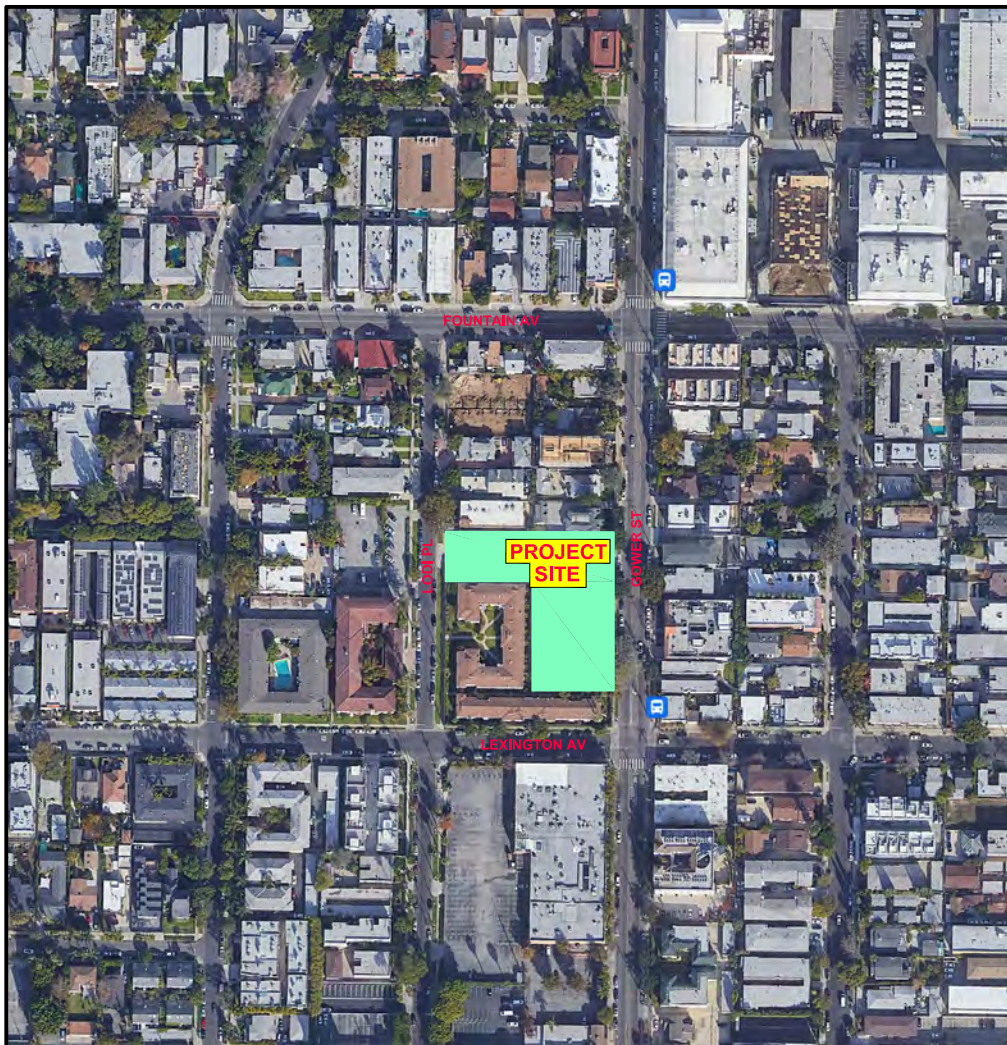


TRANSPORTATION ASSESSMENT FOR A PROPOSED RESIDENTIAL DEVELOPMENT

Located at 1201 N. Gower Street
in the City of Los Angeles



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August 2022

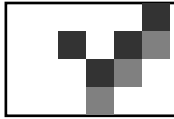
TRANSPORTATION ASSESSMENT
RESIDENTIAL DEVELOPMENT
(LADOT Case No. CEN22-53800)

Located at 1201 N. Gower Street
in the Hollywood Community Plan Area
of the City of Los Angeles

Prepared by:

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August 2022



EXECUTIVE SUMMARY

Introduction

Overland Traffic Consultants has prepared this assessment of the transportation impacts for a proposed residential land development project at 1201 N. Gower Street in the City of Los Angeles, see Project's location on Figure 1.

The purpose of this Transportation Assessment (TA) is to document potential transportation impacts associated with the Project using the Los Angeles Department of Transportation's (LADOT) Transportation Assessment Guidelines (TAG). The TAG establishes procedures and methods for review of development projects following the California Environmental Quality Act (CEQA) guidelines. LADOT has determined that a Transportation Assessment (TA) is required for the Project and has approved a Memorandum of Understanding (MOU) for the Project analysis (see MOU Appendix A).

Project Description

The Project Site is in the Hollywood Community Plan area at 1201 N. Gower Street (Project Site), on a total lot area of approximately 109,394 square feet (2.51 acres). The Project Site is currently occupied by 72 apartments in 3 buildings and 2 parking garage structures with 51 parking spaces. It is proposed that both parking garage structures and the easterly building with 28 apartments be removed. The westerly and southerly apartment buildings (28 units and 16 units, respectively) will remain.

An eight-story apartment building will be constructed with 108 units (92 market rate and 16 affordable). After completion of the Project, the Project Site will have 152 apartments (new and old).

Project Parking and Access

The Project proposes 108 parking spaces at-grade and 1 level above and below grade. Access to the at-grade parking will be from 2 driveways; an exit only driveway to Gower Street and entry only driveway from Lodi Place. An internal ramp will connect the at-grade parking level to the basement level used primarily as parking/storage. Access to the upper-level parking will be from a two-way driveway on Lodi Place. The Project is providing 111 bicycle parking spaces (100 long-term and 11 short-term).

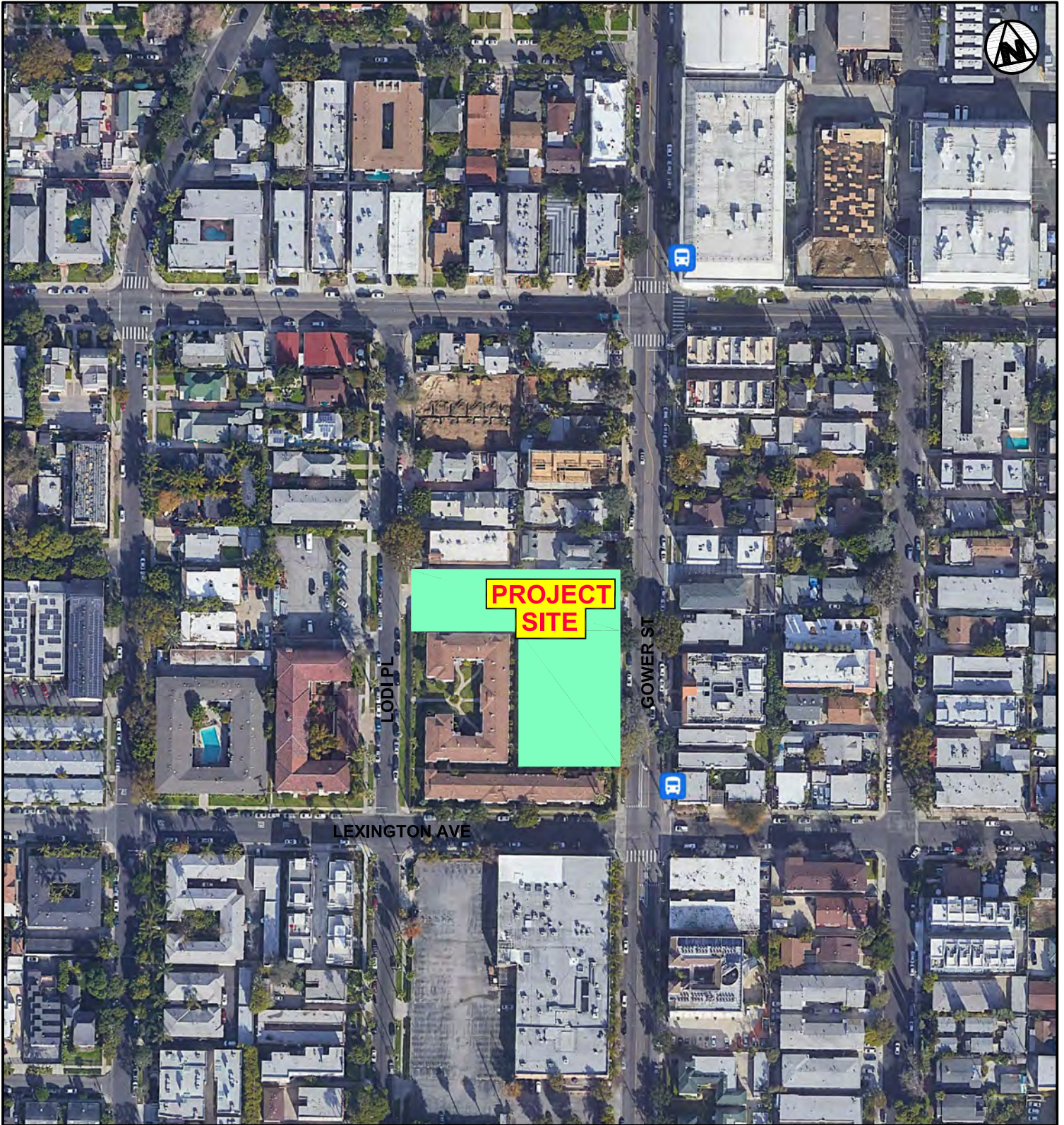


FIGURE 1

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PROJECT SETTING



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Transportation Assessment CEQA and NON – CEQA Review

On July 30, 2019, the City of Los Angeles adopted the vehicle miles traveled (VMT) metric as its criterion for determining transportation impacts under the California Environmental Quality Act (CEQA). These changes requirements of the State of California Senate Bill 743 (SB 743) and the State's CEQA Guidelines.

The new CEQA guidelines for evaluating transportation impacts no longer focus on measuring automobile delay and level of service (LOS). Instead, SB 743 directed lead agencies to revise transportation assessment guidelines to include a transportation performance metric that promotes: the reduction of greenhouse gas emissions, the development of multimodal networks, and access to diverse land uses.

The July 2020 LADOT TAG (with an August 26, 2021, update) is the City of Los Angeles' document providing guidance for conducting CEQA transportation analyses for land development projects. The TAG identifies three CEQA thresholds for identifying significant transportation impacts in accordance with SB 743 that are applicable to the Project.

- Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies
- Threshold T-2.1: Causing Substantial Vehicle Miles Traveled (VMT)
- Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

The City's adopted process also requires an additional non-CEQA traffic flow analysis and review for land development projects. The purpose of this review is to evaluate how projects affect vehicular access, circulation, and safety for all users of the transportation system.

Findings

Based on the evaluation discussed in Chapters 2 and 3, the Project does not create a significant transportation VMT impact or any significant circulation, access, and safety deficiencies (non-CEQA).

Cumulative VMT impacts have been evaluated through a consistency check with the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) plan. The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas (GHG) reduction targets.

Per the LADOT TAG, projects that are consistent with the RTP/SCS plan in terms of development location and density are part of the regional solution for meeting air pollution and GHG goals. Projects that have less than a significant VMT impact are deemed to be consistent with the SCAG's 2016-2040 RTP/SCS and would have a less-than-significant cumulative impact on VMT. The Project is consistent with the RTP/SCS plan.

No cumulative development project impacts have been identified that would preclude the City's ability to provide transportation mobility in the area. As such, the Project will not create any cumulative operational impacts, emergency access impacts, and/or hazardous geometric design features.



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CHAPTER 1

PROJECT DESCRIPTION

The Project Site is in the Hollywood Community Plan area at 1201 N. Gower Street (Project Site) on a total lot area of approximately 109,394 square feet (2.51 acres). Figure 2 shows the Project's map location.

The Project Site is currently occupied by 72 apartments in 3 buildings and 2 parking garage structures with 51 parking spaces. It is proposed that both parking garage structures and the easterly most apartment building with 28 apartments be removed. The westerly and southerly apartment buildings (28 units and 16 units, respectively) will remain.

An eight-story apartment building will be constructed with 108 units (92 market rate and 16 affordable). After completion of the Project, the Project Site will have 152 apartments (new and old).

Project Parking and Access

The Project proposes 108 parking spaces at-grade and 1 level above and below grade. Access to the at-grade parking will be from 2 driveways; an exit only driveway to Gower Street and entry only driveway from Lodi Place. An internal ramp will connect the at-grade parking level to the basement level used primary as parking/storage. Access to the upper-level parking will be from a two-way driveway on Lodi Place. The Project is providing 111 bicycle parking spaces on-site (100 long-term spaces and 11 short-term spaces).

Figures 3a-c illustrate the vehicular access, parking levels and third floor residential reference plan.

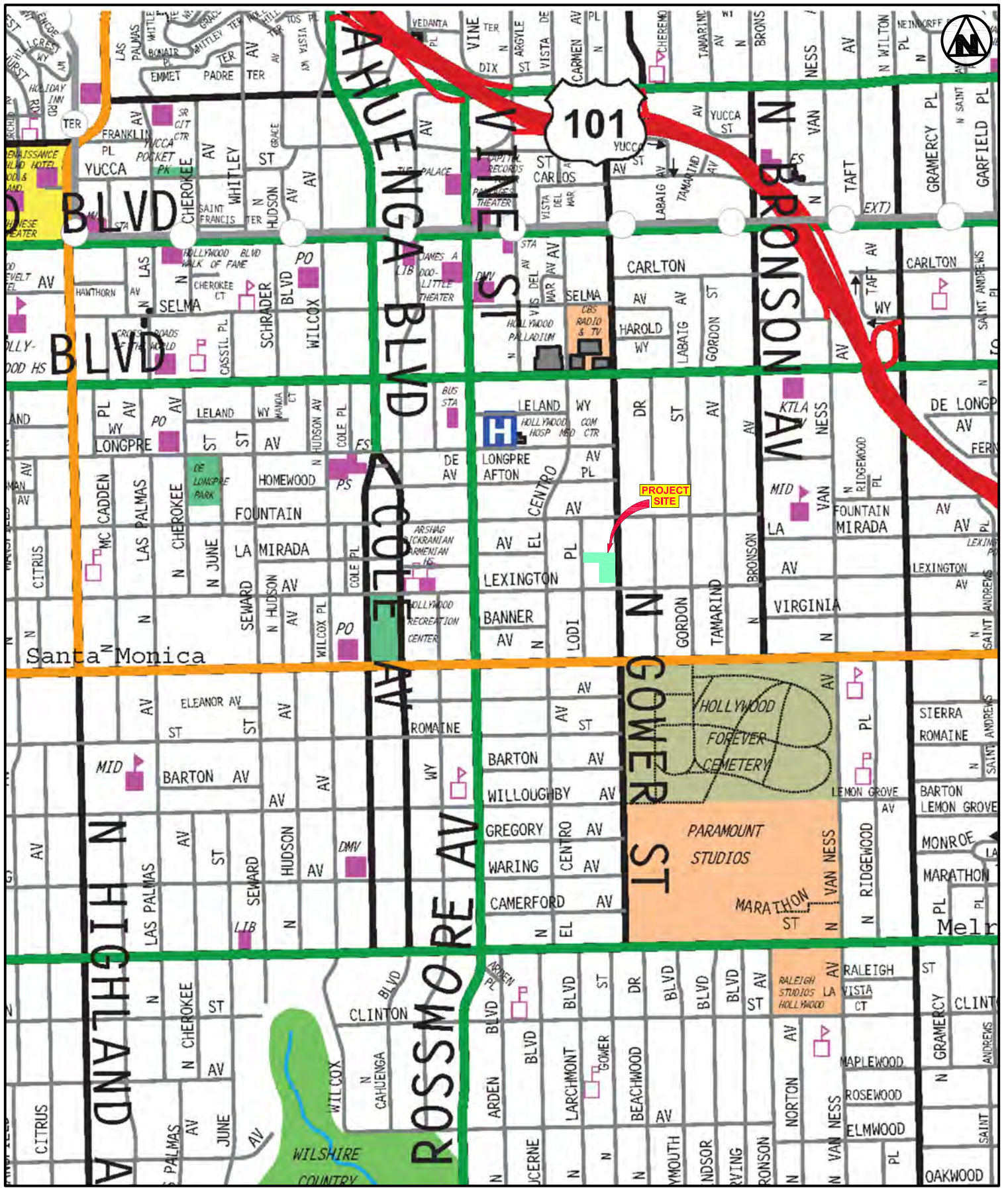


FIGURE 2

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PROJECT LOCATION



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FIGURE 3a

**ARCHITECTURAL SITE PLAN
GROUND FLOOR ACCESS & P1 PARKING LEVEL**



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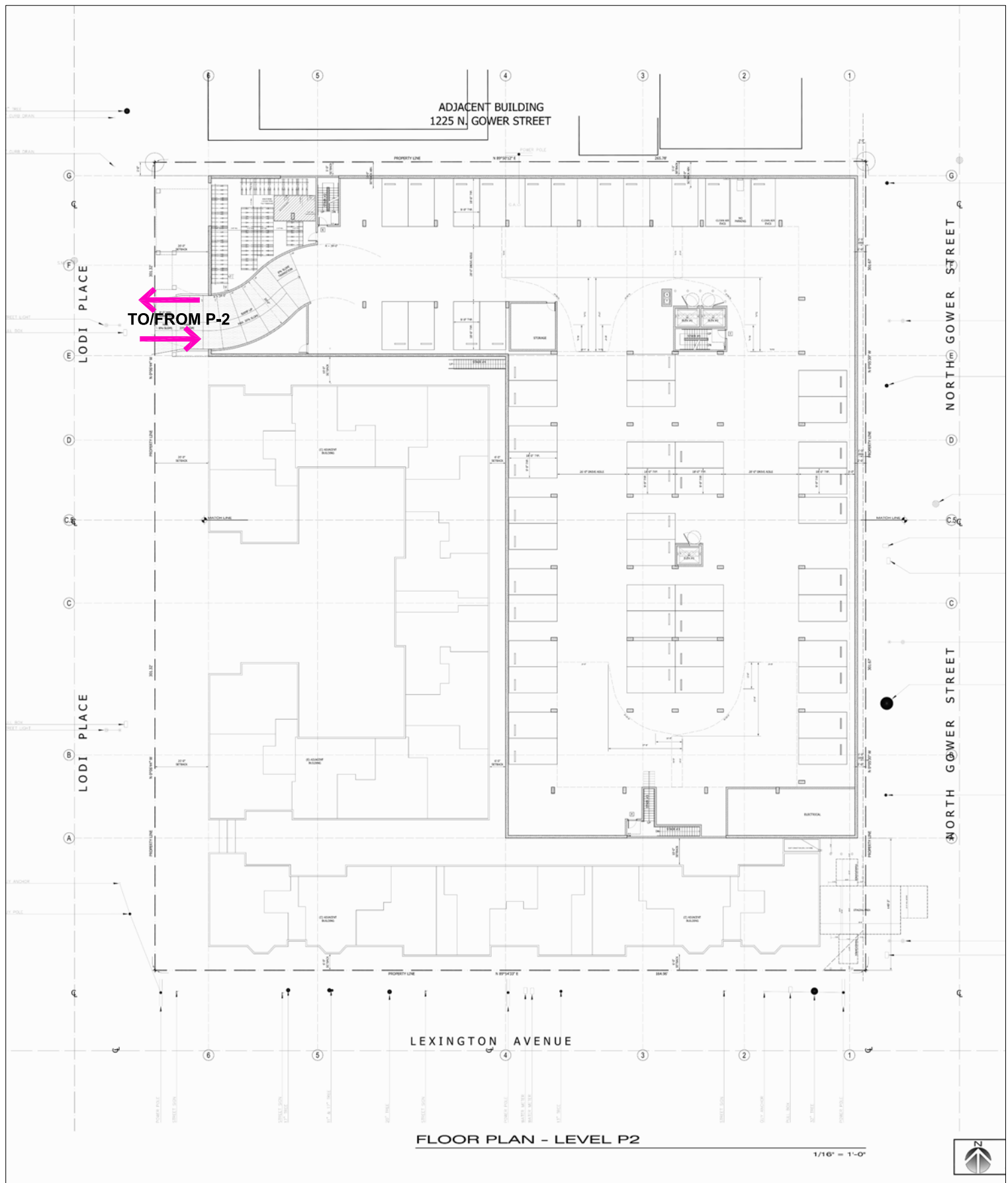


FIGURE 3b

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**ARCHITECTURAL SITE PLAN
P2 PARKING LEVEL**



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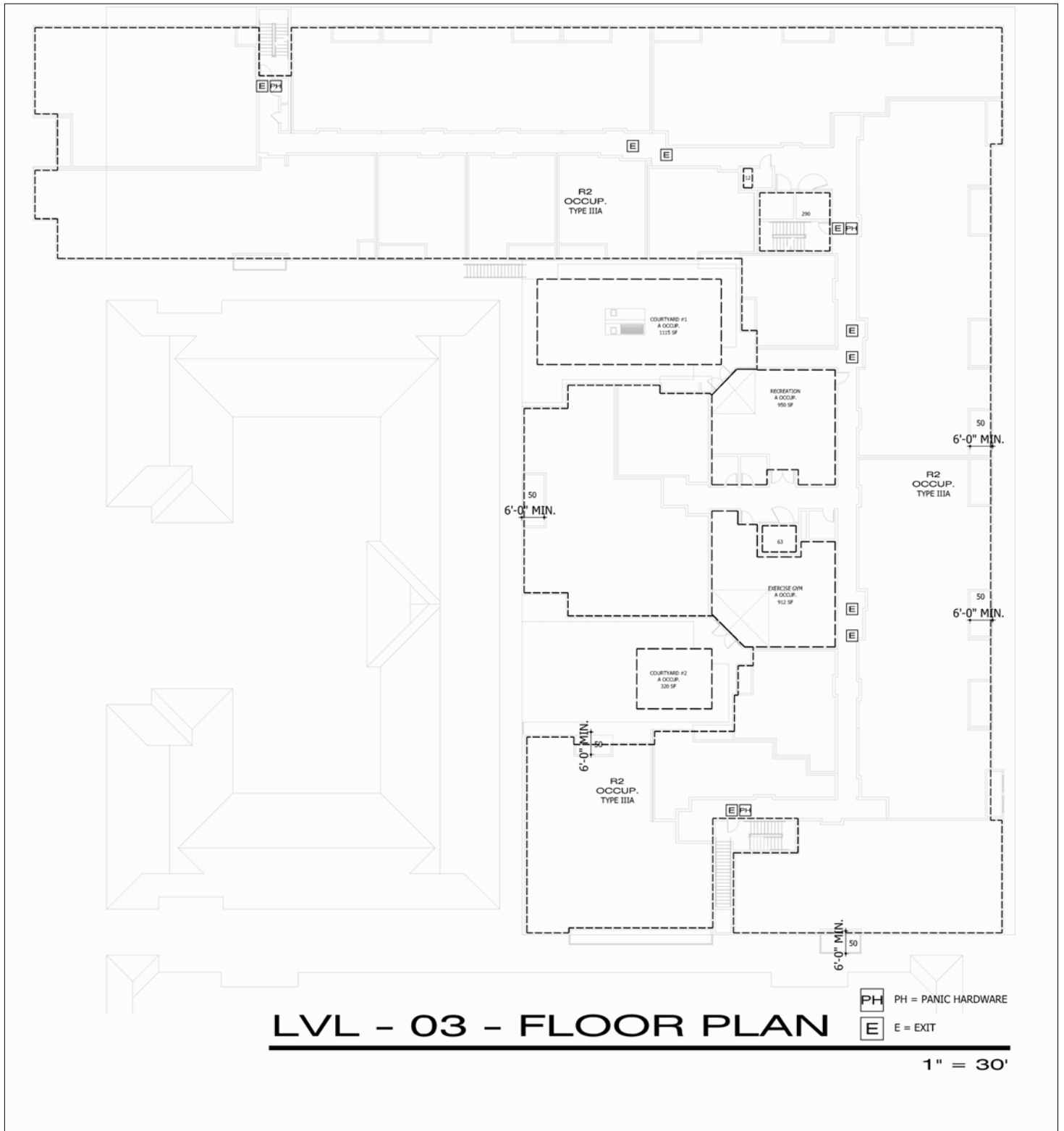


FIGURE 3c

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**ARCHITECTURAL SITE PLAN
THIRD FLOOR (REFERENCE PLAN)**



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CHAPTER 2

CEQA TRANSPORTATION ASSESSMENT

The TAG is the City document that establishes procedures and methods for conducting transportation analyses for land development projects. The TAG identifies three CEQA thresholds for identifying significant transportation impacts in accordance with SB 743 that are applicable to the Project.

- Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies
- Threshold T-2.1: Causing Substantial Vehicle Miles Traveled (VMT)
- Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

I. Conflicts with Plans, Programs, Ordinances or Policies (Threshold T-1)

To guide the City's Mobility Plan 2035 (Transportation Element of the General Plan), the City adopted programs, plans, ordinances, and policies that establish the transportation planning framework for all travel modes, including vehicular, transit, bicycle, and pedestrian facilities. Land development projects are evaluated for conformance with these City adopted transportation plans, programs, and policies.

The Threshold T-1 impact criteria applies if the project conflicts with a program, plan, ordinance(s), or policy addressing the transportation circulation system. Please note however, a project would not result in an impact merely based on whether a project would not implement a program, policy, or plan. Rather, it is the intention of this threshold test to ensure that proposed development does not conflict with nor preclude the City from implementing adopted programs, plans, and policies.

Screening Criteria for Policy Analysis

If the development project requires a discretionary action, and the answer is yes to any of the following screening threshold questions, further analysis may be needed to assess whether the proposed project would conflict with plans, programs, ordinances, or policies.

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

Yes, the Project does require a discretionary action.

2. Is the Project known to directly conflict with a transportation plan, policy or program adopted to support multi-modal transportation options or public safety?

No, the Project would not conflict with these key City planning documents, and potential impacts would be less than significant, see Table 1, Consistency Check.

3. 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 lines, etc.)?

Yes, Pursuant to the following Mobility Element Street Standards for the Project's adjacent street standards, the Project has a one-foot dedication requirement on Gower Street but no street widening requirements.

- Gower Street is a Modified Avenue III roadway which has a street standard of 72-foot right-of-way (36-foot half width) and 48-foot roadway (24-foot half width) per NavigateLA.

Gower Street is dedicated to 70-foot right-of-way (35-foot west half width) and 48-foot roadway (24-foot west half width) adjacent to the Project Site.

A one-foot dedication is needed to satisfy the right - of - way standard but no street widening is necessary to satisfy the Modified Avenue III standard for Gower Street. The Project Site plan shows a one-foot dedication along the Project's Gower Street frontage.

- Lodi Place is a Local roadway which has a street standard of 60-foot right-of-way (30-foot half width) and 36-foot roadway (18-foot half width) per NavigateLA.

Lodi Place is dedicated to 60-foot right-of-way (30-foot east half width) and 30-foot roadway (15-foot east half width) adjacent to the Project Site.



No dedication is needed to satisfy the right - of - way standard, however, a 3-foot street widening (reducing the adjacent sidewalk/parkway from 15 feet to 12 feet) would be necessary to satisfy the Local roadway standard for Lodi Place.

Lexington Avenue is a Local roadway which has a street standard of 60-foot right-of-way (30-foot half width) and 36-foot roadway (18-foot half width) per NavigateLA

Lexington Avenue is dedicated to 60-foot right-of-way (30-foot north half width) and 40-foot roadway (20-foot north half width) adjacent to the Project Site.

No dedication is needed to satisfy the right - of - way standard, however, a 2-foot sidewalk widening by reducing the adjacent street would be necessary to satisfy the Local roadway 12-foot sidewalk standard.



The TAG provides a list of key City plans, policies, programs, and ordinances for consistency review as shown in Table 1. Projects that conform with and do not conflict with the City's development policies and standards addressing the circulation system, will be considered consistent.

Table 1
Consistency Check with Key City Plans, Programs, Ordinances or Policies

TAG Table 2.1-1: City Documents that Establish the Regulatory Framework				
	Plan or Policy	Consistent?	Notes	Preclude City Implementation?
1.	LA Mobility Plan 2035	Yes	The Project will comply with the LA Mobility Plan 2035 street standards as required by the City of Los Angeles Bureau of Engineering Department.	No
2.	Plan for Healthy LA	Yes	The Project would support Policy 5.7, Land Use Planning for Public Health and Greenhouse Gas (GHG) Emission Reduction by reducing single-occupant vehicle trips by its proximity to high quality and high frequency transit service. The Project would include both electric charging stations and pre-wiring spaces for potential future electric vehicle charging (Ord. 186485). The Project provides pedestrian access separate from the vehicular access. The Project would not conflict with policies in the Plan for Healthy LA.	No
3.	Land Use Element of the General Plan (35 Community Plans)	Yes	The Project is in the Hollywood Community Plan area which is currently going through a Plan update. The Project will be in substantial conformance with the purposes, intent, and provisions of the General Plan and the Community Plan.	No
4.	Specific Plans	Yes	The Project is not located in a Specific Plan area.	N/A
5.	LAMC Section 12.21A.16 (Bicycle Parking)	Yes	The Project complies with the ratio of short and long-term bicycle parking pursuant to LAMC Section 12.21. A.16.	No
6.	LAMC Section 12.26J (TDM Ordinance)	Yes	LAMC Section 12.26J for Transportation Demand Management and Trip Reduction Measures applies only to the construction of new non-residential floor area greater than 25,000 s.f. The Project will comply with the existing and future TDM Ordinances, as required.	No
7.	LAMC Section 12.37 (Waivers of Dedications and Improvement)	Yes	No waivers for street dedications or improvements are requested. The Project will comply with the Mobility Street Standards to serve long-term mobility needs identified in the Mobility Plan 2035.	No



	Plan or Policy	Consistent?	Notes	Preclude City Implementation?
8.	Vision Zero Action Plan	Yes	Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. The Project would not preclude or conflict with the implementation of future Vision Zero projects in the public right-of-way, no Vision Zero Projects have been identified in the vicinity of the Project Site as shown on the Los Angeles safety improvement maps. https://ladotlivablestreets.org/programs/vision-zero/maps	No
9.	Vision Zero Corridor Plan	Yes	No Vision Zero Corridor projects are planned in the study area. The Project would not preclude or conflict with the implementation of future Vision Zero street projects in the public right-of-way.	No
10.	Citywide Design guidelines	Yes		No
	Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all	Yes	The Project will create a continuous and straight sidewalk clear of obstructions for pedestrian travel. The Project will provide adequate sidewalk width and right-of-way that accommodates pedestrian flow and activity. Pedestrian access will be at street level with direct access to the surrounding neighborhood and amenities.	No
	Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.	Yes	The Project complies with the Citywide Design Guidelines incorporating vehicle access locations that do not discourage and/or inhibit the pedestrian experience. Vehicular access is from Gower Street and Lodi Place.	No
	Guideline 3: Design projects to actively engage with streets and public space and maintain human scale.	Yes	The building design uses attractive architectural elements. The Project would not preclude or conflict with the implementation of future streetscape projects in the public right-of-way.	No

Cumulative Consistency Check

Pursuant to the TAG, each of the plans, programs, ordinances, and policies to assess potential conflicts with proposed projects are reviewed to assess cumulative impacts that may result from the Project in combination with other nearby development projects. In accordance with the TAG, the cumulative analysis must include Related Projects within 0.5 miles of the Project Site. A listing of the Related Projects considered in this analysis is provided in Appendix G.

A cumulative impact could occur if the Project, with other future development projects located on the same block were to cumulatively preclude the City's ability to serve transportation user needs as defined by the City's transportation policy framework. One other development project is located on the same block as the Project – 1248-1254 N. Lodi Place (ENV-2018-2138-CE) consisting of a small lot subdivision of 10 small lot homes with negligible traffic volume. Note that Related Projects would be individually responsible for complying with the City's transportation plans, programs ordinances and policies.

The Project does not have a significant transportation impact under CEQA Threshold T-1 (Conflicting with Plans, Programs, Ordinances, or Policies).

Criteria for Transportation Projects

A Transportation Project includes the addition of through traffic lanes on existing or new highways, including general purpose lanes, high-occupancy vehicle (HOV) lanes, peak period lanes, auxiliary lanes, and lanes through grade-separated interchanges (except managed lanes, transit lanes, and auxiliary lanes of less than one mile in length designed to improve roadway safety).

Not Applicable - This analysis for Transportation Projects is not applicable to land development projects and the Project is not a transportation project because the Project is a land development project. Therefore, the Transportation Project analysis is not part of the Project's CEQA review.

II. Causing Substantial Vehicle Miles Traveled (Threshold T - 2.1)

The intent of this threshold question is to assess whether a land development project causes a substantial VMT impact. CEQA Guidelines Section 15064.3(b) relates to use of VMT as the methodology for analyzing transportation impacts.

To address this question, LADOT's TAG identified significant VMT impact thresholds for each of seven Area Planning Commission (APC) sub-areas in the City of Los Angeles. A project's VMT is compared against its APC threshold goal for household VMT per capita and work VMT per employee to evaluate the significance of the project's VMT.

A development project will have a potential impact if the development project would generate VMT exceeding 15% below the existing average VMT for the Area Planning Commission (APC) area in which the project is located per TAG's Table 2.2-1.

The Project is in the Central APC sub - area which limits daily household VMT per capita to a threshold value of 6.0 and a daily work VMT per employee to a threshold value of 7.6 (15% below the existing VMT for the Central APC).

The Project's household VMT per capita is estimated at 4.1 per the LADOT VMT calculator tool, which is below the VMT threshold for the Central APC. The work VMT per employee is not applicable because no commercial use is proposed. Results of the Project's VMT calculation are shown in Appendix F.

No VMT Project impacts are created by the development of the Project for the Central APC.

Transportation Demand Management (TDM)

The Project's design features include TDM measures that reduce trips and VMT through TDM strategies selected in the VMT calculator. Specifically, the Project's TDM program includes reduce parking and bike parking which are regulatory measure(s) and part of the Project, as described below by LADOT'S TAG:

- **Parking Strategy – Reduced Parking Supply** – This strategy changes the on-site parking supply to provide less than the amount of vehicle parking required by direct application of

the Los Angeles Municipal Code (LAMC) without consideration of parking reduction mechanisms permitted in the code. Permitted reductions in parking supply could utilize parking reduction mechanisms such as TOC, Density Bonus, Bike Parking ordinance, or locating in an Enterprise Zone or Specific Plan area.

- **Bike Parking** - This strategy involves implementation of short and long-term bicycle parking to support safe and comfortable bicycle travel by providing parking facilities at destinations under existing LAMC regulations applicable to the Project (LAMC Section 12.21.A.16). The Project is providing 111 bicycle parking spaces on-site (100 long-term spaces and 11 short-term spaces).

The effectiveness of the TDM strategies included in the VMT Calculator is based primarily on research documented in the 2010 California Air Pollution Control Officers Association (CAPCOA) publication, Quantifying Greenhouse Gas Mitigation Measures (CAPCOA, 2010).

Cumulative VMT Consistency Check

Cumulative VMT impacts are evaluated through a consistency check with the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) plan. The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas (GHG) reduction targets.

Per the City's TAG, projects that are consistent with the RTP/SCS plan in terms of development location and density are part of the regional solution for meeting air pollution and GHG goals. Projects that have less than a significant VMT impact are deemed to be consistent with the SCAG's 2016-2040 RTP/SCS and would have a less-than-significant cumulative impact on VMT.

As shown, the Project VMT impact would not exceed the City's Central APC VMT impact thresholds and as such, the Project's contribution to the cumulative VMT impact is adequate to demonstrate there is no cumulative VMT impact that would preclude the City's ability to provide transportation mobility in the area.

III. Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use (Threshold T- 3.1)

Impacts regarding the potential increase of hazards due to a geometric design feature 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 conflicts as well as to operational delays caused by vehicles slowing and/or queuing to access a project site.

No deficiencies are apparent in the site access plans which would be considered significant. This determination considers the following factors:

1. The Project proposes 108 parking spaces at-grade and 1 level above and below grade. Access to the at-grade parking will be from 2 driveways – exit only driveway to Gower Street and entry only driveway from Lodi Place. An internal ramp will connect the at-grade parking level to the basement level used primary as parking/storage. Access to the upper-level parking will be from a two-way driveway on Lodi Place. On-site parking is located a sufficient distance back to avoid vehicles spilling back onto the adjacent sidewalk.
2. The Project's access is consistent with LADOT driveway width and placement per LADOT Manual of Policies and Procedures, Section 321, Driveway Design. LADOT has reviewed and approved the Project access in a City Case Management Meeting.

A review of the Project Site plan does not present any hazardous geometric design features that would result in vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle safety hazards. Therefore, the Project does not have a significant transportation impact under CEQA Threshold T-3.1 (Substantially Increasing Hazards Due to a Geometric Design Feature).



CHAPTER 3

NON-CEQA TRANSPORTATION ASSESSMENT

In addition to conducting a CEQA review of development projects pursuant to SB743, LAMC Section 16.05 (Site Plan Review) authorizes a non-CEQA transportation analysis of development projects to identify deficiencies that may occur in the area due to the Project. LADOT retains the ability to review and impose development conditions to improve operational safety and access around a project site and to better assess how proposed projects may affect the City's transportation system under the non-CEQA assessment.

To assist in the Project's non-CEQA evaluation, the following information summarizes the environmental conditions in which the Project Site is located.

ENVIRONMENTAL SETTING

Land Use

The Project Site is in the Hollywood Community Plan area approximately 5 miles northwest of downtown Los Angeles. The Project Site is also located in Los Angeles Council District 13 and the Hollywood Studio District Neighborhood Council area. The Community Plan area contains approximately 13,962 acres and is located north of Melrose Avenue west of the City of West Hollywood, south of Mulholland Drive, Barham Boulevard and Forest Lawn Drive and west of the Silver Lake- Echo Park – Elysian Valley and the Northeast Los Angeles Community Plan areas.

The Community Plan currently in effect was adopted in 1998, a new community plan update is actively underway. Appendix B contains the adopted Hollywood Community Plan land use map.

Transportation Facilities

Regional access to Project area is provided by the Hollywood Freeway (US-101). The north-south Hollywood Freeway is located approximately 0.8 miles east of the Project Site. The Hollywood Freeway is accessible via Lexington Avenue with a southbound off ramp, a northbound on ramp on Western Avenue north of Lexington Avenue, and a southbound on ramp and northbound off ramp on Santa Monica Boulevard.



The Hollywood Freeway carries approximately 258,000 vehicles per day (VPD) with 15,300 vehicles per hour (VPH) at Santa Monica Boulevard. Freeway traffic volumes are provided by Caltrans in the 2017 Traffic Volumes Book. The Hollywood Freeway is typically congested during the morning and afternoon commute hours.

The City of Los Angeles has adopted the Mobility Plan 2035 as an update to the City's General Plan Transportation Element to incorporate the complete streets principles for integrating multi-mode transportation networks. The Mobility Plan 2035 dictates the street standards and designations for all users. Appendix C provides the community plan circulation map of the area roadway designations and roadway design standards.

Pursuant to the City of Los Angeles Mobility Element, arterial roadways are designated Boulevards and Avenues. Boulevards represent the City's widest streets that typically provide regional access to major destinations; the roadway standard for a Boulevard II roadway is a right - of - way width of 110 feet and a roadway width of 80 feet. Avenues may vary in their land use context, with some streets passing through both residential and commercial areas; the roadway standard for an Avenue II roadway is a right - of - way width of 86 feet and a roadway width of 56 feet.

Non - arterial roadways connect arterial roadways to local residential neighborhoods or industrial areas. Non - arterial roadways are designated Collector or Local streets. The standard for a Collector Street is a right - of - way width of 66 feet and a roadway width of 40 feet. The standard for a Local Street is a right - of - way width of 60 feet and a roadway width of 36 feet.

Key north - south streets providing access to the study area include Vine Street, Gower Street, and Van Ness Avenue. Key east - west streets serving the study area include Santa Monica Boulevard, Lexington Avenue, and Fountain Avenue.

Descriptions of the streets under study are presented below.

Gower Street is a north - south roadway designated a Modified Avenue III Street and provides one lane in each direction with a median left turn lane. On- street parking is permitted except between 2am - 6am. Traffic signals control traffic flow at its intersection



with Santa Monica Boulevard and at Fountain Avenue. Gower Street creates the easterly boundary of the Project Site.

Lodi Place is a north - south roadway designated a Local Street in the Mobility Plan 2035. One lane in each direction is provided. On- street parking is permitted except between 2am - 6am. Lodi Place is stop sign controlled at its intersection with Lexington Avenue. Lodi Place creates the westerly boundary of the Project Site.

Lexington Avenue is an east - west roadway designated a Local Street in the Mobility Plan 2035. One lane in each direction is provided in the Project study area. Lexington Avenue intersection with Gower Street is controlled with a stop sign controls for Lexington Avenue. Lexington Avenue creates the southern boundary of the Project Site.

Transit Information

Public transportation in the study area is provided by the Metropolitan Transportation Authority (Metro) and LADOT Transit. The transit service is briefly described below with maps illustrated in Appendix D.

Regional Transit Service

The Metro B line (formerly Red line) is a subway line that operates between Downtown Los Angeles and North Hollywood. The B line is a 16.4-mile route with 14 stations with the nearest station located at Hollywood Boulevard and Vine Street, approximately 0.75 miles to the northwest of the Project Site.

Local Transit Service

Metro is implementing The NextGen Bus Plan which was approved by the Metro Board of Directors and is being implemented with a 3-phased roll-out that began in December 2020 and continues. The approved Bus Plan is a reimagined bus system that focuses on providing fast, frequent, dependable, and accessible service to meet the needs of today's riders.

Metro NextGen Local Route 4 runs from Downtown Los Angeles to Downtown Santa Monica along Santa Monica Boulevard. Line 4 provides 10-minute headways during the peak hours and mid-day, 20-30-minute headways during the evening hours. Key stops



include LA City College, West Hollywood City Hall, Westfield Century City, Santa Monica-UCLA Medical Center and Santa Monica Boulevard/Ocean Avenue. A transit stop for this line is located at the intersection of Santa Monica Boulevard and Gower Street, less than 650 feet to the south.

Metro NextGen Local Route 210 runs from the Hollywood Boulevard and Franklin Avenue south to the City of Redondo Beach. Near the Project site, the Metro line 210 travels along Vine Street. Line 210 provides 10 to 12-minute headways during the peak hours and mid-day with 15 to 55-minute headways during the evening hours. Key stops include the Hollywood/Vine B Line station, Wilshire/Western D Line station, Expo/Crenshaw E Line Station, Baldwin Hills Crenshaw Plaza, Crenshaw C Line Station, El Camino College, and the South Bay Galleria Transit Center. A transit stop for this line is located at the intersection of Vine Street and Lexington Avenue, approximately 0.25 miles to the west.

LADOT DASH Hollywood operates a looped route with a stop at the intersection of Gower Street and Fountain Avenue, less than 400 feet to the north of the Project Site. The service runs from 6am to approximately 8am with 30-minute headways.

LADOT DASH Hollywood/Wilshire operates a north-south route from Wilshire Boulevard on the south to Hollywood Boulevard on the north. A stop is located at the intersection of Gower Street and Lexington Avenue adjacent to the Project Site. The service runs from 6am to approximately 7:15am with 25-minute headways.

Complete Streets Mobility Networks (Vehicle, Bicycle, Transit and Neighborhood)

The Mobility Plan Element establishes a layered network of street standards that are designed to emphasize mobility modes within the larger system. This approach maintains the primary function of the streets that exist but identifies streets for potential alternative transportation modes providing a range of options available when selecting the appropriate design elements.

Network layers have been created for the Complete Street Network that prioritizes a certain mode within each layer with the goal of providing better connectivity. The network layers are Vehicle Enhanced network, Transit Enhanced network, Bicycle Enhanced



network, Neighborhood Enhanced network, and Pedestrian Enhanced District. Street may be listed in several networks with the goal of selecting a variety of mobility enhancements. Definitions of these networks per the Complete Street Design Guidelines are provide below.

Vehicle Enhanced Network (VEN) - The VEN includes a select number of arterials that carry high volume of traffic for long distance travel on corridors with freeway access. Moderate enhancements typically include technology upgrades and peak-hour restrictions for parking and turning movements. Comprehensive enhancements can include improvements to access management, all-day lane conversions of parking, and all-day turning movement restrictions or permanent access control.

- No study area streets are identified on Vehicle Network Map. The nearest street on the VEN network is Sunset Boulevard between Highland Avenue and the Hollywood Freeway.

Transit Enhanced Network (TEN) - The TEN is comprised of streets that prioritize travel for transit riders.

- Santa Monica Boulevard is designated a Comprehensive Moderate Transit Enhanced Street.
- Hollywood Boulevard is designated Moderate Transit Enhanced street which typically include bus stop enhancements and increased service, with transit vehicles continuing to operate in mixed traffic.

Bicycle Enhanced Network (BEN) – The BEN is comprised of a network of low – stressed protected bike lanes (Tier 1) and bike paths prioritize bicycle travel by providing specific bicycle facilities and improvements. The BEN proposes bike facilities on arterial roadways with a striped separation. Tier 1 corresponding to protected bicycle lanes, and Tier 2 and Tier 3 bicycle lanes on arterial roads with a striped separation - The difference between Tier 2 and Tier 3 implies probability that some bike lanes are not expected to be implemented by 2035.

The City of Los Angeles adopted a 2010 Bicycle Master Plan to encourage alternative modes of transportation and provide a network system that is safe and efficient to use in coordination with the vehicle and pedestrian traffic on the city street systems. The Master Plan has mapped out the existing, funded, and potential future Bicycle Paths, Lanes, and Routes.

A brief definition of the bicycle facilities is provided below:

Bicycle Path – A bicycle path is a facility that is separated from the vehicular traffic for the exclusive use of the cyclist (although sometimes combined with a pedestrian lane). The designated path can be completely separated from vehicular traffic or cross the vehicular traffic with right-of-way assigned through signals or stop signs.

- No bicycle paths are provided in the study area.

Bicycle Lane – A bicycle lane is typically provided on street with a designated lane striped on the street for the exclusive use of the cyclist. The bicycle lanes are occasionally curbside, outside the parking lane, or along a right turn lane at intersections.

- Hollywood Boulevard is listed on the Bicycle Lane Network map as Tier 1 bicycle lane street.
- Vine Street is listed on the Bicycle Lane Network map as Tier 2 bicycle lane street.
- Sunset Boulevard and Santa Monica Boulevard are listed on the Bicycle Lane Network map as Tier 3 bicycle lane streets.
- Bonson Avenue is listed on the Bicycle Lane Network map as a gap closure segment as part of the Neighborhood Enhanced Network.

Bicycle Route – A bicycle route is a designated route in a cycling system where the cyclist shares the lane with the vehicle. Cyclist would follow the route and share the right-of-way with the vehicle.

- No study area streets are identified as a bike route in the City of Los Angeles Bicycle Master Plan.



Neighborhood Enhanced Network (NEN) - NEN is comprised of local streets intended to benefit from pedestrian and bicycle related safety enhancements for more localized travel of slower means of travel while preserving the connectivity of local streets to other enhanced networks. These enhancements encourage lower vehicle speeds, providing added safety for pedestrians and bicyclists.

- Gower Street and Lexington Avenue east of Gower Street have been identified in the NEN.

Pedestrian Enhanced District (PEDs) - In addition to these street networks, many arterial streets that could benefit from additional pedestrian features to provide better walking connections are identified as Pedestrian Enhanced Districts. The PED segments provided in the mobility map identify streets where pedestrian improvements on arterial streets could be prioritized to provide better walking connections to and from the major destinations within communities.

Several streets within the study area have been identified in the pedestrian enhanced district maps with the goal of providing a more attractive environment to promote walking for shorter trips. Adding pedestrian design features and street trees encourages people to take trips on foot instead of by car.

The Pedestrian Enhanced Districts (PEDs) call out portions of Santa Monica Boulevard, Vine Street, Gower Street and Fountain Avenue where pedestrian improvements could be prioritized to provide better walking connections to and from the major destinations.

LA Mobility Plan Element Network Maps are included in Appendix E.

PROJECT TRAFFIC GENERATION

As part of the non-CEQA assessment, an operational analysis of the peak hour traffic flow with the Project has been prepared. This traffic flow evaluation is based on a level of service (LOS) calculation which determines vehicle delay using current traffic volume data, traffic signal and street characteristics.



Project traffic has been estimated using traffic generation studies published by the Institute of Transportation Engineers (ITE Trip Generation, 11th Edition Handbook) and LADOT. LADOT has also adopted traffic rates for affordable apartments based on local traffic surveys. Using these traffic rates, the Project traffic has been estimated at 311 daily trips (LADOT VMT Calculator Tool) with 27 morning and 24 afternoon peak hour trips, as shown in Tables 2 and 3.

Table 2
Project Trip Generation Rates

ITE Code	Description	Daily Traffic	ITE 11th Edition					
			AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
221	Apartments (mid-rise per unit)	4.54	23%	77%	0.37	61%	39%	0.39
220	Apartments (low-rise per unit)	6.74	24%	76%	0.4	63%	37%	0.51
LADOT	Affordable (inside TPA per unit)	4.16	37%	63%	0.49	56%	44%	0.35

Table 3
Estimated Project Traffic Generation

Description	Size	VMT Daily	11th Edition	AM Peak Hour			PM Peak Hour		
		Traffic	Daily Traffic	In	Out	Total	In	Out	Total
Proposed Project									
Apartments (mid-rise)	92 units		418	8	26	34	22	14	36
Apartments (low-rise)	44 units		<u>297</u>	<u>4</u>	<u>14</u>	<u>18</u>	<u>14</u>	<u>8</u>	<u>22</u>
	subtotal		715	12	40	52	36	22	58
Transit/Walk Adjustment	10%		-72	-1	-4	-5	-4	-2	-6
Affordable (inside TPA)	16 units		<u>67</u>	<u>2</u>	<u>4</u>	<u>6</u>	<u>3</u>	<u>3</u>	<u>6</u>
Driveway Traffic		598	710	13	40	53	35	23	58
Existing Uses									
Apartments (low-rise)	72 units		485	7	22	29	23	14	37
Transit/Walk Adjustment	10%		-49	-1	-2	-3	-2	-1	-3
Driveway Traffic		<u>287</u>	<u>436</u>	<u>6</u>	<u>20</u>	<u>26</u>	<u>21</u>	<u>13</u>	<u>34</u>
Net Driveway Traffic		311	274	7	20	27	14	10	24

PEDESTRIAN, BICYCLE AND TRANSIT ACCESS ASSESSMENT

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

Removal or Degradation of Facilities

The Project will not remove, modify, or degrade any pedestrian, bicycle, and transit facility in the vicinity of the Project Site. In fact, any damaged or off grade sidewalk, curb and gutter along the property frontage(s) will be repaired under Section 12.37 of the Los Angeles Municipal Code (LAMC). A one-foot dedication on the Gower Street right-of-way would improve pedestrian mobility by providing a wider sidewalk and improve visibility. It is also suggested that the Lodi Place parkway/sidewalk not be reduced by 3 feet to provide a wider street for the same reasons.

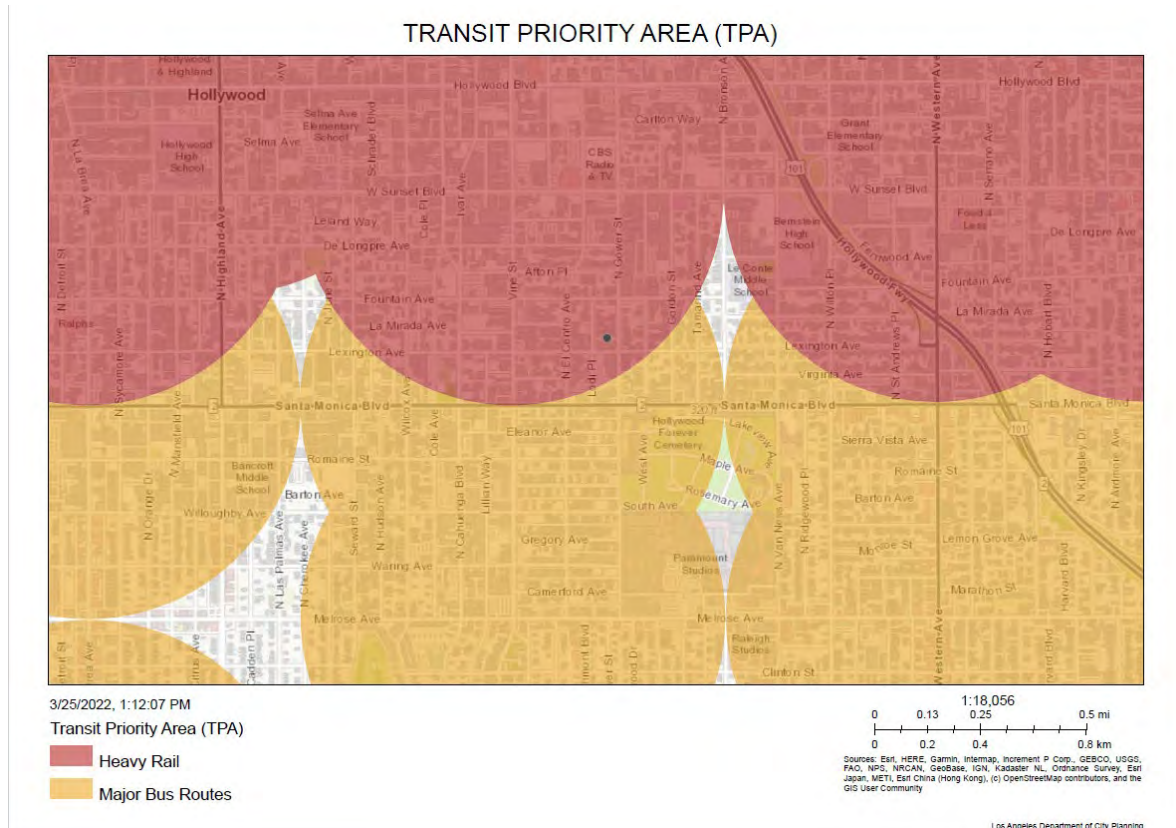
Project Intensification of Use

Governor's Office of Planning and Research (OPR) December 2018 Technical Advisory on Evaluating Transportation Impacts in CEQA, identifies projects and areas presumed to have a less than significant transportation impact. Generally, projects that contribute to efficient land use patterns enabling higher levels of walking, cycling, and transit as well as lower than average trip length are considered to have a less than significant impact on transportation.

Governor's Office of Planning and Research (OPR) December 2018 Technical Advisory on Evaluating Transportation Impacts in CEQA, identifies projects and areas presumed to have a less than significant transportation impact to include:

➤ Residential, office, or retail projects within a Transit Priority Area (TPA), where a project is within a ½ mile of an existing or major transit stop or an existing stop along a high - quality transit corridor. A major transit stop is defined as a site containing an

existing rail transit station, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods (Pub. Resources Code, § 21064.3). The Project Site is in a TPA area, as shown below, and located approximately 0.3 miles from the intersection of Vine Street and Santa Monica Boulevard which provides stops for Metro routes 4 and 210.



➤ A high-quality transit corridor is defined as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours (Pub. Resources 215 Code, § 21155). The Project site is located near Vine Street and Santa Monica Boulevard, high-quality transit corridors with the Metro line 4 and 210 providing 10 to 12-minute headways during the peak hours.



The Complete Streets guide acknowledges that adding pedestrian design features and street trees encourages people to take trips on foot instead of by car. The Project Site has a Walk Score of 93 out of 100 - a walker's paradise where most errands do not require a car.

<https://www.walkscore.com/score/1201-n-gower-st-los-angeles-ca-90038>

Following these OPR guidelines, the Project would have less than a significant impact on transportation.

PROJECT ACCESS, SAFETY AND CIRCULATION EVALUATION

Project access and circulation is evaluated for safety, operational, and capacity constraints to identify circulation and access deficiencies that may require specific operational improvements. It should be noted that this analysis is not intended to be interpreted as a threshold of significance for the purposes of CEQA review and does not affect the CEQA VMT Impact analysis.

Operational Evaluation

Criteria - Per the TAG, the Transportation Assessment should include 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 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.

Evaluation - The following traffic conditions evaluation has been prepared to identify any new circulation and access deficiencies that may require specific operational improvements.

This evaluation is based on the Synchro capacity software which calculates the amount of delay per vehicle based upon the intersection traffic volumes, lane configurations, and signal timing. Once the vehicle delay value has been calculated, operating characteristics are assigned a level of service grade (A through F) to estimate the level of congestion and stability of the traffic flow. The term "Level of Service" (LOS) is used by traffic engineers to describe the quality of traffic flow. Definitions of the intersection LOS values are shown in Table 4.

Table 4
Signalized Intersection Level of Service Definitions

<u>LOS</u>	<u>HCM (delay in seconds)</u>	<u>Operating Conditions</u>
A	Less than 10	No loaded cycles and few are even close. No approach phase is fully utilized with no delay.
B	>10 to 20	A stable flow of traffic.
C	>20 to 35	Stable operation continues. Loading is intermittent. Occasionally drivers may have to wait more on red signal and backups may develop behind turning vehicles.
D	>35-55	Approaching instability. Delays may be lengthy during short time periods within the peak hour. Vehicles may be required to wait through more than one signal cycle.
E	>55 to 80	At or near capacity with possible long queues for left-turning vehicles. Full utilization of every signal cycle is seldom attained.
F	> 80	Gridlock conditions with stoppages of long duration.

Existing and future traffic conditions without and with the Project have been analyzed at 2 intersections selected by LADOT and its Project driveways using Level of Service (LOS) procedures. The Project's driveway assignment and traffic flow at the study intersections has been developed as shown in Figures 4 and 5. This estimated assignment of the Project's traffic provides the information necessary to analyze the Project's traffic flow.

Figure 6 show the existing and future without and with the net Project peak hour traffic volume at each study intersection listed below.

1. Gower Street and Fountain Avenue
2. Gower Street and Santa Monica Boulevard

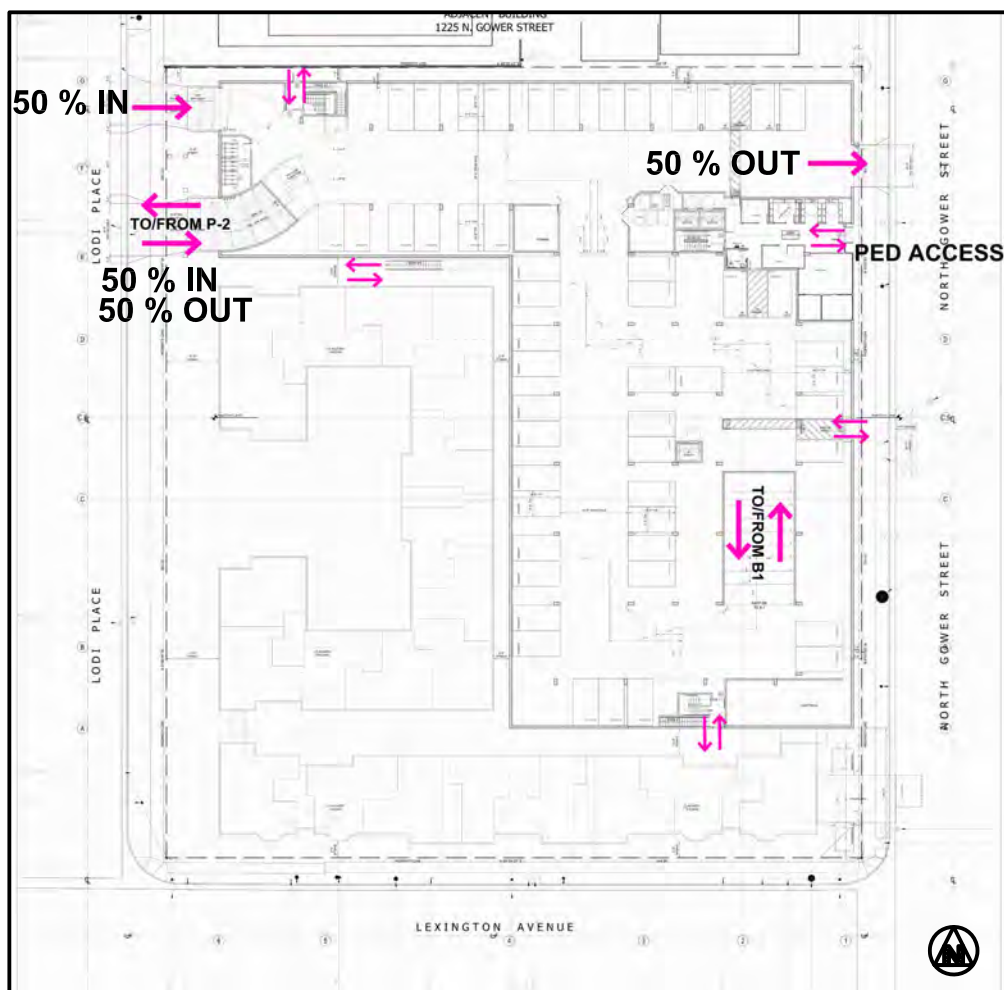
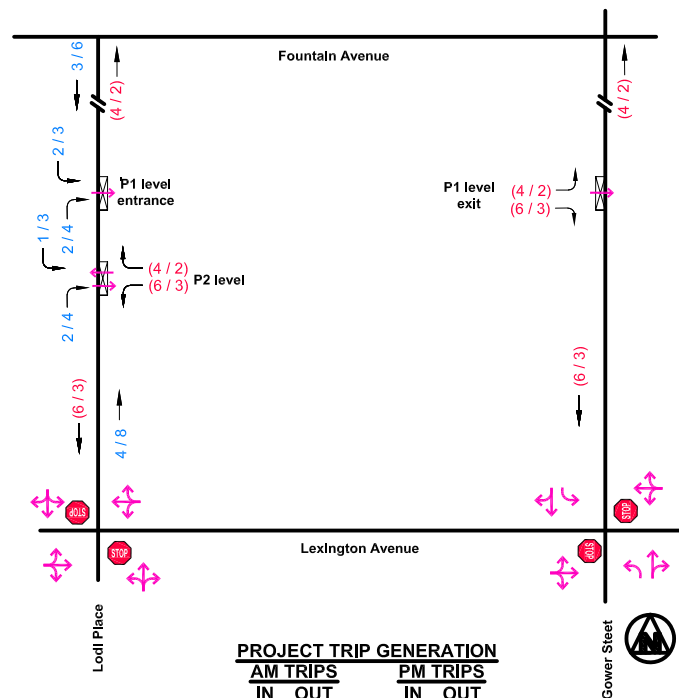
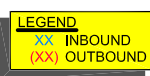


FIGURE 4

 Overland Traffic Consultants, Inc.
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LEGEND
 XX INBOUND
 (XX) OUTBOUND

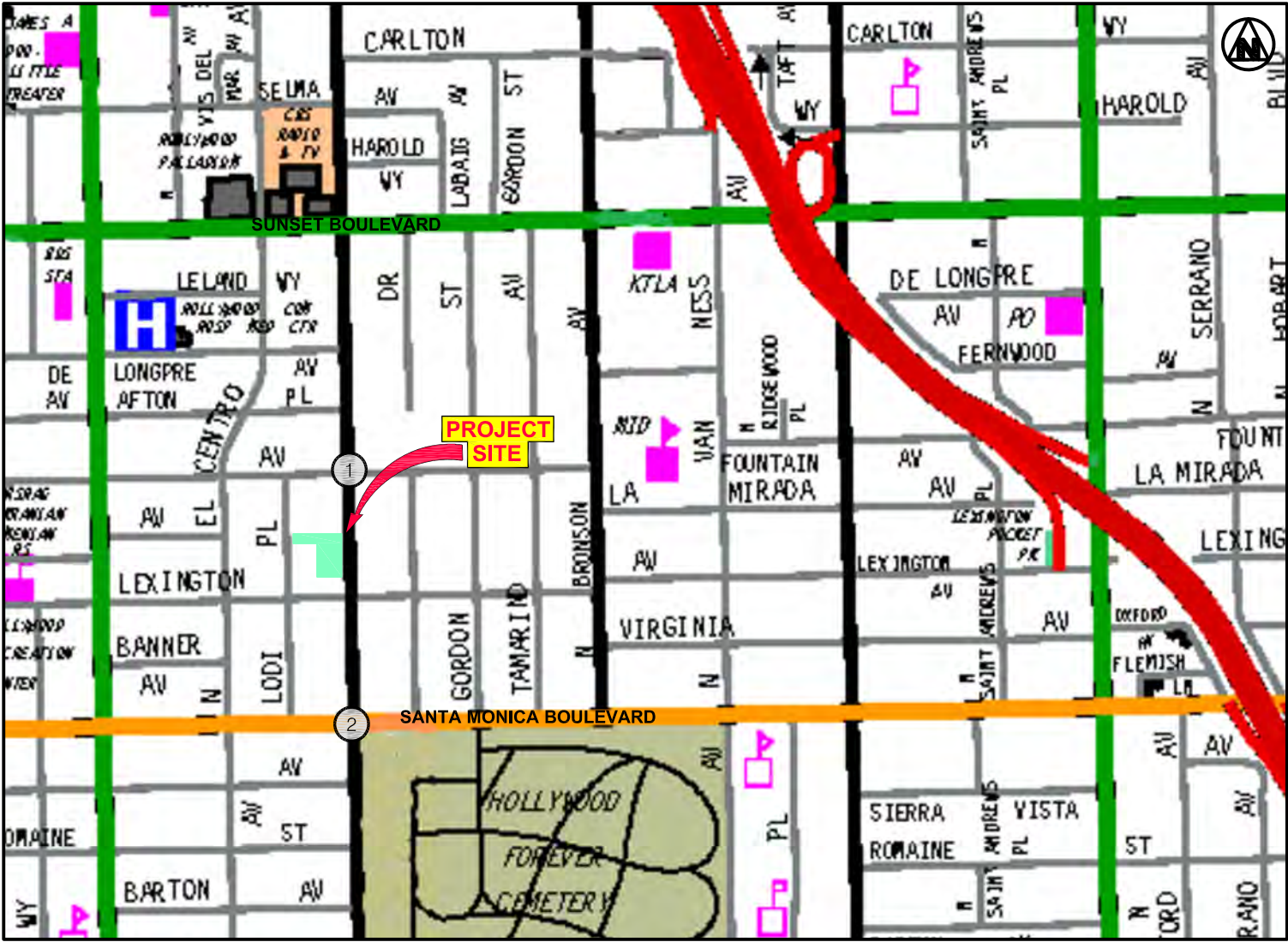
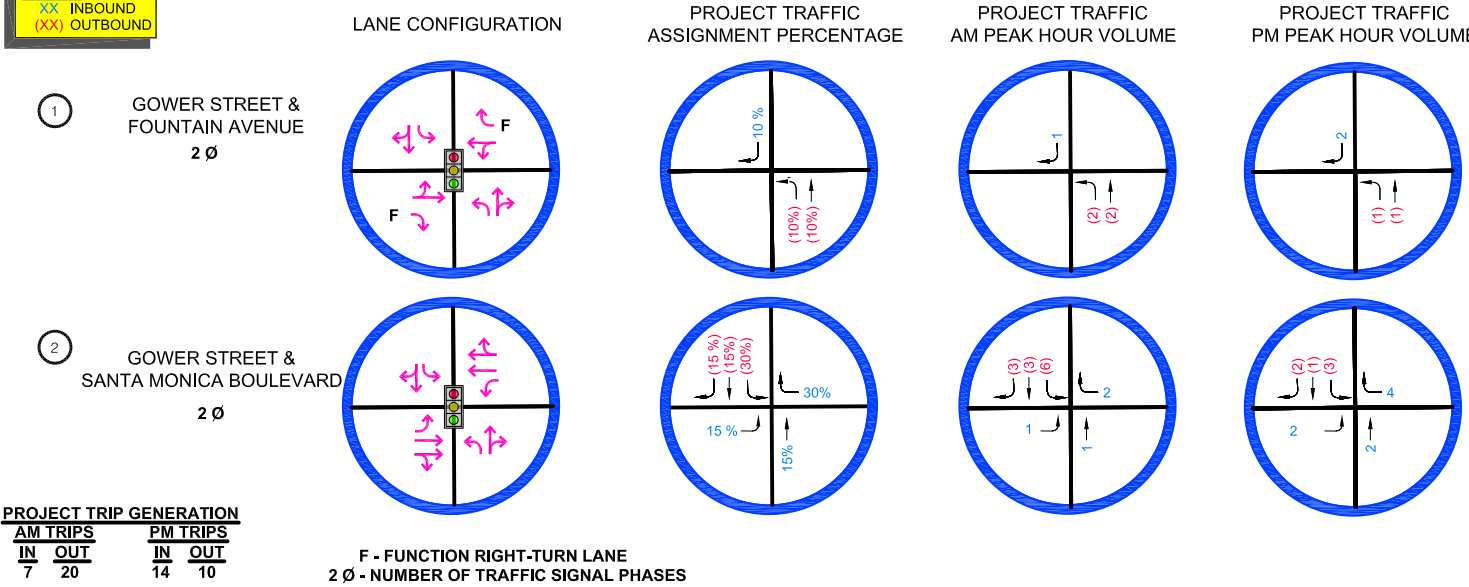


FIGURE 5

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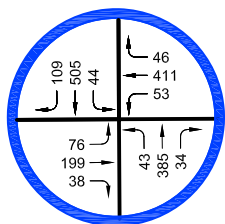
STUDY LOCATION CHARACTERISTICS
AND PROJECT TRAFFIC ASSIGNMENT

Overland Traffic Consultants, Inc.

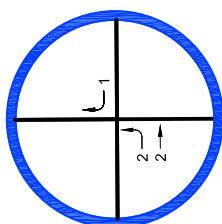
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 930 - 3303, OTC@overlandtraffic.com

1 GOWER STREET & FOUNTAIN AVENUE

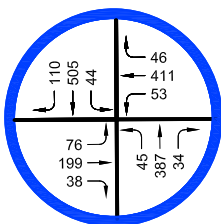
EXISTING TRAFFIC
AM PEAK HOUR VOLUME



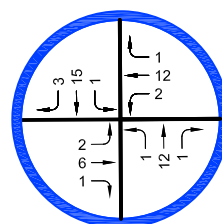
PROJECT TRAFFIC
AM PEAK HOUR VOLUME



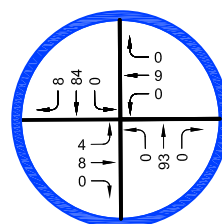
EXISTING + PROJECT
AM PEAK HOUR VOLUME



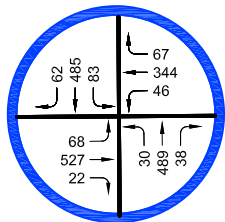
FUTURE AMBIENT
GROWTH
AM PEAK HOUR



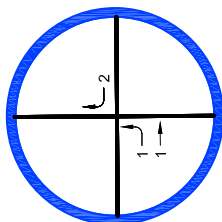
RELATED PROJECT
AM PEAK HOUR VOLUME



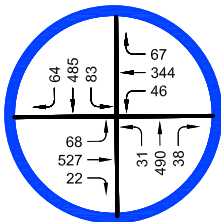
EXISTING TRAFFIC
PM PEAK HOUR VOLUME



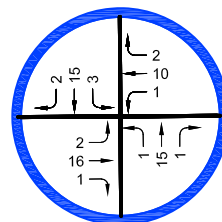
PROJECT TRAFFIC
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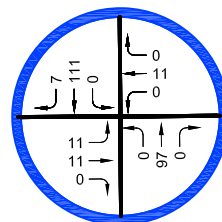
EXISTING + PROJECT
PM PEAK HOUR VOLUME



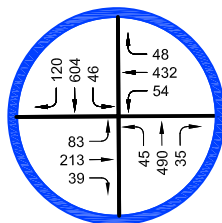
FUTURE AMBIENT GROWTH
PM PEAK HOUR



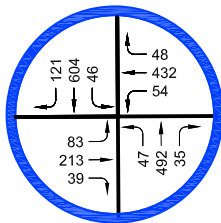
RELATED PROJECT
PM PEAK HOUR VOLUME



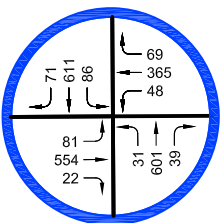
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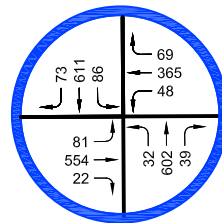
FUTURE WITH PROJECT
AM PEAK HOUR VOLUME



FUTURE WITHOUT PROJECT
PM PEAK HOUR VOLUME

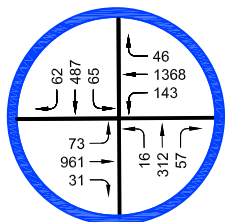


FUTURE WITH PROJECT
PM PEAK HOUR VOLUME

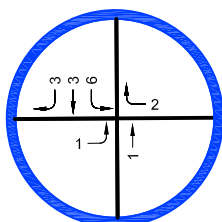


2 GOWER STREET & SANTA MONICA BOULEVARD

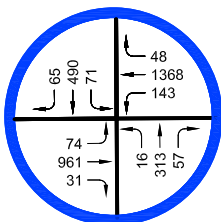
EXISTING TRAFFIC
AM PEAK HOUR VOLUME



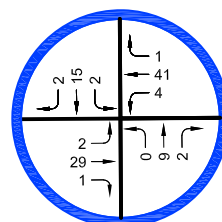
PROJECT TRAFFIC
AM PEAK HOUR VOLUME



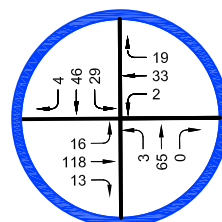
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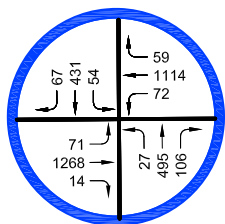
FUTURE AMBIENT GROWTH
AM PEAK HOUR



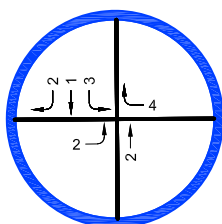
RELATED PROJECT
AM PEAK HOUR VOLUME



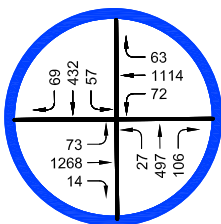
EXISTING TRAFFIC
PM PEAK HOUR VOLUME



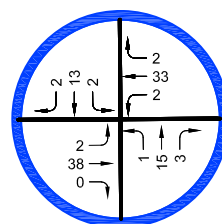
PROJECT TRAFFIC
PM PEAK HOUR VOLUME



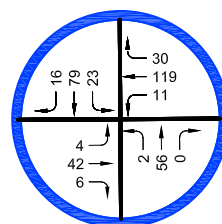
EXISTING + PROJECT
PM PEAK HOUR VOLUME



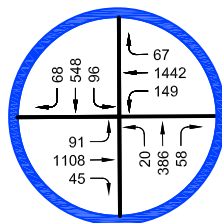
FUTURE AMBIENT GROWTH
PM PEAK HOUR



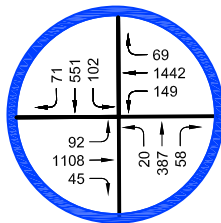
RELATED PROJECT
PM PEAK HOUR VOLUME



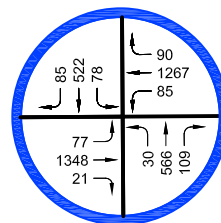
FUTURE WITHOUT PROJECT
AM PEAK HOUR VOLUME



FUTURE WITH PROJECT
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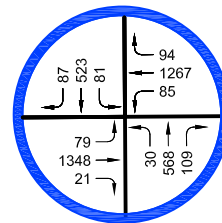


FIGURE 6

8/2022

STUDY LOCATIONS
EXISTING AND FUTURE TRAFFIC VOLUME



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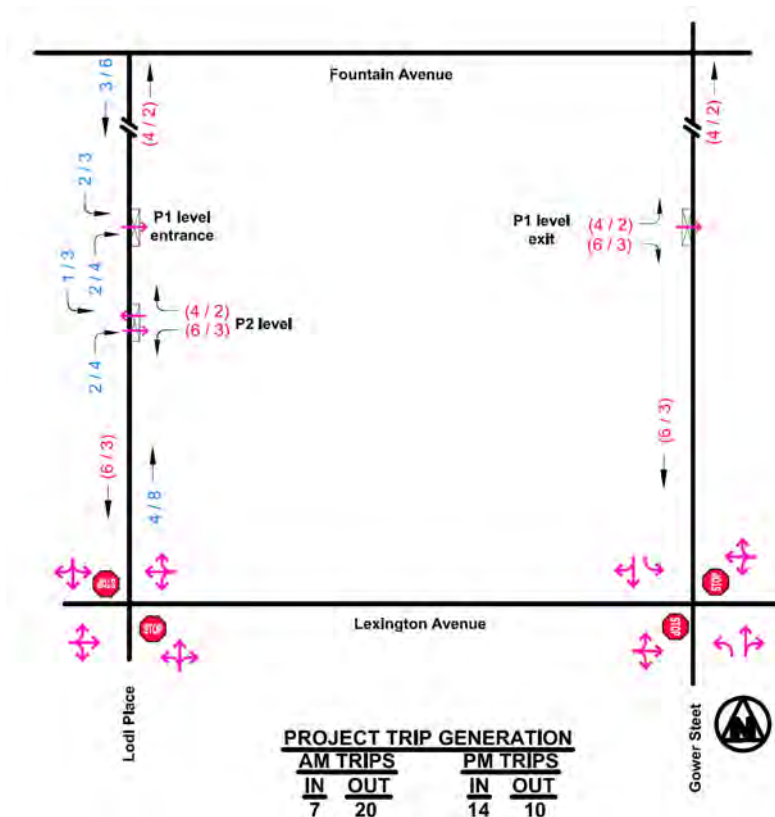
Results of the intersection LOS analysis are shown in Table 5 below for Existing (2022) and Future (2025) traffic conditions without and with the Project's traffic volume. Future traffic volume have been increased by 1 percent per year and include other related development project's traffic volume provided in Appendix G.

Table 5
Traffic Conditions Without and With Project

No.	Intersection	Peak Hour	Existing (2022)		Existing + Project		Future (2025) Without Project		Future (2025) With Project	
			Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
1	Gower Street & Fountain Avenue	AM	21.8	C	21.9	C	36.4	D	36.8	D
		PM	29.0	C	28.5	C	54.4	D	54.8	D
2	Gower Street & Santa Monica Boulevard	AM	22.4	C	22.7	C	31.3	C	30.6	C
		PM	24.1	C	24.2	C	34.2	C	34.8	C

s = seconds

Project traffic flow at the proposed Project driveways along with daily traffic counts have been used evaluated the future with project conditions.



As shown to the left, peak hour traffic volume (am/pm) entering the Project will not exceed 4 vehicles per hour with exiting volume not exceeding 6 vehicles per hour. This level of traffic will not create significant queuing on the adjacent streets or within the Project site.

Table 6 below indicate that vehicle queuing will not occur at the Project driveways.

Table 6
Traffic Conditions at Project Driveways

<u>Intersection</u>	<u>Peak Hour</u>	<u>With Project</u>		<u>Queue Length</u>	
		<u>Delay (s)</u>	<u>LOS</u>	<u>Direction</u>	<u># Cars</u>
Gower St Exit Driveway	AM	11.3	B	EB	0
	PM	13.6	B	EB	0
Lodi Pl North Entrance Driveway	AM	0.6	A	SBL	0
	PM	0.5	A	SBL	0
Lodi Pl South Driveway	AM	8.8	A	WB Exit	0
	PM	9.0	A	WB Exit	0

s = Seconds

Safety Evaluation

No deficiencies are apparent in the site access plans which would be considered significant. Preventive measures which will improve the safety of pedestrians, passing motorists by the Project include providing access points to spread the Project's traffic volume to several streets.

All emergency ingress/egress associated with the Project would be designed and constructed in conformance to all applicable City Building and Safety Department, LADOT, and LAFD standards and requirements for design and construction. This would also ensure pedestrian safety.

Passenger Loading Evaluation

All required parking is located on – site in a parking garage. It is anticipated that all loadings will occur from within the parking garage loading areas, from the adjacent streets in the parking lanes.

High Injury Network

Vision Zero Los Angeles identified a strategic plan to reduce traffic deaths to zero by focusing on engineering, enforcement, education, and evaluation. The priority identified in the report is safety with a goal to make the streets of the City of Los Angeles safer. As part of an effort to achieve this goal, LADOT identified a High Injury Network (HIN) of city streets. The HIN identifies



streets with a high number of traffic-related severe injuries and deaths across all modes of travel with emphasis on those involving pedestrians and cyclists.

The Project Site is not located in the HIN, as indicated on the HIN map in Appendix C.

Guidance for Freeway Safety Analysis

On May 1, 2020, LADOT issued an Interim Guidance for Freeway Safety Analysis memorandum. The purpose of this memorandum is to provide interim guidance on the preparation of freeway safety analysis for land use proposals that are required by LADOT to prepare Transportation Assessments. The guidance was further updated in an LADOT Memo dated August 26, 2021. The following evaluation is consistent with the LADOT guidance.

Caltrans District 7 requested that environmental analyses for new land use development projects include freeway off-ramp safety considerations. Specifically, it was requested that a development project study the effects on vehicle queuing on freeway off-ramps

In response, LADOT has developed the following criteria for a project freeway safety analysis to be included in Transportation Assessments for land development projects.

The initial step is to identify the number of Project trips expected to be added to nearby freeway off-ramps serving the Project Site. If the Project adds twenty-five or more trips to any off ramp in either the morning or afternoon peak hour, then that ramp should be studied for potential queuing impacts. If the Project is not expected to generate more than twenty-five or more peak hour trips at any freeway off-ramps, then a freeway ramp analysis is not required.

The Project generates 27 am and 24 pm peak hour trips total, as shown in Table 3. Figure 5, the Project traffic assignment graphic show the Project will not add 25 peak hour trips to any freeway off ramp during any peak hour. Therefore, no further freeway safety analysis is necessary for the Project using this guidance criteria.

Construction Overview

Project construction is evaluated to determine if activities substantially interfere with pedestrian, bicycle, transit, or vehicle mobility. Factors to be considered are the location of the Project Site, the functional classification of the adjacent street affected, temporary loss of bus



stops or rerouting of transit lines, and the loss of vehicle, bicycle, or pedestrian access.

LADOT's TAG considers three areas to be considered when evaluating project construction activities.

Temporary Transportation Constraints

As part of the Project's construction, the City of Los Angeles may require a Construction Traffic Management Plan (Plan) to be implemented during the construction phase to minimize potential conflicts with vehicles, pedestrians, bicycle, and transit facilities associated with the Project's construction. The Plan should include a construction schedule, the location of any traffic lane or sidewalk closures, any traffic detours, haul routes, hours of operation, access plans to abutting properties, and contact information.

Construction workers are typically expected to arrive at the Project Site before 7:00 AM and depart before or after the weekday peak hours of 4:00 to 6:00 PM. Deliveries of construction materials will be coordinated to non-peak travel periods, to the extent possible and occur on-site or from the adjacent parking lanes.

For off-site activities, Worksite Traffic Control Plans would be prepared for any temporary traffic lane or sidewalk closures in accordance with City guidelines. These worksite plans will require a formal review and approval by the City prior to the issuance of any construction permits. In addition, the City of Los Angeles will require a Truck Haul Route plan including permitted hauling hours and a haul route to and from the landfill.

No detours around the construction site are expected; however, flaggers would be used to control traffic movement during the ingress and egress of construction trucks.

Since Project construction would not substantially interfere with pedestrian, bicycle or vehicle mobility, the construction impacts would be less than significant.

1. Temporary Loss of Access

Vehicular access to the adjacent properties will be maintained. Safe pedestrian circulation paths adjacent to or around the work areas will be provided by covered pedestrian walkways if necessary and will be maintained as required by City-approved Work Area Traffic Control Plans.



Since Project construction would not result in complete loss of vehicular or pedestrian access, the construction impacts on loss of access would be less than significant.

2. Temporary Loss of Bus Stops or Rerouting of Bus Lines

No bus stops are located within the immediate work zone adjacent to the Project Site that would need to be temporarily relocated. There will be no loss of pedestrian access to transit stops and no rerouting of bus lines are necessary.

Since Project construction would not require relocation of bus stops or bus lines, the construction impacts on transit operations would be less than significant.



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APPENDIX A

Memorandum of Understanding (MOU)

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: _____

Project Address: 1201 N. Gower Street

Project Description: Construct 108 new apartments (92 market rate and 16 affordable) and remove 28 apartments

Existing 72 apartments on-site. Future 152 apartments on-site net change 80 additional apartments

LADOT Project Case Number: CEN22-53800 Project Site Plan attached? (Required) ☒ Yes ☐ No

II. TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES

Select any of the following TDM measures, which may be eligible as a Project Design Feature¹, that are being considered for this project:

☒ Reduced Parking Supply ²	☒ Bicycle Parking and Amenities	☐ Parking Cash Out
---	---	---

List any other TDM measures (e.g. bike share kiosks, unbundled parking, microtransit service, etc.) below that are also being considered and would require LADOT staff's determination of its eligibility as a TDM measure. LADOT staff will make the final determination of the TDM measure's eligibility for this project.

- | | |
|---------|---------|
| 1 _____ | 4 _____ |
| 2 _____ | 5 _____ |
| 3 _____ | 6 _____ |

III. TRIP GENERATION

Trip Generation Rate(s) Source: ITE 10th Edition / Other LADOT and 11th Edition ITE

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

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

	IN	OUT	TOTAL
AM Trips	<u>7</u>	<u>20</u>	<u>27</u>
PM Trips	<u>14</u>	<u>10</u>	<u>24</u>

NET Daily Vehicle Trips (DVT)	
<u>274</u>	DVT (ITE <u>11</u> ed.)
<u>311</u>	DVT (VMT Calculator ver. <u>1.3</u>)

¹ At this time Project Design Features are only those measures that are also shown to be needed to comply with a local ordinance, affordable housing incentive program, or State law.

² Select if reduced parking supply is pursued as a result of a parking incentive as permitted by the City's Bicycle Parking Ordinance, State Density Bonus Law, or the City's Transit Oriented Community Guidelines.

IV. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2025 Ambient Growth Rate: 1 % Per Yr.

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

STUDY INTERSECTIONS and/or STREET SEGMENTS:

(May be subject to LADOT revision after access, safety, and circulation evaluation.)

- | | | |
|---|---|-------|
| 1 Project Driveways (2 on Lodi Place and 1 on Gower Street) | 4 | _____ |
| 2 Gower Street and Fountain Avenue | 5 | _____ |
| 3 Gower Street and Santa Monica Boulevard | 6 | _____ |

Provide a separate list if more than six study intersections and/or street segments.

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

If a study intersection is located within a ¼-mile of an adjacent municipality's jurisdiction, signature approval from said municipality is required prior to MOU approval.

V. ACCESS ASSESSMENT

- Does the project exceed 1,000 net DVT? ☐ 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 306.67 feet along Gower Street, Modified Avenue III
- 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

VI. ACCESS ASSESSMENT CRITERIA

If Yes to any of the above questions a., b., or c., complete **Attachment C.1: Access Assessment Criteria**.

VII. SITE PLAN AND MAP OF STUDY AREA

Please note that the site plan should also be submitted to the Department of City Planning for cursory review.

Does the attached site plan and/or map of study area show	Yes	No	Not Applicable
Each study intersection and/or street segment	☒	☐	☐
*Project Vehicle Peak Hour trips at each study intersection	☒	☐	☐
*Project Vehicle Peak Hour trips at each project access point	☒	☐	☐
*Project trip distribution percentages at each study intersection	☒	☐	☐
Project driveways designed per LADOT MPP 321 (show widths and directions or lane assignment)	☒	☐	☐
Pedestrian access points and any pedestrian paths	☒	☐	☐
Pedestrian loading zones	☒	☐	☐
Delivery loading zone or area	☒	☐	☐
Bicycle parking onsite	☒	☐	☐
Bicycle parking offsite (in public right-of-way)	☐	☒	☐

*For mixed-use projects, also show the project trips and project trip distribution by land use category.



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APPENDIX B

Community Plan Land Use Map

A Part of the General Plan of the City of Los Angeles

Land Use * Corresponding Zones ¹	Land Use ¹ Corresponding Zones ¹
Low Density *	Commercial *
Minimum <i>R500</i>	United Commercial * <i>CR, C1, C1.5, R5, R5.5, R6, R6.5</i>
Very Low/Low <i>R150, R151</i>	Highway Oriented Commercial * <i>C1.5, C1.5.5, C2, C2.5, C3</i>
Low <i>R20</i>	General Commercial <i>C1.5, R5, R5.5, R6, R6.5</i>
Low II <i>R50, R51</i>	Neighborhood Office Commercial * <i>C1.5, C1.5.5, C2, C2.5, C3, C3.5, C4, C4.5</i>
Multiple Family *	Community Commercial * <i>CR, C2, C2.5, R5, R5.5, R6, R6.5</i>
Low Medium I ¹ <i>R2, R2.5, R3, R3.5</i>	Regional Center Commercial * <i>C2, C4, R5, R5.5, R6, R6.5</i>
Low Medium II ¹ <i>R2.5, R3, R3.5</i>	Industrial ¹ *
Medium ¹ <i>R3</i>	Commercial Manufacturing * <i>C4.5, C5, C5.5, C6, C6.5</i>
High Medium ¹ <i>C2.5, R5</i>	
High <i>R4, C3.5</i>	

Service Systems		Public Access	
★ Public Elementary School	★ Public Access Case	★ Lee Seon	★ Public Access Case
★ Public Junior High	★ Public Access Case	★ Public Library	★ Community Library
★ Public Senior High	★ Public Access Case	★ Regional Library	★ Regional Library
★ Junior College	★ Public Elementary School	★ Cultural Resource Site	★ Cultural Resource Site
★ Private Elementary School	★ Public Senior High	★ Information Web	★ Information Web
★ Private Special School	★ Private Special School	★ Private Discussion Room	★ Private Discussion Room
★ Community Park	★ Community Park	★ House of Worship	★ House of Worship
★ Neighborhood Park	★ Neighborhood Park	★ Health Care Hospital	★ Health Care Hospital
★ Regional Park	★ Regional Park	★ DVA Prison	★ DVA Prison
★ Public Golf Course	★ Public Golf Course		

[illegible][illegible]

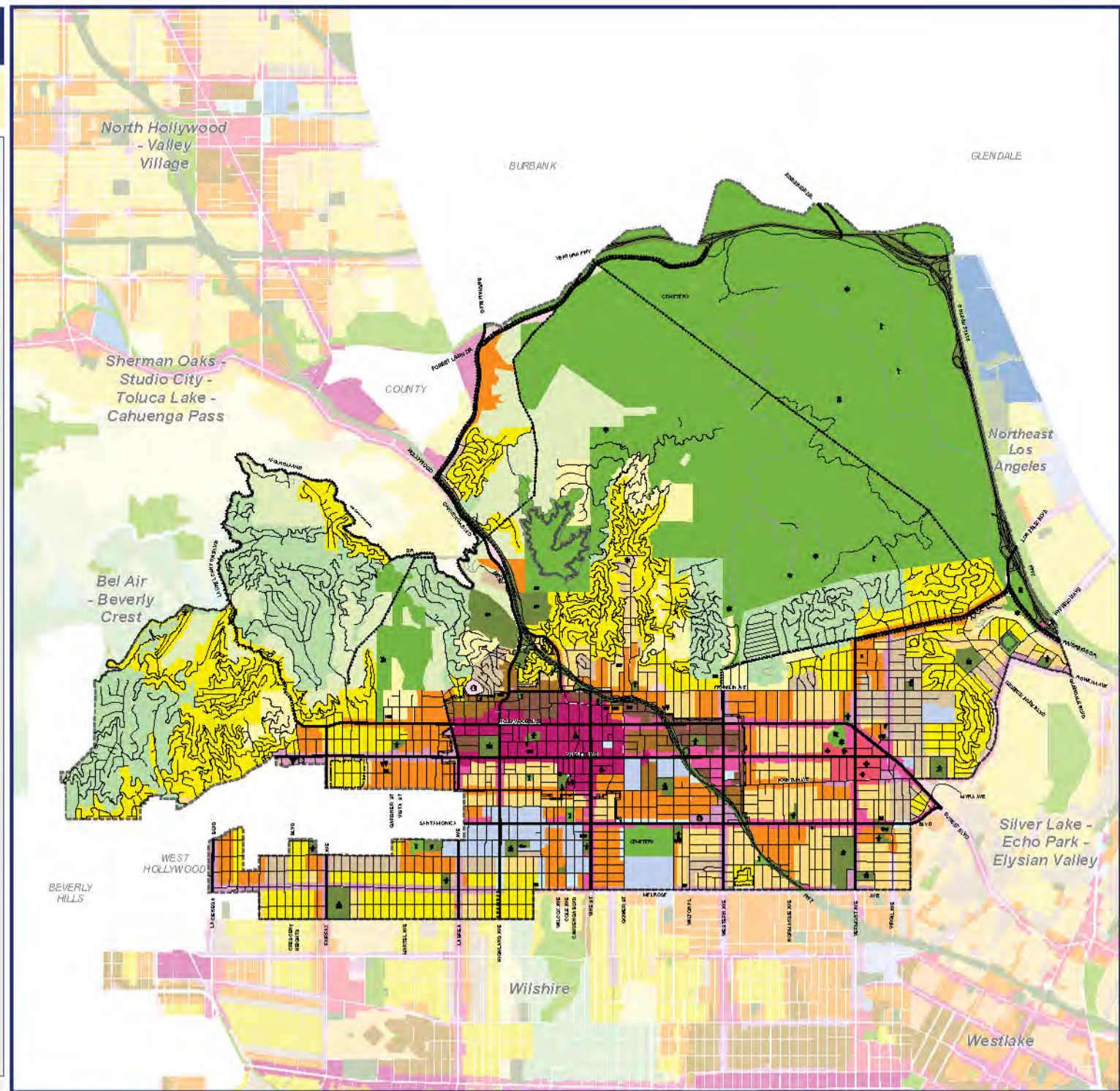
One page in full columns at 600 p.p.s. All Rights Reserved

Notes:

- A. The rest of the Commission's planning study and
- B. Other staff and a report may
- C. Partial level information plan

Department of City Planning
Bureau of City Planning

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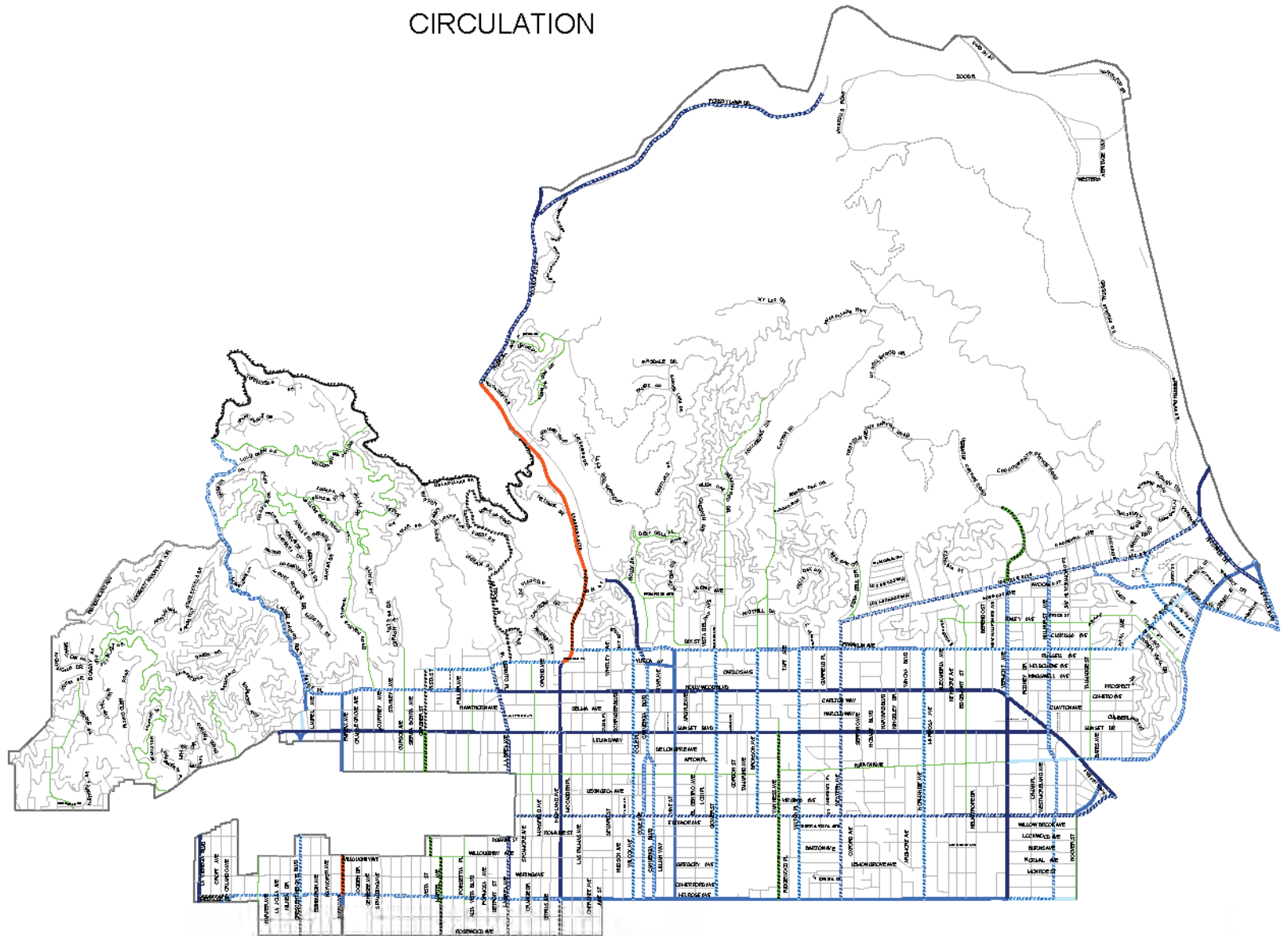
APPENDIX C

Street Standards, Circulation & High Injury Network Map

HOLLYWOOD CIRCULATION

Legend

- Boulevard II
- - - Boulevard II Modified
- Avenue I
- - - Avenue I Modified
- . - . - Avenue I Modified Divided Scenic
- Avenue I Modified Scenic
- Avenue I Scenic
- Avenue II
- - - Avenue II Divided Scenic
- . - . - Avenue II Modified
- Avenue II Modified Scenic
- Avenue II Scenic
- Avenue III
- - - Avenue III Modified
- Collector
- - - Collector Modified
- Local
- - - Local Modified
- . - . - Scenic Highway
- Private Street
- Community Plan Area Boundary

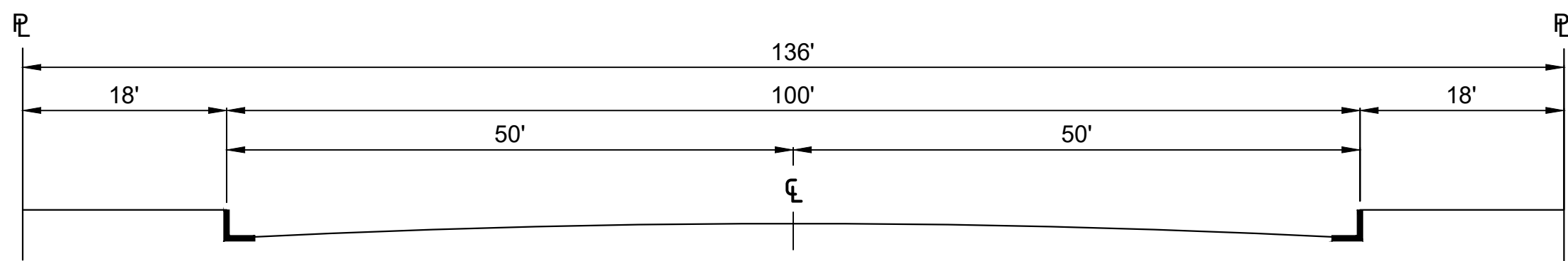


Date: 2/2/2017
DEPARTMENT OF CITY PLANNING
INFORMATION TECHNOLOGIES DIVISION

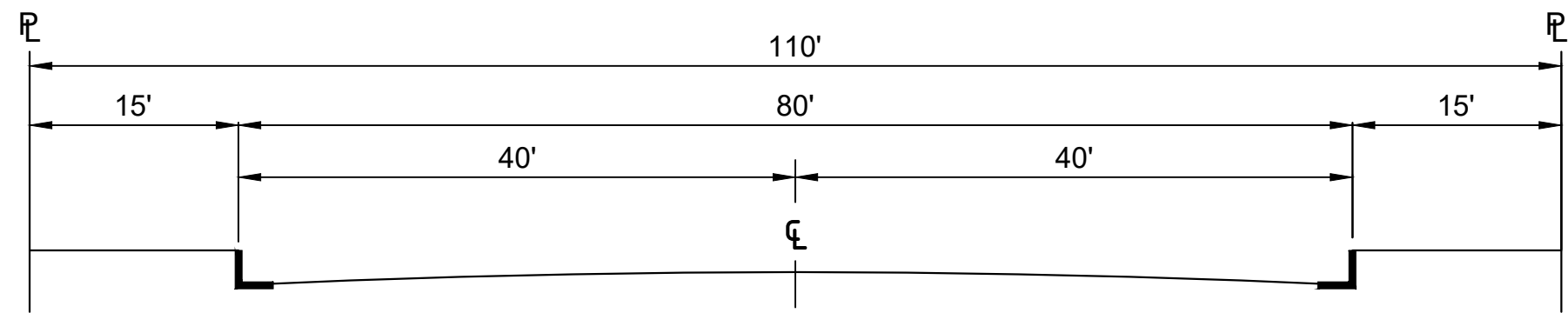
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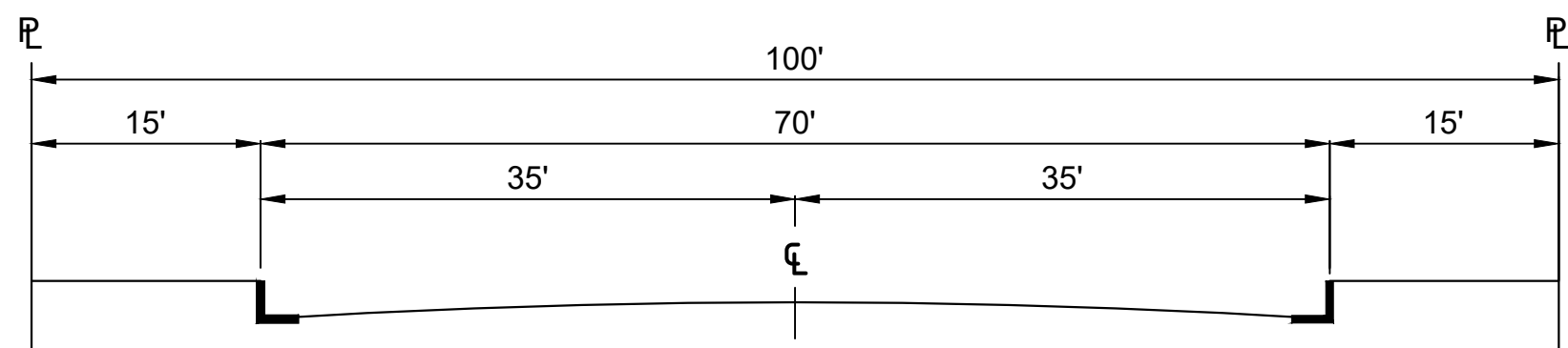
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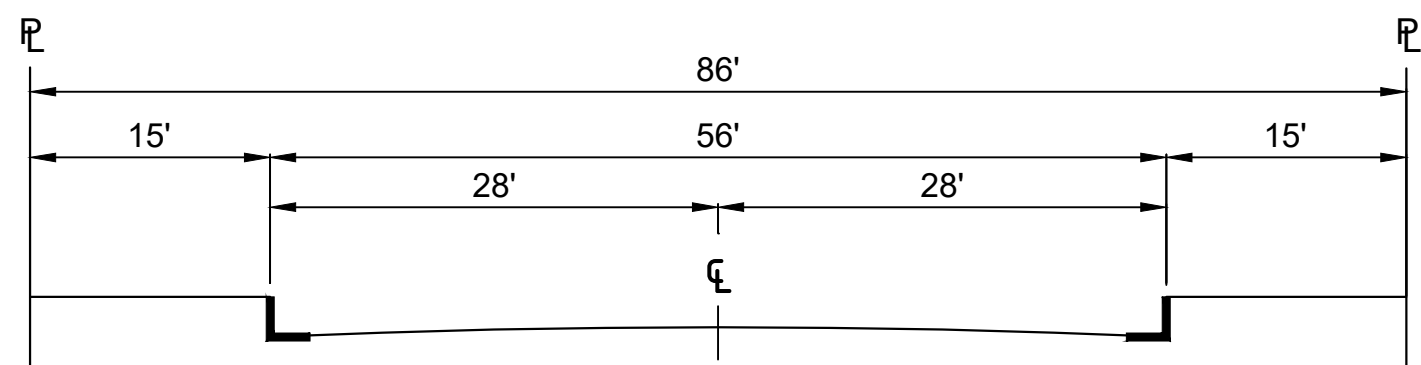
BOULEVARD I (MAJOR HIGHWAY CLASS I)



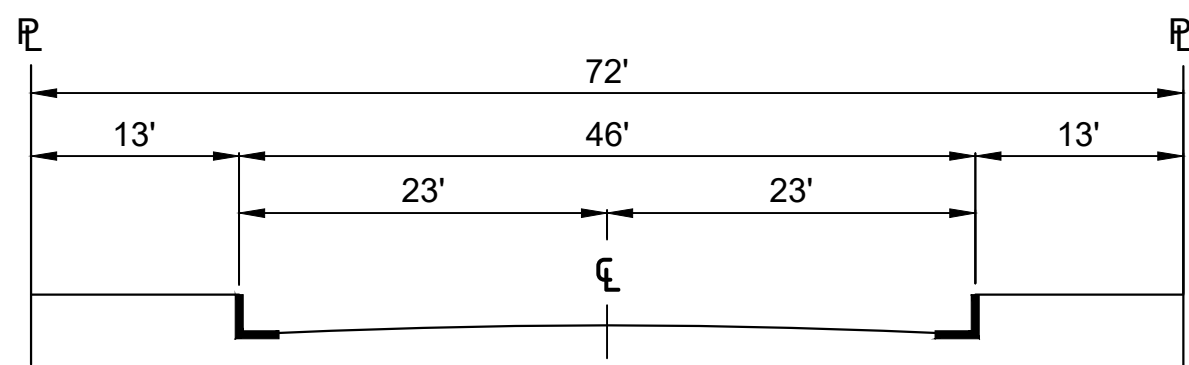
BOULEVARD II (MAJOR HIGHWAY CLASS II)



AVENUE I (SECONDARY HIGHWAY)

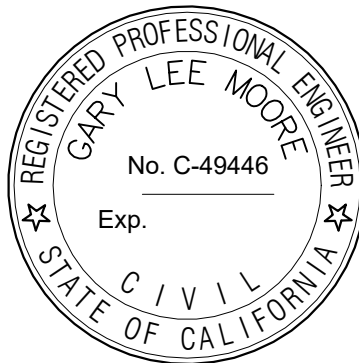


AVENUE II (SECONDARY HIGHWAY)

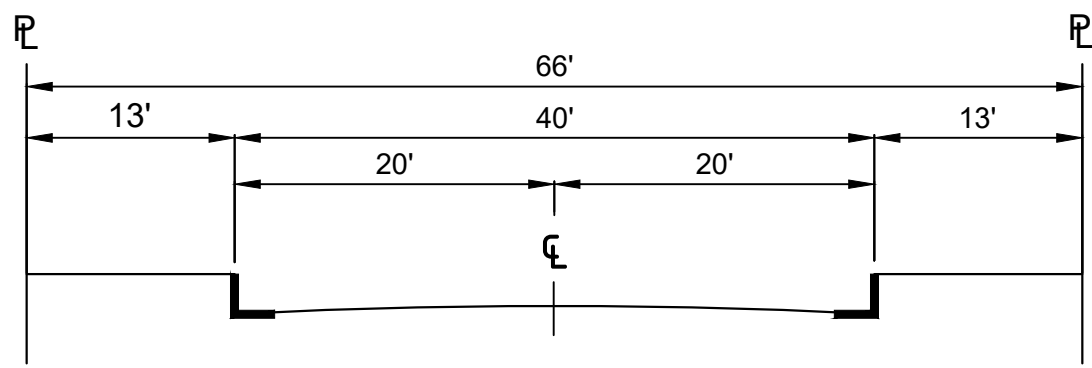


AVENUE III (SECONDARY HIGHWAY)

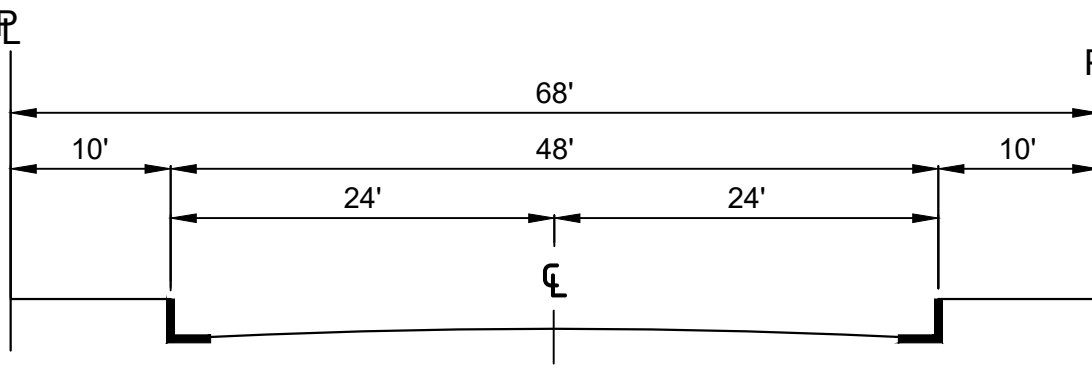
THIS STANDARD PLAN BECOMES EFFECTIVE CONCURRENT WITH THE ADOPTION OF THE MOBILITY PLAN 2035.

BUREAU OF ENGINEERING		DEPARTMENT OF PUBLIC WORKS		CITY OF LOS ANGELES	
--- DRAFT --- STANDARD STREET DIMENSIONS				STANDARD PLAN S-470-1	
PREPARED HAMID MADANI, P.E. BUREAU OF ENGINEERING CHECKED RAFFI MASSABKI, P.E. BUREAU OF ENGINEERING	SUBMITTED SAMARA ALI-AHMAD, P.E. DATE ENGINEER OF DESIGN BUREAU OF ENGINEERING KENNETH REDD, P.E. DATE DEPUTY CITY ENGINEER	APPROVED		SUPERSEDES	REFERENCES
		GARY LEE MOORE, P.E., ENV. SP. DATE CITY ENGINEER		D-22549 S-470-0	
		DEPARTMENT OF TRANSPORTATION DATE GENERAL MANAGER		VAULT INDEX NUMBER:	
		DIRECTOR OF PLANNING DATE		SHEET 1 OF 4 SHEETS	

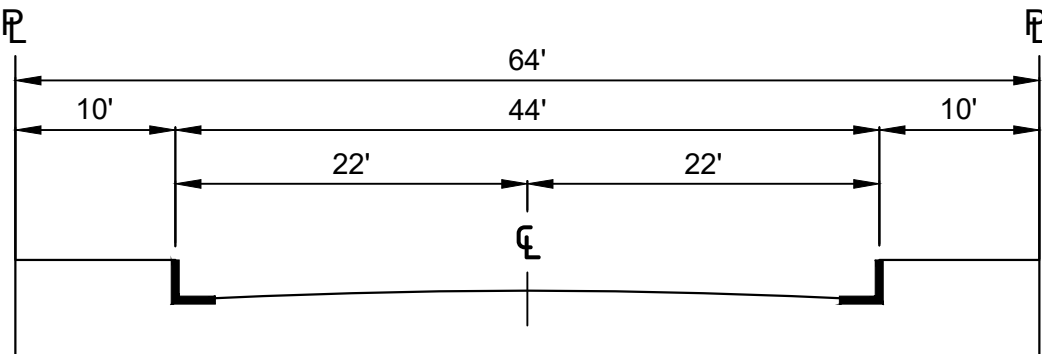
NON-ARTERIAL STREETS



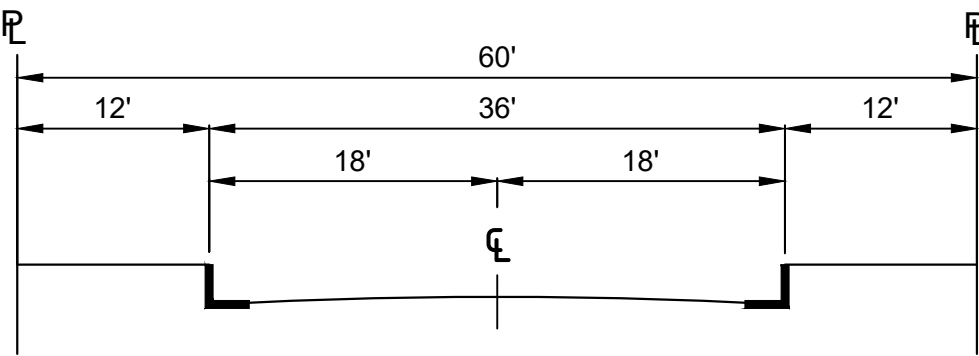
COLLECTOR STREET



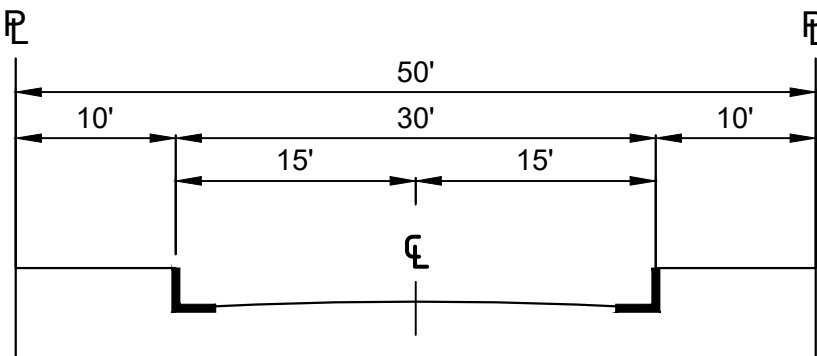
INDUSTRIAL COLLECTOR STREET



INDUSTRIAL LOCAL STREET

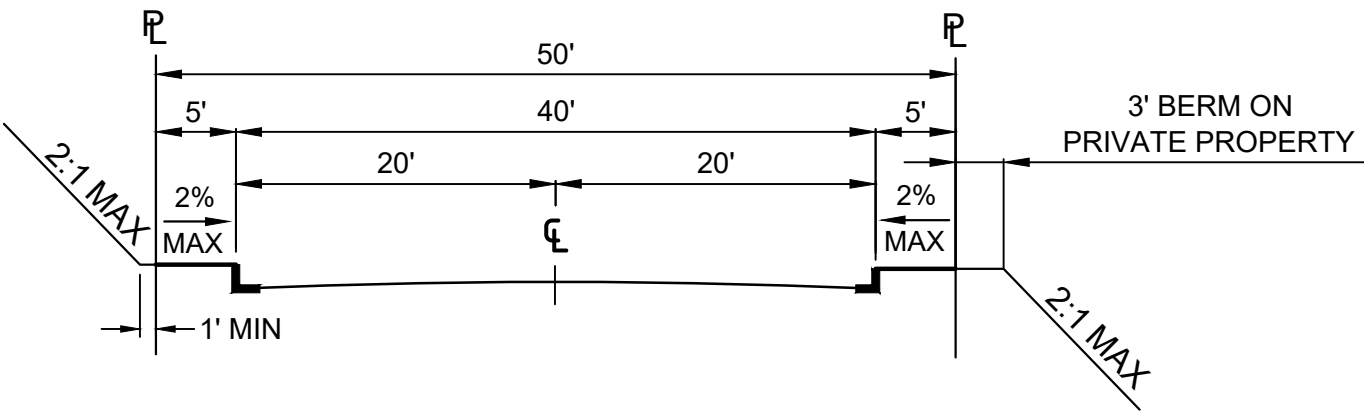


LOCAL STREET - STANDARD

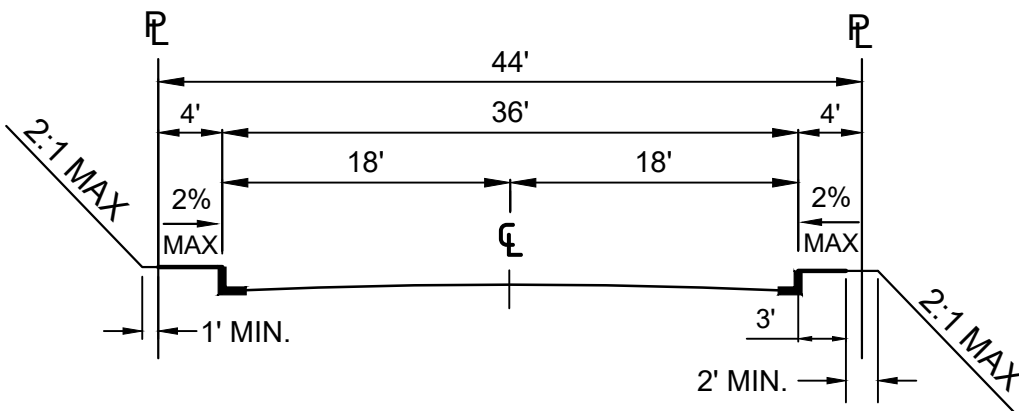


LOCAL STREET - LIMITED

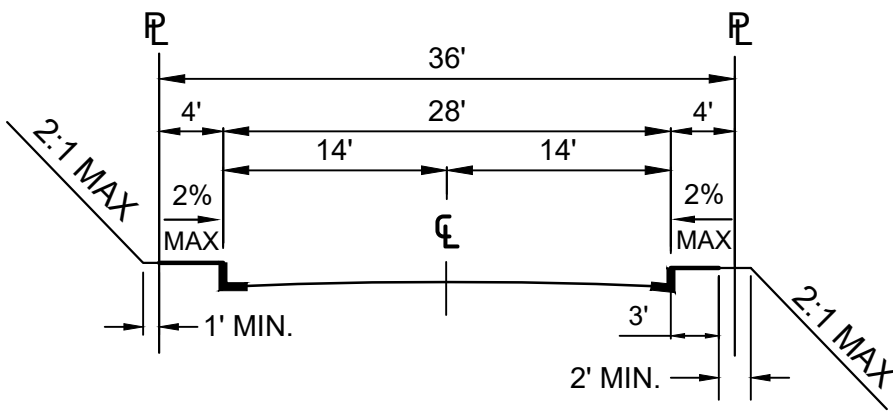
HILLSIDE STREETS



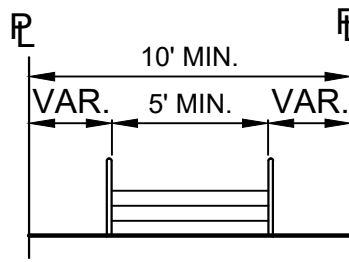
HILLSIDE COLLECTOR



HILLSIDE LOCAL



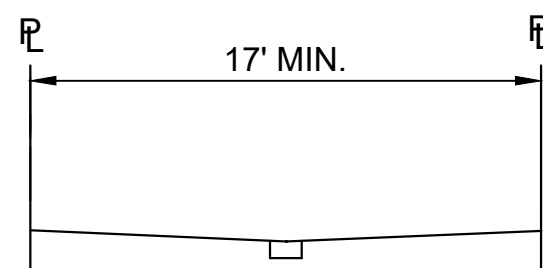
HILLSIDE LIMITED STANDARD



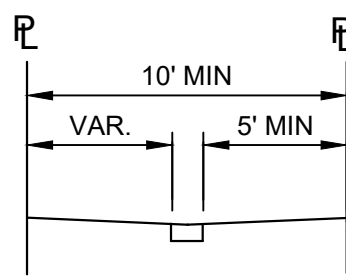
PUBLIC STAIRWAY

CONSTRUCTED IN ACCORDANCE WITH
BUREAU OF ENGINEERING STANDARD PLANS

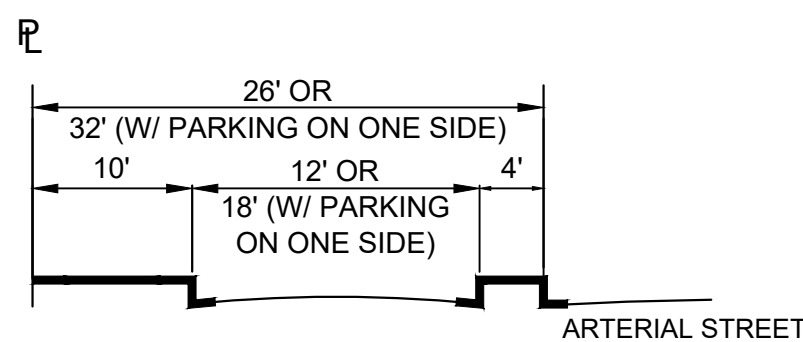
OTHER PUBLIC RIGHTS-OF-WAY



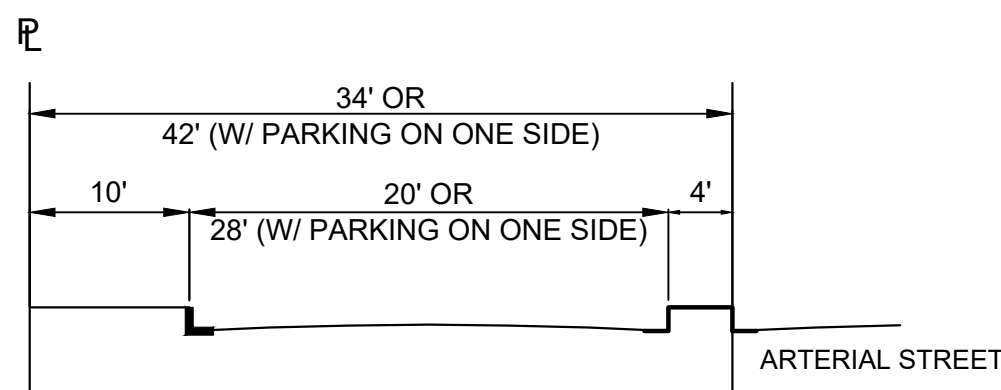
SHARED STREET



PEDESTRIAN WALKWAY

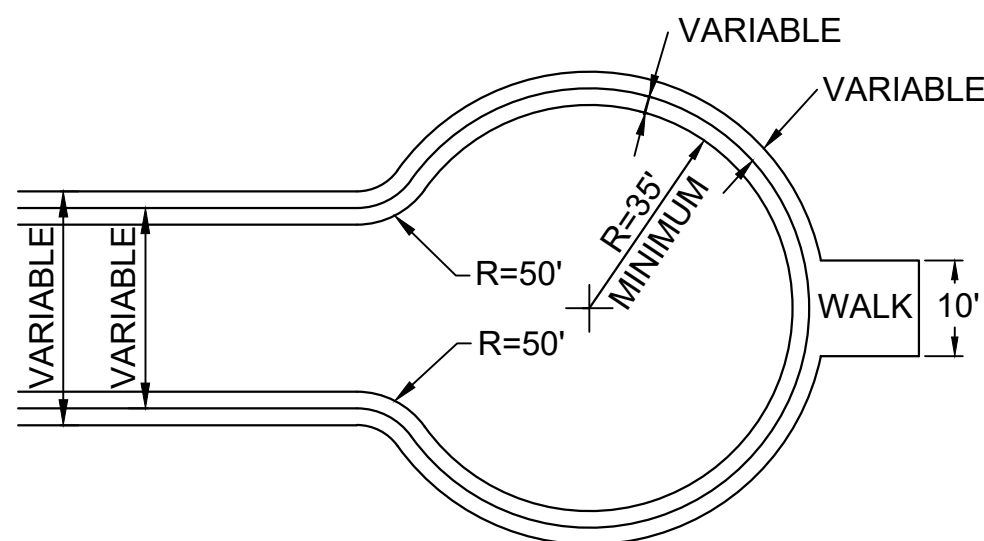


ONE-WAY SERVICE ROAD



BI-DIRECTIONAL SERVICE ROAD

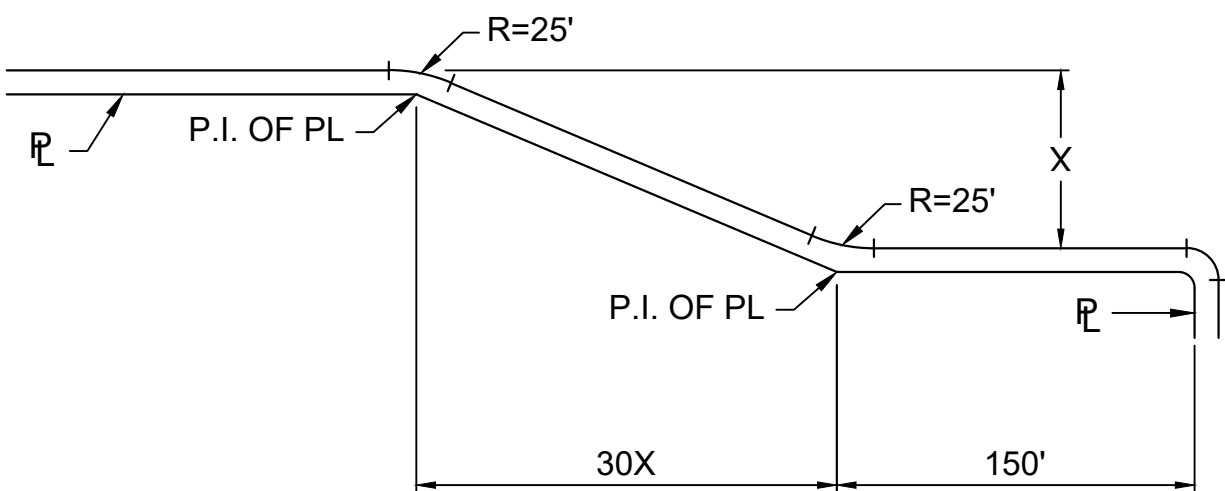
CUL-DE-SAC



MAY BE UNSYMMETRICAL
(PLAN VIEW)

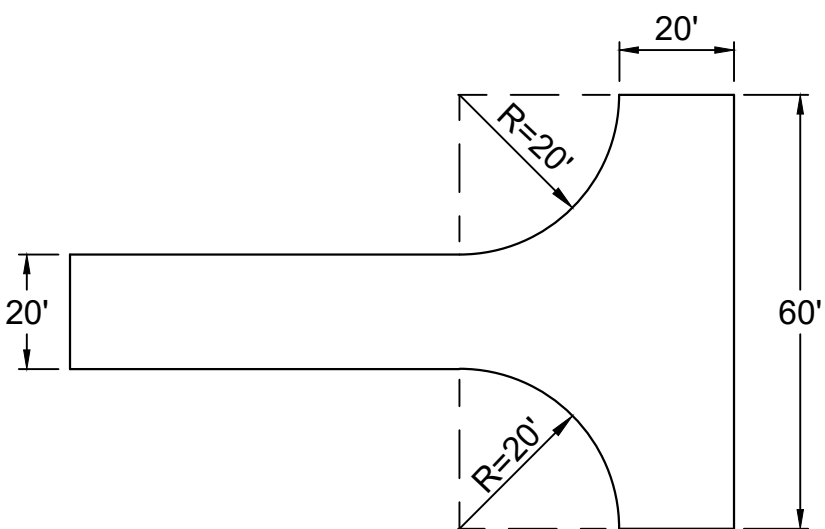
NOTE: FOR FIRE TRUCK CLEARANCE, NO OBSTRUCTION TALLER THAN 6" SHALL BE PERMITTED WITHIN 3FT. OF THE CURB.
ON-STREET PARKING SHALL BE PROHIBITED.

TRANSITIONAL EXTENSIONS

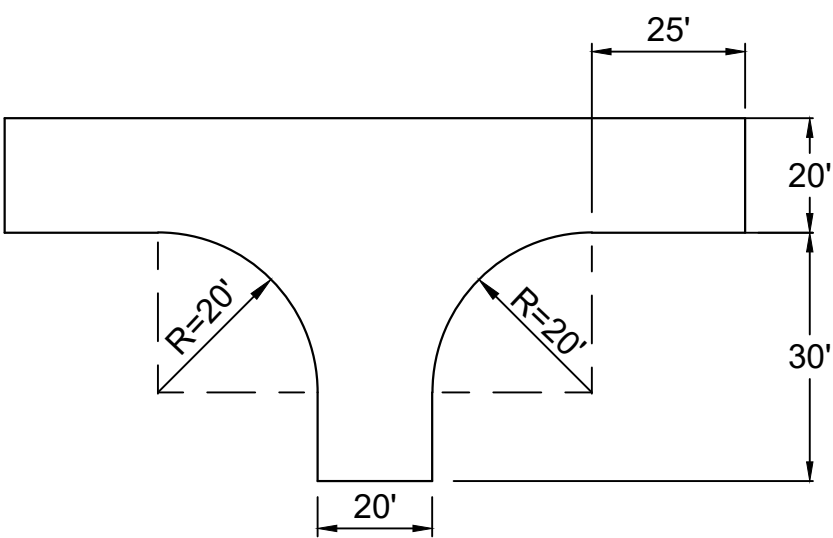


STANDARD FLARE SECTION
(PLAN VIEW)

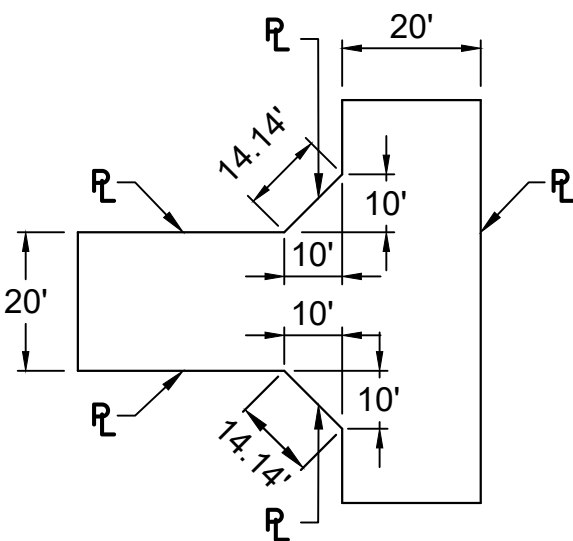
ALLEYS



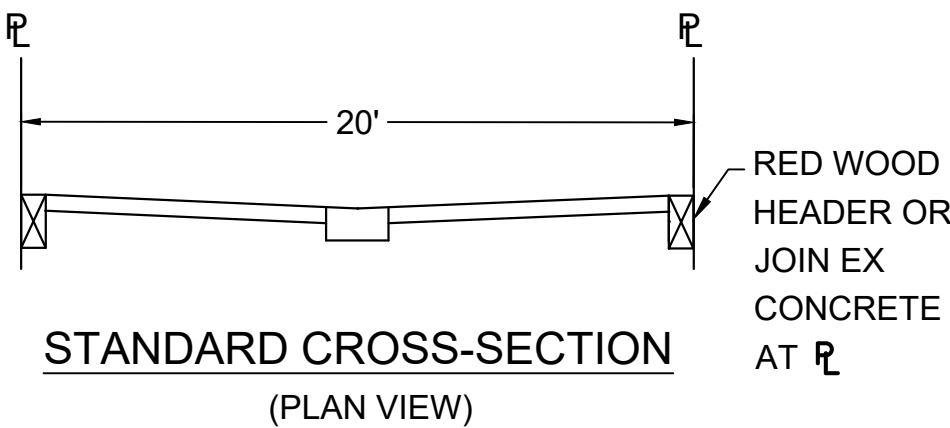
STANDARD TURNING AREA
(PLAN VIEW)



MINIMUM TURNING AREA
(PLAN VIEW)

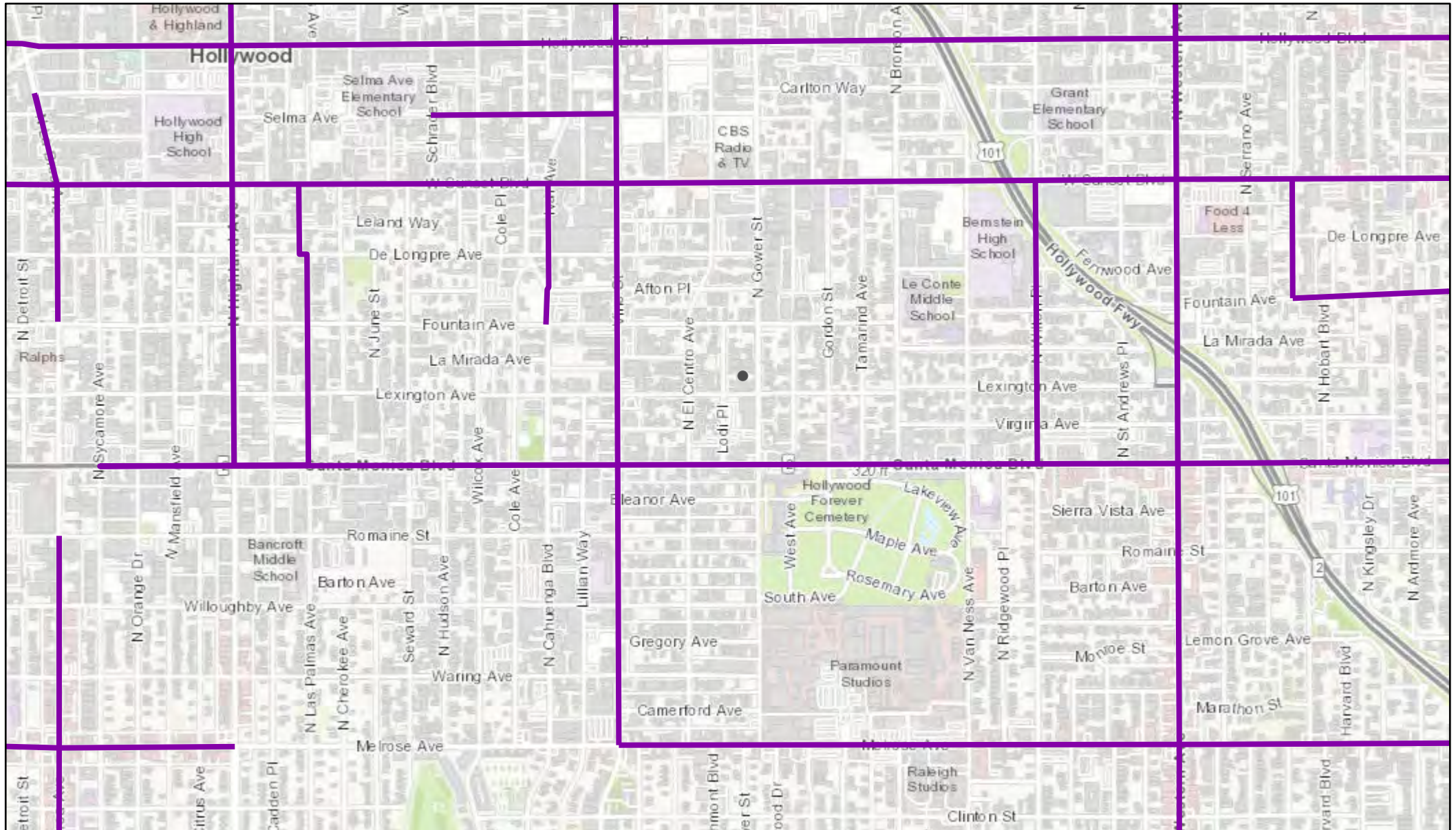


STANDARD CUT CORNERS
FOR 90° INTERSECTION
(PLAN VIEW)



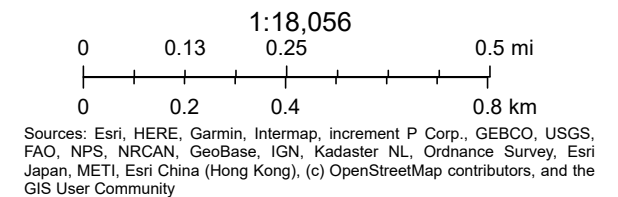
STANDARD CROSS-SECTION
(PLAN VIEW)

HIGH INJURY NETWORK



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— High Injury Network

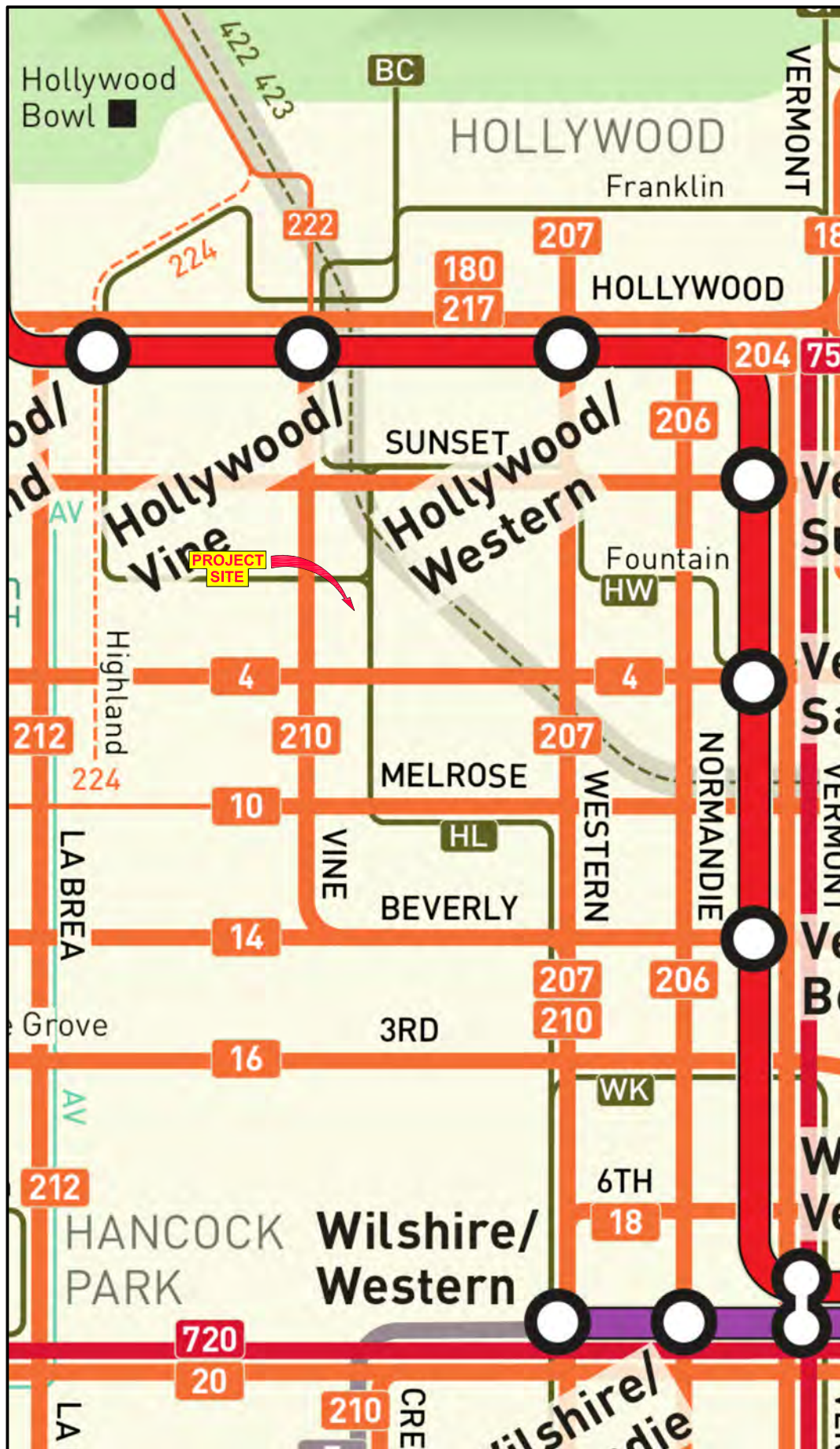




Overland Traffic Consultants, Inc.

APPENDIX D

Transit Routes



Metro Rail & Busway

LINE	WEEKDAY			SATURDAY		SUNDAY	
	PEAK	DAY	EVE	DAY	EVE	DAY	EVE
A Line	10	12	10-20	12	15-20	12	15-20
B Line	15	15	15-20	15	15-20	15	15-20
C Line	10	15	15-20	15	15-20	15	15-20
D Line	15	15	15-20	15	15-20	15	15-20
E Line	10	12	10-20	12	15-20	12	15-20
J Line	10	12	10-20	12	15-20	12	15-20
K Line	5	10	12-40	15	15-40	15	15-40
L Line	15	30	-	30	-	30	-

Metro Bus & Shuttle

LINE	WEEKDAY			SATURDAY		SUNDAY	
	PEAK	DAY	EVE	DAY	EVE	DAY	EVE
2	7.5	10	20-30	12	20-30	12	20-30
4	10	10	10-15	12	10-15	12	10-15
10	15	15	20-60	20	40-60	20	40-60
14	10-15	15	20-60	15	20-60	15	20-60
16	5-6	7.5	10-30	7.5-10	10-30	7.5-10	10-30
18	7.5	7.5	10-35	7.5	20-35	7.5	20-35
20	15	15	20-30	15	20-30	15	20-30
28	6-8	10	20-30	15	20-30	15	20-30
30	10	10	20-30	10	20-30	10	20-30
33	7.5	7.5	12-30	10	20-30	10	20-30
35	15	15	40-60	20	40-60	20	40-60
37	10-15	15	20-60	15	20-60	15	20-60
38	30-60	30	30-60	40	30-60	40	30-60
40	10	12	15-60	15	15-60	15	15-60
45	10	10	10-60	10	20-60	10	20-60
48	30	30	60	40	60	40	60
51	5	7.5	10-60	7.5	10-60	10	15-60
53	10	12	15-60	15	20-60	15	20-60
55	15	15	20-60	23-30	30-60	23-30	30-60
60	6-8	10	10-60	10	15-60	10	20-60
62	30-60	60	50-60	45-60	50-60	45-60	50-60
64	8-10	12	10-60	15	20-60	15	20-60
70	10	10	15-60	12	15-60	12	15-60
74	20	20	30-60	22	30-60	22	30-60
78	12	12	20-30	15	20-30	15	20-30
81	15	15	20-60	15-20	20-60	15-20	20-60
90	30	30	30-60	30	30-60	30	30-60
92	30	30	30-60	30	45-60	30	45-60
94	15	15	30-60	30	30-60	30	30-60
96	45	45	60	60	60	60	60
102	60	60	60	60	60	60	60
105	10	10	15-60	15	15-60	15	15-60
106	20-40	20-40	25-40	40	45	40	45
108	7.5-10	15	20-60	15	20-60	15	20-60
110	20	20	25-60	30	45-60	30	45-60
111	10	10	15-40	15	20-40	15	20-40
115	15	15	20-60	15-20	20-60	20	20-60
117	20	20	15-60	30	30-60	30	30-60
120	40	40	60	60	60	60	60
125	20	30	30-60	30	30-60	30	30-60
127	45	45	45-60	60	60	60	60
179	36	36	36-60	45	45-60	45	45-60
180	12	12	12-30	15	15-30	15	15-30
202	60	60	-	-	-	-	-
204	10	10	12-30	12	20-30	12	20-30
205	30	30	30-60	55	60	55	60
206	15	20	30-60	30	30-60	30	30-60
207	6-7.5	10	10-25	10	10-25	10	10-25
209	60	60	-	-	-	-	-
210	10-12	12	15-55	12	15-60	12	15-60
211	50-55	-	-	-	-	-	-
212	12-15	15	15-35	15	20-35	15	20-35
215	50-55	-	-	-	-	-	-
217	12	12	15-30	15	15-30	15	15-30

LADOT DASH

LINE	WEEKDAY			SATURDAY		SUNDAY	
	PEAK	DAY	EVE	DAY	EVE	DAY	EVE
CS	20	20	-	20	-	20	-
CR	20	20	-	20	-	20	-
FA	30	30	-	30	-	30	-
HE	20	20	-	20	-	20	-
HW	30	30	-	30	-	30	-
HL	25	25	-	25	-	25	-
KE	20	20	-	20	-	20	-
LS	25	25	-	25	-	25	-
LC	30	30	-	30	-	30	-
MT	30	30	-	30	-	30	-
OF	15-20	15-20	15-20	15	15	15	15
PE	10-15	10-15	10-15	15	15	15	15
SE	20	20	-	20	-	20	-
WK	20	20	-	20	-	20	-
WT	20	20	-	20	-	20	-
VM	15	15	-	15	-	15	-

Line offers 24-hour service.

Metro-operated bus and rail lines follow **SUNDAY** schedules on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day. Other operators may vary.

Torrance Transit information shows planned service changes for July, 2022. Please check transit.torranceca.gov for the most recent information.

JUN 2022

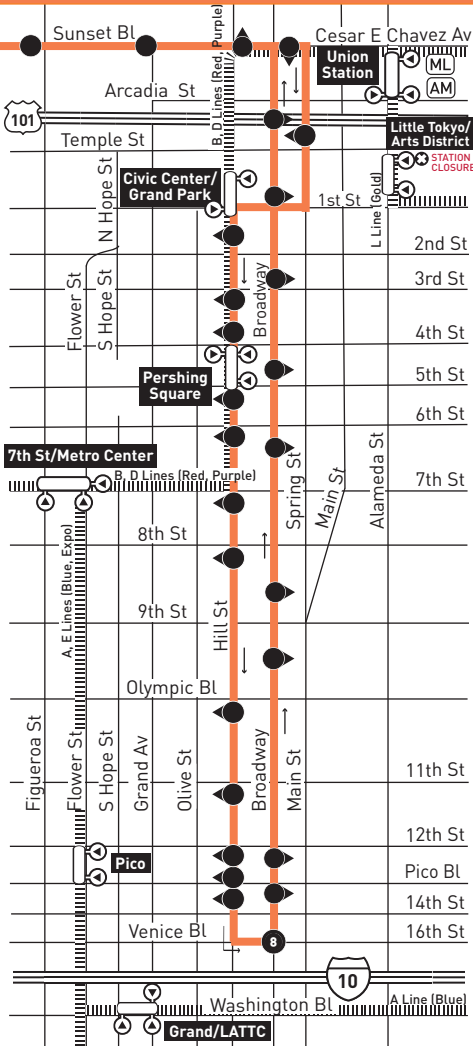
Municipal & Neighboring Bus Lines

3	Culter CityBus	3	Gardena GTrans
638	LADOT Commuter Express	DA	LADOT DASH
61	Long Beach Transit	60	Montebello Bus Lines
R7	Santa Monica Big Blue Bus	8	Torrance Transit



INSET MAP 1 - DOWNTOWN LOS ANGELES

▲ N

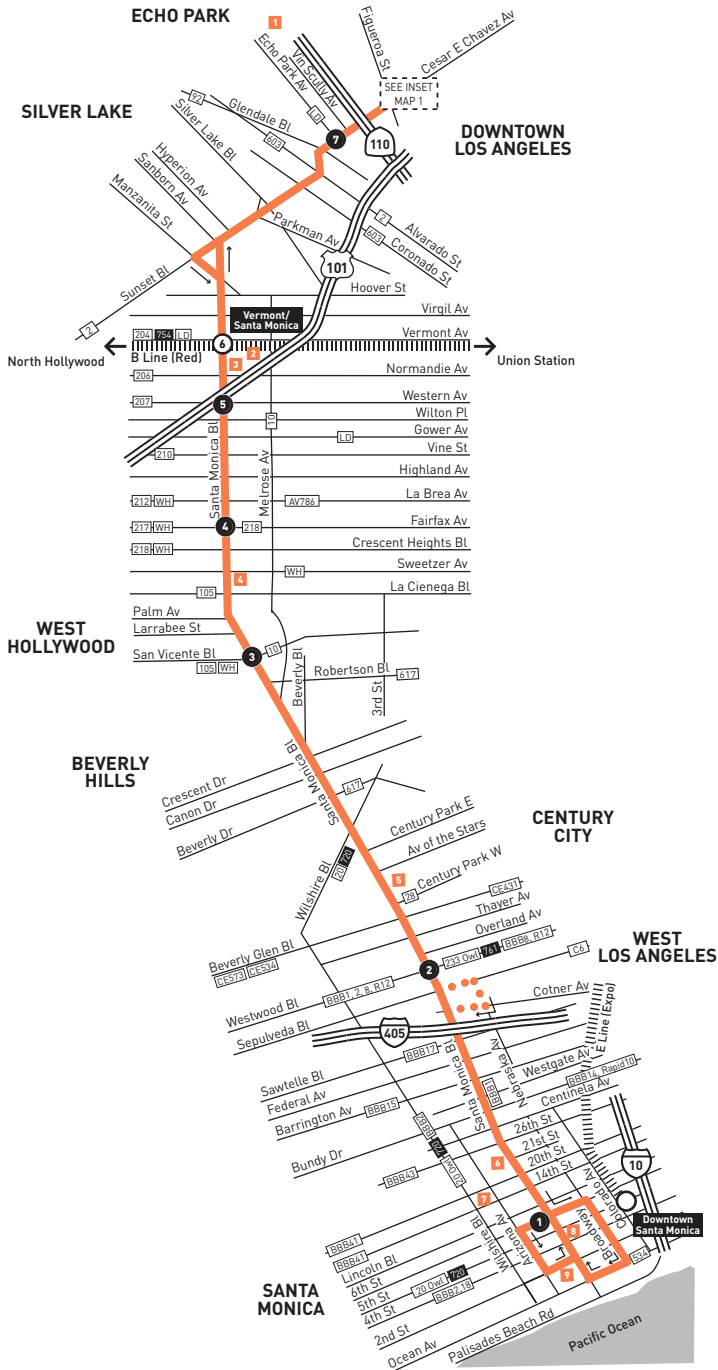


INSET 1 - DOWNTOWN LOS ANGELES

- Line 4 Route
- Local Stop Timepoint
- Local Stop Timepoint - Single Direction Only
- Metro Rail Station
- Metro Rail Station Entrance
- Metrolink
- Amtrak

MAP NOTES

- Dodger Stadium**
- Braille Institute**
- LA City College**
- West Hollywood City Hall**
- Westfield Century City**
Metro 4, 28; AV786; BBB5; C3, CE534, 573; SC792, 797
- St. John's Hospital**
- Santa Monica-UCLA Medical Center**
- Santa Monica Bl & 4th St/
Broadway & 4th St**
Metro 4, 20 Owl, 534, 720; BBB1, 2, 3, 5, 7, 8, 9, 18; Rapid 7, 10
- Ocean Av & Santa Monica Bl**
Metro 534; BBB8



LEGEND

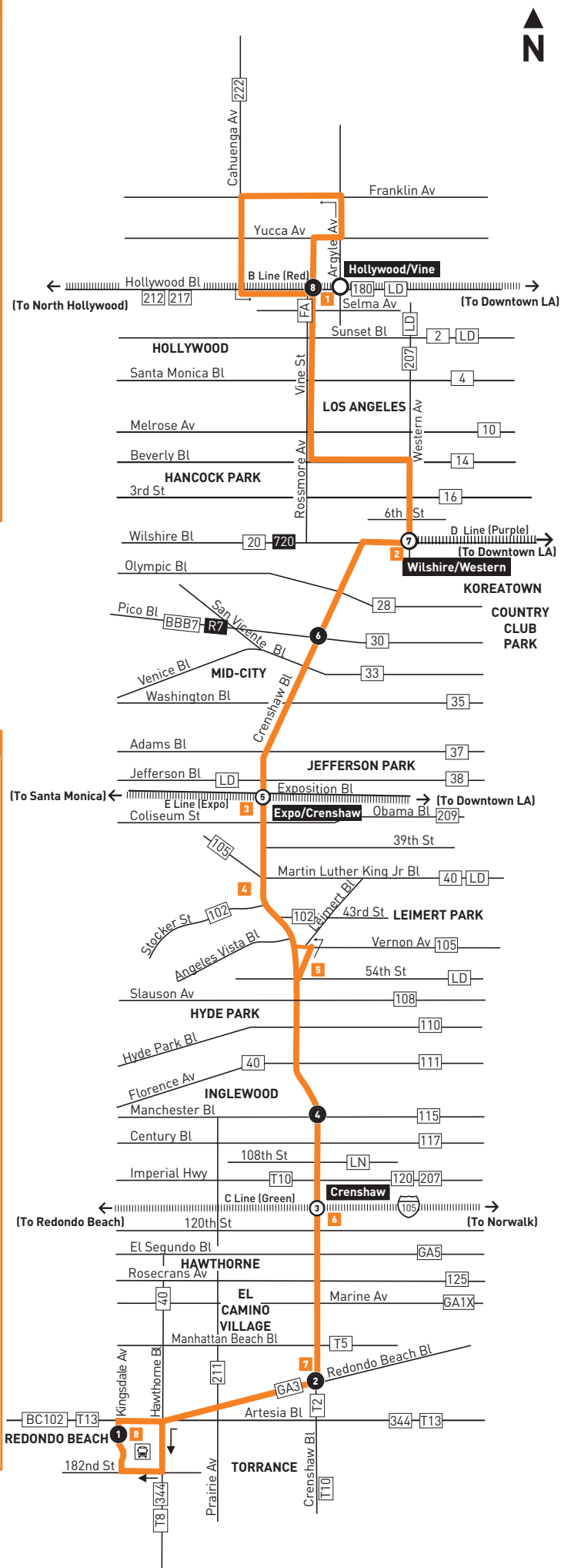
- Line 4 Route
- Shortline Turnaround Loop at Nebraska & Sepulveda
- Local Stop
- Local Stop - Single Direction Only
- Metro Rail Station & Timepoint
- Metro Rail
- Metro Rail Station
- AV Antelope Valley Transit Authority
- BBB Santa Monica's Big Blue Bus
- C Culver CityBus
- CE LADOT Commuter Express
- LD LADOT DASH
- SC Santa Clarita Transit
- WH West Hollywood Cityline

LEGEND

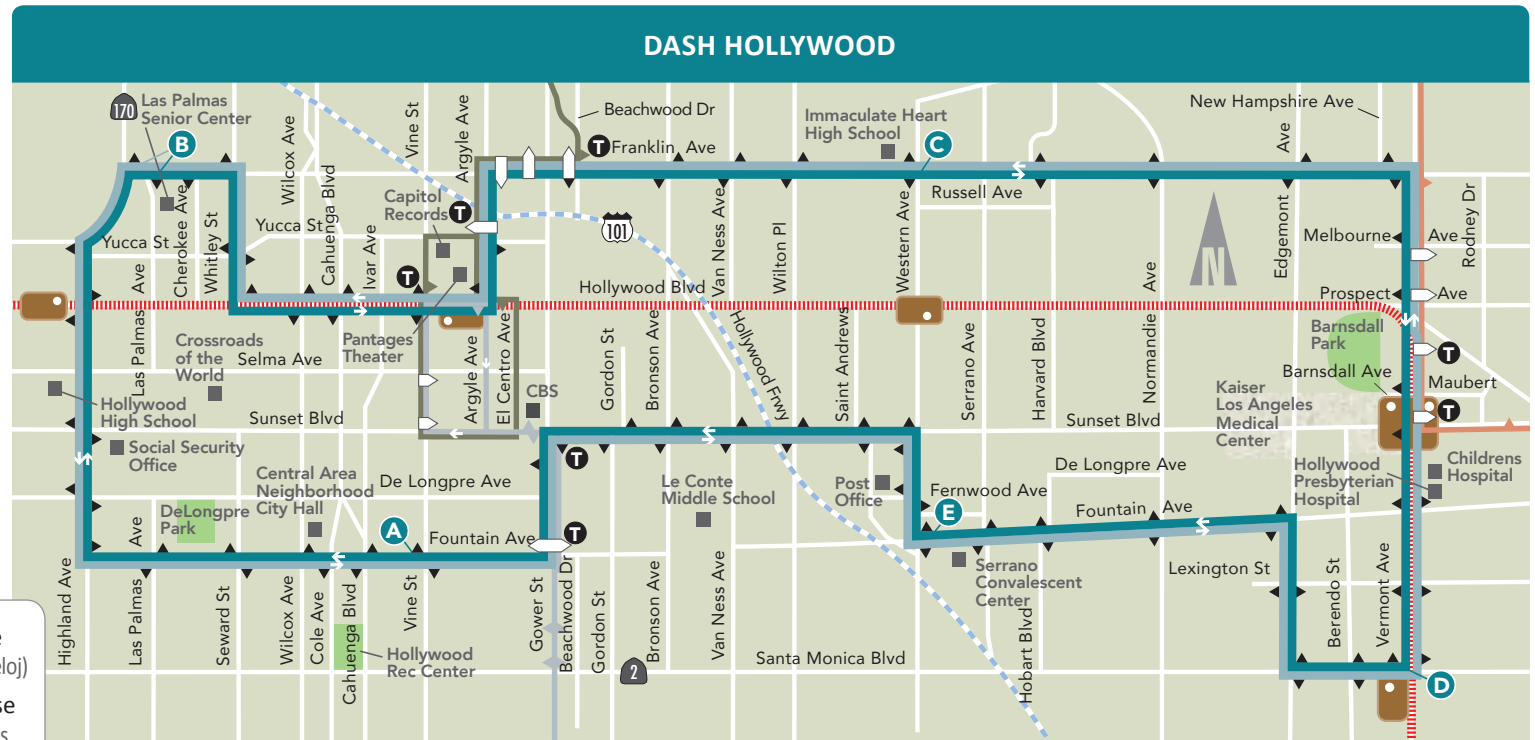
- Line 210 Route
- Metro Rail
- Timepoint
- Metro Rail Station and Timepoint
- Metro Rail Station
- Transit Center
- BBB Santa Monica Big Blue Bus
- BC Beach Cities Transit
- FA LAX FlyAway
- GA GTrans (Gardena)
- LD LADOT DASH
- LN County of LA - The Link
- LW Lawndale Beat
- R Rapid
- T Torrance

MAP NOTES

- Hollywood/Vine B Line (Red) Station**
Metro 180, 210, 212, 217, 222; LD Beachwood Cyn, Hollywood, Hollywood/Wilshire LAX FlyAway
- Wilshire/Western D Line (Purple) Station**
Metro 18, 20, 66, 207, 210, 720; BBB7, R7; LD Hollywood/Wilshire, Wilshire Center/Koreatown
- Expo/Crenshaw E Line (Expo) Station**
Metro 209, 210; LD Midtown
- Baldwin Hills Crenshaw Plaza**
Metro 40, 105, 210; LD Crenshaw, Leimert/Slauson, Midtown
- Crenshaw High School**
Metro 40, 210; LD Leimert/Slauson
- Crenshaw C Line (Green) Station**
Metro 207, 209, 210; T10
- El Camino College**
Metro 210; T2, T5, T10
- South Bay Galleria Transit Center**
Metro 40, 210, 211, 344; BC102; GA3; LW; T2, T8







- DASH Hollywood - Clockwise Route
(Ruta en el Sentido de las Manecillas del Reloj)
- DASH Hollywood - Counterclockwise Route
(Ruta en el Sentido Opuesto de las Manecillas del Reloj)
- DASH Hollywood/Wilshire Route
- DASH Los Feliz/Observatory Route
- DASH Beachwood Canyon Route
- - - Commuter Express Routes 422 & 423
- ||||| Metro Rail Red Line
- ▲ Bus Stop (Parada de Autobús)
- ◁ Multiple Route Stop
(Parada de Rutas Múltiples)
- Points of Interest (Puntos de Interés)
- A Time Point (Punto Clave de Horario)
- T Transfer Point (Punto de Transbordo)
- Metro Rail Station & Entrance
(Estación y Entrada de Metro)



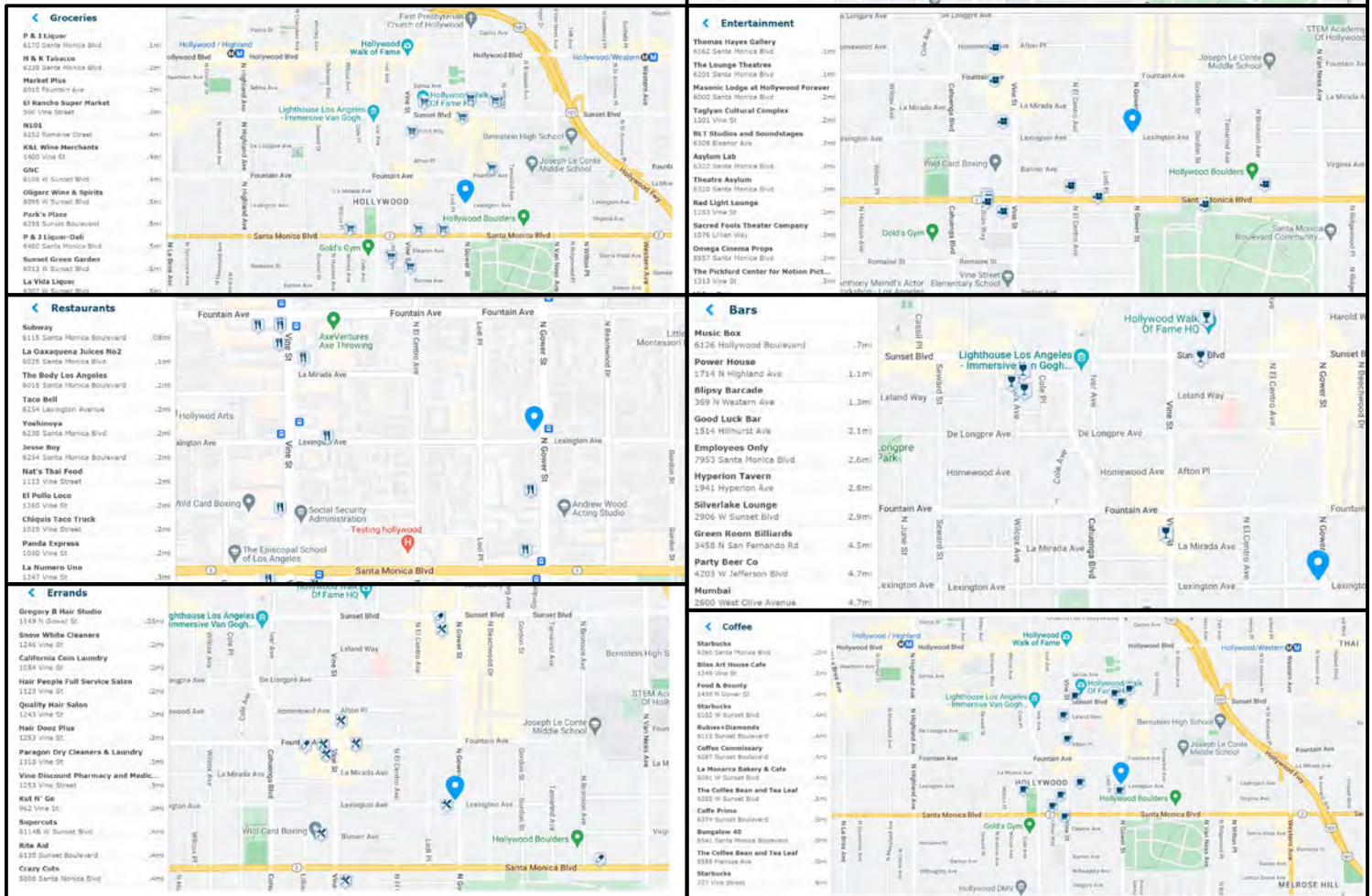
Overland Traffic Consultants, Inc.

APPENDIX E

Mobility Network Maps



1,320 FOOT RADIUS



LOCATION OF WALKABLE PLACES OF INTEREST

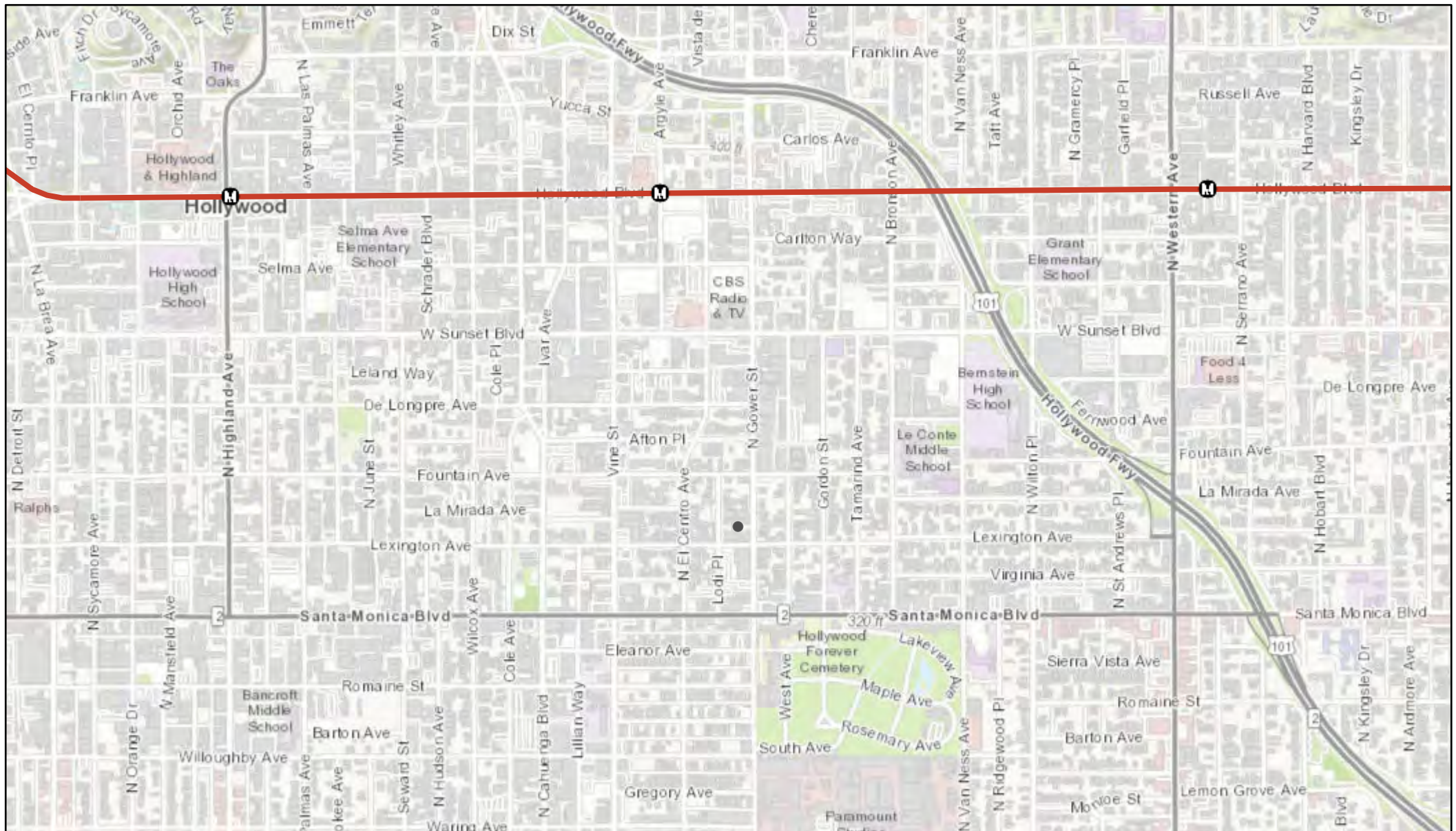
SITE PEDESTRIAN ACCESS AND PLACES OF INTEREST



Overland Traffic Consultants, Inc.

952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 930 - 3303, OTC@overlandtraffic.com

METRO STATIONS AND METRO LINES

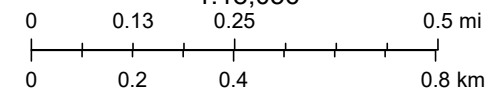


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Metro Stations Metro Lines

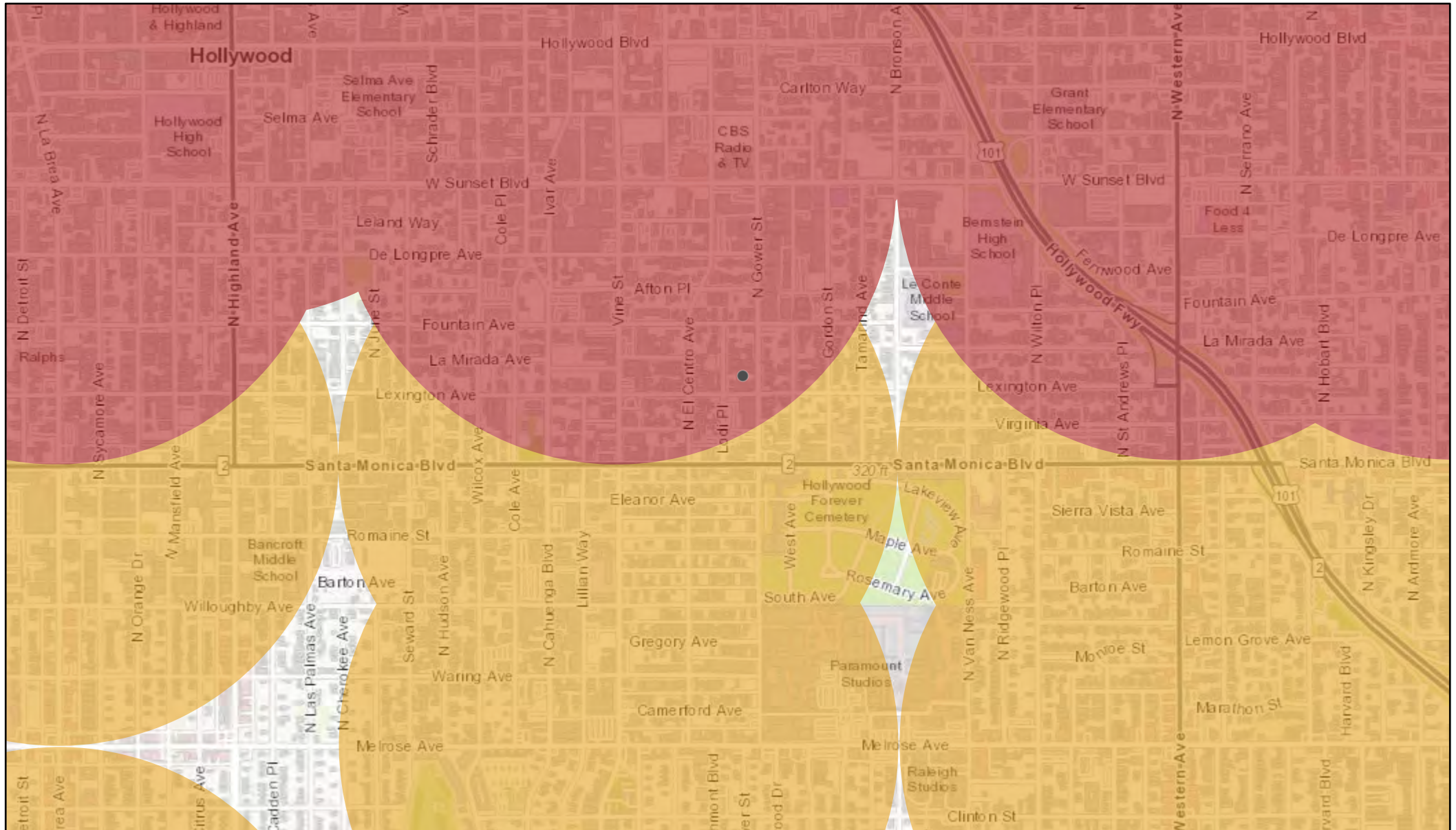
Existing Red Line

1:18,056



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

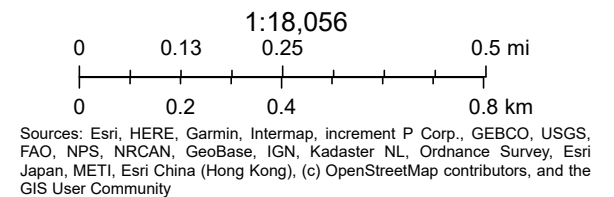
TRANSIT PRIORITY AREA (TPA)



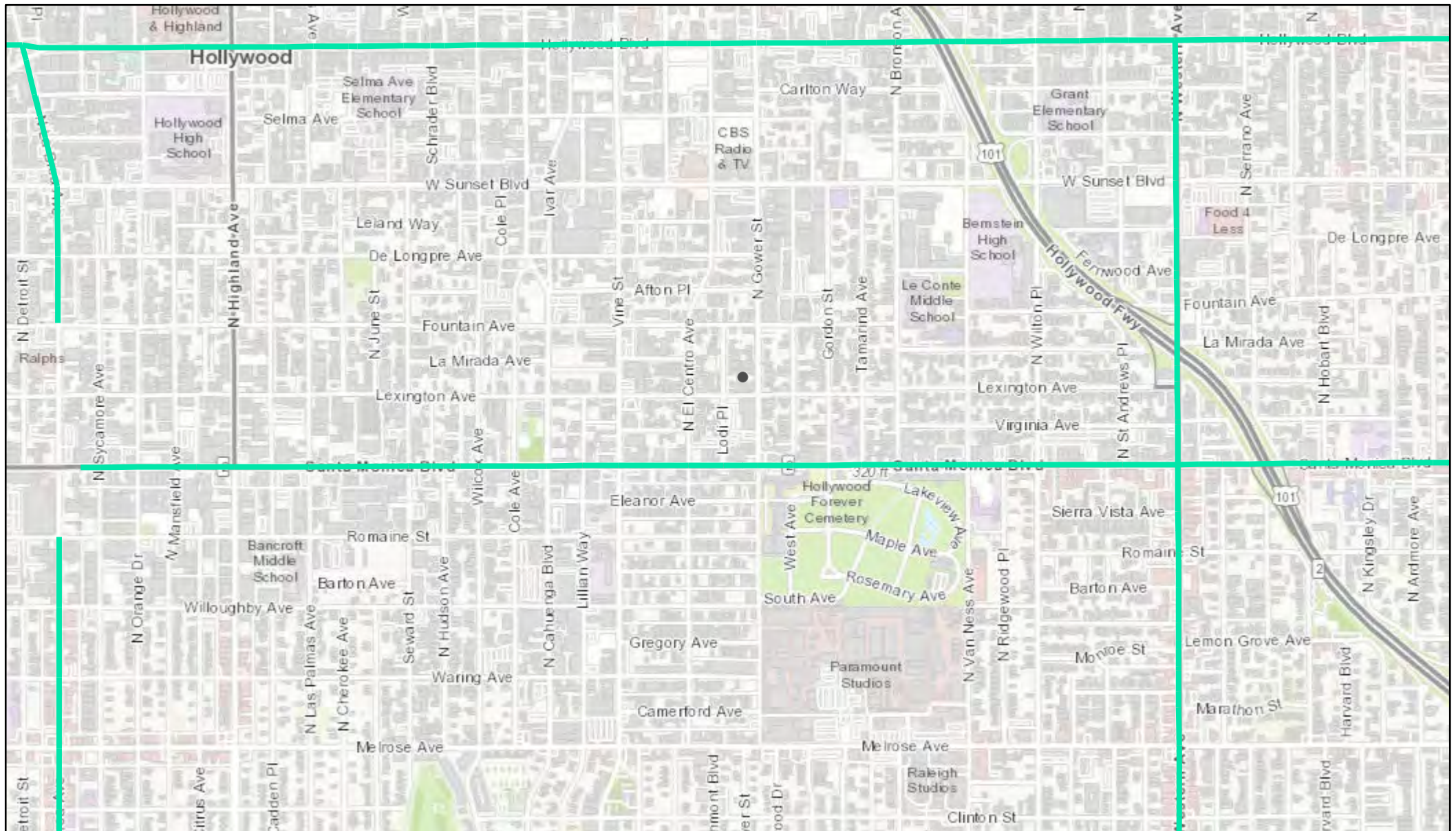
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Transit Priority Area (TPA)

- Heavy Rail
- Major Bus Routes

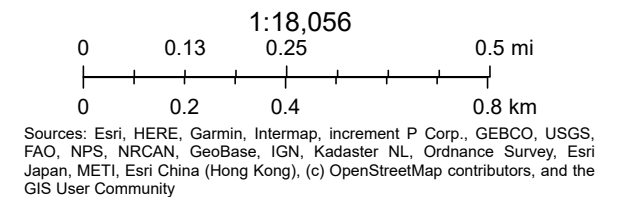


TRANSIT ENHANCED NETWORK (TEN)

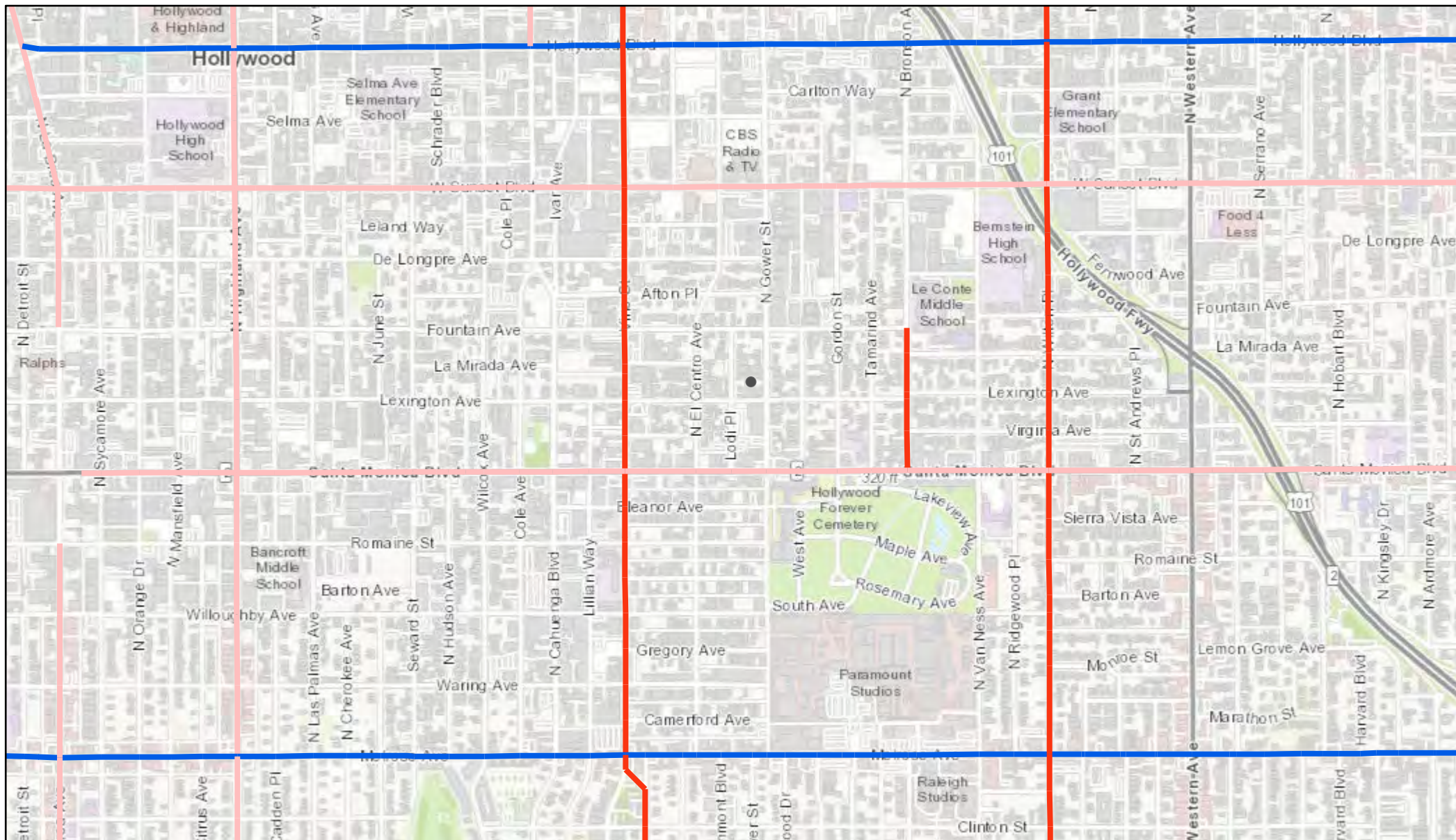


3/25/2022, 1:13:01 PM

— Transit Enhanced Network (TEN)



BICYCLE ENHANCED NETWORK (BEN)



3/25/2022, 1:13:52 PM

Bicycle Network



Tier 2 (BLN)

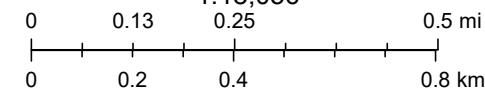


Tier 3 (BLN)



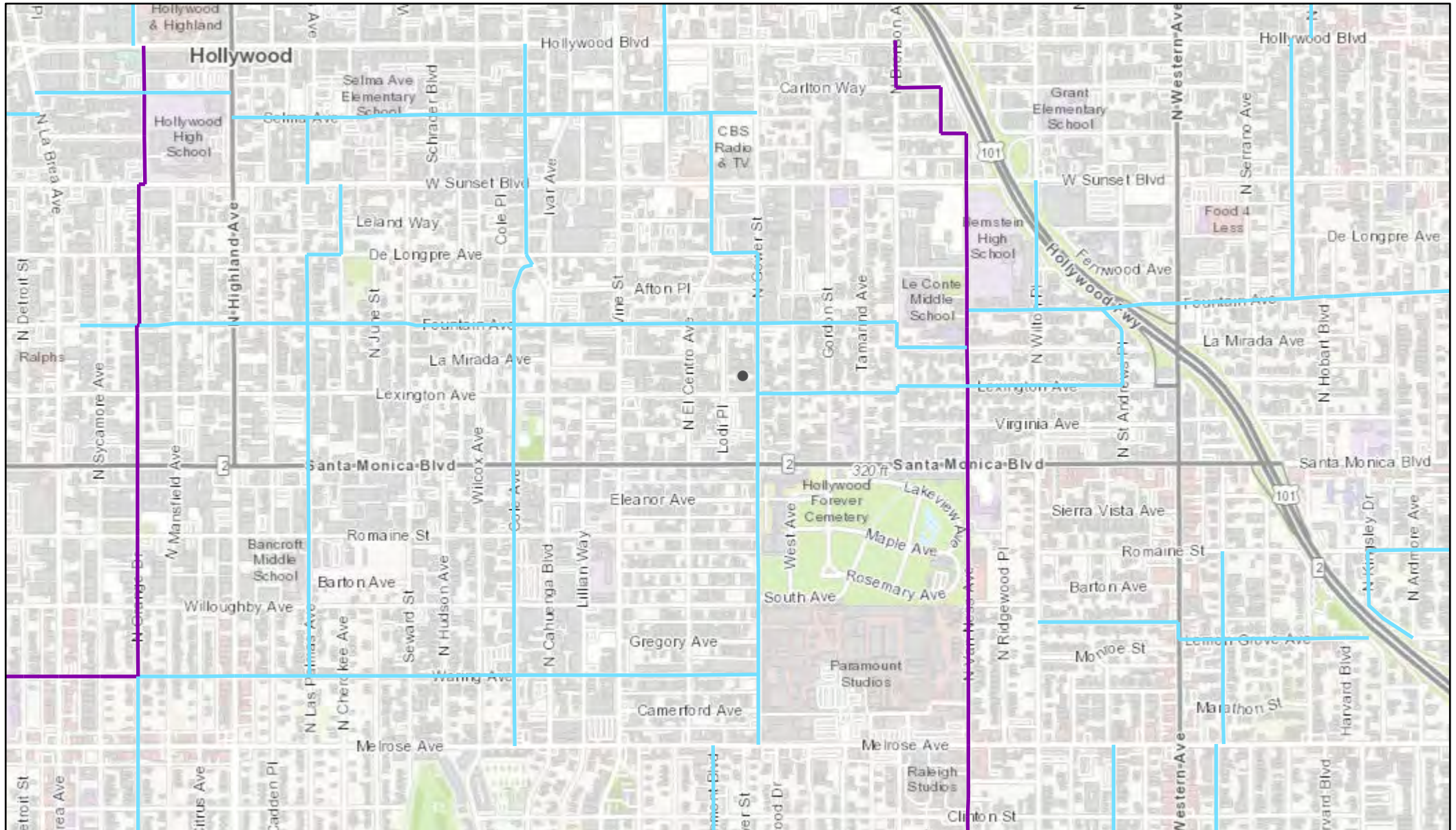
Tier 1 (BEN)

1:18,056



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

NEIGHBORHOOD ENHANCED NETWORK (NEN)



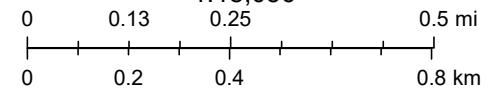
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Neighborhood Network (NEN)

Tier 1 NEN

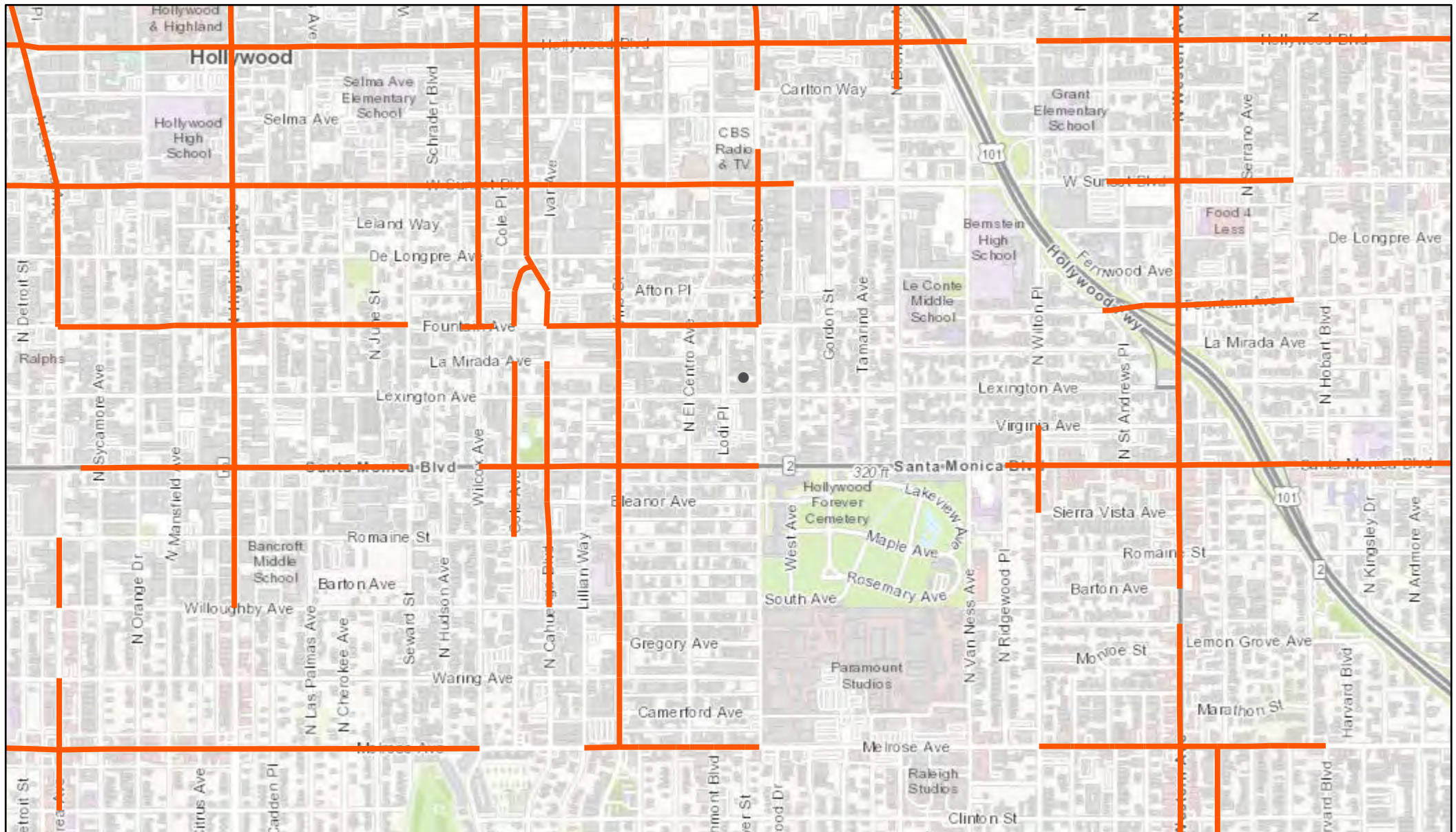
Tier 2 NEN

1:18,056



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

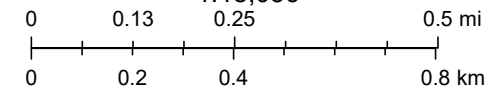
PEDESTRIAN ENHANCED DISTRICT (PEDs)



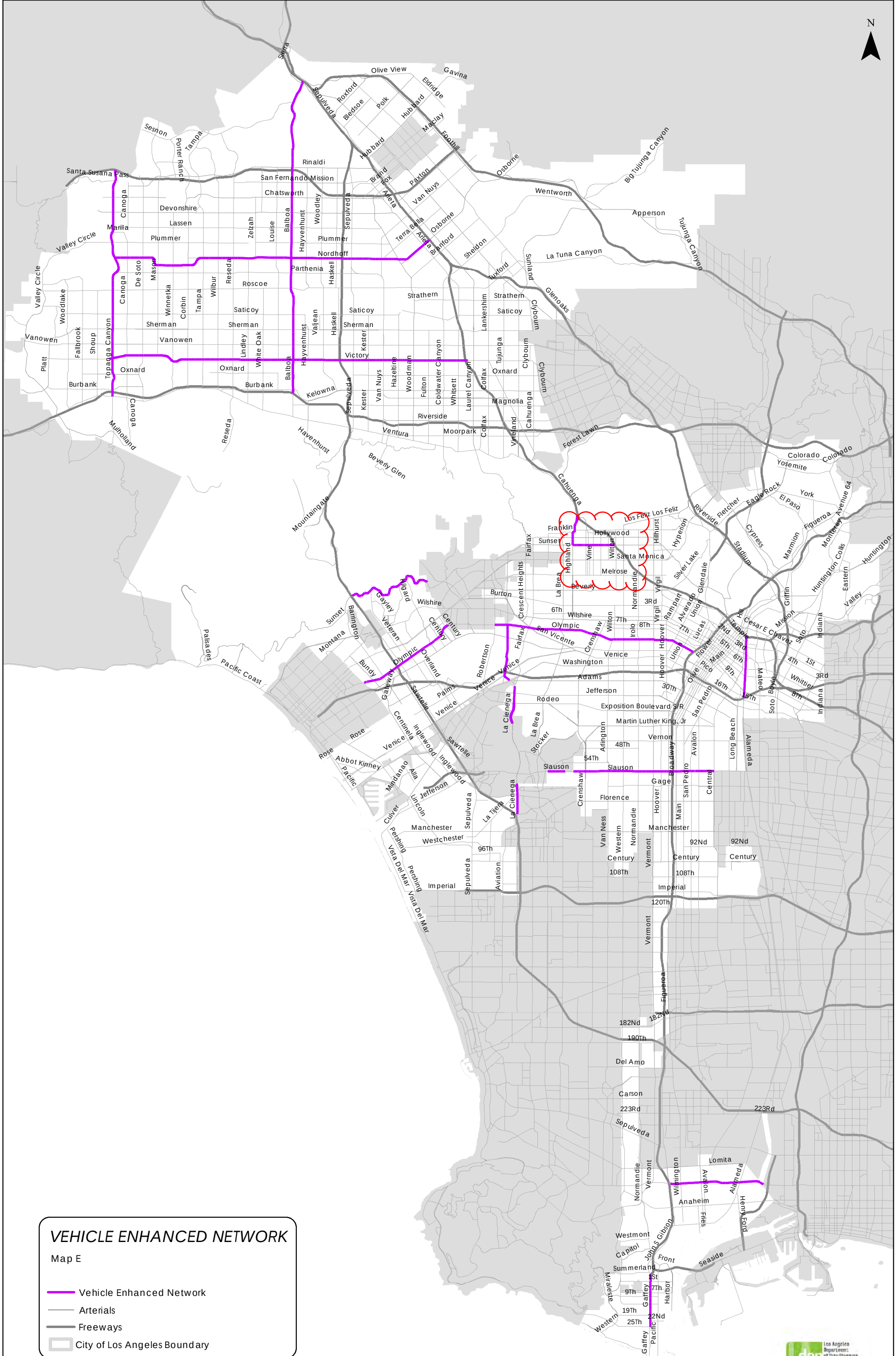
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— Pedestrian Enhanced Districts (PEDs)

1:18,056



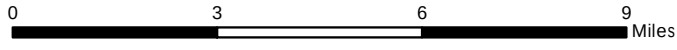
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

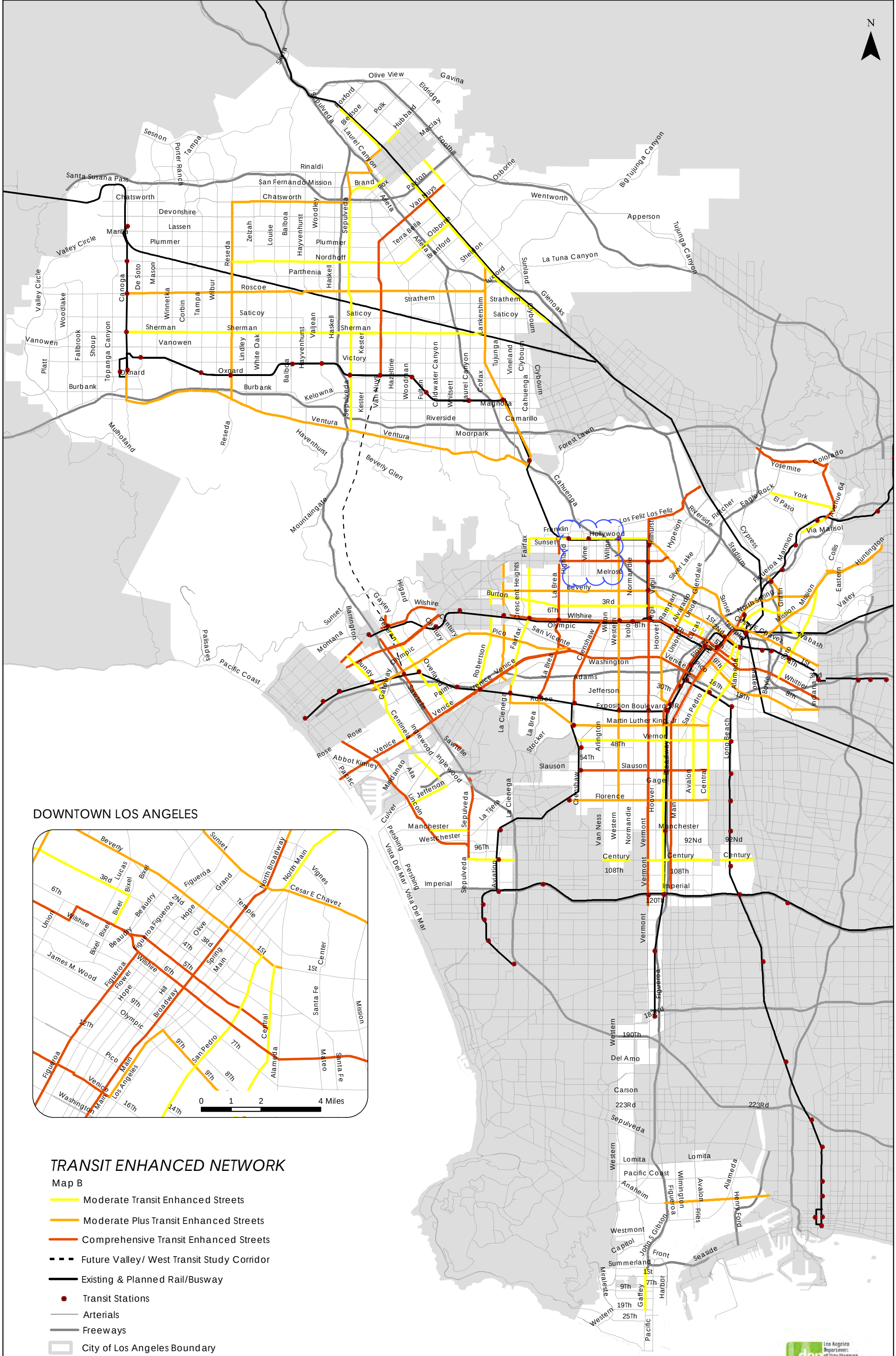


VEHICLE ENHANCED NETWORK

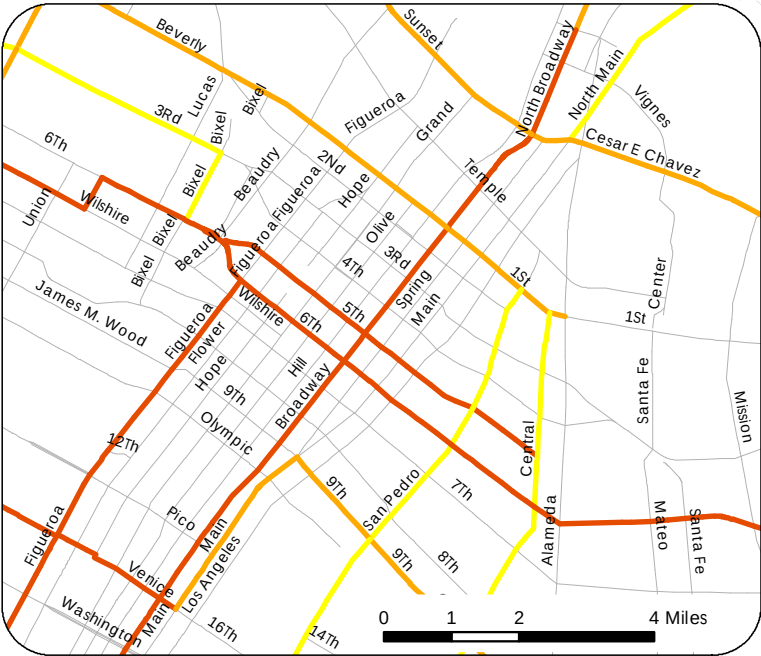
Map E

- Vehicle Enhanced Network
- Arterials
- Freeways
- City of Los Angeles Boundary





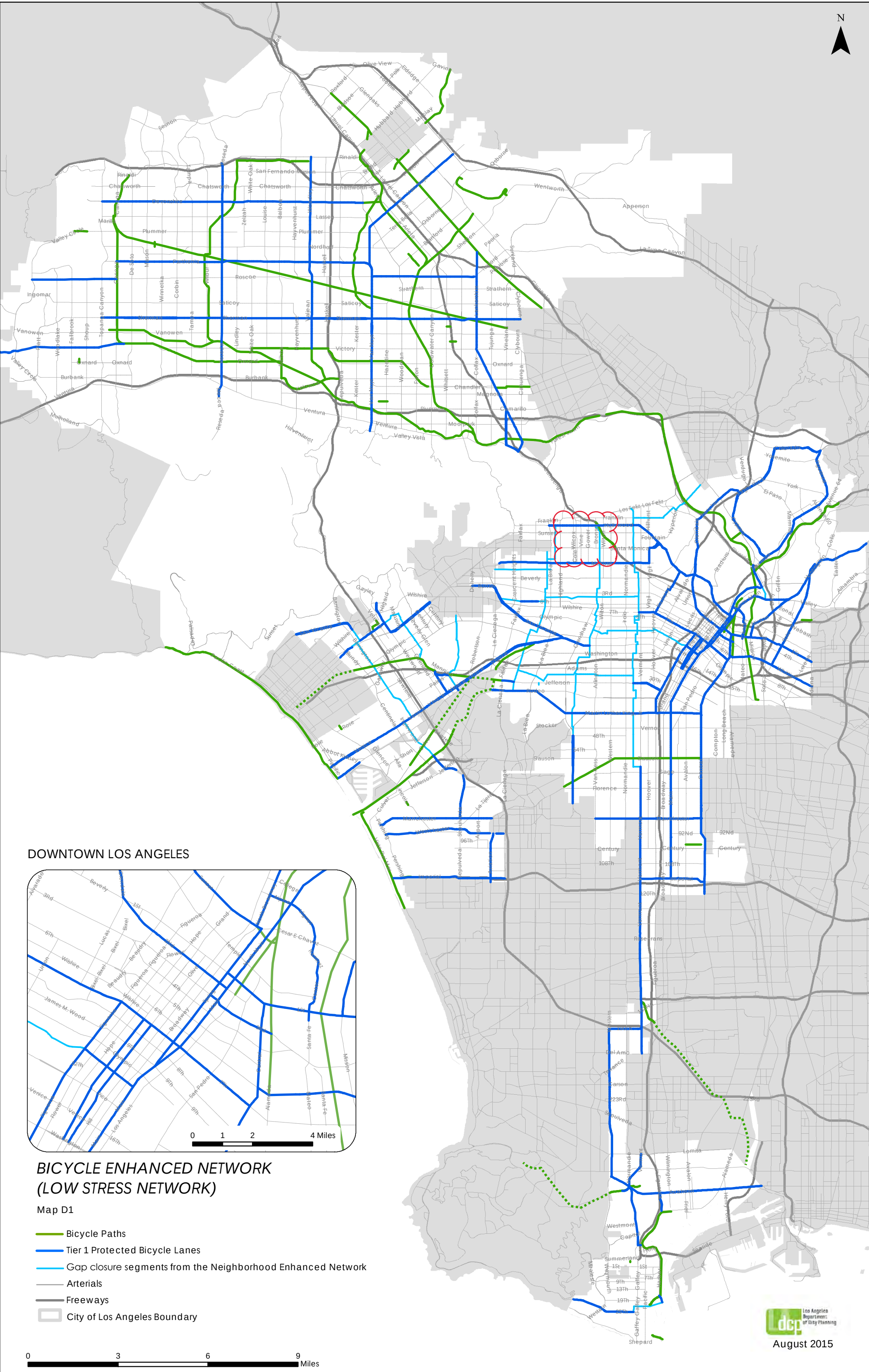
DOWNTOWN LOS ANGELES



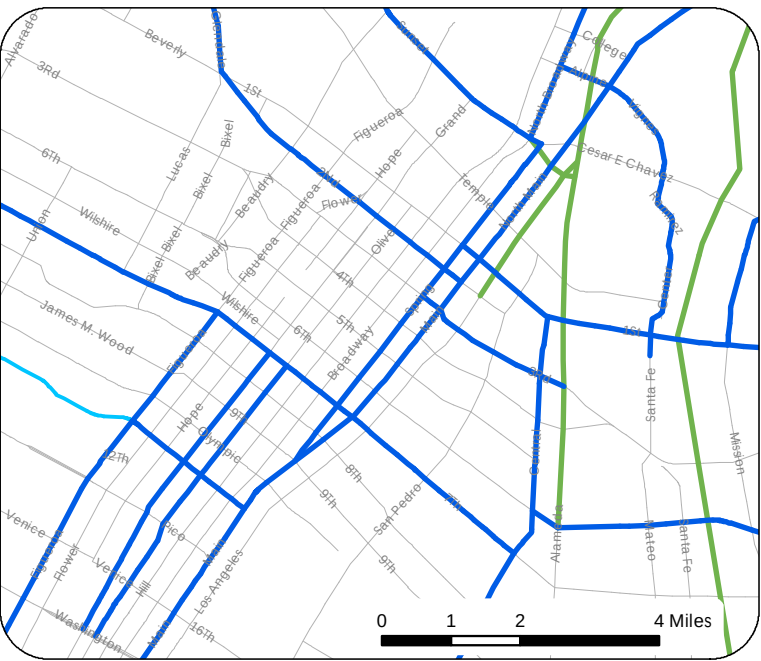
TRANSIT ENHANCED NETWORK

Map B

- Moderate Transit Enhanced Streets
- Moderate Plus Transit Enhanced Streets
- Comprehensive Transit Enhanced Streets
- Future Valley/ West Transit Study Corridor
- Existing & Planned Rail/Busway
- Transit Stations
- Arterials
- Freeways
- City of Los Angeles Boundary



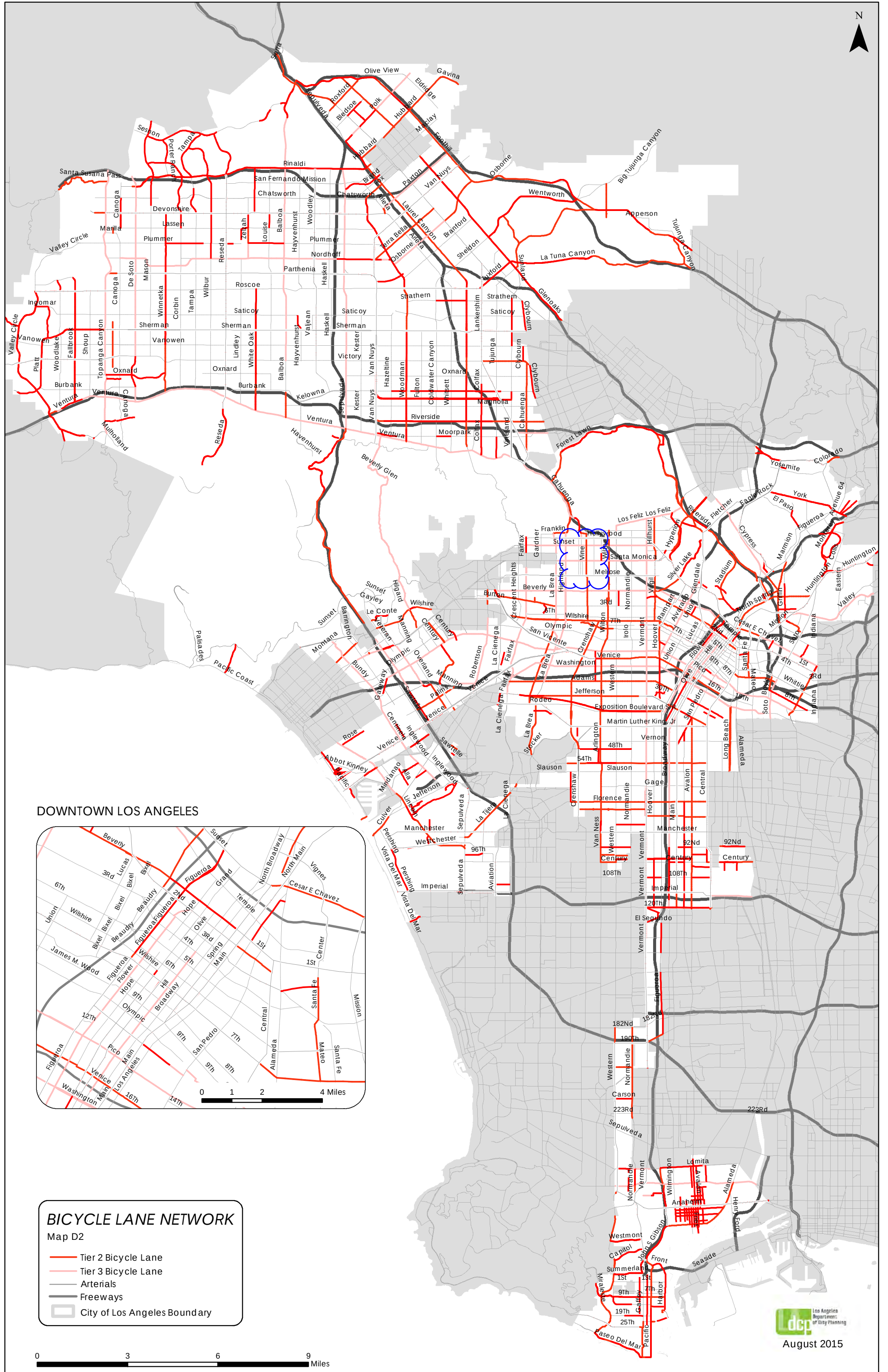
DOWNTOWN LOS ANGELES



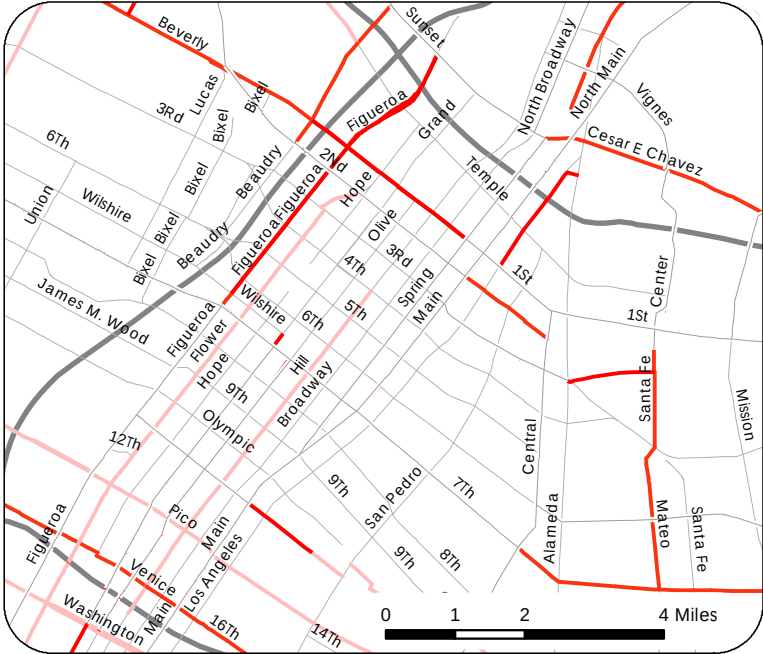
BICYCLE ENHANCED NETWORK
(LOW STRESS NETWORK)

Map D1

- Bicycle Paths
- Tier 1 Protected Bicycle Lanes
- Gap closure segments from the Neighborhood Enhanced Network
- Arterials
- Freeways
- City of Los Angeles Boundary



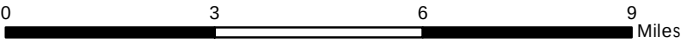
DOWNTOWN LOS ANGELES



BICYCLE LANE NETWORK

Map D2

- Tier 2 Bicycle Lane
- Tier 3 Bicycle Lane
- Arterials
- Freeways
- City of Los Angeles Boundary



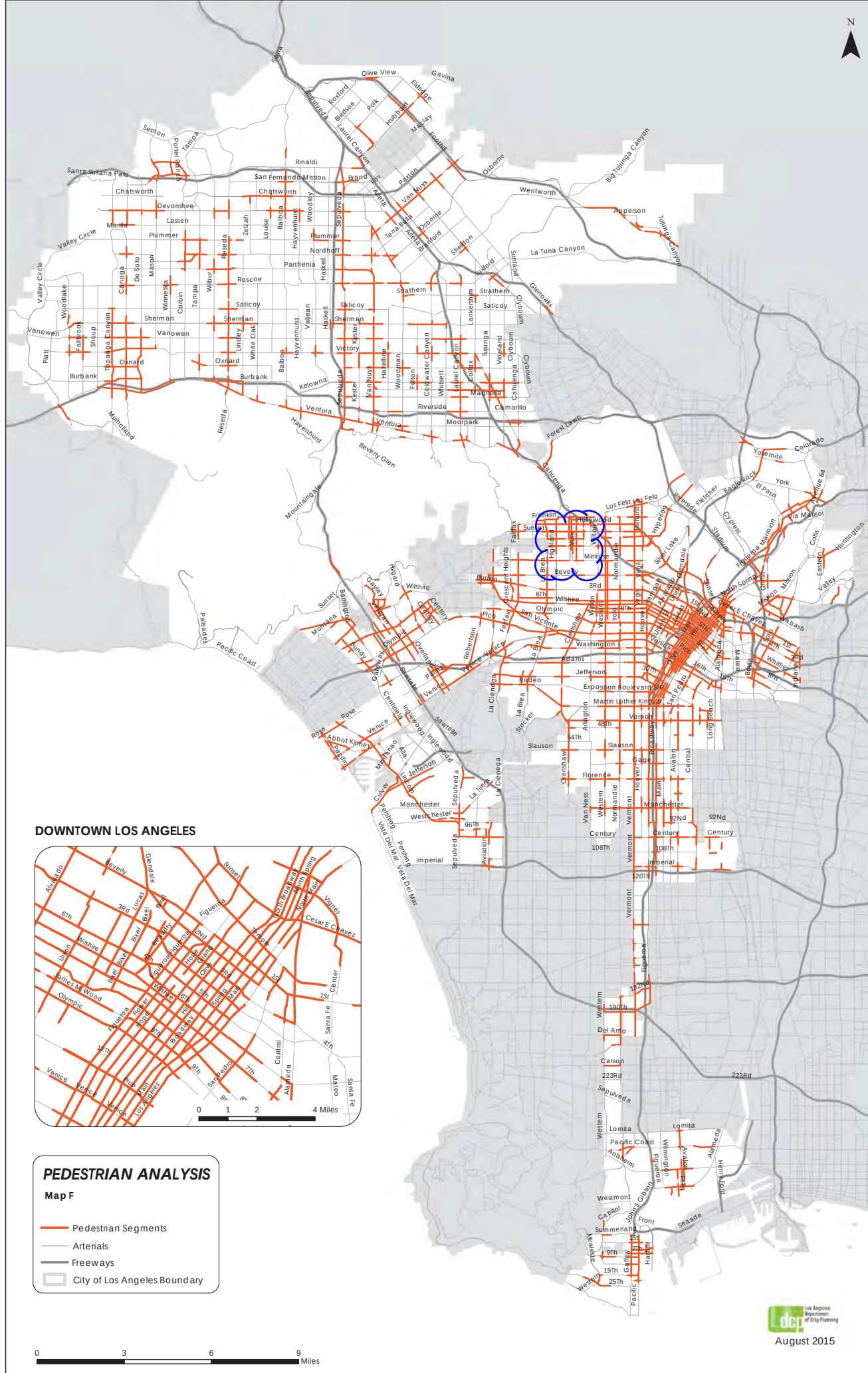


NEIGHBORHOOD ENHANCED NETWORK- CENTRAL, EAST & SOUTH SUBAREA

Map C4

-  Neighborhood Network
-  Arterials
-  City of Los Angeles Boundary

0 1 2 3 Miles



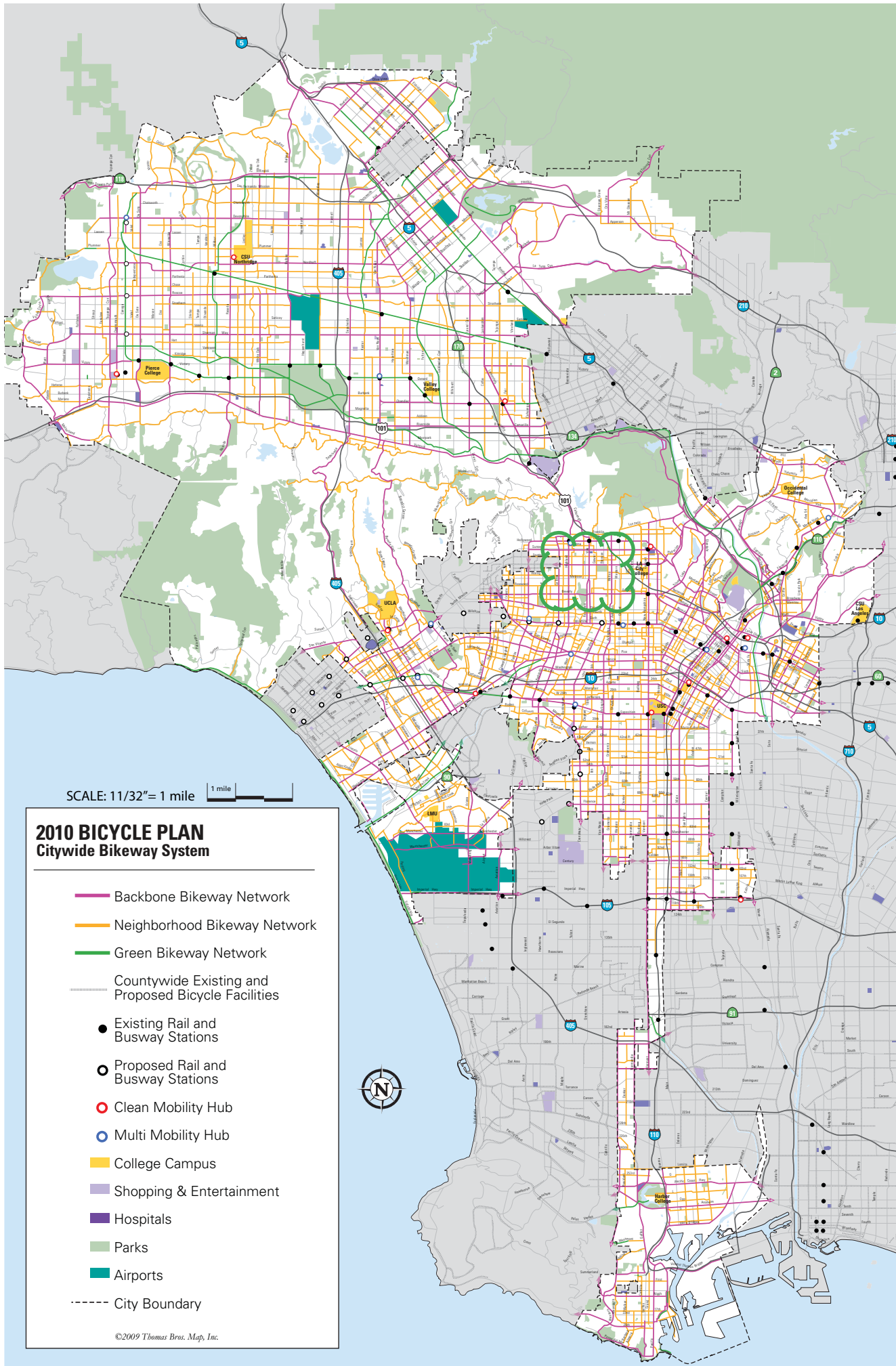
DOWNTOWN LOS ANGELES

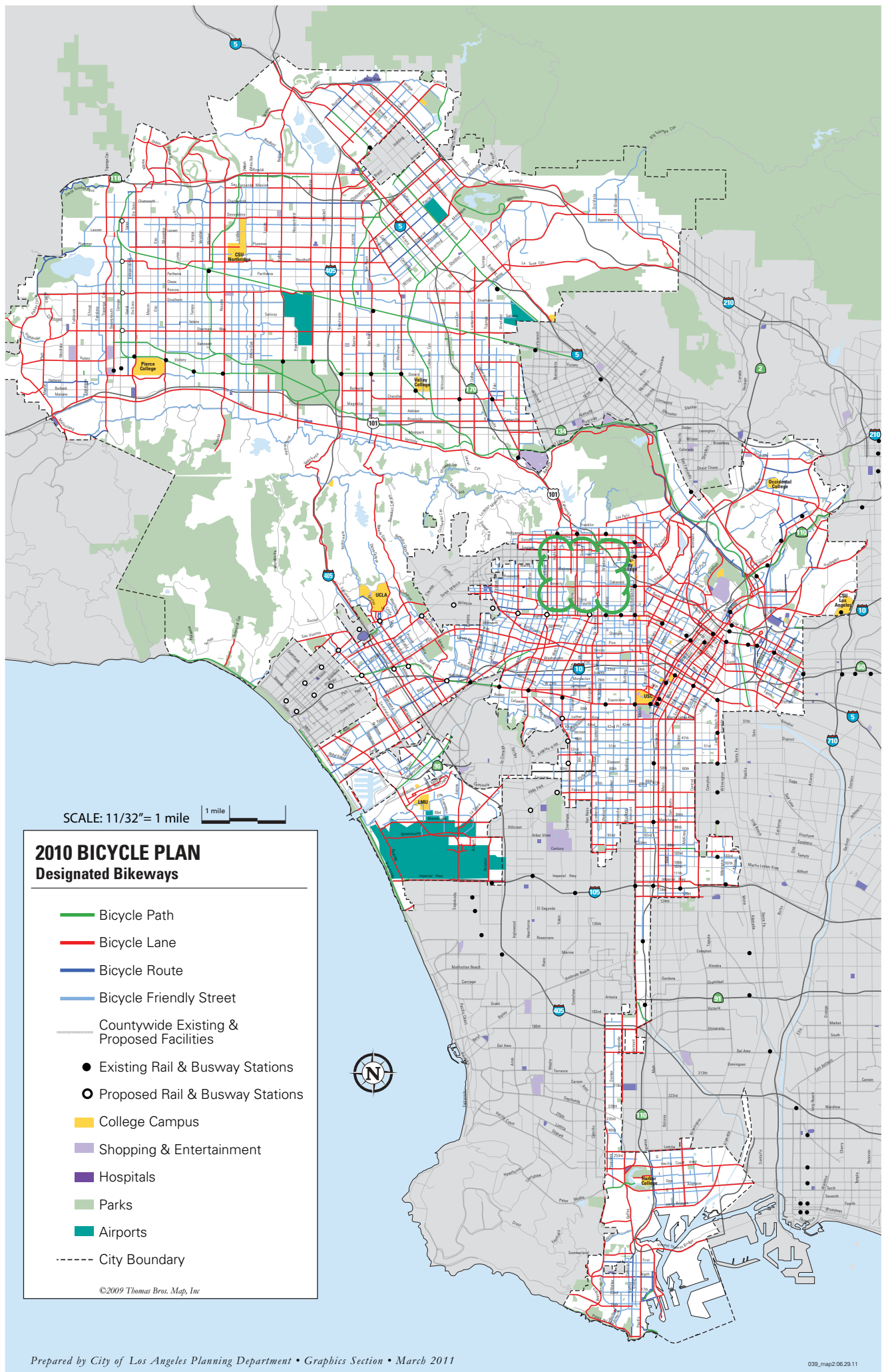


PEDESTRIAN ANALYSIS
Map F

- Pedestrian Segments
- Arterials
- Freeways
- City of Los Angeles Boundary









Overland Traffic Consultants, Inc.

APPENDIX F

VMT Report

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



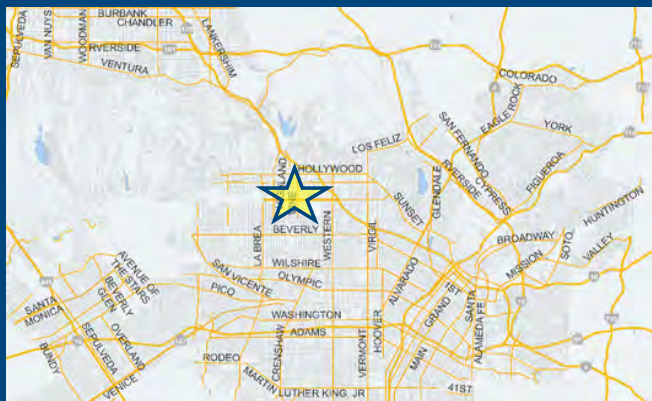
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario:

Address:



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

☒ Yes ☐ No

Existing Land Use

Land Use Type	Value	Unit
Housing Multi-Family	72	DU
Housing Multi-Family	72	DU

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

Proposed Project Land Use

Land Use Type	Value	Unit
Housing Affordable Housing - Family	16	DU
Housing Multi-Family	136	DU
Housing Affordable Housing - Family	16	DU

[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
287 Daily Vehicle Trips	598 Daily Vehicle Trips
1,820 Daily VMT	3,793 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	311 Net Daily Trips
The net increase in daily VMT ≤ 0	1,973 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.	

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

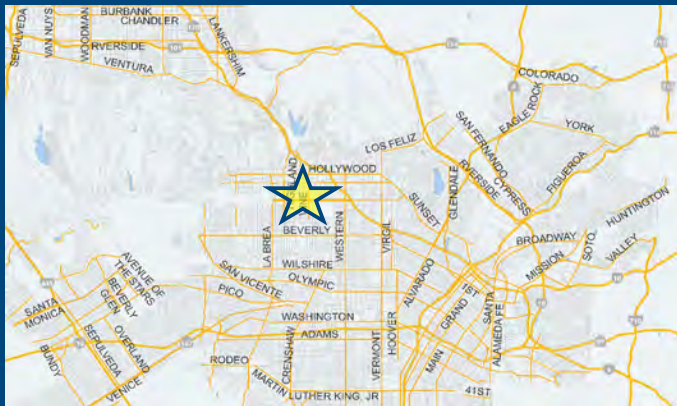


Project Information

Project:

Scenario:

Address:



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		
Implement/Improve On-street Bicycle Facility	Select Proposed Prj or Mitigation to include this strategy ☐ Proposed Prj ☐ Mitigation	
Include Bike Parking Per LAMC	Select Proposed Prj or Mitigation to include this strategy ☒ Proposed Prj ☐ Mitigation	
Include Secure Bike Parking and Showers	Select Proposed Prj or Mitigation to include this strategy ☐ Proposed Prj ☐ Mitigation	
G Neighborhood Enhancement		

Analysis Results

Proposed Project	With Mitigation
520 Daily Vehicle Trips	520 Daily Vehicle Trips
3,298 Daily VMT	3,298 Daily VMT
4.1 Household VMT per Capita	4.1 Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee

Significant VMT Impact?

Household: No

Threshold = 6.0
15% Below APC

Work: N/A

Threshold = 7.6
15% Below APC

Household: No

Threshold = 6.0
15% Below APC

Work: N/A

Threshold = 7.6
15% Below APC

Proposed Project Land Use Type

Value	Unit
Housing Multi-Family	136 DU
Housing Affordable Housing - Family	16 DU

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: June 28, 2022

Project Name: Gower Gardens

Project Scenario:

Project Address: 1201 N GOWER ST, 90038



Version 1.3

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	136	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	16	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	0.000	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students

Project and Analysis Overview

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: June 28, 2022

Project Name: Gower Gardens

Project Scenario:

Project Address: 1201 N GOWER ST, 90038



Version 1.3

Other	0	Trips
-------	---	-------

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: June 28, 2022

Project Name: Gower Gardens

Project Scenario:

Project Address: 1201 N GOWER ST, 90038



Version 1.3

Analysis Results			
Total Employees: 0			
Total Population: 357			
Proposed Project		With Mitigation	
520	Daily Vehicle Trips	520	Daily Vehicle Trips
3,298	Daily VMT	3,298	Daily VMT
4.1	Household VMT per Capita	4.1	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	N/A	Work > 7.6	N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: June 28, 2022

Project Name: Gower Gardens

Project Scenario:

Project Address: 1201 N GOWER ST, 90038



Version 1.3

TDM Strategy Inputs				
Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	152	152
		Actual parking provision (spaces)	108	108
	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)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: June 28, 2022

Project Name: Gower Gardens

Project Scenario:

Project Address: 1201 N GOWER ST, 90038



Version 1.3

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)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: June 28, 2022

Project Name: Gower Gardens

Project Scenario:

Project Address: 1201 N GOWER ST, 90038



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
		Degree of implementation (low, medium, high)	0	0
	Employer sponsored vanpool or shuttle	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: June 28, 2022

Project Name: Gower Gardens

Project Scenario:

Project Address: 1201 N GOWER ST, 90038



Version 1.3

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: June 28, 2022
 Project Name: Gower Gardens
 Project Scenario:
 Project Address: 1201 N GOWER ST, 90038



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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: June 28, 2022
 Project Name: Gower Gardens
 Project Scenario:
 Project Address: 1201 N GOWER ST, 90038



TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

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

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>	
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL		13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%
MAX. TDM EFFECT		13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%

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

PLACE	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: June 28, 2022

Project Name: Gower Gardens

Project Scenario:

Project Address: 1201 N GOWER ST, 90038



Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	135	-27.4%	98	7.5	1,013	735
Home Based Other Production	375	-47.7%	196	4.9	1,838	960
Non-Home Based Other Production	175	-6.3%	164	7.6	1,330	1,246
Home-Based Work Attraction	0	0.0%	0	8.5	0	0
Home-Based Other Attraction	179	-43.6%	101	6.0	1,074	606
Non-Home Based Other Attraction	42	-7.1%	39	6.3	265	246

MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-13.0%	85	639	-13.0%	85	639
Home Based Other Production	-13.0%	170	835	-13.0%	170	835
Non-Home Based Other Production	-13.0%	143	1,083	-13.0%	143	1,083
Home-Based Work Attraction	-13.0%	0	0	-13.0%	0	0
Home-Based Other Attraction	-13.0%	88	527	-13.0%	88	527
Non-Home Based Other Attraction	-13.0%	34	214	-13.0%	34	214

MXD VMT Methodology Per Capita & Per Employee

Total Population: 357

Total Employees: 0

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	1,474	1,474
<i>Total Home Based Work Attraction VMT</i>	0	0
<i>Total Home Based VMT Per Capita</i>	4.1	4.1
<i>Total Work Based VMT Per Employee</i>	N/A	N/A

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:	<u><i>Jerry Overland</i></u>
Print Name:	<u>Jerry Overland</u>
Title:	<u>Traffic Engineer</u>
Company:	<u>Overland Traffic Consultants, Inc.</u>
Address:	<u>952 Manhattan Beach Bd, #100, Manhattan Beach, CA 90266</u>
Phone:	<u>661.799.8423</u>
Email Address:	<u>otc@overlandtraffic.com</u>
Date:	<u>8-3-2022</u>



Overland Traffic Consultants, Inc.

APPENDIX G

Related Project Information

<u>No.</u>	<u>Project</u>	<u>Size</u>	<u>Location</u>	<u>Daily Traffic</u>	<u>AM Peak Hour</u>			<u>PM Peak Hours</u>		
					<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
1	Market Apartments	26,102 sf 276 units	1546 Argyle Avenue	3,760	94	69	163	151	162	313
2	Condominiums	6 units	1255 N Beachwood Drive	29	1	1	2	1	1	2
3	Apartments	109 units	6007 Sunset Boulevard	856	13	27	40	33	26	59
4	Hotel Restaurant	14,657 sf 175 rooms 12,500 sf	6445 Sunset Boulevard	1,409	88	67	155	98	76	174
5	Apartments	189 units	1400 N Vine Street	1,446	70	93	163	97	56	153
6	Single Family	10 units	1248 Lodi Place	70	2	3	5	4	2	6
7	Office	180,073 sf	5731 Santa Monica Boulevard	1,112	128	12	140	14	119	133
8	Studio	5 sf	5601 Santa Monica Boulevard	3,941	448	84	532	91	436	527
9	Office	74,760 sf	1200 Cahuenga Boulevard	344	6	-31	-25	5	62	67
10	Apartments	169 units	1121 -1149 N Gower Street	667	16	39	55	38	25	63
11	Apartments	200 units	6400 Sunset Boulevard	11	14	77	91	57	-6	51
12	Office Restaurant	431,032 sf 14,186 sf	6450 Sunset Boulevard	2,874	324	69	393	121	339	460
13	Sunset Gower Studio	628,000 sf	6050 Sunset Boulevard	2,726	299	43	342	45	288	333
14	Palladium Residences	731 units	6201 Sunset Boulevard	4,913	128	228	356	234	169	403
15	Commercial	24,000 sf								
15	Condominiums	429 units	1360 Vine Street	4,486	66	164	230	123	172	295
	Market	55,000 sf								
	Retail	5,000 sf								
	Restaurant	8,988 sf								
16	Hotel	275 rooms	6409 Sunset Boulevard	1,285	51	26	77	53	60	113
	Retail	1,900 sf								
17	Office	109,190 sf	1235 Vine Street	1,364	114	21	135	35	122	157
	Commercial	7,960 sf								
18	Apartments	150 units	6266 Sunset Boulevard	603	11	35	46	33	22	55
	Retail	13,130 sf								



APPENDIX H

Traffic Volume Data and Level of Service Worksheets



Traffic Volume Data
Peak Hour Traffic Volume and 24-hour Volume

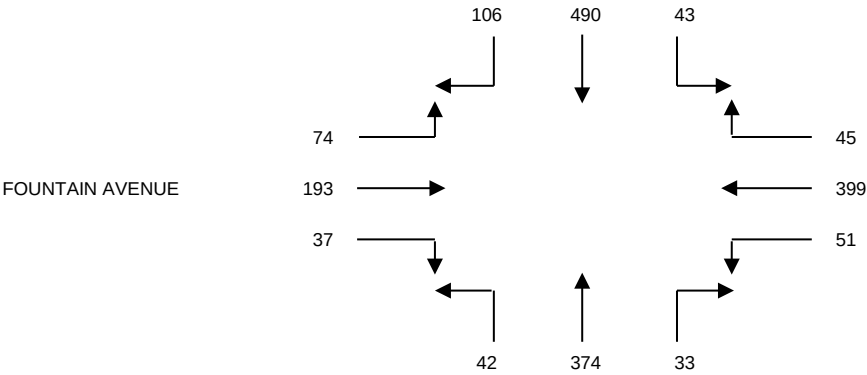
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
 PROJECT: 1149 GOWER STREET - HOLLYWOOD
 DATE: WEDNESDAY, APRIL 03, 2019
 PERIOD: 07:00 AM TO 10:00 AM
 INTERSECTION: N/S GOWER STREET
 E/W FOUNTAIN AVENUE
 FILE NUMBER: 6_AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	19	65	6	5	43	7	3	50	4	3	16	5
0715-0730	28	97	11	8	64	5	4	63	4	4	21	7
0730-0745	45	97	8	11	80	9	3	70	9	3	32	11
0745-0800	33	117	11	5	73	4	6	101	6	3	41	10
0800-0815	29	163	12	11	80	5	10	107	9	6	46	15
0815-0830	25	117	13	10	63	9	5	116	11	4	40	18
0830-0845	32	103	8	11	86	8	5	100	6	8	64	16
0845-0900	27	137	12	8	93	8	9	111	7	8	55	19
0900-0915	26	128	8	9	92	14	7	92	11	8	45	18
0915-0930	21	110	10	12	102	11	6	99	11	10	45	18
0930-0945	32	115	13	16	112	18	11	72	13	11	48	19
0945-1000	35	90	9	10	84	11	8	66	7	9	35	16

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
0700-0800	125	376	36	29	260	25	16	284	23	13	110	33	1330
0715-0815	135	474	42	35	297	23	23	341	28	16	140	43	1597
0730-0830	132	494	44	37	296	27	24	394	35	16	159	54	1712
0745-0845	119	500	44	37	302	26	26	424	32	21	191	59	1781
0800-0900	113	520	45	40	322	30	29	434	33	26	205	68	1865
0815-0915	110	485	41	38	334	39	26	419	35	28	204	71	1830
0830-0930	106	478	38	40	373	41	27	402	35	34	209	71	1854
0845-0945	106	490	43	45	399	51	33	374	42	37	193	74	1887
0900-1000	114	443	40	47	390	54	32	329	42	38	173	71	1773

A.M. PEAK HOUR
 0845-0945



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91005
 PH: 626-446-7978
 FAX: 626-446-2877

GOWER STREET

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA
 PROJECT: 1149 GOWER STREET - HOLLYWOOD
 DATE: WEDNESDAY, APRIL 03, 2019
 PERIOD: 07:00 AM TO 10:00 AM
 INTERSECTION: GOWER STREET / FOUNTAIN AVENUE

FILE: 6AMPED-BIKE

15-MINUTE PERIOD	PEDESTRIAN MOVEMENTS			
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
	A	B	C	D
0700-0715	5	3	4	2
0715-0730	8	6	4	1
0730-0745	9	10	3	4
0745-0800	3	5	8	7
0800-0815	5	7	5	8
0815-0830	5	6	11	6
0830-0845	8	3	5	7
0845-0900	3	8	10	4
0900-0915	2	3	3	5
0915-0930	7	5	5	5
0930-0945	5	9	4	6
0945-1000	2	6	9	3

15-MINUTE PERIOD	BICYCLIST MOVEMENTS			
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
	A	B	C	D
0700-0715	1	0	0	1
0715-0730	3	0	0	2
0730-0745	1	0	3	1
0745-0800	2	0	0	2
0800-0815	0	1	0	1
0815-0830	3	1	1	0
0830-0845	4	0	0	0
0845-0900	4	0	0	1
0900-0915	4	0	1	0
0915-0930	1	2	0	1
0930-0945	5	0	1	0
0945-1000	3	0	0	0

1-HOUR PERIOD	PEDESTRIAN MOVEMENTS				TOTALS
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	
	A	B	C	D	
0700-0800	25	24	19	14	82
0715-0815	25	28	20	20	93
0730-0830	22	28	27	25	102
0745-0845	21	21	29	28	99
0800-0900	21	24	31	25	101
0815-0915	18	20	29	22	89
0830-0930	20	19	23	21	83
0845-0945	17	25	22	20	84
0900-1000	16	23	21	19	79

1-HOUR PERIOD	BICYCLIST MOVEMENTS				TOTALS
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	
	A	B	C	D	
0700-0800	7	0	3	6	16
0715-0815	6	1	3	6	16
0730-0830	6	2	4	4	16
0745-0845	9	2	1	3	15
0800-0900	11	2	1	2	16
0815-0915	15	1	2	1	19
0830-0930	13	2	1	2	18
0845-0945	14	2	2	2	20
0900-1000	13	2	2	1	18

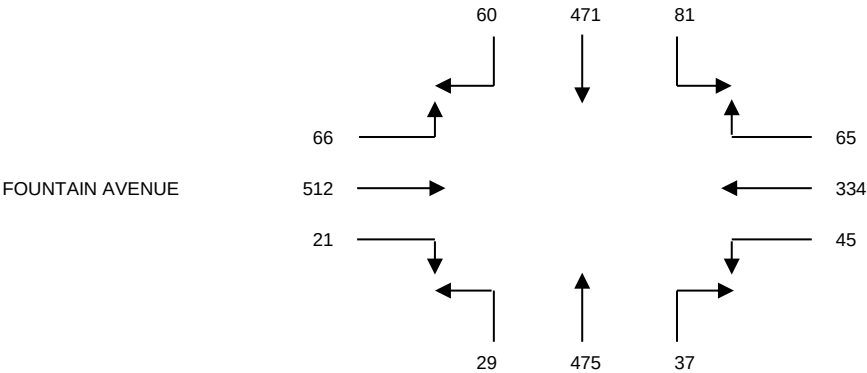
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
 PROJECT: 1149 GOWER STREET - HOLLYWOOD
 DATE: WEDNESDAY, APRIL 03, 2019
 PERIOD: 03:00 PM TO 06:00 PM
 INTERSECTION: N/S GOWER STREET
 E/W FOUNTAIN AVENUE
 FILE NUMBER: 6_PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	16	79	16	8	57	6	11	81	10	5	70	15
0315-0330	15	82	27	12	60	12	12	72	13	9	81	21
0330-0345	19	96	20	12	69	9	8	82	10	6	125	16
0345-0400	18	105	21	14	73	6	4	119	6	7	114	22
0400-0415	11	96	21	10	63	5	7	115	8	12	114	19
0415-0430	14	114	15	10	61	8	6	113	6	7	101	15
0430-0445	11	119	22	15	64	11	10	120	7	8	121	23
0445-0500	7	104	20	14	72	7	6	120	10	6	108	15
0500-0515	10	139	20	19	92	10	5	121	9	3	113	18
0515-0530	16	114	24	15	88	12	10	128	6	5	124	19
0530-0545	18	115	19	16	84	10	9	114	6	8	153	19
0545-0600	16	103	18	15	70	13	13	112	8	5	122	10

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
0300-0400	68	362	84	46	259	33	35	354	39	27	390	74	1771
0315-0415	63	379	89	48	265	32	31	388	37	34	434	78	1878
0330-0430	62	411	77	46	266	28	25	429	30	32	454	72	1932
0345-0445	54	434	79	49	261	30	27	467	27	34	450	79	1991
0400-0500	43	433	78	49	260	31	29	468	31	33	444	72	1971
0415-0515	42	476	77	58	289	36	27	474	32	24	443	71	2049
0430-0530	44	476	86	63	316	40	31	489	32	22	466	75	2140
0445-0545	51	472	83	64	336	39	30	483	31	22	498	71	2180
0500-0600	60	471	81	65	334	45	37	475	29	21	512	66	2196

P.M. PEAK HOUR
 0500-0600



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91005
 PH: 626-446-7978
 FAX: 626-446-2877

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA
 PROJECT: 1149 GOWER STREET - HOLLYWOOD
 DATE: WEDNESDAY, APRIL 03, 2019
 PERIOD: 03:00 PM TO 06:00 PM
 INTERSECTION: GOWER STREET / FOUNTAIN AVENUE

FILE: 6PMPED-BIKE

15-MINUTE PERIOD	PEDESTRIAN MOVEMENTS			
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
	A	B	C	D
0300-0315	5	6	6	6
0315-0330	6	3	8	8
0330-0345	7	12	4	4
0345-0400	9	12	8	9
0400-0415	8	6	9	10
0415-0430	6	8	9	6
0430-0445	5	5	7	5
0445-0500	5	6	2	6
0500-0515	6	11	4	12
0515-0530	4	7	7	6
0530-0545	7	9	7	12
0545-0600	7	6	8	13

15-MINUTE PERIOD	BICYCLIST MOVEMENTS			
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
	A	B	C	D
0300-0315	0	2	1	0
0315-0330	1	0	1	1
0330-0345	1	0	1	1
0345-0400	1	3	2	1
0400-0415	0	0	0	1
0415-0430	1	2	0	2
0430-0445	0	1	1	1
0445-0500	2	0	0	4
0500-0515	2	1	1	2
0515-0530	1	1	2	3
0530-0545	3	1	2	3
0545-0600	2	0	1	1

1-HOUR PERIOD	PEDESTRIAN MOVEMENTS				TOTALS
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	
	A	B	C	D	
0300-0400	27	33	26	27	113
0315-0415	30	33	29	31	123
0330-0430	30	38	30	29	127
0345-0445	28	31	33	30	122
0400-0500	24	25	27	27	103
0415-0515	22	30	22	29	103
0430-0530	20	29	20	29	98
0445-0545	22	33	20	36	111
0500-0600	24	33	26	43	126

1-HOUR PERIOD	BICYCLIST MOVEMENTS				TOTALS
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	
	A	B	C	D	
0300-0400	3	5	5	3	16
0315-0415	3	3	4	4	14
0330-0430	3	5	3	5	16
0345-0445	2	6	3	5	16
0400-0500	3	3	1	8	15
0415-0515	5	4	2	9	20
0430-0530	5	3	4	10	22
0445-0545	8	3	5	12	28
0500-0600	8	3	6	9	26

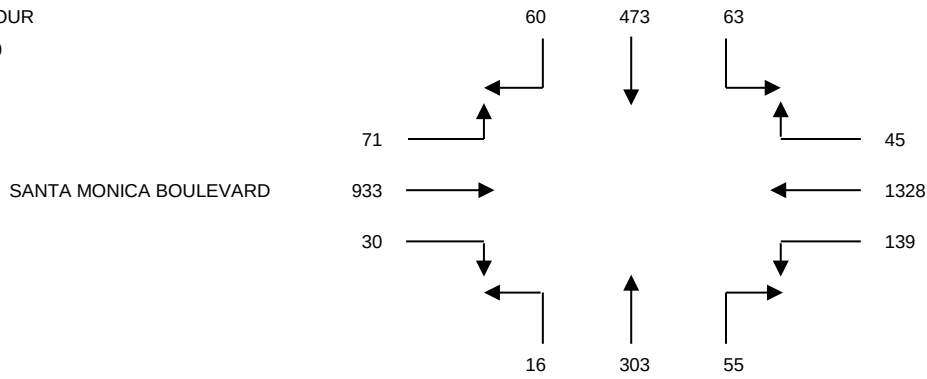
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
 PROJECT: 1149 GOWER STREET - HOLLYWOOD
 DATE: THURSDAY, APRIL 04, 2019
 PERIOD: 07:00 AM TO 10:00 AM
 INTERSECTION: N/S GOWER STREET
 E/W SANTA MONICA BOULEVARD
 FILE NUMBER: 7_AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	9	53	8	7	341	13	18	27	0	8	166	12
0715-0730	19	79	11	10	350	24	15	40	4	6	201	12
0730-0745	18	101	11	10	344	30	10	52	6	4	237	16
0745-0800	13	105	12	10	322	37	11	65	2	5	239	16
0800-0815	17	100	16	17	305	30	19	70	3	3	244	18
0815-0830	12	126	17	10	337	34	14	65	5	6	230	17
0830-0845	12	116	17	7	349	40	11	72	3	12	237	16
0845-0900	19	131	13	11	337	35	11	96	5	9	222	20
0900-0915	15	110	14	19	291	29	13	77	3	11	228	21
0915-0930	10	104	9	15	320	43	20	78	1	7	234	15
0930-0945	17	95	11	10	299	31	14	93	3	10	224	14
0945-1000	14	88	12	12	343	48	12	67	1	6	228	18

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
0700-0800	59	338	42	37	1357	104	54	184	12	23	843	56	3109
0715-0815	67	385	50	47	1321	121	55	227	15	18	921	62	3289
0730-0830	60	432	56	47	1308	131	54	252	16	18	950	67	3391
0745-0845	54	447	62	44	1313	141	55	272	13	26	950	67	3444
0800-0900	60	473	63	45	1328	139	55	303	16	30	933	71	3516
0815-0915	58	483	61	47	1314	138	49	310	16	38	917	74	3505
0830-0930	56	461	53	52	1297	147	55	323	12	39	921	72	3488
0845-0945	61	440	47	55	1247	138	58	344	12	37	908	70	3417
0900-1000	56	397	46	56	1253	151	59	315	8	34	914	68	3357

A.M. PEAK HOUR
 0800-0900



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91005
 PH: 626-446-7978
 FAX: 626-446-2877

GOWER STREET

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA
 PROJECT: 1149 GOWER STREET - HOLLYWOOD
 DATE: THURSDAY, APRIL 04, 2019
 PERIOD: 07:00 AM TO 10:00 AM
 INTERSECTION: GOWER STREET / SANTA MONICA BOULEVARD

FILE: 7AMPED-BIKE

15-MINUTE PERIOD	PEDESTRIAN MOVEMENTS			
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
	A	B	C	D
0700-0715	6	1	2	4
0715-0730	6	4	5	5
0730-0745	3	5	3	4
0745-0800	7	9	5	3
0800-0815	7	8	9	3
0815-0830	2	9	3	1
0830-0845	4	2	1	2
0845-0900	7	5	5	1
0900-0915	3	8	4	4
0915-0930	1	6	3	1
0930-0945	2	5	9	0
0945-1000	4	9	8	2

15-MINUTE PERIOD	BICYCLIST MOVEMENTS			
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
	A	B	C	D
0700-0715	2	0	1	0
0715-0730	1	0	2	0
0730-0745	2	1	6	0
0745-0800	0	2	2	0
0800-0815	1	1	2	1
0815-0830	1	0	4	0
0830-0845	1	0	3	0
0845-0900	1	0	7	0
0900-0915	2	1	3	0
0915-0930	1	2	1	0
0930-0945	4	1	4	0
0945-1000	0	0	0	1

1-HOUR PERIOD	PEDESTRIAN MOVEMENTS				TOTALS
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	
	A	B	C	D	
0700-0800	22	19	15	16	72
0715-0815	23	26	22	15	86
0730-0830	19	31	20	11	81
0745-0845	20	28	18	9	75
0800-0900	20	24	18	7	69
0815-0915	16	24	13	8	61
0830-0930	15	21	13	8	57
0845-0945	13	24	21	6	64
0900-1000	10	28	24	7	69

1-HOUR PERIOD	BICYCLIST MOVEMENTS				TOTALS
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	
	A	B	C	D	
0700-0800	5	3	11	0	19
0715-0815	4	4	12	1	21
0730-0830	4	4	14	1	23
0745-0845	3	3	11	1	18
0800-0900	4	1	16	1	22
0815-0915	5	1	17	0	23
0830-0930	5	3	14	0	22
0845-0945	8	4	15	0	27
0900-1000	7	4	8	1	20

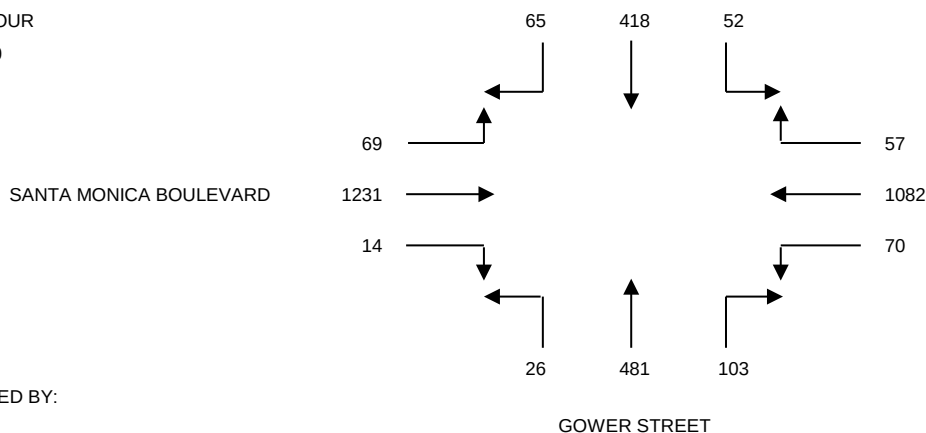
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
 PROJECT: 1149 GOWER STREET - HOLLYWOOD
 DATE: THURSDAY, APRIL 04, 2019
 PERIOD: 03:00 PM TO 06:00 PM
 INTERSECTION: N/S GOWER STREET
 E/W SANTA MONICA BOULEVARD
 FILE NUMBER: 7_PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	18	70	14	12	293	15	25	81	3	12	276	12
0315-0330	14	96	17	17	282	18	20	100	5	6	298	19
0330-0345	17	90	16	18	269	13	28	102	5	11	307	18
0345-0400	15	84	16	11	283	15	39	99	5	11	312	10
0400-0415	11	70	15	11	296	24	27	96	10	6	274	15
0415-0430	9	94	21	17	284	23	27	110	7	4	281	20
0430-0445	13	118	15	16	256	20	25	127	5	5	298	20
0445-0500	12	90	12	16	278	16	23	115	9	3	303	17
0500-0515	17	93	14	15	282	15	25	121	6	2	316	19
0515-0530	23	117	11	10	266	19	30	118	6	4	314	13
0530-0545	21	93	9	9	237	17	26	121	9	8	312	18
0545-0600	19	96	9	11	294	19	16	110	7	4	300	22

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
0300-0400	64	340	63	58	1127	61	112	382	18	40	1193	59	3517
0315-0415	57	340	64	57	1130	70	114	397	25	34	1191	62	3541
0330-0430	52	338	68	57	1132	75	121	407	27	32	1174	63	3546
0345-0445	48	366	67	55	1119	82	118	432	27	26	1165	65	3570
0400-0500	45	372	63	60	1114	83	102	448	31	18	1156	72	3564
0415-0515	51	395	62	64	1100	74	100	473	27	14	1198	76	3634
0430-0530	65	418	52	57	1082	70	103	481	26	14	1231	69	3668
0445-0545	73	393	46	50	1063	67	104	475	30	17	1245	67	3630
0500-0600	80	399	43	45	1079	70	97	470	28	18	1242	72	3643

P.M. PEAK HOUR
 0430-0530



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91005
 PH: 626-446-7978
 FAX: 626-446-2877

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA
 PROJECT: 1149 GOWER STREET - HOLLYWOOD
 DATE: THURSDAY, APRIL 04, 2019
 PERIOD: 03:00 PM TO 06:00 PM
 INTERSECTION: GOWER STREET / SANTA MONICA BOULEVARD

FILE: 7PMPED-BIKE

15-MINUTE PERIOD	PEDESTRIAN MOVEMENTS			
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
	A	B	C	D
0300-0315	12	15	26	4
0315-0330	15	6	10	10
0330-0345	11	10	17	6
0345-0400	10	5	7	6
0400-0415	17	2	4	6
0415-0430	7	4	11	3
0430-0445	18	9	11	2
0445-0500	9	7	3	4
0500-0515	13	13	2	3
0515-0530	9	9	9	1
0530-0545	15	5	3	0
0545-0600	10	2	3	2

15-MINUTE PERIOD	BICYCLIST MOVEMENTS			
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
	A	B	C	D
0300-0315	2	0	3	0
0315-0330	2	2	2	1
0330-0345	1	1	1	0
0345-0400	4	1	4	0
0400-0415	3	1	1	0
0415-0430	3	2	4	1
0430-0445	4	1	2	2
0445-0500	4	1	0	0
0500-0515	8	0	2	1
0515-0530	5	1	0	0
0530-0545	2	0	1	0
0545-0600	2	0	2	0

1-HOUR PERIOD	PEDESTRIAN MOVEMENTS				TOTALS
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	
	A	B	C	D	
0300-0400	48	36	60	26	170
0315-0415	53	23	38	28	142
0330-0430	45	21	39	21	126
0345-0445	52	20	33	17	122
0400-0500	51	22	29	15	117
0415-0515	47	33	27	12	119
0430-0530	49	38	25	10	122
0445-0545	46	34	17	8	105
0500-0600	47	29	17	6	99

1-HOUR PERIOD	BICYCLIST MOVEMENTS				TOTALS
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	
	A	B	C	D	
0300-0400	9	4	10	1	24
0315-0415	10	5	8	1	24
0330-0430	11	5	10	1	27
0345-0445	14	5	11	3	33
0400-0500	14	5	7	3	29
0415-0515	19	4	8	4	35
0430-0530	21	3	4	3	31
0445-0545	19	2	3	1	25
0500-0600	17	1	5	1	24

THE TRAFFIC SOLUTION - ADT WORKSHEET

CLIENT: OVERLAND TRAFFIC CONSULTANTS
 PROJECT: HOLLYWOOD
 LOCATION: GOWER STREET N/O LEXINGTON AVENUE
 DATE: WEDNESDAY, JULY 27, 2022
 FILE NO: 2_ADT

DIRECTION:		NORTHBOUND			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	18	18	17	9	62
01:00	14	12	14	10	50
02:00	5	8	9	6	28
03:00	8	3	3	9	23
04:00	3	5	4	8	20
05:00	7	14	43	54	118
06:00	21	22	33	23	99
07:00	26	46	53	46	171
08:00	78	77	62	73	290
09:00	88	56	66	76	286
10:00	78	84	75	60	297
11:00	55	78	78	97	308
12:00	93	83	63	72	311
13:00	69	60	59	78	266
14:00	80	95	105	87	367
15:00	104	98	98	120	420
16:00	104	106	149	114	473
17:00	125	154	127	138	544
18:00	131	125	103	120	479
19:00	135	125	93	104	457
20:00	81	87	67	74	309
21:00	58	43	46	36	183
22:00	45	45	40	36	166
23:00	29	28	26	28	111
				TOTAL	5838
AM PEAK HOUR			11:00-12:00		
VOLUME			308		
PM PEAK HOUR			17:15-18:15		
VOLUME			550		

DIRECTION:		SOUTHBOUND			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	26	20	21	19	86
01:00	10	6	17	10	43
02:00	10	7	9	7	33
03:00	9	4	3	6	22
04:00	9	5	9	14	37
05:00	19	29	51	45	144
06:00	36	44	47	67	194
07:00	63	67	103	93	326
08:00	98	105	89	110	402
09:00	100	120	126	109	455
10:00	107	119	89	91	406
11:00	83	95	89	106	373
12:00	96	87	88	98	369
13:00	96	109	76	104	385
14:00	88	81	114	131	414
15:00	122	111	127	110	470
16:00	129	118	132	145	524
17:00	120	136	139	117	512
18:00	113	107	86	94	400
19:00	119	99	81	76	375
20:00	89	80	61	65	295
21:00	54	49	38	53	194
22:00	43	51	52	42	188
23:00	36	25	23	20	104
				TOTAL	6751
AM PEAK HOUR			09:15-10:15		
VOLUME			462		
PM PEAK HOUR			16:30-17:30		
VOLUME			533		

TOTAL BI-DIRECTIONAL VOLUME	12589
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THE TRAFFIC SOLUTION - ADT WORKSHEET

CLIENT: OVERLAND TRAFFIC CONSULTANTS
 PROJECT: HOLLYWOOD
 LOCATION: LODI PLACE N/O LEXINGTON AVENUE
 DATE: WEDNESDAY, JULY 27, 2022
 FILE NO: 1_ADT

DIRECTION:		NORTHBOUND			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	5	2	1	0	8
01:00	2	0	1	1	4
02:00	0	0	1	0	1
03:00	0	0	0	0	0
04:00	2	0	1	0	3
05:00	0	0	2	3	5
06:00	0	0	3	6	9
07:00	8	4	2	5	19
08:00	6	1	5	2	14
09:00	4	1	3	7	15
10:00	2	2	6	1	11
11:00	0	5	2	1	8
12:00	3	5	11	5	24
13:00	6	4	5	6	21
14:00	3	0	2	5	10
15:00	7	8	3	4	22
16:00	6	15	14	7	42
17:00	5	10	9	11	35
18:00	7	9	3	3	22
19:00	8	5	15	2	30
20:00	7	9	9	4	29
21:00	5	3	2	2	12
22:00	3	2	1	4	10
23:00	3	5	6	5	19
				TOTAL	373
AM PEAK HOUR			06:45-07:45		
VOLUME			20		
PM PEAK HOUR			16:00-17:00		
VOLUME			42		

DIRECTION:		SOUTHBOUND			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	2	0	0	0	2
01:00	0	2	1	0	3
02:00	0	1	0	0	1
03:00	2	0	0	1	3
04:00	2	0	1	0	3
05:00	0	0	1	0	1
06:00	1	0	0	3	4
07:00	3	3	4	4	14
08:00	4	7	4	0	15
09:00	6	5	4	6	21
10:00	3	4	2	5	14
11:00	6	2	4	6	18
12:00	2	7	4	9	22
13:00	10	4	3	4	21
14:00	2	6	5	3	16
15:00	9	4	7	3	23
16:00	6	0	6	4	16
17:00	5	5	3	9	22
18:00	3	4	8	3	18
19:00	8	13	7	5	33
20:00	13	8	5	4	30
21:00	2	7	3	3	15
22:00	3	4	2	3	12
23:00	1	1	1	0	3
				TOTAL	330
AM PEAK HOUR			09:00-10:00		
VOLUME			21		
PM PEAK HOUR			19:15-20:15		
VOLUME			38		

TOTAL BI-DIRECTIONAL VOLUME	703
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Existing Conditions

HCM 6th Signalized Intersection Summary

1: Gower St & Fountain Av

08/02/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	199	38	53	411	46	43	385	34	44	505	109
Future Volume (veh/h)	76	199	38	53	411	46	43	385	34	44	505	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	83	216	41	58	447	50	47	418	37	48	549	118
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	153	343	58	109	509	54	195	716	63	350	631	136
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	204	912	153	108	1354	145	692	1524	135	843	1343	289
Grp Volume(v), veh/h	340	0	0	555	0	0	47	0	455	48	0	667
Grp Sat Flow(s),veh/h/ln	1268	0	0	1606	0	0	692	0	1659	843	0	1631
Q Serve(g_s), s	0.0	0.0	0.0	6.9	0.0	0.0	3.8	0.0	11.7	2.6	0.0	21.5
Cycle Q Clear(g_c), s	12.2	0.0	0.0	19.1	0.0	0.0	25.3	0.0	11.7	14.3	0.0	21.5
Prop In Lane	0.24		0.12	0.10		0.09	1.00		0.08	1.00		0.18
Lane Grp Cap(c), veh/h	554	0	0	672	0	0	195	0	780	350	0	767
V/C Ratio(X)	0.61	0.00	0.00	0.83	0.00	0.00	0.24	0.00	0.58	0.14	0.00	0.87
Avail Cap(c_a), veh/h	587	0	0	712	0	0	195	0	780	350	0	767
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.7	0.0	0.0	17.2	0.0	0.0	25.2	0.0	11.3	16.5	0.0	13.9
Incr Delay (d2), s/veh	1.7	0.0	0.0	7.6	0.0	0.0	2.9	0.0	3.2	0.8	0.0	12.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	0.0	7.7	0.0	0.0	0.8	0.0	4.4	0.5	0.0	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	0.0	0.0	24.8	0.0	0.0	28.2	0.0	14.5	17.4	0.0	26.8
LnGrp LOS	B	A	A	C	A	A	C	A	B	B	A	C
Approach Vol, veh/h		340			555			502			715	
Approach Delay, s/veh		16.4			24.8			15.8			26.1	
Approach LOS		B			C			B			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.0		26.5		32.0		26.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		27.5		23.5		27.5		23.5				
Max Q Clear Time (g_c+I1), s		27.3		14.2		23.5		21.1				
Green Ext Time (p_c), s		0.1		1.6		1.9		0.9				
Intersection Summary												
HCM 6th Ctrl Delay				21.8								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary

1: Gower St & Fountain Av

08/02/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	527	22	46	344	67	30	489	38	83	485	62
Future Volume (veh/h)	68	527	22	46	344	67	30	489	38	83	485	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	74	573	24	50	374	73	33	532	41	90	527	67
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	628	25	93	525	97	161	640	49	179	607	77
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	119	1356	55	84	1134	210	741	1543	119	756	1464	186
Grp Volume(v), veh/h	671	0	0	497	0	0	33	0	573	90	0	594
Grp Sat Flow(s),veh/h/ln	1530	0	0	1428	0	0	741	0	1662	756	0	1650
Q Serve(g_s), s	11.4	0.0	0.0	0.0	0.0	0.0	3.1	0.0	22.7	7.8	0.0	24.2
Cycle Q Clear(g_c), s	30.8	0.0	0.0	19.4	0.0	0.0	27.4	0.0	22.7	30.5	0.0	24.2
Prop In Lane	0.11		0.04	0.10		0.15	1.00		0.07	1.00		0.11
Lane Grp Cap(c), veh/h	763	0	0	715	0	0	161	0	689	179	0	684
V/C Ratio(X)	0.88	0.00	0.00	0.70	0.00	0.00	0.20	0.00	0.83	0.50	0.00	0.87
Avail Cap(c_a), veh/h	793	0	0	744	0	0	161	0	689	179	0	684
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.6	0.0	0.0	15.4	0.0	0.0	32.2	0.0	19.2	33.3	0.0	19.7
Incr Delay (d2), s/veh	10.9	0.0	0.0	2.7	0.0	0.0	2.9	0.0	11.2	9.8	0.0	14.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.2	0.0	0.0	6.5	0.0	0.0	0.7	0.0	10.3	2.1	0.0	11.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.5	0.0	0.0	18.1	0.0	0.0	35.0	0.0	30.4	43.1	0.0	33.7
LnGrp LOS	C	A	A	B	A	A	D	A	C	D	A	C
Approach Vol, veh/h	671			497			606			684		
Approach Delay, s/veh	29.5			18.1			30.7			34.9		
Approach LOS	C			B			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	35.0			38.5			35.0			38.5		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	30.5			35.5			30.5			35.5		
Max Q Clear Time (g_c+I1), s	29.4			32.8			32.5			21.4		
Green Ext Time (p_c), s	0.5			1.3			0.0			3.1		
Intersection Summary												
HCM 6th Ctrl Delay	29.0											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

2: Santa Monica Bd & Gower St

08/02/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	961	31	143	1368	46	16	312	57	65	487	62
Future Volume (veh/h)	73	961	31	143	1368	46	16	312	57	65	487	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	79	1045	34	155	1487	50	17	339	62	71	529	67
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	152	1786	58	260	1784	60	149	558	102	283	590	75
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	338	3512	114	523	3508	118	822	1538	281	984	1627	206
Grp Volume(v), veh/h	79	529	550	155	752	785	17	0	401	71	0	596
Grp Sat Flow(s),veh/h/ln	338	1777	1850	523	1777	1849	822	0	1820	984	0	1833
Q Serve(g_s), s	10.2	14.6	14.6	20.6	25.2	25.4	1.4	0.0	12.6	4.4	0.0	21.5
Cycle Q Clear(g_c), s	35.6	14.6	14.6	35.2	25.2	25.4	22.9	0.0	12.6	17.1	0.0	21.5
Prop In Lane	1.00		0.06	1.00		0.06	1.00		0.15	1.00		0.11
Lane Grp Cap(c), veh/h	152	904	941	260	904	940	149	0	660	283	0	665
V/C Ratio(X)	0.52	0.58	0.59	0.60	0.83	0.84	0.11	0.00	0.61	0.25	0.00	0.90
Avail Cap(c_a), veh/h	152	904	941	260	904	940	149	0	660	283	0	665
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.8	12.0	12.0	24.3	14.7	14.7	31.9	0.0	18.2	25.2	0.0	21.1
Incr Delay (d2), s/veh	3.1	1.0	0.9	3.7	6.7	6.6	1.6	0.0	4.1	2.1	0.0	17.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	5.4	5.6	2.7	10.6	11.1	0.3	0.0	5.7	1.2	0.0	11.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.9	13.0	13.0	28.0	21.3	21.3	33.4	0.0	22.3	27.3	0.0	38.1
LnGrp LOS	C	B	B	C	C	C	C	A	C	C	A	D
Approach Vol, veh/h	1158			1692			418			667		
Approach Delay, s/veh	14.5			21.9			22.8			37.0		
Approach LOS	B			C			C			D		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	29.9			40.1			29.9			40.1		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	25.4			35.6			25.4			35.6		
Max Q Clear Time (g_c+I1), s	24.9			37.6			23.5			37.2		
Green Ext Time (p_c), s	0.1			0.0			0.9			0.0		
Intersection Summary												
HCM 6th Ctrl Delay	22.4											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

2: Santa Monica Bd & Gower St

08/02/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	1268	14	72	1114	59	27	495	106	54	431	67
Future Volume (veh/h)	71	1268	14	72	1114	59	27	495	106	54	431	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	77	1378	15	78	1211	64	29	538	115	59	468	73
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	181	1596	17	158	1522	80	256	607	130	177	642	100
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	434	3601	39	388	3433	181	865	1494	319	779	1580	246
Grp Volume(v), veh/h	77	680	713	78	626	649	29	0	653	59	0	541
Grp Sat Flow(s),veh/h/ln	434	1777	1863	388	1777	1838	865	0	1813	779	0	1826
Q Serve(g_s), s	8.4	20.7	20.7	5.9	18.2	18.2	1.8	0.0	20.0	4.4	0.0	15.0
Cycle Q Clear(g_c), s	26.6	20.7	20.7	26.6	18.2	18.2	16.7	0.0	20.0	24.4	0.0	15.0
Prop In Lane	1.00		0.02	1.00		0.10	1.00		0.18	1.00		0.13
Lane Grp Cap(c), veh/h	181	788	826	158	788	815	256	0	737	177	0	743
V/C Ratio(X)	0.43	0.86	0.86	0.49	0.79	0.80	0.11	0.00	0.89	0.33	0.00	0.73
Avail Cap(c_a), veh/h	181	788	826	158	788	815	256	0	737	177	0	743
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.7	15.1	15.1	28.6	14.4	14.4	22.1	0.0	16.5	27.9	0.0	15.0
Incr Delay (d2), s/veh	1.6	9.7	9.4	2.4	5.7	5.5	0.9	0.0	14.7	5.0	0.0	6.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	9.4	9.8	1.2	7.6	7.9	0.4	0.0	10.4	1.1	0.0	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.3	24.8	24.5	30.9	20.0	19.9	23.0	0.0	31.2	32.9	0.0	21.2
LnGrp LOS	C	C	C	C	C	B	C	A	C	C	A	C
Approach Vol, veh/h	1470			1353			682			600		
Approach Delay, s/veh	24.8			20.6			30.9			22.4		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	28.9			31.1			28.9			31.1		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	24.4			26.6			24.4			26.6		
Max Q Clear Time (g_c+I1), s	22.0			28.6			26.4			28.6		
Green Ext Time (p_c), s	1.1			0.0			0.0			0.0		
Intersection Summary												
HCM 6th Ctrl Delay	24.1											
HCM 6th LOS	C											



Overland Traffic Consultants, Inc.

Existing + Project

HCM 6th Signalized Intersection Summary

1: Gower St & Fountain Av

08/02/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	199	38	53	411	46	45	387	34	44	505	110
Future Volume (veh/h)	76	199	38	53	411	46	45	387	34	44	505	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	83	216	41	58	447	50	49	421	37	48	549	120
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	153	343	58	109	509	54	193	717	63	348	629	137
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	204	912	153	108	1354	145	691	1525	134	840	1338	292
Grp Volume(v), veh/h	340	0	0	555	0	0	49	0	458	48	0	669
Grp Sat Flow(s),veh/h/ln	1268	0	0	1606	0	0	691	0	1659	840	0	1631
Q Serve(g_s), s	0.0	0.0	0.0	6.9	0.0	0.0	4.0	0.0	11.8	2.6	0.0	21.6
Cycle Q Clear(g_c), s	12.2	0.0	0.0	19.1	0.0	0.0	25.6	0.0	11.8	14.4	0.0	21.6
Prop In Lane	0.24		0.12	0.10		0.09	1.00		0.08	1.00		0.18
Lane Grp Cap(c), veh/h	554	0	0	672	0	0	193	0	780	348	0	766
V/C Ratio(X)	0.61	0.00	0.00	0.83	0.00	0.00	0.25	0.00	0.59	0.14	0.00	0.87
Avail Cap(c_a), veh/h	587	0	0	712	0	0	193	0	780	348	0	766
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.7	0.0	0.0	17.2	0.0	0.0	25.4	0.0	11.4	16.6	0.0	13.9
Incr Delay (d2), s/veh	1.7	0.0	0.0	7.6	0.0	0.0	3.1	0.0	3.2	0.8	0.0	13.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	0.0	7.7	0.0	0.0	0.8	0.0	4.5	0.6	0.0	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	0.0	0.0	24.8	0.0	0.0	28.6	0.0	14.6	17.5	0.0	27.1
LnGrp LOS	B	A	A	C	A	A	C	A	B	B	A	C
Approach Vol, veh/h	340			555			507			717		
Approach Delay, s/veh	16.4			24.8			15.9			26.4		
Approach LOS	B			C			B			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	32.0			26.5			32.0			26.5		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	27.5			23.5			27.5			23.5		
Max Q Clear Time (g_c+I1), s	27.6			14.2			23.6			21.1		
Green Ext Time (p_c), s	0.0			1.6			1.8			0.9		
Intersection Summary												
HCM 6th Ctrl Delay	21.9											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

1: Gower St & Fountain Av

08/02/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	527	22	46	344	67	31	490	38	83	485	64
Future Volume (veh/h)	68	527	22	46	344	67	31	490	38	83	485	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	74	573	24	50	374	73	34	533	41	90	527	70
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	112	628	25	96	527	97	161	634	49	180	598	79
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	118	1368	55	84	1149	212	739	1543	119	755	1455	193
Grp Volume(v), veh/h	671	0	0	497	0	0	34	0	574	90	0	597
Grp Sat Flow(s),veh/h/ln	1542	0	0	1446	0	0	739	0	1662	755	0	1649
Q Serve(g_s), s	10.6	0.0	0.0	0.0	0.0	0.0	3.1	0.0	21.4	6.9	0.0	23.1
Cycle Q Clear(g_c), s	28.6	0.0	0.0	18.1	0.0	0.0	26.1	0.0	21.4	28.3	0.0	23.1
Prop In Lane	0.11		0.04	0.10		0.15	1.00		0.07	1.00		0.12
Lane Grp Cap(c), veh/h	765	0	0	721	0	0	161	0	682	180	0	677
V/C Ratio(X)	0.88	0.00	0.00	0.69	0.00	0.00	0.21	0.00	0.84	0.50	0.00	0.88
Avail Cap(c_a), veh/h	789	0	0	744	0	0	161	0	682	180	0	677
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.5	0.0	0.0	14.6	0.0	0.0	30.8	0.0	18.3	31.6	0.0	18.8
Incr Delay (d2), s/veh	10.7	0.0	0.0	2.6	0.0	0.0	3.0	0.0	12.0	9.6	0.0	15.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.4	0.0	0.0	6.0	0.0	0.0	0.7	0.0	9.8	2.0	0.0	11.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.3	0.0	0.0	17.2	0.0	0.0	33.8	0.0	30.3	41.2	0.0	34.2
LnGrp LOS	C	A	A	B	A	A	C	A	C	D	A	C
Approach Vol, veh/h	671			497			608			687		
Approach Delay, s/veh	28.3			17.2			30.5			35.1		
Approach LOS	C			B			C			D		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	32.8			36.1			32.8			36.1		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	28.3			32.7			28.3			32.7		
Max Q Clear Time (g_c+I1), s	28.1			30.6			30.3			20.1		
Green Ext Time (p_c), s	0.1			1.0			0.0			2.9		
Intersection Summary												
HCM 6th Ctrl Delay	28.5											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

2: Santa Monica Bd & Gower St

08/02/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	961	31	143	1368	48	16	313	57	71	490	65
Future Volume (veh/h)	74	961	31	143	1368	48	16	313	57	71	490	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	80	1045	34	155	1487	52	17	340	62	77	533	71
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	151	1781	58	259	1776	62	145	561	102	284	589	78
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	337	3512	114	523	3503	122	816	1539	281	983	1616	215
Grp Volume(v), veh/h	80	529	550	155	753	786	17	0	402	77	0	604
Grp Sat Flow(s),veh/h/ln	337	1777	1850	523	1777	1848	816	0	1820	983	0	1832
Q Serve(g_s), s	10.0	14.6	14.6	20.7	25.4	25.5	1.4	0.0	12.6	4.9	0.0	21.9
Cycle Q Clear(g_c), s	35.5	14.6	14.6	35.3	25.4	25.5	23.3	0.0	12.6	17.5	0.0	21.9
Prop In Lane	1.00		0.06	1.00		0.07	1.00		0.15	1.00		0.12
Lane Grp Cap(c), veh/h	151	901	938	259	901	937	145	0	663	284	0	667
V/C Ratio(X)	0.53	0.59	0.59	0.60	0.84	0.84	0.12	0.00	0.61	0.27	0.00	0.91
Avail Cap(c_a), veh/h	151	901	938	259	901	937	145	0	663	284	0	667
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.0	12.1	12.1	24.5	14.8	14.8	32.2	0.0	18.2	25.3	0.0	21.1
Incr Delay (d2), s/veh	3.5	1.0	1.0	3.8	6.9	6.8	1.6	0.0	4.1	2.3	0.0	18.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	5.4	5.7	2.7	10.8	11.2	0.3	0.0	5.7	1.3	0.0	12.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.5	13.1	13.1	28.3	21.6	21.6	33.8	0.0	22.2	27.6	0.0	39.2
LnGrp LOS	D	B	B	C	C	C	C	A	C	C	A	D
Approach Vol, veh/h	1159			1694			419			681		
Approach Delay, s/veh	14.6			22.2			22.7			37.9		
Approach LOS	B			C			C			D		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	30.0			40.0			30.0			40.0		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	25.5			35.5			25.5			35.5		
Max Q Clear Time (g_c+I1), s	25.3			37.5			23.9			37.3		
Green Ext Time (p_c), s	0.1			0.0			0.7			0.0		
Intersection Summary												
HCM 6th Ctrl Delay	22.7											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

2: Santa Monica Bd & Gower St

08/02/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	1268	14	72	1114	63	27	497	106	57	432	69
Future Volume (veh/h)	73	1268	14	72	1114	63	27	497	106	57	432	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	79	1378	15	78	1211	68	29	540	115	62	470	75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	180	1596	17	158	1517	85	253	608	129	175	640	102
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	432	3601	39	388	3421	192	862	1495	318	778	1574	251
Grp Volume(v), veh/h	79	680	713	78	628	651	29	0	655	62	0	545
Grp Sat Flow(s),veh/h/ln	432	1777	1863	388	1777	1836	862	0	1813	778	0	1825
Q Serve(g_s), s	8.3	20.7	20.7	5.9	18.3	18.3	1.8	0.0	20.1	4.3	0.0	15.2
Cycle Q Clear(g_c), s	26.6	20.7	20.7	26.6	18.3	18.3	16.9	0.0	20.1	24.4	0.0	15.2
Prop In Lane	1.00		0.02	1.00		0.10	1.00		0.18	1.00		0.14
Lane Grp Cap(c), veh/h	180	788	826	158	788	814	253	0	737	175	0	742
V/C Ratio(X)	0.44	0.86	0.86	0.49	0.80	0.80	0.11	0.00	0.89	0.35	0.00	0.73
Avail Cap(c_a), veh/h	180	788	826	158	788	814	253	0	737	175	0	742
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.9	15.1	15.1	28.6	14.4	14.4	22.2	0.0	16.5	28.1	0.0	15.1
Incr Delay (d2), s/veh	1.7	9.7	9.4	2.4	5.8	5.7	0.9	0.0	15.0	5.5	0.0	6.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	9.4	9.8	1.2	7.7	7.9	0.4	0.0	10.5	1.1	0.0	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.6	24.8	24.5	30.9	20.2	20.1	23.1	0.0	31.5	33.6	0.0	21.4
LnGrp LOS	C	C	C	C	C	C	C	A	C	C	A	C
Approach Vol, veh/h	1472					1357		684		607		
Approach Delay, s/veh	24.8					20.7		31.1		22.7		
Approach LOS	C					C		C		C		
Timer - Assigned Phs	2		4			6		8				
Phs Duration (G+Y+Rc), s	28.9		31.1			28.9		31.1				
Change Period (Y+Rc), s	4.5		4.5			4.5		4.5				
Max Green Setting (Gmax), s	24.4		26.6			24.4		26.6				
Max Q Clear Time (g_c+I1), s	22.1		28.6			26.4		28.6				
Green Ext Time (p_c), s	1.1		0.0			0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	24.2											
HCM 6th LOS	C											



Future Without Project

HCM 6th Signalized Intersection Summary

1: Gower St & Fountain Av

08/02/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	213	39	54	432	48	45	490	35	46	604	120
Future Volume (veh/h)	83	213	39	54	432	48	45	490	35	46	604	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	90	232	42	59	470	52	49	533	38	50	657	130
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	122	280	45	90	495	53	105	767	55	263	674	133
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.49	0.49	0.49	0.49	0.49	0.49
Sat Flow, veh/h	168	711	115	101	1256	133	619	1553	111	757	1365	270
Grp Volume(v), veh/h	364	0	0	581	0	0	49	0	571	50	0	787
Grp Sat Flow(s),veh/h/ln	994	0	0	1491	0	0	619	0	1663	757	0	1635
Q Serve(g_s), s	0.0	0.0	0.0	3.7	0.0	0.0	1.9	0.0	21.2	4.4	0.0	37.6
Cycle Q Clear(g_c), s	27.3	0.0	0.0	31.0	0.0	0.0	39.5	0.0	21.2	25.5	0.0	37.6
Prop In Lane	0.25		0.12	0.10		0.09	1.00		0.07	1.00		0.17
Lane Grp Cap(c), veh/h	447	0	0	637	0	0	105	0	821	263	0	807
V/C Ratio(X)	0.81	0.00	0.00	0.91	0.00	0.00	0.47	0.00	0.70	0.19	0.00	0.98
Avail Cap(c_a), veh/h	447	0	0	637	0	0	105	0	821	263	0	807
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.2	0.0	0.0	23.7	0.0	0.0	39.7	0.0	15.6	25.5	0.0	19.8
Incr Delay (d2), s/veh	11.0	0.0	0.0	17.6	0.0	0.0	14.3	0.0	4.8	1.6	0.0	26.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	0.0	0.0	13.4	0.0	0.0	1.4	0.0	8.6	0.9	0.0	18.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.2	0.0	0.0	41.3	0.0	0.0	54.0	0.0	20.4	27.0	0.0	45.9
LnGrp LOS	C	A	A	D	A	A	D	A	C	C	A	D
Approach Vol, veh/h	364			581			620			837		
Approach Delay, s/veh	32.2			41.3			23.1			44.8		
Approach LOS	C			D			C			D		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	44.0			36.0			44.0			36.0		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	39.5			31.5			39.5			31.5		
Max Q Clear Time (g_c+I1), s	41.5			29.3			39.6			33.0		
Green Ext Time (p_c), s	0.0			0.5			0.0			0.0		
Intersection Summary												
HCM 6th Ctrl Delay	36.4											
HCM 6th LOS	D											

HCM 6th Signalized Intersection Summary

1: Gower St & Fountain Av

08/02/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	554	22	48	365	69	31	601	39	86	611	71
Future Volume (veh/h)	81	554	22	48	365	69	31	601	39	86	611	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	88	602	24	52	397	75	34	653	42	93	664	77
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	107	536	21	86	484	87	90	694	45	121	657	76
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	126	1208	46	81	1091	196	646	1565	101	675	1481	172
Grp Volume(v), veh/h	714	0	0	524	0	0	34	0	695	93	0	741
Grp Sat Flow(s),veh/h/ln	1381	0	0	1368	0	0	646	0	1665	675	0	1652
Q Serve(g_s), s	9.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31.9	3.6	0.0	35.5
Cycle Q Clear(g_c), s	35.5	0.0	0.0	26.1	0.0	0.0	35.5	0.0	31.9	35.5	0.0	35.5
Prop In Lane	0.12		0.03	0.10		0.14	1.00		0.06	1.00		0.10
Lane Grp Cap(c), veh/h	663	0	0	657	0	0	90	0	739	121	0	733
V/C Ratio(X)	1.08	0.00	0.00	0.80	0.00	0.00	0.38	0.00	0.94	0.77	0.00	1.01
Avail Cap(c_a), veh/h	663	0	0	657	0	0	90	0	739	121	0	733
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.3	0.0	0.0	18.8	0.0	0.0	40.0	0.0	21.2	39.4	0.0	22.3
Incr Delay (d2), s/veh	57.4	0.0	0.0	6.9	0.0	0.0	11.7	0.0	21.4	37.1	0.0	35.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	23.0	0.0	0.0	9.1	0.0	0.0	1.0	0.0	16.0	3.1	0.0	20.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.7	0.0	0.0	25.7	0.0	0.0	51.7	0.0	42.6	76.5	0.0	58.1
LnGrp LOS	F	A	A	C	A	A	D	A	D	E	A	F
Approach Vol, veh/h		714			524			729			834	
Approach Delay, s/veh		80.7			25.7			43.1			60.2	
Approach LOS		F			C			D			E	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.0		40.0		40.0		40.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		35.5		35.5		35.5		35.5				
Max Q Clear Time (g_c+I1), s		37.5		37.5		37.5		28.1				
Green Ext Time (p_c), s		0.0		0.0		0.0		2.2				
Intersection Summary												
HCM 6th Ctrl Delay				54.5								
HCM 6th LOS				D								

HCM 6th Signalized Intersection Summary

2: Santa Monica Bd & Gower St

08/02/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	1108	45	149	1442	67	20	386	58	96	548	68
Future Volume (veh/h)	91	1108	45	149	1442	67	20	386	58	96	548	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	99	1204	49	162	1567	73	22	420	63	104	596	74
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	1879	76	227	1867	87	96	540	81	190	555	69
Arrive On Green	0.54	0.54	0.54	0.54	0.54	0.54	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	306	3480	142	443	3458	160	767	1589	238	912	1631	203
Grp Volume(v), veh/h	99	614	639	162	802	838	22	0	483	104	0	670
Grp Sat Flow(s),veh/h/ln	306	1777	1845	443	1777	1841	767	0	1827	912	0	1834
Q Serve(g_s), s	11.7	18.2	18.3	22.2	28.4	28.8	0.0	0.0	17.8	7.7	0.0	25.5
Cycle Q Clear(g_c), s	40.5	18.2	18.3	40.5	28.4	28.8	25.5	0.0	17.8	25.5	0.0	25.5
Prop In Lane	1.00		0.08	1.00		0.09	1.00		0.13	1.00		0.11
Lane Grp Cap(c), veh/h	144	959	996	227	959	994	96	0	621	190	0	624
V/C Ratio(X)	0.69	0.64	0.64	0.71	0.84	0.84	0.23	0.00	0.78	0.55	0.00	1.07
Avail Cap(c_a), veh/h	144	959	996	227	959	994	96	0	621	190	0	624
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.7	12.1	12.1	28.5	14.5	14.6	37.5	0.0	22.2	34.0	0.0	24.8
Incr Delay (d2), s/veh	13.0	1.4	1.4	10.0	6.5	6.7	5.5	0.0	9.3	10.9	0.0	57.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	6.9	7.1	3.6	11.9	12.4	0.5	0.0	8.9	2.5	0.0	20.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.7	13.6	13.5	38.5	21.0	21.2	43.0	0.0	31.5	44.9	0.0	82.5
LnGrp LOS	D	B	B	D	C	C	D	A	C	D	A	F
Approach Vol, veh/h	1352			1802			505			774		
Approach Delay, s/veh	16.1			22.7			32.0			77.4		
Approach LOS	B			C			C			E		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	30.0			45.0			30.0			45.0		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	25.5			40.5			25.5			40.5		
Max Q Clear Time (g_c+l1), s	27.5			42.5			27.5			42.5		
Green Ext Time (p_c), s	0.0			0.0			0.0			0.0		
Intersection Summary												
HCM 6th Ctrl Delay	31.3											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

2: Santa Monica Bd & Gower St

08/02/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 						 	
Traffic Volume (veh/h)	77	1348	21	85	1267	90	30	566	109	78	522	85
Future Volume (veh/h)	77	1348	21	85	1267	90	30	566	109	78	522	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	1465	23	92	1377	98	33	615	118	85	567	92
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	134	1695	27	134	1593	113	151	620	119	100	638	104
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	358	3581	56	354	3365	239	775	1525	293	724	1570	255
Grp Volume(v), veh/h	84	726	762	92	725	750	33	0	733	85	0	659
Grp Sat Flow(s),veh/h/ln	358	1777	1860	354	1777	1827	775	0	1818	724	0	1825
Q Serve(g_s), s	8.0	27.3	27.4	8.1	27.2	27.5	3.1	0.0	30.1	0.4	0.0	25.2
Cycle Q Clear(g_c), s	35.5	27.3	27.4	35.5	27.2	27.5	28.3	0.0	30.1	30.5	0.0	25.2
Prop In Lane	1.00		0.03	1.00		0.13	1.00		0.16	1.00		0.14
Lane Grp Cap(c), veh/h	134	841	881	134	841	865	151	0	739	100	0	742
V/C Ratio(X)	0.63	0.86	0.86	0.68	0.86	0.87	0.22	0.00	0.99	0.85	0.00	0.89
Avail Cap(c_a), veh/h	134	841	881	134	841	865	151	0	739	100	0	742
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.7	17.6	17.6	35.8	17.6	17.6	33.8	0.0	22.1	37.5	0.0	20.7
Incr Delay (d2), s/veh	8.8	9.3	9.0	13.5	9.1	9.3	3.3	0.0	31.1	55.6	0.0	14.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	12.4	12.9	2.2	12.3	12.8	0.7	0.0	18.3	3.1	0.0	13.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.5	26.9	26.6	49.3	26.7	27.0	37.1	0.0	53.3	93.1	0.0	35.5
LnGrp LOS	D	C	C	D	C	C	D	A	D	F	A	D
Approach Vol, veh/h	1572		1567			766			744			
Approach Delay, s/veh	27.7		28.1			52.6			42.1			
Approach LOS	C		C			D			D			
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	35.0		40.0		35.0		40.0					
Change Period (Y+Rc), s	4.5		4.5		4.5		4.5					
Max Green Setting (Gmax), s	30.5		35.5		30.5		35.5					
Max Q Clear Time (g_c+I1), s	32.1		37.5		32.5		37.5					
Green Ext Time (p_c), s	0.0		0.0		0.0		0.0					
Intersection Summary												
HCM 6th Ctrl Delay			34.2									
HCM 6th LOS			C									



Future With Project

HCM 6th Signalized Intersection Summary

1: Gower St & Fountain Av

08/02/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	213	39	54	432	48	47	492	35	46	604	121
Future Volume (veh/h)	83	213	39	54	432	48	47	492	35	46	604	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	90	232	42	59	470	52	51	535	38	50	657	132
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	121	276	44	89	490	52	106	771	55	265	675	136
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	165	706	114	101	1253	133	618	1553	110	756	1361	273
Grp Volume(v), veh/h	364	0	0	581	0	0	51	0	573	50	0	789
Grp Sat Flow(s),veh/h/ln	985	0	0	1487	0	0	618	0	1663	756	0	1634
Q Serve(g_s), s	0.0	0.0	0.0	3.6	0.0	0.0	2.1	0.0	21.2	4.4	0.0	37.6
Cycle Q Clear(g_c), s	27.7	0.0	0.0	31.2	0.0	0.0	39.7	0.0	21.2	25.5	0.0	37.6
Prop In Lane	0.25		0.12	0.10		0.09	1.00		0.07	1.00		0.17
Lane Grp Cap(c), veh/h	442	0	0	631	0	0	106	0	825	265	0	811
V/C Ratio(X)	0.82	0.00	0.00	0.92	0.00	0.00	0.48	0.00	0.69	0.19	0.00	0.97
Avail Cap(c_a), veh/h	442	0	0	631	0	0	106	0	825	265	0	811
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.4	0.0	0.0	23.9	0.0	0.0	39.7	0.0	15.5	25.3	0.0	19.6
Incr Delay (d2), s/veh	12.0	0.0	0.0	18.9	0.0	0.0	14.8	0.0	4.8	1.6	0.0	25.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	0.0	0.0	13.7	0.0	0.0	1.4	0.0	8.5	0.9	0.0	18.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.4	0.0	0.0	42.8	0.0	0.0	54.5	0.0	20.3	26.9	0.0	45.3
LnGrp LOS	C	A	A	D	A	A	D	A	C	C	A	D
Approach Vol, veh/h	364			581			624			839		
Approach Delay, s/veh	33.4			42.8			23.1			44.2		
Approach LOS	C			D			C			D		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	44.2			35.8			44.2			35.8		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	39.7			31.3			39.7			31.3		
Max Q Clear Time (g_c+l1), s	41.7			29.7			39.6			33.2		
Green Ext Time (p_c), s	0.0			0.4			0.0			0.0		
Intersection Summary												
HCM 6th Ctrl Delay	36.8											
HCM 6th LOS	D											

HCM 6th Signalized Intersection Summary

1: Gower St & Fountain Av

08/02/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	554	22	48	365	69	32	602	39	86	611	73
Future Volume (veh/h)	81	554	22	48	365	69	32	602	39	86	611	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	88	602	24	52	397	75	35	654	42	93	664	79
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	107	536	21	86	484	87	90	694	45	120	655	78
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	126	1208	46	81	1091	196	645	1565	100	674	1476	176
Grp Volume(v), veh/h	714	0	0	524	0	0	35	0	696	93	0	743
Grp Sat Flow(s),veh/h/ln	1381	0	0	1368	0	0	645	0	1665	674	0	1652
Q Serve(g_s), s	9.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.0	3.5	0.0	35.5
Cycle Q Clear(g_c), s	35.5	0.0	0.0	26.1	0.0	0.0	35.5	0.0	32.0	35.5	0.0	35.5
Prop In Lane	0.12		0.03	0.10		0.14	1.00		0.06	1.00		0.11
Lane Grp Cap(c), veh/h	663	0	0	657	0	0	90	0	739	120	0	733
V/C Ratio(X)	1.08	0.00	0.00	0.80	0.00	0.00	0.39	0.00	0.94	0.78	0.00	1.01
Avail Cap(c_a), veh/h	663	0	0	657	0	0	90	0	739	120	0	733
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.3	0.0	0.0	18.8	0.0	0.0	40.0	0.0	21.3	39.4	0.0	22.3
Incr Delay (d2), s/veh	57.4	0.0	0.0	6.9	0.0	0.0	12.2	0.0	21.6	37.8	0.0	36.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	23.0	0.0	0.0	9.1	0.0	0.0	1.0	0.0	16.0	3.1	0.0	20.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.7	0.0	0.0	25.7	0.0	0.0	52.2	0.0	42.9	77.2	0.0	58.9
LnGrp LOS	F	A	A	C	A	A	D	A	D	E	A	F
Approach Vol, veh/h	714			524			731			836		
Approach Delay, s/veh	80.7			25.7			43.3			61.0		
Approach LOS	F			C			D			E		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	40.0			40.0			40.0			40.0		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	35.5			35.5			35.5			35.5		
Max Q Clear Time (g_c+I1), s	37.5			37.5			37.5			28.1		
Green Ext Time (p_c), s	0.0			0.0			0.0			2.2		
Intersection Summary												
HCM 6th Ctrl Delay	54.8											
HCM 6th LOS	D											

HCM 6th Signalized Intersection Summary

2: Santa Monica Bd & Gower St

08/02/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 						 	
Traffic Volume (veh/h)	92	1108	45	149	1442	69	20	387	58	102	551	71
Future Volume (veh/h)	92	1108	45	149	1442	69	20	387	58	102	551	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	100	1204	49	162	1567	75	22	421	63	111	599	77
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	140	1815	74	222	1800	86	103	556	83	208	568	73
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	305	3480	142	443	3453	165	763	1590	238	911	1624	209
Grp Volume(v), veh/h	100	614	639	162	803	839	22	0	484	111	0	676
Grp Sat Flow(s),veh/h/ln	305	1777	1845	443	1777	1841	763	0	1828	911	0	1833
Q Serve(g_s), s	8.5	17.7	17.7	18.8	27.6	28.0	0.0	0.0	16.4	8.1	0.0	24.5
Cycle Q Clear(g_c), s	36.5	17.7	17.7	36.5	27.6	28.0	24.5	0.0	16.4	24.5	0.0	24.5
Prop In Lane	1.00		0.08	1.00		0.09	1.00		0.13	1.00		0.11
Lane Grp Cap(c), veh/h	140	926	962	222	926	960	103	0	640	208	0	641
V/C Ratio(X)	0.72	0.66	0.66	0.73	0.87	0.87	0.21	0.00	0.76	0.53	0.00	1.05
Avail Cap(c_a), veh/h	140	926	962	222	926	960	103	0	640	208	0	641
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.4	12.3	12.3	28.1	14.6	14.7	35.0	0.0	20.1	31.1	0.0	22.8
Incr Delay (d2), s/veh	16.0	1.8	1.7	11.6	8.8	9.0	4.7	0.0	8.1	9.4	0.0	50.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	6.7	6.9	3.4	12.0	12.6	0.5	0.0	8.0	2.4	0.0	18.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.4	14.0	14.0	39.7	23.4	23.7	39.7	0.0	28.3	40.6	0.0	73.3
LnGrp LOS	D	B	B	D	C	C	D	A	C	D	A	F
Approach Vol, veh/h	1353			1804			506			787		
Approach Delay, s/veh	16.6			25.0			28.8			68.7		
Approach LOS	B			C			C			E		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	29.0			41.0			29.0			41.0		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	24.5			36.5			24.5			36.5		
Max Q Clear Time (g_c+I1), s	26.5			38.5			26.5			38.5		
Green Ext Time (p_c), s	0.0			0.0			0.0			0.0		
Intersection Summary												
HCM 6th Ctrl Delay	30.6											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

2: Santa Monica Bd & Gower St

08/02/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	1348	21	85	1267	94	30	568	109	81	523	87
Future Volume (veh/h)	79	1348	21	85	1267	94	30	568	109	81	523	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	86	1465	23	92	1377	102	33	617	118	88	568	95
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	133	1695	27	134	1588	117	148	621	119	99	635	106
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	357	3581	56	354	3355	248	772	1526	292	722	1562	261
Grp Volume(v), veh/h	86	726	762	92	727	752	33	0	735	88	0	663
Grp Sat Flow(s),veh/h/ln	357	1777	1860	354	1777	1826	772	0	1818	722	0	1823
Q Serve(g_s), s	7.8	27.3	27.4	8.1	27.4	27.7	3.1	0.0	30.2	0.3	0.0	25.4
Cycle Q Clear(g_c), s	35.5	27.3	27.4	35.5	27.4	27.7	28.5	0.0	30.2	30.5	0.0	25.4
Prop In Lane	1.00		0.03	1.00		0.14	1.00		0.16	1.00		0.14
Lane Grp Cap(c), veh/h	133	841	881	134	841	864	148	0	739	99	0	741
V/C Ratio(X)	0.65	0.86	0.86	0.68	0.86	0.87	0.22	0.00	0.99	0.89	0.00	0.89
Avail Cap(c_a), veh/h	133	841	881	134	841	864	148	0	739	99	0	741
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.8	17.6	17.6	35.8	17.6	17.7	34.1	0.0	22.2	37.5	0.0	20.7
Incr Delay (d2), s/veh	10.2	9.3	9.0	13.5	9.3	9.5	3.4	0.0	31.7	64.2	0.0	15.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	12.4	12.9	2.2	12.4	12.9	0.7	0.0	18.5	3.4	0.0	13.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.0	26.9	26.6	49.3	26.9	27.2	37.5	0.0	53.9	101.7	0.0	36.2
LnGrp LOS	D	C	C	D	C	C	D	A	D	F	A	D
Approach Vol, veh/h	1574			1571			768			751		
Approach Delay, s/veh	27.8			28.4			53.2			43.9		
Approach LOS	C			C			D			D		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	35.0			40.0			35.0			40.0		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	30.5			35.5			30.5			35.5		
Max Q Clear Time (g_c+I1), s	32.2			37.5			32.5			37.5		
Green Ext Time (p_c), s	0.0			0.0			0.0			0.0		
Intersection Summary												
HCM 6th Ctrl Delay	34.8											
HCM 6th LOS	C											



Driveway Volume + Project

HCS7 Two-Way Stop-Control Report

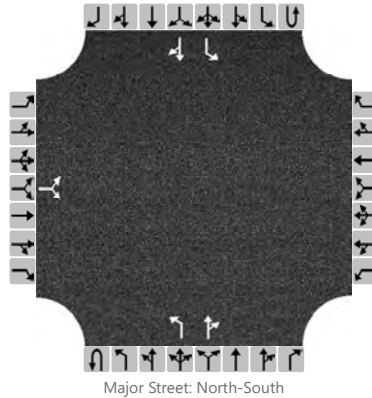
General Information

Analyst	jto
Agency/Co.	OTC INC
Date Performed	8/3/2022
Analysis Year	2022
Time Analyzed	AM PEAK HOUR
Intersection Orientation	North-South
Project Description	GOWER ST DRIVEWAY

Site Information

Intersection	GOWER DRIVEWAY
Jurisdiction	LADOT
East/West Street	DRIVEWAY
North/South Street	GOWER STREET
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

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	1	1	0	0	1	1	0
Configuration			LR							L		TR		L		TR
Volume, V (veh/h)		4		6						0	426	0		0	308	0
Percent Heavy Vehicles (%)		3		3						3				3		
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left + Thru								1							

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

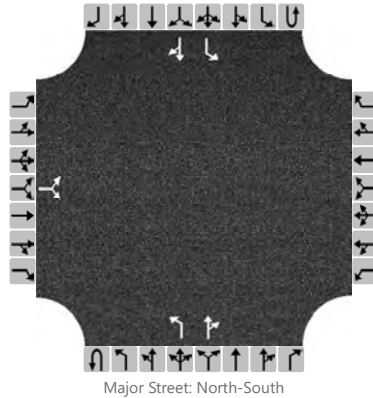
Flow Rate, v (veh/h)			11							0				0		
Capacity, c (veh/h)			585							1217				1092		
v/c Ratio			0.02							0.00				0.00		
95% Queue Length, Q ₉₅ (veh)			0.1							0.0				0.0		
Control Delay (s/veh)			11.3							8.0				8.3		
Level of Service, LOS			B							A				A		
Approach Delay (s/veh)	11.3								0.0				0.0			
Approach LOS	B															

HCS7 Two-Way Stop-Control Report

General Information

Analyst	jto	Intersection	GOWER DRIVEWAY
Agency/Co.	OTC INC	Jurisdiction	LADOT
Date Performed	8/3/2022	East/West Street	DRIVEWAY
Analysis Year	2022	North/South Street	GOWER STREET
Time Analyzed	PM PEAK HOUR	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	GOWER ST DRIVEWAY		

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	1	1	0	0	1	1	0
Configuration			LR							L		TR		L		TR
Volume, V (veh/h)		2		3						0	533	0		0	550	0
Percent Heavy Vehicles (%)		3		3						3				3		
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left + Thru								1							

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

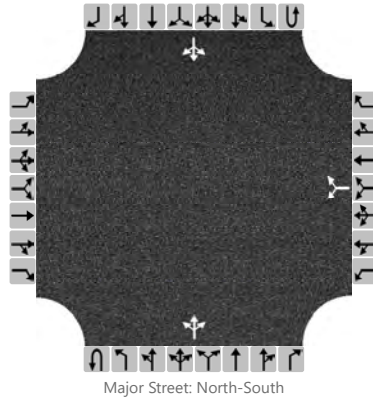
Flow Rate, v (veh/h)			5							0				0		
Capacity, c (veh/h)			426							973				989		
v/c Ratio			0.01							0.00				0.00		
95% Queue Length, Q ₉₅ (veh)			0.0							0.0				0.0		
Control Delay (s/veh)			13.6							8.7				8.6		
Level of Service, LOS			B							A				A		
Approach Delay (s/veh)	13.6								0.0				0.0			
Approach LOS	B															

HCS7 Two-Way Stop-Control Report

General Information

Analyst	jto	Intersection	LODI NORTH DRIVEWAY
Agency/Co.	OTC INC	Jurisdiction	LADOT
Date Performed	8/3/2022	East/West Street	DRIVEWAY
Analysis Year	2022	North/South Street	LODI PLACE
Time Analyzed	AM PEAK HOUR	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	LODI PL NORTH DRIVEWAY		

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				LTR				LTR	
Volume, V (veh/h)						0		0		0	24	2		2	22	0
Percent Heavy Vehicles (%)						3		3		3				3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage					Left + Thru								1			

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

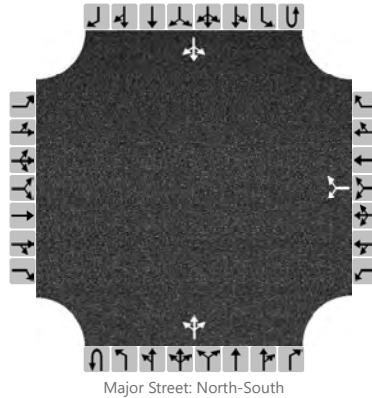
Flow Rate, v (veh/h)							0			0				2		
Capacity, c (veh/h)							0			1582				1577		
v/c Ratio										0.00				0.00		
95% Queue Length, Q ₉₅ (veh)										0.0				0.0		
Control Delay (s/veh)							5.0			7.3				7.3		
Level of Service, LOS							A			A				A		
Approach Delay (s/veh)					5.0				0.0				0.6			
Approach LOS					A											

HCS7 Two-Way Stop-Control Report

General Information

Analyst	jto	Intersection	LODI NORTH DRIVEWAY
Agency/Co.	OTC INC	Jurisdiction	LADOT
Date Performed	8/3/2022	East/West Street	DRIVEWAY
Analysis Year	2022	North/South Street	LODI PLACE
Time Analyzed	PM PEAK HOUR	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	LODI PL NORTH DRIVEWAY		

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				LTR				LTR	
Volume, V (veh/h)						0		0		0	46	4		3	41	0
Percent Heavy Vehicles (%)						3		3		3				3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage					Left + Thru								1			

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

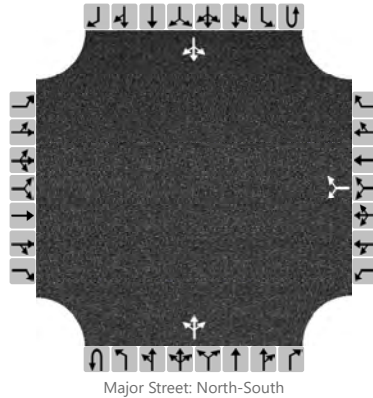
Flow Rate, v (veh/h)							0			0				3		
Capacity, c (veh/h)							0			1555				1543		
v/c Ratio										0.00				0.00		
95% Queue Length, Q ₉₅ (veh)										0.0				0.0		
Control Delay (s/veh)							5.0			7.3				7.3		
Level of Service, LOS							A			A				A		
Approach Delay (s/veh)					5.0				0.0				0.5			
Approach LOS					A											

HCS7 Two-Way Stop-Control Report

General Information

Analyst	jto	Intersection	LODI SOUTH DRIVEWAY
Agency/Co.	OTC INC	Jurisdiction	LADOT
Date Performed	8/3/2022	East/West Street	DRIVEWAY
Analysis Year	2022	North/South Street	LODI PLACE
Time Analyzed	AM PEAK HOUR	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	LODI PL SOUTH DRIVEWAY		

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				LTR				LTR	
Volume, V (veh/h)						6		4		0	22	2		1	21	0
Percent Heavy Vehicles (%)						3		3		3				3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left + Thru								1							

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

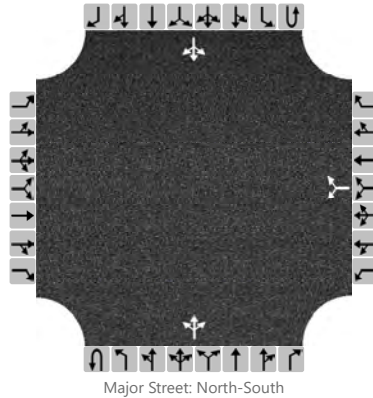
Flow Rate, v (veh/h)							11			0				1		
Capacity, c (veh/h)							947			1584				1580		
v/c Ratio							0.01			0.00				0.00		
95% Queue Length, Q ₉₅ (veh)							0.0			0.0				0.0		
Control Delay (s/veh)							8.8			7.3				7.3		
Level of Service, LOS							A			A				A		
Approach Delay (s/veh)					8.8				0.0				0.3			
Approach LOS					A											

HCS7 Two-Way Stop-Control Report

General Information

Analyst	jto	Intersection	LODI SOUTH DRIVEWAY
Agency/Co.	OTC INC	Jurisdiction	LADOT
Date Performed	8/3/2022	East/West Street	DRIVEWAY
Analysis Year	2022	North/South Street	LODI PLACE
Time Analyzed	PM PEAK HOUR	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	LODI PL SOUTH DRIVEWAY		

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				LTR				LTR	
Volume, V (veh/h)						3		2		0	46	2		3	38	0
Percent Heavy Vehicles (%)						3		3		3				3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage					Left + Thru								1			

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)							5				0				3	
Capacity, c (veh/h)							909				1560				1546	
v/c Ratio							0.01				0.00				0.00	
95% Queue Length, Q ₉₅ (veh)							0.0				0.0				0.0	
Control Delay (s/veh)							9.0				7.3				7.3	
Level of Service, LOS							A				A				A	
Approach Delay (s/veh)					9.0				0.0				0.6			
Approach LOS					A											