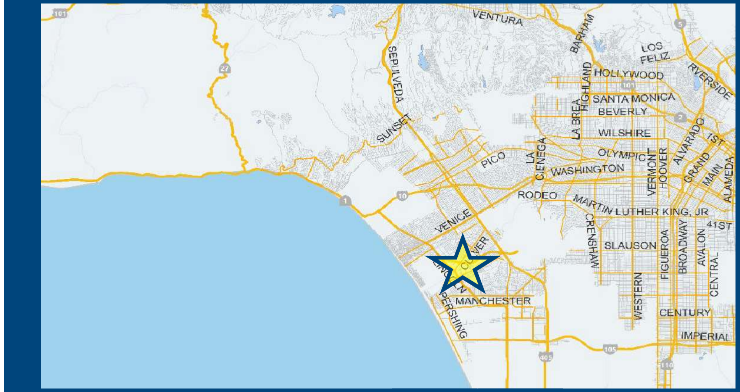
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: New Beatrice West Project

Scenario: Proposed Project

Address: 12575 W BEATRICE ST, 90066



Proposed Project Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	3.4	ksf
Office | General Office	196.1	ksf

TDM Strategies

Select each section to show individual strategies

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

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

A Parking

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

Unbundle Parking
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
3.00 daily parking charge (dollar)
100 percent of employees subject to priced parking
☐ Proposed Prj ☑ Mitigation

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

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
2,309 Daily Vehicle Trips	**1,978** Daily Vehicle Trips
20,115 Daily VMT	**17,170** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT per Capita
13.4 Work VMT per Employee	**11.1** Work VMT per Employee

Significant VMT Impact?

Household: No Threshold = 7.4 15% Below APC	**Household: No** Threshold = 7.4 15% Below APC
Work: Yes Threshold = 11.1 15% Below APC	**Work: No** Threshold = 11.1 15% Below APC

Measuring the Miles

6/16/2020

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

18-May-21

				YEAR 2020 EXISTING			YEAR 2020 EXISTING W/ PROJECT				YEAR 2024 FUTURE W/O PROJECT			YEAR 2024 FUTURE W/ PROJECT				YEAR 2024 FUTURE W/ PROJECT + IMPROVEMENTS			
NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [6]
1	Jandy Place / Project Driveway (Unsignalized)	SB Left/Through	AM	--	--	--	7.8	A	0.0	0.0	--	--	--	8.1	A	0.0	0.0	--	--	--	--
			PM	--	--	--	7.3	A	0.0	0.0	--	--	--	7.4	A	0.0	0.0	--	--	--	--
		WB Left/Right	AM	--	--	--	10.2	B	2.5	2.5	--	--	--	11.2	B	2.5	2.5	--	--	--	--
			PM	--	--	--	9.9	A	10.0	10.0	--	--	--	11.9	B	15.0	15.0	--	--	--	--
2	Jandy Place / Beatrice Street (Unsignalized) [7]	SB Left/Right	AM	11.8	B	7.5	13.1	B	12.5	5.0	12.9	B	10.0	14.4	B	17.5	7.5	--	--	--	--
			PM	11.6	B	15.0	13.6	B	37.5	22.5	16.1	C	65.0	22.3	C	127.5	62.5	--	--	--	--
		EB Left/Through	AM	8.2	A	0.0	8.5	A	0.0	0.0	8.5	A	0.0	8.9	A	0.0	0.0	--	--	--	--
			PM	7.4	A	0.0	7.5	A	0.0	0.0	7.5	A	0.0	7.6	A	0.0	0.0	--	--	--	--
		WB Left/Through/Right	AM	7.5	A	0.0	7.5	A	0.0	0.0	7.5	A	0.0	7.5	A	0.0	0.0	--	--	--	--
			PM	7.8	A	0.0	7.8	A	0.0	0.0	7.8	A	0.0	7.8	A	0.0	0.0	--	--	--	--
3	Project Driveway / Beatrice Street (Unsignalized)	SB Left/Right	AM	--	--	--	16.2	C	7.5	7.5	--	--	--	18.8	C	10.0	10.0	--	--	--	--
			PM	--	--	--	16.0	C	27.5	27.5	--	--	--	22.6	C	42.5	42.5	--	--	--	--
		EB Left/Through	AM	--	--	--	9.1	A	0.0	0.0	--	--	--	9.5	A	0.0	0.0	--	--	--	--
			PM	--	--	--	7.6	A	0.0	0.0	--	--	--	7.7	A	0.0	0.0	--	--	--	--
4	Westlawn Avenue / Beatrice Street (Unsignalized)	NB Left/Through/Right	AM	12.2	B	62.5	--	--	--	--	16.0	C	105.0	--	--	--	--	--	--	--	--
			PM	8.7	A	12.5	--	--	--	--	9.8	A	20.0	--	--	--	--	--	--	--	--
		NB Left/Right	AM	--	--	--	23.0	C	170.0	107.5	--	--	--	42.1	E	295.0	190.0	--	--	--	--
			PM	--	--	--	10.1	B	22.5	10.0	--	--	--	11.5	B	32.5	12.5	--	--	--	--
		SB Left/Through/Right	AM	8.4	A	2.5	--	--	--	--	8.9	A	2.5	--	--	--	--	--	--	--	--
			PM	8.0	A	0.0	--	--	--	--	8.6	A	0.0	--	--	--	--	--	--	--	--
		EB Left/Through/Right	AM	8.8	A	17.5	--	--	--	--	9.7	A	22.5	--	--	--	--	--	--	--	--
			PM	9.1	A	45.0	--	--	--	--	13.1	B	107.5	--	--	--	--	--	--	--	--
		EB Through/Right	AM	--	--	--	11.0	B	32.5	15.0	--	--	--	12.4	B	42.5	20.0	--	--	--	--
			PM	--	--	--	14.1	B	122.5	77.5	--	--	--	32.8	D	322.5	215.0	--	--	--	--
		WB Left/Through/Right	AM	10.5	B	35.0	--	--	--	--	12.1	B	50.0	--	--	--	--	--	--	--	--
			PM	8.1	A	5.0	--	--	--	--	8.5	A	7.5	--	--	--	--	--	--	--	--
		WB Left/Through	AM	--	--	--	14.1	B	65.0	30.0	--	--	--	17.5	C	95.0	45.0	--	--	--	--
			PM	--	--	--	8.6	A	7.5	2.5	--	--	--	9.3	A	10.0	2.5	--	--	--	--
5	Westlawn Avenue / Jefferson Boulevard (Signalized)	NB Left	AM	24.6	C	21.0	24.7	C	21.1	0.1	26.0	C	69.6	26.1	C	69.7	0.1	43.8	D	95.0	25.3
			PM	24.9	C	30.8	25.3	C	31.1	0.3	26.6	C	76.6	27.1	C	77.4	0.8	45.5	D	106.3	28.9
		NB Through	AM	24.1	C	7.7	24.4	C	19.3	11.6	24.3	C	14.6	24.5	C	26.4	11.8	40.8	D	36.2	9.8
			PM	24.1	C	3.7	24.1	C	6.7	3.0	24.1	C	6.0	24.2	C	9.0	3.0	39.5	D	12.2	3.2
		NB Right	AM	17.0	B	19.3	17.0	B	19.3	0.0	17.9	B	61.9	17.9	B	61.9	0.0	32.0	C	87.8	25.9
			PM	17.3	B	32.1	17.3	B	32.1	0.0	18.1	B	75.0	18.1	B	75.0	0.0	32.6	C	106.8	31.8
		SB Left	AM	26.5	C	83.0	27.4	C	98.0	15.0	27.1	C	95.8	28.0	C	111.1	15.3	33.6	C	59.9	-51.2
			PM	33.6	C	262.9	42.0	D	347.2	84.3	48.8	D	399.6	80.3	F	569.0	169.4	49.1	D	246.1	-322.9
		SB Through	AM	24.0	C	3.1	24.1	C	5.4	2.3	24.1	C	4.6	24.1	C	6.9	2.3	24.1	C	6.9	0.0
			PM	24.1	C	3.7	24.3	C	14.3	10.6	24.3	C	15.1	24.5	C	25.8	10.7	24.5	C	25.8	0.0
		SB Right	AM	17.1	B	25.7	17.3	B	33.5	7.8	17.2	B	30.2	17.4	B	38.1	7.9	17.4	B	38.1	0.0
			PM	18.4	B	88.6	19.2	B	125.5	36.9	19.3	B	132.5	20.1	C	172.8	40.3	20.1	C	172.8	0.0

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

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2020 EXISTING			YEAR 2020 EXISTING W/ PROJECT				YEAR 2024 FUTURE W/O PROJECT			YEAR 2024 FUTURE W/ PROJECT				YEAR 2024 FUTURE W/ PROJECT + IMPROVEMENTS			
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [6]
5	Westlawn Avenue / Jefferson Boulevard (Signalized) *Continued*	EB Left	AM	38.5	D	97.5	49.8	D	179.1	81.6	44.2	D	147.1	74.0	E	260.1	113.0	74.0	E	260.1	0.0
			PM	36.1	D	41.3	36.6	D	54.8	13.5	36.6	D	54.8	37.1	D	68.6	13.8	37.1	D	68.6	0.0
		EB Through	AM	19.2	B	262.1	19.2	B	262.1	0.0	20.7	C	314.2	20.7	C	314.2	0.0	20.7	C	314.2	0.0
			PM	18.1	B	216.5	18.1	B	216.5	0.0	19.5	B	273.3	19.5	B	273.3	0.0	19.5	B	273.3	0.0
		EB Right	AM	20.9	C	269.0	20.9	C	269.0	0.0	23.2	C	322.8	23.2	C	322.8	0.0	23.2	C	322.8	0.0
			PM	19.3	B	220.2	19.3	B	220.2	0.0	21.4	C	274.3	21.4	C	274.3	0.0	21.4	C	274.3	0.0
		WB Left	AM	35.6	D	28.8	35.6	D	28.8	0.0	37.0	D	64.1	37.0	D	64.1	0.0	37.0	D	64.1	0.0
			PM	36.0	D	38.5	36.0	D	38.5	0.0	40.9	D	122.4	40.9	D	122.4	0.0	40.9	D	122.4	0.0
		WB Through	AM	21.0	C	309.8	21.7	C	330.1	20.3	23.3	C	375.6	24.2	C	399.1	23.5	24.2	C	399.1	0.0
			PM	24.1	C	395.1	24.3	C	400.8	5.7	30.3	C	515.1	30.9	C	524.2	9.1	30.9	C	524.2	0.0
		WB Right	AM	22.8	C	313.2	23.8	C	328.5	15.3	26.1	C	379.7	27.7	C	400.8	21.1	27.7	C	400.8	0.0
			PM	27.2	C	406.5	27.6	C	412.6	6.1	36.8	D	546.7	38.0	D	558.3	11.6	38.0	D	558.3	0.0
6	Grosvenor Boulevard / Beatrice Street (Unsignalized)	NB Left/Through	AM	7.7	A	12.5	7.9	A	17.5	5.0	7.8	A	15.0	8.0	A	22.5	7.5	--	--	--	--
			PM	8.2	A	2.5	8.3	A	5.0	2.5	8.3	A	5.0	8.4	A	5.0	0.0	--	--	--	--
		EB Left/Right	AM	8.9	A	7.5	9.0	A	7.5	0.0	9.0	A	7.5	9.0	A	10.0	2.5	--	--	--	--
			PM	11.1	B	10.0	11.8	B	17.5	7.5	11.9	B	17.5	12.8	B	30.0	12.5	--	--	--	--
7	Grosvenor Boulevard / Jefferson Boulevard (Signalized)	SB Left/Right	AM	22.5	C	102.9	22.7	C	113.6	10.7	22.6	C	109.6	22.8	C	120.4	10.8	26.4	C	58.3	-62.1
			PM	32.9	C	351.8	40.1	D	428.3	76.5	42.0	D	444.9	58.5	E	569.0	124.1	30.2	C	207.8	-361.2
		SB Left	AM	--	--	--	--	--	--	--	--	--	--	--	--	--	--	21.7	C	65.8	65.8
			PM	--	--	--	--	--	--	--	--	--	--	--	--	--	--	26.1	C	247.1	247.1
		EB Left	AM	77.9	E	159.0	98.9	F	179.8	20.8	150.5	F	228.9	191.9	F	254.3	25.4	191.9	F	254.3	0.0
			PM	25.7	C	28.4	26.5	C	29.0	0.6	37.9	D	38.6	39.3	D	39.7	1.1	39.3	D	39.7	0.0
		EB Through	AM	12.3	B	193.0	12.3	B	194.4	1.4	13.3	B	237.4	13.3	B	239.9	2.5	13.3	B	239.9	0.0
			PM	12.5	B	202.6	12.7	B	210.8	8.2	13.9	B	262.0	14.1	B	271.1	9.1	14.1	B	271.1	0.0
		WB Through	AM	17.1	B	383.3	18.0	B	415.1	31.8	20.1	C	472.6	21.8	C	515.1	42.5	21.8	C	515.1	0.0
			PM	14.7	B	300.6	14.9	B	308.2	7.6	17.5	B	398.1	17.8	B	407.8	9.7	17.8	B	407.8	0.0
		WB Right	AM	20.7	C	370.2	23.6	C	422.7	52.5	28.9	C	512.7	36.2	D	606.3	93.6	36.2	D	606.3	0.0
			PM	16.0	B	302.7	16.3	B	309.8	7.1	20.0	B	409.6	20.5	C	419.9	10.3	20.5	C	419.9	0.0

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

[2] Control delay reported in seconds per vehicle.

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

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

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

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

[6] Represents the change in calculated maximum back of queue (in feet) between Future with Project conditions and Future with Project plus Improvement conditions.

[7] Westbound U-turn movements coded as left-turn movements into the Highway Capacity Software7 (HCS7) software for unsignalized intersections.

12575 W Beatrice St; CTC20-109211

Attachment "E"

LOS ANGELES CITY PLANNING COMMISSION
200 North Spring Street, Room 532, Los Angeles, California, 90012-4801, (213) 978-1300
www.planning.lacity.org

LETTER OF DETERMINATION

MAILING DATE: AUG 18 2017

Case No.: CPC-2016-1208-CU-SPR
CEQA: ENV-2016-1209-MND
Plan Area: Palms–Mar Vista–Del Rey
Related Case: AA-2017-397-PMEX

Council District: 11 - Bonin

Project Site: 12575 Beatrice Street;
12553–12575 West Beatrice Street;
5410–5454 South Jandy Place

Applicant: Kevin Mansfield, NSB Associates, Inc.
Representative: Michael Chait, Chait & Company, Inc.

At its meeting of **July 27, 2017,** the Los Angeles City Planning Commission took the actions below in conjunction with the approval of the following project:

The demolition an existing 23,072-square-foot office building, accessory structures and surface parking and the construction of a 135-foot tall, office building with associated parking, landscaping, and hardscape on a project site in the M2-1 Zone. The new building includes approximately 196,100 square feet of office space located on the fourth to eighth floors; 2,500 square foot café/restaurant with outdoor seating and smaller retail spaces on the ground floor; and 900 square-feet of retail space on the second and third floors, amounting to a total building space of 199,500 square-feet. The project provides approximately 48,584 square feet of landscaped area (e.g., trees, green space, etc.) and 47,198 square-feet of hardscape area (e.g., courtyards, pathways, etc.) throughout the project site and on the new building terraces on the upper levels. The proposed project provides one and one half (1.5) levels of subterranean parking and three and one half (3.5) above ground parking levels with 845 parking spaces, plus 20 surface spaces on the east side of the 12541 Beatrice Street building, for a total of 865 spaces.

An existing, approximately 87,881 square-foot, office building located 12541 Beatrice Street will remain with new site landscape and hardscape improvements and will be incorporated into the overall project. A covered ground level walk in the middle of the building would provide east-west pedestrian circulation through the project.

1. **Found**, pursuant to CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, including the Mitigated Negative Declaration, No. ENV-2016-1209-MND ("Mitigated Negative Declaration"), and all comments received, with the imposition of mitigation measures, there is no substantial evidence that the project will have a significant effect on the environment; **found** the Mitigated Negative Declaration reflects the independent judgment and analysis of the City; **found** the mitigation measures have been made enforceable conditions on the project; and **adopted** the Mitigated

Negative Declaration and the Mitigation Monitoring Program prepared for the Mitigated Negative Declaration;

2. **Approved** a Conditional Use Permit, pursuant to Section 12.24-U,14 of the Los Angeles Municipal Code (LAMC), to allow a Major Development Project involving the construction of an approximately 200,000 square-foot office building in the M2-1 Zone;
3. **Approved** a Site Plan Review, pursuant to LAMC Section 16.05, to allow for the construction, use, and maintenance of a project involving the construction of an approximately 200,000 square-foot office building in the M2-1 Zone;
4. **Adopted** the attached Conditions of Approval as modified by the Commission; and
5. **Adopted** the attached Findings.

The vote proceeded as follows:

Moved:	Ambroz
Second:	Choe
Ayes	Katz, Millman, Mitchell, Padilla-Campos
Absent:	Mack, Perlman, Dake Wilson

Vote: **6 - 0**

James K. Williams, Commission Executive Assistant II
Los Angeles City Planning Commission

Fiscal Impact Statement: There is no General Fund impact as administrative costs are recovered through fees.

Effective Date/Appeals: The decision of the Los Angeles City Planning Commission is appealable to the Los Angeles City Council within 15 days after the mailing date of this determination letter. Any appeal not filed within the 15-day period shall not be considered by the Council. All appeals shall be filed on forms provided at the Planning Department's Development Service Centers located at: 201 North Figueroa Street, Fourth Floor, Los Angeles; 6262 Van Nuys Boulevard, Suite 251, Van Nuys; or 1828 Sawtelle Boulevard, West Los Angeles.

FINAL APPEAL DATE: SEP 05 2017

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Attachments: Modified Conditions of Approval, Findings

c: Charlie Rausch Jr. Chief Zoning Administrator
Nicholas Hendricks, Senior City Planner
Jenna Monterrosa, City Planner

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CONDITIONS OF APPROVAL

As modified by the City Planning Commission 7-27-17

Pursuant to Sections 12.24-U.14, and 16.05 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

1. **Site Development.** The use and development of the property shall be in substantial conformance with the plot plan marked Exhibit "A", last revised July 13, 2017, except as may be revised as a result of this action. No change to the plans will be made without prior review by the Department of City Planning, and written approval by the Director of Planning, with each change being identified and justified in writing. Minor deviations may be allowed in order to comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization.

2. **Use.** All other use, height and area regulations of the Municipal Code and all other applicable government/regulatory agencies shall be strictly complied with in the development and use of the property, except as such regulations are herein specifically varied or required.

3. **Height.** The project shall be permitted a maximum building height of 135 feet (135’), with an additional 20 feet in height permitted for the housing of rooftop mechanical equipment, only.

4. **Parking.**

    a. **Electric Vehicle Parking.** The project shall include at least 20 percent (20%) of the total provided parking spaces capable of supporting future electric vehicle supply equipment (EVSE). Plans shall indicate the proposed type and location(s) of EVSE and also include raceway method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles at all designated EV charging locations at their full rated amperage. Plan design shall be based upon Level 2 or greater EVSE at its maximum operating ampacity. In addition, five percent (5%) of the total provided parking spaces shall be further provided with EV chargers to immediately accommodate electric vehicles within the parking areas. When the application of either the required 20 percent or five percent results in a fractional space, round up to the next whole number. A label stating "EVCAPABLE" shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point. None of the required EV Ready parking shall apply to parking spaces used for dealership vehicle storage.

    b. In addition to the above described requirements, 20 percent (20%) of the parking spaces provided beyond the requirements of the Los Angeles Municipal Code shall be provided with EV chargers equipped to immediately accommodate electric vehicle within the parking area. When the application the required 20 percent results in a fractional space, round up to the next whole number.

5. **Above-Grade Parking.** Above-grade parking shall be fully integrated into the building design utilizing extensive glazing so that it is free of blank walls and open screening, to the satisfaction of the Director or Planning.

6. **Green Wall.** The applicant shall plant clinging vines along the screening of the parking levels to create a green wall, to the satisfaction of the Director of Planning.

7. **Solar-Ready Building.**

   a. The project shall comply with the Los Angeles Green Building Code, Section 95.05.211, to the satisfaction of the Department of Building and Safety.

   b. A minimum of 3,300 square feet of roof area, as shown on Exhibit A, shall be reserved for the installation of a solar photovoltaic system. The system shall be installed prior to the issuance of a certificate of occupancy.

8. **Ancillary Uses.** Accessory café/restaurant and retail space shall not exceed 3,400 square feet. Per LADOT Technical Traffic Memorandum (CTC15-103799) the commercial component of this development has been reviewed and approved at a trip generation factor equivalent to that of an office campus. Any accessory commercial use identified to have a trip generation factor equivalent to a restaurant or cafeteria and service retail facilities or below (as referenced in the ITE Trip Generation Manual) is allowed. The applicant shall submit final plans to LADOT to determine if the project conforms to LADOT Case No. CTC15-103799, or if additional review and analysis is required.

9. **Landscaping.**

   a. All planters containing trees shall have a minimum depth of 48 inches.

   b. Two (2) Western Sycamore (Platanus racemosa) trees located at the southeastern corner of 12575 Beatrice Street shall be preserved and incorporated into the landscape of the proposed project.

   c. All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.

10. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.

11. **Pedestrian/Security Gate.** Any security gate provided on-site shall be maintained open to the public during business hours.

12. **Mechanical and Rooftop Equipment Screening.** Any structures on the roof, such as air conditioning units and other equipment, shall be fully screened from view of any abutting properties and the public right-of-way. All screening shall be setback at least five feet from the edge of the building.

13. **Trash/Storage.**

   a. All trash collection and storage areas shall be located on-site and shall not visible from the public right-of-way.

b. Trash receptacles shall be stored in a fully enclosed building or structure, constructed with a solid roof, at all times.

c. Trash/recycling containers shall be locked when not in use.

14. **Vehicular Access.**

a. All requirements and conditions listed in the Department of Transportation's "Traffic Impact Assessment" and "Assessment of Supplemental Traffic Measures" letters dated, June 6, 2017, and all subsequent revisions to these this traffic assessment, shall be applied to the project. Supplemental Traffic Measures include:

   i. Jandy Place Driveway Restrictions: In order to enhance safety for pedestrians on Jandy Place, during the 60 minute lunch time period between 12:30 p.m. and 1:30 p.m. Monday through Friday, the ingress and egress to the project from Jandy Place shall be closed, and the only available ingress and egress shall be via Beatrice Street.

   ii. Further Study of Jandy Place Driveway Restrictions: In connection with the first annual supplemental traffic signal warrant analyses submitted pursuant to Project Requirement C.4 contained in our November 21, 2016 TIA, the project shall also submit an analysis of operations of the Jandy Place driveways to determine if any restrictions should be imposed during the a.m. peak and p.m. peak hours to ensure that project driveway operations do not cause a significant impact to traffic flow on Jandy Place at peak hours. This analysis may also review and recommend changes to the 60-minute lunch time Jandy Place driveway restrictions outlined in Recommendation 1 above. The analysis shall be submitted to DOT for review. If deemed warranted by DOT, the project shall implement additional driveway restrictions and/or make changes to the lunch time driveway restrictions.

   iii. Funding for Pedestrian Crossing: The applicant shall fund and install a yellow flashi ng signal at the existing striped crosswalk on Inglewood Blvd. at Beatrice Street. If, at the time of project approval, this improvement has been funded by others, then DOT shall require a similar nearby measure of equivalent value designed to enhance pedestrian and student safety in the vicinity of the project.

b. A minimum of 20-foot reservoir space is required between any ingress security gate(s) and the property line or to the satisfaction of the Department of Transportation.

c. Parking stalls shall be designed so that a vehicle is not required to back into or out of any public street or sidewalk, LAMC 12.21-A-5(i)a.

d. This project is subject to the Los Angeles Coastal Transportation Corridor Specific Plan requirement. A parking are and driveway plan shall be submitted to the Department of transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Final DOT approval should be accomplished by submitting detailed site/driveway plans at a scale of 1"=40' to DOT's West LA/Coastal Development Review Section located at 7166 W. Manchester Avenue, Los Angeles, CA 90045. For an appointment, call (213) 482-7024.

15. **Pedestrian Access during Construction.**

a. Maintain Pedestrian Access. The project applicant shall implement the following:

- Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. The plan shall 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 shall be adjacent to the project 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.

- Sidewalks shall remain open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as reasonably feasible taking construction and construction staging into account.

16. **Construction Noise.**

    a. Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

    b. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

    c. Temporary noise barriers shall be used along the property boundaries to block the line-of site between the construction equipment and adjacent land uses.

    d. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices. On-site power generators shall either be plug-in electric or solar powered, where feasible.

17. **Construction Parking.** Parking for construction workers shall be provided on-site, where feasible, and/or in a nearby lot rented by the Project Applicant. Street parking by construction workers shall not be permitted.

18. <u>Prior to the issuance of the building permit</u>, a copy of an approved Case No. AA-2017-397-PMEX shall be submitted to the satisfaction of the Department of City Planning.

19. Signage. The approval of this application does not constitute approval of a signage plan or signage.

20. Modifications. Any modifications, change-of-use or increase in floor area of the property shall be cause for separate discretionary review pursuant to applicable statutory requirements.

Environmental Conditions – Project Design Features (PDF)

21. PDF-GHG-1. The proposed project will be designed to incorporate measures that will reduce energy and resource demand, including, but not limited to, solid waste recycling, reduced-flow plumbing fixtures, low-energy appliances, and drought-tolerant landscaping. The CALGreen Code specifies additional measures that may reduce energy and resource demand from the

proposed project. The proposed project would incorporate feasible measures such as reducing baseline water usage by 12 percent, use of gray water or rainwater systems for watering landscaped areas, and compliance with the California Department of Water Resources Model Water Efficient Landscape Ordinance (MWELO).

Monitoring Agency: Los Angeles Department of Transportation
Monitoring Phase: Pre-construction; Construction
Monitoring Frequency: Ongoing during project construction
Action Indicating Compliance: Approval of Construction Traffic
Management Plan from the Los Angeles Department of Transportation prior to issuance of Building Permit (Pre-construction); compliance certification report submitted by Project contractor (Construction)

Environmental Conditions – Mitigation Measures (MM)

22. MM- AES-1. (Light). Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way.

    Enforcement Agency: Los Angeles Department of Building and Safety
    Monitoring Agency: Los Angeles Department of Building and Safety
    Monitoring Phase: Pre-Construction
    Monitoring Frequency: Pre-construction; Construction
    Action Indicating Compliance: Field inspection sign-off; Compliance certification report by Project contractor

23. MM-AES-2. (Glare). The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat. Windows and other glass surfaces would have a transparency higher than 80 percent and be less than 15 percent reflective.

    Enforcement Agency: Los Angeles Department of Building and Safety
    Monitoring Agency: Los Angeles Department of Building and Safety
    Monitoring Phase: Construction
    Monitoring Frequency: Once, at plan check; during project construction
    Action Indicating Compliance: Approval of Building Permit; Written compliance certification prior to issuance of Certificate of Occupancy

24. MM-AES-3. (Screening on Parking Garages).

    a. 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.

    b. This measure would be enforced by the Los Angeles Department of Building and Safety and the Los Angeles Department of City Planning. A plan check would be conducted to ensure compliance. A field inspection would be conducted before the issue of the Certificate of Occupancy. Compliance would be indicated by Approval of Lighting Plans prior to issuance of the applicable building permit.

Enforcement Agency: Los Angeles Department of Building and Safety and Department of City Planning
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Pre-construction, Construction
Monitoring Frequency: Once, at plan check; during project construction
Action Indicating Compliance: Approval of Building Permit; Written compliance certification prior to issuance of Certificate of Occupancy

25. MM-CR-1. (Tribal Monitor). Prior to commencing any ground disturbance activities including excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, pounding posts, augering, backfilling, blasting, stripping topsoil or a similar activity at the project site, the Applicant, or its successor, shall retain and pay for archeological monitors, determined by the City's Office of Historic Resources to be qualified to identify subsurface tribal cultural resources. The archeological monitors shall observe all ground disturbance activities on the project site at all times the ground disturbance activities are taking place. If ground disturbance activities are simultaneously occurring at multiple locations on the project site, an archeological monitor shall be assigned to each location where the ground disturbance activities are occurring.

    Prior to the commencement of any ground disturbance activities at the project site, the Applicant, or its successor, shall notify any California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project (Gabrieleno Band of Mission Indians – Kizh Nation) that ground disturbance activities are about to commence and invite the tribes to observe the ground disturbance activities, if the tribes wish to monitor.

    In the event that any subsurface objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities, all such activities shall temporarily cease within the area of discovery, the radius of which shall be determined by the qualified archeologist, until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

    a. Upon a discovery of a potential tribal cultural resource, the Applicant, or its successor, shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and the Department of City Planning, Office of Historic Resources.

    b. If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be a tribal cultural resource in its discretion and supported by substantial evidence, the City shall provide any affected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Applicant, or its successor, and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.

    c. The Applicant, or its successor, shall implement the tribe's recommendations if a qualified archaeologist, retained by the City and paid for by the Applicant, or its successor, reasonably concludes that the tribe's recommendations are reasonable and feasible.

    d. In addition to any recommendations from the applicable tribe(s), a qualified archeologist shall develop a list of actions that shall be taken to avoid or minimize impacts to the identified tribal cultural resources substantially consistent with best practices identified by the Native American Heritage Commission and in compliance with any applicable federal, state or local law, rule or regulation.

e. If the Applicant, or its successor, does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist, the Applicant, or its successor, may request mediation by a mediator agreed to by the Applicant, or its successor, and the City. The mediator must have the requisite professional qualifications and experience to mediate such a dispute. The City shall make the determination as to whether the mediator is at least minimally qualified to mediate the dispute. After making a reasonable effort to mediate this particular dispute, the City may (1) require the recommendation be implemented as originally proposed by the archaeologist; (2) require the recommendation, as modified by the City, be implemented as it is at least as equally effective to mitigate a potentially significant impact; (3) require a substitute recommendation be implemented that is at least as equally effective to mitigate a potentially significant impact to a tribal cultural resource; or (4) not require the recommendation be implemented because it is not necessary to mitigate any significant impacts to tribal cultural resources. The Applicant, or its successor, shall pay all costs and fees associated with the mediation.

f. The Applicant, or its successor, may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by a qualified archaeologist and determined to be reasonable and appropriate.

g. The Applicant, or its successor, may recommence ground disturbance activities inside of the specified radius of the discovery site only after it has complied with all of the recommendations developed and approved pursuant to the process set forth in paragraphs 2 through 5 above.

h. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton and to the Native American Heritage Commission for inclusion in its Sacred Lands File.

i. Notwithstanding paragraph 8 above, any information determined to be confidential in nature, by the City Attorney's office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code, section 6254(r), and shall comply with the City's AB 52 Confidentiality Protocols.

Enforcement Agency: Los Angeles Department of City Planning
Monitoring Agency: Los Angeles Department of City Planning
Monitoring Phase: During excavation
Monitoring Frequency: Once upon completion of excavation
Action Indicating Compliance: Compliance report by qualified archaeological monitor

26. MM-GEO-1. The proposed project shall follow the recommended measures outlined in the preliminary geotechnical engineering investigation to ensure proper structural support in potentially liquefiable soil. These measures may include, but are not limited to

a. The use of Auger Cast Displacement Piles (ACDP).

b. Performance of an indicator test pile program prior to installation of production piles.

c. Equipping buried utilities and drain lines with flexible or swing joints.

Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Pre-construction; construction
Monitoring Frequency: Ongoing during construction
Action Indicating Compliance: Issuance of grading permits; Field inspection sign-off; Geotechnical Engineers site visit reports as needed

27. MM-NOISE-1.

a. The construction contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

b. The construction contractor shall ensure that all equipment is properly maintained to prevent additional noise due to worn or improperly maintained parts.

c. The construction contractor shall use quieter equipment as opposed to noisier equipment (such as rubber-tired equipment rather than metal-tracked equipment).

d. The construction contractor shall minimize the use of equipment or methods with the greatest peak noise generation potential.

e. The construction contractor shall use on-site power generators that shall either be plug-in electric or solar powered.

f. The construction contractor shall locate construction staging areas away from sensitive uses.

g. Flexible sound control curtains shall be placed around all drilling apparatuses, drill rigs, and jackhammers when in use.

h. The construction contractor shall establish a noise disturbance coordinator. The noise disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The noise disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall be required to implement reasonable measures such that the complaint is resolved. All notices that are sent to residential units and sound editing studios (e.g., 740 Sound Design) within 500 feet of the construction site and all signs posted at the construction site shall list the telephone number for the noise disturbance coordinator.

Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Construction
Monitoring Frequency: Ongoing during construction
Action Indicating Compliance: Field inspection sign-off within compliance report

28. MM-Transportation/Traffic-1. Physical improvements would be required to mitigate traffic impacts at the following intersections:

a. *Westlawn Avenue / Jefferson Boulevard.* The recommended mitigation consists of re-striping the southbound Westlawn Avenue approach to the Jefferson Boulevard intersection. The re-striping would provide two left-turn lanes, one through lane and one right-turn lane (i.e., add a second left-turn lane). Changes to the existing traffic signal equipment needed in conjunction with the recommended improvement would also be implemented as part of the mitigation measure.

b. *Grosvenor Boulevard / Jefferson Boulevard.* The recommended mitigation consists of re-striping the southbound Grosvenor Boulevard approach to the Jefferson Boulevard intersection. The re-striping would provide one left-turn lane and one shared left-turn/right-turn lane (i.e., add a second left-turn lane). The proposed mitigation measure would require the removal of approximately three street parking spaces on the west side of Grosvenor Boulevard north of Jefferson Boulevard. Changes to the existing traffic signal equipment needed in conjunction with the recommended improvement would also be implemented as part of the mitigation measure.

c. *Centinela Avenue - Campus Center Drive / Jefferson Boulevard.* The recommended mitigation consists of re-striping the southbound Centinela Avenue approach to the Jefferson Boulevard intersection. The re-striping would convert one of the existing through lanes to a right-turn lane. The resulting lane configuration on the southbound approach of Centinela Avenue would provide two left-turn lanes, one through lane, and two right-turn lanes. In addition, it is recommended that right-turn traffic signal phasing be provided for the northbound Campus Center Drive approach, including overlap with the westbound Jefferson Boulevard left-turn movement. Changes to the existing traffic signal equipment needed in conjunction with the recommended improvement would also be implemented as part of the mitigation measure.

d. Traffic Signal Implementation - In order to insure full and appropriate redress for potential access / circulation conditions, the project shall covenant and agree to implement traffic signalization at the following locations:

   i. Jandy Place & Beatrice Street
   ii. Westlawn Avenue & Beatrice Street

The term of the covenant shall begin with the project's first year of 80% occupancy and shall continue for three (3) consecutive years (of minimum 80% occupancy). The project shall conduct and submit annual supplemental traffic signal warrant analyses, for each location, to DOT for review. If deemed warranted, the project shall assume full responsibility for implementing the signal(s), subject to the Shared Mitigation provision below at Paragraph D.

*Should any improvement be deemed infeasible at the time of reconciliation, the City may substitute an alternative measure of equivalent effectiveness.

Monitoring Agency: Los Angeles Department of Transportation
Monitoring Phase: Pre-construction; Construction
Monitoring Frequency: Ongoing during project construction
Action Indicating Compliance: Approval of Construction Traffic Management Plan from the Los Angeles Department of Transportation prior to issuance of Building Permit (Pre-construction); compliance certification report submitted by Project contractor (Construction)

29. MM-Transportation/Traffic-2. Transportation Demand Management Plan and Monitoring (TDMP&MP).

   a. Pursuant to Section 5G of the CTCSP, and in order to insure full and appropriate redress for potential access / circulation conditions, the applicant shall submit to DOT a Transportation Demand Management (TDM) Plan designed to achieve a progressive average vehicle ridership (AVR) reduction, as determined by DOT. The measurement of actual trips and monitoring shall be conducted using an automated detection and surveillance monitoring system. In addition to providing hourly vehicular count tabulations, the monitoring system shall also be designed in a manner that will permit direct data access to DOT staff. The installation and maintenance of the monitoring system shall be at the Project's expense. The monitoring program shall continue until such time that the Project has shown, for five consecutive years, at a minimum of 80% occupancy, achievement of the progressive AVR reduction. Should the review show that an AVR reduction has not been achieved, the project shall be subject to a penalty program, to be developed in consultation with LADOT, including an extension of the monitoring review period.

A full detailed description of the TDMP, and all subsequent MP reporting, should be prepared by a licensed Traffic Engineer and submitted to DOT for review. The TDMP should be submitted to DOT and the Department of City Planning for review and approval, prior to the issuance of any certificate of occupancy.

The TDM Plan should include a variety of measures to reduce single occupant vehicle (SOV) trips by increasing the number of walking, bicycling, carpool, vanpool, and transit trips. The project shall also comply with Section 12.26-J (Ordinance 168,700) of the Los Angeles Municipal Code which requires specific TDM and trip reduction measures. The TDM program should include, but is not limited to, the following strategies:

- Provide a dedicated shuttle service;
- Provide and internal Transportation Management Coordination Program with on-site transportation coordinator;
- Implement enhanced pedestrian connections (e.g., improve sidewalks, widen crosswalks adjacent to the project, install wayfinding signage and pedestrian level lighting, etc.);
- Design the project to ensure a bicycle, pedestrian and transit friendly environment;
- Coupled with unbundled parking, provide on-site car share amenities;
- Provide rideshare program and support for project employees and tenants;
- Allow for subsidized transit passes for eligible project employees and tenants;
- Coordinate with DOT to determine if the site would be eligible for one or more of the services to be provided by the future Mobility Hubs program (secure bike parking, bike share kiosks, and car-share parking spaces);
- Provide on-site transit routing and schedule information;
- Contribute a one-time fixed fee into the City's Bicycle Plan Trust Fund to implement bicycle improvements within the area of the proposed project. Amount of fee to be determined in consultation with DOT and Council District 11 staff.
- Guaranteed Ride Home Program

To the extent possible, the TDM plan should also include opportunities for coordination with the area adjacent Transportation Management Organizations (TMO's) including Playa Vista and the Howard Hughes Center.

Monitoring Agency: Los Angeles Department of Transportation
Monitoring Phase: Pre-construction; Construction
Monitoring Frequency: Ongoing during project construction and operation
Action Indicating Compliance: Approval of Construction Traffic
Management Plan from the Los Angeles Department of Transportation prior to issuance of Building Permit (Pre-construction); compliance certification report submitted by Project contractor (Construction), Subsequent MP reporting submitted to the Department of Transportation

30. MM-Transportation/Traffic-3. Construction Impacts. DOT recommends that a construction work site traffic control plan be submitted to DOT's Western District Office 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 construction related traffic be restricted to off-peak hours.

    Monitoring Agency: Los Angeles Department of Transportation
    Monitoring Phase: Pre-construction; Construction
    Monitoring Frequency: Ongoing during project construction
    Action Indicating Compliance: Approval of Construction Traffic Management Plan from the Los Angeles Department of Transportation prior to issuance of Building Permit (Pre-construction); compliance certification report submitted by Project contractor (Construction)

Administrative Conditions of Approval

31. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.

32. **Code Compliance.** Area, height and use regulations of the M2-1 zone classification of the subject property shall be complied with, except where herein conditions are more restrictive.

33. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.

34. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials, legislation or their successors, designees or amendment to any legislation.

35. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.

36. **Building Plans.** A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.

37. **Corrective Conditions.** The authorized use shall be conducted at all time with due regards to the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code to impose additional corrective conditions, if in the Commission's or Director's opinion such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

38. **Expediting Processing Section.** Prior to the clearance of any conditions, the applicant shall show that all fees have been paid to the Department of City Planning Expedited Processing Section.

39. **Indemnification and Reimbursement of Litigation Costs.**

    Applicant shall do all of the following:

    a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

    b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages and/or settlement costs.

    c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than $50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).

    d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement (b).

    e. If the City determines it necessary to protect the City's interests, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

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

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

    For purposes of this condition, the following definitions apply:

“City” shall be defined to include the City, its agents, officers, boards, commission, committees, employees and volunteers.

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

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

FINDINGS

General Plan/Charter Findings

1. **General Plan.**

   a. **General Plan Land Use Designation.** The subject property is located within Palms – Mar Vista – Del Rey Community Plan which was updated by the City Council on September 16, 1997.

   The Plan Map designates the subject property for Light Manufacturing land uses. The Light Manufacturing land use designation includes the corresponding zones of MR2 and M2. The subject property is currently zoned M2-1. A General Plan Amendment and Zone Change have not been requested by the applicant.

   The subject property is located in an Industrial planned area. As described in the General Plan Framework Element, it is the intent of the General Plan Framework Element to preserve industrial lands for the retention and expansion of existing and attraction of new industrial uses that provide job opportunities for the City's residents. As indicated in the *Economic Development* Chapter of the Framework Element, some existing industrially zoned lands may be inappropriate for new industries and should be converted for other land uses. Where such lands are to be converted, their appropriate use shall be the subject of future planning studies. Policies provide for the consideration of a broader array of uses within the industrial zones than has traditionally been acceptable to facilitate the clustering of uses, which may include retail, that support the basic industries or the location of industries in the same area where the waste products of one can be recycled as a resource for another ("industrial ecology") or a campus-like cluster of related uses. The site's land use designation, however, permits the proposed creative office uses without the necessity of any legislative actions, thereby preserving industrial land within the City.

   The Zone and Height District pertaining to the site is consistent with the range of zones within the Light Manufacturing use designation.

   Therefore, the project is in substantial conformance with the purposes, intent and provisions of the General Plan as reflected in the adopted Framework Element and Community Plan.

   b. **Land Use Element.**

   The Palms – Mar Vista – Del Rey Community Plan designates the site for Light Manufacturing use. This land use designation permits office and creative office uses, such as the proposed project. As described herein, the project is consistent with the goals and objectives of the Community Plan, inclusive of those which seek to strengthen economic areas with new commercial opportunities, those that seek to enhance aesthetics of commercial areas, and those which seek to ensure enhanced commercial and industrial development that balances the growth of employment opportunities with minimal impacts to neighboring residential uses.

   The Community Plan text includes the following relevant land use objectives and policies:

   > <u>Goal 2</u>: A strong and competitive commercial sector which promotes economic vitality, serves the needs of the community through well designed, safe and accessible areas while preserving the historic, commercial, and cultural character of the community.

Objective 2-1: To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services within existing commercial areas.

Policy 2-1.1: New commercial uses should be located in existing established commercial areas or shopping centers.

Objective 2-1: To enhance the appearance of commercial districts.

Goal 3: Sufficient land for a variety of industrial uses with maximum employment opportunities which are environmentally sensitive, safe for the work force with minimal adverse impact on adjacent uses.

Objective 3-1: To provide a viable industrial base with job opportunities for residents with minimum environmental and visual impacts to the community.

Policy 3-1.1: Designate and preserve lands for the continuation of existing industry and development of new industrial parks, research and development uses, light manufacturing and similar uses which provide employment opportunities.

Policy 3-1.2: Ensure compatibility between industrial and other adjoining land uses through design treatments, compliance with environmental protection standards and health and safety requirements.

Program: State and County agencies enforce environmental protection standards and health and safety requirements.

Policy 3-1.3: Require that any proposed development be designed with adequate buffering and landscaping and that the proposed use be compatible with adjacent residential development.

Program: Implement design policies and standards for industrial uses.

Program: A decision maker should evaluate the traffic impacts on adjacent residential areas by uses proposed on industrially designated lands.

The project has considered the neighborhood context in the development of its design. The Project steps down in size and scale modulating in height between the two elements, with varying size floor plates accented by outdoor areas and extensive landscaping. In recognition of the nearby single-family neighborhood to the east across Grovesnor Avenue, the Project’s tallest elements are oriented away from the residential area and away from the apartment complex to the south across Beatrice Street. The building design includes attractive landscaped terraces to add greenery and minimize visual impacts. Street level landscaping, pedestrian amenities, walkways, and retail uses will be added to activate the area.

The project will remove an outdated industrial building and construct a modernized commercial building that will respond to the evolving needs of a growing creative office commercial sector, while also enhancing the appearance of the area. The creative office campus will involve the new construction of a structure that has been designed to floor plates and ceiling heights varying in size by level, which may be modified to offer flexible combinations of spaces to accommodate different and diverse user needs. While designated for Light Manufacturing uses, the project is located within a neighborhood of mixed uses, including commercial professional office; industrial warehousing, distribution and storage; light manufacturing; multi-family residential uses. The site's M2-1 Zoning designation currently results in a site that is underutilized and the project will strengthen the viability of the area.

As designed, the project has the potential to provide significant employment opportunities in office, research, and development uses. The existing uses of the area will be complemented by the addition of the modern facility. In addition to the provision of flexible creative office space, the project has been designed to provide accessory food and beverage amenities intended to serve the needs of potential building inhabitants as well as those existing needs of surrounding business and residential uses.

c. The **Framework Element** for the General Plan (Framework Element) was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site.

The subject property is located in an Industrial planned area. As described in the General Plan Framework Element, it is the intent of the General Plan Framework Element to preserve industrial lands for the retention and expansion of existing and attraction of new industrial uses that provide job opportunities for the City's residents. As indicated in the *Economic Development* Chapter of the Framework Element, some existing industrially zoned lands may be inappropriate for new industries and should be converted for other land uses. Where such lands are to be converted, their appropriate use shall be the subject of future planning studies. Policies provide for the consideration of a broader array of uses within the industrial zones than has traditionally been acceptable to facilitate the clustering of uses, which may include retail, that support the basic industries or the location of industries in the same area where the waste products of one can be recycled as a resource for another ("industrial ecology") or a campus-like cluster of related uses.

The Framework Element identifies the following land use standards and typical development characteristics with regards to the Light Manufacturing Land Use designation.

- Industrial uses with potential for a low level of adverse impacts on surrounding land uses
- Increased range of commercial uses that *support* industrial uses
- Possible consideration for other uses where parcels will not support viable industrial uses

The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide polices regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The Framework Element includes the following goals, objectives and policies relevant to the instant request and its location within a Light Manufacturing Land Use Designation:

Industrial Land Uses:

Goal 3J: Industrial growth that provides job opportunities for the City's residents and maintains the City's fiscal viability.

Objective 3.14: Provide land and supporting services for the retention of existing and attraction of new industries.

Policy 3.14.2: Provide flexible zoning to facilitate the clustering of industries and supporting uses, thereby establishing viable "themed" sectors (e.g., movie/television/media production, set design, reproductions, etc.).

Policy 3.14.3: Promote the re-use of industrial corridors for small scale incubator industries.

Policy 3.15.4: Limit the introduction of new commercial and other non-industrial uses in existing commercial manufacturing zones to uses which support the primary industrial function of the location in which they are located.

The project will contribute toward and facilitate the City's long-term fiscal and economic viability by redeveloping an under-utilized site with an integrated creative office campus that will provide new job opportunities and provide amenities to neighboring uses. Therefore, the proposed project is consistent with the Industrial Land goals, objectives and policies of the General Plan Framework Element.

d. The **Mobility Element** of the General Plan (Mobility Plan 2035) is not likely to be affected by the recommended action herein. Both Beatrice Street and Jandy Place, abutting the property to the south and west, are fully improved standard Local Streets, dedicated to widths of 60 feet and improved with asphalt roadway and concrete curb, gutter and sidewalk.

As described in the Mobility Element, collector local and other streets (such as mountain and airport roads) are depicted in the Mobility Element’s circulation system maps for reference only. That being said, the project responds to the following policies within the General Plan’s Mobility Element:

Policy 2.10: Facilitate the provision of adequate on and off-street loading areas.

The project will provide an off-street loading area that is fully integrated into the project and will service both the proposed and existing buildings on site. The loading space has been designed to be more than 200 feet away from the street frontage, so as to allow for adequate back-up and queuing space, resulting in minimal impacts to the surrounding circulation system.

Policy 3.1: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement - as integral components of the City’s transportation system.

The project has been designed with ample vehicular and bicycle parking, with all requirements of the Los Angeles Code being met.

Policy 3.2: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

As previously described, the project has the potential to provide significant employment opportunities to the area. Existing uses of the area will be complemented by the addition of the modern facility. In addition to the provision of flexible creative office space, the project has been designed to provide accessory food and beverage amenities intended to serve the needs of potential building inhabitants as well as those existing needs of surrounding business and residential uses.

Policy 3.8: Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.

Bicycle facilities have been fully incorporated into the project's design and located in secured, pedestrian accessible areas.

Policy 5.4: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

As conditioned, a minimum of 20% of all new parking spaces will be installed as electronic vehicle-ready. In addition, 5% of the total code required amount of parking will be further provided with EV chargers to immediately accommodate electric vehicles.

Lastly, the Department of Transportation submitted a Traffic Impact Assessment of the proposed project, dated June 6, 2017, and that determined that traffic impacts from trips generated from the project will be less than significant with the incorporation of mitigation that has been conditioned herein by this action.

Therefore, the proposed project involving the approval of a Major Development Project and Site Plan Review is consistent with Mobility Plan 2035 goals, objectives and policies of the General Plan.

Conditional Use Findings

1. **The project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city, or region.**

The project will construct a creative office building that will be added to the site of existing office uses, thereby creating an office campus like setting. The project will provide Code required parking and has the potential to provide significant employment opportunities in office, research, and development uses, which will benefit the community, city, and region. The new building has been designed to respond to the flexible needs of the growing creative office commercial sector, while also enhancing the appearance of the immediate area. The floor plats and ceiling heights have been designed to vary in size by level. As a result, floors may be modified to offer flexible combinations of spaces to accommodate a variety of different tenants.

The proposed building incorporates elements that enhance the built environment and integrate the project into the surrounding neighborhood. Significant landscaped terraces break up the massing and add greenery to the new building. An existing parking area located on the east side of the existing building will remain, and it will be improved with new plantings, hardscape, and enhanced lighting. Ground level pedestrian features provide for amenities that may be utilized by employees of the building or surrounding community members. Such features include public seating and gathering space that is enhanced with landscaping and located along Beatrice Street and Jandy Place.

As designed, the project has the potential to provide a service of significant employment opportunities in office, research, and development uses. The existing uses of the area will be complemented by the addition of the modern facility. In addition to the provision of flexible creative office space, the project has been designed to provide accessory food and beverage amenities intended to serve the needs of potential building inhabitants as well as those existing needs of surrounding business and residential uses.

2. **The project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.**

The proposed project involves the demolition of an existing 23,072 square-foot office building, construction of a new 199,500 square-foot commercial office building containing accessory restaurant/café uses, retention of an existing building on site, and the addition of landscaping and hardscape improvements to the entire site. The project site is located within a commercial office and industrial low- and medium-rise, mixed-use neighborhood. The project will enhance the surrounding area that is currently developed with a variety of commercial uses in many dated manufacturing buildings. While designated for Light Manufacturing uses, the project is located within a neighborhood of mixed uses, including commercial professional office; industrial warehousing, distribution and storage; light manufacturing; and multi-family residential uses. The site’s land use designation permits the proposed creative office uses without the necessity of any legislative actions, thereby preserving the designated land use patter of the surrounding neighborhood.

As described earlier, the project will redevelop an under-utilized site with an integrated creative office campus that will provide new job opportunities and provide amenities to neighboring uses. Existing uses of the area will be complemented by the addition of a safe, accessible, and modern facility. In addition to the provision of flexible creative office space and ample parking, the project has been designed to provide accessory food and beverage amenities intended to serve the needs of potential building inhabitants as well as those existing needs of surrounding business and residential uses.

The proposed building employs design elements, including integrated landscaped terraces that break up building massing and add a significant amount of greenery. The new building additionally incorporates ground level setbacks along the Beatrice Street and Jandy Place street frontages as well as within the development. These areas are landscaped and designed to be pedestrian-oriented to include gathering space and seating areas. While the building is taller than most of the existing buildings in the immediate area, other buildings that fit the same context include the five-story residential building abutting the project site to the south with a permitted floor area ratio of 1.97:1, and a six-story commercial building located further south with a permitted floor area ratio of 2.0:1. The project’s floor area ratio is proposed at approximately 1.46:1, which is less than the allowable 1.5:1 and compatible with the surrounding M2-1 Zone neighborhood. As conditioned, the height of the new building will vary from 30 feet to approximately 125 feet tall, and has been designed to maintain a human scale at the ground floor.

Driveways on Beatrice Street and Jandy Place will provide access to parking. Truck deliveries would be routed along Jandy Place to the building’s northeast corner. In response to concerns from neighboring uses of the immediate area, the project was modified to reduce its height and reconfigure its driveway circulation plan to reduce impacts on surrounding uses. Three existing driveways serving the site of the proposed building along Beatrice Street will be replaced with two driveways serving the parking levels of the new structure. Two additional driveways along Jandy Place will be added to additionally serve the parking levels of the proposed building. In addition, an existing driveway located at the north end of the Jandy Place cul-de-sac will be modified to allow for access to a new loading and trash collection area that is located on-site and out of the public right-of-way. This driveway additionally serves as a buffer between the northerly adjoining commercial property and the project site. The proposed driveway plan has been designed to ensure that the vehicles are able to easily access on-site parking and to ensure that vehicular traffic does not disproportionately affect one street frontage over the other.

Pedestrian access to the proposed project would be along Beatrice Street, Jandy Place, and from the new courtyard on the eastside of the building which will serve to fully integrate the new building into the existing neighborhood. Significant open space, which includes public seating areas along all street frontages, has been designed for use by potential employees and surrounding building and community residents.

The project components which include its location, size, height, operations and other significant features have been appropriately designed so as to ensure that these elements of the project are compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

3. **The project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.**

The Palms – Mar Vista – Del Rey Community Plan designates the site for Light Manufacturing use. This land use designation permits office and creative office uses, such as the proposed project. As described herein, the project is consistent with the goals and objectives of the Community Plan, inclusive of those which seek to strengthen economic areas with new commercial opportunities, those that seek to enhance aesthetics of commercial areas, and those which seek to ensure enhanced commercial and industrial development that balances the growth of employment opportunities with minimal impacts to neighboring residential uses.

The Community Plan text includes the following relevant land use objectives and policies:

> Goal 2: A strong and competitive commercial sector which promotes economic vitality, serves the needs of the community through well designed, safe and accessible areas while preserving the historic, commercial, and cultural character of the community.
>
> > Objective 2-1: To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services within existing commercial areas.
> >
> > > Policy 2-1.1: New commercial uses should be located in existing established commercial areas or shopping centers.
> >
> > Objective 2-1: To enhance the appearance of commercial districts.
>
> Goal 3: Sufficient land for a variety of industrial uses with maximum employment opportunities which are environmentally sensitive, safe for the work force with minimal adverse impact on adjacent uses.
>
> > Objective 3-1: To provide a viable industrial base with job opportunities for residents with minimum environmental and visual impacts to the community.

Policy 3-1.1: Designate and preserve lands for the continuation of existing industry and development of new industrial parks, research and development uses, light manufacturing and similar uses which provide employment opportunities.

Policy 3-1.2: Ensure compatibility between industrial and other adjoining land uses through design treatments, compliance with environmental protection standards and health and safety requirements.

Program: State and County agencies enforce environmental protection standards and health and safety requirements.

Policy 3-1.3: Require that any proposed development be designed with adequate buffering and landscaping and that the proposed use be compatible with adjacent residential development.

Program: Implement design policies and standards for industrial uses.

Program: A decision maker should evaluate the traffic impacts on adjacent residential areas by uses proposed on industrially designated lands.

The project will remove an outdated industrial building and construct a modernized commercial building that will respond to the evolving needs of a growing creative office commercial sector, while also enhancing the appearance of the area. The creative office campus has will involve the new construction of a structure that has been designed with floor plates and ceiling heights varying in size by level, which may be modified to offer flexible combinations of spaces to accommodate different and diverse user needs. While designated for Light Manufacturing uses, the project is located within a neighborhood of mixed uses, including commercial professional office; industrial warehousing, distribution and storage; light manufacturing; and multi-family residential uses. The site’s M2-1 Zoning designation currently results in a site that is underutilized and the project will strengthen the viability of the area.

As designed, the project has the potential to provide significant employment opportunities in office, research, and development uses. The existing uses of the area will be complemented by the addition of the modern facility. In addition to the provision of flexible creative office space, the project has been designed to provide accessory food and beverage/retail amenities intended to serve the needs of potential building inhabitants as well as those existing needs of surrounding business and residential uses.

Ground level setbacks at the street frontages and within the development are landscaped and pedestrian-oriented, which will enhance the appearance of the surrounding area. A seating, gathering area and restrooms are envisioned in a setback area near the cul-de-sac end of Jandy Place. Additional seating areas are located along Beatrice Street, including café seating. Building access, access to bicycle storage, repair, lockers showers and restrooms are also provided. A new pedestrian court is located between 12575 and 12541 Beatrice Street. It contains approximately 13,000 SF of open space with access from Beatrice Street and the covered walkway in 12541 Beatrice Street; and features include seating, planting and hardscape. The existing parking areas on the east side of 12541 Beatrice Street, including the parking area at 5415 Grosvenor Boulevard are re-designed to include new planting, hardscape, pavement markings, and update lighting.

Supplemental Major Development Project Findings

4. **The project provides for an arrangement of uses, buildings, structures, open spaces and other improvements that are compatible with the scale and character of the adjacent properties and surrounding neighborhood.**

The project site consists of four (4) contiguous lots at 12575 and 12541 Beatrice Street in the Palms – Mar Vista – Del Rey Community Plan area. The proposed project involves the demolition of an existing 23,072 square-foot office building, construction of a new 199,500 square-foot building creative office building, retention of an existing 87,881 square-foot building on site, and the installation of landscaping and hardscape improvements on the entire site.

Adjacent and neighboring properties are fully developed with a mix of commercial, light industrial, and multi-family residential uses. To ensure that the project is compatible with the surrounding neighborhood, the project has been designed with ground level setbacks along the Beatrice Street and Jandy Place street frontages and within the development. These areas are landscaped, pedestrian oriented, and provide passive seating areas for the public. Ground floor café/retail uses will add to available amenities in the surrounding neighborhood. In addition, a partially covered pedestrian paseo was been designed between the proposed and existing buildings, with access provided at the intersection of Beatrice Street and Westlawn Avenue. Building access, access to bike storage, and shower, locker and restrooms are provided along Beatrice Street. Outdoor seating areas for eating and gathering are provided along both Beatrice Street and Jandy Place.

The project concentrates its floor area to a single multi-story building, rather than distributing allowable floor area over the entire development site. In doing so, the project reduces impacts to the predominately residential street face on the south side of Beatrice Street and allows for increased open space and landscaping. The building's mass is varied to enhance its pedestrian scale from the street. Landscaped terraces are open to the adjoining streets and pedestrian court.

Driveways on Beatrice Street and Jandy Place will provide access to parking. Truck deliveries would be routed along Jandy Place to the building's northeast corner. In response to concerns from neighboring uses of the immediate area, the project was modified to reduce its height and reconfigure its driveway circulation plan to reduce impacts on surrounding uses. Three existing driveways serving the site of the proposed building along Beatrice Street will be replaced with two driveways serving the parking levels of the new structure. Two additional driveways along Jandy Place will be added to additionally serve the parking levels of the proposed building. In addition, an existing driveway located at the north end of the Jandy Place cul-de-sac will be modified to allow for access to a new loading and trash collection area that is located on-site and out of the public right-of-way. The proposed driveway plan has been designed to ensure that the vehicles are able to easily access on-site parking and to ensure that vehicular traffic does not disproportionately affect one street frontage over the other.

The project will provide an off-street loading area that is fully integrated into the project and will service both the proposed and existing buildings on site. The loading space has been designed to be more than 200 feet away from the street frontage, to allow for adequate back-up and queuing space, resulting in minimal impacts to the surrounding circulation system. This driveway additionally serves as a buffer between the northerly adjoining commercial property and the project site.

As such, the project provides for an arrangement of uses, buildings, structures, open spaces and other improvements that are compatible with the scale and character of the adjacent properties and surrounding neighborhood

5. **The project complies with the height and area regulations of the zone in which it is located.**

The M2-1 zoning of the project site permits a by-right floor area ratio of 1.5:1. For a project site totaling 196,447 square feet, this ratio permits a total floor area of 294,671 square feet. The project's proposed floor area totaling 269,277 square feet, (69,777 square feet for the existing building and 199,500 square feet for the proposed new building. The proposed floor area ratio is approximately 1.46:1, which is less than the allowable 1.5:1 ratio permitted by the M2-1 Zone. As conditioned, the height of the proposed new building varies from 30 feet to 125 feet in height, with an additional maximum 20-foot tall rooftop penthouse intended for the housing of mechanical equipment only. While the site's zoning does not limit the height of the proposed project, the site located within an Airport Hazard area, which is an area designated as an airport hazard area whose boundaries impose height limitations on the use of the land. Airport Hazard means any structure or tree or use of land which obstructs the airspace required for the flight of aircraft in landing or taking off at an airport or is otherwise hazardous to the landing or taking off of an aircraft. Specifically, the applicable Airport Hazard limits the height of the subject site to 200 feet. The proposed project is consistent with this limitation.

6. **The project is consistent with the City Planning Commission's design guidelines for Major Development Projects, if any.**

The Los Angeles City Planning Commission has not adopted a specific set of design guidelines for Major Development Projects. The project does, however, meet the intent of Citywide Design Guidelines for commercial and industrial uses, where applicable.

Commercial Citywide Design Guidelines:

<u>Objective 1:</u> Consider neighborhood context and linkages in building and site design.

1. Activate street frontages with a courtyard or "outdoor room" adjacent to the street by incorporating pedestrian amenities such as plazas with seating or water features.
2. Provide direct path of travel for pedestrian destinations within large developments.
3. Incorporate passageways or paseos into mid-block developments that facilitate pedestrian and bicycle access to commercial amenities.
4. Promote pedestrian activity by placing entrances at grade level and unobstructed from view from the public right-of-way. Avoid sunken entryways below street level. Where stairs are located near the main entrance, highly visible and attractive stairs should be placed in a common area such as an atrium or lobby and integrated with the predominant architectural design elements of the main building.
5. Ground floor retail establishments should maintain at least one street-facing entrance with doors unlocked during regular business hours to maintain an active street presence.

The project will upgrade an outdated industrial building with a new modern building, integrated into the site and existing building. The project has considered the neighborhood context in the development of its design. The Project steps down in size and scale modulating in height between the two elements, with varying size floor plates accented by outdoor areas and extensive landscaping. In recognition of the nearby single-family neighborhood to the east across Grovesnor Avenue, the Project’s tallest elements are oriented away from the residential area and away from the apartment complex to the south across Beatrice Street.The building design includes attractive landscaped terraces to add greenery and minimize visual impacts. Street level landscaping, pedestrian amenities, walkways, and retail uses will be added to activate the area.

Objective 2: Employ high quality architecture to define the character of commercial districts.

1. Maintain a human scale rather than a monolithic or monumental scale.
2. Differentiate the ground floor from upper floors. Changes in massing and architectural relief add visual interest and help to diminish the perceived height of buildings.
3. Vary and articulate the building façade to add scale and avoid large monotonous walls.
4. Treat all facades if the building with an equal level of detail, articulation, and architectural rigor.
5. Integrate varied roof lines through the use of sloping roofs, modulated building heights, stepbacks, or innovative architectural solutions.
6. Utilize landscaping to add texture and visual interest at the street level.

The architecture of the building is contemporary and includes a combination of window openings in solid walls and glass curtain walls. Multiple wall planes articulate the building façade. The mass of the building is broken-up by a series of landscaped terraces. The ground floor level is activated by proposed café/retail uses that are accessible from the grade and designed with ample outdoor seating. At the upper portion of the building, the landscaped terraces buffer the rising separate floors.

Objective 4: Minimize the appearance of driveways and parking areas.

1. Wrap parking structures with active uses such as retail spaces or housing units on the ground floor.

Objective 5: Include open space to create opportunities for public gathering.

1. Retain mature and healthy vegetation and trees when development a site, especially native species.
2. Design landscaping to be architecturally integrated with the building and suitable to the functions of the space.
3. Design open areas to maintain a balance of landscaping and paved area.

The building street frontages are close to the existing sidewalks while providing street level setbacks for landscaping and pedestrian amenities. The site plan for the development ties previously disconnected lots together using landscape and hardscape features that provide a combined total of over 90,000 square feet of space. The project has been conditioned to preserve to existing Western Sycamore trees and incorporate them into the proposed pedestrian paseo located near the intersection of Beatrice Street and Westlawn Avenue.

Industrial Citywide Design Guidelines:

Objective 1: Consider neighborhood context and compatible design of uses.

1. Provide direct paths of travel for pedestrian destinations within large developments.

2. Provide bicycle lockers and/or racks near building entrances. Disperse bicycle parking facilities throughout larger sites and locate them in convenient and visible areas in close proximity to primary building entrances.

Maintaining a human scale, providing pedestrian amenities, and utilizing landscaping areas to add visual interest are common design points found in both commercial and industrial guidelines. As described above, the site plan for the development considers the neighborhood context and ties previously disconnected lots together using landscape and hardscape features that create a unified creative office campus. The provision of pedestrian amenities such as seating areas, cafes and a small retail establishment allow for the project to be better integrated with the surrounding area. Such features serve to activate not only the street, but the local vicinity, and has the potential to spark further renovations of the area and create linkages that never otherwise existed.

Site Plan Review Findings

7. **The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan.**

There are eleven elements of the General Plan. Each of these Elements establishes policies that provide for the regulatory environment in managing the City and for addressing environmental concerns and problems. The majority of the policies derived from these Elements are in the form of Code Requirements of the Los Angeles Municipal Code. The project does not propose to deviate from any of the requirements of the Los Angeles Municipal Code.

The subject property is located within Palms – Mar Vista – Del Rey Community Plan which was updated by the City Council on September 16, 1997. The Plan Map designates the subject property for Light Manufacturing land uses. The Light Manufacturing land use designation includes the corresponding zones of MR2 and M2. The subject property is currently zoned M2-1. A General Plan Amendment and Zone Change have not been requested by the applicant.

The subject property is located in an Industrial planned area. As described in the General Plan Framework Element, it is the intent of the General Plan Framework Element to preserve industrial lands for the retention and expansion of existing and attraction of new industrial uses that provide job opportunities for the City's residents. As indicated in the *Economic Development* Chapter of the Framework Element, some existing industrially zoned lands may be inappropriate for new industries and should be converted for other land uses. Where such lands are to be converted, their appropriate use shall be the subject of future planning studies. Policies provide for the consideration of a broader array of uses within the industrial zones than has traditionally been acceptable to facilitate the clustering of uses, which may include retail, that support the basic industries or the location of industries in the same area where the waste products of one can be recycled as a resource for another ("industrial ecology") or a campus-like cluster of related uses. The site’s land use designation, however, permits the proposed creative office uses without the necessity of any legislative actions, thereby preserving industrial land within the City.

Community Plan:

The Palms – Mar Vista – Del Rey Community Plan designates the site for Light Manufacturing use. This land use designation permits office and creative office uses, such as the proposed project. As described herein, the project is consistent with the goals and objectives of the Community Plan, inclusive of those which seek to strengthen economic areas with new commercial opportunities, those that seek to enhance aesthetics of commercial areas, and those which seek to ensure enhanced commercial and industrial development that balances the growth of employment opportunities with minimal impacts to neighboring residential uses.

The Community Plan text includes the following relevant land use objectives and policies:

> Goal 2: A strong and competitive commercial sector which promotes economic vitality, serves the needs of the community through well designed, safe and accessible areas while preserving the historic, commercial, and cultural character of the community.
>
> > Objective 2-1: To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services within existing commercial areas.
> >
> > Policy 2-1.1: New commercial uses should be located in existing established commercial areas or shopping centers.
> >
> > Objective 2-1: To enhance the appearance of commercial districts.
>
> Goal 3: Sufficient land for a variety of industrial uses with maximum employment opportunities which are environmentally sensitive, safe for the work force with minimal adverse impact on adjacent uses.
>
> > Objective 3-1: To provide a viable industrial base with job opportunities for residents with minimum environmental and visual impacts to the community.
> >
> > > Policy 3-1.1: Designate and preserve lands for the continuation of existing industry and development of new industrial parks, research and development uses, light manufacturing and similar uses which provide employment opportunities.
> > >
> > > Policy 3-1.2: Ensure compatibility between industrial and other adjoining land uses through design treatments, compliance with environmental protection standards and health and safety requirements.
> > >
> > > > Program: State and County agencies enforce environmental protection standards and health and safety requirements.
> > >
> > > Policy 3-1.3: Require that any proposed development be designed with adequate buffering and landscaping and that the proposed use be compatible with adjacent residential development.
> > >
> > > > Program: Implement design policies and standards for industrial uses.
> > > >
> > > > Program: A decision maker should evaluate the traffic impacts on adjacent residential areas by uses proposed on industrially designated lands.

The project will remove an outdated industrial building and construct a modernized commercial building that will respond to the evolving needs of a growing creative office commercial sector, while also enhancing the appearance of the area. The creative office campus has will involve the new construction of a structure that has been designed to floor plates and ceiling heights varying in size by level, which may be modified to offer flexible combinations of spaces to accommodate different and diverse user needs. While designated for Light Manufacturing uses, the project is located within a neighborhood of mixed uses, including commercial professional office; industrial warehousing, distribution and storage; light manufacturing; multi-family residential uses. The site's M2-1 Zoning designation currently results in a site that is underutilized and the project will strengthen the viability of the area.

As designed, the project has the potential to provide significant employment opportunities in office, research, and development uses. The existing uses of the area will be complemented by the addition of the modern facility. In addition to the provision of flexible creative office space, the project has been designed to provide accessory food and beverage amenities intended to serve the needs of potential building inhabitants as well as those existing needs of surrounding business and residential uses.

Framework Element:

The Framework Element for the General Plan (Framework Element) was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site.

The subject property is in an Industrial planned area. As described in the General Plan Framework Element, it is the intent of the General Plan Framework Element to preserve industrial lands for the retention and expansion of existing and attraction of new industrial uses that provide job opportunities for the City's residents. As indicated in the *Economic Development* Chapter of the Framework Element, some existing industrially zoned lands may be inappropriate for new industries and should be converted for other land uses. Where such lands are to be converted, their appropriate use shall be the subject of future planning studies. Policies provide for the consideration of a broader array of uses within the industrial zones than has traditionally been acceptable to facilitate the clustering of uses, which may include retail, that support the basic industries or the location of industries in the same area where the waste products of one can be recycled as a resource for another ("industrial ecology") or a campus-like cluster of related uses.

The Framework Element identifies the following land use standards and typical development characteristics with regards to the Light Manufacturing Land Use designation.

- Industrial uses with potential for a low level of adverse impacts on surrounding land uses
- Increased range of commercial uses that *support* industrial uses
- Possible consideration for other uses where parcels will not support viable industrial uses

The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide polices regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The Framework Element includes the following goals, objectives and policies relevant to the instant request and its location within a Light Manufacturing Land Use Designation:

<u>Industrial Land Uses:</u>

<u>Goal 3J:</u> Industrial growth that provides job opportunities for the City's residents and maintains the City's fiscal viability.

Objective 3.14: Provide land and supporting services for the retention of existing and attraction of new industries.

Policy 3.14.2: Provide flexible zoning to facilitate the clustering of industries and supporting uses, thereby establishing viable "themed" sectors (e.g., movie/television/media production, set design, reproductions, etc.).

Policy 3.14.3: Promote the re-use of industrial corridors for small scale incubator industries.

Policy 3.15.4: Limit the introduction of new commercial and other non-industrial uses in existing commercial manufacturing zones to uses which support the primary industrial function of the location in which they are located.

The project will contribute toward and facilitate the City's long-term fiscal and economic viability by redeveloping an under-utilized site with an integrated creative office campus that will provide new job opportunities and provide amenities to neighboring uses. Therefore, the proposed project is consistent with the Industrial Land goals, objectives and policies of the General Plan Framework Element.

Mobility Element:

The Mobility Element of the General Plan (Mobility Plan 2035) is not likely to be affected by the recommended action herein. Both Beatrice Street and Jandy Place, abutting the property to the south and west, are fully improved standard Local Streets, dedicated to widths of 60 feet and improved with asphalt roadway and concrete curb, gutter and sidewalk.

As described in the Mobility Element, collector local and other streets (such as mountain and airport roads) are depicted in the Mobility Element’s circulation system maps for reference only. That being said, the project responds to the following policies within the General Plan’s Mobility Element:

Policy 2.10: Facilitate the provision of adequate on and off-street loading areas.

The project will provide an off-street loading area that is fully integrated into the project and will service both the proposed and existing buildings on site. The loading space has been designed to be more than 200 feet away from the street frontage, so as to allow for adequate back-up and queuing space, resulting in minimal impacts to the surrounding circulation system.

Policy 3.1: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement - as integral components of the City’s transportation system.

The project has been designed with ample vehicular and bicycle parking, with all requirements of the Los Angeles Code being met.

Policy 3.2: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

As previously described, the project has the potential to provide significant employment opportunities to the area. Existing uses of the area will be complemented by the addition of the modern facility. In addition to the provision of flexible creative office space, the project has been designed to provide accessory food and beverage amenities intended to serve the needs of potential building inhabitants as well as those existing needs of surrounding business and residential uses.

Policy 3.8: Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.

Bicycle facilities have been fully incorporated into the project's design and located in secured, pedestrian accessible areas.

Policy 5.4: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

As conditioned, a minimum of 20% of all new parking spaces will be installed as electronic vehicle-ready. In addition, 5% of the total code required amount of parking will be further provided with EV chargers to immediately accommodate electric vehicles.

Lastly, the Department of Transportation submitted a Traffic Impact Assessment of the proposed project, dated June 6, 2017, and that determined that traffic impacts from trips generated from the project will be less than significant with the incorporation of mitigation that has been conditioned herein by this action.

Therefore, the proposed project involving the approval of a Major Development Project and Site Plan Review is consistent with Mobility Plan 2035 goals, objectives and policies of the General Plan.

Therefore, the project is in substantial conformance with the purpose, intent and provisions of the General Plan and Community Plan.

8. **The project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements that is or will be compatible with existing and future development on neighboring properties.**

The arrangement of the proposed development is consistent and compatible with existing and future development in neighboring properties. The subject site is located within the Palms – Mar Vista – Del Rey Community Plan Area, in a neighborhood planned for Light Manufacturing uses, located in an area containing various commercial, light manufacturing, warehouse, and residential uses, and located 800 feet north of Play Vista residential development. The project site is located within a commercial office and industrial low- and medium-rise, mixed-use neighborhood. A five-story apartment building is located on the southwestern side of the project site, across Beatrice Street. Additionally, there are several commercial office and industrial buildings located to the west, north, and southeast of the project site. Adjacent to the eastern side of the project site are two-story (2-story) commercial office/industrial buildings. Further east are single-family homes across Grosvenor Boulevard, filling the area from Hammock Street to Beatrice Street. A five-level parking structure is located adjacent to the project site's northeastern side.

The project concentrates its floor area to a single multi-story building, rather than distributing allowable floor area over the entire development site. In doing so, the project avoids any physical impacts to the predominately residential area on the east side of Grosvenor

Boulevard. The arrangement also allows the existing office building and surface parking areas to remain and allows ample open space and landscape areas to be provided.

Height, Bulk and Setbacks

The M2-1 zoning of the project site permits a by-right floor area ratio of 1.5:1. For a project site totaling 196,447 square feet, this ratio permits a total floor area of 294,671 square feet. The project's proposed floor area totaling 269,277 square feet, (69,777 square feet for the existing building and 199,500 square feet for the proposed new building. The proposed floor area ratio is approximately 1.46:1, which is less than the allowable 1.5:1 ratio permitted by the M2-1 Zone. As conditioned, the height of the proposed new building varies from 30 feet to 125 feet in height, with an additional maximum 20-foot tall rooftop penthouse intended for the housing of mechanical equipment only. While the site's zoning does not limit the height of the proposed project, the site located within an Airport Hazard area, which is an area designated as an airport hazard area whose boundaries impose height limitations on the use of the land. Airport Hazard means any structure or tree or use of land which obstructs the airspace required for the flight of aircraft in landing or taking off at an airport or is otherwise hazardous to the landing or taking off of an aircraft. Specifically, the applicable Airport Hazard limits the height of the subject site to 200 feet. The proposed project is consistent with this limitation. Surrounding properties in the vicinity that are zoned M2-1 have the same development potential of the proposed project and, if sought, would be permitted the construction of building with a floor area ratio of 1.5:1 and a height limitation only required pursuant to the Airport Hazard limits.

With respect to surrounding uses, the project steps down in size and scale, modulating in height between the two elements, with varying size floor plates accented by outdoor areas and extensive landscaping. In recognition of the nearby single-family and multi-family uses, the Project's tallest elements are oriented away from the east and south. As such, the Project's height and scale are in keeping with the neighborhood context, and consistent with the nearby varied creative office, commercial and residential buildings.

In addition, the existing low-scale building located at 12541 Beatrice Street and be incorporated into the project. While the applicant had the ability to redevelop the existing building, the Applicant voluntarily chose to maintain the low scale element on the Property to provide a mix of building scales with a single campus in keeping with the neighboring properties.

The proposed project, located along a corridor designated for Light Manufacturing uses and developed with a combination of light manufacturing, office, and residential uses, will be compatible with existing and future development within the same zone and height district.

The site's zoning does not require the provision of any setbacks, provided that the site is developed with commercial or industrial uses. The project will, however, provide setbacks along Beatrice Street and Jandy Place that range from 0 to 20 feet, to provide for a pedestrian friendly environment, equipped with landscaping and seating areas. As described above, the driveway entrance that is provided for loading and trash collection, simultaneously provides a setback that buffers the proposed building from the northerly adjoining use.

Therefore, the height, bulk and setbacks of the mixed-use building will be compatible with the existing and future developments in the neighborhood.

Off-Street Parking Facilities

The project is required a minimum of 586 automobile parking spaces, but has been designed to provide a total of 845 parking spaces. The project is also required a minimum of 60 bicycle parking spaces, including 40 long-term and 20 short-term spaces. All automobile and long-term bike parking would be located on-site, out of the public right-of-way.

Driveways on Beatrice Street and Jandy Place will provide access to parking. Truck deliveries would be routed along Jandy Place to the building's northeast corner. In response to concerns from neighboring uses of the immediate area, the project was modified to reduce its height and reconfigure its driveway circulation plan to reduce impacts on surrounding uses. Three existing driveways serving the site of the proposed building along Beatrice Street will be replaced with two driveways serving the parking levels of the new structure. Two additional driveways along Jandy Place will be added to additionally serve the parking levels of the proposed building. In addition, an existing driveway located at the north end of the Jandy Place cul-de-sac will be modified to allow for access to a new loading and trash collection area that is located on-site and out of the public right-of-way. The proposed driveway plan has been designed to ensure that the vehicles are able to easily access on-site parking and to ensure that vehicular traffic does not disproportionately affect one street frontage over the other.

With respect to parking, the project has been conditioned to limit the number of parking levels to 2.5, rather than the 3.5 that it proposes. In consideration of comments received during review of the project's design and from business and residential neighbors of the project site, in addition to the City Planning Commission's active policy pertaining to above-grade parking structures, the project has been conditioned to screen parking and provide a green wall. In further response to the project's surplus parking provided in excess of the Los Angeles Municipal Code, staff has recommended that one level of above grade parking be removed from the project. The removal of parking located on level L4 will result in a reduction of 177 parking spaces, resulting in overall parking count of 668 spaces, which is 82 more parking spaces than required by Code. This reduction in parking will service to reduce the size of the project's parking podium, resulting in a further integration of the parking podium into the building. By removing parking located on level L4, there is an opportunity for the remaining 400 square feet of general retail space on this level to be shifted to L3, making the ancillary commercial uses more accessible to the public. As a further result, the removal of one level of parking will reduce the overall size of the project, which has been a consistent request heard from public comments.

Therefore, the off-street parking facilities will be compatible with the existing and future developments in the neighborhood.

Loading Areas

The project will provide an off-street loading area that is fully integrated into the project and will service both the proposed and existing buildings on site. The loading space has been designed to be more than 200 feet away from the street frontage, to allow for adequate back-up and queuing space, resulting in minimal impacts to the surrounding circulation system. This driveway additionally serves as a buffer between the northerly adjoining commercial property and the project site. Therefore, the loading area will be compatible with the existing and future developments in the neighborhood.

Lighting

Outdoor lighting for the proposed project has been conditioned to be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above. Therefore, the lighting will be compatible with the existing and future developments in the neighborhood.

On-Site Landscaping

The proposed project will provide ample on-site landscaping that create a project that is compatible and complementary to existing surrounding uses. A total of approximately 48,584 square feet of landscaping and 47,198 square feet of hardscape is proposed with the project. Landscaping would be provided throughout the site, within the terraced levels of three (3) through eight (8), and additional landscaping provided on the roof. In addition to the landscaping that will be provided in conjunction with the new creative office building, the project will install two (2) new pedestrian walkways. One walkway will be located between the new and existing building, with pedestrian access provided at the intersection of Beatrice Street and Westlawn Avenue. A second walkway will be located on the east end of the project site, fronting on Beatrice Street. In order to ensure that the maximum number of trees is maintained on-site, the project has been conditioned to require the preserve two existing Sycamore trees located within the subject site, facing Beatrice Street. Furthermore, the project has been conditioned to require the replacement of any existing significant, non-protected trees on-site. Where new trees are proposed, the project has been conditioned to require that all planters containing trees to have a minimum depth of 48 inches to ensure adequate room for root growth and healthy trees. Finally, the project will provide street trees as required by the Urban Forestry Division, Board of Public Works.

Therefore, the on-site landscaping will be compatible with the existing and future developments in the neighborhood.

Trash Collection

The project will include on-site trash collection for both refuse and recyclable materials, in conformance with the L.A.M.C. The trash collection and pick-up will be located at the ground parking level, adjacent to the proposed loading area. The centralized trash location has been designed more than 200 feet away from the street frontage, so as to allow for adequate back-up and queuing space, resulting in minimal impacts to the surrounding circulation system.

The project has been conditioned to ensure that trash and recycling facilities will not visible from the public right-of-way. Compliance with this condition will result in a project that is compatible with existing and future development.

The Project design incorporates two creative office elements built over a fully screened and landscaped parking garage. The Project steps down in size and scale modulating in height between the two elements, with varying size floor plates accented by outdoor areas and extensive landscaping. In recognition of the nearby single-family neighborhood to the east across Grovesnor Avenue and the recently constructed multi-family structure located south of Beatrice Street, the Project’s tallest elements are oriented away from these areas. As such, the Project’s height and scale are in keeping with the neighborhood context, and consistent with the varied creative office, commercial and residential buildings in the area. Therefore, the arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements that will be compatible with existing and future development on neighboring properties.

9. **That any residential project provides recreational and service amenities in order to improve habitability for the residents and minimize impacts on neighboring properties.**

   The proposed project is an entirely commercial use. The project is not a residential project and will not create a demand for recreation and service amenities on neighboring properties.

Additional Mandatory Findings

1. **Flood Insurance.** The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located outside of an identified Flood Zone.

2. **Environmental Findings.** On April 27, 2017, a Mitigated Negative Declaration (ENV-2016-1209-MND) was prepared for the proposed project.

   On April 18, 2017, a letter was received from the Gabrieleno Band of Mission Indians – Kizh Nation, which stated and provided documentation to support that the project site is located within their ancestral tribal territory and within a known highly sacred area of Sa'angna. The letter requested that a certified Native American monitor be present on-site during all ground disturbances and mitigation measures were provided. Pursuant to Section 15073.5 of the Guidelines for California Environmental Quality Act, these mitigation measures have been conditioned and recirculation of the Mitigated Negative Declaration is not required. The revised mitigation measures provide more clarity and specifications on tribal monitoring, which will result in a more effective mitigation of impacts.

   During the comment period, one letter was received from the offices of Luna & Glushon, on behalf of Karney Management Company, the owners and operators of the parcels located immediately to the west and south of the project site. The submitted letter addresses the traffic/transportation, aesthetics, and land use and planning sections of the completed Mitigated Negative Declaration and concludes that an Environmental Impact Report should be prepared for the project. The following includes a summary of the submitted letter and a response:

   Comment 1-1:
   The MND fails to integrate its analysis with all of the planning and environmental review procedures required under the Los Angeles Municipal Code. It provides that the certain aspects of the Project, including a haul route, off-site improvements in the adjacent rights-of-way, and "additional actions as may be determined necessary" will be evaluated at a later date.

   Response:
   The IS/MND's project description appropriately lists out the entitlement approvals that the project will require in order to move forward with securing building permits for demolition and construction. Contrary to the comment, the IS/MND does discuss the anticipated haul route in multiple locations throughout the IS/MND. The report additionally includes a detailed construction traffic analysis and concludes that the construction traffic associated with the proposed Project would not result in any significant traffic impacts at the study intersections.

Comment 1-2:
The MND fails to provide an environmental setting discussion. An accurate description of the physical environmental conditions in the vicinity of the project is critical for a proper evaluation of the potential environmental effects of a proposed activity.

Response:
Contrary to the comment, the IS/MND includes a detailed description of the Project Site in Section 2.0 Project Description of the IS/MND. For instance, the Project Description states the Project Site is located within the Palms—Mar Vista—Del Rey CPA of the City of Los Angeles. It includes a figures depicting that the Project Site is roughly bound by the State Route 90 (SR 90), Marina Freeway, to the north (approximately 600 feet from the Project Site) and Jefferson Boulevard to the south. It further states the Project Site is within the Del Rey neighborhood and is currently comprised of five (5) contiguous lots located at 12575 Beatrice Street and 12541 Beatrice Street. It continues that following a lot line adjustment, the Project Site will be comprised of four (4) contiguous lots totaling approximately 196,447 square feet (SF). The Project Description further states the Project Site is currently developed with a 23,072-square-foot office building and two accessory buildings of 5,044 and 2,144 SF at 12575 Beatrice Street, and an 87,881-square-foot office building at 12541 Beatrice Street.

The IS/MND includes a detailed description of the Project Site in Section 2.0 Project Description of the IS/MND. For instance, the Project Description states the Project Site is located within the Palms—Mar Vista—Del Rey CPA of the City of Los Angeles. It includes a figure (Figure 2-1) depicting that the Project Site is roughly bound by the State Route 90 (SR 90), Marina Freeway, to the north (approximately 600 feet from the Project Site) and Jefferson Boulevard to the south. It further states the Project Site is within the Del Rey neighborhood and is currently comprised of five (5) contiguous lots located at 12575 Beatrice Street and 12541 Beatrice Street. It continues that following a lot line adjustment, the Project Site will be comprised of four (4) contiguous lots totaling approximately 196,447 square feet (SF). The Project Description further states the Project Site is currently developed with a 23,072-square-foot office building and two accessory buildings of 5,044 and 2,144 SF at 12575 Beatrice Street, and an 87,881-square-foot office building at 12541 Beatrice Street.

In addition, each of the CEQA Environmental Checklist topics addressed in the IS/MND includes a discussion of the environmental setting as it pertains to that particular issue area.

Comment 1-3:
The proposed Project will degrade the existing visual character or quality of the Project site and its surroundings. It will introduce a height otherwise unknown in this area, overshadowing adjacent uses. Even worse, the MND attempts to mask the full height of the Project by claiming the Project maximum height is 135 feet, when there is actually a 20 foot high and large mechanical room on top of the 135 foot structure - that room equivalent to two additional stories.

Response:
The height of the building is noted as 155 feet in the IS/MND, of which 20 feet may include mechanical penthouse equipment. The IS/MND correctly identifies the height of the proposed building would be 135 feet to the top of the roof or parapet. The IS/MND also correctly notes that a mechanical penthouse component could extend up to 20 feet above the building height.

In addition, the IS/MND provides a detailed discussion of the building's height and an analysis of the proposed Project's impact on the visual character or quality of the surrounding area. Elevation drawings, shade and shadows diagrams, and architectural renderings of the proposed Project are included in the IS/MND. The comment letter mischaracterizes the surrounding area by stating that all of the adjacent buildings are two to three stories in height.

While it is correct that many of the buildings in the surrounding area are two to three stories tall, there is five-story apartment building located on the southwestern side of the Project Site across Beatrice Street (5535 South Westlawn Avenue), and there is a five-level parking structure located adjacent to the Project Site's northeastern side (5401 South Grosvenor Boulevard).

The IS/MND determined that impacts related to visual character and quality would be less than significant, because the design of the proposed building would enhance the visual quality and pedestrian experience of the surrounding area and streetscape by adding an architectural building with fully screened parking, ample setbacks, and enhanced landscaping throughout. Specifically, the proposed Project would provide approximately 48,584 square feet of landscape (e.g., trees, green space, etc.) and 47,198 SF of hardscape (e.g., courtyards, pathways, etc.) throughout the Project Site and on the new building's terraces on the upper levels. In addition, potential light and glare impacts would be mitigated through Mitigation Measures I-120 and I-130, and the parking garage would be screened and in compliance with Mitigation Measure I-200. Lastly, to provide the most conservative analysis for calculating potential shade screening impacts, the up to 20-foot potential mechanical penthouse was factored in to the analysis.

Comment 1-4:
The Air Quality analysis is based upon an old, 2012 Air Quality Management Plan (AQMP). This AQMP has been superseded by a 2016 version. The whole of the Air Quality analysis needs to be re-reviewed and analyzed under the relevant, 2016 AQMP. Similarly, the MND fails to provide for the impacts on air quality caused by the Project being in a Methane Hazard Zone and provides inconsistent information about the anticipated motor vehicle emissions which will result (the MND provides that the average daily weekday traffic associated with the proposed Project is estimated to be 2,200 vehicle trips; the CalEEMod analysis identifies 2,758 daily vehicle trips; while the LL&G traffic study identifies 1,946 daily trips).

Response:
While the air quality analysis refers to the 2012 Air Quality Management Plan (AQMP), the Final 2016 AQMP was published by the South Coast Air Quality Management District (SCAQMD) in March 2017, and at the time of preparation of the environmental document, the Final 2016 AQMP had not been released. The Final 2016 AQMP utilized the 2012 emissions inventory prepared for the 2012 AQMP as the basis for its emissions forecasting. Therefore, the Final 2016 AQMP represents a refinement and advancement of the analyses described in the 2012 AQMP, that were updated to reflect recent drought conditions and new emissions reductions strategies.

The AQMP analysis is focused on a comparison of the proposed Project to regional growth projections and emissions established in each AQMP. However, examining the proposed Project in the context of the Final 2016 AQMP would not change any impact determinations, since implementation of the proposed Project would introduce an incrementally small amount of population, housing, and employment growth into the region relative to Basin-wide emissions inventory. Furthermore, the emissions modeling was rerun upon the release of CalEEMod Version 2016.3.1 to ensure emissions associated with the proposed Project were as accurate as possible. Therefore, no additional quantitative analysis is necessary.

As described in the air quality impacts assessment, implementation of the proposed Project would not cause an air quality violation and would not disproportionately contribute to growth and exceed assumptions incorporated into the 2012 AQMP or the Final 2016 AQMP. Therefore, implementation of the proposed Project would not obstruct emissions reduction strategies outlined in the Final 2016 AQMP and would not delay the demonstrated attainment date of the 2012 24-hour $PM_{2.5}$ National Ambient Air Qualty Standards presented in the Final 2016 AQMP.

The Traffic Impact Study estimates that 2,200 daily trips would result from project implementation. The Traffic Impact Study estimates that existing uses on the site generate 254 daily trips, and that the net daily trip generation would be 1,946 daily trips. The CalEEMod analysis relies upon 2,200 daily trips since it quantifies total project emissions without netting out existing uses. It is unclear where the comment letter obtained the 2,758 daily trips.

Comment 1-5:
The MND admits that the Project would expose people and structures to seismic-related ground failure, including liquefaction, and that the Project site is located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and has potential to result in on-or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. In response, it finds that the implementation of Mitigation Measure GEO-1 would reduce impacts to a less than significant level. But Mitigation Measure GEO-l is nothing more than structural recommendation. A "recommendation" is not a "mitigation measure." CEQA requires that mitigation measures be both feasible and "fully enforceable."

Response:
Building in California is strictly regulated by the California Building Code (CBC) to reduce risks from seismic events and geologic hazards to the maximum extent possible. The currently accepted design standards for seismically induced ground shaking-resistant construction are addressed in the CBC and in the City's Building and Grading Codes. These guidelines are considered minimum standards for the design and construction of buildings and must be incorporated into any final project designs. The City's plan check and permitting process would ensure that the proposed Project adheres to City Building and Grading Code requirements and incorporates structural features and construction methods that meet seismic and geologic safety standards. In regard to the Mitigation Measure GEO-1, the content of this mitigation measure was recommended in the preliminary geotechnical engineering investigation and as such is included as a mandatory mitigation measure.

Adherence to the Regulatory Compliance Measures and Mitigation Measure included in the IS/MND, which are repeated below, would ensures impacts related to geology and soils would be less than significant.

Regulatory Compliance Measures:

RC-GEO-1 The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety and all other applicable codes and standards.

RC-GEO-2 Construction activities would be performed in accordance with the requirements of the Los Angeles Building Code and the Los Angeles Regional Water Quality Control Board through the City's Stormwater Management Division.

RC-GEO-3 The proposed Project shall comply with all applicable standards of South Coast Air Quality Management District Rule 403, the requirements of a Stormwater Pollution Prevention Plan, in accordance with the National Pollutant Discharge Elimination System, and the City's grading permit regulations, which require the implementation of grading and dust control measures.

Mitigation Measures:

GEO 1 The proposed Project shall follow the recommended measures outlined in the preliminary geotechnical engineering investigation to ensure proper structural support in potentially liquefiable soil. These measures may include, but are not limited to:

- The use of Auger Cast Displacement Piles (ACDP).
- Performance of an indicator test pile program prior to installation of production piles.
- Equipping buried utilities and drain lines with flexible or swing joints.

Comment 1-6:
In evaluating the impacts of the Project with regard to hazards and hazardous materials, the MND completely fails to identify, analyze or evaluate the fact that the Project is located in both a Methane Hazard Zone and an Airport Hazard Zone. Relying narrowly on the thresholds, the MND finds that there are no impacts at all with respect to airport or methane related impacts. However, whether or not a particular environmental effect meets a particular threshold cannot be used as an automatic determinant that the effect is or is not significant, and the use of the Guidelines' thresholds does not necessarily equate to compliance with CEQA.

Response:
Although the proposed Project is located in a Methane Hazard Zone, many heavily developed parts of the City are located in Methane Hazard Zones or Methane Buffer Zones. As such, the City has enacted Ordinance No. 175790 and Ordinance No. 180619, which are designed to provide standard measures to control a common hazard in the City. Measures include site testing, detection systems, and venting, which are required as part of the Los Angeles Municipal Code (LAMC). Site testing standards for methane are set as part of the Los Angeles Building Code (LABC). The proposed Project would comply with the LAMC and LABC, and impact determinations regarding hazards would not change.

Regarding the Airport Hazard Zone, the City has established special land use regulations for properties that are located within the approach zone of Los Angeles International Airport (LAX) in order to prevent the creation or establishment of airport hazards. These zoning regulations are primarily directed towards height limits but also address light emissions to avoid potential hazards to aircraft resulting from illuminated signs and structures within Airport Hazard Zones. (LAMC Section 12.50.) The proposed Project is 135 feet in height; inclusion of a 20-foot tall mechanical penthouse brings the maximum height to 155 feet. The Federal Aviation Administration (FAA) height limit for the Project Site is 200 feet above ground level. (Code of Federal Regulations, Part 77.) The proposed Project is less than 200 feet tall, and would not emit light to a degree that would result in a hazard to approaching aircraft. Therefore, the proposed Project be in compliance with City and FAA restrictions and would not pose an airport hazard.

Comment 1-7:
The MND's land use and planning section is deficient. It only evaluates the Project's consistency with the Palms - Mar Vista Del Rey Community Plan. But that is not all that CEQA requires. CEQA requires an analysis of whether the Project conflicts with *any* applicable land use plan, policy or regulation. This includes the applicable Do Real Planning Guidelines, Citywide Design Guidelines, the Southern California Association of Governments ("SCAG") Regional Plan (including SCAG's Regional Transportation Plan and Compass Growth Visioning effort), the South Coast Air Quality Management District Air Quality Management Plan, the Los Angeles County Metropolitan Transportation Authority Congestion Management Program ("CMP"), and the Los Angeles Municipal Code. Consistently with all of these land

use plans must be adequately reviewed and evaluated in order to comply with CEQA. Furthermore, the Project is inconsistent with several Palms - Mar Vista Del Rey Community Plan sections.

> Policy 3-1.2 - Ensure *compatibility* between industrial and other adjoining land uses through design treatments, compliance with environmental protection standards and health and safety requirements.
>
> Policy 3-1.3 - Require that any proposed development be designed with adequate buffering and landscaping and that the proposed use be compatible with adjacent residential development.
>
> Objective 13-1 - Provide parking in *appropriate* locations in accordance with Citywide standards and community needs.
>
> Objective 16-2 - Ensure that the location, intensity and timing of development is consistent with the provision of adequate transportation infrastructure.
>
> In order to be legally adequate, an MND cannot selectively pick and choose policies with which it deems a project to be consistent. In order to be legally adequate under CEQA, and MND must identify and discuss these inconsistencies.

Response:
The SCAQMD AQMP is related to air quality and is addressed in the Air Quality section of the IS/MND. After stating the AQMP is designed to meet applicable federal and State requirements, including attainment of ambient air quality standards, the IS/MND evaluates the proposed Project's compliance with the AQMP. The IS/MND states the proposed Project does not include a housing element and would not contribute to population growth. The proposed Project would result in the creation of approximately 641 new jobs (1 employee per 311 SF). Job creation from the proposed Project would represent 0.005 percent of the 108,600 jobs projected by the 2012-2035 RTP/SCS for the City from 2008 to 2020. Project-related population, housing, and job growth would be consistent with population forecasts for the subregion as adopted by SCAG. Therefore, the proposed Project would not conflict with or obstruct implementation of the AQMP, and impacts related to the applicable air quality plan would be less than significant.

The Los Angeles County Metropolitan Transportation Authority Congestion Management Plan (CMP) is addressed in the Transportation and Traffic section of the document, and in the LLG Construction Traffic Analysis. (Initial Study Checklist & Evaluation, Page 3-56; Appendix H, Pages 64-66.) After stating the CMP is a State-mandated program designed to address the impact urban congestion has on local communities and the region as a whole, the IS/MND analyzes why a CMP intersection traffic impact analysis is not required, and impacts would be less than significant. The IS/MND also states no significant impact to any CMP freeway monitoring location would occur, and no detailed CMP freeway mainline analysis is warranted.

As stated in the comment, development of the proposed Project is subject to the LAMC, wherein the Project Site is zoned as M2-1 (Light Manufacturing). The proposed Project has not requested a zone change and will remain zoned as M2-1. Therefore, it is consistent with the LAMC.

Regarding the Citywide Design Guidelines, the proposed Project application submitted to the City included the Citywide Design Guideline Checklist as applied to the proposed Project. City staff reviewed and determined the proposed Project is consistent with the Citywide Design Guidelines checklist.

Regarding SCAG planning documents, the Do Real Planning Guidelines, and Citywide Design Guidelines, the policies, objectives, and goals within the City of Los Angeles General Plan and Community Plans are built upon the regional and City planning initiatives found within the aforementioned documents. As such, by being consistent with the General Plan and the Palms – Mar Vista – Del Rey Community Plan, the proposed Project would be inherently consistent with the wider reaching planning documents. The comment also states that the proposed Project is inconsistent with several Palms – Mar Vista – Del Rey Community Plan policies and objectives, which are addressed below.

Policy 3-1.2: Ensure compatibility between industrial and other adjoining land uses through design treatments, compliance with environmental protection standards and health and safety requirements.

As stated in the IS/MND, the Project Site's land use and zoning designations are consistent with many of the land uses in the Del Rey neighborhood as it contains much of the community plan area's manufacturing and industrial uses. More specifically, the Project Site is located within an area characterized by a mix of light industrial uses, engineering research and development uses, and supporting office uses, all of which exist compatibly. The proposed Project would also comply with all mandatory environmental protection standards and health and safety requirements. Therefore, the proposed Project would be consistent with the aforementioned policy.

Policy 3-1.3: Require that any proposed development be designed with adequate buffering and landscaping and that the proposed use be compatible with adjacent residential development.

As stated in the IS/MND, the proposed Project would provide approximately 48,584 SF of landscaped area (e.g., trees, green space, etc.) and 47,198 SF of hardscape area (e.g., courtyards, pathways, etc.) throughout the Project Site. The proposed Project's design intends to enhance the visual quality and pedestrian experience of the surrounding area and streetscape by adding an architectural building with fully screened parking, ample setbacks, and enhanced landscaping throughout. Therefore, the proposed Project would be consistent with the aforementioned policy.

Objective 13-1: Provide parking in appropriate locations in accordance with Citywide standards and community needs.

As stated in the IS/MND, the proposed Project would provide two levels of subterranean parking and three above ground parking levels with a total of 845 parking spaces. The proposed 845 provided parking spaces would exceed the number of parking spaces required by the LAMC by 269 spaces. Per comments received on the public hearing for the proposed Project on June 6, 2017, square footages of the proposed Project was revised and parking requirements per LAMC were recalculated. As such, the proposed Project would now exceed the parking spaces required by the LAMC by 259 spaces. Nonetheless, the proposed Project would be consistent with the aforementioned objective.

Objective 16-2: Ensure that the location, intensity and timing of development is consistent with the provision of adequate transportation infrastructure.

As discussed in the IS/MND, Los Angeles Department of Transportation (LADOT) has reviewed and approved the Traffic Impact Study conducted for the proposed Project. With the implementation of the mitigation measures identified in the IS/MND, LADOT determined the transportation infrastructure is adequate. Therefore, the proposed Project would be consistent with the aforementioned objective.

Comment 1-8:
The MND fails to address the fact that there are sensitive receptors that will be significantly impacted from construction noise including the underestimated volume of excavation and the operation of a large parking facility, the loading area and mobile noise from all of the likely vehicles that will have to turn around at the end of the cul-de-sac. The MND proposes deficient mitigation.

Response:
The IS/MND identifies the following sensitive receptors within the vicinity of the Project Site:

- Multi-family residences located 50 feet to the south across Beatrice Street;
- Single-family residences located approximately 300 feet to the east of the Project Site but approximately 600 feet east of the construction zone;
- 740 Sound Design located adjacent to the Project Site but 350 feet east of the construction zone; and
- Digital Domain located approximately 300 feet west to the west. (Initial Study Checklist & Evaluation, Page 3-40.)

The IS/MND notes that additional sensitive receptors are located within 500 feet of the Project Site; however, these receptors were determined to be somewhat shielded from construction activity by the buildings immediately surrounding the Project Site and that the sensitive receptors identified above represent the nearest sensitive with the potential to be impacted by the proposed Project. The noise analysis included a detailed discussion of construction noise levels that would occur at these sensitive receptors.

The parking facility noise and its potential to increase ambient noise levels is assessed at sensitive receptors in the IS/MND. The subterranean level parking would be partially enclosed, and vehicle noise generated within the structure would not be audible beyond the property line. In addition, parking would be fully screened which would further reduce noise levels. The loading area is located in the proposed Project's northeast corner next to commercial and industrial land uses. These types of land uses are not considered sensitive to noise and the design of the proposed Project took careful consideration to locate noise generating aspects away from sensitive receptors. Residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas are considered sensitive receptors. Regarding mobile noise along the cul-de-sac, the nearest sensitive receptor is located approximately 400 feet to the south and the uses immediately surrounding it are commercial and industrial uses. Much of mobile noise is generated by vehicles pushing air out of the way as they pass at high speeds. Vehicles travelling along Jandy Place would be at low speeds entering and exiting driveways and would generate minimal noise levels. Furthermore the uses adjacent to the cul-de-sac are located approximately 220 feet south of State Route 90, with vehicles travelling at speeds in excess of 65 miles per hour. Mobile noise generated by the highway would overshadow mobile noise generated by vehicles travelling along Jandy Place. Furthermore, the roadways analyzed in the mobile noise analysis were those identified by the Traffic Impact Study to have the potential to have impacts in the AM or PM peak hour. Jandy Place was not identified as an impacted roadway and would operate at a good level of service under Future Cumulative with Project Conditions.

In addition, the IS/MND described and analyzed the estimated volume of export required for implementation of the proposed Project. In particular, the IS/MND states the proposed Project would include two subterranean level of parking, which would require excavation to a maximum depth of 20 feet (including excavation for project footings and foundations). The excavation depth of 20 feet refers to the extent of sub-grade disturbance, scraping and re-compaction as required below the column footings, and not all excavated material would be exported off-site. Approximately 6,662 tons of demolition debris and 42,000 cubic yards of excavated materials would be exported from the site. The estimated volume of export is reasonably derived from estimates based on proposed Project plan sets. The export volume was factored into the noise analysis set forth in the IS/MND and it was assumed export activities would happen at the worst traffic hour. In particular, noise levels for the excavation phase assumed 19 haul trucks per hour, and accounted for construction worker trips and delivery truck trips occurring at the same time. This analysis reflects the most conservative, worst case scenario.

Pursuant to LAMC Section 112.05, construction noise levels are exempt from the 75 dBA noise threshold if all technically feasible noise attenuation measures are implemented. The Project Applicant would be required to comply with the City's standard requirements for construction, which include feasible measures to control noise levels, including installation of engine mufflers, noise blanket barriers, and use of quieter electric equipment. Mitigation Measures XII-27 is intended as a good will measure to inform residents and tenants of construction and to provide an avenue to address public complaints. Mitigation Measures XII-20 through XII-26 would provide a quantitative reduction in noise levels and are more than adequate to minimize impacts on the surrounding sensitive receptors. Therefore, the IS/MND concludes that noise impacts would be less than significant with implementation of mitigation measures.

Comment 1-9:
The MND finds that there is less than significant impact based on possible conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. This conclusion is devoid of supporting substantial evidence. Indeed, the MND fails, at all, to review and analyze consistency with all applicable traffic/transportation plans, including SCAG's Regional Transportation Plan. Accordingly, it is in error.

Furthermore, the MND finds that the Project does not substantially increase hazards due to a design feature or incompatible uses. Although it has numerous options along Beatrice Street and Grovesner Boulevard, the Project is designed to provide *75 percent of its traffic on Jandy Place, an approximately 400-foot in length cul-de-sac street*, which already provides ingress/egress to the many properties owned by Karney Management Company. When considered in connection with the cumulative of effects of all such other traffic along Jandy, it is clear that such Project feature substantially increases hazards thereon. The MND completely ignores this condition.

Finally, the MND fails to analyze construction traffic impacts as well as parking impacts. It is incomprehensible that an adequate transportation/ traffic analysis can be deemed "adequate" without a review of construction traffic and parking. Where an agency fails to abide the informational requirements of CEQA by omitting material necessary to informed decisionmaking and informed public participation, as it has here, harmless error analysis is inapplicable and the agency is deemed to have erred and abused its discretion.

Response:
The Traffic Impact Study conducted for the proposed Project evaluates potential project-related impacts at 26 key intersections in the vicinity of the Project Site. The study intersections were determined in consultation with LADOT staff. The analysis also takes into account the Coastal Transportation Corridor Specific Plan, and impacts were assessed using the impact criteria set forth in LADOT's Traffic Study Policies and Procedures, as well as in coordination with the City of Culver City's Planning Division. LADOT reviewed and approved

the Traffic Impact Study and issued the LADOT TIA Letter concurring with the Traffic Impact Study analysis and conclusions.

Regarding 75 percent of traffic being located along Jandy Place, the proposed Project incorporates four driveways to access on-site parking, two on Jandy Place and two on Beatrice Street. The split between traffic would be 50/50 between Jandy Place and Beatrice Street (25 percent of traffic going through each driveway). The driveway traffic was further analyzed by LLG in the Project Driveway Traffic Analysis Addendum, dated December 14, 2016. The Traffic Addendum concluded that no additional operational analysis of proposed Project driveways is required or recommended.

A detailed construction traffic analysis was conducted for the proposed Project. Construction traffic is also analyzed with respect to Air Quality and Noise and Vibration impacts. The analysis concludes that the construction traffic associated with the proposed Project would not result in any significant traffic impacts at the study intersections. LADOT's TIA Letter confirmed the analysis.

Parking impacts would be less than significant as the proposed Project would provide two levels of subterranean parking, and three above ground parking levels with 845 parking spaces. Per comments received on the public hearing for the proposed Project on June 6, 2017, square footages of the proposed Project was revised and parking requirements per LAMC were recalculated. As such, the proposed Project would now exceed the parking spaces required by the LAMC by 259 spaces. Parking for construction workers would be provided on-site and/or in a nearby lot rented by the Project Applicant. Street parking by construction workers would not be permitted. In addition, the construction of the proposed Project would not require the closure of any vehicle travel lanes.

Comment 1-10:

The MND's "analysis" of cumulative impacts is indefensible. Simply put, the MND admits that significant impacts may occur if the proposed Project, in conjunction with the related projects, would result in impacts that are less than significant when viewed separately but significant when viewed together, but concludes that it does not need to do any analysis of such impacts because each additional project will be evaluated and mitigated on a case by case basis (i.e. *separately* without regard for cumulative impacts); therefore, the cumulative impacts to which the proposed Project would contribute would be less than significant.

Such "analysis" misses the whole point of the cumulative impact analysis required under CEQA. One of the basic and vital informational functions required by CEQA is a thorough analysis of whether the impacts of the Project, in connection with other related projects, are cumulatively considerable. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time. Proper cumulative impact analysis is vital under CEQA because the full environmental impact of a proposed Project cannot be gauged in a vacuum. Indeed, one of the most important environmental lessons that has been learned is that environmental damage often occurs incrementally from a variety of small sources. These sources appear insignificant when considered individually, but assume threatening dimensions when considered collectively with other sources with which they interact. Therefore, cumulative effects analysis requires consideration of "reasonably foreseeable probable future projects, if any."

In fact, the CEQA Guidelines mandate the preparation of an EIR where cumulative impacts are cumulatively considerable: "An EIR *must* be prepared if the cumulative impact may be significant and the project's incremental effect, though individually limited, is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects."

Here, there is no evidence, much less substantial evidence, to support the conclusion that the" cumulative impact" of the Project will not result in any potentially significant impacts. There are no other "reasonably foreseeable probably future projects" listed and none analyzed. Indeed, there is not even evidence that the MND *considered* whether there are cumulative impacts, since all it summarily states is that it did not need to do any such analysis because any additional project will be evaluated and mitigated, separately on a case by case basis.

Ironically, the Project's traffic analysis actually identifies 29 *other* projects in the vicinity of the within Project, and evaluates the cumulative traffic impacts of those projects. The MND cannot ignore that existence of these identified other projects, which their traffic expert apparently had no problem finding or analyzing. It must evaluate the cumulative impacts of all of these projects with regard to all of the protected categories environmental impacts under CEQA.

Finally, the MND conclusively states that cumulative impacts of the Project will not result in any potentially significant impacts because any cumulative impacts (which, again, the MND fails to identify) will be mitigated to a less than significant level through compliance with the mitigation measures provided in the "previous sections" of the MND. But there is no evidence whatsoever that the cumulative impacts of the other reasonably foreseeable probable future projects, if any, were considered in formulating the mitigation measures of the MND and none of them refer, at all, to the other reasonably foreseeable probable future projects, if any. The lack of evidence in the record to support a conclusion that the Project would have *no* cumulative impacts thus tends to support a fair argument that the Project *will* have such impacts. The failure of this MND to provide for a cumulative impact analysis as required under CEQA is fatal.

Response:
"Cumulatively considerable' means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." (§15064(i)(1)) Mitigation may render a project's contribution less than considerable, as set forth in an MND. An MND may determine a contribution is less than considerable, if project complies with a previously approved plan or mitigation program that includes specific requirement to resolve the cumulative problem.

The IS/MND includes an evaluation of the proposed Project's cumulative impacts with regard to 29 related projects identified in the Traffic Impact Study. The 29 related projects were quantitatively evaluated in all Traffic analyses, all Air Quality analyses, and all Noise analyses.

The list of 29 related projects was based on information on file at LADOT, Department of City Planning, County of Los Angeles Department of Regional Planning, and Culver City Planning Division. In addition, to provide a conservative, worst case, estimate of future traffic in the Project study area, a new 250,000 square foot office building was assumed on a property located near the Project Site at 5405 Jandy Place, even though there is no formal development application made to the City.

As for the other CEQA Environmental Checklist topics, the cumulative impacts to which the proposed Project would contribute would be less than significant as all potential impacts of the proposed Project were determined to be reduced to less than significant levels with the implementation of regulatory compliance measures or mitigation measures. In addition, none of the related project impacts are close enough to the Project site to have cumulative impacts in areas such as Aesthetics, Light and Glare, and Public Services. None of the potential impacts are considered cumulatively considerable, as the proposed Project's incremental contribution to cumulative impacts related to Aesthetics, Agriculture/Forestry Resources, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, Tribal Cultural Resources and Utilities were determined to be less than significant.

Additional Comments:

Outside of the comment period, the offices of Luna & Glushon submitted a second letter that included comments on the project's proposed Mitigated Negative Declaration. The comment letters reiterated many of the same comments previously submitted. In addition, the letter submitted comments from CAJA Environmental Services, LLC. Comments not previously discussed follow below:

Comment 2-1:

Utilities (Energy): The MND scoped out this issue area without sufficient analysis that the Project would have no impacts with respect to utilities and service systems. Additionally, the MND did not take into consideration the recent Porter Ranch gas leak, which has the potential to cost the Southern California Gas Company billions of dollars and may require the curtailment of gas supply to electric generators. The California Public Utilities Commission already has ordered a reduction in the volume of available gas for certain gas storage facilities in the region, which may impact the available supply of natural gas for the Project. This issue was improperly left out of the MND and requires analysis, as well as a full discussion of electricity supply and demand, as required by Appendix F, of the State CEQA Guidelines.

Response:

Per Appendix F of the 2017 CEQA Statues and Guidelines, EIRs are required to include a discussion of the potential energy impacts of proposed Projects to ensure that energy implications are considered in project decisions. However, the discussions noted above regarding natural gas and electricity supply and demand are only required for EIRs and not IS/MNDs.

Nevertheless, the Utilities and Service Systems analysis was conducted in accordance with the current CEQA Statues and Guidelines and is sufficient. As stated in the IS/MND, approximately one percent of the proposed Project's energy will be obtained from solar panels installed on-site, per compliance with Section A5.211 of the Guide to the 2016 California Green Building Standards Code – Non-residential. This would be accomplished by 3,330 square feet of rooftop solar panels generating approximately 58 amps at 480V, which equals over 1 percent of the building's electrical service assuming a 5000A 277/480V service requirement. The proposed Project would also incorporate passive environmental lighting, and energy-efficient lighting would be incorporated into the Project's design. Overall the proposed Project would incorporate many features that would reduce its overall electricity consumption.

In addition while of regional concern, the Porter Gas leak is far removed and has no relation to the Project. The Project does not involve a large gas infrastructure project and there is no evidence to suggest that there is an association between the Project and a gas leak approximately 30 miles away from the Project Site. There is no evidence that natural gas supplies available for the Project will be impacted.

In sum, the proposed Project would not result in the inefficient, wasteful and unnecessary consumption of energy. The proposed Project would only result in an incremental increase in the use of electricity in respect to the overall system and would incorporate green building standards that would reduce energy consumption.

Comment 2-2:
The Project Description (Section 2) Is Inadequate & Does Not Meet CEQA's Requirements. The Project Description is confusing and does not provide an accurate and stable definition of the proposed Project that is easily understood by the public or decision makers. These clarifications are necessary in order for the general public and decision makers to adequately review the MND. It is very unclear at times what the Applicant is proposing. Our findings are below.

- The description of the surrounding uses is inadequate. The MND makes no mention of the existing schools situated to the north and east of tile Project Site.

Response:
The IS/MND includes a detailed description of the Project Site in Section 2.0 Project Description of the IS/MND. The Project Description states the Project Site is located within the Palms—Mar Vista—Del Rey Community Plan Area of the City. It includes a figure (Figure 2-1) depicting that the Project Site is roughly bound by the State Route 90 (SR 90), Marina Freeway, to the north (approximately 600 feet from the Project Site) and Jefferson Boulevard to the south. It further states the Project Site is within the Del Rey neighborhood and is currently comprised of five (5) contiguous lots located at 12575 Beatrice Street and 12541 Beatrice Street. It continues that following a lot line adjustment, the Project Site will be comprised of four (4) contiguous lots totaling approximately 196,447 SF. The Project Description further states the Project Site is currently developed with a 23,072-square-foot office building and two accessory buildings of 5,044 and 2,144 square feet at 12575 Beatrice Street, and an 87,881-square-foot office building at 12541 Beatrice Street. (Project Description, Page 2-1.)

The IS/MND includes a detailed description of the surrounding uses. In particular, it notes the Project Site is located within a commercial office and industrial low- and medium-rise, mixed-use neighborhood. A five-story apartment building is located on the southwestern side of the Project Site, across Beatrice Street. Additionally, there are several commercial office and industrial buildings located to the west, north, and southeast of the Project Site. Adjacent to the eastern side of the Project Site are two (2) two- story commercial office/industrial buildings. Further east are single-family homes across Grosvenor Boulevard, filling the area from Hammock Street to Beatrice Street. A five-level parking structure is located adjacent to the Project Site’s northeastern side. The Project Description includes a figure (Figure 2-2) depicting the Project Site and the surrounding area (Project Description, Page 2-1.)

In addition, each of the CEQA Environmental Checklist topics addressed in the IS/MND includes a discussion of the environmental setting as it pertains to that particular issue area. In regards to schools, the IS/MND discloses that there are several schools located in the project area, and specifically identifies the Playa del Rey Elementary School located at 12221 Juniette Street in Culver City (Initial Study Checklist & Evaluation, Page 3-30). This is the closest school to the Project Site and the only school within 0.25 mile of the Project Site. As discussed in the IS/MND, the proposed Project would result in no impacts to this school or to other schools in the Project area.

Comment 2-3:
The Project Description states that roughly 3,400 square-feet of the Project would be dedicated (we think) to solely retail and restaurant uses. However, the Traffic Impact Study does not include any retail and restaurant square footages in its trip generation estimates. How much floor area will actually be dedicated to restaurant and dining space for the Project?

These glaring inconsistencies illustrate that the Project Description shifts throughout the MND and makes it impossible to properly assess the significance of Project impacts. Please explain the reasons for the differences in floor area dedicated to restaurant and dining uses under the MND when compared to the Traffic Impact Study.

Response:
As proposed, the Project includes approximately 2,500 SF of café/restaurant use and smaller retail spaces located on the ground floor; and 900 SF of retail space located on the second and third floors. 500 SF of the retail space would be located on the second floor and 400 SF of retail space would be located on the third floor. However, dependent on tenant requirements these spaces may be divided as necessary. In regards to consistency with the traffic study, it is common for office buildings (particularly larger office buildings) to provide tenant services (retail and food-serving uses). These tenant services would generate few, if any, external trips because most patrons will likely be tenants from within the Project, or walk-ins from nearby offices or apartments. Any such external trips are already accounted for in the office vehicle trip generation rates, which are derived based on driveway traffic counts conducted at existing office buildings. This is verified in the description of the office land use provided in the *Trip Generation* manual published by the Institute of Transportation Engineers. For the office land use, it states within the *Trip Generation* manual: "An office building or buildings may contain a mixture of tenants including professional services, insurance companies, investment brokers and tenant services, such as a bank or savings and loan institution, a restaurant or cafeteria and service retail facilities." (ITE, Trip Generation Manual, 9th Edition, 2012). Accordingly, there is no need to revise the trip generation forecast for the Project based on the provision for 3,400 SF of retail/café uses on-site as any external vehicle trips that may be generated by this area are already factored into the ITE office trip generation rates.

The project has been conditioned to only permit those accessory commercial uses identified to have a trip generation factor equivalent to a restaurant or cafeteria and service retail facilities or below (as referenced in the ITE Trip Generation Manual). The applicant will be required to submit final plans to LADOT to determine if the project conforms to LADOT Case No. CTC15-103799, or if additional review and analysis is required.

Comment 2-4:
Regarding construction, Section 2.3 of the MND states that Project construction "would occur over approximately 22 months." This 22-month figure is used throughout the document, but it understates the actual construction time period required for the Project. The MND goes on to state that several months of infrastructure work would also be required, but since it "would precede" the 22-month construction period, it is not included as part of the overall construction time period. The "infrastructure work" should be properly considered part of the construction work required for the Project and the MND's description of the Project's construction duration makes the length of construction time required appear shorter than is actually proposed for the Project.

Response.
The IS/MND states that the proposed Project would connect to existing utility infrastructure (e.g., water mains, sewer lines, and storm drain inlets), which could require off-site improvements in the adjacent rights-of-way. The Project Description does not describe any construction activities on the Project Site that would precede commencement of the 22-month construction period. It is unclear where the comment originates as the phrases referred to are not included in the Project Description, description of construction activities, or anywhere else in the IS/MND document.

Comment 2-5:
Aesthetics. The Aesthetics Section contains numerous errors, inconsistencies, omissions, and incorrect assumptions and conclusions. They are summarized here.

- The aesthetics impacts of the Project were improperly analyzed. The section docs not delve into overall design and compatibility of the building with existing structures and uses in the surrounding area. For example, what are some facade improvements and colors that would complement the area? The overall height of the structure, listed at 135-feet, seems misleading, as the number does not consider the proposed Penthouse on the roof of the proposed structure. Proposed landscaping should also be discussed and show its compatibility with the neighborhood. With this, what is the actual character of the building and would the structure be compatible with the surrounding character, which is not fully disclosed in the MND. This needs to be expanded.

Response.
The IS/MND provides a detailed discussion of the building's height and an analysis of the proposed Project's impact on the visual character or quality of the surrounding area. (Initial Study Checklist & Evaluation, Page 3-2–3-8.) Elevation drawings, shade and shadows diagrams, and architectural renderings of the proposed Project are included in the IS/MND. (Project Description, Pages 2-2–2-7; Initial Study Checklist & Evaluation, Page 3-5–3-7; Appendix A-Additional Architecture Drawings.)

The IS/MND determined that impacts related to visual character and quality would be less than significant, because the design of the proposed building would enhance the visual quality and pedestrian experience of the surrounding area and streetscape by adding an architectural building with fully screened parking, ample setbacks, and enhanced landscaping throughout. Specifically, the proposed Project would provide approximately 48,584 square feet of landscaping (e.g., trees, green space, etc.) and 47,198 square feet of hardscape (e.g., courtyards, pathways, etc.) throughout the Project Site and on the new building's terraces on the upper levels. In addition, potential light and glare impacts would be mitigated through Mitigation Measures I-120 and I-130, and the parking garage would be screened and in compliance with Mitigation Measure I-200.

Lastly, to provide the most conservative analysis for calculating potential shade screening impacts, the up to 20-foot potential mechanical penthouse was factored in to the analysis and the shade screening calculation was 450 feet (derived from 3 x 135 feet for the main structure plus 20 feet for mechanical penthouse).

Comment 2-6:
Regarding shade and shadow sensitive receptors, the MND fails to mention that there exists an outdoor gathering space directly north of the Project Site. According to the *L.A. CEQA Thresholds Guide,* shadow sensitive uses are "facilities and operations sensitive to the effects of shading include: routinely useable outdoor spaces associated with residential, recreational, or institutional (e.g., schools, convalescent homes) land uses; commercial uses such as pedestrian oriented outdoor spaces or restaurants with outdoor eating areas; nurseries; and existing solar collectors." These land uses are termed "shadow-sensitive" because sunlight is important to function, physical comfort or commerce. The *L.A. CEQA Thresholds Guide* calls for a determination of whether there are any shadow-sensitive uses to the north, northwest, or northeast of a project, as that is generally the path ·shadows will be projected. As such, the MND falls inadequate in this analysis. As mentioned, directly north of the Project Site exists an outdoor gathering/seating/eating location for adjacent office building works. The MND fails to identify this particular area as shadow sensitive use, which it is. This needs to be discussed and disclosed in the MND.

Response:
The MND correctly identifies the only shadow-sensitive uses in the immediate vicinity of the Project as the residential apartments on the south side of Beatrice Street. Contrary to the comment, the "outdoor gathering/seating/eating location" associated with the adjacent office use is not considered a shadow sensitive use. According to the *L.A CEQA Thresholds Guide*, shadow sensitive uses are "facilities and operations sensitive to the effects of shading include: routinely useable outdoor spaces associated with residential, recreational, or institutional (e.g., schools, convalescent homes) land uses; commercial uses such as pedestrian oriented outdoor spaces or restaurants with outdoor eating areas; nurseries; and existing solar collectors." (*L.A CEQA Thresholds Guide*, 2006, Page A.3-1) Outdoor gathering/seating/eating locations associated with office uses are not considered shadow sensitive uses according to the *L.A. CEQA Thresholds Guide.*

Comment 2-7:
Construction Air Quality Impacts. Regarding construction impacts, numerous errors were made with respect to the CalEEMod analysis. These errors resulted in construction air quality impacts being understated. The CalEEMod analysis should be redone using assumptions more consistent with industry standards. Errors and improper assumptions include the following.

- The construction phasing in the CalEEMod analysis conflicts with the Project Description. As identified in the MND, early infrastructure work (e.g., storm drain line, retaining wall, shoring) would precede a 22-month construction period. The CalEEMod analysis uses a 22-month process after the initial infrastructure shoring period. Why is that? What effect does this have on the modeled emissions? Are they lower or higher? This must be explained.
- The CalEEMod air quality analysis assumes a very low level of equipment associated with the construction phases.

Response:
To address the first element of the comment, the entirety of the MND was reviewed and a text search was performed to identify instances of the use of "storm drain," "retaining wall," and "shoring." The phrase "storm drain" does not appear in the Project Description, and is only used in the Hydrology and Water Quality topical discussion (Initial Study Checklist & Evaluation, Page 3-33—3-34) and the Utilities and Service Systems topical discussion (Initial Study Checklist & Evaluation, Page 3-61) of the MND. There is no mention of any storm drain installation that would occur prior to the commencement of demolition activities on the Project Site. This comment is not corroborated by the contents of the MND, as it refers to elements of the project description that do not exist.

The phrases "retaining wall" and "shoring" do not appear at all in the entire document. The Project Description does not describe any construction activities on the Project Site prior to demolition of existing structures. It is unclear where the comment originates as the phrases referred to are not included in the Project Description, description of construction activities, or anywhere else in the IS/MND document. This comment is unsubstantiated and inaccurate.

The latter portion of this comment asserts that the construction equipment inventory utilized in the CalEEMod emissions modeling was too minimal. Minor adjustments were made to the equipment inventory based on Project-specific information describing the types of activities that would occur on the Project Site. However, in reviewing the CalEEMod files, it was determined that the Project equipment inventory was adjusted in the following ways:

Phase	Default Inventory (Number of Equipment)	Project Inventory (Number of Equipment)	Net Change (Number of Equipment)
Demolition	5	9	+4
Site Prep/Clearing	3	3	0
Excavation/Grading	4	7	+3
Building Construction	8	15	+7
Architectural Coating	1	1	0

Review of the CalEEMod files revealed that the Project inventory actually included 17 additional pieces of equipment relative to the default inventory for a Project Site between two and three acres in size. If anything, the analysis represents a conservative estimate of the maximum daily equipment activity during construction of the proposed Project. The comment is unsubstantiated and inaccurate, and reflects a misinterpretation of the emissions modeling for the proposed Project.

Comment 2-8:
Haul trucks are proposed to stage at Jefferson Boulevard south of the Project Site. A CO hot-spot analysis should have been conducted for this staging location, which is adjacent to heavily congested intersections along Jefferson Boulevard.

Response:
This comment suggests that a carbon monoxide (CO) hot-spot analysis should have been conducted for the staging area along Jefferson Boulevard south of the Project Site. Typically, CO hot-spot analyses are no longer required by the SCAQMD and other Lead Agencies due to improvements in vehicle exhaust emissions resulting from programs established by the California Air Resources Board (CARB) to reduce mobile source emissions of criteria pollutants.

In 2003, as part of formulation of the 2003 AQMP, the SCAQMD conducted research on CO concentrations at the most congested intersections within the City of Los Angeles. The SCAQMD determined that the intersection of Wilshire Boulevard and Veteran Avenue in Westwood was the most heavily trafficked at 100,000 daily vehicles, and generated a maximum 1-hour CO concentration of 4.6 ppm. The applicable 1-hour ambient air quality standard (AAQS) for 1-hour CO concentrations is 20 ppm. Therefore, by extrapolation, over 400,000 daily vehicles would need to pass through an intersection in order to exceed the 1-hour CO AAQS. It should be noted that since 2003, vehicle engine emissions have been reduced substantially as a result of CARB program implementation.

The industry standard for traffic impact assessment assumes that approximately 8 to 12 percent of daily vehicle volumes occur during a peak hour, in either the AM or the PM. Based on review of the Traffic Impact Study for the proposed Project, the Existing Traffic Volumes for the study area yielded a maximum AM peak hour vehicle volume of 4,670 and a maximum PM peak hour vehicle volume of 5,101 along Jefferson Boulevard at the intersection of Centinela. Conservatively assuming that the PM peak hour volume only represents approximately 5 percent of daily volumes, the maximum daily traffic at the intersection of Jefferson Boulevard and Centinela Avenue would extrapolate to 102,020 daily vehicles. This volume is within 2 percent of the maximum daily volume at the Wilshire Boulevard and Veteran Avenue intersection from the SCAQMD 2003 AQMP. Therefore, it is unlikely that maximum

1-hour CO concentrations at any intersection within the Project area exceed 5 ppm, which is only 25 percent of the 1-hour CO AAQS.

Construction of the proposed Project would require a maximum of 75 haul trucks per day during excavation and grading activities. (Initial Study Checklist & Evaluation, Page 2-13.) It is unlikely that maximum hourly truck volumes would exceed 10 trucks per hour. The addition of 10 heavy duty trucks to an intersection that experiences a maximum peak hour volume of 5,101 vehicles is not capable of quadrupling CO emissions at the intersection. The comment reflects a lack of understanding regarding current air quality assessment procedures, as the CO hot-spot analysis has become obsolete in recent years due to improvements in engine and fuel technologies and attainment of the AAQS. A CO hot-spot analysis was not and is not warranted for the proposed Project.

Comment 2-8:
A health risk assessment should have been conducted to assess potential impacts to neighboring schools. Although the elementary school is greater than 100-feet from the Project Site, construction is anticipated to last 22 months, though could be longer. Given the high level of diesel emissions and the close proximity of an existing elementary school, a health risk assessment should have been completed. What was the reason for not completing one as part of the MND? Health risks to elementary school kids must be addressed.

Response:
This comment suggests that a health risk assessment should have been conducted to assess potential air quality impacts to neighboring schools surrounding the Project Site. The IS/MND discloses that there are several schools located in the project area, and specifically identifies the Playa del Rey Elementary School being the closest, located approximately 0.25 miles east of the Project Site (Initial Study Checklist & Evaluation, Page 3-30). The other schools near the Project Site are Playa Del Rey Elementary located approximately 0.25 miles east of the Project Site, Marina del Rey Middle School located approximately 0.3 miles north of the Project Site, and the Westside Neighborhood School located approximately 0.41 miles west of the Project Site.

The SCAQMD has prepared a list of land uses that constitute substantial sources of TAC emissions. The list includes: high-traffic freeways and roads, distribution centers, rail yards, ports, refineries, chrome plating facilities, perchloroethylene dry cleaners, and large gasoline dispensing facilities. These uses have been identified to generate TAC emissions that may cause air quality concerns for nearby sensitive land uses. Office and restaurant uses are not included in the list, as operation of these land uses does not generate substantial TAC emissions. Emissions of air pollutants disperse upon being released into the atmosphere, and SCAQMD research has shown that concentrations of diesel particulate matter (DPM) decrease by over 80 percent between a downwind distance of 20 meters (65 feet, 0.01 miles) and a downwind distance of 500 meters (0.31 miles) from the source of emissions.

The air quality impact assessment in the IS/MND demonstrated that maximum daily emissions of PM_{10} from on-site sources (construction equipment) would not exceed the SCAQMD localized significance threshold (LST) values. (Initial Study Checklist & Evaluation, Table 3-1.) Furthermore, concentrations of diesel PM_{10} would decrease by over 80 percent by the time emissions from construction activities reached the nearest school property. (Initial Study Checklist & Evaluation, Page 3-14.) Additionally, the California Air Pollution Control Officers' Association (CAPCOA) recommends a screening distance of 1,000 feet for school siting near substantial sources of air pollution such as distribution centers and rail yards. The schools nearest to the Project Site are located over 1,400 feet away from the Project Site. Therefore, a health risk assessment examining potential exposures of school children to toxic air contaminant emissions generated during construction activities is not warranted. The comment reflects a poor understanding of current air quality assessment guidance and recommendations regarding health risk assessments.

Comment 2-9:
Operational Air Impacts. Operational air impacts are largely the result of off-site mobile sources. The MND states that "[t]he estimate of total daily trips associated with the proposed Project was based on the Traffic Impact Analysis prepared ..." As discussed below, the Traffic Impact Study substantially understates the number of daily trips, since it uses solely an office use generation for its trips, when clearly there are restaurant and retail uses proposed. As a result, the emission volumes are also understated. Mobile emissions must be recalculated using the correct number of daily trips.

Response:
It is common for office buildings (particularly larger office buildings) to provide tenant services (retail and food-serving uses). These tenant services would generate few, if any external trips because most patrons will likely be tenants from within the project, or walk-ins from nearby offices. Any such external trips are already accounted for in the office vehicle trip generation rates, which are derived based on driveway traffic counts conducted at existing office buildings. This is verified in the description of the office land use provided in the *Trip Generation* manual published by the Institute of Transportation Engineers.

For the office land use, it states within the *Trip Generation* manual: "An office building or buildings may contain a mixture of tenants including professional services, insurance companies, investment brokers and tenant services, such as a bank or savings and loan institution, <u>a restaurant or cafeteria and service retail facilities.</u>" (ITE, Trip Generation Manual, 9th Edition, 2012) .Accordingly, there is no need to revise the trip generation forecast for the Project based on the provision for 3,400 s.f. of retail/café uses on-site as any external vehicle trips that may be generated by this area are already factored into the ITE office trip generation rates. Therefore, there is no need to revise operational mobile source emissions modeling and operational air quality impacts have not been understated.

Comment 2-10:
Air Quality. The MND states that the proposed Project would not be a source of toxic air contaminants. This ignores the fact that there will be a substantial increase in truck deliveries to the Project Site as a result of the commercial uses that will now need to be serviced. Exposure to TACs is exacerbated by the Project sites location immediately Playa Vista and north of Jefferson Boulevard. The proposed Project contains office uses and restaurant uses, both sensitive land uses. Accordingly, a mobile health risk assessment should have been conducted for the Project's users to ensure that the proposed "Project is not exposing sensitive receptors to substantial concentrations of DPM." (Id.) Please include such an assessment in the MND or explain why it is not included.

Response:
The comment suggests that the proposed Project would be a substantial source of toxic air contaminant (TAC) emissions. The SCAQMD has prepared a list of land uses that constitute substantial sources of TAC emissions. The list includes: high-traffic freeways and roads, distribution centers, rail yards, ports, refineries, chrome plating facilities, perchloroethylene dry cleaners, and large gasoline dispensing facilities. These uses have been identified to generate TAC emissions that may cause air quality concerns for nearby sensitive land uses. Office and restaurant uses are not included in the list, as operation of these land uses does not generate substantial TAC emissions. This comment reflects a misunderstanding of land uses that generate substantial TAC emissions and is not accurate.

The comment also suggests that office uses and restaurant uses are considered sensitive land uses. The SCAQMD has prepared a list of land uses that constitute sensitive receptors, which includes: schools, playgrounds, childcare centers, long-term health care facilities, rehabilitation centers, convalescent centers, hospitals, retirement homes, residences. Offices and restaurants are not on this list, and are not considered sensitive land uses. The comment is inaccurate in its assertion that offices and restaurants are sensitive land uses, reflecting a misunderstanding of SCAQMD guidance on sensitive receptors. This comment is unfounded and invalid.

Comment 2-11:
Air Quality. The Project could also result in a cumulative air quality impact, which was not disclosed for some reason. The proposed growth in population from the Project could exceed the 2020 projections for the City in the adopted 2012 AQMP. As such, the Project would conflict and obstruct implementation of the applicable, federally-approved air quality attainment plan for the region. This potential impact is not recognized. It should have been.

Response:
Population growth only results from introduction of new residential land uses to a region, which subsequently increases the number of people living in that region. The proposed Project would increase employment, but would not directly increase population. (Initial Study Checklist & Evaluation, Page 3-48.) There is no evidence to substantiate the assertion that implementation of the proposed Project would cause population growth and there is no element of the proposed Project that involves residential development. Therefore, it is not possible that implementation of the proposed Project would induce population growth capable of exceeding projections in the 2012 AQMP or the 2016 AQMP, and there is no potential for a cumulative air quality impact. This comment fails to provide any evidence that the Project development would directly contribute to population growth.

Comment 2-12:
Cultural Resources. The Cultural Resources Section does not provide adequate mitigation to reduce a potential impact to a less than significant level - ultimately failing as an informational document.

The proposed MND mitigation mentions that if cultural resources (including archaeological and paleontological resources) are found on-site during grading and excavation, then a qualified archaeologist/paleontologist will evaluate the find. Given the cultural resources environment near the Playa Vista development south of the Project Site (and surrounding area), this mitigation measure is insufficient to mitigate impacts to a less than significant impact. As found in the Village at Playa Vista Final RS-EIR (August 2009), the longer-term placement of buildings in the area would limit future access to the soils underling the Play Vista Site that have been rated as having archaeologically and paleontologically high impact significance. With this, mitigation measures were required regarding the location of any potential resources to be included in and archived as pan of the treatment plan prior to earthwork being performed. Effective mitigation measures should include an on-site monitor during all building and excavation activities. Similarly, a qualified Archaeologist and Paleontologist should be retained to develop and implement a monitoring program for construction activities that could possibly encounter older sedimentary deposits and/or human remains. The qualified Archaeologist and Paleontologist should also attend a pre-grading/excavation meeting to discuss a monitoring program prior to any earthwork being performed. If cultural resources are found, a qualified Archaeologist and Paleontologist must be required to prepare a report regarding the find and its treatment effort to be submitted to the City, the South Central Coastal Information Center, and representatives of other appropriate or concerned agencies. This report must include a description of resources unearthed, if any, treatment of the resources, and evaluation of the resources with respect to the California Register.

Response:
Contrary to the comment, the IS/MND adequately addressed Cultural Resources. In addition, the IS/MND included regulatory compliance and mitigation measures sufficient to reduce impacts related to archaeological and paleontological resources to less-than-significant levels. These included Regulatory Compliance Measures RC-CR-1 through RC-CR-3, which stated how potential archaeological, paleontological, and human remain resources that may be discovered during excavation will be dealt with in accordance with federal, State and local guidelines. In addition, Mitigation Measure CR-1 also requires an approved Native American monitor will be present during ground disturbing proceedings to further protect and identify archaeological resources. These Regulatory Compliance Measures and Mitigation Measures will mitigate any potential cultural resources impacts to less than significant levels.

Comment 2-13:
Geology and Soils. Per the MND, it is unclear if the proposed grading (and subsequent disturbances to existing soil) are fully detailed and explained in the analysis. As proposed, the Project would excavate soil up to 20-feet in depth. This seems unrealistic for a development that is proposing two-levels of underground parking. Each level would typically be roughly 10-feel in depth. This 20-foot depth number seems to not take into account footings and related structural items needed to support a building of the size proposed. What's more, the Geology section states that groundwater may be encountered less than 30-feet in depth, but provides no mitigation in case groundwater is encountered. This seems confusing and misleading. Also, with these inconsistencies, how are we supposed to know if loss of topsoil and ground surface disturbances are accurately disclosed and presented in the MND? This needs to be discussed in more detail in the MND.

Response:
The IS/MND described and analyzed the estimated volume of export required for implementation of the proposed Project. In particular, the IS/MND states the proposed Project would include two subterranean level of parking, which would require excavation to a maximum depth of 20 feet (including excavation for project footings and foundations). (Initial Study Checklist & Evaluation, Page 2-13.) The excavation depth of 20 feet refers to the extent of sub-grade disturbance, scraping and re-compaction as required below the column footings, and not all excavated material would be exported off-site. As shown in Figures 2-5 to 2-7 of the IS/MND, both parking levels would be approximately 10 feet in depth. However, parking level 0 would be 5 feet above grade and 5 feet below grade, while parking level 00 would be 10 feet below grade, amounting to 15 feet in total below grade for parking. The extra 5 feet in excavation from 15 feet takes into account excavation for Project footings and foundations.

As stated in the IS/MND, during construction, excavation to accommodate subterranean levels may result in penetration of the existing water table and require dewatering. (Initial Study Checklist & Evaluation, Page 3-33.) Any temporary or permanent dewatering program would need to comply with all applicable City and State regulations, in addition to Regulatory Compliance Measures RC-HWQ-1, RC-HWQ-2, and RC-HWQ-3. Therefore, impacts related to groundwater would be reduced to less than significant.

RC-HWQ-1 Prior to issuance of a grading permit, the applicant shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit). The applicant shall provide the Waste

Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan shall be prepared and implemented in compliance with the requirements of the Construction General Permit. The Storm Water Pollution Prevention Plan shall identify construction Best Management Practices to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants to stormwater runoff as a result of construction activities.

RC-HWQ-2 Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.

RC-HWQ-3 The applicant shall comply with all mandatory storm water permit requirements (including, but not limited to National Pollutant Discharge Elimination System, Storm Water Pollution Prevention Plan and Standard Urban Stormwater Mitigation Plan, and Low Impact Development requirements) at the federal, State and local level.

Comment 2-14:

Greenhouse Gas Emissions. The Greenhouse Gas Emissions Section contains numerous errors, inconsistencies, omissions, incorrect assumptions, and incorrect conclusions - ultimately failing as an informational document. The MND fails to compare the Project's impacts against all applicable climate action plans and policies. When the MND compares the Project's greenhouse gas (GHG) emissions against a draft 2010 threshold of significance raised by SCAQMD Staff during a working group process, it fails to properly conclude that the Project would exceed that draft threshold. The input assumptions used in the CalEEMod analysis also understate potential construction impacts and require updated modeling to properly disclose construction-related impacts. Specific comments are as follows.

- The Regulatory Setting Section of the MND is cursory, outdated, and inaccurate. Some examples are provided below:
- The MND fails as an informational document because it does not analyze the Project's consistency with Executive Orders S-03-05 and B-30-15. These Executive Orders establish mid-term (2030) and long-term (2050) emission reduction targets for the State. The failure to consider the Project's consistency with the State's climate policy of ongoing emissions reductions reflected in the Executive Orders, which importantly are tied to the atmospheric concentrations of GHGs necess3I)' to stabilize the climate, frustrates the State's climate policy and renders the MND legally deficient and inadequate as an informational document. This analysis must be completed.
- The analysis fails to describe whether the Project incorporates sustainability design features in accordance with regulatory compliance measures to reduce vehicle miles traveled and the Project's potential impact.
- Methane (CH.) is generally emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from the decomposition of organic waste in solid waste landfills, raising livestock, natural gas and petroleum systems, stationary and mobile combustion and wastewater treatment. Mobile sources represent 0.5 percent of overall methane emissions.' With this, for most nonindustrial development projects, motor vehicles make up the bulk of GHG emissions, particularly carbon dioxide, methane, nitrous

oxide, and HFCs.: Since the Project is in a Methane Zone per ZIMAS, the Greenhouse Gas Emissions section should look closer at this issue and provide additional analysis.

- Similar to the Air Quality section of the MND, the CalEEMod estimates are based on inconsistent activity data for mobile sources that should be resolved. These items include:
  - As noted above, the construction phasing in the CalEEMod analysis conflicts with information in the Project Description under the MND.
  - As noted previously, the CalEEMod GHG analysis assumes a very low level of equipment associated with the construction phases.
  - Several consistency statements mention that the Project is providing many retail and commercial uses, all of which would contribute to the policies of encouraging the creation of jobs. Similar to other comments that have been presented, the MND conveniently picks and chooses when to mention that they are proposing commercial uses, when in fact, the Project Description illustrates very little retail.

Response:

This comment suggests that the GHG emissions assessment contained numerous methodological errors, which can be addressed topically as follows:

- The MND fails to compare the Project's impacts against all applicable climate action plans and policies.

  There is no prescriptive guidance stating that an individual project's GHG emissions must be assessed in the context of all relevant climate action plans and policies. The effects of GHG emissions on climate change are regionally cumulative in nature and an individual project's incremental influence on regional GHG emissions and climate change cannot be effectively measured. Climate action plans are written to guide regional efforts in reducing GHG emissions and improving sustainability through goals, objectives, and strategies that are implemented regionally. The State of California and the City of Los Angeles have adopted policies aimed at reducing GHG emissions and improving energy efficiency in commercial buildings. The MND includes a discussion of building design standards to which the proposed Project will adhere, as well as additional features that will be incorporated to enhance the proposed Project with regards to energy efficiency (Initial Study Checklist & Evaluation, Page 3-27). The discussion and analysis contained in the MND is sufficient.

- The MND compares project emissions to the SCAQMD draft 2010 threshold of significance but does not conclude that the project would exceed the threshold.

  This comment is inaccurate in that the GHG emissions analysis in the MND does not compare the GHG emissions generated by the proposed Project to the draft 2010 SCAQMD staff threshold of significance. (Initial Study Checklist & Evaluation, Table 3.7, Page 3-25.) The draft 2010 SCAQMD staff recommendation is discussed to demonstrate that the SCAQMD has not officially promulgated a quantitative GHG emissions threshold for non-industrial projects. The City has also not adopted a quantitative threshold for GHG emissions. Therefore, there is no applicable quantitative threshold for comparison from a regulatory perspective. This comment is inaccurate in suggesting that a comparison was made to the 2010 draft SCAQMD threshold.

- The input assumptions in CalEEMod understate potential construction impacts.

  This comment asserts that assumptions in the CalEEMod analysis resulted in construction GHG emissions being understated. Minor adjustments were made to the equipment inventory based on Project-specific information describing the types of activities that would occur on the Project Site. However, in reviewing the CalEEMod files, it was determined that the Project equipment inventory was adjusted in the following ways:

Phase	Default Inventory (Number of Equipment)	Project Inventory (Number of Equipment)	Net Change (Number of Equipment)
Demolition	5	9	+4
Site Prep/Clearing	3	3	0
Excavation/Grading	4	7	+3
Building Construction	8	15	+7
Architectural Coating	1	1	0

Review of the CalEEMod files revealed that the Project inventory actually included 17 additional pieces of equipment relative to the default inventory for a Project Site between two and three acres in size. If anything, the analysis represents a conservative estimate of the maximum daily equipment activity during construction of the proposed Project. The comment is unsubstantiated and inaccurate and reflects a misinterpretation of the emissions modeling for the proposed Project.

- The Regulatory Setting section of the MND is cursory, outdated, and inaccurate.

  This comment reflects a misunderstanding of the scope of MND requirements pertaining to regulatory settings discussion. It is not customary to include an extensive discussion of the regulatory setting under each impact assessment topic at the MND level. The regulations included in the assessment of GHG emissions were provided to give context as to why and how GHG emissions are of environmental concern. AB 32 is the foundation upon which GHG emissions assessment within California was developed. State and City policies such as the Title 24 energy efficiency standards and the LA Green Building Code have evolved from the objective of reducing GHG emissions. The consideration of applicable regulations and policies in the MND is adequate and satisfies all requirements for context under CEQA.

- The MND does not analyze the project’s consistency with EO S-03-05 and B-30-15.

  Executive Orders S-03-05 (2005) and B-30-15 (2015) contain mandates committing the State of California to reduce its statewide GHG emissions inventory to 1990 levels by 2020 and to 40 percent below 1990 levels by 2030, respectively. GHG emissions are cumulative in nature, and emissions reductions are achieved through large-scale enforcement of policies and initiatives to improve sustainability and energy efficiency. To support the requirements of S-03-05 and B-30-15, California continues to improve its statewide CALGreen Code and Title 24 standards for energy efficiency in buildings. Additionally, the City of Los Angeles has promulgated its own LA Green Building Code that is even more aggressive in enhancing sustainability than the statewide programs.

  As stated in the MND, the proposed Project will adhere to the requirements of the CALGreen Code and the LA Green Building Code, and will provide electric vehicle (EV) charging stations, energy efficient lighting and plumbing fixtures, and a 20 percent reduction in potable water use. (Initial Study Checklist & Evaluation, Page 3-26.) All of these design features are consistent with statewide and regional programs to reduce GHG emissions, including Executive Orders S-03-05 and B-30-15. Collectively, individual projects embracing these GHG emissions reductions strategies, in combination with City and public transit programs to improve sustainability, will achieve the GHG emissions reductions set forth at the statewide level. It is not appropriate to evaluate an individual project in the context of these Executive Orders, and therefore the comment is not relevant.

- The MND fails to describe whether the project incorporates sustainability design features in accordance with regulatory compliance measures to reduce VMT and the potential impact.

  There is no prescriptive guidance requiring that assessment of GHG emissions from individual projects demonstrate a reduction in VMT. There is also no standard regulatory compliance measure requiring that an individual project reduce VMT. The discussion of GHG emissions assessment acknowledges that the proposed Project will be located in close proximity to numerous public transit opportunities. (3.0 Initial Study & Checklist, Page 3-29.) The potential reduction in VMT due to transit accessibility was not included in the scope of the Traffic Study for the proposed Project. Consequently, the VMT associated with the proposed Project represents a conservative estimate as it does not factor in the number of future employees that may opt to use public transit as a means of commuting. The comment is baseless in that no regulatory compliance measures require demonstrated reductions in VMT regardless of land use type.

- The project is in a Methane Zone according to ZIMAS and therefore the GHG emissions section should be expanded to address naturally occurring methane.

  Mobile source GHG emissions associated with the proposed Project were estimated using CalEEMod. The location of the Project Site in a Methane Zone does not have any effect on the quantification of GHG emissions that would be generated by construction activities or future operation of the proposed Project. There is no connection between potential methane hazards in the subsurface and mobile source GHG emissions that would be generated by the proposed Project, which the comment identifies as the primary sources of operational emissions. This comment attempts to draw a connection between two unrelated topics. The comment regarding the Methane Zone discussion should alternatively be directed towards Hazards and Hazardous Materials. Please see Response 3-2 for a discussion of the Methane Zone analysis.

- The construction phasing in the CalEEMod analysis conflicts with the Project Description.

  To address this comment, the entirety of the MND was reviewed and a text search was performed to identify instances of the use of “storm drain,” “retaining wall,” and “shoring.” The phrase “storm drain” does not appear in the Project Description, and is only used in the Hydrology and Water Quality topical discussion (3.0 Initial Study Checklist & Evaluation, Page 3-33, 3-34) and the Utilities and Service Systems topical discussion (3.0 Initial Study Checklist & Evaluation, page 3-61) of the MND. There is no mention of any storm drain installation that would occur prior to the commencement of demolition activities on the Project Site. This comment is not corroborated by the contents of the MND, as it refers to elements of the project description that do not exist.

  The phrases “retaining wall” and “shoring” do not appear at all in the entire document. The Project Description does not describe any construction activities on the Project Site prior to demolition of existing structures. It is unclear where the comment originates as the phrases referred to are not included in the Project Description, description of construction activities, or anywhere else in the MND document. The phases outlined in the CalEEMod analysis are consistent with the Project Description. This comment is unsubstantiated and inaccurate.

- The GHG emissions analysis assumes a very low level of equipment associated with the construction phases.

This comment asserts that the construction equipment inventory utilized in the CalEEMod emissions modeling was too minimal. Minor adjustments were made to the equipment inventory based on Project-specific information describing the types of activities that would occur on the Project Site. However, in reviewing the CalEEMod files, it was determined that the Project equipment inventory was adjusted in the following ways:

Phase	Default Inventory (Number of Equipment)	Project Inventory (Number of Equipment)	Net Change (Number of Equipment)
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Building Construction	8	15	+7
Architectural Coating	1	1	0

Review of the CalEEMod files revealed that the Project inventory actually included 17 additional pieces of equipment relative to the default inventory for a Project Site between two and three acres in size. If anything, the analysis represents a conservative estimate of the maximum daily equipment activity during construction of the proposed Project. The comment is unsubstantiated and inaccurate and reflects a misinterpretation of the emissions modeling for the proposed Project.

- The MND states that the project is providing many retail and commercial uses, but the Project Description illustrates very little retail.

  The number and size of the retail and commercial uses is not pertinent to the quantification of GHG emissions or the assessment of those emissions in a regulatory context. The Project Description provides an accurate overview of the types of uses that comprise the proposed Project. Additionally, the non-commercial uses will be used predominantly by the employees of the office building component of the project. There is not an inconsistency between the MND and the Project Description and this comment is not relevant to the assessment of GHG emissions associated with the proposed Project.

Comment 2-15:

Hazards and Hazardous Materials. As mentioned earlier, the MND does not address methane zone impacts. The Project Site is located within the City of Los Angeles Methane Zone based on the City of Los Angeles Department of City Planning, Zone Information and Map Access System These areas have a risk of methane intrusion emanating from geologic formations. The areas have developmental regulations that are required by the City of los Angeles pertaining to ventilation and methane gas detection systems depending on designation category. A Methane Gas Investigation Report should be conducted.

The investigation should evaluate existing methane conditions. According to the LADBS, methane mitigation is required for all sites located in a Methane Zone or a Methane Buffer Zone, regardless of results obtained in a methane investigation. The Site is located in a Methane Zone, as discussed above.,and appropriate mitigation should be listed to reduce potential impacts. By failing to include this CEQA category from the MND's analysis, the public and decisionmakers are prevented from imposing potentially valuable mitigation measures to reduce the scope of such methane impacts.

Response:

Please see Response 3-2. Although the proposed Project is located in a Methane Hazard Zone, many heavily developed parts of the City are located in Methane Hazard Zones or Methane Buffer Zones. As such, the City has enacted Ordinance No. 175790 and Ordinance No. 180619, which are designed to provide standard measures to control a common hazard in the City. Measures include site testing, detection systems, and venting, which are required as part of the LAMC. Site testing standards for methane are set as part of the LABC. The proposed Project would comply with the LAMC and LABC, and impact determinations regarding hazards would not change.

Comment 2-16:
Land Use and Planning. In general, the MND fails to provide a sufficient level of detail or explanation in order to adequately inform the public and decisionmakers of the Project's consistency with the Land Use Policies and Goals. Most of the consistency findings are limited to a few sentences total. A deeper level of consistency should have been developed and thoroughly explored within the MND, especially for a development of this size and scope.

For example, the MND concludes that the Project is consistent with respect to the Land Use and Conservation Elements based primarily on the conclusion that it would not increase impacts as to these Elements over and above those resulting from the existing uses at the Project Site, or based on the fact that the Project is similar to existing uses. What’s more, Objective 2-1.1 is listed as a consistent approach to commercial development; however, the proposed Project is mostly Office related uses and does not provide new services to the existing community.

More glaring, it seems that many land use plans and policy documents were left out of the analysis. The table provided in the MND mentions strictly those goals and objectives of the related Community Plan for the area. No mention of the City's Land Use Element, Open Space Element, Safety Element, Public Services Element, and Do Real Planning Guidelines were listed and disclosed. This is a huge oversight. Where is the consistency analysis with the Regional Comprehensive Plan, South Coast Air Quality Management Plan, and others? Also, there is no mention of consistency with the City's LAMC regarding Floor Area Ratio. Open Space, density, parking, and etc.

These are the types of issues that appear to be missing from and improperly addressed under the analysis in the MND that should be disclosed and considered as part of the land use impact analysis.

Response:
The policies, objectives, and goals within the City of Los Angeles General Plan Land Use Element sets forth long-range guidance for future development of the City, and the Community Plans guide the physical development by establishing land use goals and policies at the neighborhood level. (Initial Study Checklist & Evaluation, Page 3-36.)

The Project is located within the Palms-Mar Vista-Del Rey Community Plan (Community Plan). The MND provides a detailed analysis of the Project’s consistency with Community Plan policies. (Initial Study Checklist & Evaluation, Table 3-4.) The comment implies that the Project is inconsistent with Community Plan policies and objectives but does not provide specific examples. With respect to Objective 2-1.1, the comment incorrectly states that the objective requires that the Project “provide new services to the existing community.” In fact, Objective 2-1.1 seeks only to “provide additional opportunities for new commercial development and services within existing commercial areas,” which describes the Project exactly as it brings additional office development (commercial) as well as ground floor retail and café uses (services) to an existing commercial area. The comment incorrectly implies that the Objective seeks “community-serving services” which it does not.

The Project is also consistent with applicable LAMC provisions. The Floor Area Ratio (FAR) is approximately 1:46:1, while the maximum floor area based on the zoning for the Project Site is 1.5:1, as shown in the City of Los Angeles Cover Page for the proposed Project. As stated in the IS/MND, the proposed Project would provide two levels of subterranean parking and three above ground parking levels with a total of 845 parking spaces. The 845 provided parking spaces would exceed the number of parking spaces required by the LAMC by 269 spaces. Per comments received on the public hearing for the proposed Project on June 6, 2017, square footages of the proposed Project was revised and parking requirements per LAMC were recalculated. As such, the proposed Project would now exceed the parking spaces required by the LAMC by 259 spaces. Nonetheless, the proposed Project would be consistent with the LAMC.

Pursuant to the LAMC, Open Space is required for projects with 6 or more residential units in accordance with Section 12.21 G of the Zoning Code. As the proposed Project is a commercial office space, there is no open space requirement. In addition, the SCAQMD AQMP is related to air quality and is addressed in the Air Quality section of the IS/MND. (Initial Study Checklist & Evaluation, Page 3-10.) After stating the AQMP is designed to meet applicable federal and State requirements, including attainment of ambient air quality standards, the IS/MND evaluates the proposed Project's compliance with the AQMP. In particular, the IS/MND states the proposed Project does not include a housing element and would not contribute to population growth.

In sum, the IS/MND adequately addresses applicable land use plans and therefore impacts will be less than significant.

Comment 2-17:
Noise and Vibration. The MND utterly fails to address the fact that there are sensitive receptors that will be significantly impacted from construction noise including the underestimated volume of excavation and the operation of a large parking facility, the loading area and mobile noise from all of the likely vehicles that will have to turn around at the end of the cul-de-sac. To make matters worse, the MND proposes an utterly deficient mitigation measure to address construction noise - Noise XII-27; as complaint line mitigates nothing.

Response:
Contrary to the comment, the IS/MND identifies the following sensitive receptors within the vicinity of the Project Site:

- Multi-family residences located 50 feet to the south across Beatrice Street;
- Single-family residences located approximately 300 feet to the east of the Project Site but approximately 600 feet east of the construction zone;
- 740 Sound Design located adjacent to the Project Site but 350 feet east of the construction zone; and
- Digital Domain located approximately 300 feet west to the west. (Initial Study Checklist & Evaluation, Page 3-40.)

The IS/MND notes that additional sensitive receptors are located within 500 feet of the Project Site; however, these receptors were determined to be somewhat shielded from construction activity by the buildings immediately surrounding the Project Site and that the sensitive receptors identified above represent the nearest sensitive with the potential to be impacted by the proposed Project. (Initial Study Checklist & Evaluation, Pages 3-40—3-41.) The noise analysis included a detailed discussion of construction noise levels that would occur at these sensitive receptors. (Initial Study Checklist & Evaluation, Pages 3-39—3-48.)

The Project's parking noise and its potential to increase ambient noise levels is assessed at sensitive receptors in the IS/MND. (Initial Study Checklist & Evaluation, Page 3-44, Table 3-11.) The subterranean level parking would be partially enclosed, and vehicle noise generated within the structure would not be audible beyond the property line. In addition, parking would be fully screened which would further reduce noise levels. The loading area is located in the proposed Project's northeast corner next to commercial and industrial land uses. These types of land uses are not considered sensitive to noise and the design of the proposed Project took careful consideration to locate noise generating aspects away from sensitive receptors. Residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas are considered sensitive receptors.

In regards to mobile noise along the cul-de-sac, the nearest sensitive receptor is located approximately 400 feet to the south and the uses immediately surrounding it are commercial and industrial uses. The majority of mobile noise is generated by vehicles pushing air out of the way as they pass at high speeds. Vehicles travelling along Jandy Place would be at low speeds entering and exiting driveways and would generate minimal noise levels. Furthermore the uses adjacent to the cul-de-sac are located approximately 220 feet south of State Route 90, with vehicles travelling at speeds in excess of 65 miles per hour. Mobile noise generated by the highway would overshadow mobile noise generated by vehicles travelling along Jandy Place. Furthermore, the roadways analyzed in the mobile noise analysis were those identified by the Traffic Impact Study to have the potential to have impacts in the AM or PM peak hour. (Initial Study Checklist & Evaluation, Table 3-10, Page 3-43.) Jandy Place was not identified as an impacted roadway and would operate at a good level of service under Future Cumulative with Project Conditions. (Appendix H – Traffic Impact Study, Page 59; Appendix H – Driveway Traffic Analysis Addendum, Page 3.)

In addition, the IS/MND described and analyzed the estimated volume of export required for implementation of the proposed Project. In particular, the IS/MND states the proposed Project would include two subterranean levels of parking, which would require excavation to a maximum depth of 20 feet (including excavation for project footings and foundations). The excavation depth of 20 feet refers to the extent of sub-grade disturbance, scraping and re-compaction as required below the column footings, and not all excavated material would be exported off-site. Approximately 6,662 tons of demolition debris and 42,000 cubic yards of excavated materials would be exported from the site. (Project Description, Page 2-13.) The estimated volume of export is reasonably derived from estimates based on Project plan sets. The export volume was factored into the noise analysis set forth in the IS/MND and it was assumed export activities would happen at the worst traffic hour. In particular, noise levels for the excavation phase assumed 19 haul trucks per hour, and accounted for construction worker trips and delivery truck trips occurring at the same time. This analysis reflects the most conservative, worst case scenario. (Initial Study Checklist & Evaluation, Page 3-43.)

Pursuant to LAMC Section 112.05, construction noise levels are exempt from the 75 dBA noise threshold if all technically feasible noise attenuation measures are implemented. The Project Applicant would be required to comply with the City's Standard Conditions of Approval (Regulatory Compliance Measures RC-NO-1 through RC-NO-3) and implement Mitigation Measures XII-20 through XII-27, which are feasible measures to control noise levels, including installation of engine mufflers, noise blanket barriers, and use of quieter electric equipment. Mitigation Measures XII-27 is intended as notification measure to inform residents and tenants of construction and to provide an avenue to address public complaints; as such, the measure can allow affected individuals to reschedule activities or otherwise avoid unexpected noise levels. Mitigation Measures XII-20 through XII-26 would provide a quantitative reduction in noise levels and are more than adequate to minimize impacts on the surrounding sensitive receptors. Therefore, the IS/MND concludes that noise impacts would be less than significant with implementation of mitigation measures.

Comment 2-18:
Public Services. With regard to Fire Protection Services, the MND falls flat and does not disclose true potential impacts. In particular, is the Project considered a high-rise structure per LAMC requirements? This is not discussed nor disclosed. This is important since many fire code requirements need to be implemented into the overall design of the Project building. Is a Heli-Pad needed, since the buildings may be considered a high-rise structure? Also, since the Fire Protection Services sections does not provide sufficient detail on existing equipment mix of existing fire stations, are new ladder trucks needed, and if so, how many would be required? This could be a potentially significant impact prior to mitigation measures being incorporated. This needs to be disclosed. With this, are sprinklers required on each floor of the building, due to the overall height of the building and distance to the nearest fire station? It seems the MND is deficient in this area and needs to be revised accordingly.

Response:
Per LAMC Section 91.8604.6.3, a high-rise building is a building of any type of construction having floors (as measured from the top of the floor surface) that may be used for human occupancy located more than 75 feet above the lowest floor level having building access. As such, the proposed Project would be considered a high-rise building. The helipad requirement was removed from the LAMC and is not required for the proposed Project. The proposed Project would comply with all applicable standards regarding LAFD fire protection services (Regulatory Compliance Measure **RC-PS-1** through **RC-PS-8**). (Initial Study Checklist & Evaluation, Page 3-49). The building would incorporate automatic sprinkler systems on every level per requirements set by LAFD. The Project plans will be subject to all requirements of the Building and Safety plan check process, and all required fire protection measures will be implemented prior to issuance of building permit. Thus, with incorporation of the below Regulatory Compliance Measures the Project would have a less than significant impact related to fire protection services.

RC-PS-1	The proposed Project shall comply with the 2014 Fire Code and any subsequent codes at the time of building permits, including the requirements for automatic fire sprinkler systems and any other fire protection devices deemed necessary by the Fire Chief (e.g., fire signaling systems, fire extinguishers, smoke removal systems, etc.).
RC-PS-2	The plot plan shall be submitted to the Los Angeles Fire Department (LAFD) for review and approval, and shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant.
RC-PS-3	A plot plan shall be submitted to the LAFD for review and approval prior to occupancy of the proposed Project, which shall provide the capacity of the fire mains serving the Project Site. Any required upgrades shall be identified and implemented prior to occupancy of the proposed Project
RC-PS-4	Prior to occupancy of the proposed Project, an emergency response plan shall be submitted to the LAFD. The emergency response plan would include, but not be limited to, the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire stations. Any required modifications shall be identified and implemented prior to occupancy of the proposed Project.
RC-PS-5	The construction contractors and work crews shall (1) properly maintain the mechanical equipment according to best practices and the manufacturers' procedures; (2) ensure proper storage of flammable materials; and (3) cleanup of spills of flammable liquid.

RC-PS-6 If there are partial closures to streets surrounding the Project Site, flagmen shall be used to facilitate the traffic flow until the street closure around the construction is complete.

RC-PS-7 During demolition and construction, LAFD access from major roadways shall remain clear and unobstructed.

RC-PS-8 The design of the Project Site shall provide adequate access for LAFD equipment and personnel to the structures.

Comment 2-19:
Utilities and Service Systems. The Utilities and Service Systems Section does not provide adequate information and is ultimately failing as an informational document. Our firm's comments on the MND are listed below:

- Projected water during construction use must be calculated based on total water usage and not average daily consumption, similar to how Air Quality impacts are calculated. Since the time period required for construction has been extended, construction activities associated with construction will require greater water consumption.
- Not only has the duration of construction is confusing, but the extent and intensity of' construction is also unclear. There is no analysis regarding the potential for the increased levels of water demand required for the increased amount of excavation required for the Project.
- The forecasted water supplies assume that state mandated conservation requirements will continue to apply throughout the life of the Project. Please provide an analysis of what happens if the current State mandated measures are relaxed or eliminated.

Response:
The duration of construction is 22 months and it has not been extended. (See Response 3-11 and 3-15, above.) The excavation has not increased since the time of completion of the Air Quality analysis. Neither water consumption from daily construction or excavation would increase, as the construction time period has not increased. Water used during the construction would be minimal and would not cause any significant impacts on water supply. No new evidence has been provided to contradict the assumptions in the IS/MND.

The forecasted water supply in the IS/MND is based off of Los Angeles Department of Water and Power’s (LADWP) Urban Water Management Plan (UWMP). UWMPs are prepared by California's urban water suppliers to support their long-term resource planning, and ensure adequate water supplies are available to meet existing and future water demands. Planning is done over a 20 year horizon, with new plans being released every five years. As such, the current forecasted water supplies are applicable up to the year 2030. (California Department of Water Resources, Urban Water Management Plans.) Furthermore, these plans account for any foreseeable changes in State mandated measures or legislation that would affect the water supply.

As stated in the IS/MND, LADWP conducts water planning based on a econometric water demand forecasting approach. Water demand is projected by major category (single-family, multi-family, commercial, industrial, and government) as well as weather conditions.[1] From 2015 to 2025 the City’s water demand is expected to grow by 60,800 acre-feet, with water supplies matching this number.[2] Accordingly, the 257,600 gpd increase in water usage

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[1] LADWP, *2010 Urban Water Management Plan*, 2010.
[2] One acre-foot is equivalent to 325,851 gallons.

resulting from the proposed Project would not be considered substantial in consideration of anticipated growth. (Initial Study Checklist & Evaluation, Pages 3-60 to 3-61.)

Additional Traffic Comments. Supplemental to the second comment letter submitted by Luna & Glushon, Kimley-Horn reviewed the Traffic Impact Study for 12575 Beatrice Street Office Project (NSB Project) dated July 11, 2016, which was prepared by Linscott, Law & Greenspan, Engineers (LLG). This brief review was completed for Karney Management. The NSB project is expected to generate 1,946 daily trips with 275 AM peak hour trips and 334 PM peak hour trips. Primary access is being proposed on Jandy Place, which is a two-lane local street cul-de-sac with very limited ability to handle high vehicular traffic.

Comment 3-1:
The study indicates that 75 percent of the project traffic will be utilizing Jandy Place. It is also understood that all the project delivery and truck access will be off Jandy Place in addition to the proposed food trucks area. It is anticipated that Jandy Place will experience severe congestion during the AM and PM peak periods, potentially creating a hazardous situation including possibly blocking access to emergency vehicles.

A thorough analysis of this short street segment, as well as Beatrice and Westlawn, should be completed to understand if there are any adverse effects from the proposed Project on traffic, pedestrian, and emergency vehicle access. Below is a summary of the traffic study.

Response:
The comment restates the Project trip generation provided in Table 7-1, Page 31 of the LLG traffic study. The statement in the K-H memo regarding "…75 percent of project traffic will be utilizing Jandy Place…" is not correct. The assignment of project traffic as provided in the LLG traffic study was augmented by the LLG supplemental traffic analysis, which evaluated the currently proposed Project design feature which will provide two driveways on Beatrice Street and two driveways on Jandy Place. It is expected that project traffic will equally utilize the driveways on Beatrice Street and Jandy Place (i.e., a 50/50 split of Project traffic between Beatrice Street and Jandy Place).

The comment accurately states that project delivery and truck access will be off of Jandy Place. This truck access will be through a drive aisle shielded from neighboring uses and provides adequate space for trucks to turn around.

The claim in the comment that Jandy Place "…will experience severe congestion during the AM and PM peak periods, potentially creating a hazardous situation including possibly blocking access to emergency vehicles…" is a mere assertion made without data or analysis to support this assertion. This assertion also does not reflect the thorough analysis provided in the LLG traffic study and LLG supplemental traffic analysis.

Based on traffic count data provided in Appendix C of the LLG traffic study, currently 69 cars (61 northbound, 8 southbound) use Jandy Place in the AM peak hour. Similarly, 83 cars currently use Jandy Place in the PM peak hour (14 northbound, 69 southbound). The Project is forecast to add 138 trips to Jandy Place in the AM peak hour (121 inbound, 17 outbound) and 167 trips in the PM peak hour (28 northbound, 139 southbound).

In total, Jandy Place is forecast to accommodate 207 trips in the AM peak hour and 250 trips in the PM peak hour. This is equivalent to approximately 4 cars per minute using Jandy Place during the peak hours of traffic following construction and occupancy of the Project. The potential use of Jandy Place by one car every approximately 15 seconds does not constitute a “hazardous situation” or an impediment to emergency vehicle access as asserted in the K-H memo.

Further, Table 1 within the LLG supplemental traffic analysis provides a summary of the Level of Service calculations for the Project’s Jandy Place driveways in the Existing + Project and Future + Project conditions. As shown in Table 1, a driveway balance assuming a 50/50 split of Project traffic to Jandy Place and Beatrice Street would result in LOS A and B conditions at the Jandy Place driveways during the weekday AM and PM peak hours, respectively. The average wait time for a motorist exiting the garage onto Jandy Place would be less than 10 seconds in the AM peak hour and less than 11 seconds during the PM peak hour in the Future + Project condition. This rate of egress does not constitute “severe congestion” as asserted in the K-H memo.

In addition, LADOT has recommended implementation of the Applicant’s proposed voluntary safety measure to close the Jandy Place ingress and egress during peak weekday lunch hours. To enhance pedestrian safety along Jandy Place, the Project’s Jandy Place ingress and egress will be closed weekdays between 12:30 PM and 1:30 PM. Also, in connection with the already-agreed upon future traffic signal warrant analysis, the Applicant has agreed to submit an analysis of Jandy Place driveway operations after one year of Project operation to assess peak hour traffic flows, obtain LADOT review, and adjust driveway operations if warranted.[5]

Comment 3-2:
Study Intersections - The study Included analysis of internal intersections adjacent to the Project Site as well as the following additional intersections.

- Lincoln Boulevard / Marina Pointe Drive - Maxella Avenue
- Lincoln Boulevard / SR-90 Ramps
- Mindanao Way / SR-90 WB Ramps
- Mindanao Way / SR-9D EB Ramps
- Westlawn Avenue / Bluff Creek Drive

Response:
The comment lists five of the study intersections evaluated in the LLG traffic study. In fact, the potential traffic impacts of the Project were evaluated at 26 off-site intersections, plus two additional intersections (Jandy Place/Beatrice Street and Westlawn Avenue/Beatrice Street) for traffic signal warrants. Thus, a total of 28 intersections were comprehensively evaluated within the LLG traffic study. The list of study intersections is provided on Pages 7 and 8 of the LLG traffic study.

Comment 3-3:
NSB site plan shows 3 proposed driveways.

- Per NSB Project Site plan, the driveway along Beatrice Street is approx. 100' due west of Westlawn Avenue. There is no driveway at Beatrice/Westlawn.
- The driveways along Jandy Place seem to be directly opposing the proposed driveway for Jandy project. They do show that these driveways are the primary access driveways (75 percent of their project traffic uses this driveway to enter and exit site)
- There is a service driveway at the end of their site on Jandy within the cul-de-sac area but no additional information such as frequency of service vehicles, size of vehicles, etc has been included.

Response:
The comment provides a discussion of the Project driveways. See Response to Comment 4-1, above, which clarifies that the current Project site plan includes two driveways on Jandy Place and two driveways on Beatrice Street, resulting in a forecast assignment of 50 percent of Project traffic to Beatrice Street. Contrary to the statement in the comment regarding service vehicle access, the LLG traffic study (Page 6) provides a discussion regarding access for service vehicles, including anticipated size and type of vehicles. While the precise number of service vehicles cannot be forecast, it is reasonable to expect that the number of vehicles would be similar to an office building of similar size.

Comment 3-4:
Signal Warrant- NSB traffic study Includes four hour and peak hour warrants. The study indicates the following:

- At Jandy/Beatrice, peak hour warrant is met for Future plus Project conditions
- At Westlawn/Beatrice, four-hour warrant is met for Future plus Project conditions

Response:
The comment correctly summarizes the analysis and findings of the traffic signal warrants analysis provided in the LLG traffic study prepared for the Jandy Place/Beatrice Street and Westlawn Avenue/Beatrice Street intersections (see, for example, Table 13-1 on Page 63 of the LLG traffic study). Further, LADOT recommended on Page 4 of its assessment letter6 prepared for the Project that the two intersections should be monitored for a period of three years following 80 percent occupancy of the Project, with a traffic signal installed at one or both locations if determined to be warranted by LADOT.

Comment 3-5:
Impacts - NSB study indicates significant project impacts at 3 study intersections. Proposed mitigation measure includes re-striping and signal timing improvements

- Westlawn/Jefferson
- Grosvenor/Jefferson
- Centinela/Campus Center Dr (Jefferson)

Response:
The comment correctly summarizes the analysis and findings of the off-site traffic impact analysis provided in the LLG traffic study prepared for the 28 study intersections (see, for example, Table 9-1 on Pages 39 and 40 of the LLG traffic study). The LLG traffic study identifies significant traffic impacts due to the Project at the three intersections listed in the comment. Mitigation measures for the three intersections are provided in the LLG traffic study on Page 52 through 56, and incorporated into the Mitigated Negative Declaration prepared for the Project. The mitigation measures are also restated on Page 4 of the LADOT assessment letter. With implementation of the recommended traffic mitigation measures, the traffic impacts of the Project would be reduced to levels of insignificance.

On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that there is no substantial evidence that the proposed project will have a significant effect on the environment. Mitigated Negative Declaration ENV-2016-1209-MND reflects the lead agency's independent judgment and analysis. The records upon which this decision is based are with the Environmental Review Section of the Department of City Planning in Room 750, 200 North Spring Street.

Appendix K.2

Transportation Analysis Addendum
(September 30, 2022)

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MEMORANDUM

To:	Robert Sanchez, P.E. Los Angeles Department of Transportation	Date:	September 30, 2022
From:	David S. Shender, P.E. Jason A. Shender, AICP Linscott, Law & Greenspan, Engineers	LLG Ref:	1-19-0490-1
Subject:	**Transportation Analysis Addendum for the New Beatrice West Project**		

This memorandum has been prepared by Linscott, Law & Greenspan, Engineers (LLG) to provide a transportation analysis addendum for the proposed New Beatrice West project (the "Project"). The Project is located at 12575 Beatrice Street, 12553–12575 W. Beatrice Street, and 5410–5454 S. Jandy Place (identified here as 12575 W. Beatrice Street and 12541 Beatrice Street) in the Palms – Mar Vista – Del Rey Community Plan area of the City of Los Angeles (the "Project Site"). Additionally, the Project is located within the City's Coastal Transportation Corridor Specific Plan area.

LLG previously prepared a Transportation Assessment dated June 1, 2021 (the "2021 Original Transportation Assessment") for this Project based on the *Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines*, July 2019[1] (the "TAG"). The findings of the 2021 Original Transportation Assessment were confirmed based on the LADOT assessment letter[2] dated July 20, 2021. The scope of the Project, along with the requirements listed in the LADOT assessment letter have not changed.

This memorandum has been prepared to provide a replacement VMT analysis for the Project. The Project evaluated in the 2021 Original Transportation Assessment has not changed, and the other analyses (i.e., Threshold T-1 and T-3 analyses) provided within the 2021 Original Transportation Assessment are still applicable. The methodology for the replacement VMT analysis has been updated to account for the existing 87,881 square-foot office building at 12541 W. Beatrice Street to remain as part of the Project under both the existing and Project conditions. Because the existing 87,881 square-foot office would remain unchanged as part of the Project it was excluded in the existing and proposed land use tabs of the LADOT VMT Calculator previously submitted. Now, the 87,881 square-foot office building is identified in both the existing and proposed land use tabs of the LADOT VMT Calculator. This slight change in methodology to more accurately describe the Project resulted in a decrease in the Project's Daily Work VMT per Employee with mitigation from 11.1 in the 2021 Original Transportation Assessment to 10.3.

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[1] *Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines,* LADOT, July 2019.

[2] *Revised Transportation Assessment for the "New Beatrice West", Proposed Mixed Use Office/Retail Project Located at 12575 W. Beatrice St.,* LADOT, July 20, 2021.

Project Description

Existing Project Site

The Project Site is located at 12575 W. Beatrice Street and 12541 Beatrice Street in the Palms – Mar Vista – Del Rey Community Plan area of the City. Additionally, the Project is located within the City's Coastal Transportation Corridor Specific Plan area. The Project Site comprises approximately 4.51 acres and is currently occupied with a 23,072 square-foot office building and two accessory buildings of 5,044 square feet and 2,144 square feet at 12575 W. Beatrice Street, and an 87,881 square-foot office building at 12541 W. Beatrice Street. In total, there is 110,953 square feet of existing office floor area on the Project Site.

Project Description

The Project Applicant proposes to construct 196,100 square feet of general office floor area and 3,400 square feet of retail/restaurant uses[3] on the Project Site. The existing office building and accessory structures at 12575 W. Beatrice Street will be removed to accommodate the development of the Project, while the 87,881 square-foot existing office structure at 12541 W. Beatrice Street will be retained and integrated into a single creative office campus. Following build-out of the Project, there will be 283,981 square feet of office floor area on the Project Site. Construction and occupancy of the Project is planned to be completed by the year 2024. Parking for the Project will be provided on-site, a majority of which (791 spaces) will be provided within a parking garage with two subterranean levels, a ground level and two upper levels, and the remaining 20 spaces within an existing surface parking lot. The site plan for the Project is illustrated in Figure 2–2 of the 2021 Original Transportation Assessment.

It is noted that the Project was previously considered and approved by the City under Case No. CPC-2016-1208-CU-SPR, which was approved by the City Planning Commission on August 17, 2017, and Case No. AA-2017-397-PMEX-1A, which was approved by the Advisory Agency on June 7, 2018. To comply with the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) (CEQA), the City prepared and adopted a mitigated negative declaration (Case No. ENV-2016-1209-MND). Two appeals were filed and heard by the City. The appeal of Case No. CPC-2016-1208-CU-SPR was denied by the City Council on February 7, 2018; and the appeal of Case No. AA-2017-397-PMEX-1A was denied by the City Planning Commission on November 19, 2018. Litigation ensued, and the court vacated the MND, requiring an environmental impact report (EIR) be prepared for the Project, but allowed the underlying approvals (i.e., CPC-2016-1208-CU-SPR and AA-2017-

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[3] It is unlikely that the Project would provide the full 3,400 sf of retail area with restaurant uses, however, this use is assumed as the most conservative scenario.

397-PMEX-1A) to remain valid. Conditions of Approval for both CPC-2016-1208-CU-SPR and AA-2017-397-PMEX-1A will thus be implemented as part of the Project no matter the significance conclusions. Further discussion of the transportation-related conditions of approval from CPC-2016-1208-CU-SPR ("Project Conditions") are provided throughout the 2021 Original Transportation Assessment.

Project Transportation Demand Management Features

Per Project Condition No. 29 (MM-Transportation/Traffic-2), the Project will incorporate six transportation demand management (TDM) strategies as mitigation measures. The TDM strategies are listed in Table 2.2-2 of the TAG. Further discussion of these TDM strategies are provided in the sections below.

- <u>Price Workplace Parking.</u> This strategy implements workplace parking pricing for employees at employment locations. This strategy is appropriate for all land-use contexts and all types of development that include employment and applies only to attraction-end trips originating at home and terminating at work. The Project proposes as a mitigation measure to charge all (i.e., 100%) employees a minimum of $3.00 per day per parking space.

- <u>Voluntary Travel Behavior Change Program.</u> This strategy involves the development of a travel behavior change program that targets individual attitudes, goals, and travel behaviors, educating participants on the impacts of their travel choices and opportunities to alter their habits. These programs often include two-way mass communication campaigns and travel feedback programs that actively engage participants as they make their travel choices in real time. This program also relies on a coordinator to manage the program and administer the tools, which may be analog (paper forms) or digital (online logging system, push notifications from an app, etc.). This strategy does not include any monitoring or reporting but may encourage individual tracking and reporting of trips for incentives.

  As a mitigation measure, the Project will assign staff to serve as the transportation management coordinator for purposes of developing a transportation program and informing Project employees of available travel options.

- <u>Include Bike Parking per Los Angeles Municipal Code.</u> Table 12.21 A.16 (a)(2) of the Los Angeles Municipal Code (LAMC) provides the required short-term and long-term bicycle parking spaces for the components of the Project. As the 87,881 square-foot office space to remain is an existing use, this floor area is not accounted for in the bicycle parking calculations. The short-term bicycle parking ratios are as follows:

Office (196,100 s.f.):	1 space per 10,000 s.f. (20 spaces); and
Restaurant (3,400 s.f.):	1 space per 2,000 s.f. (2 spaces).

The long-term bicycle parking ratios are as follows:

Office (196,100 s.f.):	1 space per 5,000 s.f. (39 spaces); and
Restaurant (3,400 s.f.):	1 space per 2,000 s.f. (2 spaces).

Based on the above, the Project is required to provide 22 short-term and 41 long-term bicycle parking spaces. As a mitigation measure, the Project will provide the required number of short-term and long-term bicycle parking spaces.

- Include Secure Bike Parking and Showers. This strategy involves implementation of additional end-of-trip bicycle facilities to support safe and comfortable bicycle travel by providing amenities at destinations. This strategy applies to projects that include bicycle parking on-site per LAMC. Projects providing long-term bicycle parking secured from the general public in accordance with LAMC Section 12.21A.16(d)(2) and showers in accordance with LAMC Section 91.6307 qualify for this measure.

  The Project will provide long-term bicycle parking secured from the general public in accordance with LAMC Section 12.21A.16(d)(2). As a mitigation measure, the Project will provide showers in accordance with LAMC Section 91.6307.

- Pedestrian Network Improvements. This strategy involves implementation of pedestrian network improvements throughout and around the Project Site that encourage people to walk. This includes internally linking all uses within the Project Site with pedestrian facilities such as sidewalks and connecting the Project Site to the surrounding pedestrian network.

  The Project includes pedestrian access points directly to sidewalks on the adjacent streets, including Jandy Place and Beatrice Street. Specifically, walk-in entrances are proposed via Jandy Place and Beatrice Street. Additionally, the Project will remove and replace street trees on a 1:1 basis, consistent with the City's requirements, to enhance the pedestrian network.

- Transit Subsidies. This strategy invoices the subsidization of transit fare for employees of the Project Site. The subsidy must be proactively offered to each employee at least once annually for a minimum of five years. This strategy assumes transit service is already present in the Project area.

  As a mitigation measure, the Project will provide a minimum daily transit subsidy of $0.75 per employee who requests the transit subsidy (approximately $23 per month), presents evidence of use of transit, and does not request on-site parking.

VMT Analysis (Threshold T-2.1)

The State of California Governor's Office of Planning and Research (OPR) issued proposed updates to the CEQA Guidelines in November 2017 and an accompanying technical advisory guidance in April 2018 (*OPR Technical Advisory*) that amends the Appendix G question for transportation impacts to delete reference to vehicle delay and level of service and instead refer to Section 15064.3, subdivision (b)(1) of the CEQA Guidelines asking if the project will result in a substantial increase in vehicle miles traveled (VMT). Section 15064.3, subdivision (b)(1) states the following:

- Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be considered to have a less than significant transportation impact.

Comprehensive updates to the State CEQA Guidelines were certified and adopted by the California Natural Resources Agency in December 2018. Accordingly, the City adopted significance criteria for transportation impacts based on VMT for land use projects and plans in accordance with the amended Appendix G question:

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

For land use projects, the intent of this threshold is to assess whether a land use project causes substantial VMT impacts. The City has developed the following screening and impact criteria to address this question. The criteria below are based on the *OPR Technical Advisory* but reflects local considerations.

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

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

For purposes of screening the daily vehicle trips, a proposed project's daily vehicle trips should be estimated using the City's VMT Calculator tool or the most recent edition of the ITE *Trip Generation Manual*. TDM strategies should not be considered for the purposes of screening. If existing land uses are present on the project site or there were previously terminated land uses that meet the criteria for trip credits described in the trip generation methodology discussion (refer to Subsection 3.3.4.1 of the TAG), the daily vehicle trips generated by the existing or qualified terminated land uses can be estimated using the VMT Calculator tool and subtracted from the proposed project's daily vehicle trips to determine the net increase in daily vehicle trips.

  - As indicated on the Screening Tab of the City's VMT Calculator (Page 1 of ***Appendix A***), the Project is forecast to generate a net increase of 1,866 daily vehicle trips. Therefore, the Project exceeds the screening criteria set forth in T-2.1-1.

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

For the purpose of screening the VMT, a project's daily VMT should be estimated using the City's VMT Calculator tool or the City's Travel Demand Forecasting (TDF) model. TDM strategies should not be considered for the purpose of screening. If existing land uses are present on the project site or there were previously terminated land uses that meet the criteria for trip credits description in the trip generation methodology discussion (refer to Subsection 3.3.4.1 of the TAG), the daily VMT generated by the existing or qualified terminated land uses can be estimated using the City VMT Calculator tool and subtracted from the project's daily VMT to determine the net increase in daily VMT.

  - As indicated on the Screening Tab of the City's VMT Calculator (Page 1 of *Appendix A*), the Project is forecast to generate 16,171 daily VMT. Therefore, the Project exceeds the screening criteria set forth in T-2.1-2.

In addition to the above screening criteria, the portion of, or the entirety of a project that contains small-scale or local serving retail uses[4] are assumed to have less than significant VMT impacts. If the answer to the following question is no, then that portion of the project meets the screening criteria and a no impact determination can

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

be made for the portion of the project that contains retail uses. However, if the retail project is part of a larger mixed-use project, then the remaining portion of the project may be subject to further analysis in accordance with the above screening criteria. Projects that include retail uses in excess of the screening criteria would need to evaluate the entirety of the project's VMT, as specified in Subsection 2.2.4 of the TAG.

- If the project includes retail uses, does the portion of the project that contain retail uses exceed a net 50,000 square feet?
    - The Project includes 3,400 square feet of retail/restaurant floor area (conservatively assumed to be high-turnover sit-down restaurant area). Based on the criteria above, the Project's restaurant component is assumed to be local-serving. Therefore, a no impact determination can be made for the Project's restaurant component.

Impact Criteria and Methodology

Per Section 2.2.3 of the TAG, a development project will have a potential VMT impact if the project meets the following:

- For residential projects, the project would generate household VMT per capita exceeding 15% below the existing average household VMT per capita for the Area Planning Commission (APC) area in which the project is located.

- For office projects, the project would generate work VMT per employee exceeding 15% below the existing average work VMT per employee for the APC in which the project is located.

- For regional serving retail projects, the project would result in a net increase in VMT.

- For other land use types, measure VMT impacts for the work trip element using the criteria for office projects above.

Different VMT significance thresholds have been established for each APC boundary area as the characteristics of each are distinct in terms of land use, density, transit availability, employment, etc. As the Project Site is located within the West Los Angeles Area Planning Commission (APC), the VMT impact criteria (i.e., 15% below the APC average) applicable to the Project is 7.4 Daily Household VMT per Capita and 11.1 Daily Work VMT per Employee.

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

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

Summary of Project VMT Analysis

The daily vehicle trips and VMT expected to be generated by the Project (i.e., without consideration of the local-serving retail space which as stated above is concluded to have a less than significant VMT impact) were forecast using Version 1.3 of the City's VMT Calculator tool.[5] Copies of the detailed City of Los Angeles VMT Calculator worksheets for the proposed Project are contained in *Appendix A*.

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

- Per **Mitigation Measure-TR-MM-2**, and as described in the Project Transportation Demand Management Features section herein, the Project will incorporate six (6) TDM strategies as mitigation measures. The TDM strategies include: Price Workplace Parking; Voluntary Travel Behavior Change Program; Include Bike Parking per Los Angeles Municipal Code; Include Secure Bike Parking and Showers; Pedestrian Network Improvements; and Transit Subsidies.

- The Project, with inclusion of the TDM strategies, is estimated to generate a total of 2,537 daily vehicle trips and 1,866 net new daily vehicle trips.

- The estimated Daily Work VMT per Employee for the Project's general office land use component is 10.3 Daily Work VMT per Employee with mitigation, which is less than the West Los Angeles APC significance threshold of 11.1 Daily Work VMT per Employee.

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[5] The City's TAG states that the Memorandum of Understanding ("MOU") describes the assumptions and parameters that *shall* be included in the transportation assessment, including the approach to estimate the Project VMT. The Project entered into an MOU with LADOT on March 12, 2020 that relied on Version 1.2 of the City's VMT Calculator. Subsequently, in June 2020 LADOT issued an updated version of the VMT Calculator (Version 1.3) which was used in the 2021 Original Transportation Assessment, as well as this addendum transportation analysis.

- As noted, since the Project's restaurant component is local-serving and is significantly below 50,000 square feet (i.e., the proposed restaurant space only totals 3,400 square feet). Therefore, a no impact determination can be made for the Project's the restaurant component based on the screening criteria contained in the TAG.

It is noted that the Project will incorporate TDM measures as mitigation measures, as described in the Project Transportation Demand Management Section herein. The implementation of the TDM measures results in Daily Work VMT per Employee impacts that are less than significant. Thus, based on the above analyses, the Project is not expected to result in a significant VMT impact. Therefore, no further mitigation is necessary as it relates to VMT.

Summary of Cumulative VMT Analysis

As stated in the City's TAG document, analyses should consider both short-term and long-term project effects on VMT. Short-term effects are evaluated in the detailed Project-level VMT analysis summarized above. Long-term, or cumulative, effects are determined through a consistency check with the Southern California Association of Government's (SCAG's) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas (GHG) reduction targets. As such, projects that are consistent with this plan in terms of development, location, density, and intensity, are part of the regional solution for meeting air pollution and GHG goals. Projects that are deemed to be consistent would have a less than significant cumulative impact on VMT. Development in a location where the RTP/SCS does not specify any development may indicate a significant impact on transportation. However, as noted in the City's TAG document, for projects that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e., VMT per capita or VMT per employee) in the analysis, a less than significant project impact conclusion is sufficient in demonstrating there is no cumulative VMT impact. Projects that fall under the City's efficiency-based impact thresholds are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS.

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

Conclusions

- *Project Description* – The 2021 Original Transportation Assessment evaluated a Project consisting of the removal of the existing office building and accessory structures and constructing 196,100 square feet of general office floor area and 3,400 square feet of high-turnover restaurant floor area. Additionally, the existing office building and accessory structures at 12575 W. Beatrice Street will be removed to accommodate the development of the Project, while the 87,881 square-foot existing office structure at 12541 W. Beatrice Street will be retained and integrated into a single creative office campus. The Project proposes to provide a total of 811 parking spaces, a majority of which (791 spaces) are within an on-site parking garage with two subterranean levels, a ground level, and two upper levels, and the remainder (20) are within a surface lot.

- *Project Transportation Demand Management* – Per Project Condition No. 29 (MM-Transportation/Traffic-2), the Project will incorporate six TDM strategies as mitigation measures. The TDM strategies include: Price Workplace Parking; Voluntary Travel Behavior Change Program; Include Bike Parking per Los Angeles Municipal Code; Include Secure Bike Parking and Showers; Pedestrian Network Improvements; and Transit Subsidies.

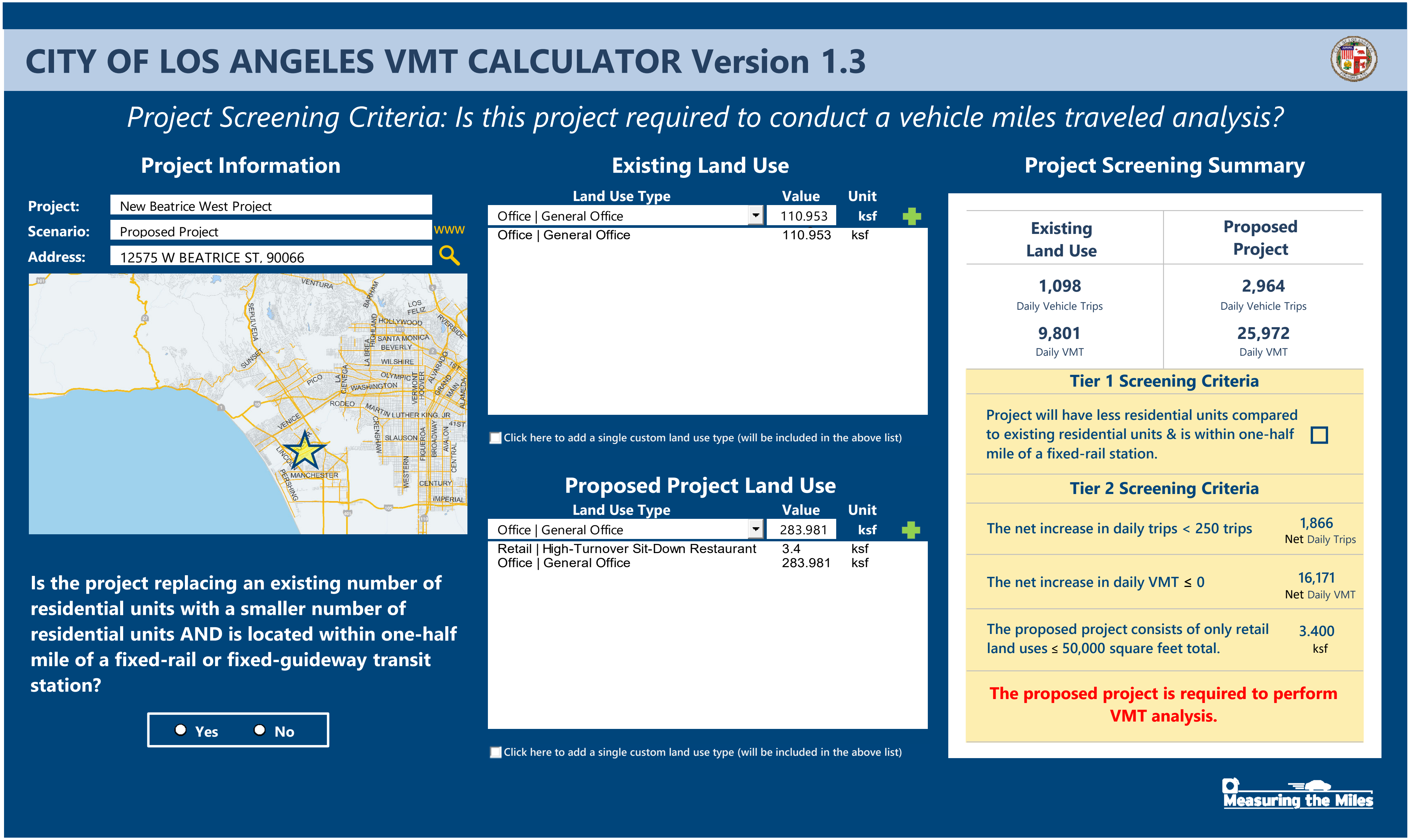
- *Revised VMT Analysis* – The VMT analysis contained in the 2021 Original Transportation Assessment excluded the existing 87,881 square-foot office building that will remain as part of the Project from the existing and proposed land use tabs in the VMT Calculator because it would remain unchanged under both existing and Project conditions. Although no changes have been made to the Project, the methodology to calculate Project VMT was revised to more accurately describe the Project. The revised VMT analysis evaluated a Project consisting of the removal of the existing office building and accessory structures and constructing 196,100 square feet of general office floor area and 3,400 square feet of high-turnover restaurant floor area. Additionally, the existing office building and accessory structures at 12575 W. Beatrice Street will be removed to accommodate the development of the Project, while the 87,881 square-foot existing office structure at 12541 W. Beatrice Street will be retained and integrated into a single creative office campus. The estimated Daily Work VMT per Employee for the Project's general office component with mitigation is 10.3 Daily Work VMT per Employee, which is less than the Daily Work VMT per Employee significance threshold for the West Los Angeles APC of 11.1 Daily Work VMT per Employee (and also less than the Daily Work VMT per Employee previously analyzed under the 2021 Original Transportation Assessment). As the estimated Daily Work VMT per Employee with mitigation for the Project's general office component is less than the 11.1 Daily Work VMT per Employee significance threshold for the

West Los Angeles APC, the Project's general office component results in a less than significant VMT impact. As the Project's restaurant component will provide less than 50,000 square feet of floor area, it is considered local serving, and is therefore assumed to result in a less than significant Daily Work VMT per Employee impact. Based on the revised analysis, the Project is not expected to result in a significant VMT impact. Further, based on the Project-related VMT analysis and the conclusions reported herein (i.e., which conclude that the Project falls under the City's efficiency-based impact thresholds and thus are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS), no cumulative VMT impacts are anticipated.

cc: File

APPENDIX A

VMT CALCULATOR OUTPUT



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: New Beatrice West Project
Scenario: Proposed Project
Address: 12575 W BEATRICE ST, 90066

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
Office | General Office	110.953	ksf
Office | General Office	110.953	ksf

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

Proposed Project Land Use

Land Use Type	Value	Unit
Office | General Office	283.981	ksf
Retail | High-Turnover Sit-Down Restaurant	3.4	ksf
Office | General Office	283.981	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
1,098 Daily Vehicle Trips	**2,964** Daily Vehicle Trips
9,801 Daily VMT	**25,972** Daily VMT

Tier 1 Screening Criteria

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

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	1,866 Net Daily Trips
The net increase in daily VMT ≤ 0	16,171 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	3.400 ksf

The proposed project is required to perform VMT analysis.

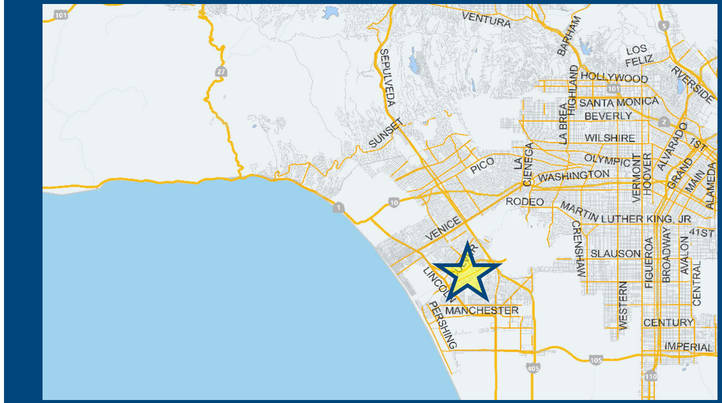
Measuring the Miles

9/27/2022

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: New Beatrice West Project
Scenario: Proposed Project
Address: 12575 W BEATRICE ST, 90066



Proposed Project Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	3.4	ksf
Office | General Office	283.981	ksf

TDM Strategies

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

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

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

Traffic Calming Improvements

25 percent of streets within project with traffic calming improvements

25 percent of intersections within project with traffic calming improvements

☐ Proposed Prj ☐ Mitigation

Pedestrian Network Improvements

within project and connecting off-site

☐ Proposed Prj ☑ Mitigation

Analysis Results

	Proposed Project	With Mitigation
Daily Vehicle Trips	2,964	2,537
Daily VMT	25,972	22,146
Household VMT per Capita	0.0	0.0
Work VMT per Employee	12.4	10.3

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 7.4 15% Below APC	**Household: No** Threshold = 7.4 15% Below APC
Work: Yes Threshold = 11.1 15% Below APC	**Work: No** Threshold = 11.1 15% Below APC

Measuring the Miles

9/27/2022

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: September 27, 2022
Project Name: New Beatrice West Project
Project Scenario: Proposed Project
Project Address: 12575 W BEATRICE ST, 90066

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	3.400	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	283.981	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: September 27, 2022
Project Name: New Beatrice West Project
Project Scenario: Proposed Project
Project Address: 12575 W BEATRICE ST, 90066

Version 1.3

Analysis Results

Total Employees: 1,150
Total Population: 0

Proposed Project		***With Mitigation***	
2,964	**Daily Vehicle Trips**	**2,537**	**Daily Vehicle Trips**
25,972	**Daily VMT**	**22,146**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
12.4	**Work VMT per Employee**	**10.3**	**Work VMT per Employee**

Significant VMT Impact?

APC: West Los Angeles

Impact Threshold: 15% Below APC Average
Household = 7.4
Work = 11.1

Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 7.4	No	Household > 7.4	No
Work > 11.1	Yes	Work > 11.1	No

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	Daily parking charge ($)	*$0.00*	$3.00
		Employees subject to priced parking (%)	*0%*	100%
	Residential area parking permits	*Cost of annual permit ($)*	*$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%*	100%
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	$0.75
Education & Encouragement	Voluntary travel behavior change program	Employees and residents participating (%)	*0%*	100%
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: September 27, 2022
Project Name: New Beatrice West Project
Project Scenario: Proposed Project
Project Address: 12575 W BEATRICE ST, 90066

Version 1.3

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	*0*	Yes
	Include secure bike parking and showers	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	*0*	Yes
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*	within project and connecting off-site

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: September 27, 2022
Project Name: New Beatrice West Project
Project Scenario: Proposed Project
Project Address: 12575 W BEATRICE ST, 90066

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	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	5%	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%	3%	0%	3%	0%	3%	0%	3%	0%	3%	0%	3%	
Education & Encouragement	Voluntary travel behavior change program	0%	6%	0%	6%	0%	6%	0%	6%	0%	6%	0%	6%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Suburban Center

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	
	Include secure bike parking and showers	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	
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%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*0%*	*12%*	*0%*	*17%*	*0%*	*12%*	*0%*	*12%*	*0%*	*12%*	*0%*	*12%*
MAX. TDM EFFECT	*0%*	*12%*	*0%*	*17%*	*0%*	*12%*	*0%*	*12%*	*0%*	*12%*	*0%*	*12%*

= 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: September 27, 2022
Project Name: New Beatrice West Project
Project Scenario: Proposed Project
Project Address: 12575 W BEATRICE ST, 90066

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	9.2	0	0
Home Based Other Production	0	0.0%	0	6.6	0	0
Non-Home Based Other Production	440	-2.3%	430	7.8	3,432	3,354
Home-Based Work Attraction	1,546	-8.5%	1,414	10.1	15,615	14,281
Home-Based Other Attraction	908	-24.0%	690	6.1	5,539	4,209
Non-Home Based Other Attraction	440	-2.3%	430	9.6	4,224	4,128

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	0	0	-12.1%	0	0
Home Based Other Production	0.0%	0	0	-12.1%	0	0
Non-Home Based Other Production	0.0%	430	3,354	-12.1%	378	2,947
Home-Based Work Attraction	0.0%	1,414	14,281	-16.9%	1,175	11,872
Home-Based Other Attraction	0.0%	690	4,209	-12.1%	606	3,699
Non-Home Based Other Attraction	0.0%	430	4,128	-12.1%	378	3,628

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 1,150
APC: West Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**14,281**	**11,872**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**12.4**	**10.3**

VMT Calculator User Agreement

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

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

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

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

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

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

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

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

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

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

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

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

You, the User

By:

Print Name: Jason Shender, AICP

Title: Transportation Planner III

Company: Linscott, Law & Greenspan, Engineers

Address: 600 South Lake Avenue, Suite 500
Pasadena, CA 91106

Phone: (626) 796-2322

Email Address: jshender@llgengineers.com

Date: 9/27/2022

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

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

12575 W Beatrice St
DOT Case No. CTC20-109211

Date: October 3, 2022

To: Milena Zasadzien & William Lamborn, Senior City Planners
Department of City Planning

Robert Sanchez (Oct 3, 2022 09:51 PDT)

From: Robert Sanchez, Transportation Engineer
Department of Transportation

Subject: **TECHNICAL MEMORANDUM TO REVISE THE VMT ANALYSIS FOR THE "NEW BEATRICE WEST", PROPOSED MIXED USE OFFICE/RETAIL PROJECT LOCATED AT 12575 W. BEATRICE ST.**

The Department of Transportation (DOT) has completed the review of a technical memorandum and VMT analysis, prepared by Linscott, Law, & Greenspan, Engineers, dated August 25, 2022 with subsequent revisions dated September 29, 2022 and September 30, 2022, for the proposed mixed-use office/retail project located at 12575 W Beatrice St. After completing a review of the pertinent data provided in the report, DOT confirms its concurrence with the conclusion of the analysis that the project would not have a significant VMT per capita impact.

PROJECT DESCRIPTION

The project proposes the construction of 196,100 square-feet of general office and 3,400 square-feet of retail/restaurant uses on the site. The existing office building and accessory buildings located at 12575 W Beatrice St are to be removed to accommodate the new construction. Additionally, the existing 87,881 square-feet office building located at 12541 W Beatrice St will be retained and integrated into a single creative office campus. A copy of the proposed site plan is provided as **Attachment "A".**

The provided technical memorandum serves to revise the VMT Calculator output for the project. Initially, the VMT analysis excluded the existing 87,881 square-foot office building that is to remain as part of the project. The analysis now includes the office building as part of the existing and proposed sections of the VMT Calculator tool. Although no changes are proposed to the overall scope or mitigation measures that were previously approved in the July 20, 2021 Assessment Letter, the change in methodology creates a new Work VMT per employee.

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

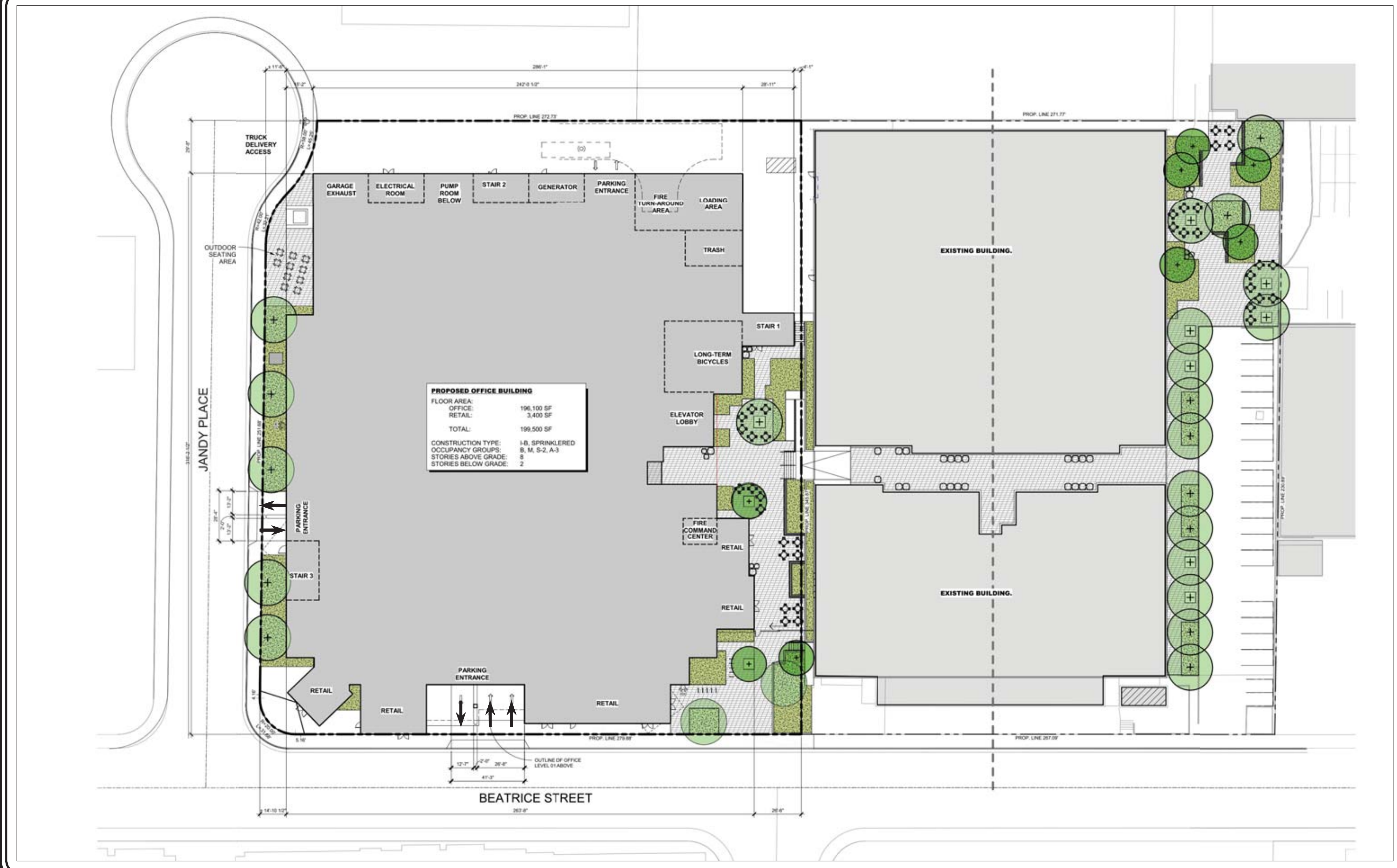
- Household VMT per Capita: 7.4
- Work VMT per Employee: 11.1

As cited in the VMT Analysis report, prepared by Linscott, Law, & Greenspan, Engineers, the proposed project is projected to have Household VMT per capita of zero, since the project does not include a residential portion, and Work VMT per employee of 10.3 (previously 11.1). Therefore, it is concluded that implementation of the Project, as revised, would not result in a significant impact in Household VMT or Work VMT. A copy of the VMT Calculator summary report is included as **Attachment "B"** to this report.

Please note this DOT determination does not include approval of the project's driveways, internal circulation and parking scheme. Final DOT approval shall be obtained prior to issuance of any building permits. The review and approval should be coordinated with DOT's West LA Development Review Section (7166 W. Manchester Avenue, Room #11 at ladot.devreview.wla@lacity.org). The applicant is also advised to contact BOE for any required highway dedication and physical street improvements for the proposed project.

If you have any questions, please contact me or Freddy Garcia at (213) 485-1062.

c: Jason Douglas, Len Nguyen, Council District No. 11
Rudy Guevara, DOT
Mike Patonai, Oscar Gutierrez, BOE
Jason Shender, Amrita Shankar, Linscott, Law, & Greenspan, Engineers



NOT TO SCALE

MAP SOURCE: GEHRY PARTNERS, LLP.

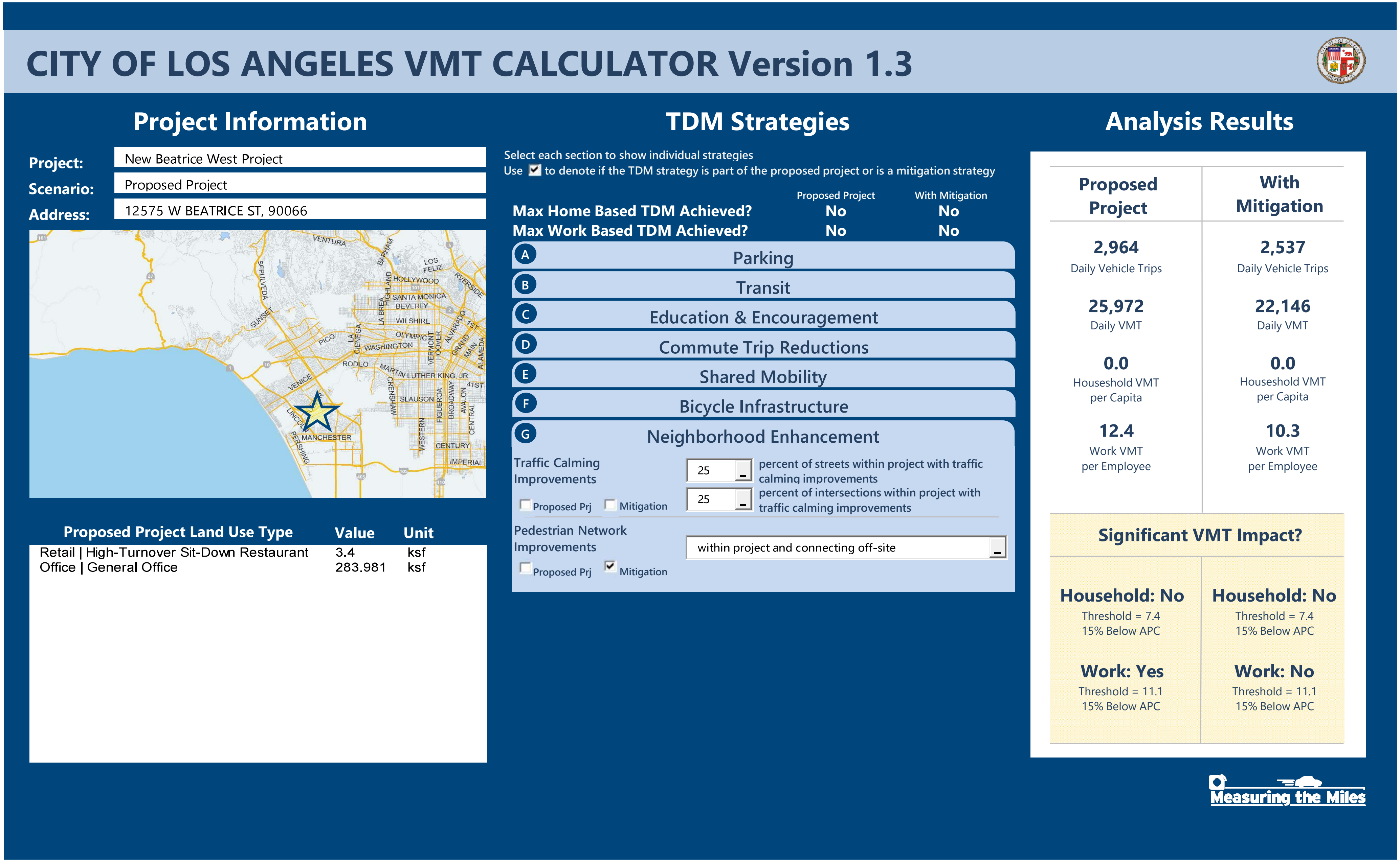
FIGURE 2-2
PROJECT SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

NEW BEATRICE WEST PROJECT

Attachment B

12575 W Beatrice St; CTC20-109211



CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: New Beatrice West Project

Scenario: Proposed Project

Address: 12575 W BEATRICE ST, 90066

Proposed Project Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	3.4	ksf
Office | General Office	283.981	ksf

TDM Strategies

Select each section to show individual strategies

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

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

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

Traffic Calming Improvements

25 percent of streets within project with traffic calming improvements

25 percent of intersections within project with traffic calming improvements

☐ Proposed Prj ☐ Mitigation

Pedestrian Network Improvements

within project and connecting off-site

☐ Proposed Prj ☑ Mitigation

Analysis Results

Proposed Project	With Mitigation
2,964 Daily Vehicle Trips	**2,537** Daily Vehicle Trips
25,972 Daily VMT	**22,146** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT per Capita
12.4 Work VMT per Employee	**10.3** Work VMT per Employee

Significant VMT Impact?

Household: No Threshold = 7.4 15% Below APC	**Household: No** Threshold = 7.4 15% Below APC
Work: Yes Threshold = 11.1 15% Below APC	**Work: No** Threshold = 11.1 15% Below APC

Measuring the Miles

9/27/2022

Appendix K.3

Transportation Analysis Addendum

(July 17, 2023)

LINSCOTT
LAW &
GREENSPAN
engineers

Engineers & Planners
Traffic
Transportation
Parking

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Irvine
San Diego

MEMORANDUM

To:	Robert Sanchez, P.E. Los Angeles Department of Transportation	Date:	July 17, 2023
From:	David S. Shender, P.E. Linscott, Law & Greenspan, Engineers	LLG Ref:	1-19-0490-1
Subject:	**Transportation Analysis Addendum for the New Beatrice West Project**		

This memorandum has been prepared by Linscott, Law & Greenspan, Engineers (LLG) to provide a transportation analysis addendum for the proposed New Beatrice West project (the "Project"). The Project is located at 12575 Beatrice Street, 12553–12575 W. Beatrice Street, and 5410–5454 S. Jandy Place (identified here as 12575 W. Beatrice Street and 12541 Beatrice Street) in the Palms – Mar Vista – Del Rey Community Plan area of the City of Los Angeles (the "Project Site"). Additionally, the Project is located within the City's Coastal Transportation Corridor Specific Plan area.

LLG previously prepared a Transportation Assessment dated June 1, 2021 (the "2021 Approved Transportation Assessment") for this Project based on the *Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines*, July 2019[1] (the "TAG"). The findings of the 2021 Approved Transportation Assessment were confirmed based on the LADOT assessment letter[2] dated July 20, 2021. The scope of the Project, along with the requirements listed in the LADOT assessment letter have not changed.

Subsequent to the preparation of the 2021 Approved Transportation Assessment, a minor change regarding the Project's anticipated year of buildout has been proposed. This memorandum has been prepared to address the following items:

- Update to Project's Anticipated Year of Buildout. Construction and occupancy of the Project as noted in the 2021 Approved Transportation Assessment was planned to be completed by the year 2024. The anticipated year of construction and occupancy of the Project has been updated to the year 2025.

- Updated Non-CEQA Project Access and Circulation Review. In conjunction with the updated anticipated year of buildout for the Project, the non-CEQA Project Access and Circulation Review has been updated for "Future Cumulative Baseline" and "Future Cumulative with Project" conditions.

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[1] *Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines,* LADOT, July 2019.
[2] *Revised Transportation Assessment for the "New Beatrice West", Proposed Mixed Use Office/Retail Project Located at 12575 W. Beatrice St.,* LADOT, July 20, 2021.

> It is noted that as with the 2021 Approved Transportation Assessment, the "Existing" and "Existing with Project" conditions for this addendum are based on the year 2020. The approved Transportation Assessment Memorandum of Understanding (MOU) provided in Appendix A of the 2021 Approved Transportation Assessment was approved by LADOT staff on March 12, 2020 and is still valid.

It is noted that the Project evaluated in the 2021 Approved Transportation Assessment has not changed, and the other analyses (i.e., CEQA Threshold T-1 and T-3 analyses, Non-CEQA Pedestrian, Bicycle, and Transit Access, and Non-CEQA Construction analyses) provided within the 2021 Approved Transportation Assessment are still applicable. In addition, a replacement VMT analysis (i.e., CEQA Threshold T-2.1) dated September 30, 2022 was prepared for the Project. The findings of the replacement VMT analysis were confirmed based on the LADOT assessment letter[3] dated October 30, 2022. Therefore, the VMT analysis prepared for the Project is still applicable.

Project Description

Existing Project Site

The Project Site is located at 12575 W. Beatrice Street and 12541 Beatrice Street in the Palms – Mar Vista – Del Rey Community Plan area of the City. Additionally, the Project is located within the City's Coastal Transportation Corridor Specific Plan area. The Project Site comprises approximately 4.51 acres and is currently occupied with a 23,072 square-foot office building and two accessory buildings of 5,044 square feet and 2,144 square feet at 12575 W. Beatrice Street, and an 87,881 square-foot office building at 12541 W. Beatrice Street. The Project Site location and general vicinity are shown in Figure 1–1 of the 2021 Approved Transportation Assessment. An aerial photograph of the Project Site is presented in Figure 2–1 of the 2021 Approved Transportation Assessment.

Project Description

The Project Applicant proposes to construct 196,100 square feet of general office floor area and 3,400 square feet of retail/restaurant uses[4] on the Project Site. The existing office building and accessory structures at 12575 W. Beatrice Street will be removed to accommodate the development of the Project, while the 87,881 square-

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[3] *Technical Memorandum to Revise the VMT Analysis for the "New Beatrice West", Proposed Mixed Use Office/Retail Project Located at 12575 W. Beatrice St.*, LADOT, October 3, 2022.

[4] It is unlikely that the Project would provide the full 3,400 sf of retail area with restaurant uses, however, this use is assumed as the most conservative scenario.

foot existing office structure at 12541 W. Beatrice Street will be retained and integrated into a single creative office campus. Construction and occupancy of the Project is planned to be completed by the year 2025. Parking for the Project will be provided onsite, a majority of which (791 spaces) will be provided within a parking garage with two subterranean levels, a ground level and two upper levels, and the remaining 20 spaces within an existing surface parking lot. The site plan for the Project is illustrated in Figure 2–2 of the 2021 Approved Transportation Assessment.

It is noted that the Project was previously considered and approved by the City under Case No. CPC-2016-1208-CU-SPR, which was approved by the City Planning Commission on August 17, 2017, and Case No. AA-2017-397-PMEX-1A, which was approved by the Advisory Agency on June 7, 2018. To comply with the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) (CEQA), the City prepared and adopted a mitigated negative declaration (Case No. ENV-2016-1209-MND). Two appeals were filed and heard by the City. The appeal of Case No. CPC-2016-1208-CU-SPR was denied by the City Council on February 7, 2018; and the appeal of Case No. AA-2017-397-PMEX-1A was denied by the City Planning Commission on November 19, 2018. Litigation ensued, and the court vacated the MND, requiring an environmental impact report (EIR) be prepared for the Project, but allowed the underlying approvals (i.e., CPC-2016-1208-CU-SPR and AA-2017-397-PMEX-1A) to remain valid. Conditions of Approval for both CPC-2016-1208-CU-SPR and AA-2017-397-PMEX-1A will thus be implemented as part of the Project no matter the significance conclusions. Further discussion of the transportation-related conditions of approval from CPC-2016-1208-CU-SPR (“Project Conditions”) is provided throughout the 2021 Approved Transportation Assessment.

Cumulative Development Projects

Related Projects

The transportation analysis prepared in the 2021 Approved Transportation Assessment utilized the related projects list provided by LADOT. The list of related projects is presented in Table 3–2 of the 2021 Approved Transportation Assessment. The location of related projects is shown in Figure 3–9 of the 2021 Approved Transportation Assessment. The related projects’ respective traffic generation for the weekday AM and PM peak hours, as well as on a daily basis for a typical weekday, is summarized in Table 3–2 of the 2021 Approved Transportation Assessment. The distribution of the related projects traffic volumes to the study intersections identified in the 2021 Approved Transportation Assessment during the weekday AM and PM peak hours are displayed in Figures 3–10 and 3–11 of the 2021 Approved Transportation Assessment, respectively.

Ambient Traffic Growth

In order to account for unknown related projects not included in this analysis, the existing traffic volumes were increased at an annual rate of 1.0 percent (1.0%) per year up to and including the year 2025, which is the updated anticipated year of Project buildout. The ambient growth factor was based on general traffic growth factors provided in the *2010 Congestion Management Program for Los Angeles County*[5] (the "CMP manual") and determined in consultation with LADOT staff. Based on review of the general traffic growth factors provided in the CMP manual for the West/Central Los Angeles area (i.e., Regional Statistical Area [RSA] 17]), the existing traffic volumes are expected to increase at an annual rate of approximately 0.19% per year between the years 2020 and 2025. Thus, application of an annual growth factor of 1.0% annual growth results in a conservative, worst-case forecast of future traffic volumes in the area as it substantially exceeds the annual traffic growth rate published in the CMP manual. Further, the CMP manual's traffic growth rate is intended to anticipate future traffic generated by development projects in the Project vicinity. Therefore, the inclusion in this traffic analysis of a forecast of traffic generated by known related projects plus the use of an ambient growth traffic factor based on CMP traffic model data results in a conservative estimate of future traffic volumes at the study intersections.

Updated Traffic Volume Forecasts

The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in Figures 3–7 and 3–8 of the 2021 Approved Transportation Assessment, respectively. The "Existing with Project" traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in Figures 5–1 and 5–2 of the 2021 Approved Transportation Assessment, respectively. The updated (year 2025) "Future Cumulative Baseline" (existing, ambient growth and related projects) traffic volumes at the study intersections during the weekday AM and PM peak hours are presented in the attached ***Figures 1*** and ***2***, respectively. The updated (year 2025) "Future Cumulative with Project" (existing, ambient growth, related projects, and Project) traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in the attached ***Figures 3*** and ***4***, respectively. As noted in the 2021 Approved Transportation Assessment, the "Existing with Project" and "Future Cumulative with Project" traffic volumes include the proposed closure of the existing driveway located at the north leg of the Westlawn Avenue / Beatrice Street intersection and the redistribution of these existing volumes to the Project Site driveways (i.e., Intersection Nos. 1 and 3).

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[5] *2010 Congestion Management Program,* Los Angeles County Metropolitan Transportation Authority, 2010.

NON-CEQA TRANSPORTATION ANAYSIS

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

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

Additional authority for preparing a non-CEQA transportation analysis is found in other City ordinances, such as certain transportation specific plans. The impacts, also referred to as deficiencies, discussed in the TAG are not intended to be interpreted as thresholds of significance, or significance criteria for purposes of CEQA review unless otherwise specifically identified.

Non-CEQA Project Access and Circulation Evaluation

The non-CEQA project access and circulation analysis provided in the 2021 Approved Transportation Assessment has been updated based on the updated Project buildout year. Details of the updated Project access and circulation analysis are provided in the following section.

Project access and circulation constraints relate to the provision of access to and from the project site, and may include safety, operational, or capacity constraints. Constraints can be related to vehicular/vehicular, vehicular/bicycle, or vehicular/pedestrian constraints as well as to operational delays. These conflicts may be created by the driveway configuration or through the placement of Project driveway(s) in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to an intersection or crosswalk. The Project access and circulation has been evaluated for permanent conditions after Project completion.

Table 1 summarizes the vehicle queuing analysis prepared for each of the study locations for the representative intersection traffic movements for the weekday AM and PM peak hours. ***Appendix A*** contains the analysis data worksheets for the study intersections.

Screening Criteria

As noted in Subsection 5.2.1 of the 2021 Approved Transportation Assessment, as the answer to the screening criteria questions regarding the project access and circulation analysis is "yes" (i.e., the Project will require a discretionary action and the Project will generate more than 250 daily trips), further analysis is required to evaluate Project access, safety and circulation.

Evaluation Criteria

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

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

Operational and Passenger Loading Evaluation Methodology

Based on coordination with LADOT staff and as presented in the Transportation Assessment MOU provided in Appendix A of the 2021 Approved Transportation Assessment, the following seven study intersections were identified for operational evaluation of whether the Project's traffic would contribute to unacceptable queuing on an Avenue or Boulevard:

1. Jandy Place / Project Driveway (unsignalized)
2. Jandy Place / Beatrice Street (unsignalized)

3. Project Driveway / Beatrice Street (unsignalized)
4. Westlawn Avenue / Beatrice Street (unsignalized)
5. Westlawn Avenue / Jefferson Boulevard (signalized)
6. Grosvenor Boulevard / Beatrice Street (unsignalized)
7. Grosvenor Boulevard / Jefferson Boulevard (signalized)

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

The operational analysis was prepared based on the Highway Capacity Manual[6] (HCM) operational analysis methodology pursuant to the TAG. Intersection analyses were prepared utilizing the HCS7 software package for "Existing" and "Existing with Project" conditions (as noted in the 2021 Approved Transportation Assessment), as well as the HCS 2023 software package for "Future Cumulative Baseline" and "Future Cumulative with Project" conditions, which implement the HCM operational methods. In addition, specifics such as traffic volume data, lane configurations, crosswalk locations, posted speed limits, traffic signal timing and phasing for signalized locations, etc., were coded in the HCS7 software. The operational analysis was prepared utilizing the following data:

- Project Peak Hour Traffic Generation: Refer to Subsection 2.7.1 of the 2021 Approved Transportation Assessment

- Project Trip Distribution and Assignment: Refer to Subsection 2.7.2 of the 2021 Approved Transportation Assessment

- Existing Roadway Network: Refer to Section 3.3 of the 2021 Approved Transportation Assessment.

- Existing Weekday AM and PM Peak Hour Traffic Count Data: Refer to Section 3.4 of the 2021 Approved Transportation Assessment.

- Related Projects (i.e., within a one-half mile radius) and Ambient Traffic Growth: Refer to the Related Projects and Ambient Traffic Growth Discussions Provided Herein

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

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

(a) Existing (2020) conditions.

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

(c) Condition (a) plus one percent (1.0%) annual ambient traffic growth through year 2025 and with completion and occupancy of the related projects (i.e., Future Cumulative Baseline).

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

Pursuant to the TAG, the HCM methodology for signalized and unsignalized intersections was utilized to calculate vehicle queuing. The operation analysis reports the control delay (in seconds), Levels of Service (LOS), and 95th percentile queues (in feet) for all approaches for the signalized intersections and the most constrained approaches for the unsignalized intersections. The 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes. The HCM 6th Edition methodology worksheets report queues in number of vehicles. As such, an average vehicle length of 25 feet, which includes the length of the vehicle and spacing between vehicles, was assumed for analysis purposes. The reported queues therefore represent the calculated maximum back of queue in feet. The summary of the operational analysis of the study intersections is provided in *Table 1*. The HCM methodology worksheets for the analyzed intersections are contained in *Appendix A.*

In addition, as noted in the 2021 Approved Transportation Assessment, per Project Condition No. 28 (MM-Transportation/Traffic-1), the following physical improvements would be required at the Westlawn Avenue / Jefferson Boulevard and Grosvenor Boulevard / Jefferson Boulevard study intersections:

a. *Westlawn Avenue / Jefferson Boulevard.* The recommended mitigation consists of restriping the southbound Westlawn Avenue approach to the Jefferson Boulevard intersection. The restriping would provide two left-turn lanes, one through lane and one right-turn lane (i.e., add a second left-turn lane). Changes to the existing traffic signal equipment needed in conjunction with the recommended improvement would also be implemented as part of the mitigation measure.

b. Grosvenor Boulevard / Jefferson Boulevard. The recommended mitigation consists of restriping the southbound Grosvenor Boulevard approach to the Jefferson Boulevard intersection. The restriping would provide one left-turn lane and one shared left-turn/right-turn lane (i.e., add a second left-turn lane). The proposed mitigation measure would require

> the removal of approximately three street parking spaces on the west side of Grosvenor Boulevard north of Jefferson Boulevard. Changes to the existing traffic signal equipment needed in conjunction with the recommended improvement would also be implemented as part of the mitigation measure.

The effects of the improvements described in Condition Nos. 28.a and 28.b are incorporated into the analysis of the Westlawn Avenue / Jefferson Boulevard and Grosvenor Boulevard / Jefferson Boulevard intersections as summarized in *Table 1.* As presented in *Table 1*, it is concluded that without these improvements Project-related traffic will incrementally increase vehicle queuing at the two signalized study intersections (i.e., Westlawn Avenue / Jefferson Boulevard and Grosvenor Boulevard / Jefferson Boulevard) under the "Existing with Project" and "Future Cumulative with Project" scenarios. In the "Future Cumulative with Project" scenario (which conservatively includes existing traffic, ambient traffic growth, traffic from related projects, and traffic from the Project), based on the data provided in *Table 1*, it is calculated that the peak hour vehicle queue of traffic may exceed the existing available storage in the southbound and eastbound left-turn pockets at the Westlawn Avenue / Jefferson Boulevard intersection, and in the eastbound left-turn pocket at the Grosvenor Boulevard / Jefferson Boulevard intersection. However, vehicle queuing from these intersections is not expected to extend into adjacent intersections with streets or alleys.

With implementation of the physical improvements required by Project Condition No. 28.a and 28.b, however, *Table 1* shows that the Project will reduce queue lengths and delays at the Westlawn Avenue / Jefferson Boulevard and Grosvenor Boulevard / Jefferson Boulevard intersections. For example, at the Westlawn Avenue / Jefferson Boulevard intersection, the vehicle queueing related to the southbound left-turn movement in the "Future Cumulative with Project" scenario with implementation of Condition No. 28.a will fall below existing queuing levels during the AM and PM peak hour. In addition, it is noted that the traffic signal at the Westlawn Avenue / Jefferson Boulevard intersection has adaptive functionality, where vehicle detectors are utilized to reassign signal timing splits based on live traffic data. The adaptive feature allows signal timing adjustments to be made in real time to favor the movement that is in higher demand at the intersection, thereby reducing traffic congestion and improving traffic operations at the intersection. Therefore, the implementation of the physical improvements required by Project Condition No. 28.a along with the adaptive functionality of the traffic signal are anticipated to improve overall operations at the Westlawn Avenue / Jefferson Boulevard intersection. At the Grosvenor Boulevard / Jefferson Boulevard intersection, vehicle queuing would be reduced with implementation of Condition No. 28.b such that the queue of southbound left-turns would generally be contained within the available left-turn storage area.

As previously stated, for operational evaluation of land use projects, the TAG requires a quantitative evaluation of the Project's expected access and circulation operations. Further, Project access is considered constrained if the Project's traffic would contribute to unacceptable queuing on an Avenue or Boulevard (as designated in the Mobility Plan 2035), at Project driveway(s), or would cause or substantially extend queuing at nearby signalized intersections. The streets evaluated in the unsignalized intersections analysis – Jandy Place, Beatrice Street, Westlawn Avenue, and Grosvenor Boulevard – are Local Streets. Accordingly, the operational evaluation criteria presented in the TAG do not apply to these intersections. However, for informational purposes, the analysis of the unsignalized intersections on these Local Streets is presented in *Table 1* with comments provided below.

As presented in *Table 1,* the Project's weekday AM and PM peak hour traffic volumes, without the implementation of any Project Conditions, will increase vehicle queuing at the five unsignalized study intersections (i.e., Jandy Place / Project Driveway, Jandy Place / Beatrice Street, Project Driveway / Beatrice Street, Westlawn Avenue / Beatrice Street, and Grosvenor Boulevard / Beatrice Street) under the "Existing with Project" scenario.

- Jandy Place / Beatrice Street: As shown on *Table 1*, the peak vehicle queuing is calculated to occur on the southbound Jandy Place approach during the PM peak hour in the "Future Cumulative with Project" condition. The overall peak queue length is estimated to be approximately 130 feet. Based on a review of existing conditions on Jandy Place, the southbound vehicle queue would affect access to the driveways on the west side of Jandy Place serving the five surface parking spaces located in front of the building at 12615 Beatrice Street. It is noted that the driveways are located along Jandy Place almost immediately adjacent to the Beatrice Street intersection; thus, essentially any vehicle queue on Jandy Place would temporarily affect access to these driveways. The forecast peak vehicle queue is not expected to affect vehicle access to any other existing driveway located along Jandy Place.

- Jandy Place / Project Driveway and Project Driveway / Beatrice Street: As shown on *Table 1*, no vehicle queues are forecast in the "Future Cumulative with Project" scenario during the AM and PM peak hours on Jandy Place or Beatrice Street at the intersections with the Project driveways.

- Westlawn Avenue / Beatrice Street: As shown on *Table 1*, the peak vehicle queuing on the northbound Westlawn Avenue approach is forecast to occur during the AM peak hour in the "Future Cumulative with Project" condition. The overall peak queue length is estimated to be approximately 305 feet. Based on a review of existing conditions on Westlawn Avenue, the northbound vehicle queue may temporarily affect access to the driveway on the east side of Westlawn Avenue south of Beatrice Street serving the building located at 12540 Beatrice Street during the AM peak hour. There are no other driveways on Westlawn Avenue that would be affected by vehicle queuing from the Westlawn Avenue / Beatrice Street intersection. As also shown on *Table 1*, the peak vehicle queuing on the eastbound Beatrice Street approach is forecast to occur during the PM peak hour in the "Future Cumulative with Project" condition. The overall peak queue length is estimated to be approximately 330 feet. Based on a review of existing conditions on Beatrice Street, the eastbound vehicle queue may temporarily reach the Jandy Place / Beatrice Street intersection to the west during the PM peak hour.

- Grosvenor Boulevard / Beatrice Street: As shown in *Table 1*, the peak vehicle queues on the northbound Grosvenor Boulevard and eastbound Beatrice Street approaches are forecast to be 30 feet or less (i.e., essentially one vehicle or less) during the weekday AM and PM peak hours in the "Existing with Project" and "Future Cumulative with Project" scenarios.

As discussed in the 2021 Approved Transportation Assessment, the Project is required to implement Project Condition 28.d. which requires that the Jandy Place / Beatrice Street intersection and the Westlawn Avenue / Beatrice Street intersection be monitored and if needed, traffic signals installed. Implementation of this signal if warranted would reduce vehicle queues on all approaches. The Project conditions include the aforementioned intersection improvements, as well as driveway restrictions and future assessments and are listed in Subsection 5.2.3 of the 2021 Approved Transportation Assessment.

Conclusions

This memorandum serves as an addendum to the 2021 Approved Transportation Assessment previously prepared for the Project based on a modified anticipated Project buildout year from 2024 to 2025.

- ***Project Description*** – The 2021 Approved Transportation Assessment evaluated a Project consisting of the removal of the existing office building and accessory structures and constructing 196,100 square feet of general office floor area and 3,400 square feet of retail/restaurant floor area. Additionally, the existing office building and accessory structures at 12575 W. Beatrice Street will be removed to accommodate the development of the Project, while the 87,881 square-foot existing office structure at 12541 W. Beatrice Street will be retained and integrated into a single creative office campus. The Project proposes to provide a total of 811 parking spaces, a majority of which (791 spaces) are within an onsite parking garage with two subterranean levels, a ground level, and two upper levels, and the remainder (20) are within a surface lot.

- ***Project Buildout Year*** – Construction and occupancy of the Project as noted in the 2021 Approved Transportation Assessment was planned to be completed by the year 2024. The anticipated year of construction and occupancy of the Project has been updated to the year 2025.

- ***Non-CEQA Transportation Analysis***

    - *Project Access and Circulation Review* – The Project will incorporate transportation related mitigation measures and conditions contained in the Project Conditions. Physical improvements and modifications to the existing traffic signal timing plans at the two signalized study intersections as outlined in Project Condition No. 28.a and 28.b have been shown to improve traffic operations at these intersections. In addition, the adaptive functionality of the traffic signal at the Westlawn Avenue / Jefferson Boulevard intersection along with the improvements outlined in Project Condition No. 28.a are anticipated to improve overall operations at this intersection. The peak forecast vehicle queues at the analyzed signalized intersections are expected to be accommodated within the available vehicle storage with implementation of the Project Conditions. At the analyzed unsignalized intersections, the information provided in the traffic analysis indicates that some vehicle queues may impede access to driveways on Jandy Place and Westlawn Avenue during the peak hours. The Project Conditions require future monitoring of the Jandy Place / Beatrice Street and Westlawn Avenue / Beatrice Street intersections to determine if traffic signal installation in the future is warranted and to implement signalization if necessary. Therefore, as conditioned it is anticipated that Project access will be adequate and will not negatively impact adjoining streets.

      The conclusions stated above relating to the non-CEQA analysis are consistent with the findings presented in the 2021 Approved Transportation Assessment. Therefore, the update in the anticipated Project buildout year from 2024 to 2025 has not modified any of the findings of the non-CEQA analysis previously prepared for the Project.

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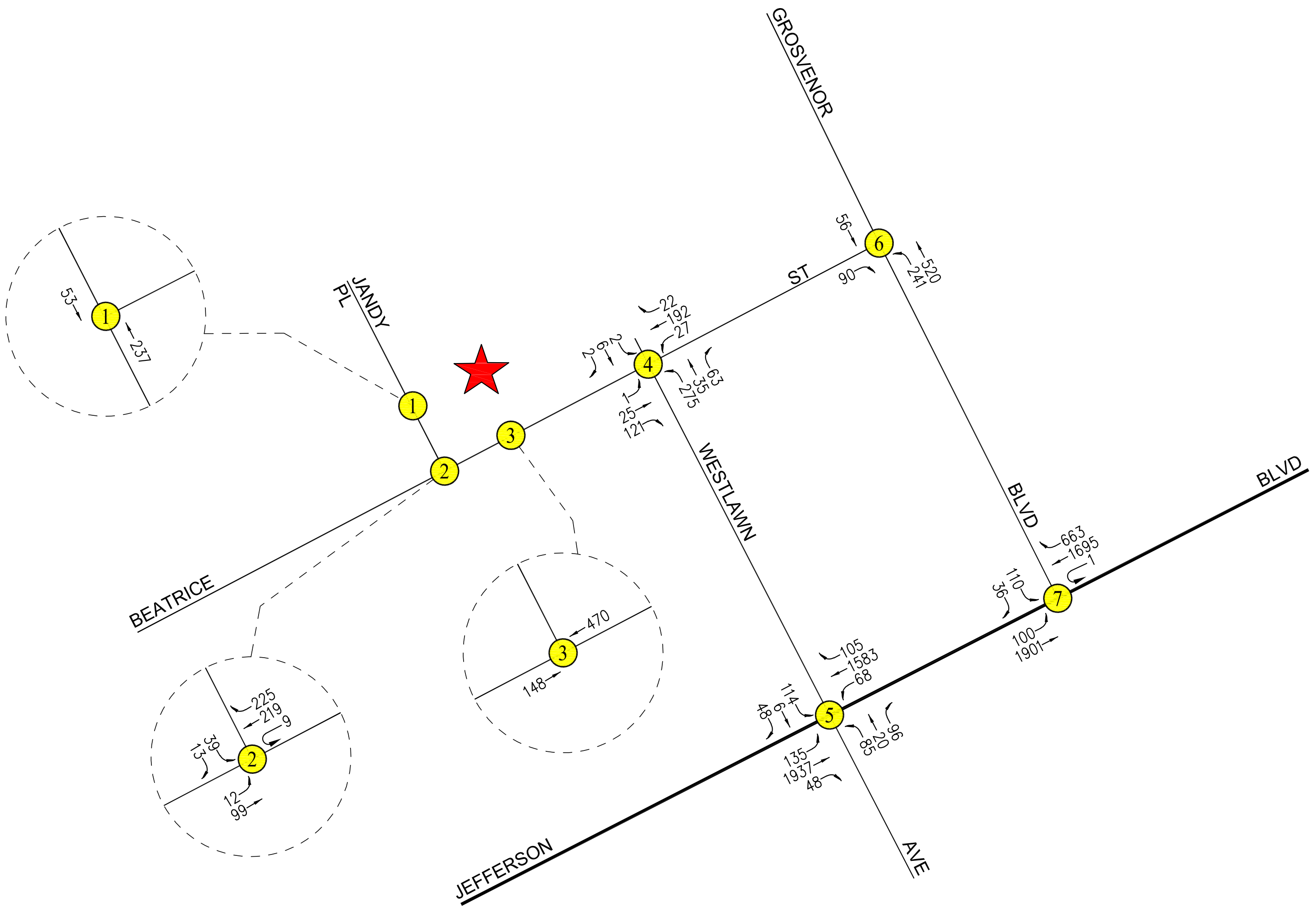

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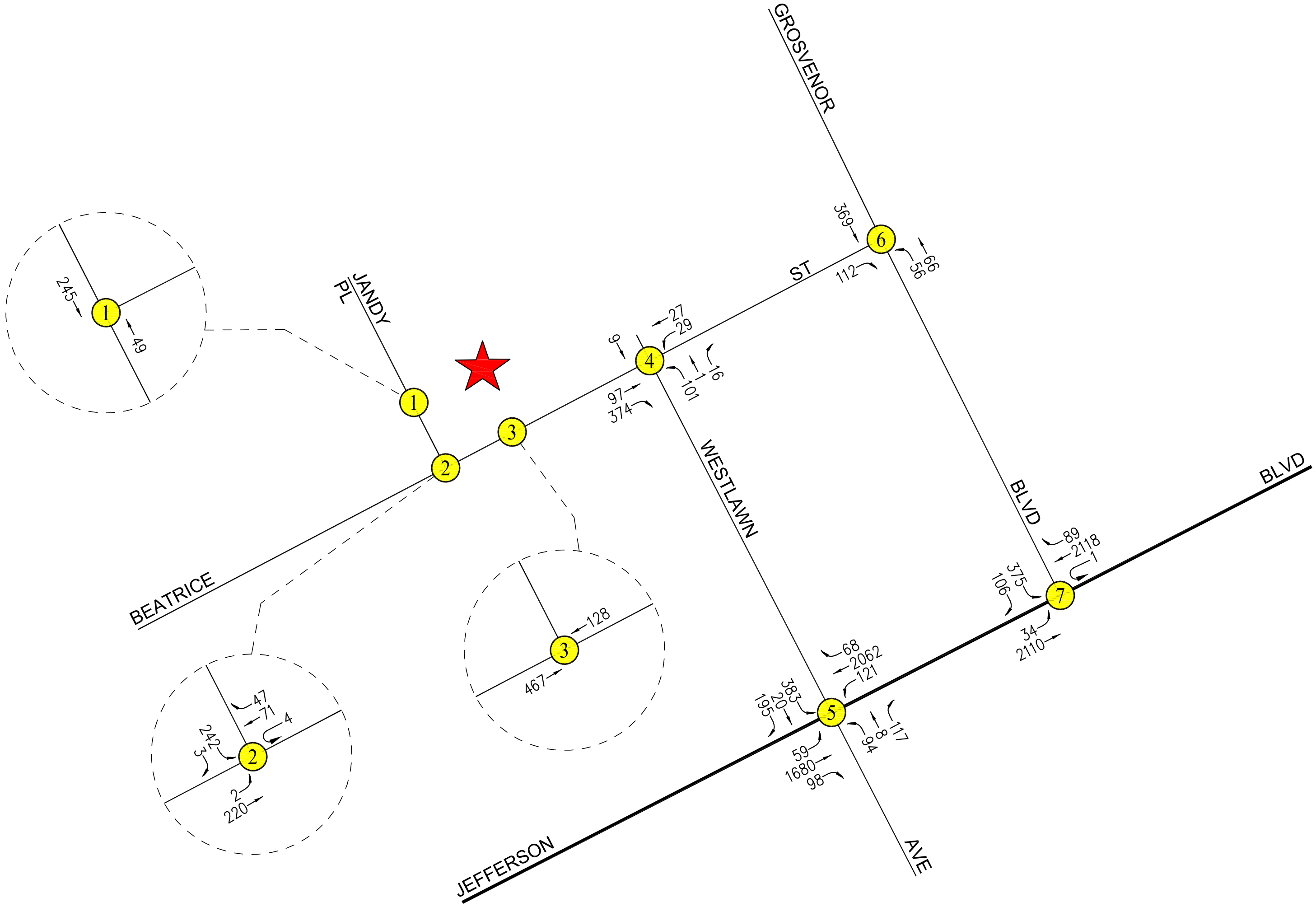
FIGURE 1
FUTURE CUMULATIVE BASELINE TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR
NEW BEATRICE WEST PROJECT

LINSCOTT, LAW & GREENSPAN, engineers



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Ⓧ STUDY INTERSECTION

FIGURE 2

FUTURE CUMULATIVE BASELINE TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

NEW BEATRICE WEST PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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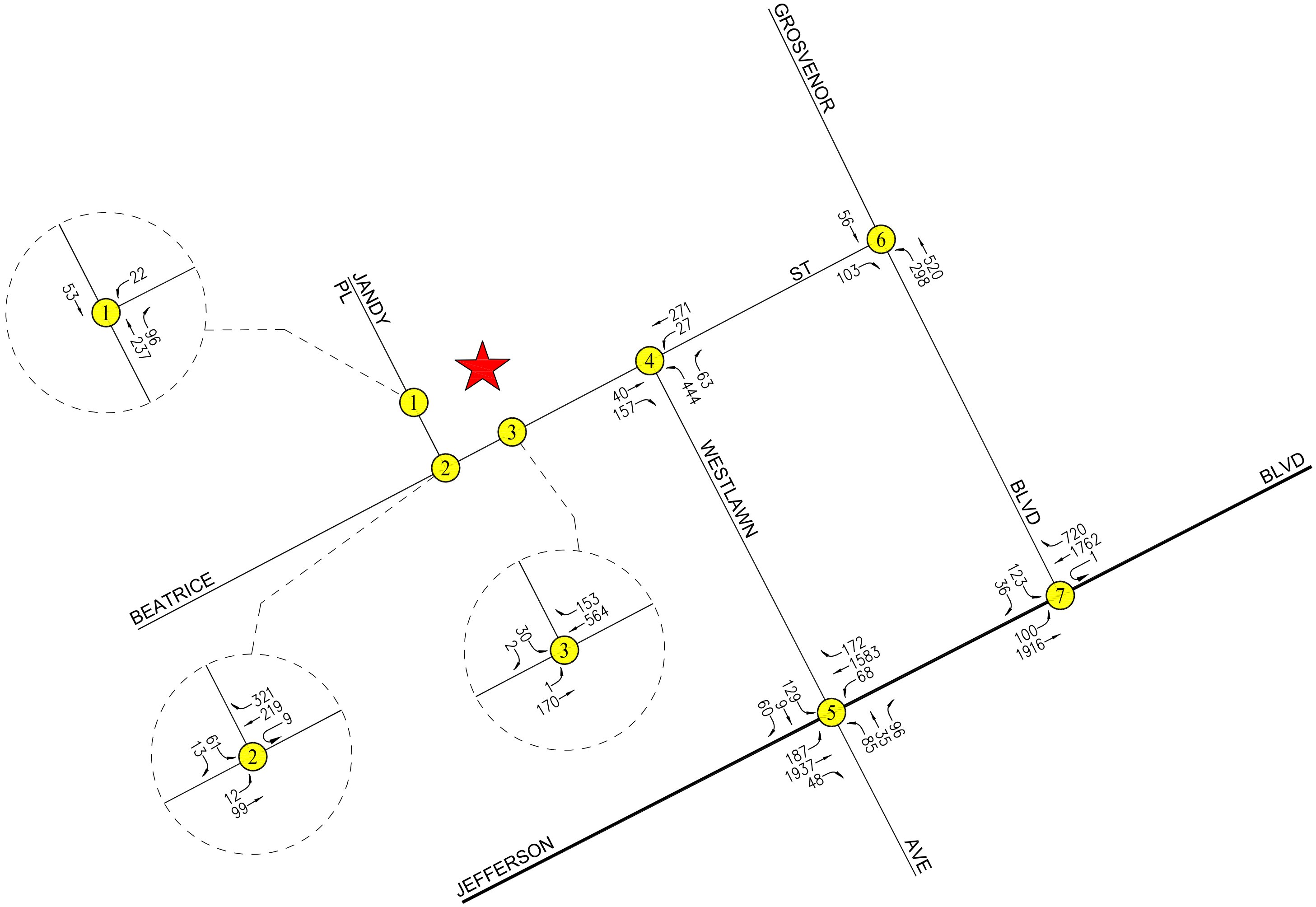

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★ PROJECT SITE
ⓧ STUDY INTERSECTION

FIGURE 3
FUTURE CUMULATIVE WITH PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR
NEW BEATRICE WEST PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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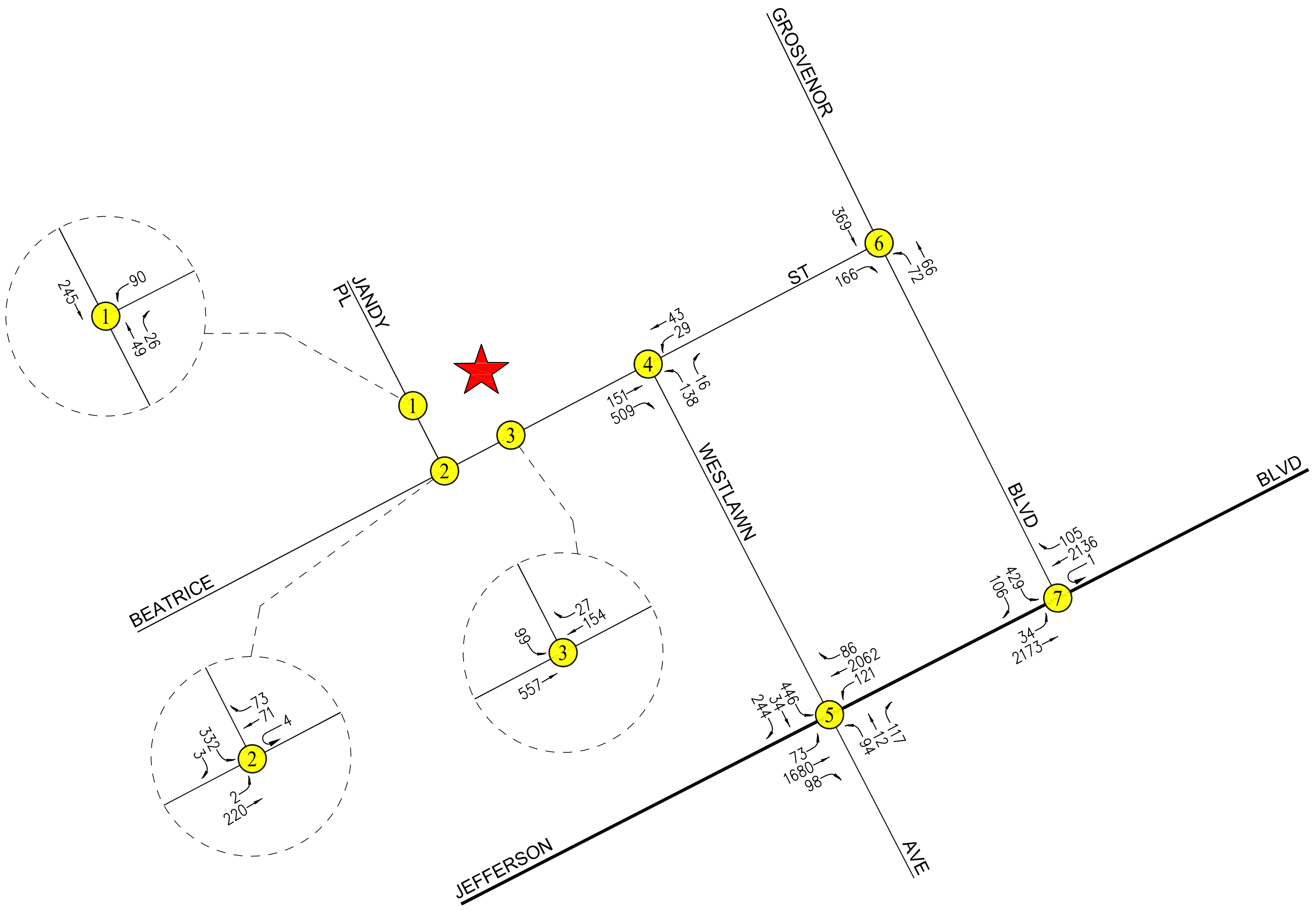

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Ⓧ STUDY INTERSECTION

FIGURE 4
FUTURE CUMULATIVE WITH PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR
NEW BEATRICE WEST PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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

21-Apr-23

				YEAR 2020 EXISTING			YEAR 2020 EXISTING W/ PROJECT				YEAR 2025 FUTURE W/O PROJECT			YEAR 2025 FUTURE W/ PROJECT				YEAR 2025 FUTURE W/ PROJECT + IMPROVEMENTS			
NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [6]
1	Jandy Place / Project Driveway (Unsignalized)	SB Left/Through	AM	--	--	--	7.8	A	0.0	0.0	--	--	--	8.1	A	0.0	0.0	--	--	--	--
			PM	--	--	--	7.3	A	0.0	0.0	--	--	--	7.4	A	0.0	0.0	--	--	--	--
		WB Left/Right	AM	--	--	--	10.2	B	2.5	2.5	--	--	--	11.2	B	2.5	2.5	--	--	--	--
			PM	--	--	--	9.9	A	10.0	10.0	--	--	--	11.9	B	15.0	15.0	--	--	--	--
2	Jandy Place / Beatrice Street (Unsignalized) [7]	SB Left/Right	AM	11.8	B	7.5	13.1	B	12.5	5.0	13.0	B	10.0	14.6	B	17.5	7.5	--	--	--	--
			PM	11.6	B	15.0	13.6	B	37.5	22.5	16.3	C	65.0	22.7	C	130.0	65.0	--	--	--	--
		EB Left/Through	AM	8.2	A	0.0	8.5	A	0.0	0.0	8.6	A	0.0	9.0	A	0.0	0.0	--	--	--	--
			PM	7.4	A	0.0	7.5	A	0.0	0.0	7.5	A	0.0	7.6	A	0.0	0.0	--	--	--	--
		WB Left/Through/Right	AM	7.5	A	0.0	7.5	A	0.0	0.0	7.7	A	0.0	7.7	A	0.0	0.0	--	--	--	--
			PM	7.8	A	0.0	7.8	A	0.0	0.0	7.8	A	0.0	7.8	A	0.0	0.0	--	--	--	--
3	Project Driveway / Beatrice Street (Unsignalized)	SB Left/Right	AM	--	--	--	16.2	C	7.5	7.5	--	--	--	18.9	C	10.0	10.0	--	--	--	--
			PM	--	--	--	16.0	C	27.5	27.5	--	--	--	22.7	C	42.5	42.5	--	--	--	--
		EB Left/Through	AM	--	--	--	9.1	A	0.0	0.0	--	--	--	9.5	A	0.0	0.0	--	--	--	--
			PM	--	--	--	7.6	A	0.0	0.0	--	--	--	7.7	A	0.0	0.0	--	--	--	--
4	Westlawn Avenue / Beatrice Street (Unsignalized)	NB Left/Through/Right	AM	12.2	B	62.5	--	--	--	--	16.3	C	107.5	--	--	--	--	--	--	--	--
			PM	8.7	A	12.5	--	--	--	--	9.8	A	20.0	--	--	--	--	--	--	--	--
		NB Left/Right	AM	--	--	--	23.0	C	170.0	107.5	--	--	--	44.0	E	305.0	197.5	--	--	--	--
			PM	--	--	--	10.1	B	22.5	10.0	--	--	--	11.5	B	32.5	12.5	--	--	--	--
		SB Left/Through/Right	AM	8.4	A	2.5	--	--	--	--	8.9	A	2.5	--	--	--	--	--	--	--	--
			PM	8.0	A	0.0	--	--	--	--	8.6	A	2.5	--	--	--	--	--	--	--	--
		EB Left/Through/Right	AM	8.8	A	17.5	--	--	--	--	9.7	A	22.5	--	--	--	--	--	--	--	--
			PM	9.1	A	45.0	--	--	--	--	13.2	B	110.0	--	--	--	--	--	--	--	--
		EB Through/Right	AM	--	--	--	11.0	B	32.5	15.0	--	--	--	12.5	B	42.5	20.0	--	--	--	--
			PM	--	--	--	14.1	B	122.5	77.5	--	--	--	33.7	D	330.0	220.0	--	--	--	--
		WB Left/Through/Right	AM	10.5	B	35.0	--	--	--	--	12.2	B	50.0	--	--	--	--	--	--	--	--
			PM	8.1	A	5.0	--	--	--	--	8.6	A	7.5	--	--	--	--	--	--	--	--
		WB Left/Through	AM	--	--	--	14.1	B	65.0	30.0	--	--	--	17.8	C	95.0	45.0	--	--	--	--
			PM	--	--	--	8.6	A	7.5	2.5	--	--	--	9.3	A	10.0	2.5	--	--	--	--
5	Westlawn Avenue / Jefferson Boulevard (Signalized)	NB Left	AM	24.6	C	21.0	24.7	C	21.1	0.1	26.0	C	69.6	26.1	C	69.7	0.1	43.8	D	95.0	25.3
			PM	24.9	C	30.8	25.3	C	31.1	0.3	26.6	C	76.6	27.1	C	77.4	0.8	45.5	D	106.3	28.9
		NB Through	AM	24.1	C	7.7	24.4	C	19.3	11.6	24.3	C	15.4	24.5	C	27.2	11.8	40.9	D	37.3	10.1
			PM	24.1	C	3.7	24.1	C	6.7	3.0	24.1	C	6.0	24.2	C	9.0	3.0	39.5	D	12.2	3.2
		NB Right	AM	17.0	B	19.3	17.0	B	19.3	0.0	17.9	B	62.6	17.9	B	62.6	0.0	32.0	C	88.7	26.1
			PM	17.3	B	32.1	17.3	B	32.1	0.0	18.1	B	75.8	18.1	B	75.8	0.0	32.6	C	107.7	31.9
		SB Left	AM	26.5	C	83.0	27.4	C	98.0	15.0	27.2	C	96.6	28.1	C	112.3	15.7	33.6	C	60.4	-51.9
			PM	33.6	C	262.9	42.0	D	347.2	84.3	49.7	D	406.0	82.1	F	578.3	172.3	49.7	D	248.8	-329.5
		SB Through	AM	24.0	C	3.1	24.1	C	5.4	2.3	24.1	C	4.6	24.1	C	6.9	2.3	24.1	C	6.9	0.0
			PM	24.1	C	3.7	24.3	C	14.3	10.6	24.3	C	15.1	24.5	C	25.8	10.7	24.5	C	25.8	0.0
		SB Right	AM	17.1	B	25.7	17.3	B	33.5	7.8	17.2	B	30.2	17.4	B	38.1	7.9	17.4	B	38.1	0.0
			PM	18.4	B	88.6	19.2	B	125.5	36.9	19.3	B	134.1	20.2	C	174.6	40.5	20.2	C	174.6	0.0

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

				YEAR 2020 EXISTING			YEAR 2020 EXISTING W/ PROJECT				YEAR 2025 FUTURE W/O PROJECT			YEAR 2025 FUTURE W/ PROJECT				YEAR 2025 FUTURE W/ PROJECT + IMPROVEMENTS			
NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [6]
5	Westlawn Avenue / Jefferson Boulevard (Signalized) *Continued*	EB Left	AM	38.5	D	97.5	49.8	D	179.1	81.6	44.5	D	148.5	75.1	E	263.1	114.6	75.1	E	263.1	0.0
			PM	36.1	D	41.3	36.6	D	54.8	13.5	36.6	D	54.8	37.1	D	68.6	13.8	37.1	D	68.6	0.0
		EB Through	AM	19.2	B	262.1	19.2	B	262.1	0.0	20.8	C	317.6	20.8	C	317.6	0.0	20.8	C	317.6	0.0
			PM	18.1	B	216.5	18.1	B	216.5	0.0	19.6	B	275.1	19.6	B	275.1	0.0	19.6	B	275.1	0.0
		EB Right	AM	20.9	C	269.0	20.9	C	269.0	0.0	23.3	C	326.6	23.3	C	326.6	0.0	23.3	C	326.6	0.0
			PM	19.3	B	220.2	19.3	B	220.2	0.0	21.5	C	276.7	21.5	C	276.7	0.0	21.5	C	276.7	0.0
		WB Left	AM	35.6	D	28.8	35.6	D	28.8	0.0	37.0	D	65.0	37.0	D	65.0	0.0	37.0	D	65.0	0.0
			PM	36.0	D	38.5	36.0	D	38.5	0.0	40.9	D	122.4	40.9	D	122.4	0.0	40.9	D	122.4	0.0
		WB Through	AM	21.0	C	309.8	21.7	C	330.1	20.3	23.5	C	379.6	24.5	C	404.4	24.8	24.5	C	404.4	0.0
			PM	24.1	C	395.1	24.3	C	400.8	5.7	30.9	C	524.0	31.5	C	533.4	9.4	31.5	C	533.4	0.0
		WB Right	AM	22.8	C	313.2	23.8	C	328.5	15.3	26.4	C	385.1	28.1	C	406.7	21.6	28.1	C	406.7	0.0
			PM	27.2	C	406.5	27.6	C	412.6	6.1	37.7	D	557.3	38.9	D	568.8	11.5	38.9	D	568.8	0.0
6	Grosvenor Boulevard / Beatrice Street (Unsignalized)	NB Left/Through	AM	7.7	A	12.5	7.9	A	17.5	5.0	9.8	A	15.0	10.5	B	20.0	5.0	--	--	--	--
			PM	8.2	A	2.5	8.3	A	5.0	2.5	8.8	A	5.0	9.0	A	5.0	0.0	--	--	--	--
		EB Left/Right	AM	8.9	A	7.5	9.0	A	7.5	0.0	9.0	A	7.5	9.0	A	10.0	2.5	--	--	--	--
			PM	11.1	B	10.0	11.8	B	17.5	7.5	12.0	B	17.5	12.9	B	30.0	12.5	--	--	--	--
7	Grosvenor Boulevard / Jefferson Boulevard (Signalized)	SB Left/Right	AM	22.5	C	102.9	22.7	C	113.6	10.7	22.7	C	111.1	22.9	C	122.2	11.1	26.4	C	59.4	-62.8
			PM	32.9	C	351.8	40.1	D	428.3	76.5	42.9	D	452.3	60.3	E	581.0	128.7	30.2	C	209.1	-371.9
		SB Left	AM	--	--	--	--	--	--	--	--	--	--	--	--	--	--	21.7	C	66.4	66.4
			PM	--	--	--	--	--	--	--	--	--	--	--	--	--	--	26.2	C	249.0	249.0
		EB Left	AM	77.9	E	159.0	98.9	F	179.8	20.8	160.1	F	238.1	203.7	F	263.2	25.1	203.7	F	263.2	0.0
			PM	25.7	C	28.4	26.5	C	29.0	0.6	39.1	D	40.7	40.6	D	41.8	1.1	40.6	D	41.8	0.0
		EB Through	AM	12.3	B	193.0	12.3	B	194.4	1.4	13.3	B	239.5	13.4	B	241.5	2.0	13.4	B	241.5	0.0
			PM	12.5	B	202.6	12.7	B	210.8	8.2	13.9	B	264.7	14.2	B	273.9	9.2	14.2	B	273.9	0.0
		WB Through	AM	17.1	B	383.3	18.0	B	415.1	31.8	20.4	C	479.8	22.1	C	522.1	42.3	22.1	C	522.1	0.0
			PM	14.7	B	300.6	14.9	B	308.2	7.6	17.6	B	402.1	18.0	B	413.2	11.1	18.0	B	413.2	0.0
		WB Right	AM	20.7	C	370.2	23.6	C	422.7	52.5	29.8	C	525.6	37.9	D	625.9	100.3	37.9	D	625.9	0.0
			PM	16.0	B	302.7	16.3	B	309.8	7.1	20.2	C	415.6	20.8	C	426.1	10.5	20.8	C	426.1	0.0

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

[2] Control delay reported in seconds per vehicle.

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

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

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

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

[6] Represents the change in calculated maximum back of queue (in feet) between Future with Project conditions and Future with Project plus Improvement conditions.

[7] Westbound U-turn movements coded as left-turn movements into the Highway Capacity Software (HCS7 and HCS 2023) software for unsignalized intersections.

APPENDIX A

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

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2022, level of service for signalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions: in the absence of traffic control, in the absence of geometric delay, in the absence of incidents, and when there are no other vehicles on the road. Only the portion of total delay attributed to the control facility is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

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

Level of Service Criteria for Signalized Intersections

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

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

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

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

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

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

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

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

LEVEL OF SERVICE FOR UNSIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2022, level of service for unsignalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, in the absence of incidents, control, traffic, or geometric delay. Only the portion of total delay attributed to the traffic control measures, either traffic signals or stop signs, is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

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

Level of Service Criteria for TWSC/AWSC Intersections

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

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

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

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

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

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

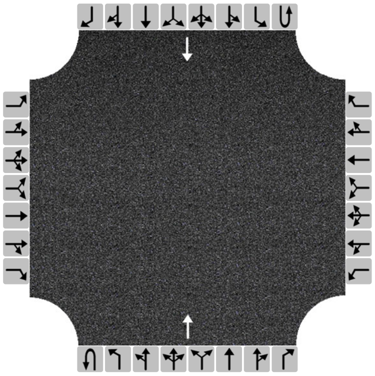
LOS E describes operations with control delay greater than 35 and up to 50 seconds per vehicle.

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

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #1
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	3/24/2020	East/West Street	Project Driveway
Analysis Year	2020	North/South Street	Jandy Place
Time Analyzed	Existing - AM	Peak Hour Factor	0.84
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration											T				T	
Volume, V (veh/h)											144				41	
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

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

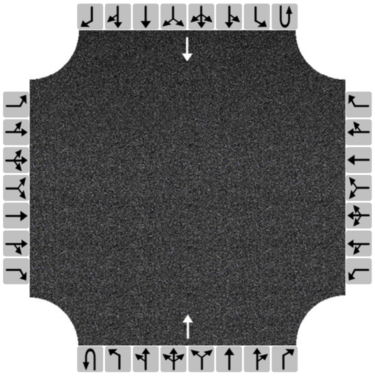
Delay, Queue Length, and Level of Service

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

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #1
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	3/24/2020	East/West Street	Project Driveway
Analysis Year	2020	North/South Street	Jandy Place
Time Analyzed	Existing - PM	Peak Hour Factor	0.83
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration											T				T	
Volume, V (veh/h)											18				87	
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

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

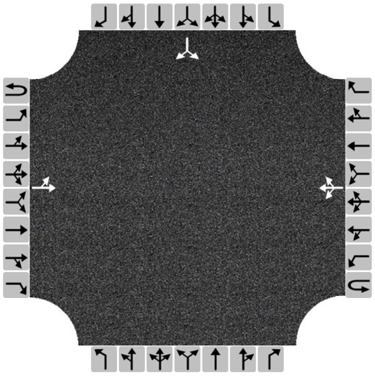
Delay, Queue Length, and Level of Service

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

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #2
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	3/24/2020	East/West Street	Beatrice Street
Analysis Year	2020	North/South Street	Jandy Place
Time Analyzed	Existing - AM	Peak Hour Factor	0.84
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT					LTR								LR	
Volume, V (veh/h)		11	94			9	208	132						28		12
Percent Heavy Vehicles (%)		2				2								2		2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1								7.1		6.2
Critical Headway (sec)		4.12				4.12								6.42		6.22
Base Follow-Up Headway (sec)		2.2				2.2								3.5		3.3
Follow-Up Headway (sec)		2.22				2.22								3.52		3.32

Delay, Queue Length, and Level of Service

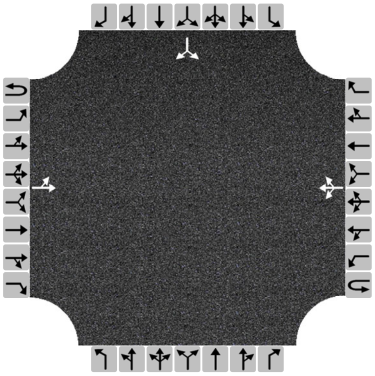
Flow Rate, v (veh/h)		13				11									48	
Capacity, c (veh/h)		1153				1477									578	
v/c Ratio		0.01				0.01									0.08	
95% Queue Length, Q_{95} (veh)		0.0				0.0									0.3	
Control Delay (s/veh)		8.2				7.5									11.8	
Level of Service, LOS		A				A									B	
Approach Delay (s/veh)	0.9				0.3								11.8			
Approach LOS													B			

HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	AS	Intersection	Intersection #2
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	3/24/2020	East/West Street	Beatrice Street
Analysis Year	2020	North/South Street	Jandy Place
Time Analyzed	Existing - PM	Peak Hour Factor	0.83
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT					LTR								LR	
Volume, V (veh/h)		2	209			4	68	16						84		3
Percent Heavy Vehicles (%)		2				2								2		2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

	EB U	EB L	EB T	EB R	WB U	WB L	WB T	WB R	NB U	NB L	NB T	NB R	SB U	SB L	SB T	SB R
Base Critical Headway (sec)		4.1				4.1								7.1		6.2
Critical Headway (sec)		4.12				4.12								6.42		6.22
Base Follow-Up Headway (sec)		2.2				2.2								3.5		3.3
Follow-Up Headway (sec)		2.22				2.22								3.52		3.32

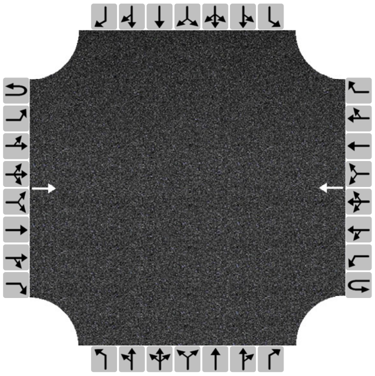
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2				5									105	
Capacity, c (veh/h)		1490				1312									647	
v/c Ratio		0.00				0.00									0.16	
95% Queue Length, Q_{95} (veh)		0.0				0.0									0.6	
Control Delay (s/veh)		7.4				7.8									11.6	
Level of Service, LOS		A				A									B	
Approach Delay (s/veh)	0.1				0.4								11.6			
Approach LOS													B			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #3
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	3/24/2020	East/West Street	Beatrice Street
Analysis Year	2020	North/South Street	Project Driveway
Time Analyzed	Existing - AM	Peak Hour Factor	0.86
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration			T				T									
Volume, V (veh/h)			131				365									
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

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

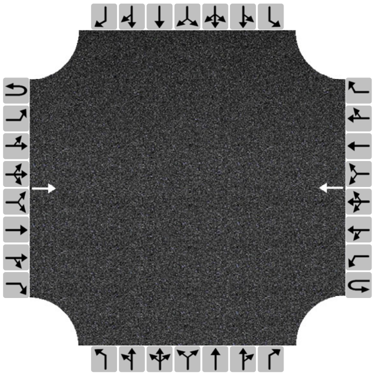
Delay, Queue Length, and Level of Service

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

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #3
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	3/24/2020	East/West Street	Beatrice Street
Analysis Year	2020	North/South Street	Project Driveway
Time Analyzed	Existing - PM	Peak Hour Factor	0.83
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration			T				T									
Volume, V (veh/h)			298				93									
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

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

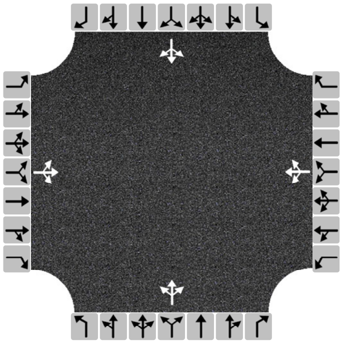
Delay, Queue Length, and Level of Service

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

HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #4
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	3/24/2020	East/West Street	Beatrice Street
Analysis Year	2020	North/South Street	Westlawn Avenue
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.87
Time Analyzed	Existing - AM		
Project Description	New Beatrice West		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	1	21	108	26	158	21	205	33	60	2	6	2
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	149			236			343			11		
Percent Heavy Vehicles	2			2			2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.133			0.209			0.304			0.010		
Final Departure Headway, hd (s)	4.70			5.02			4.93			5.33		
Final Degree of Utilization, x	0.195			0.329			0.469			0.017		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	2.70			3.02			2.93			3.33		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	149			236			343			11		
Capacity	767			717			730			675		
95% Queue Length, Q_{95} (veh)	0.7			1.4			2.5			0.1		
Control Delay (s/veh)	8.8			10.5			12.2			8.4		
Level of Service, LOS	A			B			B			A		
Approach Delay (s/veh)	8.8			10.5			12.2			8.4		
Approach LOS	A			B			B			A		
Intersection Delay, s/veh | LOS	10.9						B					

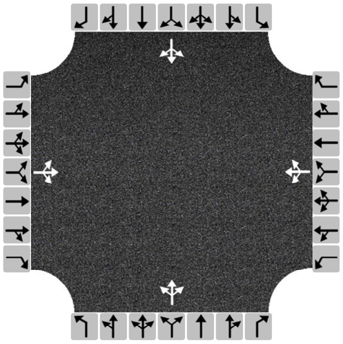
HCS7 All-Way Stop Control Report

General Information

Site Information

Analyst	AS	Intersection	Intersection #4
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	3/24/2020	East/West Street	Beatrice Street
Analysis Year	2020	North/South Street	Westlawn Avenue
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.84
Time Analyzed	Existing - PM		
Project Description	New Beatrice West		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	0	49	253	28	17	0	76	1	15	0	9	0
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	360			54			110			11		
Percent Heavy Vehicles	2			2			2			2		

Departure Headway and Service Time

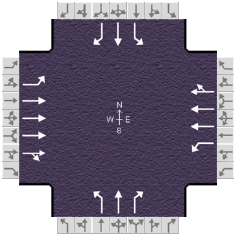
Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.320			0.048			0.097			0.010		
Final Departure Headway, hd (s)	3.80			4.71			4.87			4.94		
Final Degree of Utilization, x	0.380			0.070			0.148			0.015		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	1.80			2.71			2.87			2.94		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	360			54			110			11		
Capacity	946			764			739			729		
95% Queue Length, Q_{95} (veh)	1.8			0.2			0.5			0.0		
Control Delay (s/veh)	9.1			8.1			8.7			8.0		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh)	9.1			8.1			8.7			8.0		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	8.9						A					

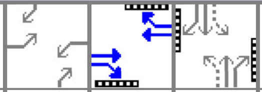
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	May 4, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - AM	PHF	0.95
Urban Street	Westlawn / Jefferson	Analysis Year	2020	Analysis Period	1> 7:30
Intersection	Intersection #5	File Name	05AM - Existing.xus		
Project Description	New Beatrice West				

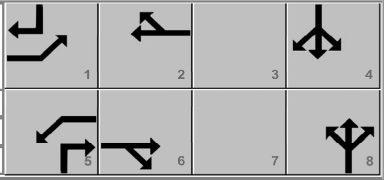


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	99	1658	17	31	1383	54	27	10	31	100	4	41

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



Green	11.0	39.7	24.3	0.0	0.0	0.0
Yellow	3.0	4.7	3.2	0.0	0.0	0.0
Red	1.0	0.6	2.5	0.0	0.0	0.0



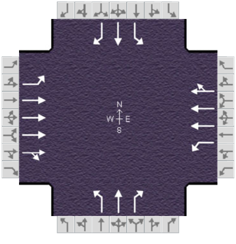
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	4.0	2.0	4.0		5.0		5.0
Phase Duration, s	15.0	45.0	15.0	45.0		30.0		30.0
Change Period, ($Y+R_c$), s	4.0	5.3	4.0	5.3		5.7		5.7
Max Allow Headway (*MAH*), s	4.0	0.0	4.0	0.0		4.3		4.3
Queue Clearance Time (g_s), s	6.9		3.5			3.5		7.7
Green Extension Time (g_e), s	0.1	0.0	0.0	0.0		0.8		0.7
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.93		0.01			0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	104	1325	438	33	1015	497	28	11	33	105	4	43
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1857	1781	1870	1833	1412	1870	1585	1404	1870	1585
Queue Service Time (g_s), s	4.9	15.5	15.5	1.5	18.7	18.7	1.4	0.4	1.1	5.4	0.1	1.5
Cycle Queue Clearance Time (g_c), s	4.9	15.5	15.5	1.5	18.7	18.7	1.5	0.4	1.1	5.7	0.1	1.5
Green Ratio (*g/C*)	0.12	0.44	0.44	0.12	0.44	0.44	0.27	0.27	0.39	0.27	0.27	0.39
Capacity (*c*), veh/h	218	2475	819	218	1650	808	459	505	622	453	505	622
Volume-to-Capacity Ratio (*X*)	0.479	0.535	0.535	0.150	0.615	0.615	0.062	0.021	0.052	0.232	0.008	0.069
Back of Queue (*Q*), ft/ln (95 th percentile)	97.5	262.1	269	28.8	309.8	313.2	21	7.7	19.3	83	3.1	25.7
Back of Queue (*Q*), veh/ln (95 th percentile)	3.8	10.3	10.8	1.1	12.2	12.5	0.8	0.3	0.8	3.3	0.1	1.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	36.8	18.4	18.4	35.3	19.3	19.3	24.6	24.1	17.0	26.2	24.0	17.1
Incremental Delay (d_2), s/veh	1.6	0.8	2.5	0.3	1.7	3.5	0.1	0.0	0.0	0.3	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	38.5	19.2	20.9	35.6	21.0	22.8	24.6	24.1	17.0	26.5	24.0	17.1
Level of Service (LOS)	D	B	C	D	C	C	C	C	B	C	C	B
Approach Delay, s/veh / LOS	20.7	C		21.9	C		21.1	C		23.8	C	
Intersection Delay, s/veh / LOS	21.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.13	B	2.72	C	2.72	C
Bicycle LOS Score / LOS	1.26	A	1.34	A	0.61	A	0.74	A

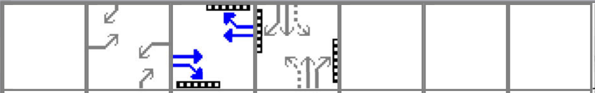
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	May 4, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - PM	PHF	0.97
Urban Street	Westlawn / Jefferson	Analysis Year	2020	Analysis Period	1> 17:00
Intersection	Intersection #5	File Name	05PM - Existing.xus		
Project Description	New Beatrice West				

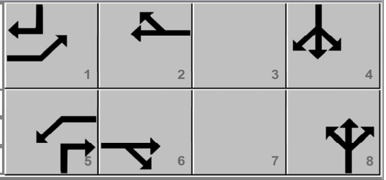


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	45	1394	26	42	1739	45	40	5	52	287	5	135

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



Green	11.0	39.7	24.3	0.0	0.0	0.0
Yellow	3.0	4.7	3.2	0.0	0.0	0.0
Red	1.0	0.6	2.5	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	4.0	2.0	4.0		5.0		5.0
Phase Duration, s	15.0	45.0	15.0	45.0		30.0		30.0
Change Period, (*Y+R* *c*), s	4.0	5.3	4.0	5.3		5.7		5.7
Max Allow Headway (*MAH*), s	4.0	0.0	4.0	0.0		4.3		4.3
Queue Clearance Time (*g* *s*), s	4.1		4.0			4.2		19.7
Green Extension Time (*g* *e*), s	0.0	0.0	0.0	0.0		2.1		1.0
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.02		0.02			0.00		0.89

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	46	1101	363	43	1231	608	41	5	54	296	5	139
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1846	1781	1870	1845	1411	1870	1585	1411	1870	1585
Queue Service Time (*g* *s*), s	2.1	12.3	12.3	2.0	24.7	24.7	2.0	0.2	1.9	17.5	0.2	5.3
Cycle Queue Clearance Time (*g* *c*), s	2.1	12.3	12.3	2.0	24.7	24.7	2.2	0.2	1.9	17.7	0.2	5.3
Green Ratio (*g/C*)	0.12	0.44	0.44	0.12	0.44	0.44	0.27	0.27	0.39	0.27	0.27	0.39
Capacity (*c*), veh/h	218	2475	814	218	1650	814	458	505	622	458	505	622
Volume-to-Capacity Ratio (*X*)	0.213	0.445	0.445	0.199	0.746	0.747	0.090	0.010	0.086	0.646	0.010	0.224
Back of Queue (*Q*), ft/ln (95 th percentile)	41.3	216.5	220.2	38.5	395.1	406.5	30.8	3.7	32.1	262.9	3.7	88.6
Back of Queue (*Q*), veh/ln (95 th percentile)	1.6	8.5	8.8	1.5	15.6	16.3	1.2	0.1	1.3	10.3	0.1	3.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* *1*), s/veh	35.6	17.5	17.5	35.5	21.0	21.0	24.8	24.0	17.2	30.5	24.0	18.2
Incremental Delay (*d* *2*), s/veh	0.5	0.6	1.8	0.4	3.1	6.2	0.1	0.0	0.1	3.1	0.0	0.2
Initial Queue Delay (*d* *3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	36.1	18.1	19.3	36.0	24.1	27.2	24.9	24.1	17.3	33.6	24.1	18.4
Level of Service (LOS)	D	B	B	D	C	C	C	C	B	C	C	B
Approach Delay, s/veh / LOS	18.9	B		25.3	C		20.8	C		28.7	C	
Intersection Delay, s/veh / LOS	23.1						C					

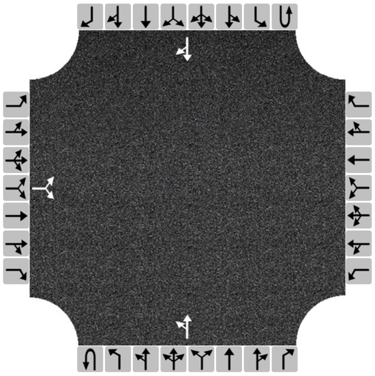
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.13	B	2.72	C	2.72	C
Bicycle LOS Score / LOS	1.11	A	1.52	B	0.65	A	1.21	A

HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	AS	Intersection	Intersection #6
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	County of Los Angeles
Date Performed	3/24/2020	East/West Street	Beatrice Street
Analysis Year	2020	North/South Street	Grosvenor Boulevard
Time Analyzed	Existing - AM	Peak Hour Factor	0.91
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		0		83						205	495				53	0
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

	EB U	EB L	EB T	EB R	WB U	WB L	WB T	WB R	NB U	NB L	NB T	NB R	SB U	SB L	SB T	SB R
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

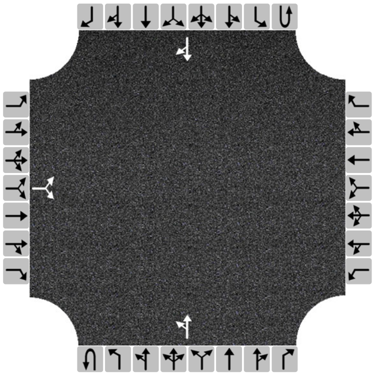
Delay, Queue Length, and Level of Service

	EB U	EB L	EB T	EB R	WB U	WB L	WB T	WB R	NB U	NB L	NB T	NB R	SB U	SB L	SB T	SB R
Flow Rate, v (veh/h)			91							225						
Capacity, c (veh/h)			1008							1545						
v/c Ratio			0.09							0.15						
95% Queue Length, Q_{95} (veh)			0.3							0.5						
Control Delay (s/veh)			8.9							7.7						
Level of Service, LOS			A							A						
Approach Delay (s/veh)	8.9								3.4							
Approach LOS	A															

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #6
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	County of Los Angeles
Date Performed	3/24/2020	East/West Street	Beatrice Street
Analysis Year	2020	North/South Street	Grosvenor Boulevard
Time Analyzed	Existing - PM	Peak Hour Factor	0.90
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		0		63						45	63				351	0
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

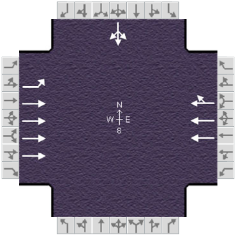
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			70							50						
Capacity, c (veh/h)			658							1168						
v/c Ratio			0.11							0.04						
95% Queue Length, Q_{95} (veh)			0.4							0.1						
Control Delay (s/veh)			11.1							8.2						
Level of Service, LOS			B							A						
Approach Delay (s/veh)	11.1								3.6							
Approach LOS	B															

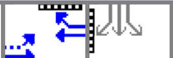
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Apr 8, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - AM	PHF	0.95
Urban Street	Grosvenor / Jefferson	Analysis Year	2020	Analysis Period	1> 8:15
Intersection	Intersection #7	File Name	07AM - Existing.xus		
Project Description	New Beatrice West				

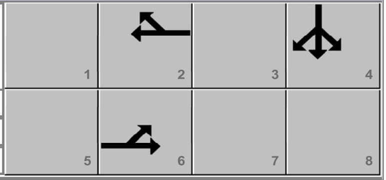


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	95	1556			1411	606				102	0	34

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



Green	49.7	29.4	0.0	0.0	0.0	0.0
Yellow	4.8	3.6	0.0	0.0	0.0	0.0
Red	0.5	2.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2				4
Case Number		6.0		8.0				12.0
Phase Duration, s		55.0		55.0				35.0
Change Period, (*Y+R* $_c$), s		5.3		5.3				5.6
Max Allow Headway (*MAH*), s		0.0		0.0				4.3
Queue Clearance Time (*g* $_s$), s								7.5
Green Extension Time (*g* $_e$), s		0.0		0.0				0.5
Phase Call Probability								1.00
Max Out Probability								0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7	4	14
Adjusted Flow Rate (*v*), veh/h	100	1638			1476	647					143	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	191	1698			1870	1588					1728	
Queue Service Time (*g* $_s$), s	22.0	12.8			24.8	27.7					5.5	
Cycle Queue Clearance Time (*g* $_c$), s	49.7	12.8			24.8	27.7					5.5	
Green Ratio (*g/C*)	0.55	0.55			0.55	0.55					0.33	
Capacity (*c*), veh/h	127	3751			2066	877					564	
Volume-to-Capacity Ratio (*X*)	0.790	0.437			0.715	0.738					0.254	
Back of Queue (*Q*), ft/ln (95 th percentile)	159	193			383.3	370.2					102.9	
Back of Queue (*Q*), veh/ln (95 th percentile)	6.3	7.6			15.1	14.8					4.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00					0.00	
Uniform Delay (*d* $_1$), s/veh	39.9	11.9			14.9	15.2					22.2	
Incremental Delay (*d* $_2$), s/veh	38.1	0.4			2.1	5.5					0.2	
Initial Queue Delay (*d* $_3$), s/veh	0.0	0.0			0.0	0.0					0.0	
Control Delay (*d*), s/veh	77.9	12.3			17.1	20.7					22.5	
Level of Service (LOS)	E	B			B	C					C	
Approach Delay, s/veh / LOS	16.0	B		18.2	B		0.0			22.5	C	
Intersection Delay, s/veh / LOS	17.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.37	A	1.71	B	2.61	C	2.72	C
Bicycle LOS Score / LOS	1.20	A	1.66	B			0.72	A

HCS™ Streets Version 7.8.5

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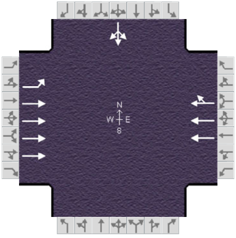
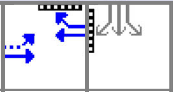
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Apr 8, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - PM	PHF	0.97
Urban Street	Grosvenor / Jefferson	Analysis Year	2020	Analysis Period	1> 17:00
Intersection	Intersection #7	File Name	07PM - Existing.xus		
Project Description	New Beatrice West				

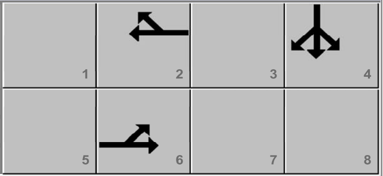


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	32	1667			1699	76				313	0	101

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



Green	49.7	29.4	0.0	0.0	0.0	0.0
Yellow	4.8	3.6	0.0	0.0	0.0	0.0
Red	0.5	2.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2				4
Case Number		6.0		8.0				12.0
Phase Duration, s		55.0		55.0				35.0
Change Period, (*Y+R* $_c$), s		5.3		5.3				5.6
Max Allow Headway (*MAH*), s		0.0		0.0				4.3
Queue Clearance Time (*g* $_s$), s								21.9
Green Extension Time (*g* $_e$), s		0.0		0.0				1.1
Phase Call Probability								1.00
Max Out Probability								0.28

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7	4	14
Adjusted Flow Rate (*v*), veh/h	33	1719			1229	601					427	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	254	1698			1870	1827					1729	
Queue Service Time (*g* $_s$), s	9.0	13.6			19.7	19.8					19.9	
Cycle Queue Clearance Time (*g* $_c$), s	28.7	13.6			19.7	19.8					19.9	
Green Ratio (*g/C*)	0.55	0.55			0.55	0.55					0.33	
Capacity (*c*), veh/h	165	3751			2066	1009					565	
Volume-to-Capacity Ratio (*X*)	0.200	0.458			0.595	0.596					0.756	
Back of Queue (*Q*), ft/ln (95 th percentile)	28.4	202.6			300.6	302.7					351.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.1	8.0			11.8	12.1					13.8	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00					0.00	
Uniform Delay (*d* $_1$), s/veh	23.0	12.1			13.4	13.4					27.1	
Incremental Delay (*d* $_2$), s/veh	2.7	0.4			1.3	2.6					5.8	
Initial Queue Delay (*d* $_3$), s/veh	0.0	0.0			0.0	0.0					0.0	
Control Delay (*d*), s/veh	25.7	12.5			14.7	16.0					32.9	
Level of Service (LOS)	C	B			B	B					C	
Approach Delay, s/veh / LOS	12.7		B	15.1		B	0.0			32.9		C
Intersection Delay, s/veh / LOS	16.0						B					

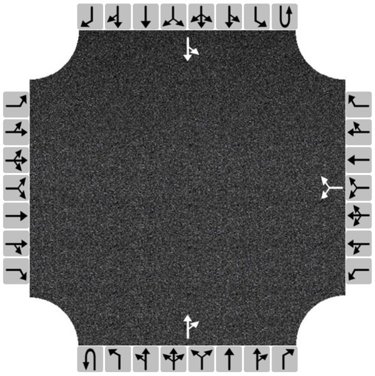
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.37	A	1.71	B	2.61	C	2.72	C
Bicycle LOS Score / LOS	1.21	A	1.49	A			1.19	A

HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	AS	Intersection	Intersection #1
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	3/25/2020	East/West Street	Project Driveway
Analysis Year	2020	North/South Street	Jandy Place
Time Analyzed	Existing + Project - AM	Peak Hour Factor	0.84
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume, V (veh/h)						22		0			144	96		0	41	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							26							0		
Capacity, c (veh/h)							712							1275		
v/c Ratio							0.04							0.00		
95% Queue Length, Q_{95} (veh)							0.1							0.0		
Control Delay (s/veh)							10.2							7.8		
Level of Service, LOS							B							A		
Approach Delay (s/veh)					10.2								0.0			
Approach LOS					B											

HCS7™ TWSC Version 7.4
01AM - Existing + Project.xtw

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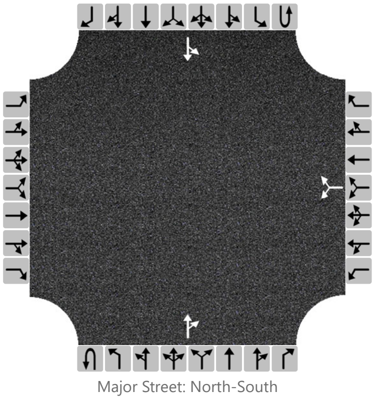
HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	AS	Intersection	Intersection #1
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	3/25/2020	East/West Street	Project Driveway
Analysis Year	2020	North/South Street	Jandy Place
Time Analyzed	Existing + Project - PM	Peak Hour Factor	0.83
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume, V (veh/h)						90		0			18	26		0	87	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

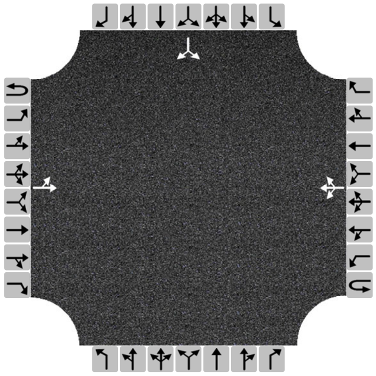
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							108							0		
Capacity, c (veh/h)							850							1551		
v/c Ratio							0.13							0.00		
95% Queue Length, Q_{95} (veh)							0.4							0.0		
Control Delay (s/veh)							9.9							7.3		
Level of Service, LOS							A							A		
Approach Delay (s/veh)					9.9								0.0			
Approach LOS					A											

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #2
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	3/25/2020	East/West Street	Beatrice Street
Analysis Year	2020	North/South Street	Jandy Place
Time Analyzed	Existing + Project - AM	Peak Hour Factor	0.84
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT					LTR								LR	
Volume, V (veh/h)		11	94			9	208	228						50		12
Percent Heavy Vehicles (%)		2				2								2		2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1								7.1		6.2
Critical Headway (sec)		4.12				4.12								6.42		6.22
Base Follow-Up Headway (sec)		2.2				2.2								3.5		3.3
Follow-Up Headway (sec)		2.22				2.22								3.52		3.32

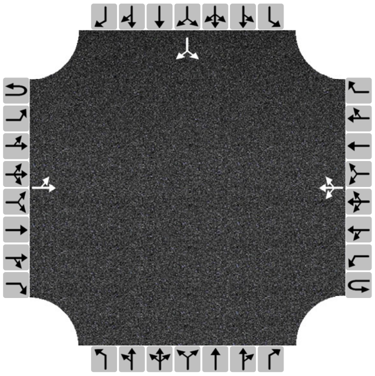
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		13				11									74	
Capacity, c (veh/h)		1046				1477									520	
v/c Ratio		0.01				0.01									0.14	
95% Queue Length, Q_{95} (veh)		0.0				0.0									0.5	
Control Delay (s/veh)		8.5				7.5									13.1	
Level of Service, LOS		A				A									B	
Approach Delay (s/veh)	1.0				0.2								13.1			
Approach LOS													B			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #2
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	3/25/2020	East/West Street	Beatrice Street
Analysis Year	2020	North/South Street	Jandy Place
Time Analyzed	Existing + Project - PM	Peak Hour Factor	0.83
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT					LTR								LR	
Volume, V (veh/h)		2	209			4	68	42						174		3
Percent Heavy Vehicles (%)		2				2								2		2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1								7.1		6.2
Critical Headway (sec)		4.12				4.12								6.42		6.22
Base Follow-Up Headway (sec)		2.2				2.2								3.5		3.3
Follow-Up Headway (sec)		2.22				2.22								3.52		3.32

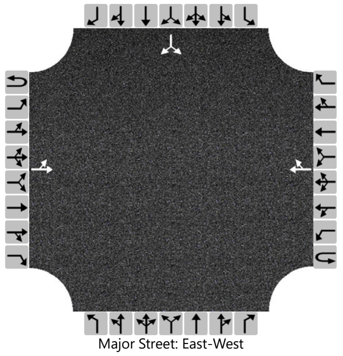
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2				5									213	
Capacity, c (veh/h)		1451				1312									630	
v/c Ratio		0.00				0.00									0.34	
95% Queue Length, Q_{95} (veh)		0.0				0.0									1.5	
Control Delay (s/veh)		7.5				7.8									13.6	
Level of Service, LOS		A				A									B	
Approach Delay (s/veh)	0.1				0.3								13.6			
Approach LOS													B			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #3
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	4/23/2020	East/West Street	Beatrice Street
Analysis Year	2020	North/South Street	Project Driveway
Time Analyzed	Existing + Project - AM	Peak Hour Factor	0.86
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		1	153				459	150						30		2
Percent Heavy Vehicles (%)		2												2		2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.12												6.42		6.22
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.22												3.52		3.32

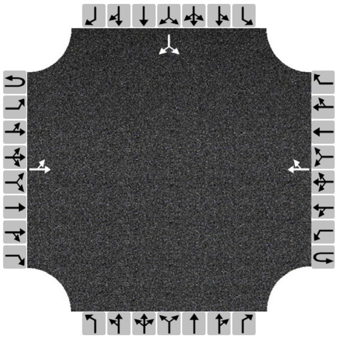
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1													37	
Capacity, c (veh/h)		890													359	
v/c Ratio		0.00													0.10	
95% Queue Length, Q_{95} (veh)		0.0													0.3	
Control Delay (s/veh)		9.1													16.2	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)	0.1												16.2			
Approach LOS													C			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #3
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	4/23/2020	East/West Street	Beatrice Street
Analysis Year	2020	North/South Street	Project Driveway
Time Analyzed	Existing + Project - PM	Peak Hour Factor	0.83
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		0	388				119	27						99		0
Percent Heavy Vehicles (%)		2												2		2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.12												6.42		6.22
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.22												3.52		3.32

Delay, Queue Length, and Level of Service

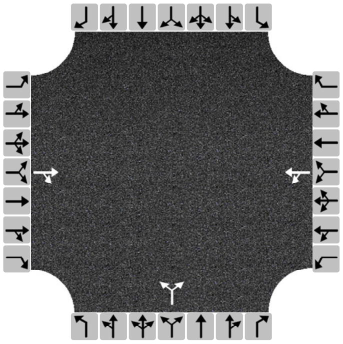
Flow Rate, v (veh/h)		0													119	
Capacity, c (veh/h)		1399													447	
v/c Ratio		0.00													0.27	
95% Queue Length, Q_{95} (veh)		0.0													1.1	
Control Delay (s/veh)		7.6													16.0	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)	0.0												16.0			
Approach LOS													C			

HCS7 All-Way Stop Control Report

General Information

Analyst	AS	Intersection	Intersection #4
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	4/23/2020	East/West Street	Beatrice Street
Analysis Year	2020	North/South Street	Westlawn Avenue
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.87
Time Analyzed	Existing + Project - AM		
Project Description	New Beatrice West		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume		36	144	26	236		372		60			
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	TR			LT			LR					
Flow Rate, v (veh/h)	207			301			497					
Percent Heavy Vehicles	2			2			2					

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20					
Initial Degree of Utilization, x	0.184			0.268			0.441					
Final Departure Headway, hd (s)	5.47			5.78			5.45					
Final Degree of Utilization, x	0.314			0.484			0.752					
Move-Up Time, m (s)	2.0			2.0			2.0					
Service Time, ts (s)	3.47			3.78			3.45					

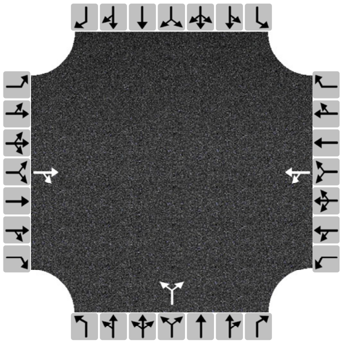
Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	207			301			497					
Capacity	658			623			661					
95% Queue Length, Q_{95} (veh)	1.3			2.6			6.8					
Control Delay (s/veh)	11.0			14.1			23.0					
Level of Service, LOS	B			B			C					
Approach Delay (s/veh)	11.0			14.1			23.0					
Approach LOS	B			B			C					
Intersection Delay, s/veh | LOS	17.9						C					

HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #4
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	4/23/2020	East/West Street	Beatrice Street
Analysis Year	2020	North/South Street	Westlawn Avenue
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.84
Time Analyzed	Existing + Project - PM		
Project Description	New Beatrice West		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume		103	388	28	33		113		15			
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	TR			LT			LR					
Flow Rate, v (veh/h)	585			73			152					
Percent Heavy Vehicles	2			2			2					

Departure Headway and Service Time

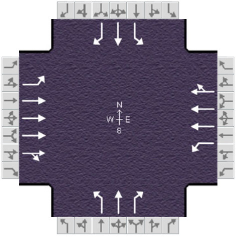
Initial Departure Headway, hd (s)	3.20			3.20			3.20					
Initial Degree of Utilization, x	0.520			0.065			0.135					
Final Departure Headway, hd (s)	4.00			5.07			5.43					
Final Degree of Utilization, x	0.649			0.102			0.230					
Move-Up Time, m (s)	2.0			2.0			2.0					
Service Time, ts (s)	2.00			3.07			3.43					

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	585			73			152					
Capacity	900			710			662					
95% Queue Length, Q_{95} (veh)	4.9			0.3			0.9					
Control Delay (s/veh)	14.1			8.6			10.1					
Level of Service, LOS	B			A			B					
Approach Delay (s/veh)	14.1			8.6			10.1					
Approach LOS	B			A			B					
Intersection Delay, s/veh | LOS	12.8						B					

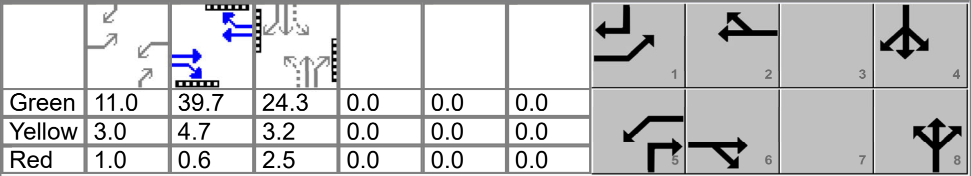
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	May 4, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing + Project - AM	PHF	0.95
Urban Street	Westlawn / Jefferson	Analysis Year	2020	Analysis Period	1> 7:30
Intersection	Intersection #5	File Name	05AM - Existing + Project.xus		
Project Description	New Beatrice West				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	151	1658	17	31	1383	121	27	25	31	115	7	53

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



Green	11.0	39.7	24.3	0.0	0.0	0.0
Yellow	3.0	4.7	3.2	0.0	0.0	0.0
Red	1.0	0.6	2.5	0.0	0.0	0.0

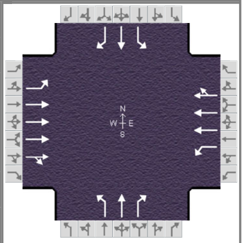
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	4.0	2.0	4.0		5.0		5.0
Phase Duration, s	15.0	45.0	15.0	45.0		30.0		30.0
Change Period, (*Y+R* c), s	4.0	5.3	4.0	5.3		5.7		5.7
Max Allow Headway (*MAH*), s	4.0	0.0	4.0	0.0		4.3		4.3
Queue Clearance Time (*g* s), s	9.7		3.5			3.6		9.3
Green Extension Time (*g* e), s	0.1	0.0	0.0	0.0		1.0		0.9
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	1.00		0.01			0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	159	1325	438	33	1071	513	28	26	33	121	7	56
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1857	1781	1870	1790	1408	1870	1585	1384	1870	1585
Queue Service Time (*g* s), s	7.7	15.5	15.5	1.5	20.2	20.2	1.4	0.9	1.1	6.4	0.3	2.0
Cycle Queue Clearance Time (*g* c), s	7.7	15.5	15.5	1.5	20.2	20.2	1.6	0.9	1.1	7.3	0.3	2.0
Green Ratio (*g/C*)	0.12	0.44	0.44	0.12	0.44	0.44	0.27	0.27	0.39	0.27	0.27	0.39
Capacity (*c*), veh/h	218	2475	819	218	1650	790	456	505	622	439	505	622
Volume-to-Capacity Ratio (*X*)	0.730	0.535	0.535	0.150	0.649	0.649	0.062	0.052	0.052	0.276	0.015	0.090
Back of Queue (*Q*), ft/ln (95 th percentile)	179.1	262.1	269	28.8	330.1	328.5	21.1	19.3	19.3	98	5.4	33.5
Back of Queue (*Q*), veh/ln (95 th percentile)	7.0	10.3	10.8	1.1	13.0	13.1	0.8	0.8	0.8	3.9	0.2	1.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* 1), s/veh	38.1	18.4	18.4	35.3	19.7	19.7	24.7	24.3	17.0	27.0	24.1	17.2
Incremental Delay (*d* 2), s/veh	11.8	0.8	2.5	0.3	2.0	4.1	0.1	0.0	0.0	0.3	0.0	0.1
Initial Queue Delay (*d* 3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	49.8	19.2	20.9	35.6	21.7	23.8	24.7	24.4	17.0	27.4	24.1	17.3
Level of Service (LOS)	D	B	C	D	C	C	C	C	B	C	C	B
Approach Delay, s/veh / LOS	22.1	C		22.6	C		21.7	C		24.2	C	
Intersection Delay, s/veh / LOS	22.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.13	B	2.72	C	2.72	C
Bicycle LOS Score / LOS	1.28	A	1.38	A	0.63	A	0.79	A

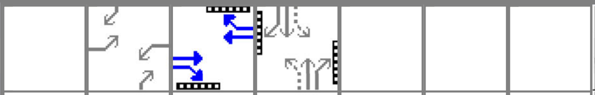
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	May 4, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing + Project - PM	PHF	0.97
Urban Street	Westlawn / Jefferson	Analysis Year	2020	Analysis Period	1> 17:00
Intersection	Intersection #5	File Name	05PM - Existing + Project.xus		
Project Description	New Beatrice West				

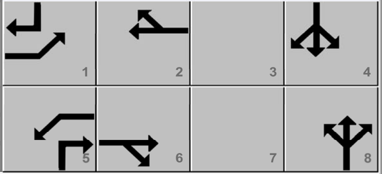


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	59	1394	26	42	1739	63	40	9	52	350	19	184

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



Green	11.0	39.7	24.3	0.0	0.0	0.0
Yellow	3.0	4.7	3.2	0.0	0.0	0.0
Red	1.0	0.6	2.5	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	4.0	2.0	4.0		5.0		5.0
Phase Duration, s	15.0	45.0	15.0	45.0		30.0		30.0
Change Period, (*Y+R* c), s	4.0	5.3	4.0	5.3		5.7		5.7
Max Allow Headway (*MAH*), s	4.0	0.0	4.0	0.0		4.3		4.3
Queue Clearance Time (*g* s), s	4.8		4.0			4.7		25.1
Green Extension Time (*g* e), s	0.1	0.0	0.0	0.0		2.7		0.0
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.07		0.02			0.01		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	61	1101	363	43	1246	612	41	9	54	361	20	190
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1846	1781	1870	1835	1393	1870	1585	1406	1870	1585
Queue Service Time (*g* s), s	2.8	12.3	12.3	2.0	25.1	25.2	2.0	0.3	1.9	22.8	0.7	7.4
Cycle Queue Clearance Time (*g* c), s	2.8	12.3	12.3	2.0	25.1	25.2	2.7	0.3	1.9	23.1	0.7	7.4
Green Ratio (*g/C*)	0.12	0.44	0.44	0.12	0.44	0.44	0.27	0.27	0.39	0.27	0.27	0.39
Capacity (*c*), veh/h	218	2475	814	218	1650	810	445	505	622	454	505	622
Volume-to-Capacity Ratio (*X*)	0.279	0.445	0.445	0.199	0.755	0.756	0.093	0.018	0.086	0.794	0.039	0.305
Back of Queue (*Q*), ft/ln (95 th percentile)	54.8	216.5	220.2	38.5	400.8	412.6	31.1	6.7	32.1	347.2	14.3	125.5
Back of Queue (*Q*), veh/ln (95 th percentile)	2.2	8.5	8.8	1.5	15.8	16.5	1.2	0.3	1.3	13.7	0.6	4.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* 1), s/veh	35.9	17.5	17.5	35.5	21.1	21.1	25.2	24.1	17.2	32.6	24.2	18.9
Incremental Delay (*d* 2), s/veh	0.7	0.6	1.8	0.4	3.3	6.5	0.1	0.0	0.1	9.4	0.0	0.3
Initial Queue Delay (*d* 3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	36.6	18.1	19.3	36.0	24.3	27.6	25.3	24.1	17.3	42.0	24.3	19.2
Level of Service (LOS)	D	B	B	D	C	C	C	C	B	D	C	B
Approach Delay, s/veh / LOS	19.1	B		25.7	C		21.1	C		33.8	C	
Intersection Delay, s/veh / LOS	24.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.13	B	2.72	C	2.72	C
Bicycle LOS Score / LOS	1.12	A	1.53	B	0.66	A	1.43	A

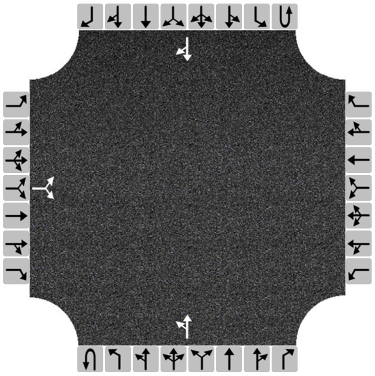
HCS7 Two-Way Stop-Control Report

General Information

Site Information

Analyst	AS	Intersection	Intersection #6
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	County of Los Angeles
Date Performed	3/25/2020	East/West Street	Beatrice Street
Analysis Year	2020	North/South Street	Grosvenor Boulevard
Time Analyzed	Existing + Project - AM	Peak Hour Factor	0.91
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		0		96						262	495				53	0
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			105							288						
Capacity, c (veh/h)			1008							1545						
v/c Ratio			0.10							0.19						
95% Queue Length, Q_{95} (veh)			0.3							0.7						
Control Delay (s/veh)			9.0							7.9						
Level of Service, LOS			A							A						
Approach Delay (s/veh)	9.0								4.1							
Approach LOS	A															

HCS7™ TWSC Version 7.4
06AM - Existing + Project.xtw

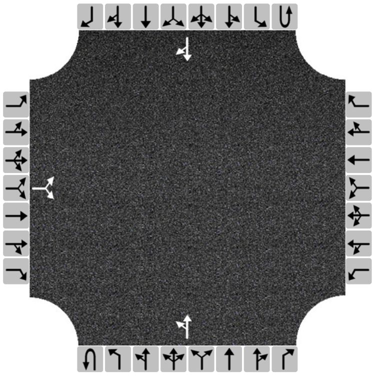
Generated: 3/25/2020 5:23:34 PM

HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	AS	Intersection	Intersection #6
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	County of Los Angeles
Date Performed	3/25/2020	East/West Street	Beatrice Street
Analysis Year	2020	North/South Street	Grosvenor Boulevard
Time Analyzed	Existing + Project - PM	Peak Hour Factor	0.90
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		0		117						61	63				351	0
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

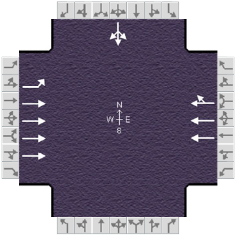
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

Delay, Queue Length, and Level of Service

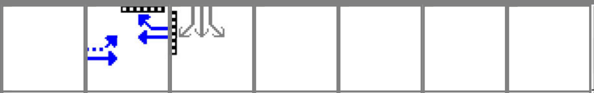
Flow Rate, v (veh/h)			130							68						
Capacity, c (veh/h)			658							1168						
v/c Ratio			0.20							0.06						
95% Queue Length, Q_{95} (veh)			0.7							0.2						
Control Delay (s/veh)			11.8							8.3						
Level of Service, LOS			B							A						
Approach Delay (s/veh)	11.8								4.3							
Approach LOS	B															

HCS7 Signalized Intersection Results Summary

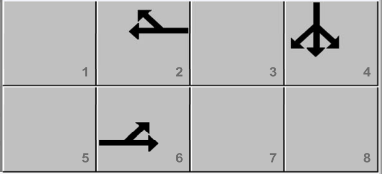
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Apr 8, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing + Project - AM	PHF	0.95
Urban Street	Grosvenor / Jefferson	Analysis Year	2020	Analysis Period	1> 8:15
Intersection	Intersection #7	File Name	07AM - Existing + Project.xus		
Project Description	New Beatrice West				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	95	1571			1478	663				115	0	34



Signal Information										
Cycle, s	90.0	Reference Phase	2							
Offset, s	0	Reference Point	End	Green	49.7	29.4	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.8	3.6	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	2.0	0.0	0.0	0.0	0.0



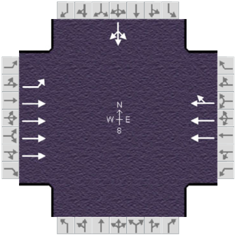
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2				4
Case Number		6.0		8.0				12.0
Phase Duration, s		55.0		55.0				35.0
Change Period, (*Y+R* $_c$), s		5.3		5.3				5.6
Max Allow Headway (*MAH*), s		0.0		0.0				4.3
Queue Clearance Time (*g* $_s$), s								8.0
Green Extension Time (*g* $_e$), s		0.0		0.0				0.5
Phase Call Probability								1.00
Max Out Probability								0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7	4	14
Adjusted Flow Rate (*v*), veh/h	100	1654			1556	698					157	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	168	1698			1870	1585					1732	
Queue Service Time (*g* $_s$), s	18.0	13.0			27.3	31.7					6.0	
Cycle Queue Clearance Time (*g* $_c$), s	49.7	13.0			27.3	31.7					6.0	
Green Ratio (*g/C*)	0.55	0.55			0.55	0.55					0.33	
Capacity (*c*), veh/h	114	3751			2066	875					566	
Volume-to-Capacity Ratio (*X*)	0.881	0.441			0.753	0.797					0.277	
Back of Queue (*Q*), ft/ln (95 th percentile)	179.8	194.4			415.1	422.7					113.6	
Back of Queue (*Q*), veh/ln (95 th percentile)	7.1	7.7			16.3	16.9					4.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00					0.00	
Uniform Delay (*d* $_1$), s/veh	42.0	11.9			15.4	16.1					22.4	
Incremental Delay (*d* $_2$), s/veh	56.9	0.4			2.6	7.5					0.3	
Initial Queue Delay (*d* $_3$), s/veh	0.0	0.0			0.0	0.0					0.0	
Control Delay (*d*), s/veh	98.9	12.3			18.0	23.6					22.7	
Level of Service (LOS)	F	B			B	C					C	
Approach Delay, s/veh / LOS	17.2	B		19.8	B		0.0			22.7	C	
Intersection Delay, s/veh / LOS	18.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.37	A	1.71	B	2.61	C	2.72	C
Bicycle LOS Score / LOS	1.21	A	1.73	B			0.75	A

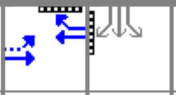
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Apr 8, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing + Project - PM	PHF	0.97
Urban Street	Grosvenor / Jefferson	Analysis Year	2020	Analysis Period	1> 17:00
Intersection	Intersection #7	File Name	07PM - Existing + Project.xus		
Project Description	New Beatrice West				

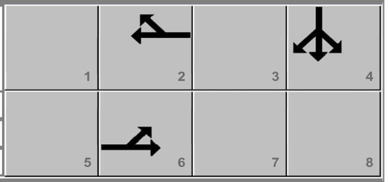


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	32	1730			1717	92				367	0	101

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



Green	49.7	29.4	0.0	0.0	0.0	0.0
Yellow	4.8	3.6	0.0	0.0	0.0	0.0
Red	0.5	2.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2				4
Case Number		6.0		8.0				12.0
Phase Duration, s		55.0		55.0				35.0
Change Period, (*Y+R* $_c$), s		5.3		5.3				5.6
Max Allow Headway (*MAH*), s		0.0		0.0				4.3
Queue Clearance Time (*g* $_s$), s								25.3
Green Extension Time (*g* $_e$), s		0.0		0.0				0.8
Phase Call Probability								1.00
Max Out Probability								1.00

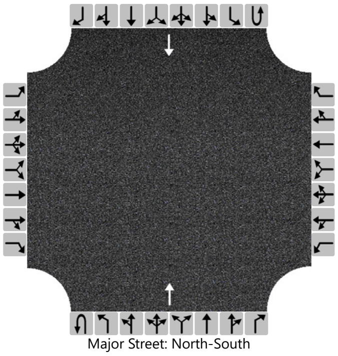
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7	4	14
Adjusted Flow Rate (*v*), veh/h	33	1784			1254	611					482	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	246	1698			1870	1820					1735	
Queue Service Time (*g* $_s$), s	9.4	14.3			20.3	20.4					23.3	
Cycle Queue Clearance Time (*g* $_c$), s	29.8	14.3			20.3	20.4					23.3	
Green Ratio (*g/C*)	0.55	0.55			0.55	0.55					0.33	
Capacity (*c*), veh/h	160	3751			2066	1005					567	
Volume-to-Capacity Ratio (*X*)	0.206	0.475			0.607	0.608					0.851	
Back of Queue (*Q*), ft/ln (95 th percentile)	29	210.8			308.2	309.8					428.3	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.1	8.3			12.1	12.4					16.9	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00					0.00	
Uniform Delay (*d* $_1$), s/veh	23.6	12.2			13.6	13.6					28.3	
Incremental Delay (*d* $_2$), s/veh	2.9	0.4			1.3	2.7					11.8	
Initial Queue Delay (*d* $_3$), s/veh	0.0	0.0			0.0	0.0					0.0	
Control Delay (*d*), s/veh	26.5	12.7			14.9	16.3					40.1	
Level of Service (LOS)	C	B			B	B					D	
Approach Delay, s/veh / LOS	12.9	B		15.4	B		0.0			40.1	D	
Intersection Delay, s/veh / LOS	17.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.37	A	1.71	B	2.61	C	2.72	C
Bicycle LOS Score / LOS	1.24	A	1.51	B			1.28	A

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #1
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	4/10/2023	East/West Street	Project Driveway
Analysis Year	2025	North/South Street	Jandy Place
Time Analyzed	Future - AM	Peak Hour Factor	0.84
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration											T				T	
Volume (veh/h)											237				53	
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

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

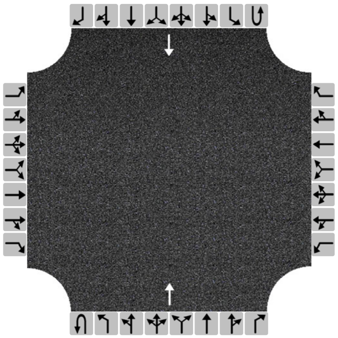
Delay, Queue Length, and Level of Service

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

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #1
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	4/10/2023	East/West Street	Project Driveway
Analysis Year	2025	North/South Street	Jandy Place
Time Analyzed	Future - PM	Peak Hour Factor	0.83
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration											T				T	
Volume (veh/h)											49				245	
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

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

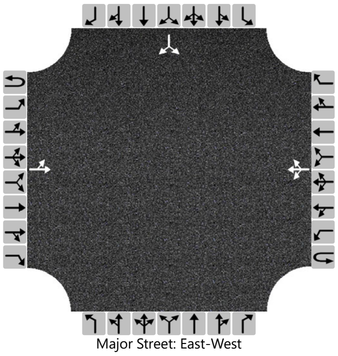
Delay, Queue Length, and Level of Service

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

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #2
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	4/10/2023	East/West Street	Beatrice Street
Analysis Year	2025	North/South Street	Jandy Place
Time Analyzed	Future - AM	Peak Hour Factor	0.84
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT					LTR								LR	
Volume (veh/h)		12	99			9	219	225						39		13
Percent Heavy Vehicles (%)		2				2								2		2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1								7.1		6.2
Critical Headway (sec)		4.12				4.12								6.42		6.22
Base Follow-Up Headway (sec)		2.2				2.2								3.5		3.3
Follow-Up Headway (sec)		2.22				2.22								3.52		3.32

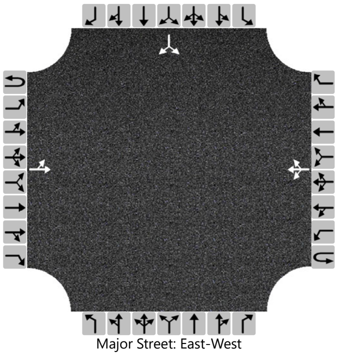
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		14				11									62	
Capacity, c (veh/h)		1038				1469									510	
v/c Ratio		0.01				0.01									0.12	
95% Queue Length, Q_{95} (veh)		0.0				0.0									0.4	
Control Delay (s/veh)		8.5	0.1			7.5	0.1	0.1							13.0	
Level of Service (LOS)		A	A			A	A	A							B	
Approach Delay (s/veh)	1.0				0.2								13.0			
Approach LOS	A				A								B			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #2
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	4/10/2023	East/West Street	Beatrice Street
Analysis Year	2025	North/South Street	Jandy Place
Time Analyzed	Future - PM	Peak Hour Factor	0.83
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT					LTR								LR	
Volume (veh/h)		2	220			4	71	47						242		3
Percent Heavy Vehicles (%)		2				2								2		2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1								7.1		6.2
Critical Headway (sec)		4.12				4.12								6.42		6.22
Base Follow-Up Headway (sec)		2.2				2.2								3.5		3.3
Follow-Up Headway (sec)		2.22				2.22								3.52		3.32

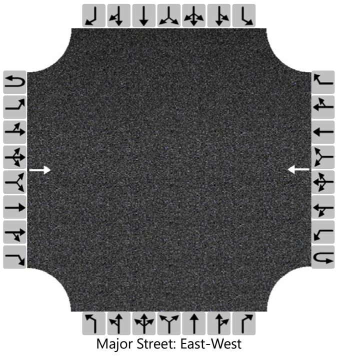
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2				5									295	
Capacity, c (veh/h)		1439				1298									610	
v/c Ratio		0.00				0.00									0.48	
95% Queue Length, Q_{95} (veh)		0.0				0.0									2.6	
Control Delay (s/veh)		7.5	0.0			7.8	0.0	0.0							16.3	
Level of Service (LOS)		A	A			A	A	A							C	
Approach Delay (s/veh)	0.1				0.3								16.3			
Approach LOS	A				A								C			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #3
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	4/10/2023	East/West Street	Beatrice Street
Analysis Year	2025	North/South Street	Project Driveway
Time Analyzed	Future - AM	Peak Hour Factor	0.86
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration			T				T									
Volume (veh/h)			148				470									
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

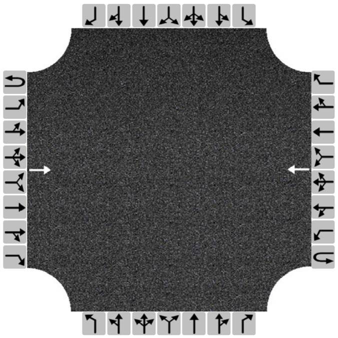
Flow Rate, v (veh/h)																
Capacity, c (veh/h)																
v/c Ratio																
95% Queue Length, Q_{95} (veh)																
Control Delay (s/veh)																
Level of Service (LOS)																
Approach Delay (s/veh)																
Approach LOS																

HCS Two-Way Stop-Control Report

General Information / Site Information

Analyst	AS	Intersection	Intersection #3
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	4/10/2023	East/West Street	Beatrice Street
Analysis Year	2025	North/South Street	Project Driveway
Time Analyzed	Future - PM	Peak Hour Factor	0.83
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration			T				T									
Volume (veh/h)			467				128									
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

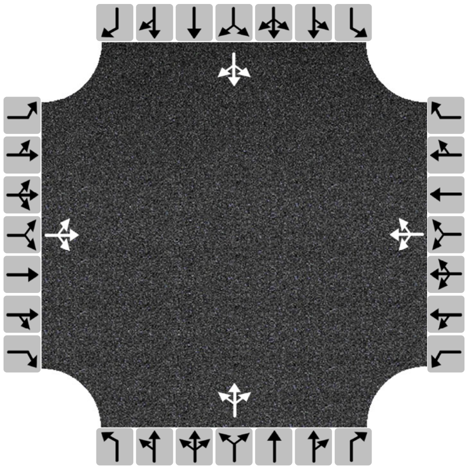
Flow Rate, v (veh/h)																
Capacity, c (veh/h)																
v/c Ratio																
95% Queue Length, Q_{95} (veh)																
Control Delay (s/veh)																
Level of Service (LOS)																
Approach Delay (s/veh)																
Approach LOS																

HCS All-Way Stop Control Report

General and Site Information

Analyst	AS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	4/10/2023
Analysis Year	2025
Analysis Time Period (hrs)	0.25
Time Analyzed	Future - AM
Project Description	New Beatrice West
Intersection	Intersection #4
Jurisdiction	City of Los Angeles
East/West Street	Beatrice Street
North/South Street	Westlawn Avenue
Peak Hour Factor	0.87

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	1	25	121	27	192	22	275	35	63	2	6	2
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	169			277			429			11		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.150			0.246			0.381			0.010		
Final Departure Headway, h_d (s)	5.13			5.40			5.20			5.80		
Final Degree of Utilization, x	0.241			0.415			0.619			0.019		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	3.13			3.40			3.20			3.80		

Capacity, Delay and Level of Service

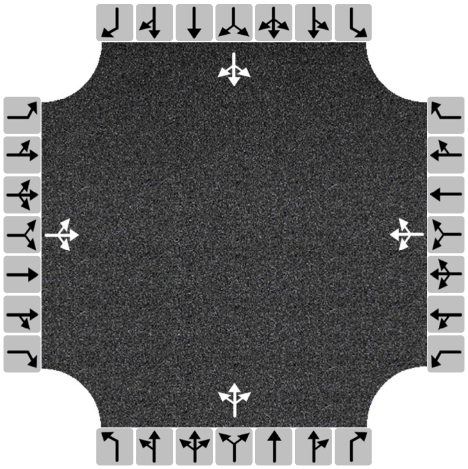
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	169			277			429			11		
Capacity (veh/h)	702			667			692			620		
95% Queue Length, Q_{95} (veh)	0.9			2.0			4.3			0.1		
Control Delay (s/veh)	9.7			12.2			16.3			8.9		
Level of Service, LOS	A			B			C			A		
Approach Delay (s/veh) | LOS	9.7	A		12.2	B		16.3	C		8.9	A	
Intersection Delay (s/veh) | LOS	13.7						B					

HCS All-Way Stop Control Report

General and Site Information

Analyst	AS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	4/10/2023
Analysis Year	2025
Analysis Time Period (hrs)	0.25
Time Analyzed	Future - PM
Project Description	New Beatrice West
Intersection	Intersection #4
Jurisdiction	City of Los Angeles
East/West Street	Beatrice Street
North/South Street	Westlawn Avenue
Peak Hour Factor	0.84

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	0	97	374	29	27	0	101	1	16	0	9	0
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

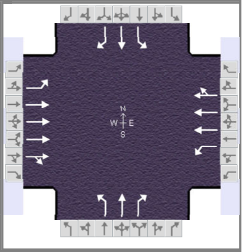
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	561			67			140			11		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.498			0.059			0.125			0.010		
Final Departure Headway, h_d (s)	3.97			5.04			5.38			5.52		
Final Degree of Utilization, x	0.619			0.093			0.210			0.016		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	1.97			3.04			3.38			3.52		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	561			67			140			11		
Capacity (veh/h)	906			714			669			653		
95% Queue Length, Q_{95} (veh)	4.4			0.3			0.8			0.1		
Control Delay (s/veh)	13.2			8.6			9.8			8.6		
Level of Service, LOS	B			A			A			A		
Approach Delay (s/veh) | LOS	13.2	B		8.6	A		9.8	A		8.6	A	
Intersection Delay (s/veh) | LOS	12.1						B					

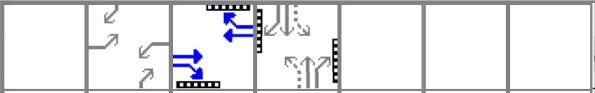
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Apr 10, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - AM	PHF	0.95
Urban Street	Westlawn / Jefferson	Analysis Year	2025	Analysis Period	1> 7:30
Intersection	Intersection #5	File Name	05AM - Future.xus		
Project Description	New Beatrice West				

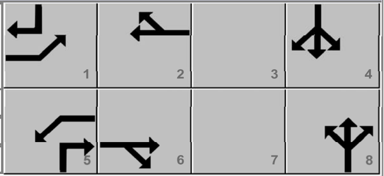


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	135	1937	48	68	1583	105	85	20	96	114	6	48

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



Green	11.0	39.7	24.3	0.0	0.0	0.0
Yellow	3.0	4.7	3.2	0.0	0.0	0.0
Red	1.0	0.6	2.5	0.0	0.0	0.0



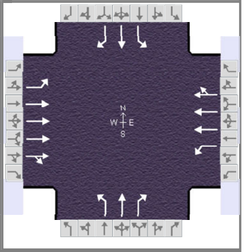
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	4.0	2.0	4.0		5.0		5.0
Phase Duration, s	15.0	45.0	15.0	45.0		30.0		30.0
Change Period, ($Y+R_c$), s	4.0	5.3	4.0	5.3		5.7		5.7
Max Allow Headway (MAH), s	4.0	0.0	4.0	0.0		4.3		4.3
Queue Clearance Time (g_s), s	8.8		5.3			6.7		9.0
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0		1.4		1.3
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	1.00		0.15			0.00		0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	142	1574	516	72	1197	580	89	21	101	120	6	51
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1870	1838	1781	1870	1808	1409	1870	1585	1391	1870	1585
Queue Service Time (g_s), s	6.8	19.6	19.6	3.3	23.7	23.7	4.5	0.7	3.7	6.3	0.2	1.8
Cycle Queue Clearance Time (g_c), s	6.8	19.6	19.6	3.3	23.7	23.7	4.7	0.7	3.7	7.0	0.2	1.8
Green Ratio (g/C)	0.12	0.44	0.44	0.12	0.44	0.44	0.27	0.27	0.39	0.27	0.27	0.39
Capacity (c), veh/h	218	2475	811	218	1650	798	457	505	622	444	505	622
Volume-to-Capacity Ratio (X)	0.653	0.636	0.636	0.329	0.726	0.727	0.196	0.042	0.163	0.270	0.013	0.081
Back of Queue (Q), ft/ln (95 th percentile)	148.5	317.6	326.6	65	379.6	385.1	69.6	15.4	62.6	96.6	4.6	30.2
Back of Queue (Q), veh/ln (95 th percentile)	5.8	12.5	13.1	2.6	14.9	15.4	2.7	0.6	2.5	3.8	0.2	1.2
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	37.7	19.5	19.5	36.1	20.7	20.7	25.8	24.3	17.8	26.8	24.1	17.2
Incremental Delay (d_2), s/veh	6.8	1.3	3.8	0.9	2.8	5.7	0.2	0.0	0.1	0.3	0.0	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	44.5	20.8	23.3	37.0	23.5	26.4	26.0	24.3	17.9	27.2	24.1	17.2
Level of Service (LOS)	D	C	C	D	C	C	C	C	B	C	C	B
Approach Delay, s/veh / LOS	22.9		C	24.9		C	21.9		C	24.2		C
Intersection Delay, s/veh / LOS	23.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.13	B	2.72	C	2.72	C
Bicycle LOS Score / LOS	1.41	A	1.50	B	0.84	A	0.78	A

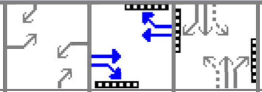
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Apr 10, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - PM	PHF	0.97
Urban Street	Westlawn / Jefferson	Analysis Year	2025	Analysis Period	1> 17:00
Intersection	Intersection #5	File Name	05PM - Future.xus		
Project Description	New Beatrice West				

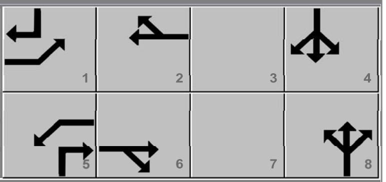


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	59	1680	98	121	2062	68	94	8	117	383	20	195

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



Green	11.0	39.7	24.3	0.0	0.0	0.0
Yellow	3.0	4.7	3.2	0.0	0.0	0.0
Red	1.0	0.6	2.5	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	4.0	2.0	4.0		5.0		5.0
Phase Duration, s	15.0	45.0	15.0	45.0		30.0		30.0
Change Period, (*Y+R* *c*), s	4.0	5.3	4.0	5.3		5.7		5.7
Max Allow Headway (*MAH*), s	4.0	0.0	4.0	0.0		4.3		4.3
Queue Clearance Time (*g* *s*), s	4.8		7.9			7.7		26.3
Green Extension Time (*g* *e*), s	0.1	0.0	0.1	0.0		3.3		0.0
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.07		1.00			0.07		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	61	1388	445	125	1470	726	97	8	121	395	21	201
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1797	1781	1870	1838	1391	1870	1585	1407	1870	1585
Queue Service Time (*g* *s*), s	2.8	16.5	16.5	5.9	32.6	32.8	5.0	0.3	4.5	24.0	0.7	7.9
Cycle Queue Clearance Time (*g* *c*), s	2.8	16.5	16.5	5.9	32.6	32.8	5.7	0.3	4.5	24.3	0.7	7.9
Green Ratio (*g/C*)	0.12	0.44	0.44	0.12	0.44	0.44	0.27	0.27	0.39	0.27	0.27	0.39
Capacity (*c*), veh/h	218	2475	793	218	1650	811	444	505	622	455	505	622
Volume-to-Capacity Ratio (*X*)	0.279	0.561	0.561	0.573	0.891	0.895	0.218	0.016	0.194	0.867	0.041	0.323
Back of Queue (*Q*), ft/ln (95 th percentile)	54.8	275.1	276.7	122.4	524	557.3	76.6	6	75.8	406	15.1	134.1
Back of Queue (*Q*), veh/ln (95 th percentile)	2.2	10.8	11.1	4.8	20.6	22.3	3.0	0.2	3.0	16.0	0.6	5.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* *1*), s/veh	35.9	18.7	18.7	37.3	23.2	23.2	26.4	24.1	18.0	33.6	24.2	19.0
Incremental Delay (*d* *2*), s/veh	0.7	0.9	2.9	3.6	7.7	14.5	0.2	0.0	0.2	16.1	0.0	0.3
Initial Queue Delay (*d* *3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	36.6	19.6	21.5	40.9	30.9	37.7	26.6	24.1	18.1	49.7	24.3	19.3
Level of Service (LOS)	D	B	C	D	C	D	C	C	B	D	C	B
Approach Delay, s/veh / LOS	20.6		C	33.5		C	22.0		C	38.9		D
Intersection Delay, s/veh / LOS	28.8						C					

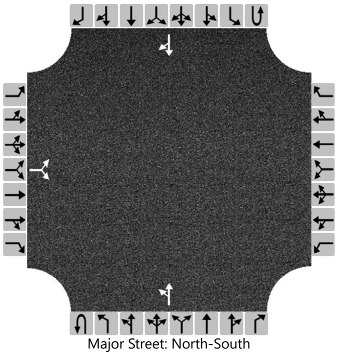
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.13	B	2.72	C	2.72	C
Bicycle LOS Score / LOS	1.27	A	1.76	B	0.86	A	1.50	B

HCS Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	AS	Intersection	Intersection #6
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	County of Los Angeles
Date Performed	4/10/2023	East/West Street	Beatrice Street
Analysis Year	2025	North/South Street	Grosvenor Boulevard
Time Analyzed	Future - AM	Peak Hour Factor	0.91
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		0		90						241	520				56	0
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			99							265						
Capacity, c (veh/h)			1003							1540						
v/c Ratio			0.10							0.17						
95% Queue Length, Q_{95} (veh)			0.3							0.6						
Control Delay (s/veh)			9.0							7.8	2.0					
Level of Service (LOS)			A							A	A					
Approach Delay (s/veh)	9.0								3.8							
Approach LOS	A								A							

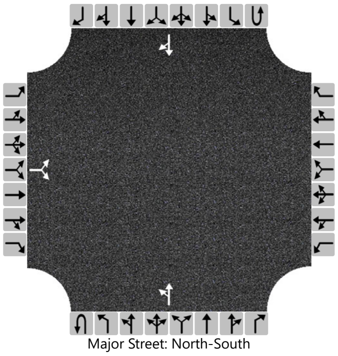
HCS Two-Way Stop-Control Report

General Information

Site Information

Analyst	AS	Intersection	Intersection #6
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	County of Los Angeles
Date Performed	4/10/2023	East/West Street	Beatrice Street
Analysis Year	2025	North/South Street	Grosvenor Boulevard
Time Analyzed	Future - PM	Peak Hour Factor	0.90
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		0		112						56	66				369	0
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

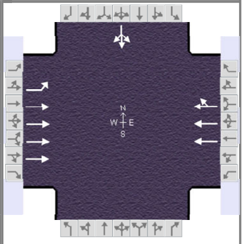
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			124							62						
Capacity, c (veh/h)			641							1148						
v/c Ratio			0.19							0.05						
95% Queue Length, Q_{95} (veh)			0.7							0.2						
Control Delay (s/veh)			12.0							8.3	0.5					
Level of Service (LOS)			B							A	A					
Approach Delay (s/veh)	12.0								4.1							
Approach LOS	B								A							

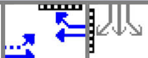
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Apr 10, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - AM	PHF	0.95
Urban Street	Grosvenor / Jefferson	Analysis Year	2025	Analysis Period	1> 8:15
Intersection	Intersection #7	File Name	07AM - Future.xus		
Project Description	New Beatrice West				

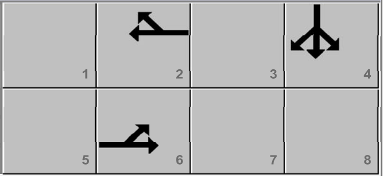


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	100	1901			1695	663				110	0	36

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



Green	49.7	29.4	0.0	0.0	0.0	0.0
Yellow	4.8	3.6	0.0	0.0	0.0	0.0
Red	0.5	2.0	0.0	0.0	0.0	0.0



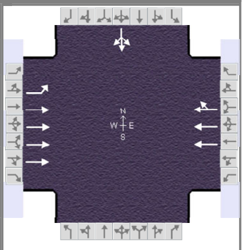
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2				4
Case Number		6.0		8.0				12.0
Phase Duration, s		55.0		55.0				35.0
Change Period, (*Y+R* *c*), s		5.3		5.3				5.6
Max Allow Headway (*MAH*), s		0.0		0.0				4.3
Queue Clearance Time (*g* *s*), s								7.9
Green Extension Time (*g* *e*), s		0.0		0.0				0.5
Phase Call Probability								1.00
Max Out Probability								0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7	4	14
Adjusted Flow Rate (*v*), veh/h	105	2001			1697	785					154	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	134	1698			1870	1612					1729	
Queue Service Time (*g* *s*), s	11.5	16.8			32.5	38.2					5.9	
Cycle Queue Clearance Time (*g* *c*), s	49.7	16.8			32.5	38.2					5.9	
Green Ratio (*g/C*)	0.55	0.55			0.55	0.55					0.33	
Capacity (*c*), veh/h	97	3751			2066	890					565	
Volume-to-Capacity Ratio (*X*)	1.085	0.533			0.822	0.881					0.272	
Back of Queue (*Q*), ft/ln (95 th percentile)	238.1	239.5			479.8	525.6					111.1	
Back of Queue (*Q*), veh/ln (95 th percentile)	9.4	9.4			18.9	21.0					4.4	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00					0.00	
Uniform Delay (*d* *1*), s/veh	44.0	12.8			16.5	17.6					22.4	
Incremental Delay (*d* *2*), s/veh	116.1	0.5			3.8	12.2					0.3	
Initial Queue Delay (*d* *3*), s/veh	0.0	0.0			0.0	0.0					0.0	
Control Delay (*d*), s/veh	160.1	13.3			20.4	29.8					22.7	
Level of Service (LOS)	F	B			C	C					C	
Approach Delay, s/veh / LOS	20.7		C	23.3		C	0.0			22.7		C
Intersection Delay, s/veh / LOS	22.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.37	A	1.71	B	2.60	C	2.72	C
Bicycle LOS Score / LOS	1.36	A	1.85	B			0.74	A

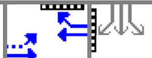
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Apr 10, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - PM	PHF	0.97
Urban Street	Grosvenor / Jefferson	Analysis Year	2025	Analysis Period	1> 17:00
Intersection	Intersection #7	File Name	07PM - Future.xus		
Project Description	New Beatrice West				

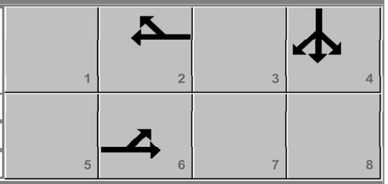


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	34	2110			2118	89				375	0	106

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



Green	49.7	29.4	0.0	0.0	0.0	0.0
Yellow	4.8	3.6	0.0	0.0	0.0	0.0
Red	0.5	2.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2				4
Case Number		6.0		8.0				12.0
Phase Duration, s		55.0		55.0				35.0
Change Period, (*Y+R c*), s		5.3		5.3				5.6
Max Allow Headway (*MAH*), s		0.0		0.0				4.3
Queue Clearance Time (*g s*), s								26.3
Green Extension Time (*g e*), s		0.0		0.0				0.7
Phase Call Probability								1.00
Max Out Probability								1.00

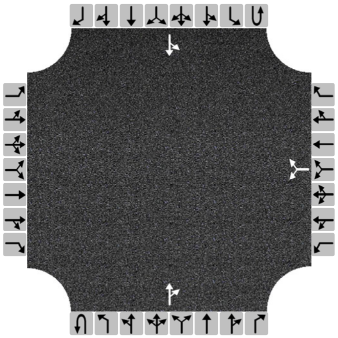
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7	4	14
Adjusted Flow Rate (*v*), veh/h	35	2175			1524	751					496	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	164	1698			1870	1830					1734	
Queue Service Time (*g s*), s	18.6	19.0			27.8	28.0					24.3	
Cycle Queue Clearance Time (*g c*), s	46.6	19.0			27.8	28.0					24.3	
Green Ratio (*g/C*)	0.55	0.55			0.55	0.55					0.33	
Capacity (*c*), veh/h	120	3751			2066	1011					566	
Volume-to-Capacity Ratio (*X*)	0.293	0.580			0.738	0.743					0.875	
Back of Queue (*Q*), ft/ln (95 th percentile)	40.7	264.7			402.1	415.6					452.3	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.6	10.4			15.8	16.6					17.8	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00					0.00	
Uniform Delay (*d 1*), s/veh	33.0	13.3			15.2	15.3					28.6	
Incremental Delay (*d 2*), s/veh	6.1	0.7			2.4	4.9					14.3	
Initial Queue Delay (*d 3*), s/veh	0.0	0.0			0.0	0.0					0.0	
Control Delay (*d*), s/veh	39.1	13.9			17.6	20.2					42.9	
Level of Service (LOS)	D	B			B	C					D	
Approach Delay, s/veh / LOS	14.3		B	18.5		B	0.0			42.9		D
Intersection Delay, s/veh / LOS	19.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.37	A	1.71	B	2.60	C	2.72	C
Bicycle LOS Score / LOS	1.40	A	1.74	B			1.31	A

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #1
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	4/10/2023	East/West Street	Project Driveway
Analysis Year	2025	North/South Street	Jandy Place
Time Analyzed	Future + Project - AM	Peak Hour Factor	0.84
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						22		0			237	96		0	53	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

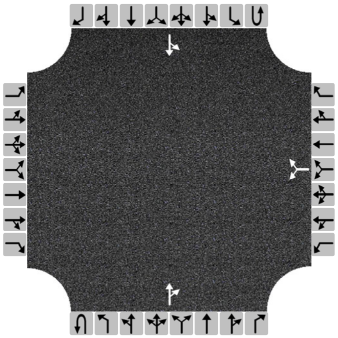
Flow Rate, v (veh/h)							26							0		
Capacity, c (veh/h)							604							1161		
v/c Ratio							0.04							0.00		
95% Queue Length, Q_{95} (veh)							0.1							0.0		
Control Delay (s/veh)							11.2							8.1	0.0	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)					11.2								0.0			
Approach LOS					B								A			

HCS Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	AS	Intersection	Intersection #1
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	4/10/2023	East/West Street	Project Driveway
Analysis Year	2025	North/South Street	Jandy Place
Time Analyzed	Future + Project - PM	Peak Hour Factor	0.83
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						90		0			49	26		0	245	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

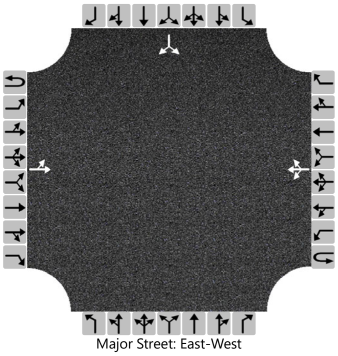
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							108							0		
Capacity, c (veh/h)							630							1503		
v/c Ratio							0.17							0.00		
95% Queue Length, Q_{95} (veh)							0.6							0.0		
Control Delay (s/veh)							11.9							7.4	0.0	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)					11.9								0.0			
Approach LOS					B								A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #2
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	4/10/2023	East/West Street	Beatrice Street
Analysis Year	2025	North/South Street	Jandy Place
Time Analyzed	Future + Project - AM	Peak Hour Factor	0.84
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT					LTR								LR	
Volume (veh/h)		12	99			9	219	321						61		13
Percent Heavy Vehicles (%)		2				2								2		2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1								7.1		6.2
Critical Headway (sec)		4.12				4.12								6.42		6.22
Base Follow-Up Headway (sec)		2.2				2.2								3.5		3.3
Follow-Up Headway (sec)		2.22				2.22								3.52		3.32

Delay, Queue Length, and Level of Service

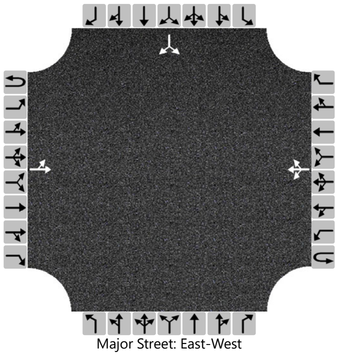
Flow Rate, v (veh/h)		14				11									88	
Capacity, c (veh/h)		941				1469									461	
v/c Ratio		0.02				0.01									0.19	
95% Queue Length, Q_{95} (veh)		0.0				0.0									0.7	
Control Delay (s/veh)		8.9	0.1			7.5	0.1	0.1							14.6	
Level of Service (LOS)		A	A			A	A	A							B	
Approach Delay (s/veh)	1.1				0.2								14.6			
Approach LOS	A				A								B			

HCS Two-Way Stop-Control Report

General Information / Site Information

Analyst	AS	Intersection	Intersection #2
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	4/10/2023	East/West Street	Beatrice Street
Analysis Year	2025	North/South Street	Jandy Place
Time Analyzed	Future + Project - PM	Peak Hour Factor	0.83
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT					LTR								LR	
Volume (veh/h)		2	220			4	71	73						332		3
Percent Heavy Vehicles (%)		2				2								2		2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1								7.1		6.2
Critical Headway (sec)		4.12				4.12								6.42		6.22
Base Follow-Up Headway (sec)		2.2				2.2								3.5		3.3
Follow-Up Headway (sec)		2.22				2.22								3.52		3.32

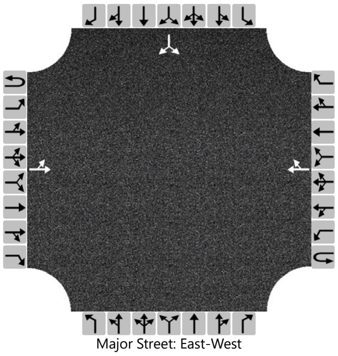
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2				5									404	
Capacity, c (veh/h)		1402				1298									597	
v/c Ratio		0.00				0.00									0.68	
95% Queue Length, Q_{95} (veh)		0.0				0.0									5.2	
Control Delay (s/veh)		7.6	0.0			7.8	0.0	0.0							22.7	
Level of Service (LOS)		A	A			A	A	A							C	
Approach Delay (s/veh)	0.1				0.2								22.7			
Approach LOS	A				A								C			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #3
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	4/10/2023	East/West Street	Beatrice Street
Analysis Year	2025	North/South Street	Project Driveway
Time Analyzed	Future + Project - AM	Peak Hour Factor	0.86
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		1	170				564	153						30		2
Percent Heavy Vehicles (%)		2												2		2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.12												6.42		6.22
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.22												3.52		3.32

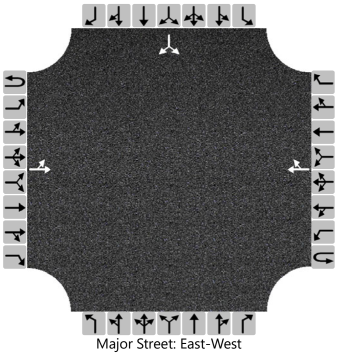
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1													37	
Capacity, c (veh/h)		799													296	
v/c Ratio		0.00													0.13	
95% Queue Length, Q_{95} (veh)		0.0													0.4	
Control Delay (s/veh)		9.5	0.0												18.9	
Level of Service (LOS)		A	A												C	
Approach Delay (s/veh)	0.1												18.9			
Approach LOS	A												C			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #3
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	4/10/2023	East/West Street	Beatrice Street
Analysis Year	2025	North/South Street	Project Driveway
Time Analyzed	Future + Project - PM	Peak Hour Factor	0.83
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		0	557				154	27						99		0
Percent Heavy Vehicles (%)		2												2		2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.12												6.42		6.22
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.22												3.52		3.32

Delay, Queue Length, and Level of Service

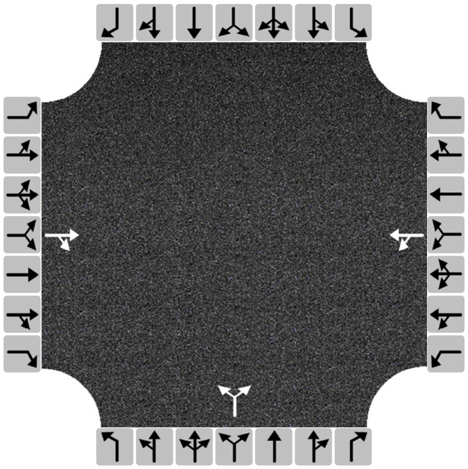
Flow Rate, v (veh/h)		0													119	
Capacity, c (veh/h)		1350													321	
v/c Ratio		0.00													0.37	
95% Queue Length, Q_{95} (veh)		0.0													1.7	
Control Delay (s/veh)		7.7	0.0												22.7	
Level of Service (LOS)		A	A												C	
Approach Delay (s/veh)	0.0												22.7			
Approach LOS	A												C			

HCS All-Way Stop Control Report

General and Site Information

Analyst	AS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	4/10/2023
Analysis Year	2025
Analysis Time Period (hrs)	0.25
Time Analyzed	Future + Project - AM
Project Description	New Beatrice West
Intersection	Intersection #4
Jurisdiction	City of Los Angeles
East/West Street	Beatrice Street
North/South Street	Westlawn Avenue
Peak Hour Factor	0.87

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)		40	157	27	271		444		63			
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	TR			LT			LR					
Flow Rate, v (veh/h)	226			343			583					
Percent Heavy Vehicles	2			2			2					
Initial Departure Headway, h_d (s)	3.20			3.20			3.20					
Initial Degree of Utilization, x	0.201			0.304			0.518					
Final Departure Headway, h_d (s)	5.97			6.21			5.73					
Final Degree of Utilization, x	0.375			0.591			0.928					
Move-Up Time, m (s)	2.0			2.0			2.0					
Service Time, t_s (s)	3.97			4.21			3.73					

Capacity, Delay and Level of Service

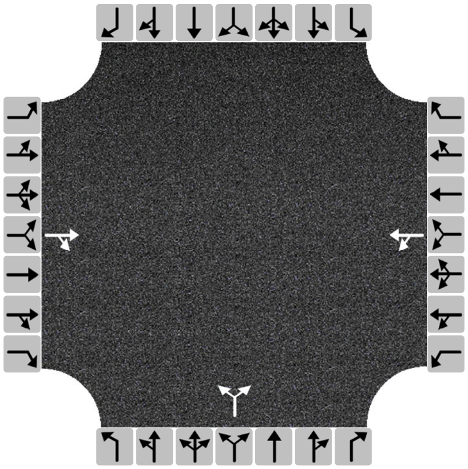
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	TR			LT			LR					
Flow Rate, v (veh/h)	226			343			583					
Capacity (veh/h)	603			579			628					
95% Queue Length, Q_{95} (veh)	1.7			3.8			12.2					
Control Delay (s/veh)	12.5			17.8			44.0					
Level of Service, LOS	B			C			E					
Approach Delay (s/veh) | LOS	12.5	B		17.8	C		44.0	E				
Intersection Delay (s/veh) | LOS	30.0						D					

HCS All-Way Stop Control Report

General and Site Information

Analyst	AS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	4/10/2023
Analysis Year	2025
Analysis Time Period (hrs)	0.25
Time Analyzed	Future + Project - PM
Project Description	New Beatrice West
Intersection	Intersection #4
Jurisdiction	City of Los Angeles
East/West Street	Beatrice Street
North/South Street	Westlawn Avenue
Peak Hour Factor	0.84

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)		151	509	29	43		138		16			
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

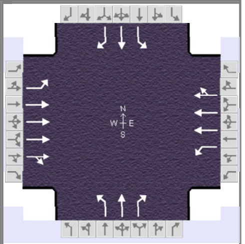
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	TR			LT			LR					
Flow Rate, v (veh/h)	786			86			183					
Percent Heavy Vehicles	2			2			2					
Initial Departure Headway, h_d (s)	3.20			3.20			3.20					
Initial Degree of Utilization, x	0.698			0.076			0.163					
Final Departure Headway, h_d (s)	4.19			5.48			5.96					
Final Degree of Utilization, x	0.914			0.130			0.304					
Move-Up Time, m (s)	2.0			2.0			2.0					
Service Time, t_s (s)	2.19			3.48			3.96					

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	TR			LT			LR					
Flow Rate, v (veh/h)	786			86			183					
Capacity (veh/h)	859			657			604					
95% Queue Length, Q_{95} (veh)	13.2			0.4			1.3					
Control Delay (s/veh)	33.7			9.3			11.5					
Level of Service, LOS	D			A			B					
Approach Delay (s/veh) | LOS	33.7	D		9.3	A		11.5	B				
Intersection Delay (s/veh) | LOS	27.9						D					

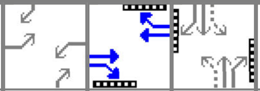
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Apr 10, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future + Project - AM	PHF	0.95
Urban Street	Westlawn / Jefferson	Analysis Year	2025	Analysis Period	1> 7:30
Intersection	Intersection #5	File Name	05AM - Future + Project.xus		
Project Description	New Beatrice West				

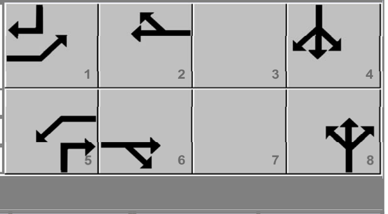


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	187	1937	48	68	1583	172	85	35	96	129	9	60

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



Green	11.0	39.7	24.3	0.0	0.0	0.0
Yellow	3.0	4.7	3.2	0.0	0.0	0.0
Red	1.0	0.6	2.5	0.0	0.0	0.0



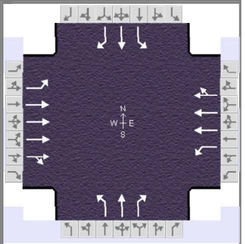
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	4.0	2.0	4.0		5.0		5.0
Phase Duration, s	15.0	45.0	15.0	45.0		30.0		30.0
Change Period, (*Y+R* $_c$), s	4.0	5.3	4.0	5.3		5.7		5.7
Max Allow Headway (*MAH*), s	4.0	0.0	4.0	0.0		4.3		4.3
Queue Clearance Time (g_s), s	11.8		5.3			6.8		10.7
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0		1.6		1.4
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	1.00		0.15			0.00		0.02

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	197	1574	516	72	1252	596	89	37	101	136	9	63
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1838	1781	1870	1773	1405	1870	1585	1371	1870	1585
Queue Service Time (g_s), s	9.8	19.6	19.6	3.3	25.3	25.4	4.5	1.3	3.7	7.4	0.3	2.3
Cycle Queue Clearance Time (g_c), s	9.8	19.6	19.6	3.3	25.3	25.4	4.8	1.3	3.7	8.7	0.3	2.3
Green Ratio (*g/C*)	0.12	0.44	0.44	0.12	0.44	0.44	0.27	0.27	0.39	0.27	0.27	0.39
Capacity (*c*), veh/h	218	2475	811	218	1650	782	454	505	622	430	505	622
Volume-to-Capacity Ratio (*X*)	0.904	0.636	0.636	0.329	0.759	0.761	0.197	0.073	0.163	0.316	0.019	0.102
Back of Queue (*Q*), ft/ln (95 th percentile)	263.1	317.6	326.6	65	404.4	406.7	69.7	27.2	62.6	112.3	6.9	38.1
Back of Queue (*Q*), veh/ln (95 th percentile)	10.4	12.5	13.1	2.6	15.9	16.3	2.7	1.1	2.5	4.4	0.3	1.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	39.0	19.5	19.5	36.1	21.1	21.2	25.9	24.5	17.8	27.7	24.1	17.3
Incremental Delay (d_2), s/veh	36.1	1.3	3.8	0.9	3.3	6.9	0.2	0.1	0.1	0.4	0.0	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	75.1	20.8	23.3	37.0	24.5	28.1	26.1	24.5	17.9	28.1	24.1	17.4
Level of Service (LOS)	E	C	C	D	C	C	C	C	B	C	C	B
Approach Delay, s/veh / LOS	26.0	C		26.0	C		22.2	C		24.7	C	
Intersection Delay, s/veh / LOS	25.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.13	B	2.72	C	2.72	C
Bicycle LOS Score / LOS	1.43	A	1.54	B	0.86	A	0.83	A

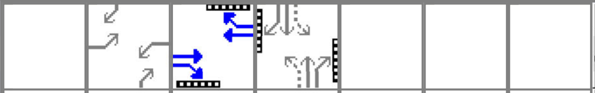
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Apr 10, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future + Project - PM	PHF	0.97
Urban Street	Westlawn / Jefferson	Analysis Year	2025	Analysis Period	1> 17:00
Intersection	Intersection #5	File Name	05PM - Future + Project.xus		
Project Description	New Beatrice West				

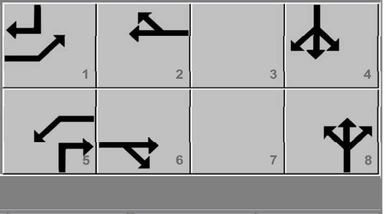


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	73	1680	98	121	2062	86	94	12	117	446	34	244

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



Green	11.0	39.7	24.3	0.0	0.0	0.0
Yellow	3.0	4.7	3.2	0.0	0.0	0.0
Red	1.0	0.6	2.5	0.0	0.0	0.0



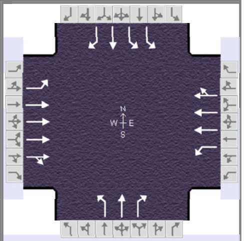
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	4.0	2.0	4.0		5.0		5.0
Phase Duration, s	15.0	45.0	15.0	45.0		30.0		30.0
Change Period, (*Y+R* $_c$), s	4.0	5.3	4.0	5.3		5.7		5.7
Max Allow Headway (*MAH*), s	4.0	0.0	4.0	0.0		4.3		4.3
Queue Clearance Time (g_s), s	5.5		7.9			8.3		26.3
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0		3.8		0.0
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.19		1.00			0.12		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	75	1388	445	125	1484	730	97	12	121	460	35	252
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1797	1781	1870	1830	1373	1870	1585	1402	1870	1585
Queue Service Time (g_s), s	3.5	16.5	16.5	5.9	33.1	33.4	5.1	0.4	4.5	23.9	1.3	10.3
Cycle Queue Clearance Time (g_c), s	3.5	16.5	16.5	5.9	33.1	33.4	6.3	0.4	4.5	24.3	1.3	10.3
Green Ratio (*g/C*)	0.12	0.44	0.44	0.12	0.44	0.44	0.27	0.27	0.39	0.27	0.27	0.39
Capacity (*c*), veh/h	218	2475	793	218	1650	807	432	505	622	452	505	622
Volume-to-Capacity Ratio (*X*)	0.346	0.561	0.561	0.573	0.899	0.905	0.225	0.024	0.194	1.018	0.069	0.405
Back of Queue (*Q*), ft/ln (95 th percentile)	68.6	275.1	276.7	122.4	533.4	568.8	77.4	9	75.8	578.3	25.8	174.6
Back of Queue (*Q*), veh/ln (95 th percentile)	2.7	10.8	11.1	4.8	21.0	22.8	3.0	0.4	3.0	22.8	1.0	6.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	36.2	18.7	18.7	37.3	23.3	23.4	26.8	24.1	18.0	35.2	24.4	19.8
Incremental Delay (d_2), s/veh	0.9	0.9	2.9	3.6	8.2	15.5	0.3	0.0	0.2	47.0	0.1	0.4
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	37.1	19.6	21.5	40.9	31.5	38.9	27.1	24.2	18.1	82.1	24.5	20.2
Level of Service (LOS)	D	B	C	D	C	D	C	C	B	F	C	C
Approach Delay, s/veh / LOS	20.7	C		34.3	C		22.2	C		58.6	E	
Intersection Delay, s/veh / LOS	32.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.13	B	2.72	C	2.72	C
Bicycle LOS Score / LOS	1.27	A	1.77	B	0.87	A	1.72	B

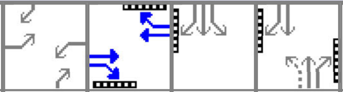
HCS Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Apr 10, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future + Project - AM (Improvements)	PHF	0.95
Urban Street	Westlawn / Jefferson	Analysis Year	2025	Analysis Period	1> 7:30
Intersection	Intersection #5	File Name	05AM - Future + Project (Improvements).xus		
Project Description	New Beatrice West				

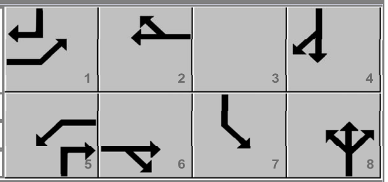


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	187	1937	48	68	1583	172	85	35	96	129	9	60

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



Green	11.0	39.7	14.0	6.3	0.0	0.0
Yellow	3.0	4.7	3.0	3.2	0.0	0.0
Red	1.0	0.6	1.0	2.5	0.0	0.0



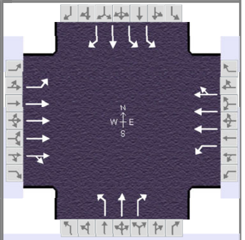
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8	7	4
Case Number	2.0	4.0	2.0	4.0		5.3	2.0	3.0
Phase Duration, s	15.0	45.0	15.0	45.0		12.0	18.0	30.0
Change Period, (*Y+R* $_c$), s	4.0	5.3	4.0	5.3		5.7	4.0	5.7
Max Allow Headway (*MAH*), s	4.0	0.0	4.0	0.0		4.4	4.3	4.4
Queue Clearance Time (g_s), s	11.8		5.3			7.7	5.1	4.3
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0		0.0	0.3	1.1
Phase Call Probability	1.00		1.00			1.00	1.00	1.00
Max Out Probability	1.00		0.15			1.00	0.02	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	197	1574	516	72	1252	596	89	37	101	136	9	63
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1838	1781	1870	1773	1405	1870	1585	1730	1870	1585
Queue Service Time (g_s), s	9.8	19.6	19.6	3.3	25.3	25.4	5.7	1.7	5.0	3.1	0.3	2.3
Cycle Queue Clearance Time (g_c), s	9.8	19.6	19.6	3.3	25.3	25.4	5.7	1.7	5.0	3.1	0.3	2.3
Green Ratio (*g/C*)	0.12	0.44	0.44	0.12	0.44	0.44	0.07	0.07	0.19	0.16	0.27	0.39
Capacity (*c*), veh/h	218	2475	811	218	1650	782	178	131	305	538	505	622
Volume-to-Capacity Ratio (*X*)	0.904	0.636	0.636	0.329	0.759	0.761	0.502	0.281	0.332	0.252	0.019	0.102
Back of Queue (*Q*), ft/ln (95 th percentile)	263.1	317.6	326.6	65	404.4	406.7	95	37.3	88.7	60.4	6.9	38.1
Back of Queue (*Q*), veh/ln (95 th percentile)	10.4	12.5	13.1	2.6	15.9	16.3	3.7	1.5	3.5	2.4	0.3	1.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	39.0	19.5	19.5	36.1	21.1	21.2	41.6	39.7	31.4	33.4	24.1	17.3
Incremental Delay (d_2), s/veh	36.1	1.3	3.8	0.9	3.3	6.9	2.2	1.2	0.6	0.2	0.0	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	75.1	20.8	23.3	37.0	24.5	28.1	43.8	40.9	32.0	33.6	24.1	17.4
Level of Service (LOS)	E	C	C	D	C	C	D	D	C	C	C	B
Approach Delay, s/veh / LOS	26.0	C		26.0	C		38.1	D		28.3	C	
Intersection Delay, s/veh / LOS	26.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	2.72	C	2.72	C
Bicycle LOS Score / LOS	1.43	A	1.54	B	0.86	A	0.83	A

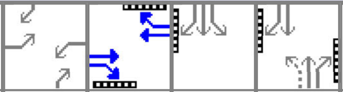
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Apr 10, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future + Project - PM (Improvements)	PHF	0.97
Urban Street	Westlawn / Jefferson	Analysis Year	2025	Analysis Period	1> 17:00
Intersection	Intersection #5	File Name	05PM - Future + Project (Improvements).xus		
Project Description	New Beatrice West				

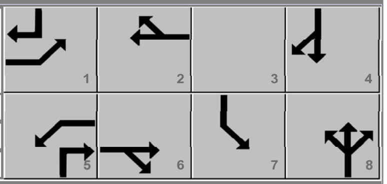


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	73	1680	98	121	2062	86	94	12	117	446	34	244

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



Green	11.0	39.7	14.0	6.3	0.0	0.0
Yellow	3.0	4.7	3.0	3.2	0.0	0.0
Red	1.0	0.6	1.0	2.5	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8	7	4
Case Number	2.0	4.0	2.0	4.0		5.3	2.0	3.0
Phase Duration, s	15.0	45.0	15.0	45.0		12.0	18.0	30.0
Change Period, (*Y+R* $_c$), s	4.0	5.3	4.0	5.3		5.7	4.0	5.7
Max Allow Headway (*MAH*), s	4.0	0.0	4.0	0.0		4.4	4.3	4.4
Queue Clearance Time (*g* $_s$), s	5.5		7.9			8.3	13.7	12.3
Green Extension Time (*g* $_e$), s	0.1	0.0	0.1	0.0		0.0	0.1	1.7
Phase Call Probability	1.00		1.00			1.00	1.00	1.00
Max Out Probability	0.19		1.00			1.00	1.00	0.08

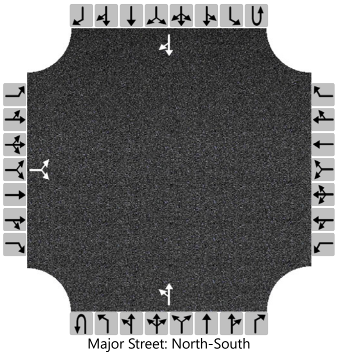
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	75	1388	445	125	1484	730	97	12	121	460	35	252
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1797	1781	1870	1830	1373	1870	1585	1730	1870	1585
Queue Service Time (*g* $_s$), s	3.5	16.5	16.5	5.9	33.1	33.4	6.3	0.6	6.0	11.7	1.3	10.3
Cycle Queue Clearance Time (*g* $_c$), s	3.5	16.5	16.5	5.9	33.1	33.4	6.3	0.6	6.0	11.7	1.3	10.3
Green Ratio (*g/C*)	0.12	0.44	0.44	0.12	0.44	0.44	0.07	0.07	0.19	0.16	0.27	0.39
Capacity (*c*), veh/h	218	2475	793	218	1650	807	176	131	305	538	505	622
Volume-to-Capacity Ratio (*X*)	0.346	0.561	0.561	0.573	0.899	0.905	0.550	0.094	0.396	0.854	0.069	0.405
Back of Queue (*Q*), ft/ln (95 th percentile)	68.6	275.1	276.7	122.4	533.4	568.8	106.3	12.2	107.7	248.8	25.8	174.6
Back of Queue (*Q*), veh/ln (95 th percentile)	2.7	10.8	11.1	4.8	21.0	22.8	4.2	0.5	4.2	9.8	1.0	6.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* $_1$), s/veh	36.2	18.7	18.7	37.3	23.3	23.4	41.9	39.2	31.8	37.0	24.4	19.8
Incremental Delay (*d* $_2$), s/veh	0.9	0.9	2.9	3.6	8.2	15.5	3.6	0.3	0.8	12.7	0.1	0.4
Initial Queue Delay (*d* $_3$), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	37.1	19.6	21.5	40.9	31.5	38.9	45.5	39.5	32.6	49.7	24.5	20.2
Level of Service (LOS)	D	B	C	D	C	D	D	D	C	D	C	C
Approach Delay, s/veh / LOS	20.7	C		34.3	C		38.4	D		38.6	D	
Intersection Delay, s/veh / LOS	30.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	2.72	C	2.72	C
Bicycle LOS Score / LOS	1.27	A	1.77	B	0.87	A	1.72	B

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #6
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	County of Los Angeles
Date Performed	4/10/2023	East/West Street	Beatrice Street
Analysis Year	2025	North/South Street	Grosvenor Boulevard
Time Analyzed	Future + Project - AM	Peak Hour Factor	0.91
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		0		103						298	520				56	0
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

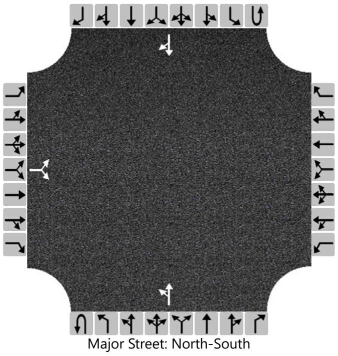
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			113							327						
Capacity, c (veh/h)			1003							1540						
v/c Ratio			0.11							0.21						
95% Queue Length, Q_{95} (veh)			0.4							0.8						
Control Delay (s/veh)			9.0							8.0	2.5					
Level of Service (LOS)			A							A	A					
Approach Delay (s/veh)	9.0								4.5							
Approach LOS	A								A							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #6
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	County of Los Angeles
Date Performed	4/10/2023	East/West Street	Beatrice Street
Analysis Year	2025	North/South Street	Grosvenor Boulevard
Time Analyzed	Future + Project - PM	Peak Hour Factor	0.90
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	New Beatrice West		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		0		166						72	66				369	0
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

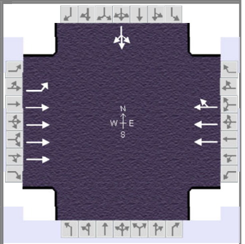
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			184							80						
Capacity, c (veh/h)			641							1148						
v/c Ratio			0.29							0.07						
95% Queue Length, Q_{95} (veh)			1.2							0.2						
Control Delay (s/veh)			12.9							8.4	0.6					
Level of Service (LOS)			B							A	A					
Approach Delay (s/veh)	12.9								4.7							
Approach LOS	B								A							

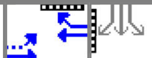
HCS Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Apr 10, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future + Project - AM	PHF	0.95
Urban Street	Grosvenor / Jefferson	Analysis Year	2025	Analysis Period	1> 8:15
Intersection	Intersection #7	File Name	07AM - Future + Project.xus		
Project Description	New Beatrice West				

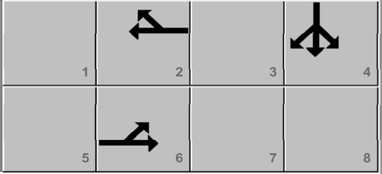


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	100	1916			1762	720				123	0	36

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



Green	49.7	29.4	0.0	0.0	0.0	0.0
Yellow	4.8	3.6	0.0	0.0	0.0	0.0
Red	0.5	2.0	0.0	0.0	0.0	0.0



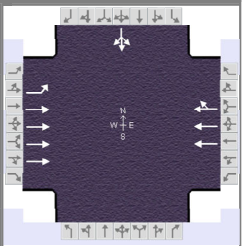
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2				4
Case Number		6.0		8.0				12.0
Phase Duration, s		55.0		55.0				35.0
Change Period, (*Y+R* *c*), s		5.3		5.3				5.6
Max Allow Headway (*MAH*), s		0.0		0.0				4.3
Queue Clearance Time (*g* *s*), s								8.5
Green Extension Time (*g* *e*), s		0.0		0.0				0.6
Phase Call Probability								1.00
Max Out Probability								0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7	4	14
Adjusted Flow Rate (*v*), veh/h	105	2017			1776	837					167	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	117	1698			1870	1608					1733	
Queue Service Time (*g* *s*), s	6.0	17.0			35.7	43.7					6.5	
Cycle Queue Clearance Time (*g* *c*), s	49.7	17.0			35.7	43.7					6.5	
Green Ratio (*g/C*)	0.55	0.55			0.55	0.55					0.33	
Capacity (*c*), veh/h	88	3751			2066	888					566	
Volume-to-Capacity Ratio (*X*)	1.199	0.538			0.860	0.942					0.296	
Back of Queue (*Q*), ft/ln (95 th percentile)	263.2	241.5			522.1	625.9					122.2	
Back of Queue (*Q*), veh/ln (95 th percentile)	10.4	9.5			20.6	25.0					4.8	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00					0.00	
Uniform Delay (*d* *1*), s/veh	44.7	12.8			17.2	18.8					22.6	
Incremental Delay (*d* *2*), s/veh	159.0	0.6			5.0	19.1					0.3	
Initial Queue Delay (*d* *3*), s/veh	0.0	0.0			0.0	0.0					0.0	
Control Delay (*d*), s/veh	203.7	13.4			22.1	37.9					22.9	
Level of Service (LOS)	F	B			C	D					C	
Approach Delay, s/veh / LOS	22.8		C	27.2		C	0.0			22.9		C
Intersection Delay, s/veh / LOS	25.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.37	A	1.71	B	2.60	C	2.72	C
Bicycle LOS Score / LOS	1.36	A	1.92	B			0.76	A

HCS Signalized Intersection Results Summary

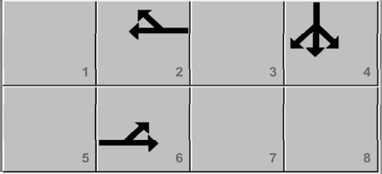
General Information				**Intersection Information**	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Apr 10, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future + Project - PM	PHF	0.97
Urban Street	Grosvenor / Jefferson	Analysis Year	2025	Analysis Period	1> 17:00
Intersection	Intersection #7	File Name	07PM - Future + Project.xus		
Project Description	New Beatrice West				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	34	2173			2136	105				429	0	106

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

Green	49.7	29.4	0.0	0.0	0.0	0.0
Yellow	4.8	3.6	0.0	0.0	0.0	0.0
Red	0.5	2.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2				4
Case Number		6.0		8.0				12.0
Phase Duration, s		55.0		55.0				35.0
Change Period, (*Y+R* $_c$), s		5.3		5.3				5.6
Max Allow Headway (*MAH*), s		0.0		0.0				4.3
Queue Clearance Time (*g* $_s$), s								30.2
Green Extension Time (*g* $_e$), s		0.0		0.0				0.0
Phase Call Probability								1.00
Max Out Probability								1.00

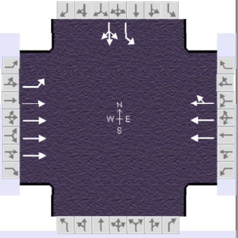
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7	4	14
Adjusted Flow Rate (*v*), veh/h	35	2240			1549	762					552	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	159	1698			1870	1824					1739	
Queue Service Time (*g* $_s$), s	19.6	19.8			28.6	28.9					28.2	
Cycle Queue Clearance Time (*g* $_c$), s	48.5	19.8			28.6	28.9					28.2	
Green Ratio (*g/C*)	0.55	0.55			0.55	0.55					0.33	
Capacity (*c*), veh/h	117	3751			2066	1007					568	
Volume-to-Capacity Ratio (*X*)	0.300	0.597			0.750	0.756					0.971	
Back of Queue (*Q*), ft/ln (95 th percentile)	41.8	273.9			413.2	426.1					581	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.6	10.8			16.3	17.0					22.9	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00					0.00	
Uniform Delay (*d* $_1$), s/veh	34.1	13.5			15.4	15.5					29.9	
Incremental Delay (*d* $_2$), s/veh	6.5	0.7			2.6	5.3					30.4	
Initial Queue Delay (*d* $_3$), s/veh	0.0	0.0			0.0	0.0					0.0	
Control Delay (*d*), s/veh	40.6	14.2			18.0	20.8					60.3	
Level of Service (LOS)	D	B			B	C					E	

	EB		WB		NB		SB	
Approach Delay, s/veh / LOS	14.6	B	18.9	B	0.0		60.3	E
Intersection Delay, s/veh / LOS	21.4				C			

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.37	A	1.71	B	2.60	C	2.72	C
Bicycle LOS Score / LOS	1.43	A	1.76	B			1.40	A

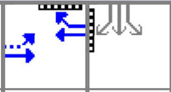
HCS Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Apr 10, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future + Project - AM (Improvements)	PHF	0.95
Urban Street	Grosvenor / Jefferson	Analysis Year	2025	Analysis Period	1> 8:15
Intersection	Intersection #7	File Name	07AM - Future + Project (Improvements).xus		
Project Description	New Beatrice West				

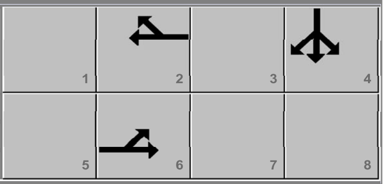


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	100	1916			1762	720				123	0	36

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



Green	49.7	29.4	0.0	0.0	0.0	0.0
Yellow	4.8	3.6	0.0	0.0	0.0	0.0
Red	0.5	2.0	0.0	0.0	0.0	0.0

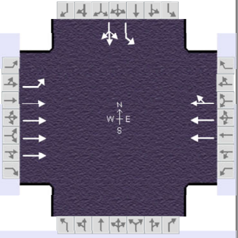


Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2				4
Case Number		6.0		8.0				10.0
Phase Duration, s		55.0		55.0				35.0
Change Period, (*Y+R* $_c$), s		5.3		5.3				5.6
Max Allow Headway (*MAH*), s		0.0		0.0				4.4
Queue Clearance Time (*g* $_s$), s								5.4
Green Extension Time (*g* $_e$), s		0.0		0.0				0.6
Phase Call Probability								1.00
Max Out Probability								0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7	4	14
Adjusted Flow Rate (*v*), veh/h	105	2017			1776	837				97	70	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	117	1698			1870	1608				1810	1688	
Queue Service Time (*g* $_s$), s	6.0	17.0			35.7	43.7				3.4	3.2	
Cycle Queue Clearance Time (*g* $_c$), s	49.7	17.0			35.7	43.7				3.4	3.2	
Green Ratio (*g/C*)	0.55	0.55			0.55	0.55				0.33	0.33	
Capacity (*c*), veh/h	88	3751			2066	888				591	552	
Volume-to-Capacity Ratio (*X*)	1.199	0.538			0.860	0.942				0.164	0.127	
Back of Queue (*Q*), ft/ln (95 th percentile)	263.2	241.5			522.1	625.9				66.4	59.4	
Back of Queue (*Q*), veh/ln (95 th percentile)	10.4	9.5			20.6	25.0				2.7	2.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00				0.00	0.00	
Uniform Delay (*d* $_1$), s/veh	44.7	12.8			17.2	18.8				21.6	26.3	
Incremental Delay (*d* $_2$), s/veh	159.0	0.6			5.0	19.1				0.1	0.1	
Initial Queue Delay (*d* $_3$), s/veh	0.0	0.0			0.0	0.0				0.0	0.0	
Control Delay (*d*), s/veh	203.7	13.4			22.1	37.9				21.7	26.4	
Level of Service (LOS)	F	B			C	D				C	C	
Approach Delay, s/veh / LOS	22.8		C	27.2		C	0.0			23.7		C
Intersection Delay, s/veh / LOS	25.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.37	A	1.94	B	2.60	C	2.72	C
Bicycle LOS Score / LOS	1.36	A	1.92	B			0.76	A

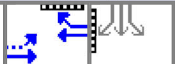
HCS Signalized Intersection Results Summary

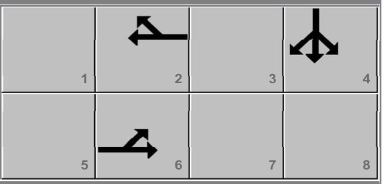


General Information				**Intersection Information**	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Apr 10, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future + Project - PM (Improvements)	PHF	0.97
Urban Street	Grosvenor / Jefferson	Analysis Year	2025	Analysis Period	1> 17:00
Intersection	Intersection #7	File Name	07PM - Future + Project (Improvements).xus		
Project Description	New Beatrice West				

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	34	2173			2136	105				429	0	106

Signal Information										
Cycle, s	90.0	Reference Phase	2							
Offset, s	0	Reference Point	End	Green	49.7	29.4	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.8	3.6	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	2.0	0.0	0.0	0.0	0.0





Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2				4
Case Number		6.0		8.0				10.0
Phase Duration, s		55.0		55.0				35.0
Change Period, (*Y+R* $_c$), s		5.3		5.3				5.6
Max Allow Headway (*MAH*), s		0.0		0.0				4.3
Queue Clearance Time (*g* $_s$), s								15.6
Green Extension Time (*g* $_e$), s		0.0		0.0				2.0
Phase Call Probability								1.00
Max Out Probability								0.05

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7	4	14
Adjusted Flow Rate (*v*), veh/h	35	2240			1549	762				332	220	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	159	1698			1870	1824				1810	1698	
Queue Service Time (*g* $_s$), s	19.6	19.8			28.6	28.9				13.6	10.4	
Cycle Queue Clearance Time (*g* $_c$), s	48.5	19.8			28.6	28.9				13.6	10.4	
Green Ratio (*g/C*)	0.55	0.55			0.55	0.55				0.33	0.33	
Capacity (*c*), veh/h	117	3751			2066	1007				591	555	
Volume-to-Capacity Ratio (*X*)	0.300	0.597			0.750	0.756				0.561	0.396	
Back of Queue (*Q*), ft/ln (95 th percentile)	41.8	273.9			413.2	426.1				249	209.1	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.6	10.8			16.3	17.0				10.0	8.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00				0.00	0.00	
Uniform Delay (*d* $_1$), s/veh	34.1	13.5			15.4	15.5				25.0	29.7	
Incremental Delay (*d* $_2$), s/veh	6.5	0.7			2.6	5.3				1.2	0.5	
Initial Queue Delay (*d* $_3$), s/veh	0.0	0.0			0.0	0.0				0.0	0.0	
Control Delay (*d*), s/veh	40.6	14.2			18.0	20.8				26.2	30.2	
Level of Service (LOS)	D	B			B	C				C	C	
Approach Delay, s/veh / LOS	14.6	B		18.9	B		0.0			27.8	C	
Intersection Delay, s/veh / LOS	17.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.37	A	1.94	B	2.60	C	2.72	C
Bicycle LOS Score / LOS	1.43	A	1.76	B			1.40	A

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

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

12575 W. Beatrice St.
DOT Case No. CTC20-109211

Date: August 3, 2023

To: Brenda Kahinju, Senior Administrative Clerk
Department of City Planning

Robert Sanchez (Aug 3, 2023 12:39 PDT)

From: Robert Sanchez, Transportation Engineer
Department of Transportation

Subject: **TECHNICAL MEMORANDUM TO REVISE THE BUILDOUT YEAR FOR THE "NEW BEATRICE WEST", PROPOSED MIXED USE OFFICE/RETAIL PROJECT LOCATED AT 12575 W. BEATRICE ST.**

The Department of Transportation (DOT) has completed the review of a technical memorandum prepared by Linscott, Law, & Greenspan, Engineers, dated April 24, 2023 with a subsequent revision dated July 17, 2023, for the proposed mixed-use office/retail project located at 12575 W Beatrice St. After completing a review of the pertinent data provided in the report, DOT confirms that the report adequately represents any operational concerns in the Project area.

PROJECT DESCRIPTION

The project proposes the construction of 196,100 square-feet of general office and 3,400 square-feet of retail/restaurant uses on the site. The existing office building and accessory buildings located at 12575 W Beatrice St are to be removed to accommodate the new construction. Additionally, the existing 87,881 square-feet office building located at 12541 W Beatrice St will be retained and integrated into a single creative office campus. A copy of the proposed site plan is provided as **Attachment "A".**

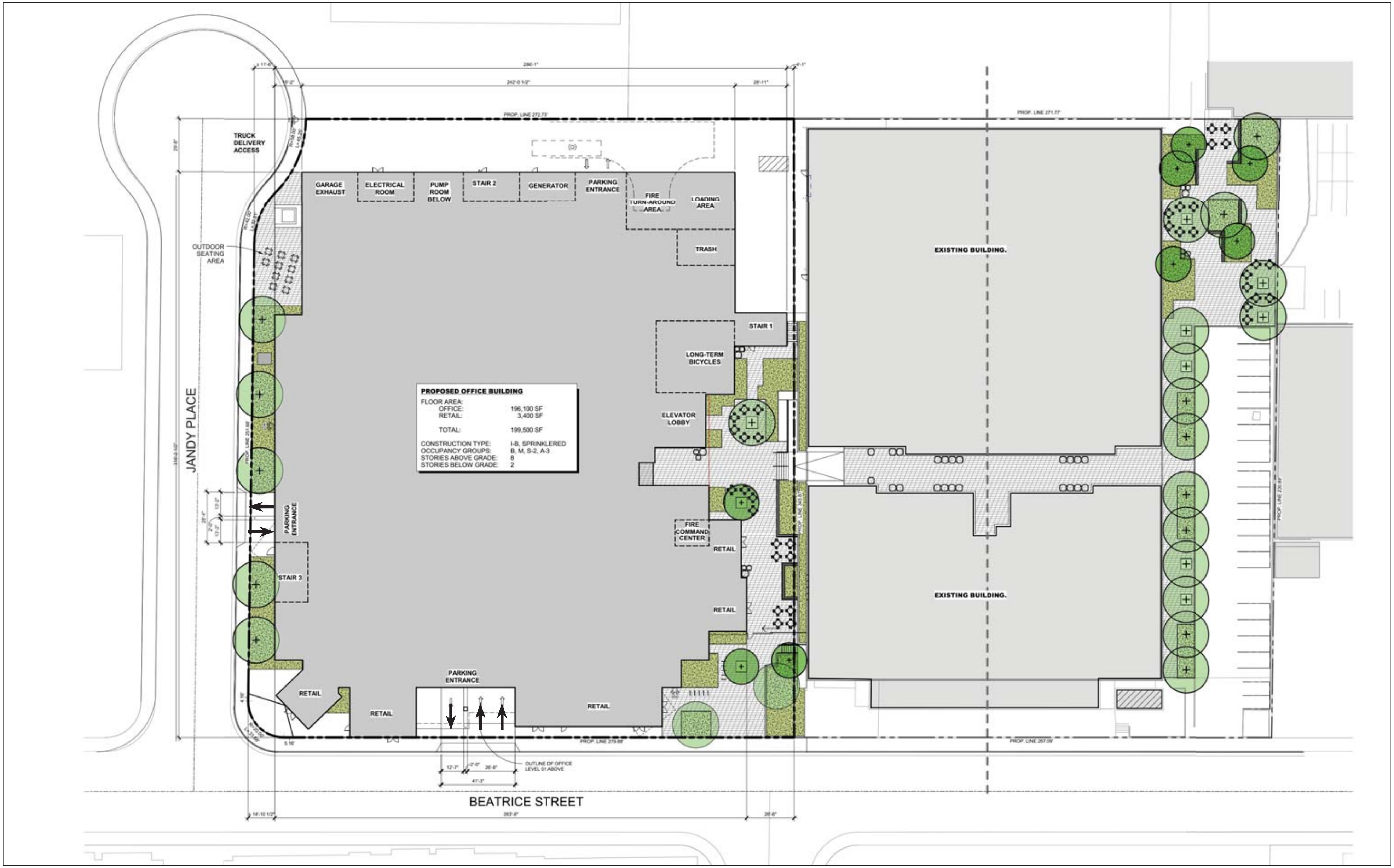
The provided technical memorandum serves to revise the Project buildout year. As reflected in the report, the Project is now expected to be constructed and occupied by 2025, previously 2024. Due to the revised buildout year, the non-CEQA Project Access and Circulation review has been revised for "Future Cumulative Baseline" and "Future Cumulative with Project" conditions. All other conditions and data remain unchanged.

The Project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will not result in adverse circulation conditions at several locations. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is shown in Table 1, **Attachment "B"**.

Please note this DOT determination does not include approval of the project's driveways, internal circulation and parking scheme. Final DOT approval shall be obtained prior to issuance of any building permits. The review and approval should be coordinated with DOT's West LA Development Review Section (7166 W. Manchester Avenue, Room #11 at ladot.devreview.wla@lacity.org). The applicant is also advised to contact BOE for any required highway dedication and physical street improvements for the proposed project.

If you have any questions, please contact Freddy Garcia or me at (213) 485-1062.

c: Jeff Khau, Gabriela Medina, Council District No. 11
Rudy Guevara, DOT
Mike Patonai, Oscar Gutierrez, BOE
Jason Shender, Amrita Shankar, Linscott, Law, & Greenspan, Engineers



NOT TO SCALE

MAP SOURCE: GEHRY PARTNERS, LLP.

FIGURE 2-2
PROJECT SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

NEW BEATRICE WEST PROJECT

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Attachment B

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

21-Apr-23

				YEAR 2020 EXISTING			YEAR 2020 EXISTING W/ PROJECT				YEAR 2025 FUTURE W/O PROJECT			YEAR 2025 FUTURE W/ PROJECT				YEAR 2025 FUTURE W/ PROJECT + IMPROVEMENTS			
NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [6]
1	Jandy Place / Project Driveway (Unsignalized)	SB Left/Through	AM	--	--	--	7.8	A	0.0	0.0	--	--	--	8.1	A	0.0	0.0	--	--	--	--
			PM	--	--	--	7.3	A	0.0	0.0	--	--	--	7.4	A	0.0	0.0	--	--	--	--
		WB Left/Right	AM	--	--	--	10.2	B	2.5	2.5	--	--	--	11.2	B	2.5	2.5	--	--	--	--
			PM	--	--	--	9.9	A	10.0	10.0	--	--	--	11.9	B	15.0	15.0	--	--	--	--
2	Jandy Place / Beatrice Street (Unsignalized) [7]	SB Left/Right	AM	11.8	B	7.5	13.1	B	12.5	5.0	13.0	B	10.0	14.6	B	17.5	7.5	--	--	--	--
			PM	11.6	B	15.0	13.6	B	37.5	22.5	16.3	C	65.0	22.7	C	130.0	65.0	--	--	--	--
		EB Left/Through	AM	8.2	A	0.0	8.5	A	0.0	0.0	8.6	A	0.0	9.0	A	0.0	0.0	--	--	--	--
			PM	7.4	A	0.0	7.5	A	0.0	0.0	7.5	A	0.0	7.6	A	0.0	0.0	--	--	--	--
		WB Left/Through/Right	AM	7.5	A	0.0	7.5	A	0.0	0.0	7.7	A	0.0	7.7	A	0.0	0.0	--	--	--	--
			PM	7.8	A	0.0	7.8	A	0.0	0.0	7.8	A	0.0	7.8	A	0.0	0.0	--	--	--	--
3	Project Driveway / Beatrice Street (Unsignalized)	SB Left/Right	AM	--	--	--	16.2	C	7.5	7.5	--	--	--	18.9	C	10.0	10.0	--	--	--	--
			PM	--	--	--	16.0	C	27.5	27.5	--	--	--	22.7	C	42.5	42.5	--	--	--	--
		EB Left/Through	AM	--	--	--	9.1	A	0.0	0.0	--	--	--	9.5	A	0.0	0.0	--	--	--	--
			PM	--	--	--	7.6	A	0.0	0.0	--	--	--	7.7	A	0.0	0.0	--	--	--	--
4	Westlawn Avenue / Beatrice Street (Unsignalized)	NB Left/Through/Right	AM	12.2	B	62.5	--	--	--	--	16.3	C	107.5	--	--	--	--	--	--	--	--
			PM	8.7	A	12.5	--	--	--	--	9.8	A	20.0	--	--	--	--	--	--	--	--
		NB Left/Right	AM	--	--	--	23.0	C	170.0	107.5	--	--	--	44.0	E	305.0	197.5	--	--	--	--
			PM	--	--	--	10.1	B	22.5	10.0	--	--	--	11.5	B	32.5	12.5	--	--	--	--
		SB Left/Through/Right	AM	8.4	A	2.5	--	--	--	--	8.9	A	2.5	--	--	--	--	--	--	--	--
			PM	8.0	A	0.0	--	--	--	--	8.6	A	2.5	--	--	--	--	--	--	--	--
		EB Left/Through/Right	AM	8.8	A	17.5	--	--	--	--	9.7	A	22.5	--	--	--	--	--	--	--	--
			PM	9.1	A	45.0	--	--	--	--	13.2	B	110.0	--	--	--	--	--	--	--	--
		EB Through/Right	AM	--	--	--	11.0	B	32.5	15.0	--	--	--	12.5	B	42.5	20.0	--	--	--	--
			PM	--	--	--	14.1	B	122.5	77.5	--	--	--	33.7	D	330.0	220.0	--	--	--	--
		WB Left/Through/Right	AM	10.5	B	35.0	--	--	--	--	12.2	B	50.0	--	--	--	--	--	--	--	--
			PM	8.1	A	5.0	--	--	--	--	8.6	A	7.5	--	--	--	--	--	--	--	--
		WB Left/Through	AM	--	--	--	14.1	B	65.0	30.0	--	--	--	17.8	C	95.0	45.0	--	--	--	--
			PM	--	--	--	8.6	A	7.5	2.5	--	--	--	9.3	A	10.0	2.5	--	--	--	--
5	Westlawn Avenue / Jefferson Boulevard (Signalized)	NB Left	AM	24.6	C	21.0	24.7	C	21.1	0.1	26.0	C	69.6	26.1	C	69.7	0.1	43.8	D	95.0	25.3
			PM	24.9	C	30.8	25.3	C	31.1	0.3	26.6	C	76.6	27.1	C	77.4	0.8	45.5	D	106.3	28.9
		NB Through	AM	24.1	C	7.7	24.4	C	19.3	11.6	24.3	C	15.4	24.5	C	27.2	11.8	40.9	D	37.3	10.1
			PM	24.1	C	3.7	24.1	C	6.7	3.0	24.1	C	6.0	24.2	C	9.0	3.0	39.5	D	12.2	3.2
		NB Right	AM	17.0	B	19.3	17.0	B	19.3	0.0	17.9	B	62.6	17.9	B	62.6	0.0	32.0	C	88.7	26.1
			PM	17.3	B	32.1	17.3	B	32.1	0.0	18.1	B	75.8	18.1	B	75.8	0.0	32.6	C	107.7	31.9
		SB Left	AM	26.5	C	83.0	27.4	C	98.0	15.0	27.2	C	96.6	28.1	C	112.3	15.7	33.6	C	60.4	-51.9
			PM	33.6	C	262.9	42.0	D	347.2	84.3	49.7	D	406.0	82.1	F	578.3	172.3	49.7	D	248.8	-329.5
		SB Through	AM	24.0	C	3.1	24.1	C	5.4	2.3	24.1	C	4.6	24.1	C	6.9	2.3	24.1	C	6.9	0.0
			PM	24.1	C	3.7	24.3	C	14.3	10.6	24.3	C	15.1	24.5	C	25.8	10.7	24.5	C	25.8	0.0
		SB Right	AM	17.1	B	25.7	17.3	B	33.5	7.8	17.2	B	30.2	17.4	B	38.1	7.9	17.4	B	38.1	0.0
			PM	18.4	B	88.6	19.2	B	125.5	36.9	19.3	B	134.1	20.2	C	174.6	40.5	20.2	C	174.6	0.0

12575 W Beatrice St; CTC20-109211

Attachment B

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

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2020 EXISTING			YEAR 2020 EXISTING W/ PROJECT				YEAR 2025 FUTURE W/O PROJECT			YEAR 2025 FUTURE W/ PROJECT				YEAR 2025 FUTURE W/ PROJECT + IMPROVEMENTS			
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [6]
5	Westlawn Avenue / Jefferson Boulevard (Signalized) *Continued*	EB Left	AM	38.5	D	97.5	49.8	D	179.1	81.6	44.5	D	148.5	75.1	E	263.1	114.6	75.1	E	263.1	0.0
			PM	36.1	D	41.3	36.6	D	54.8	13.5	36.6	D	54.8	37.1	D	68.6	13.8	37.1	D	68.6	0.0
		EB Through	AM	19.2	B	262.1	19.2	B	262.1	0.0	20.8	C	317.6	20.8	C	317.6	0.0	20.8	C	317.6	0.0
			PM	18.1	B	216.5	18.1	B	216.5	0.0	19.6	B	275.1	19.6	B	275.1	0.0	19.6	B	275.1	0.0
		EB Right	AM	20.9	C	269.0	20.9	C	269.0	0.0	23.3	C	326.6	23.3	C	326.6	0.0	23.3	C	326.6	0.0
			PM	19.3	B	220.2	19.3	B	220.2	0.0	21.5	C	276.7	21.5	C	276.7	0.0	21.5	C	276.7	0.0
		WB Left	AM	35.6	D	28.8	35.6	D	28.8	0.0	37.0	D	65.0	37.0	D	65.0	0.0	37.0	D	65.0	0.0
			PM	36.0	D	38.5	36.0	D	38.5	0.0	40.9	D	122.4	40.9	D	122.4	0.0	40.9	D	122.4	0.0
		WB Through	AM	21.0	C	309.8	21.7	C	330.1	20.3	23.5	C	379.6	24.5	C	404.4	24.8	24.5	C	404.4	0.0
			PM	24.1	C	395.1	24.3	C	400.8	5.7	30.9	C	524.0	31.5	C	533.4	9.4	31.5	C	533.4	0.0
		WB Right	AM	22.8	C	313.2	23.8	C	328.5	15.3	26.4	C	385.1	28.1	C	406.7	21.6	28.1	C	406.7	0.0
			PM	27.2	C	406.5	27.6	C	412.6	6.1	37.7	D	557.3	38.9	D	568.8	11.5	38.9	D	568.8	0.0
6	Grosvenor Boulevard / Beatrice Street (Unsignalized)	NB Left/Through	AM	7.7	A	12.5	7.9	A	17.5	5.0	9.8	A	15.0	10.5	B	20.0	5.0	--	--	--	--
			PM	8.2	A	2.5	8.3	A	5.0	2.5	8.8	A	5.0	9.0	A	5.0	0.0	--	--	--	--
		EB Left/Right	AM	8.9	A	7.5	9.0	A	7.5	0.0	9.0	A	7.5	9.0	A	10.0	2.5	--	--	--	--
			PM	11.1	B	10.0	11.8	B	17.5	7.5	12.0	B	17.5	12.9	B	30.0	12.5	--	--	--	--
7	Grosvenor Boulevard / Jefferson Boulevard (Signalized)	SB Left/Right	AM	22.5	C	102.9	22.7	C	113.6	10.7	22.7	C	111.1	22.9	C	122.2	11.1	26.4	C	59.4	-62.8
			PM	32.9	C	351.8	40.1	D	428.3	76.5	42.9	D	452.3	60.3	E	581.0	128.7	30.2	C	209.1	-371.9
		SB Left	AM	--	--	--	--	--	--	--	--	--	--	--	--	--	--	21.7	C	66.4	66.4
			PM	--	--	--	--	--	--	--	--	--	--	--	--	--	--	26.2	C	249.0	249.0
		EB Left	AM	77.9	E	159.0	98.9	F	179.8	20.8	160.1	F	238.1	203.7	F	263.2	25.1	203.7	F	263.2	0.0
			PM	25.7	C	28.4	26.5	C	29.0	0.6	39.1	D	40.7	40.6	D	41.8	1.1	40.6	D	41.8	0.0
		EB Through	AM	12.3	B	193.0	12.3	B	194.4	1.4	13.3	B	239.5	13.4	B	241.5	2.0	13.4	B	241.5	0.0
			PM	12.5	B	202.6	12.7	B	210.8	8.2	13.9	B	264.7	14.2	B	273.9	9.2	14.2	B	273.9	0.0
		WB Through	AM	17.1	B	383.3	18.0	B	415.1	31.8	20.4	C	479.8	22.1	C	522.1	42.3	22.1	C	522.1	0.0
			PM	14.7	B	300.6	14.9	B	308.2	7.6	17.6	B	402.1	18.0	B	413.2	11.1	18.0	B	413.2	0.0
		WB Right	AM	20.7	C	370.2	23.6	C	422.7	52.5	29.8	C	525.6	37.9	D	625.9	100.3	37.9	D	625.9	0.0
			PM	16.0	B	302.7	16.3	B	309.8	7.1	20.2	C	415.6	20.8	C	426.1	10.5	20.8	C	426.1	0.0

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

[2] Control delay reported in seconds per vehicle.

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

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

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

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

[6] Represents the change in calculated maximum back of queue (in feet) between Future with Project conditions and Future with Project plus Improvement conditions.

[7] Westbound U-turn movements coded as left-turn movements into the Highway Capacity Software (HCS7 and HCS 2023) software for unsignalized intersections.

Appendix K.4

Alternatives VMT Summaries

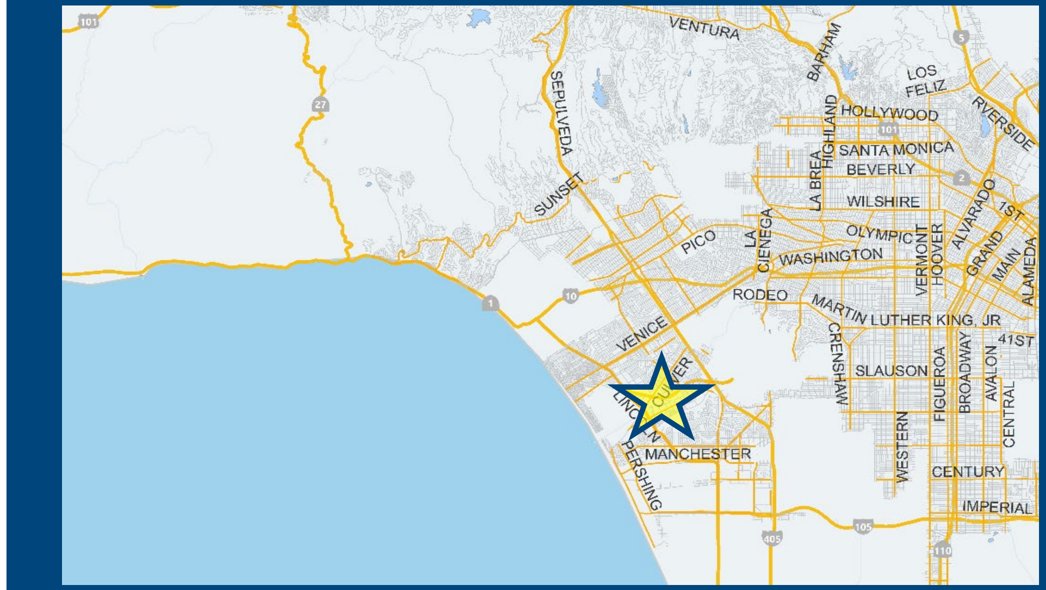
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

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

Project Information

Project: New Beatrice West Project
Scenario: Proposed Project - Alternative 2
Address: 12575 W BEATRICE ST, 90066

WWW



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
Office | General Office	118.141	ksf
Office | General Office	118.141	ksf

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

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restauran	3.4	ksf
Retail | High-Turnover Sit-Down Restaurant	3.4	ksf
Office | General Office	283.981	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
1,166 Daily Vehicle Trips	**2,964** Daily Vehicle Trips
10,407 Daily VMT	**25,972** Daily VMT

Tier 1 Screening Criteria

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

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	1,798 Net Daily Trips
The net increase in daily VMT ≤ 0	15,565 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	3.400 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

9/21/2022

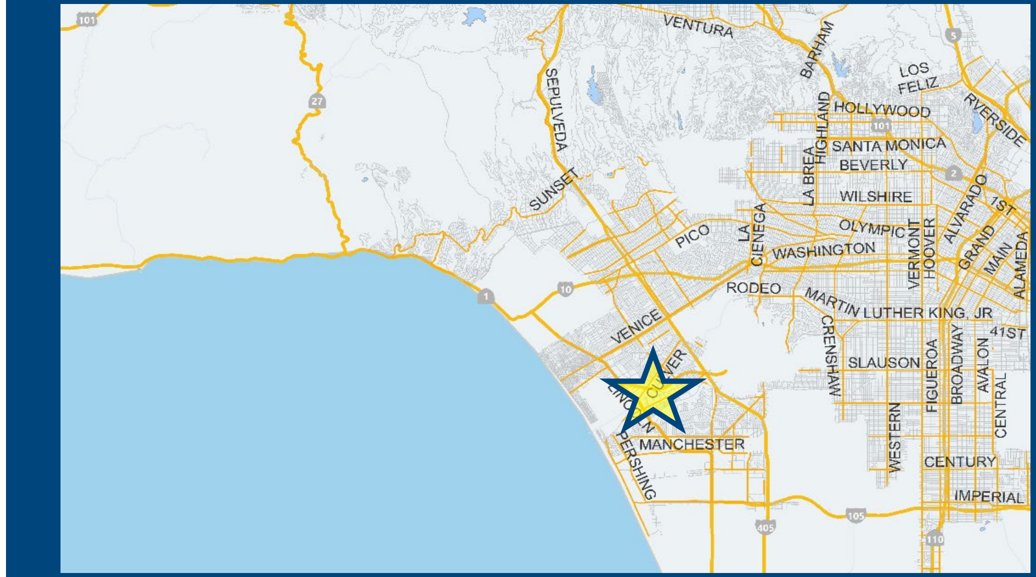
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: New Beatrice West Project

Scenario: Proposed Project - Alternative 2

Address: 12575 W BEATRICE ST, 90066



Proposed Project Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	3.4	ksf
Office | General Office	283.981	ksf

TDM Strategies

Select each section to show individual strategies

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

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

A Parking

Reduce Parking Supply

☐ Proposed Prj ☐ Mitigation

100 city code parking provision for the project site

74 actual parking provision for the project site

Unbundle Parking

☐ Proposed Prj ☐ Mitigation

175 monthly parking cost (dollar) for the project site

Parking Cash-Out

☐ Proposed Prj ☐ Mitigation

50 percent of employees eligible

Price Workplace Parking

☐ Proposed Prj ☑ Mitigation

3.00 daily parking charge (dollar)

100 percent of employees subject to priced parking

Residential Area Parking Permits

☐ Proposed Prj ☐ Mitigation

200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
2,964 Daily Vehicle Trips	**2,537** Daily Vehicle Trips
25,972 Daily VMT	**22,146** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT per Capita
12.4 Work VMT per Employee	**10.3** Work VMT per Employee

Significant VMT Impact?

Household: No Threshold = 7.4 15% Below APC	**Household: No** Threshold = 7.4 15% Below APC
Work: Yes Threshold = 11.1 15% Below APC	**Work: No** Threshold = 11.1 15% Below APC

Measuring the Miles

9/21/2022

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: September 21, 2022
Project Name: New Beatrice West Project
Project Scenario: Proposed Project - Alternative 2
Project Address: 12575 W BEATRICE ST, 90066

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	3.400	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	283.981	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Other		0	Trips

Analysis Results

Total Employees: 1,150
Total Population: 0

Proposed Project		*With Mitigation*	
2,964	**Daily Vehicle Trips**	**2,537**	**Daily Vehicle Trips**
25,972	**Daily VMT**	**22,146**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
12.4	**Work VMT per Employee**	**10.3**	**Work VMT per Employee**

Significant VMT Impact?

APC: West Los Angeles

Impact Threshold: 15% Below APC Average
Household = 7.4
Work = 11.1

Proposed Project		*With Mitigation*	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 7.4	No	Household > 7.4	No
Work > 11.1	Yes	Work > 11.1	No

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: September 21, 2022
Project Name: New Beatrice West Project
Project Scenario: Proposed Project - Alternative 2
Project Address: 12575 W BEATRICE ST, 90066

Version 1.3

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	Daily parking charge ($)	*$0.00*	$3.00
		Employees subject to priced parking (%)	*0%*	100%
	Residential area parking permits	*Cost of annual permit ($)*	*$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%*	100%
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	$0.75
Education & Encouragement	Voluntary travel behavior change program	Employees and residents participating (%)	*0%*	100%
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: September 21, 2022
Project Name: New Beatrice West Project
Project Scenario: Proposed Project - Alternative 2
Project Address: 12575 W BEATRICE ST, 90066

Version 1.3

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)

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: September 21, 2022
Project Name: New Beatrice West Project
Project Scenario: Proposed Project - Alternative 2
Project Address: 12575 W BEATRICE ST, 90066

Version 1.3

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	*0*	Yes
	Include secure bike parking and showers	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	*0*	Yes
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*	within project and connecting off-site

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: September 21, 2022
Project Name: New Beatrice West Project
Project Scenario: Proposed Project - Alternative 2
Project Address: 12575 W BEATRICE ST, 90066

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	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	5%	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%	3%	0%	3%	0%	3%	0%	3%	0%	3%	0%	3%	
Education & Encouragement	Voluntary travel behavior change program	0%	6%	0%	6%	0%	6%	0%	6%	0%	6%	0%	6%	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: September 21, 2022
Project Name: New Beatrice West Project
Project Scenario: Proposed Project - Alternative 2
Project Address: 12575 W BEATRICE ST, 90066

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	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	
	Include secure bike parking and showers	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	
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%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*0%*	*12%*	*0%*	*17%*	*0%*	*12%*	*0%*	*12%*	*0%*	*12%*	*0%*	*12%*
MAX. TDM EFFECT	*0%*	*12%*	*0%*	*17%*	*0%*	*12%*	*0%*	*12%*	*0%*	*12%*	*0%*	*12%*

= 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: September 21, 2022
Project Name: New Beatrice West Project
Project Scenario: Proposed Project - Alternative 2
Project Address: 12575 W BEATRICE ST, 90066

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	9.2	0	0
Home Based Other Production	0	0.0%	0	6.6	0	0
Non-Home Based Other Production	440	-2.3%	430	7.8	3,432	3,354
Home-Based Work Attraction	1,546	-8.5%	1,414	10.1	15,615	14,281
Home-Based Other Attraction	908	-24.0%	690	6.1	5,539	4,209
Non-Home Based Other Attraction	440	-2.3%	430	9.6	4,224	4,128

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	0	0	-12.1%	0	0
Home Based Other Production	0.0%	0	0	-12.1%	0	0
Non-Home Based Other Production	0.0%	430	3,354	-12.1%	378	2,947
Home-Based Work Attraction	0.0%	1,414	14,281	-16.9%	1,175	11,872
Home-Based Other Attraction	0.0%	690	4,209	-12.1%	606	3,699
Non-Home Based Other Attraction	0.0%	430	4,128	-12.1%	378	3,628

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 1,150
APC: West Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**14,281**	**11,872**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**12.4**	**10.3**

VMT Calculator User Agreement

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

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

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

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

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

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

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

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

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

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

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

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

You, the User

By: AShankar

Print Name: Amrita Shankar

Title: Transportation Engineer I

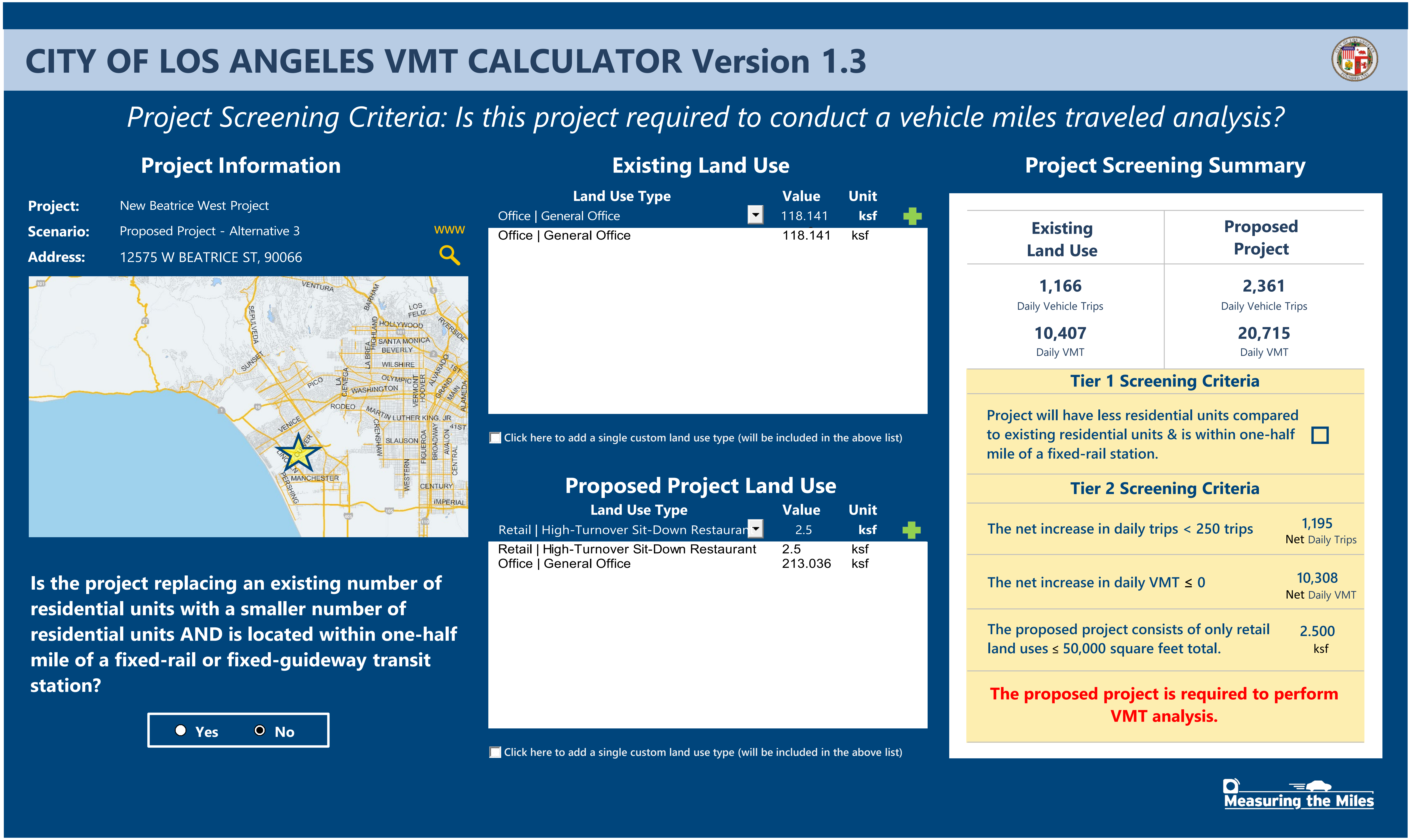
Company: Linscott, Law, & Greenspan, Engineers

Address: 600 South Lake Avenue, Suite 500
Pasadena, CA 91106

Phone: 818.835.8648

Email Address: shankar@llgengineers.com

Date: 9/21/2022



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: New Beatrice West Project
Scenario: Proposed Project - Alternative 3
Address: 12575 W BEATRICE ST, 90066

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
Office | General Office	118.141	ksf
Office | General Office	118.141	ksf

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

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restauran	2.5	ksf
Retail | High-Turnover Sit-Down Restaurant	2.5	ksf
Office | General Office	213.036	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
1,166 Daily Vehicle Trips	**2,361** Daily Vehicle Trips
10,407 Daily VMT	**20,715** Daily VMT

Tier 1 Screening Criteria

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

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	1,195 Net Daily Trips
The net increase in daily VMT ≤ 0	10,308 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	2.500 ksf

The proposed project is required to perform VMT analysis.

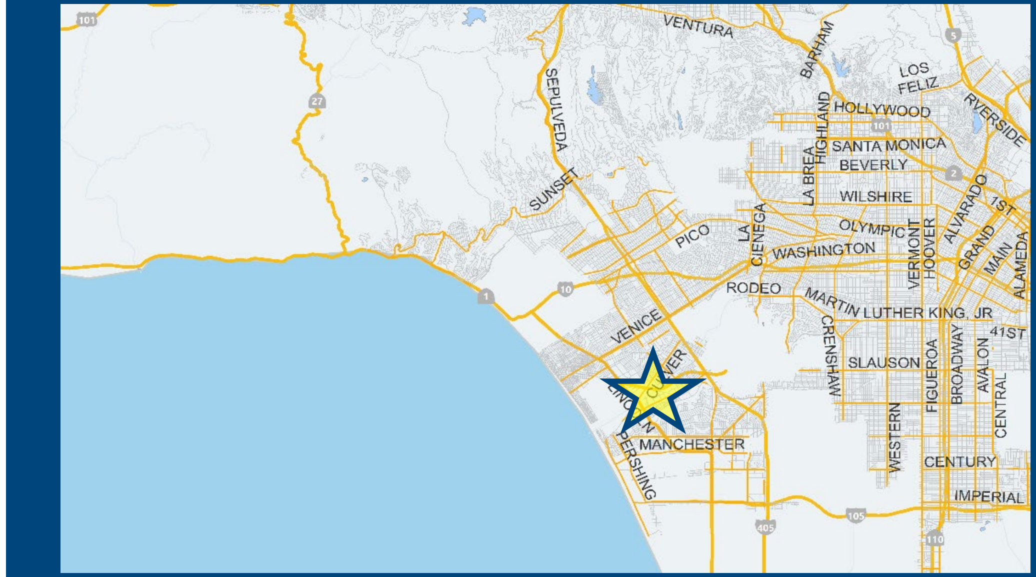
Measuring the Miles

9/21/2022

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: New Beatrice West Project
Scenario: Proposed Project - Alternative 3
Address: 12575 W BEATRICE ST, 90066



Proposed Project Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	2.5	ksf
Office | General Office	213.036	ksf

TDM Strategies

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

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

A Parking

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

Unbundle Parking
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
3.00 daily parking charge (dollar)
100 percent of employees subject to priced parking
☐ Proposed Prj ☑ Mitigation

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

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
2,361 Daily Vehicle Trips	**2,021** Daily Vehicle Trips
20,715 Daily VMT	**17,660** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT per Capita
13.3 Work VMT per Employee	**11.1** Work VMT per Employee

Significant VMT Impact?

Household: No Threshold = 7.4 15% Below APC	**Household: No** Threshold = 7.4 15% Below APC
Work: Yes Threshold = 11.1 15% Below APC	**Work: No** Threshold = 11.1 15% Below APC

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: September 21, 2022
Project Name: New Beatrice West Project
Project Scenario: Proposed Project - Alternative 3
Project Address: 12575 W BEATRICE ST, 90066

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	2.500	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	213.036	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: September 21, 2022
Project Name: New Beatrice West Project
Project Scenario: Proposed Project - Alternative 3
Project Address: 12575 W BEATRICE ST, 90066

Version 1.3

Analysis Results

Total Employees: 862
Total Population: 0

Proposed Project		***With Mitigation***	
2,361	**Daily Vehicle Trips**	**2,021**	**Daily Vehicle Trips**
20,715	**Daily VMT**	**17,660**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
13.3	**Work VMT per Employee**	**11.1**	**Work VMT per Employee**

Significant VMT Impact?

APC: West Los Angeles

Impact Threshold: 15% Below APC Average
Household = 7.4
Work = 11.1

Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 7.4	No	Household > 7.4	No
Work > 11.1	Yes	Work > 11.1	No

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: September 21, 2022
Project Name: New Beatrice West Project
Project Scenario: Proposed Project - Alternative 3
Project Address: 12575 W BEATRICE ST, 90066

Version 1.3

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	Daily parking charge ($)	*$0.00*	$3.00
		Employees subject to priced parking (%)	*0%*	100%
	Residential area parking permits	*Cost of annual permit ($)*	*$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%*	100%
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	$0.75
Education & Encouragement	Voluntary travel behavior change program	Employees and residents participating (%)	*0%*	100%
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	*0*	Yes
	Include secure bike parking and showers	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	*0*	Yes
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*	within project and connecting off-site

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: September 21, 2022
Project Name: New Beatrice West Project
Project Scenario: Proposed Project - Alternative 3
Project Address: 12575 W BEATRICE ST, 90066

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	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	5%	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%	3%	0%	3%	0%	3%	0%	3%	0%	3%	0%	3%	
Education & Encouragement	Voluntary travel behavior change program	0%	6%	0%	6%	0%	6%	0%	6%	0%	6%	0%	6%	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: September 21, 2022
Project Name: New Beatrice West Project
Project Scenario: Proposed Project - Alternative 3
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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	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	
	Include secure bike parking and showers	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	
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%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*0%*	*12%*	*0%*	*17%*	*0%*	*12%*	*0%*	*12%*	*0%*	*12%*	*0%*	*12%*
MAX. TDM EFFECT	*0%*	*12%*	*0%*	*17%*	*0%*	*12%*	*0%*	*12%*	*0%*	*12%*	*0%*	*12%*

= 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: September 21, 2022
Project Name: New Beatrice West Project
Project Scenario: Proposed Project - Alternative 3
Project Address: 12575 W BEATRICE ST, 90066

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	9.2	0	0
Home Based Other Production	0	0.0%	0	6.6	0	0
Non-Home Based Other Production	347	-2.0%	340	7.8	2,707	2,652
Home-Based Work Attraction	1,241	-8.5%	1,136	10.1	12,534	11,474
Home-Based Other Attraction	715	-23.8%	545	6.1	4,362	3,325
Non-Home Based Other Attraction	347	-2.0%	340	9.6	3,331	3,264

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	0	0	-12.1%	0	0
Home Based Other Production	0.0%	0	0	-12.1%	0	0
Non-Home Based Other Production	0.0%	340	2,652	-12.1%	299	2,331
Home-Based Work Attraction	0.0%	1,136	11,474	-16.9%	944	9,539
Home-Based Other Attraction	0.0%	545	3,325	-12.1%	479	2,922
Non-Home Based Other Attraction	0.0%	340	3,264	-12.1%	299	2,868

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 862
APC: West Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**11,474**	**9,539**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**13.3**	**11.1**

VMT Calculator User Agreement

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

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

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

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

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

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

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

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

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

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

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

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

You, the User

By: AShankar

Print Name: Amrita Shankar

Title: Transportation Engineer I

Company: Linscott, Law, & Greenspan, Engineers

Address: 600 South Lake Avenue, Suite 500
Pasadena, CA 91106

Phone: 818.835.8648

Email Address: shankar@llgengineers.com

Date: 9/21/2022

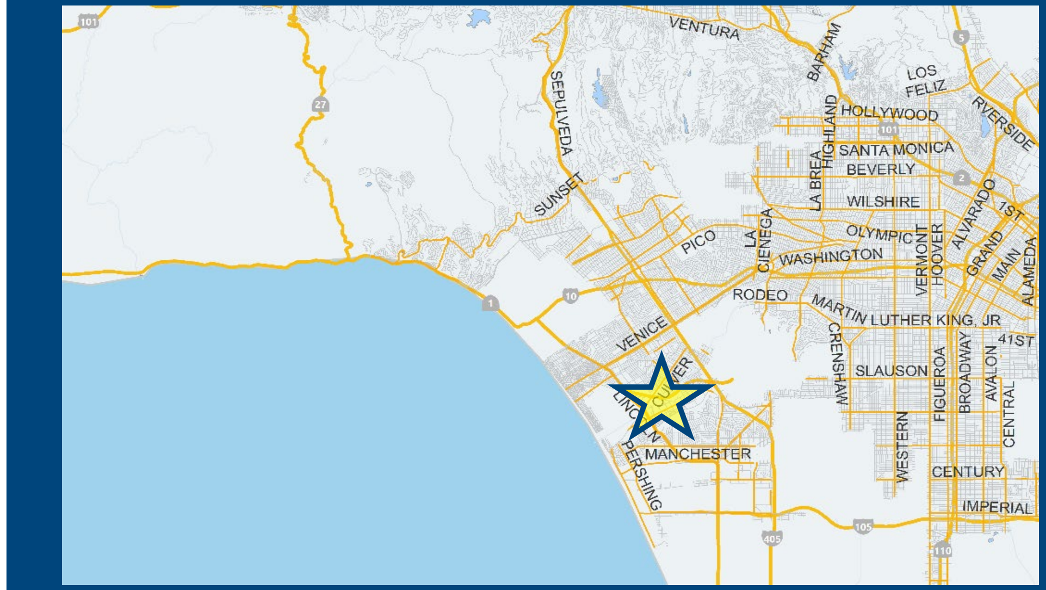
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

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

Project Information

Project: New Beatrice West Project
Scenario: Proposed Project - Alternative 4
Address: 12575 W BEATRICE ST, 90066

WWW



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
Office | General Office	118.141	ksf
Office | General Office	118.141	ksf

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

Proposed Project Land Use

Land Use Type	Value	Unit
Office | General Office	231.881	ksf
Housing | Multi-Family	55	DU
Office | General Office	231.881	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
1,166 Daily Vehicle Trips	**2,430** Daily Vehicle Trips
10,407 Daily VMT	**21,202** Daily VMT

Tier 1 Screening Criteria

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

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	1,264 Net Daily Trips
The net increase in daily VMT ≤ 0	10,795 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

9/21/2022

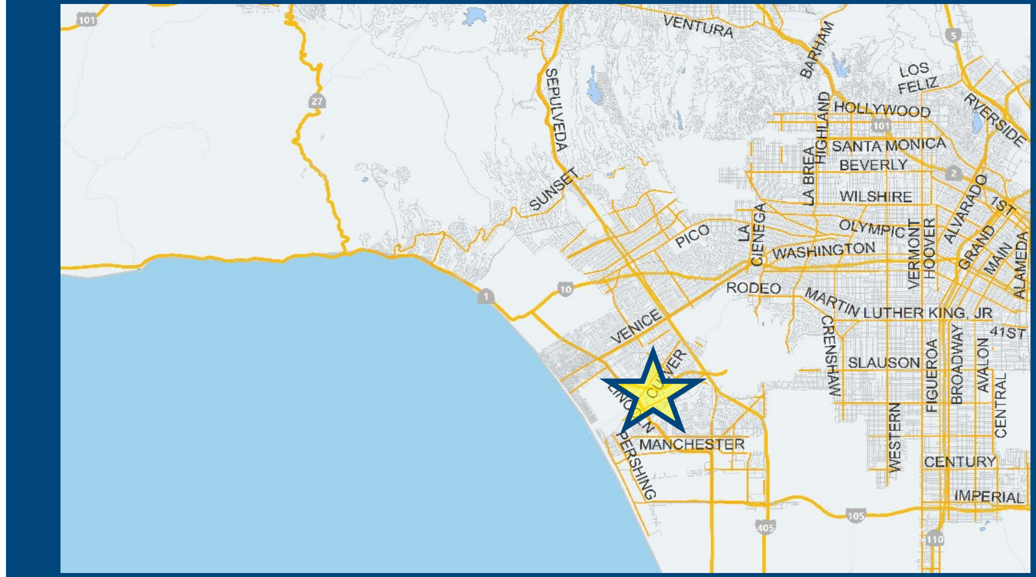
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: New Beatrice West Project

Scenario: Proposed Project - Alternative 4

Address: 12575 W BEATRICE ST, 90066



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	55	DU
Office | General Office	231.881	ksf

TDM Strategies

Select each section to show individual strategies

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

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

A Parking

Reduce Parking Supply

☐ Proposed Prj ☐ Mitigation

100 city code parking provision for the project site

74 actual parking provision for the project site

Unbundle Parking

☐ Proposed Prj ☐ Mitigation

175 monthly parking cost (dollar) for the project site

Parking Cash-Out

☐ Proposed Prj ☐ Mitigation

50 percent of employees eligible

Price Workplace Parking

☐ Proposed Prj ☑ Mitigation

3.00 daily parking charge (dollar)

100 percent of employees subject to priced parking

Residential Area Parking Permits

☐ Proposed Prj ☐ Mitigation

200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
2,430 Daily Vehicle Trips	**2,079** Daily Vehicle Trips
21,202 Daily VMT	**18,075** Daily VMT
6.1 Household VMT per Capita	**5.3** Household VMT per Capita
12.7 Work VMT per Employee	**10.5** Work VMT per Employee

Significant VMT Impact?

Household: No Threshold = 7.4 15% Below APC	**Household: No** Threshold = 7.4 15% Below APC
Work: Yes Threshold = 11.1 15% Below APC	**Work: No** Threshold = 11.1 15% Below APC

Measuring the Miles

9/21/2022

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: September 21, 2022
Project Name: New Beatrice West Project
Project Scenario: Proposed Project - Alternative 4
Project Address: 12575 W BEATRICE ST, 90066

Version 1.3

Project Information

Land Use Type		Value	Units
Housing	*Single Family*	*0*	*DU*
	Multi Family	55	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	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	General Office	231.881	ksf
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

Analysis Results

Total Employees: 928
Total Population: 124

Proposed Project		***With Mitigation***	
2,430	**Daily Vehicle Trips**	**2,079**	**Daily Vehicle Trips**
21,202	**Daily VMT**	**18,075**	**Daily VMT**
6.1	**Household VMT per Capita**	**5.3**	**Household VMT per Capita**
12.7	**Work VMT per Employee**	**10.5**	**Work VMT per Employee**

Significant VMT Impact?

APC: West Los Angeles

Impact Threshold: 15% Below APC Average
Household = 7.4
Work = 11.1

Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 7.4	No	Household > 7.4	No
Work > 11.1	Yes	Work > 11.1	No

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: September 21, 2022
Project Name: New Beatrice West Project
Project Scenario: Proposed Project - Alternative 4
Project Address: 12575 W BEATRICE ST, 90066

Version 1.3

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	Daily parking charge ($)	*$0.00*	$3.00
		Employees subject to priced parking (%)	*0%*	100%
	Residential area parking permits	*Cost of annual permit ($)*	*$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%*	100%
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	$0.75
Education & Encouragement	Voluntary travel behavior change program	Employees and residents participating (%)	*0%*	100%
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: September 21, 2022
Project Name: New Beatrice West Project
Project Scenario: Proposed Project - Alternative 4
Project Address: 12575 W BEATRICE ST, 90066

Version 1.3

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	*0*	Yes
	Include secure bike parking and showers	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	*0*	Yes
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*	within project and connecting off-site

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: September 21, 2022
Project Name: New Beatrice West Project
Project Scenario: Proposed Project - Alternative 4
Project Address: 12575 W BEATRICE ST, 90066

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	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	5%	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%	3%	0%	3%	0%	3%	0%	3%	0%	3%	0%	3%	
Education & Encouragement	Voluntary travel behavior change program	0%	6%	0%	6%	0%	6%	0%	6%	0%	6%	0%	6%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Suburban Center

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	
	Include secure bike parking and showers	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	
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%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*0%*	*12%*	*0%*	*17%*	*0%*	*12%*	*0%*	*12%*	*0%*	*12%*	*0%*	*12%*
MAX. TDM EFFECT	*0%*	*12%*	*0%*	*17%*	*0%*	*12%*	*0%*	*12%*	*0%*	*12%*	*0%*	*12%*

= 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: September 21, 2022
Project Name: New Beatrice West Project
Project Scenario: Proposed Project - Alternative 4
Project Address: 12575 W BEATRICE ST, 90066

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	49	-87.8%	6	9.2	451	55
Home Based Other Production	137	-22.6%	106	6.6	904	700
Non-Home Based Other Production	359	-1.9%	352	7.8	2,800	2,746
Home-Based Work Attraction	1,308	-11.2%	1,162	10.1	13,211	11,736
Home-Based Other Attraction	655	-23.5%	501	6.1	3,996	3,056
Non-Home Based Other Attraction	310	-2.3%	303	9.6	2,976	2,909

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	6	55	-12.1%	5	48
Home Based Other Production	0.0%	106	700	-12.1%	93	615
Non-Home Based Other Production	0.0%	352	2,746	-12.1%	309	2,413
Home-Based Work Attraction	0.0%	1,162	11,736	-16.9%	966	9,757
Home-Based Other Attraction	0.0%	501	3,056	-12.1%	440	2,686
Non-Home Based Other Attraction	0.0%	303	2,909	-12.1%	266	2,556

MXD VMT Methodology Per Capita & Per Employee

Total Population: 124
Total Employees: 928
APC: West Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**755**	**663**
Total Home Based Work Attraction VMT	**11,736**	**9,757**
Total Home Based VMT Per Capita	**6.1**	**5.3**
Total Work Based VMT Per Employee	**12.7**	**10.5**

VMT Calculator User Agreement

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

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

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

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

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

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

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

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

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

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

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

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

You, the User

By: AShankar

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Title: Transportation Engineer I

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Date: 9/21/2022